



ORDINARY MEETING of Council AGENDA

Time: 3:00 pm
Date: Wednesday, 28 June 2023
Venue: Waiata House, 27 Lincoln Road,
Masterton

MEMBERSHIP

Mayor Gary Caffell (Chairperson)

Councillor Bex Johnson
Councillor Craig Bowyer
Councillor Brent Goodwin
Councillor David Holmes

Councillor Tom Hullena
Councillor Stella Lennox
Councillor Tim Nelson
Councillor Marama Tuuta

Values

1. **Public interest:** members will serve the best interests of the people within the Masterton district and discharge their duties conscientiously, to the best of their ability.
2. **Public trust:** members, in order to foster community confidence and trust in their Council, will work together constructively and uphold the values of honesty, integrity, accountability and transparency.
3. **Ethical behaviour:** members will not place themselves in situations where their honesty and integrity may be questioned, will not behave improperly and will avoid the appearance of any such behaviour.
4. **Objectivity:** members will make decisions on merit; including appointments, awarding contracts, and recommending individuals for rewards or benefits.
5. **Respect for others:** will treat people, including other members, with respect and courtesy, regardless of their ethnicity, age, religion, gender, sexual orientation, or disability. Members will respect the impartiality and integrity of Council staff.
6. **Duty to uphold the law:** members will comply with all legislative requirements applying to their role, abide by this Code, and act in accordance with the trust placed in them by the public.
7. **Equitable contribution:** members will take all reasonable steps to ensure they fulfil the duties and responsibilities of office, including attending meetings and workshops, preparing for meetings, attending civic events, and participating in relevant training seminars.
8. **Leadership:** members will actively promote and support these principles and ensure they are reflected in the way in which MDC operates, including a regular review and assessment of MDC's collective performance.

These values complement, and work in conjunction with, the principles of section 14 of the LGA 2002; the governance principles of section 39 of the LGA 2002; and our MDC governance principles:

Whakamana Tangata	Respecting the mandate of each member, and ensuring the integrity of the committee as a whole by acknowledging the principle of collective responsibility and decision-making.
Manaakitanga	Recognising and embracing the mana of others.
Rangatiratanga	Demonstrating effective leadership with integrity, humility, honesty and transparency.
Whanaungatanga	Building and sustaining effective and efficient relationships.
Kotahitanga	Working collectively.

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Karakia timatanga

Kia tau ngā manaakitanga a te mea ngaro

ki runga ki tēnā, ki tēnā o tātou

Kia mahea te hua mākihikihi

kia toi te kupu, toi te mana, toi te aroha, toi te Reo
Māori

kia tūturu, ka whakamaua kia tīna! Tīna!

Hui e, Tāiki e!

Let the strength and life force of our
ancestors

Be with each and everyone of us

Freeing our path from obstruction

So that our words spiritual, power, love and
language are upheld

Permanently fixed established and
understood

Forward together

1 CONFLICTS OF INTEREST

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

2 APOLOGIES

The Chair invites notice from members of:

- leave of absence for future meetings of Masterton District Council
- apologies, including apologies for lateness and early departure from the meeting where leave of absence has not previously been granted.

3 PUBLIC FORUM

4 ITEMS NOT ON THE AGENDA

The Chairperson will give notice of items not on the agenda as follows:

Matters requiring urgent attention as determined by resolution of the Council

- The reason why the item is not on the agenda; and
- The reason why discussion of the item cannot be delayed until a subsequent meeting.

Minor matters relating to the general business of Council

No resolution, decision or recommendation may be made in respect of the item except to refer it to a subsequent meeting of Masterton District Council for further discussion.

5 CONFIRMATION OF COUNCIL MINUTES

5.1 MINUTES OF COUNCIL MEETING HELD ON 17 MAY 2023

File Number:

Author: Harriet Kennedy, Governance Advisor

Authoriser: David Hopman, Chief Executive

RECOMMENDATION

1. That the Minutes of Council Meeting held on 17 May 2023 be received and confirmed as a true and correct record of that meeting.

ATTACHMENTS

1. Minutes of Council Meeting held on 17 May 2023



MINUTES

**Ordinary Council Meeting
Wednesday, 17 May 2023**

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**MINUTES OF MASTERTON DISTRICT COUNCIL
ORDINARY COUNCIL MEETING
HELD AT WAIATA HOUSE, 27 LINCOLN ROAD, MASTERTON
ON WEDNESDAY, 17 MAY 2023 AT 3:00 PM**

PRESENT: Mayor G Caffell (Chair), Councillors B Johnson, C Bowyer, B Goodwin, T Hullena, T Nelson (by Teams) and M Tuuta

IN ATTENDANCE: Chief Executive, Manager Finance, Manager Strategy and Governance, Manager Community Facilities and Activities, Pou Ahurea Māori, Manager People and Culture, Manager Regulatory Services, Policy Manager, Environmental Services Manager, Senior Communications Advisor, Senior Policy Advisor, Project Manager, Governance Advisor.

1 CONFLICTS OF INTEREST

No conflicts of interest were declared.

2 APOLOGIES

RESOLUTION 2023/34

Moved by Councillor B Johnson
Seconded by Councillor C Bowyer

That apologies from Councillor David Holmes and Councillor Stella Lennox be received and accepted.

CARRIED

3 PUBLIC FORUM

Shailesh Patel from the Eastside Superstore spoke about the parking that would be affected by the proposed cycleway design and suggested two alternative routes that would achieve the cycle path without affecting any businesses.

4 ITEMS NOT ON THE AGENDA

there were no late items

5 CONFIRMATION OF COUNCIL MINUTES

5.1 MINUTES OF COUNCIL MEETING HELD ON 5 APRIL 2023

RESOLUTION 2023/35

Moved by Councillor B Johnson
Seconded by Councillor C Bowyer

1. That the Minutes of Council Meeting held on 5 April 2023 be received and confirmed as a true and correct record of the meeting

CARRIED

6 COMMITTEE REPORTS

6.1 INFRASTRUCTURE AND SERVICES COMMITTEE MEETING - 26 APRIL 2023

THE COMMITTEE RECOMMENDS:

RESOLUTION 2023/36

Moved by Councillor T Nelson
Seconded by Councillor C Bowyer

That Council confirms the report of the Infrastructure and Services Committee Meeting held on 26 April 2023 including the following resolutions:

Progressing the Establishment of the Youth Hub

- *That the Committee:*
 - a) *notes that building and establishing a Youth Hub and cafe in conjunction with the Skatepark Revamp was allocated a budget of \$538,570 under the Long-Term Plan 2021-2031;*
 - b) *notes that the Department of Internal Affairs and the Ministry of Youth Development jointly funded MDC \$120,000 to go towards the design and construction of the Youth Hub;*
 - c) *notes we are awaiting confirmation that the funding from the Department of Internal Affairs and the Ministry of Youth Development is still secured for this project;*
 - d) *notes that the Youth Hub is yet to be constructed as the main contractor (Podular) is in liquidation;*
 - e) *notes that it is unlikely that MDC will be able to recoup the \$260,000 funding already paid to Podular for construction of the Youth Hub; and*
 - f) *notes that officers will work with the Youth Council to progress a revised project scope for the Youth Hub project based on the original concepts.*

Community Facilities and Activities Infrastructure and Services Update

- *That the Infrastructure and Services Committee receives the update from the Community Facilities and Activities team on key projects and a summary of progress since the last report.*

Regulatory Services Infrastructure and Services Update

- *That the Infrastructure and Services Committee receives the update from the Building Control Services, Consents and Planning and Environmental Services teams.*

Assets and Operations Infrastructure and Services Update

- *That the Infrastructure and Services Committee receives the update from Assets and Operations on key infrastructure projects and areas of project focus*

CARRIED

7 REPORTS FOR DECISION

7.1 DOG FEES 2023-2024

The report seeking Council approval of the fees and charges for Council's Dog Registration and Associated Fees for the 2023/2024 financial year (part of the Animal Control activity in the Long Term Plan) was presented by the Manager Regulatory Services.

Members discussed the report. It was noted that not all fees had increased and some members were of the view that a consistent increase should be applied across all fees. The social impact of fees going up on those who had disabilities or who were on fixed incomes was also discussed as some might live alone with a dog as their only companion and an increase in fees might mean that they would have to give their dogs up. Council did need to consider wellbeing, and the social consequences of putting fees up shouldn't be overlooked. Staff were asked to investigate discounts for sectors of the community, like gold card and community services card holders and to look at applying a consistent increase across all fees. Staff advised that the only discount offered at the moment was the Responsible Dog Owner and it would be appropriate to look at further discounts in the upcoming review of the Revenue and Financing Policy.

With the agreement of the meeting and the mover and seconder of the motion, an addition (new 4.) was made to reflect the discussion

RESOLUTION 2023/38

Moved by Councillor C Bowyer
Seconded by Councillor M Tuuta

That Council

1. receives the 'Dog Registration and Associated Fees 2023/24' Report
2. adopts the proposed Dog Registration and Associated Fees for 2023/24 as follows:

Dog Control Fees	Proposed Fees 2023/24 for Final Annual Plan
Responsible owner	\$82.00 (25% discount)
Urban Neutered	\$109.00
Urban Entire	\$188.00
Permit Breeder	\$109.00
Rural 1 st Dog	\$109.00
Rural 2 nd and Subsequent	\$29.00
Dangerous Neutered	\$163.50

Dog Control Charges		Proposed Fees 2023/24 (incl GST) for Final Annual Plan
Sustenance fee (per day)		\$25.00
Pound Fee:	First impounding	\$75.00
	Second impounding	\$150.00
	Third and subsequent impounding	\$200.00
Surrender a dog for euthanasia		\$300
Microchipping of Masterton registered dog		\$20.00

Permit application to keep more than two dogs in urban area including breeder	\$60.00
Re-homing fee for impounded dog	No charge
Replacement registration tag	\$5.00
Collars	Actual cost-plus 15%
Dog seizure fee	\$150.00
After hours dog release (additional to impounding fees)	\$150.00
Vet treatment for impounded dog	Actual cost-plus 15%

3. **acknowledges** that the decision to fund 20% of the proposed dog registration fees from rates is consistent with the 2021 and 2022 Council decisions, but is inconsistent with Council's current Revenue and Financing Policy, which will be reviewed as part of the 2024-2034 Long Term Plan development.
4. **requests** staff investigate equitable discounts for certain sectors of the community, for example, gold card and community services card holders, and to investigate applying a consistent increase across all fees.

CARRIED

7.2 RE-ESTABLISHMENT OF THE MASTERTON DISTRICT COUNCIL RURAL ADVISORY GROUP FOR THE 2022-2025 TRIENNIUM

The report seeking Council approval of process documents to support the re-establishment of the Masterton District Council Rural Advisory Group: Terms of Reference (Attachment 1), and Expressions of Interest (Attachment 2) for the 2022-25 triennium was presented by the Senior Policy Advisor.

RESOLUTION 2023/39

Moved by Councillor B Johnson
Seconded by Councillor B Goodwin

1. **Notes** that Council agreed to re-establish the Council Rural Advisory Group for the 2022-25 triennium at its meeting on 9 November 2022;
2. **Notes** that Councillors David Holmes and Craig Bowyer were appointed to the Council Rural Advisory Group at its meeting on 9 November 2022; and
3. **Approves** the Council Rural Advisory Group Terms of Reference and Expressions of Interest documents to support the re-establishment of the Masterton District Council Rural Advisory Group for the 2022-25 triennium.

CARRIED

7.3 TRANSPORT CHOICES CYCLEWAY PROJECT (LANSDOWNE AND KURIPUNI): APPROVAL OF PROPOSED DESIGN FOR COMMUNITY CONSULTATION

The report seeking Council's approval to commence consultation on the proposed design for the Transport Choices (Lansdowne and Kuripuni) cycleway project was presented by the Senior Project Manager who noted that the project was funded by Waka Kotahi for the particular route proposed providing a safe cycleway linking schools, recreation trails and businesses on the east side of Masterton. It was part of a wider cycling network and was the first step in delivering that. The design had been developed to meet the objectives of the Waka Kotahi funding. Mac Fauvel from CF Projects and Anna Nord from Waka Kotahi were in attendance.

Members expressed support for the project and were supportive of considering alternative routes and asked what that would mean for the funding and whether further consultation would be needed. Staff advised that the purpose of the consultation was to get feedback about the route and whether any alternatives proposed would still be funded by Waka Kotahi or would need further consultation would be addressed once all the feedback had been received. Staff also noted that minor changes to the route, like bringing the cycleway up onto the footpath in particular locations to avoid the loss of carparks, could also be considered.

RESOLUTION 2023/40

Moved by Councillor T Hullena
Seconded by Councillor B Goodwin

That Council:

1. **Notes** the proposed design for the Transport Choices Cycleway Project (Lansdowne and Kuripuni) for consultation;
2. **Notes** the consultation approach, including consultation being held 29 May 2023 and running until close of business 16 June 2023;
3. **Approves** the proposed design for the Transport Choices Cycleway (Lansdowne and Kuripuni) Project for consultation; and
4. **Notes** that the final design will be submitted to Council for approval in September 2023.

CARRIED

7.4 DRAFT WELLINGTON REGION WASTE MANAGEMENT AND MINIMISATION PLAN REVIEW: ADDITIONAL DELEGATION TO THE JOINT COMMITTEE TO CONSULT

The report seeking additional delegation to the Joint Committee on the Wellington Region Waste Management and Minimisation Plan to approve the draft Wellington Region Waste Management and Minimisation Plan (2023-2029) for community consultation, and to hear and deliberate on submissions received as part of the consultation phase, was presented by the Policy Manager.

In response to a question it was advised that the overall Plan would have regional actions which each council would be responsible for delivering but that there would also be a local plan for Masterton.

RESOLUTION 2023/41

Moved by Councillor M Tuuta

Seconded by Councillor T Hullena

That Council:

- a. **Notes** that a review of the Wellington Region Waste Management and Minimisation Plan (2023-2029) is underway;
- b. **Notes** that the eight councils in the Wellington Region are jointly responsible for the Wellington Region Waste Management and Minimisation Plan (2023-2029);
- c. **Notes** that Councillor Tom Hullena is Council's representative on the Joint Committee on the Wellington Region Waste Management and Minimisation Plan;
- d. **Notes** that Councillor Marama Tuuta is Council's alternate representative on the Joint Committee on the Wellington Region Waste Management and Minimisation Plan;
- e. **Agrees** to delegate responsibility to the Joint Committee on the Wellington Region Waste Management and Minimisation Plan to approve the draft Wellington Region Waste Management and Minimisation Plan (2023-2029) for community consultation;
- f. **Agrees** to delegate responsibility to the Joint Committee on the Wellington Region Waste Management and Minimisation Plan to hear and deliberate on submissions received on the draft Wellington Region Waste Management and Minimisation Plan (2023-2029);
- g. **Agrees** to delegate responsibility to the Joint Committee on the Wellington Region Waste Management and Minimisation Plan to make recommendations to Council on any changes to the draft Wellington Region Waste Management and Minimisation Plan (2023-2029); and
- h. **Notes** that following the final Wellington Region Waste Management and Minimisation Plan (2023-2029) will come back to Council for final adoption.

CARRIED

7.5 UPDATE ON FUTURE FOR LOCAL GOVERNANCE WAIRARAPA WORKING GROUP

The report updating Council on the Future for Local Governance Wairarapa meetings and seeking two Council Elected Representatives to join the Working Group was presented by the Manager Strategy and Governance.

RESOLUTION 2023/42

Moved by Mayor G Caffell

Seconded by Councillor B Johnson

That Council:

1. **Receives** the Update on Future for Local Governance in Wairarapa Working Group report.
2. **Appoints** Deputy Mayor Bex Johnson and Councillor Craig Bowyer to the Future for Local Governance in Wairarapa Working Group.
3. **Notes** the Future for Local Governance in Wairarapa Working Group will seek to include representatives from both Wairarapa Iwi.

4. **Notes** the Future for Local Governance in Wairarapa Working Group will aim to deliver options and recommendations for inclusion as part of the Wairarapa Councils' 2024-34 Long-Term Plan consultation documents.

CARRIED

8 REPORTS FOR INFORMATION

8.1 CHIEF EXECUTIVE'S REPORT

The report providing Council with an update on Council operations (as at 11 May 2023) was presented by the Chief Executive.

RESOLUTION 2023/43

Moved by Mayor G Caffell
Seconded by Councillor B Johnson

That Council receives the Chief Executive's Report as at 11 May 2023

CARRIED

8.2 MEETING REPORTS FROM COUNCILLORS

Councillors are appointed to a number of external groups and organisations as representatives of Masterton District Council. This agenda item allows Councillors to report back on meetings attended in that capacity.

Councillor Johnson reported back on the Pasifika o Wairarapa Trust and Social Leaders Wellbeing Group meetings she had attended.

Councillor Bowyer reported back on the Wairarapa Combined District Plan Joint Committee workshops he had attended.

8.3 MAYOR'S REPORT

The Mayor provided a verbal report on meetings and events he had attended, including:

- The Mayoral Forum attended by all the Mayors in the region - all councils were going down the same path and trying to minimise rates while continuing to provide a decent level of service to the community. The proposed rates rise of 7.9% was not great, but was still one of the lowest in the region. Most councils can't see the increases coming down to any extent in the next few years.
- The Future for Local Government was also discussed at the Mayoral Forum – there was a general sense that changes to the structure of local government in the region is something that would need to be addressed, there was no appetite to go down the super city line but there was a feeling that councils on the other side of the Remutakas should be starting to talk about possible mergers and that councils should be doing that on this side as well, by increasing services or getting together

- Cyclone Gabrielle Mayoral Relief Fund – all the money in the fund has been paid out and the work done by Recovery Managers has been recognised
- Met with the businesses affected by the Judds Road rail crossing, there will a public meeting at which Council will be represented.
- Thanked staff and councillors for the work done on the Annual Plan
- Had been to a lot of 100 year birthday celebrations.

9 PUBLIC EXCLUDED

RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION 2023/44

Moved by Councillor C Bowyer
Seconded by Councillor B Johnson

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter 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 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
<p>9.1 - Public Excluded Minutes of Council Meeting held on 5 April 2023</p>	<p>s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p> <p>s7(2)(c)(i) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied</p> <p>s7(2)(c)(ii) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the</p>	<p>s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>

	<p>making available of the information would be likely otherwise to damage the public interest</p> <p>s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p> <p>s7(2)(j) - the withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage</p>	
9.2 - Senior Housing	<p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>

CARRIED

The Meeting moved into public excluded at 4.33pm

The Meeting moved out of public excluded at 5.21pm

The Meeting closed at 5.21pm

The minutes of this meeting were confirmed at the Ordinary Council Meeting held on 28 June 2023.

.....
CHAIRPERSON

5.2 MINUTES OF EXTRAORDINARY COUNCIL MEETING HELD ON 24 MAY 2023

File Number:

Author: Harriet Kennedy, Governance Advisor

Authoriser: David Hopman, Chief Executive

RECOMMENDATION

1. That the Minutes of Extraordinary Council Meeting held on 24 May 2023 be received and confirmed as a true and correct record of that meeting.

ATTACHMENTS

1. Minutes of Extraordinary Council Meeting held on 24 May 2023



MINUTES

**Extraordinary Council Meeting
Wednesday, 24 May 2023**

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**MINUTES OF MASTERTON DISTRICT COUNCIL
EXTRAORDINARY COUNCIL MEETING
HELD AT WAIATA HOUSE, 27 LINCOLN ROAD, MASTERTON
ON WEDNESDAY, 24 MAY 2023 AT 12.30 PM**

PRESENT: Mayor G Caffell (Chair), Councillors B Johnson, C Bowyer, B Goodwin, D Holmes (by Teams), T Hullena, S Lennox, T Nelson (by Teams) and M Tuuta

IN ATTENDANCE: Chief Executive, Manager Finance, Manager Strategy and Governance, Manager Community Facilities and Activities, Manager People and Culture, Manager Governance Advisor.

1 CONFLICTS OF INTEREST

No conflicts of interest were declared.

2 APOLOGIES

There were no apologies.

3 ITEMS NOT ON THE AGENDA

There were no late items

4 REPORTS FOR DECISION

4.1 ANNUAL REPORT 2021/2022

The report presenting Council's 2021/2022 Annual Report for adoption, following the completion of the audit undertaken by Audit New Zealand was presented by the Manager Finance who noted that the report was for the year ending 30 June 2022. Council's Auditor, Jacques du Toit, was in attendance by Teams.

The Auditor acknowledged that the audit had been completed late due to resourcing issues and that had not allowed the Report to be adopted by the statutory deadline of 31 December 2022. He advised that the Audit had been completed without any significant issues or findings and an unmodified Audit Opinion would be issued. He also noted that Audit NZ did not intend to have any slippage on timeframes for the 2023 audit.

RESOLUTION 2023/44

Moved by Mayor G Caffell
Seconded by Councillor B Johnson

That Council

1. Adopts the Annual Report for 2021/2022.
2. Notes that the Annual Report and a Summary of that document must be published within one month of adoption.
3. Delegates authority to the Mayor and Chief Executive to approve any minor edits prior to

publication that do not change the intent of the document, or changes requested by Audit New Zealand.

CARRIED

4.2 CYCLONE AND EMERGENCY EVENT ROADING RECOVERY UPDATE AND APPROVALS

The report updating the Council on the funding applications, contractor registration process, site deterioration, and seeking Council's approval to progress all identified current and future works for the recovery efforts following the June/July Storms 2022, Cyclone Hale, and Cyclone Gabrielle and also seeking Council approval to apply for a bespoke funding assistance arrangement with Waka Kotahi was presented by the Chief Executive. The Chief Executive noted that Council would be updated on the programme through reporting to the Infrastructure and Services Committee.

RESOLUTION 2023/45

Moved by Councillor T Hullena

Seconded by Councillor B Goodwin

That Council

1. acknowledges that applications for central government funding have been submitted by Council Engineers to cover the costs of the initial response and recovery efforts for the June/July Storms 2022, Cyclone Hale, and Cyclone Gabrielle, with the respective total amounts indicated below:
 - (a) June/July Storms 2022 –\$8,186,255
 - (b) Cyclone Hale –\$3,854,327
 - (c) Cyclone Gabrielle -\$15,197,015
2. Notes that Engineers initiated the ROI procurement process to invite experienced contractors for civil earthworks, engineered fill, road construction, and retaining wall projects. 12 expressions of interest were received and those 12 contractors have been successfully pre-qualified, including local contractors and a specialist retaining wall contractor. The final tendering for the repair contracts will be exclusively offered to those contractors who registered through this ROI process.
3. Notes that during the ROI process, it was identified that only one contractor possesses the specialised skills and equipment required for constructing retaining walls. This contractor is currently engaged with the Council on various sites, their contracts are set to conclude in July 2023. It is crucial to award further work to this contractor to avoid losing their services to other districts.
4. Notes that several sites inspected by a team of engineering experts and retaining wall contractors, as identified in a report issued to Council in December 2022, have experienced significant deterioration due to the impact of Cyclone Hale and Gabrielle. Consequently, some of these sites are now included in the 2023 Gabrielle recovery workstream.
5. **Approves**
 - (a) the progress of current contracted works 22/23 and non-contracted future works in the 23/24 financial year, with all future non-contracted works to be completed in priority

order. The estimated share of emergency funding required for both the 22/23 and 23/24 financial years is \$1,077,327 and \$4,331,224, respectively. All recovery sites identified as of March 2023 are included in the table in Attachment 1

- (b) recommends that the Chief Executive and Council promptly apply for a bespoke funding assistance arrangement with Waka Kotahi. This funding opportunity, available through the policy for emergency funding, allows Councils to seek further financial support by demonstrating financial hardship. By making an application, the Council could access additional funding to address the financial challenges resulting from the cyclone damage to the roading network.

CARRIED

The Meeting closed at 1.19pm.

The minutes of this meeting were confirmed at the Ordinary Meeting of the Masterton District Council held on 28 June 2023.

.....
CHAIRPERSON

5.3 MINUTES OF EXTRAORDINARY COUNCIL - ANNUAL PLAN AND SPEED MANAGEMENT PLAN MEETING HELD ON 15 JUNE 2023

File Number:

Author: Harriet Kennedy, Governance Advisor

Authoriser: David Hopman, Chief Executive

RECOMMENDATION

That the Minutes of Extraordinary Council - Annual Plan and Speed Management Plan Meeting held on 15 June 2023 be received and confirmed as a true and correct record of the meeting.

ATTACHMENTS

- 1. Minutes of Extraordinary Council - Annual Plan and Speed Management Plan Meeting held on 15 June 2023**



MINUTES

**Extraordinary Council – Speed
Management Plan and Annual Plan
Deliberations Meeting
Thursday, 15 June 2023**

Order Of Business

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**MINUTES OF MASTERTON DISTRICT COUNCIL
EXTRAORDINARY COUNCIL – SPEED MANAGEMENT PLAN AND ANNUAL PLAN FURTHER
DELIBERATIONS MEETING
HELD AT WAIATA HOUSE, 27 LINCOLN ROAD, MASTERTON
ON THURSDAY, 15 JUNE 2023 AT 6:00 PM**

PRESENT: Mayor G Caffell (Chair), Councillors D Holmes (by Teams), C Bowyer, B Goodwin, T Hullena (by Teams), B Johnson, S Lennox, T Nelson (by Teams) and M Tuuta

IN ATTENDANCE: Chief Executive, Manager Finance, Manager Strategy and Governance, Manager Community Facilities and Activities, Manager Communications and Engagement, Manager People and Culture, Manager Regulatory Services, Policy Manager, Roading Manager, Senior Policy Advisor, Governance Advisor.

1 CONFLICTS OF INTEREST

Councillor Tuuta declared an interest in relation to the discussion about personnel costs in agenda item 5.2 and did not participate in the discussion or vote on the motion.

2 APOLOGIES

No apologies were received.

3 ITEMS NOT ON THE AGENDA

There were no late items

4 CONFIRMATION OF COUNCIL MINUTES

4.1 MINUTES OF COUNCIL - ANNUAL PLAN AND SPEED MANAGEMENT PLAN MEETING HELD ON 7 JUNE 2023

RESOLUTION 2023/9

Moved by Councillor B Johnson
Seconded by Councillor C Bowyer

That the Minutes of Council - Annual Plan and Speed Management Plan Meeting held on 7 June 2023 be confirmed as a true and correct record.

CARRIED

5 REPORTS FOR DECISION

5.1 MASTERTON DISTRICT SPEED MANAGEMENT PLAN FURTHER CONSIDERATIONS

The report providing Council with further information on specific areas of the draft Speed Management Plan as requested at the deliberations meeting on 7 June 2023 was presented by the Roading Manager and the Senior Policy Advisor.

Members discussed the recommendations.

In relation to recommendation (b) re the variable speed limits around schools, those who supported option 1, to proceed with the proposed changes to speed limits around schools as set out in the Consultation Draft, agreed with what was originally proposed and thought that it would be confusing to have variable limits in the places proposed and that people would get used to the change.

In relation to recommendation (c) re the permanent 40km/h speed limit for a section of Pownall St, staff advised that having variable speeds just around the schools would lead to a number of different speeds over a short distance and that it would not be possible to have one variable speed limit for the whole distance between Wairarapa College and St Matthews Collegiate as the Waka Kotahi guidance length for variable zones was only 300-500m and there were also a number of side streets coming onto Pownall St between the two schools which would require signage.

Those who supported the permanent 40km/h speed limit for Pownall St thought that it should be extended to the intersection of Pownall St with York St as outlined in option 3 on page 31 of the Agenda as there was also a lot of traffic from York St Kindergarten and Masterton Intermediate, as well as the Kindergarten, Douglas Park Primary and the Kohanga Reo in Cole St, and to have one speed limit for the whole of Pownall St from St Matthews Collegiate to the York St intersection would be less confusing, it would make the road safer for cycling and, would protect an area where there were a lot of schools and daycares.

Those who didn't support the recommendation thought that there should be variable speed limits just around the schools as the speed restriction was too long and there was no need to have a reduced speed limit 24/7 which would be frustrating for those using Pownall St outside school times.

Members supported the recommendation to remove the proposed speed limit change on Lees Pakaraka Road from the Speed Management Plan, in line with the feedback received from residents, and agreed that signage should be improved to make the road safer.

In relation to the recommendation to proceed with a 60km/h reduced speed limit on Te Ore Ore Bideford Road from the corner with Te Ore Ore Road to past the Te Ore Ore Marae, staff advised that feedback had been sought from the Te Ore Ore Marae Committee who supported the speed reduction but asked that the reduced speed limit be extended to Te Ore Ore Settlement Road which was approximately 1.6km from the corner with Te Ore Ore Road. Members supported the speed reduction proposed in option 2 but extended to 1.6km from the corner with Te Ore Ore Road.

The recommendation was taken in parts.

RESOLUTION 2023/10

Moved by Councillor C Bowyer
Seconded by Councillor S Lennox

That Council:

- a. **Notes** that Council directed staff to review specific areas of the draft Speed Management Plan at the Council Deliberations on 7 June 2023;

CARRIED

RESOLUTION 2023/11

Moved by Councillor B Johnson
Seconded by Councillor M Tuuta

That Council

- b. **Agrees** to proceed with proposed changes to speed limits around schools as set out in the Consultation Draft Speed Management Plan (excluding the changes proposed for Pownall Street including St Matthew's Collegiate and Wairarapa College);

CARRIED

RESOLUTION 2023/12

Moved by Councillor B Johnson
Seconded by Councillor B Goodwin

That Council

- c. **Agrees** to proceed with the 40km/h speed zone for Pownall Street as set out in the Consultation Draft Speed Management Plan including the option to extend the zone to the intersection with York St (as set out in Option 3 in the 15 June 2023 Extraordinary Council Meeting Agenda at page 31);

CARRIED

Councillor Hullena and Councillor Lennox requested their votes against the motion be recorded.

RESOLUTION 2023/13

Moved by Councillor D Holmes
Seconded by Councillor C Bowyer

That Council

- d. **Agrees** to remove the proposed speed limit change on Lees Pakaraka Road from the Speed Management Plan;

CARRIED

RESOLUTION 2023/14

Moved by Councillor D Holmes
Seconded by Councillor C Bowyer

That Council

- e. **Agrees** to proceed with a 60km/h speed limit on Te Ore Ore Bideford Road from the corner with Te Ore Ore Road until north of the marae (approximately 1.6 kilometres).

CARRIED

RESOLUTION 2023/15

Moved by Councillor B Johnson
Seconded by Councillor C Bowyer

That Council

- f. **Adopts** the Speed Management Plan following updates to reflect the decisions at this meeting;
- g. **Delegates** authority to the Chief Executive to approve minor proofing corrections prior to publication and submission to Waka Kotahi

CARRIED

5.2 ANNUAL PLAN 2023/24 FURTHER DELIBERATIONS

The report responding to Council's directive to report on the feasibility and implications of capping the proposed 2023/24 staff costs at \$12,891,500 for the 2023/24 Annual Plan was presented by the Manager Finance and the Manager Strategy and Governance. It was noted that the staff recommendation was to stay with the existing budget as consulted on and the decisions made at the 7 June Council meeting. The report set out what the staff costs were and it was unrealistic to base next year's budget on what was spent in the current year. The number of vacancies meant that staff were absorbing greater workloads and other work was not getting done and it wasn't sustainable to keep that up. Council, elected members and the Chief Executive had contractual, employment and health and safety obligations to staff. There was a clear distinction in the Local Government Act between the governance role of elected members and the management role of the CE and the previously proposed motion meant either capping staff numbers or remuneration both of which place Council and the CE in a difficult position in risking breaching those obligations.

MOTION

Moved by Councillor B Johnson
Seconded by Mayor G Caffell

That Council:

1. Receives the Annual Plan 2023/24 Further Deliberations report.
2. Notes staff advice on the effect of the resolution made at the 7 June 2023 Council meeting on capping staff costs.
3. Proceeds with the activities and budget outlined in the 2023/24 Annual Plan Consultation Document as modified by Council Resolutions 2023/5 and 2023/6 relating to the Annual Plan 2023/24 Deliberations report with an average rates increase of 7.6%.
4. Notes that discussions on reviewing outputs and levels of service will be progressed and consulted on as part of the LTP.
5. Notes that recommendations approved will be built into the 2023/24 Annual Plan which must be adopted by 30 June 2023

Members discussed the motion.

Councillor Goodwin signalled that he intended to put another option, to set the personnel costs including elected member remuneration and contractors at \$14.5m which was allowing almost \$1m more than his previous motion and would save ratepayers \$600,000 and was a win for staff. He added that he thought that Council should have a discussion about looking at a Remuneration and Employment Policy as the Local Government Act recommended, and that officers could look at

reprioritising and increasing productivity.

The Chief Executive advised that if Council didn't have the resources Council couldn't do the job it was supposed to do. Council had KPIs and statutory deadlines and hadn't hit all those targets. Without resourcing the business properly there was a risk of not hitting those targets and not being able to deliver what Council told our community Council would deliver. Reprioritising meant changing levels of service, e.g. not fixing potholes, changing library hours, changing transfer station hours, more leaks. It was the CE's role to manage efficiencies and staff had looked at all areas of the budget, if there were savings to be made staff would make them. The budget needed to be looked at as a whole.

COMMITTEE RESOLUTION 2023/16

Moved by Mayor G Caffell

Seconded by Councillor T Hullena

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter 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 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
Annual Plan 2023/24 Further Deliberations	s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

CARRIED

The meeting moved into public excluded at 7.48pm

The meeting moved out of public excluded at 8.52pm

The substantive motion was put

RESOLUTION 2023/19

Moved by Councillor M Tuuta

Seconded by Councillor C Bowyer

That Council:

1. Receives the Annual Plan 2023/24 Further Deliberations report.
2. Notes staff advice on the effect of the resolution made at the 7 June 2023 Council meeting

on capping staff costs.

3. Proceeds with the activities and budget outlined in the 2023/24 Annual Plan Consultation Document as modified by Council Resolutions 2023/5 and 2023/6 relating to the Annual Plan 2023/24 Deliberations report but with an overall reduction in Council budgets of \$589,000 to target an average rates increase of 6.2%.
4. Notes that discussions on reviewing outputs and levels of service will be progressed and consulted on as part of the LTP.
5. Notes that recommendations approved will be built into the 2023/24 Annual Plan which must be adopted by 30 June 2023.

CARRIED

Councillor Hullena and Councillor Nelson requested their votes against the motion be recorded.

COMMITTEE RESOLUTION 2023/17

Moved by Councillor B Johnson
Seconded by Councillor S Lennox

That the resolutions from the public excluded part of the meeting be brought out of public excluded.

CARRIED

RESOLUTIONS BROUGHT OUT OF PUBLIC EXCLUDED:

AMENDMENT

Moved by Councillor B Goodwin
Seconded by Councillor T Nelson

That Council

3. Proceeds with the activities and budget outlined in the 2023/24 Annual Plan Consultation Document as modified by Council Resolutions 2023/5 and 2023/6 relating to the Annual Plan 2023/24 Deliberations report but with a reduction in personnel costs of \$589,000.

LOST

A further amendment was put:

RESOLUTION 2023/18

Moved by Councillor C Bowyer
Seconded by Councillor S Lennox

That Council

3. Proceeds with the activities and budget outlined in the 2023/24 Annual Plan Consultation Document as modified by Council Resolutions 2023/5 and 2023/6 relating to the Annual Plan 2023/24 Deliberations report but with an overall reduction in Council budgets of \$589,000 to target an average rates increase of 6.2%.

CARRIED

Councillor Hullena and Councillor Nelson requested their votes against the motion be recorded.

The Meeting closed at 8.57pm.

The minutes of this meeting were confirmed at the Ordinary Meeting of the Masterton District Council held on 28 June 2023.

.....
CHAIRPERSON

6 COMMITTEE REPORTS

6.1 AUDIT AND RISK COMMITTEE MEETING - 24 MAY 2023

File Number:

Author: Harriet Kennedy, Governance Advisor

Authoriser: David Hopman, Chief Executive

Members: Philip Jones (Chair), Councillor Craig Bowyer, Councillor Gary Caffell, Councillor Brent Goodwin, Councillor David Holmes, Councillor Tom Hullena, Councillor Stella Lennox, Councillor Tim Nelson, Councillor Marama Tuuta and Ra Smith

THE COMMITTEE RECOMMENDS:

That Council confirms the report of the Audit and Risk Committee Meeting held on 24 May 2023 including the following resolutions:

- Treasury Management Policy Review
That the Audit and Risk Committee recommends that Council adopts the 2023 revisions to the Treasury Management Policy outlined in Minutes Attachment 1.
- Service Provision Report Aratoi Regional Trust
That the Audit and Risk Committee receives the Service Provision Report Aratoi Regional Trust, covering the summary results of the key result indicators for the quarter 1 January – 31 March 2023
- Destination Wairarapa Quarterly Report (1 January 2023 to 31 March 2023)
That the Audit and Risk Committee receives the third quarter report (1 January 2023 – 31 March 2023) from Destination Wairarapa.
- Health and Safety Quarterly Report
The Audit and Risk Committee notes the content and receives the Health and Safety Report for the quarter (1 January 2023 to 31 March 2023).
- Non-Financial Performance 2022-2023 Quarter 3 Report
That the Audit and Risk Committee receives the Quarter 3 non-financial performance report for the 2022/23 financial year.
- Nine Months to Date Financial Report 2022/2023
That the Audit and Risk Committee receives the 9 months to date financial report and commentary.
- 2024-2034 Long-Term Plan Update
That the Audit and Risk Committee
 1. *Receives the 2024-34 Long-Term Plan update report.*
 2. *Endorses the proposed scope of work and the three priorities for the 2024-34 LTP, being:*
 - a. *The Revenue and Policy Review.*
 - b. *Levels of Service Review.*

c. Budget Review.

3. *Notes the early LTP project risks identified in this report.*

- Insurance Update

That the Audit and Risk Committee

1. *Receives the information contained in the Insurance Update Report*

2. *Requests staff to report to Council on options for reduced cover, increased risk with a corresponding reduction in premiums*

- Corporate Carbon Emissions Reduction Plan Implementation: Progress Report

That the Audit and Risk Committee receives the first six-monthly progress report on the implementation of the Corporate Carbon Emissions Reduction Plan.

- Wairarapa Economic Development Strategy Progress Report

That the Audit and Risk Committee receives Wairarapa Economic Development Strategy Progress Report.

ATTACHMENTS

1. **Minutes of Audit and Risk Committee Meeting held on 24 May 2023**



MINUTES

**Audit and Risk Committee Meeting
Wednesday, 24 May 2023**

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**MINUTES OF MASTERTON DISTRICT COUNCIL
AUDIT AND RISK COMMITTEE MEETING
HELD AT WAIATA HOUSE, 27 LINCOLN ROAD, MASTERTON
ON WEDNESDAY, 24 MAY 2023 AT 3:00 PM**

PRESENT: Philip Jones (Chair), Mayor Gary Caffell, Councillors B Johnson, C Bowyer, B Goodwin, D Holmes (by Teams to 4.17pm), T Hullena, S Lennox, T Nelson (by Teams) and M Tuuta and Iwi Representative Ra Smith

IN ATTENDANCE: Chief Executive, Manager Finance, Manager Strategy and Governance, Manager Community Facilities and Activities, Pou Ahurea Māori, Manager People and Culture, Manager Regulatory Services, Policy Manager, Environmental Services Manager, Senior Communications Advisor, Senior Policy Advisor, Senior Policy Advisor Climate Change and Environment, Governance Advisor.

1 CONFLICTS OF INTEREST

No conflicts of interest were declared.

2 APOLOGIES

There were no apologies

3 PUBLIC FORUM

There was no public forum

4 ITEMS NOT ON THE AGENDA

There were no late items

The Chair brought forward items 6.1 and 6.2 as the Director, Aratoi and General Manager, Destination Wairarapa were in attendance.

5 REPORTS FOR DECISION

5.1 TREASURY MANAGEMENT POLICY REVIEW

The report providing the Committee with an updated Treasury Management Policy for review and to recommend to Council for adoption was presented by the Manager Finance.

The Chair requested a further minor amendment - to add wherever reference was made to the CFO "or equivalent" - so that the policy didn't need to be amended whenever there was a staff title change.

[Note to the minutes: the final Treasury Management Policy incorporating amendments is attached as Minutes Attachment 1]

COMMITTEE RESOLUTION 2023/9

Moved by Councillor C Bowyer
Seconded by Councillor T Hullena

That the Audit and Risk Committee recommends that Council adopts the 2023 revisions to the Treasury Management Policy outlined in Attachment 2.

CARRIED

6 REPORTS FOR INFORMATION

6.1 MINUTES OF THE PREVIOUS MEETING HELD ON 22 FEBRUARY 2023

The minutes of the Committee held on 22 February 2023 were confirmed by Council at its meeting on 5 April 2023 and were brought to the Committee for their receipt.

COMMITTEE RESOLUTION 2023/10

Moved by Councillor B Johnson
Seconded by Philip Jones

That the Audit and Risk Committee receives the minutes of the previous meeting held 15 February 2023.

CARRIED

6.2 SERVICE PROVISION REPORT ARATOI REGIONAL TRUST

The report providing the Committee with the quarterly report against key result indicators for Aratoi Regional Trust was presented by the Manager Community Facilities and Activities. Sarah McLintock, Director of Aratoi, was in attendance to speak to her report..

In response to a question about how many Friends of Aratoi there were, the Chair noted that Masterton District Council weren't directors of Aratoi so it wasn't appropriate to be asking for that information.

It was also noted that the Friends of Aratoi are separate to Aratoi and anyone wishing to know information about their membership would need to contact them directly.

(Councillor Holmes joined the meeting at 3.06pm).

COMMITTEE RESOLUTION 2023/11

Moved by Councillor B Goodwin
Seconded by Councillor S Lennox

That the Audit and Risk Committee receives the Service Provision Report Aratoi Regional Trust, covering the summary results of the key result indicators for the quarter 1 January – 31 March 2023.

CARRIED

6.3 DESTINATION WAIRARAPA QUARTERLY REPORT (1 JANUARY 2023 TO 31 MARCH 2023)

The report providing the Committee with the third quarter (1 January 2023 – 31 March 2023) progress report on key deliverables of Destination Wairarapa was presented by the Senior Policy Manager. Anna Nielson, General Manager, Destination Wairarapa spoke to her report and noted that for the last three years the Wairarapa had done well, but now growth was slowing as there needed to be new developments in the tourism area.

COMMITTEE RESOLUTION 2023/12

Moved by Councillor B Johnson
Seconded by Councillor T Hullena

That the Audit and Risk Committee receives the third quarter report (1 January 2023 – 31 March 2023) from Destination Wairarapa.

CARRIED

6.4 HEALTH AND SAFETY QUARTERLY REPORT

Under the Health and Safety at Work Act 2015, all elected members are deemed ‘officers’ and must exercise a duty of due diligence in relation to health and safety. The quarterly report provides information to assist elected members to carry out that role. The Report was presented by the Manager People and Culture

(Councillor Holmes left the meeting at 4.17pm.)

COMMITTEE RESOLUTION 2023/13

Moved by Philip Jones
Seconded by Councillor T Hullena

The Audit and Risk Committee notes the content and receives the Health and Safety Report for the quarter (1 January 2023 to 31 March 2023).

CARRIED

6.5 NON-FINANCIAL PERFORMANCE 2022-2023 QUARTER 3 REPORT

The report advising the Audit and Risk Committee of performance against non-financial measures for the period from 1 July 2022 to 31 March 2023 was presented by the Principal Advisor Strategy and Governance.

COMMITTEE RESOLUTION 2023/14

Moved by Councillor B Johnson
Seconded by Mayor G Caffell

That the Audit and Risk Committee receives the Quarter 3 non-financial performance report for the 2022/23 financial year.

CARRIED

6.6 NINE MONTHS TO DATE FINANCIAL REPORT 2022/2023

The report providing the Committee with financial reporting for the nine months to 31 March 2023 was presented by the Manager Finance.

Two financial statements had been separately circulated for members information, detailing the forecast financial result to 30 June 2023.

COMMITTEE RESOLUTION 2023/15

Moved by Councillor C Bowyer
Seconded by Councillor B Johnson

That the Audit and Risk Committee receives the 9 months to date financial report and commentary.

CARRIED

6.7 2024-2034 LONG-TERM PLAN UPDATE

The report providing the Audit and Risk Committee with an update on progress with the development of the 2024-34 Long Term Plan was presented by the Manager Strategy and Governance.

COMMITTEE RESOLUTION 2023/16

Moved by Councillor S Lennox
Seconded by Councillor M Tuuta

That the Audit and Risk Committee

1. Receives the 2024-34 Long-Term Plan update report.
2. Endorses the proposed scope of work and the three priorities for the 2024-34 LTP, being:
 - a. The Revenue and Policy Review.
 - b. Levels of Service Review.
 - c. Budget Review.
3. Notes the early LTP project risks identified in this report.

CARRIED

6.8 INSURANCE UPDATE

The report providing the Audit and Risk Committee with up-to-date advice on the renewal of insurance cover from 1 July 2023 and provide information about the cost increases of that insurance was presented by the Manager Finance who advised that there would be a meeting with the insurers shortly and that insurance costs were likely to be higher than the 15% originally envisaged.

The option to reduce insurance costs by insuring for indemnity value vs full replacement, or reducing cover, was discussed and with the agreement of the meeting the recommendation was amended to request the Manager Finance report back on options for reducing cover and the corresponding risk.

COMMITTEE RESOLUTION 2023/17

Moved by Philip Jones

Seconded by Councillor B Johnson

That the Audit and Risk Committee

1. Receives the information contained in the Insurance Update Report
2. Requests staff to report to Council on options for reduced cover, increased risk with a corresponding reduction in premiums.

CARRIED

6.9 CORPORATE CARBON EMISSIONS REDUCTION PLAN IMPLEMENTATION: PROGRESS REPORT

The report advising the Audit and Risk Committee of progress on the implementation of the Corporate Carbon Emissions Reduction Plan (CCERP 2021) was presented by the Senior Policy Advisor Climate Change and Environment.

COMMITTEE RESOLUTION 2023/18

Moved by Councillor T Hullena

Seconded by Councillor S Lennox

That the Audit and Risk Committee receives the first six-monthly progress report on the implementation of the Corporate Carbon Emissions Reduction Plan.

CARRIED

6.10 WAIRARAPA ECONOMIC DEVELOPMENT STRATEGY PROGRESS REPORT

The report providing the Audit and Risk Committee with information on the reporting requirements for WellingtonNZ to support the implementation of the Wairarapa Economic Development Strategy (WEDS) was presented by the Senior Policy Advisor who noted that a detailed workplan would also be coming to Council and that there would be regular reporting after that.

COMMITTEE RESOLUTION 2023/19

Moved by Councillor C Bowyer
Seconded by Councillor S Lennox

That the Audit and Risk Committee receives Wairarapa Economic Development Strategy Progress Report.

CARRIED

7 PUBLIC EXCLUDED

RESOLUTION TO EXCLUDE THE PUBLIC

COMMITTEE RESOLUTION 2023/20

Moved by Councillor B Johnson
Seconded by Councillor S Lennox

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter 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 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 the passing of this resolution
<p>7.1 - Minutes of the Audit and Risk Committee Meeting held with the public excluded on 22 February 2023</p>	<p>s7(2)(c)(i) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied</p> <p>s7(2)(c)(ii) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely</p>	<p>s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>

	otherwise to damage the public interest	
7.2 - 2022/23 Quarter 3 Risk Management Update Report	<p>s7(2)(c)(i) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied</p> <p>s7(2)(c)(ii) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest</p>	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
7.3 - SLT Risk Discussion	<p>s7(2)(c)(i) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied</p> <p>s7(2)(c)(ii) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the</p>	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

	information would be likely otherwise to damage the public interest	
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CARRIED

The Meeting moved into public excluded at 5.36pm

The Meeting moved out of public excluded at 6.03pm

The Meeting closed at 6.03pm.

The minutes of this meeting were confirmed at the Council meeting held on 28 June 2023.

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MAYOR



Treasury Management Policy

Including

Liability Management Policy

&

Investment Policy

24 May 2023

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Appendix 1: Approved Financial Instruments

Appendix 2: Investment Counterparty Limits

Adopted by:	Masterton District Council (as recommended by the Audit and Risk Committee)
Date of Approval:	24 June 2020
Policy Number:	MDC025
Review Date:	20 May 2020
	24 May 2023

1 PURPOSE

The purpose of the Treasury Management Policy is to ensure Masterton District Council (MDC) undertakes its borrowing and investment activities, prudently, efficiently and in accordance with the requirements of the:

- Local Government Act 2002 (LGA), in particular Part 6 including sections 101, 102, 104, 105, 112 and 116.;
- Local Government (Financial Reporting and Prudence) Regulations 2014, in particular Schedule 4; and
- Liability Management Policy and Investment Policy as outlined within this document.

Also, as an investor of ratepayer's monies, Council must have consideration of the Trust Act 2019. When acting as a trustee or investing money on behalf of others, trustees have a duty to invest prudently and that they shall exercise care, diligence, and skill that a prudent person of business would exercise in managing the affairs of others.

2 OBJECTIVE

The objective of this Policy is to control and manage borrowing costs, investment returns, liquidity and risks associated with managing the Council's financial assets and liabilities.

3 SCOPE

This policy applies to all MDC borrowing and investment activity (referred to as treasury activity).

This policy does not apply to other aspects of MDC's financial operations (eg transactional banking and systems of internal control)

4 PRINCIPLES OF TREASURY ACTIVITY

MDC will undertake all treasury activities in accordance with the LGA and the following principles:

- To prudently manage MDC's Treasury liability and investment policies, and all identified treasury risks within policy limits and parameters.
- Minimise costs and risks in the management of MDC's borrowing through flexibility and spread of debt maturities.
- Where debt is raised for a specific activity or project, the debt servicing and repayment is funded from the revenue mechanisms associated with that activity.
- Manage investments to optimise returns in the long term whilst balancing risk and return considerations.
- Safeguard MDC's financial assets and investment capital through restricting assets classes to low risk and accepting lower returns that will result.
- Maintain appropriate liquidity levels and manage MDC's cash flows to meet known and predictable funding requirements.

To minimise exposure to credit risk by dealing with and investing in credit worthy counterparties.

- Ensure that financial planning will not impose an unequitable spread of costs/benefits over current and future ratepayers.
- To ensure adequate internal controls exist to protect MDC’s financial assets and to prevent unauthorised transactions.
- Ensure compliance with all risk control limits, financial ratios, and external lender requirements.
- Develop and maintain relationships with financial institutions, LGFA, investors and investment counterparties.

MDC is risk averse and will avoid risk in its treasury management activities. MDC seeks to manage, not capitalise on, any risk associated with interest rates, liquidity, funding, default or credit, and operations. Any activity which may be construed as speculative in nature is not permitted under this policy.

5 DELEGATION OF AUTHORITY

MDC will ensure effective controls over treasury management and segregation of duties controls are in place. All treasury activities will be undertaken in accordance with the authority limits set out in the Governance Delegations Manual and the Chief Executive and Staff Delegations Manual.

6 LIABILITY MANAGEMENT POLICY

MDC may borrow in order to:

- raise specific debt associated with projects and capital expenditure;
- fund the balance sheet as a whole, including working capital requirements; or
- fund assets whose useful lives extend over several generations of ratepayers

Borrowing provides a basis to achieve inter-generational equity by aligning long-term assets with long-term funding sources, ensuring that costs are met by those ratepayers benefiting from the investment.

6.1 Borrowing Limits

MDC will manage external borrowing within the limits detailed in the table below.

Item	Borrowing Limit
Net External Debt/Total Revenue	<150%
Net Interest on External Debt/Total Revenue	<10%
Net Interest on External Debt/Annual Rates Income	<15%
Net Interest on Internal and External Debt/Annual Rates Income	<20%
Liquidity (External term debt + unutilised committed loan facilities + cash and cash equivalents / External term debt)	>110%

Borrowing limit definitions are outlined within the Appendices.

Financial covenants are measured on MDC only, there is no consolidated group.

Disaster recovery requirements will be met through the liquidity ratio and special reserve funds held as term investments.

Net External Debt is defined as Total External Borrowing less all Financial Assets (as listed in the Statement of Financial Position) and is consistent with the LGFA's definition. See Section 13 of this policy for the LGFA's definition of Net Debt.

Approval of Borrowing

New debt and the debt repayment programme is approved at the time of adopting the Long Term Plan (LTP) or Annual Plan. MDC's Financial Strategy (as included in the LTP) depicts the impact of the changing levels of debt and investments over the future ten year period.

All projected external borrowing is approved in advance by the Council as part of the Annual Plan or LTP process, or by resolution of the Council.

6.2 Borrowing Mechanisms

MDC will use the most appropriate and cost effective borrowing method available. Approved borrowing mechanisms include:

- issuing stock/bonds;
- commercial paper (CP) and debentures;
- direct bank borrowing;
- bonds issued by New Zealand Local Government Funding Agency (LGFA);
- accessing the short and long-term wholesale/retail debt capital markets directly or indirectly (including LGFA bespoke and short-term lending);
- accessing stand-by facilities with the LGFA; and
- internal borrowing – offset by cash holdings of reserves and special funds.

6.3 Security

MDC's security is provided by a charge over rates revenue, offered through a Debenture Trust Deed.

Under the Debenture Trust Deed, MDC's borrowing is secured by a floating charge over all MDC rates levied under the Local Government (Rating) Act 2002. The security offered by MDC ranks equally with other lenders.

With Council approval, security may be offered by providing a charge over one or more of MDC's assets. Physical assets will be charged only where:

- there is a direct relationship between the debt and the purchase or construction of the asset, which it funds (e.g. project finance); or
- Council considers a charge over physical assets to be appropriate.

Any pledging of physical assets must comply with the terms and conditions contained within the security arrangement.

6.4 Debt Repayment

All portions of debt will be progressively repaid or refinanced as it falls due, in accordance with the applicable borrowing mechanism.

Subject to the appropriate approval and debt limits, a loan may be rolled over or re-negotiated as and when appropriate.

6.5 Guarantees, Contingent Liabilities and Other Financial Arrangements

MDC may act as guarantor to financial institutions on loans or enter into incidental arrangements for organisations, clubs, Trusts, or business units, if the purposes of the loan are in line with MDC's strategic objectives.

MDC will not guarantee loans to Council-Controlled Trading Organisations, in accordance with the LGA (s.62).

MDC will ensure that sufficient funds or lines of credit exist to meet amounts guaranteed. Guarantees given will not exceed any amount agreed by Council or Council committee. The Manager Finance will monitor guarantees and report annually to Council.

Conditions to financial arrangements, such as loan advances, are detailed later in this document.

6.6 Internal Borrowing

Internal loans are sourced from MDC's cash investments and are recognised as a valid means of funding projects, minimising the cost of borrowing while providing a market return on investment funds.

6.7 New Zealand Local Government Funding Agency (LGFA) Limited

Regardless of any other provision in this policy, MDC may borrow from the LGFA and, in connection with that borrowing, may enter into the following related transactions to the extent it considers appropriate:

- contribute a portion of its borrowing back to the LGFA as an equity contribution to the LGFA e.g. borrower notes;
- provide a guarantee over the indebtedness of the LGFA and to the extent of the MDC's shareholding percentage in the LGFA itself;
- commit to contributing additional equity (or subordinated debt) to the LGFA if required;
- secure its borrowing from the LGFA and the performance of other obligations to the LGFA or its creditors with a charge over MDC's rates and rates revenue (using a Debenture Trust Deed), or
- subscribe for shares and uncalled capital in the LGFA.

7 INVESTMENT POLICY

MDC's primary objective is to protect its investment capital and ensure that a prudent approach to risk/return is applied, in accordance with this policy.

MDC may hold financial, property, forestry, and equity investments if there is strategic, commercial, economic or other valid reason (e.g. where it is the most appropriate way to deliver or administer a Council function).

Generating a commercial return on strategic investments is a secondary objective.

MDC will act effectively and appropriately to:

- protect MDC's capital;
- ensure investments are available to benefit MDC's current and future ratepayers;
- ensure ethical investing principles are followed, where they may be applicable to an investment decision;

- maintain a prudent level of liquidity and flexibility to meet both planned and unforeseen cash requirements; and
- use investment funds to repay debt.

MDC is a net borrower, meaning external debt is more than financial assets. There are strategic reasons to hold investments while also holding debt. However, MDC recognises that holding too much in financial assets, which generally earn less than the cost of the debt, is not prudent.

A prudent maximum level of financial assets is regarded as between \$14m and \$16m and a medium term target level is reducing it to \$12m. These totals exclude short term cash and deposits held for working cashflow purposes and any funds held and invested on behalf of related entities.

Investment funds can be used to repay debt early and that debt/investment will be tracked using internal loans/investments.

MDC will regularly review its approach to all major investments and the credit rating of approved financial institutions.

7.1 Acquisition of New Investments

With the exception of financial investments, new investments are acquired if an opportunity arises and approval is given by the Council, based on advice and recommendations from MDC staff. Before approving any new investments, due consideration will be given to the contribution the investment will make in fulfilling MDC's strategic objectives, and the financial risks of owning the investment.

The authority to acquire financial investments is delegated to the Chief Executive and Manager Finance. Financial investments are reported to Council annually. Refer to the Treasury Management Procedures.

7.2 Equity Investments

Equity investments include investments held in CCO/CCTO and other shareholdings.

Equity investments may be held where MDC considers there to be strategic community value. MDC may also acquire shares that are gifted or are a result of restructuring.

MDC seeks to achieve an acceptable rate of return on all its equity investments consistent with the nature of the investment.

Any purchase or disposal of equity investments requires Council approval.

Unless otherwise directed by the Council, the proceeds from the disposal of equity investments will be used firstly to repay any debt relating to the investment and then utilised to reduce other MDC debt.

MDC recognises that there are risks associated with holding equity investments and to minimise these risks Council, through the relevant committee, monitors the performance of its equity investments on a yearly basis to ensure that the stated objectives are being achieved. MDC seeks professional advice regarding its equity investments when appropriate.

New Zealand Local Government Funding Agency Limited

Despite any other clause in this policy, MDC may invest in shares and other financial instruments of the New Zealand Local Government Funding Agency Limited (LGFA), and may borrow to fund that investment.

MDC's objective in making any such investment will be to:

- obtain a return on the investment; and

- ensure that the LGFA has sufficient capital to remain viable, meaning that it continues as a source of debt funding for MDC.

MDC may invest in LGFA bonds and commercial paper as part of its financial investment portfolio.

As a borrower, MDC's investment is recognised through shares and borrower notes. As an investor in LGFA shares and as a Guarantor, MDC subscribes for uncalled capital in the LGFA.

7.3 Property Investment

Property disposals are managed to ensure compliance with statutory requirements and, where appropriate, consultation with local communities.

MDC's property holdings for the provision of services such as parks and reserves, sports fields, senior housing, the district building, rural halls and housing of community groups are not considered property investments under this policy.

MDC may acquire property related to the provision or expansion of a service i.e. water treatment land or land adjoining an MDC facility (eg airport). Again, these will not be considered as property investments.

Council may undertake property development initiatives and hold strategic property assets as it thinks appropriate within the local economy.

7.4 Financial Investments

MDC may only invest in approved creditworthy counterparties. Credit ratings are monitored and reported quarterly to Council.

MDC may invest in approved financial instruments as set out in Appendix 1. These investments are aligned with MDC's objective of investing in high credit quality and highly liquid assets.

MDC's investment portfolio will be arranged to provide sufficient funds for planned expenditure and allow for the payment of obligations as they fall due. MDC prudently manages liquid financial investments as follows:

- Any liquid investments must be restricted to a term that meets future cash flow and capital expenditure projections.
- MDC may choose to hold specific reserves in cash and direct what happens to that investment income.
- Internal investments/borrowing can be used as an alternative to external borrowing.
- Financial investments do not include shares.

Special Funds and Reserve Funds

Liquid assets are not required to be held against all special funds and reserve funds. MDC may internally borrow or utilise these funds where possible.

Trust Funds

Where MDC holds funds as a trustee, or manages funds in-trust, then such funds must be invested on the terms provided by the other party. If the other party's Investment Policy is not specified then this policy will apply.

Loan Advances

MDC may provide advances to CCOs, CCTOs, charitable trusts, community organisations and other local authorities for strategic and commercial purposes. New loan advances are by Council resolution only.

MDC may allow time for ratepayers to pay rates via postponement arrangements or other agreements to pay off debts over time. Those arrangements are governed by separate policies and are not regarded as Loan Advances.

MDC does not lend money, or provide any other financial accommodation, to a CCO or CCTO on terms and conditions that are more favourable than those that would apply if MDC were borrowing the money or obtaining the financial accommodation.

MDC does not lend to CCTOs on more favourable terms than what it can achieve itself, without charging any rate or rate revenue as security. MDC will not guarantee loans to CCTOs in accordance with the LGA (s.62).

MDC reviews performance of its loan advances on a regular basis to ensure strategic and economic objectives are being achieved. The Manager Finance monitors loan advances and reports to Council annually.

Borrowing mechanisms for council controlled organisations and council controlled trading organisations

To better achieve its strategic and commercial objectives, Council may provide financial support in the form of debt funding directly or indirectly to CCO/CCTOs.

Guarantees of financial indebtedness to CCTOs are prohibited, but financial support may be provided by subscribing for shares as called or uncalled capital.

Any lending arrangement to a CCO or CCTO must be approved by Council. In recommending an arrangement for approval the Manager Finance considers the following:

- Credit risk profile of the borrowing entity, and the ability to repay interest and principal amount outstanding on due date.
- Impact on Council’s credit standing, debt cap amount (where applied), lending covenants with the LGFA and other lenders and Council’s future borrowing capacity.
- The form and quality of security arrangements provided.
- The lending rate given factors such as, CCO or CCTO credit profile, external Council borrowing rates, borrower note and liquidity buffer requirements, term etc.
- Lending arrangements to CCTO must be documented on a commercial arm's length basis. A term sheet, including matters such as borrowing costs, interest payment dates, principal payment dates, security and expiry date is agreed between the parties.
- Accounting and taxation impact of on-lending arrangement.

All lending arrangements must be executed under legal documentation (e.g. loan, guarantee) reviewed and approved by Council’s independent legal counsel.

External Funds Management

Investments made through external fund managers will be to a maximum of \$12 million. Investments must be limited to fixed income and cash/cash equivalent securities only.

The current mandate is as follows:

Asset	Allocation	Credit Range
ANZ Wholesale Sovereign Bond Fund	45% - 55%	AA to AAA
ANZ Wholesale High Grade Bond Fund	45% - 55%	A- to AAA

The credit restrictions for funds placed with any one institution (per Appendix 2) do not apply to externally managed funds as the portfolio is held in wholesale bond fund products via a trustee.

This policy allows the addition of other investment management products and fund managers to complement or replace the ANZ bond funds.

Monthly and Quarterly Investment Reports provide a performance summary to ensure the investment guidelines are being adhered to.

Interest Rate Risk Management

This section refers to the externally managed investment portfolio which has a direct exposure to a change in interest rates, impacting the return and capital value of its fixed rate investments.

Management of the bond fund products by the external fund managers assumes the use of interest rate risk management strategies as part of the day-to-day management of the bond fund portfolios.

7.5 Internal Loans/Investments

Investment funds held by MDC may be invested in Council capital projects, subject to Council's selection of debt funding for those projects, via the annual planning or LTP cycle.

As a principle, no more than half of the value of special funds and reserves balances is available for internal borrowing/investment. Generally, smaller projects will be funded by way of internal loans.

7.6 Investment Management and Reporting Procedures

Investments and associated risks are monitored and managed, and regularly reported to Council.

Investments that are managed directly by MDC are a mix of term and current fixed interest investments, with sufficient minimum immediate cash reserves and a cash buffer maintained.

The performance of investments is regularly reviewed to ensure MDC's strategic objectives are being met. Both performance and policy compliance are reviewed through regular reporting.

8 RISK RECOGNITION/IDENTIFICATION MANAGEMENT

The definition and recognition of liquidity, funding, interest rate, counterparty credit, operational and legal risk of Council is detailed below and applies to both the Liability Management Policy and Investment Policy.

The following section excludes investment funds under external management outlined in section 6.5

8.1 Liquidity and Funding Risk

Risk Recognition

Liquidity risk management focuses on the ability to access committed funding at that future time to fund the gaps. Funding risk management centres on the ability to re-finance or raise new debt at a future time at acceptable pricing (fees and borrowing margins) and maturity terms of existing loans and facilities.

Liquidity/Funding Risk Control Limits

To ensure funds are available when needed MDC ensures that:

- There is sufficient available operating cash flow, liquid investments and committed bank facilities to meet cash flow requirements between rates instalments as determined by the Manager Finance.
- External term loans and unutilised committed debt facilities together with available cash/cash equivalent investments must be maintained at an amount of 110% over existing external debt. The liquidity ratio excludes externally managed funds.

- MDC has the ability to pre-fund up to 18 months forecast debt requirements including re-financings. Re-financings that have been pre-funded, will remain included within the funding maturity profile until their maturity date.
- The maturity profile of the total committed funding in respect to all external debt/loans and committed debt facilities, is to be controlled by the following system:

Period	Minimum %	Maximum %
0 to 3 years	15%	60%
3 to 7 years	25%	85%
7 years plus	0%	60%

- A funding maturity profile that is outside the above limits, but self corrects within 90-days is not in breach of this policy. However, maintaining a maturity profile beyond 90-days requires specific approval by Council.
- Once debt has been refinanced with a contracted term deposit (pre-funded), the term deposit amount will net off the maturing debt instrument from the funding maturity profile percentage calculation.
- To minimise concentration risk the LGFA require that no more than the greater of NZD 100 million or 33% of MDC's borrowings from the LGFA will mature in any 12-month period.

8.2 Interest Rate Risk on External Borrowing

Risk Recognition

Interest rate risk is the risk that funding costs will materially impact projections included in the LTP or Annual Plan. This would adversely impact revenue projections, cost control, and capital investment decisions, returns and feasibilities.

The primary objective of interest rate risk management is to reduce uncertainty relating to interest rate movements through fixing/hedging of interest costs. Certainty around interest costs will be achieved through active management of underlying interest rate exposures.

Interest Rate Risk Control Limits

Exposure to interest rate risk is managed and mitigated through the risk control limits defined in the table below.

Council's forecast gross external debt should be within the following fixed/floating interest rate risk control limits.

Forecast gross external debt is the amount of total external debt for a given period. Forecasting gross external debt allows for pre-hedging in advance of projected physical drawdown or raising of new debt.

The CFO (or equivalent) can consider and approve alternative debt forecast scenarios that make assumptions around such matters as, the delivery and timing of the capital expenditure programme when designing the interest rate strategy. However, the interest rate risk position is measured and reported to a CFO (or equivalent)-agreed and approved base case debt forecast.

When approved forecasts are changed (signed off by the CFO or equivalent), the amount of interest rate fixing in place may have to be adjusted to ensure compliance with the Policy minimum and maximum limits.

Debt Interest Rate Policy Parameters (calculated on rolling monthly basis)						
Debt Ending	Period	Debt Amount	Minimum Fixed	Maximum Fixed	Actual Fixed	Compliant (Y/N)
Current			40%	90%		
Year 1			40%	90%		
Year 2			35%	85%		
Year 3			30%	80%		
Year 4			25%	75%		
Year 5			20%	70%		
Year 6			0%	65%		
Year 7			0%	60%		
Year 8			0%	50%		
Year 9			0%	50%		
Year 10			0%	50%		
Year 11 plus			0%	25%		

A fixed-rate maturity profile that is outside the above limits, but self corrects within 90-days is not considered to be a breach of this policy. Maintaining a maturity profile beyond 90-days requires specific approval by Council.

- “Fixed Rate” is defined as all known interest rate obligations on forecast gross external debt, including where hedging instruments have fixed movements in the applicable reset rate.
- “Floating Rate” is defined as any interest rate obligation subject to movements in the applicable reset rate.
- Fixed interest rate percentages are calculated based on the average amount of fixed interest rate obligations relative to the average forecast gross external debt amounts for the given period (as defined in the table above).
- Interest rate swap maturities beyond the maximum LGFA bond maturity must be approved by Council through a specific approval.
- Hedging outside the above risk parameters must be approved by Council.
- Interest rate options must not be sold outright. However, one for one collar option structures are allowable, whereby the sold option is matched precisely by amount and maturity to the simultaneously purchased option. During the term of the option, only the sold side of the collar can be closed out (i.e. repurchased) otherwise, both sides must be closed simultaneously. The sold option leg of the collar structure must not have a strike rate “in-the-money”.
- Purchased borrower swaptions mature within 18 months.
- Interest rate options with a maturity date beyond 12 months that have a strike rate (exercise rate) higher than 2.00% above the appropriate swap rate, cannot be counted as part of the fixed rate hedge percentage calculation. (i.e. an ineffective hedge).
- Forward start period on swaps and collar strategies to be no more than 36 months unless the forward start swap/collar starts on the expiry date of an existing swap/collar and has a notional amount which is no more than that of the existing swap/collar.

Hedging outside the above risk parameters must be approved by Council.

8.3 Financial Investment Interest Rate/Maturity limits

The following control limits are designed to manage interest rate and maturity risk on the financial investment portfolio managed internally by MDC (i.e. excludes externally managed funds). The portfolio comprises treasury financial investments (as defined in Appendix 1) and excludes cash and cash equivalent instruments used for liquidity management purposes as defined in section 14.

An important objective of the financial investment portfolio is to match the portfolio's maturity term to planned expenditure thereby ensuring that investments are available when required. Financial investments should be restricted to a term that meets future cash flow projections and be mindful of forecast debt associated with future capital expenditure programmes as outlined within the LTP.

Period	Minimum %	Maximum %
0 to 6 months	30%	80%
6 to 12 months	20%	70%
1 to 3 years	0%	50%
3 years plus	0%	20%

The repricing/maturity mix can be changed, within the above limits through sale/purchase of financial investments.

8.4 Counterparty Credit Risk

Counterparty credit risk is the risk of losses (realised or unrealised) arising from a counterparty defaulting on a financial instrument where MDC is a party. The credit risk to MDC in a default event will be weighted differently depending on the type of instrument entered into. MDC will only borrow from strongly rated banks with a minimum long-term credit rating of at least "A" (S&P, or equivalent Fitch or Moody's rating).

Treasury related transactions will only be entered into with organisations specifically approved by the Council. Entities and financial instruments are outlined within the Appendices.

Counterparties and limits are only approved on the basis of Standard & Poor's (S&P, or equivalent Fitch or Moody's rating) long and short-term credit ratings matrix provided within the Appendices.

8.5 Financial Instruments

Approved financial instruments for cash management and borrowing, investments, interest rate and foreign exchange risk management are outlined in Appendix 1.

9 OTHER

9.1 Foreign Currency

MDC has minor foreign exchange exposure through the occasional purchase of foreign exchange denominated services, plant and equipment.

Generally, all individual commitments over NZ\$100,000 equivalent are hedged using forward foreign exchange contracts, once expenditure is approved, legal commitment occurs and the purchase order is placed, exact timing, currency type and amount are known.

Per the LGA, MDC will not borrow or enter into incidental arrangements, within or outside New Zealand, in currency other than New Zealand currency.

MDC does not hold investments denominated in foreign currency.

9.2 Operational Risk

Operational risk is the risk of loss as a result of human error (or fraud), system failures and inadequate procedures and controls. Refer to the Treasury Management Procedures.

9.3 Legal Risk

Legal risks relate to the unenforceability of a transaction due to an organisation not having the legal capacity or power to enter into the transaction usually because of prohibitions contained in legislation. While legal risks are more relevant for banks, MDC may be exposed to such risks.

MDC will seek to minimise this risk by the:

- use of standing dealing and settlement instructions (including bank accounts, authorised persons, standard deal confirmations, contacts for disputed transactions) to be sent to counterparties;
- matching of third party confirmations and the immediate follow-up of anomalies; and
- use of expert advice.

Agreements

Financial instruments can only be entered into with banks that have in place an executed ISDA Master Agreement with MDC. All ISDA Master Agreements for financial instruments must be signed under seal by the Council.

MDC's CE and/or internal/appointed legal counsel must sign under seal all documentation for new loan borrowings, re-financings and investment structures.

Financial Covenants and Other Obligations

MDC will not enter into any transactions where it would cause a breach of financial covenants under existing contractual arrangements.

MDC must comply with all obligations and reporting requirements under existing funding facilities and legislative requirements.

10 MEASURING TREASURY PERFORMANCE

Measuring the effectiveness of MDC's treasury activities is achieved through a mixture of subjective and objective measures. The predominant subjective measure is the overall quality of treasury management information. The Chief Executive has primary responsibility for determining this overall quality.

11 EXCEPTIONS

Exceptions to this policy are permitted if it would advance MDC's broader social or other policy objectives.

Any resolution authorising an investment under this provision shall note that it departs from MDC's ordinary policy and the reasons justifying that departure.

12 REVIEW OF POLICY

The policy is to be formally reviewed every three years, and annually for internal purposes.

The Manger Finance has the responsibility to prepare the annual review report (following the preparation of annual financial statements) that is presented to the Chief Executive. The report will include:

- a recommendation as to changes, deletions and additions to the policy;
- an overview of the treasury function in achieving the stated treasury objectives and performance benchmarks; and
- a summary of breaches of policy and one-off approvals outside policy.

The Council receives the report, approves policy changes and/or rejects recommendations for policy changes. The policy review should be completed and presented to the Council within five months of the financial year-end.

13 REPORTING

Council and management reporting on treasury activities is based on comprehensive and regular communication of the following areas to ensure high standards of governance and control:

- Policy compliance
- Risk/exposure position
- Performance

Council ensures reporting of the Liability and Investment Management Policies is consistent with the requirements of the LGA.

14 DEFINITIONS

Net External Debt: Net debt is defined as total debt less liquid investments/cash equivalents. When calculating net debt, the LGFA allows the deduction of:

- Cash, term deposits and any investments held within investment portfolios (whether these are ring fenced or not). Investment portfolios might include listed equities, fixed interest securities, listed property securities or units in managed funds.
- LGFA borrower notes can be deducted.
- Any council lending to a CCO or CCTO can also be deducted but only where the CCO or CCTO is a going concern and not dependent upon council financial support.

Annual Rates Income: The amount equal to the total revenue from any funding mechanism authorised by the Local Government (Rating) Act 2002 (including volumetric water charges levied) together with any revenue received from other local authorities for services provided (and for which the other local authorities rate).

Cash/cash equivalents: Assets defined as being:

- overnight cash deposits;
- wholesale/retail bank term deposits no greater than 30-days; or
- RCDs less than 181 days.

Core External Gross Debt: The total external debt maturing beyond 12 months.

Floating Rate: any interest rate obligation subject to movements in the applicable reset rate.

Investment Property: Properties owned by MDC which MDC is actively seeking to sell/dispose or properties held for strategic purposes but are not part of MDC's current service delivery needs.

Liquidity Ratio: External term debt plus unutilised committed bank facilities, plus cash/cash equivalents, divided by current external debt.

Net Debt: Total consolidated debt less cash/cash equivalents and financial investments.

Net Interest on External Debt: The amount equal to all interest and financing costs (on external debt) less interest income for the relevant period (and includes interest from MDC's externally managed investment funds).

Total Revenue: Cash earnings from rates, government capital grants and subsidies, user charges, interest, dividends, financial and other revenue and excludes non-government capital contributions (e.g. developer contributions and vested assets).

15 RELATED DOCUMENTS

Governance Delegations Manual
CE and Staff Delegations Manuals
Corporate Risk Management Policy
Treasury Procedures and Process Manual

16 VERSION CONTROL

Date	Summary of Amendments	Approved By
24/06/2020	As per Amendments approved by A&R Committee (see marked up version)	Audit & Risk (May 2020) Council (24 June 2020)

Appendix 1: Approved Financial Instruments

Approved financial instruments (which do not include shares or equities) are as follows:

Category	Instrument
Cash management and borrowing	<ul style="list-style-type: none"> • Bank overdraft • Committed cash advance and funding facilities (short term and long term loan facilities) • Loan stock /bond issuance • Floating Rate Note (FRN) • Fixed Rate Note (Medium Term Note/Bond) • Commercial paper (CP)/Promissory notes • Committed stand-by facilities from the LGFA • Forward starting committed debt with the LGFA
Treasury Financial Investments	<ul style="list-style-type: none"> • Bank call/term deposits • Bank registered certificates of deposit (RCDs) • Treasury bills • LGFA FRNs/bonds/CP/borrower notes • Local Authority/State Owned Enterprise (SOE) Medium Term Notes (MTNs)/CP/bonds and FRNs (senior) • Corporate CP/MTNs/FRNs bonds (senior) • Building societies short term deposits (up to three months)
Interest rate risk management	<ul style="list-style-type: none"> • Forward rate agreements (FRAs) on bank bills • Interest rate swaps including: <ul style="list-style-type: none"> - Forward start swaps/collars. Start date <24 months, unless linked to existing maturing swaps/collars - Swap extensions and shortenings • Interest rate options on: <ul style="list-style-type: none"> - Bank bills (purchased caps and one for one collars) - Interest rate swaptions (purchased swaptions and one for one collars only)
Foreign exchange management	<ul style="list-style-type: none"> • Spot foreign exchange • Forward exchange contracts (including par forwards) • Purchased options and collars (1:1 only)

Any other financial instrument must be specifically approved by the Council on a case-by-case basis.

All unsecured investment securities must be senior in ranking. The following types of investment instruments are expressly excluded;

- Structured debt where issuing entities are not a primary borrower/ issuer.
- Subordinated debt (other than Borrower Notes subscribed from the LGFA), junior debt, perpetual notes and debt/equity hybrid notes such as convertibles.

Appendix 2: Investment Counterparty Limits

Counterparty /Issuer	Minimum S&P (or equivalent) long term/short term credit rating	Investments maximum per counterparty (\$m)	Risk management instruments maximum per counterparty (\$m)	Total maximum per counterparty (\$m)	Maximum investment portfolio percentage
NZ Government	N/A	Unlimited	None	Unlimited	Unlimited
Local Government Funding Agency (LGFA)	AA-/A-1	10.0	None	10.0	< 35%
NZ Registered Bank (minimum rating)	A /A-1	8.0 (with the exception of Council's transactional bankers ¹ which may exceed this for up to 5 working days and when funds are held as pre-funding to match loan maturities)	10.0	20.0	100%
Local authorities	A /A-1	1.5	None	1.5	< 35%
SOEs and Corporates	BBB /A-2	No more than \$0.5m with any single issuer with BBB credit rating.	None	1.5	<35% exposed to SOEs/ corporates < 10% exposed to BBB credit ratings.
Building Societies, incl Wairarapa Building Society ²	BB+ (long term)	2.5	None	2.5	< 20%

Note 1: Limit for Council's principal bankers (Westpac & ANZ) excludes balances in current and call accounts designated as working funds required for operational cash management purposes and deposits held as pre-funding of an up-coming loan maturity.

Note 2: Limit excludes funds held and invested on behalf of other entities.

In determining the usage of the above gross limits, the following product weightings will be used:

- Investments (e.g. Bank Deposits) – Transaction Principal Weighting 100% (unless a legal right of set-off exists).
- Interest Rate Risk Management (e.g. swaps, FRAs) – Transaction Notional Maturity (years) 3%.
- Foreign Exchange - Transactional face value amount x (the square root of the Maturity (years) x 15%).

6.2 INFRASTRUCTURE AND SERVICES COMMITTEE MEETING - 7 JUNE 2023

File Number:

Author: Harriet Kennedy, Governance Advisor

Authoriser: David Hopman, Chief Executive

Members: Mayor Gary Caffell (Acting Chair), Councillor Craig Bowyer, Councillor Brent Goodwin, Councillor Tom Hullena, Councillor Stella Lennox, Councillor Tim Nelson, Councillor Marama Tuuta and iwi representative Ra Smith

THE COMMITTEE RECOMMENDS:

That Council confirms the report of the Infrastructure and Services Committee Meeting held on 7 June 2023 including the following resolutions:

- Regulatory Services Infrastructure and Services Update
That the Infrastructure and Services Committee receives the update from the Building Control Services, Consents and Planning and Environmental Services teams.
- Community Facilities and Activities Infrastructure and Services Update
That the Infrastructure and Services Committee receives the update from the Community Facilities and Activities team on key projects and a summary of progress since the last report.
- Assets and Operations Infrastructure and Services Update
That the Infrastructure and Services Committee receives the update from Assets and Operations on key infrastructure projects and areas of project focus.
- Skatepark Kaitiaki Funding Update
That Council notes that funding will be allocated to cover the engagement of Skatepark Kaitiaki under a contract for service from Monday 5 June until Sunday 13 August 2023 with a maximum contract value of \$4,800.

ATTACHMENTS

1. Minutes of Infrastructure and Services Committee Meeting held on 7 June 2023



MINUTES

Infrastructure and Services Committee Meeting

Wednesday, 7 June 2023

Order Of Business

1	Conflicts of Interest	3
2	Apologies	3
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4	Items not on the Agenda	3
5	Reports for Information	4
5.1	Regulatory Services Infrastructure and Services Update.....	4
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5.3	Assets and Operations Infrastructure and Services Update.....	6
5.4	Skatepark Kaitiaki Funding Update	7

MINUTES OF MASTERTON DISTRICT COUNCIL
INFRASTRUCTURE AND SERVICES COMMITTEE MEETING
HELD AT WAIATA HOUSE, LINCOLN ROAD, MASTERTON
ON WEDNESDAY, 7 JUNE 2023 AT 3:00 PM

PRESENT: Mayor G Caffell (Acting Chairperson) Councillors B Johnson, C Bowyer, B Goodwin, T Hullena, S Lennox, T Nelson (by Teams) M Tuuta and Iwi Representative Ra Smith

IN ATTENDANCE: Chief Executive, Manager Strategy and Governance, Manager Community Facilities and Activities, Manager Assets and Operations, Manager Communications and Engagement, Manager Regulatory Services, Building Control Manager, Planning and Consents Manager, Environmental Services Manager, Community Development Team Leader and Governance Advisor.

Moved by Councillor B Goodwin
Seconded by Councillor B Johnson

That Mayor G Caffell chairs the meeting in the absence of the Chair Councillor Holmes.

CARRIED

1 CONFLICTS OF INTEREST

No conflicts of interest were declared.

2 APOLOGIES

COMMITTEE RESOLUTION 2023/13

Moved by Councillor B Johnson
Seconded by Councillor T Hullena

That apologies from Councillor David Holmes be received and accepted.

CARRIED

3 PUBLIC FORUM

There was no public forum

4 ITEMS NOT ON THE AGENDA

The meeting was advised of the following items for inclusion in the agenda:

- Skatepark Kaitiaki Funding Update

COMMITTEE RESOLUTION 2023/14

Moved by Councillor B Johnson
Seconded by Councillor C Bowyer

That in terms of section 46A(7) of the Local Government Official Information and Meetings Act 1987 the items be dealt with at this meeting.

CARRIED

5 REPORTS FOR INFORMATION

5.1 REGULATORY SERVICES INFRASTRUCTURE AND SERVICES UPDATE

The report providing the Infrastructure and Services Committee with an update from the Building Control Services team, the Consents and Planning team and the Environmental Services team was presented by the Manager Regulatory Services.

Matters discussed included: the consequences for building owners of not having an earthquake prone building notice (staff advised that there was an infringement of \$1000 [*Note to minutes: the correct fine was \$1000 rather than \$5000 as originally stated*] but rather than going straight to a fine the process was to send a letter in the first instance and provide a replacement notice, then follow that up); parking and whether Council was going to look at newer smarter parking for Masterton (the CE advised that parking had been deferred when the CBD upgrade was deferred but would come back to Council as part of the CBD upgrade discussion); the number of subdivisions and whether there was a slow down (staff advised that work was steady); when the Welhom private plan change application recommendation from Commissioners was due (staff advised that the decision would be available at the end of the week); how much money Council made from parking infringements (staff advised that parking income came from meters and fines and that it was around \$200,000 in total); whether the retailers group could provide feedback on the character and enhancement in the CBD design guidelines (staff advised that the guide for the town centre was being prepared and would be brought to a future Council meeting); dog registration and the tag for lifetime registration Carterton District Council were implementing (staff advised that they were monitoring it as the legislation required tags to be issued each year); and, why there had been a large increase in requests for service across all areas (staff advised that there was no reason, some were roaming dogs and the team couldn't get there in time to collect the dog, ongoing barking, neighbour disputes and an increase in impounding, it was encouraging as it was allowing the team to respond to people's concerns).

COMMITTEE RESOLUTION 2023/15

Moved by Mayor G Caffell

Seconded by Councillor B Johnson

That the Infrastructure and Services Committee receives the update from the Building Control Services, Consents and Planning and Environmental Services teams.

CARRIED

5.2 COMMUNITY FACILITIES AND ACTIVITIES INFRASTRUCTURE AND SERVICES UPDATE

The report providing the Infrastructure and Services Committee with an update from Community Facilities and Activities on key projects and summary of progress since the last report, including highlights and any new issues was presented by the Manager Community Facilities and Activities

who added that the QE Park Sports Club work was underway but there had been delays as some additional issues had been discovered.

Matters discussed included: Coronation Hall and what would happen once the necessary work had been completed (staff advised that there would be a public process which would call for applications which would be assessed and brought back to Council with a recommendation); rural halls and the need for Council to use that space before renting or buying space elsewhere; leased facilities and whether when Council was doing work on those facilities was a good time to have a discussion on the lease (staff advised that if there was not a current lease then that would be addressed when the Lease Policy was in place); the refresh of the outdoor furniture at Panama (staff advised they had engaged with residents, taken their feedback on board and were now awaiting delivery of the furniture); the festival celebrating cultural diversity (Councillor Lennox as chair of the Refugee Steering Group advised that the Community Development Team were working alongside the Refugee Group and were planning a celebration of the cultures of our region on 9 September); and, the air quality project included in the Better Off Funding and who in Council was running it (staff noted that that project was one of the projects that was up for review in the reallocation of the Better Off Funding).

(Councillor Nelson left the meeting at 3.20pm)

COMMITTEE RESOLUTION 2023/16

Moved by Councillor T Hullena

Seconded by Councillor C Bowyer

That the Infrastructure and Services Committee receives the update from the Community Facilities and Activities team on key projects and a summary of progress since the last report.

CARRIED

5.3 ASSETS AND OPERATIONS INFRASTRUCTURE AND SERVICES UPDATE

The report providing the Infrastructure and Services Committee with an update from Assets and Operations on key infrastructure projects and areas of project focus was presented by the Manager Assets and Operations.

Matters discussed included: the work being done in Cockburn Street and the plan for other properties and for those who weren't in agreement with the solution (staff advised that the construction project was underway and the focus was on installing the tanks to show that that solution worked, the three initial installations were starting this month and once those were complete others would be contacted); whether there had been a response from Waka Kotahi on the storm damage funding (the CE advised that the letter had been sent but a response hadn't been received yet); the tender for the animal shelter (staff advised the tender was out at the moment); the water meter project and whether Council needed to wait for the LTP to consider moving to charging for water as the point of metering was to save water (the CE advised that all meters should be in by the end of the next financial year but charging would be part of the rating review in September and then the LTP consultation); for projects like the animal shelter, what mechanisms Council had to check the validity of the contracts and whether they were reasonable and value for money (staff advised that Council worked with independent quantity surveyors before tenders were called for and the tender evaluation panels were made up of in-house people with external experts if needed); when the rescope of the CBD project would come back to Council

(staff advised that that would come back as part of the LTP and that some of the road may qualify for Waka Kotahi funding but other improvements wouldn't); and when the Hood project would come back to Council (staff advised that a decision from Ministers was expected re the external funding, once that was known options would be brought back to Council).

COMMITTEE RESOLUTION 2023/17

Moved by Councillor B Goodwin
Seconded by Councillor M Tuuta

That the Infrastructure and Services Committee receives the update from Assets and Operations on key infrastructure projects and areas of project focus.

CARRIED

5.4 SKATEPARK KAITIAKI FUNDING UPDATE

The report providing Council with an update on the contracting of a Skatepark Kaitiaki to provide a presence at the Masterton Skatepark, to be funded from a donation from the winding up of Connecting Communities to support youth, was presented by the Manager Community Facilities and Activities.

It was noted that the majority of the people who used the skatepark were law abiding, the issue was more a social issue rather than a skatepark issue.

Whether it would be possible to use the remaining funding for skateboards or bikes that could be hired out was discussed. Staff advised that could be looked into and that the allocation of the remaining funding to support youth would be brought back to the Committee.

COMMITTEE RESOLUTION 2023/18

Moved by Councillor S Lennox
Seconded by Councillor B Johnson

That Council notes that funding will be allocated to cover the engagement of Skatepark Kaitiaki under a contract for service from Monday 5 June until Sunday 13 August 2023 with a maximum contract value of \$4,800.

CARRIED

The Meeting closed at 4.07pm.

The minutes of this meeting were confirmed at the Council meeting held on 28 June 2023.

.....
MAYOR

7 REPORTS FOR DECISION

7.1 RESILIENCE INVESTMENT IN MATAIKONA ROAD

File Number:

Author: Kaine Jaquiery, Roading Manager

Authoriser: David Hopman, Chief Executive

PURPOSE

The purpose of this report is to seek Council approval of the proposed Mataikona single-stage business case (refer Attachment 1), and agreement to proceed with Option B – critical and high risks (refer Attachment 1 and the recommendations section of this report) for resilience investment in Mataikona Road.

RECOMMENDATIONS

That Council:

- a. **Receives** the proposed Mataikona single-stage business case (refer Attachment 1);
- b. **Approves** the proposed Mataikona single-stage business case (refer Attachment 1);
- c. **Agrees** to proceed with Option B – critical and high risks (refer Attachment 1 and the recommendations section of this report) for resilience investment in Mataikona Road;
- d. **Agrees** that the Mataikona single-stage business case and an agreed option, will need to be included in the 2024-34 Roading Asset Management Plan and 2024-34 Long-Term Plan for consultation with the community;
- e. **Notes** that draft funding submissions for the 2024-2027 National Land Transport Plan must be submitted by August 2023;
- f. **Notes** that Council will not be advised of whether the funding submission is approved by Waka Kotahi through the 2024-27 National Land Transport Plan until September 2024; and
- g. **Agrees** that officers make a funding submission to the 2024-27 National Land Transport Plan requesting co-funding for the resilience investment in Mataikona Road as per Option B – critical and high risks (refer Attachment 1 and the recommendations section of this report).

CONTEXT

The Mataikona Road spans 13 kilometres, primarily consisting of gravel, and serves as the sole access route for three settlements and Mataikona Station. At the road's northern end, it connects with Pack Spur Road, which extends 6 kilometres before crossing through private land.

Numerous residential, farming, and forestry properties, as well as the renowned geological location, Mataikona Rocks, are accessed via this road. Due to its significance, Mataikona Road provides vital vehicle access to these areas. The entire road has slowly been under pressure from storm events and sea erosion and has become a significant maintenance problem.

Council and Waka Kotahi have funded several temporary repairs in recent years, with varying degrees of success. The small ratepayer base and low volume of traffic using the road make it challenging to justify continual funding for repairs and upgrades when the completed work is

unlikely to survive a year. If the current on-going maintenance and emergency work on Mataikona Road were to stop, it is anticipated that sections of the road would be lost to the sea in less than a year. This would mean there would be no access to or from Mataikona.

The impact of Cyclone Gabrielle where sections of the road were washed out completely and the road temporarily diverted onto private land so the community can remain connected to the rest of the Masterton District roading network, has accelerated the need for Council to have a prioritised focus on investment in Mataikona Road.

Resilience investment in Mataikona Road is a long-term project that spans the current 2021-31 Long-Term Plan (LTP) and will carry through to the next 2024-34 LTP. This will mean factoring in this work into our next Infrastructure Strategy, Financial Strategy, Roding Asset Management Plan and 2024-34 LTP for consultation.

Resilience investment in Mataikona Road will require Council to seek co-funding arrangements through the 2024-27 National Land Transport Programme process as it is not an affordable option on our own. The National Land Transport Programme (that drops out of this plan) is a three-year programme of prioritised activities with a 10-year forecast of revenue and expenditure. It is prepared by Waka Kotahi to give effect to the Government Policy Statement on Land Transport 2012-31 and is a partnership between Waka Kotahi, which invests National Land Transport Funding on behalf of the Crown, and local government, which invests local funding on behalf of ratepayers. The Region Land Transport Plan (RLTP) then determines how the allocated funds are distributed within the region to address its specific transport needs.

ANALYSIS AND ADVICE

Options Development and Assessment

Council has been working with roading engineering company Stantec to develop long-term options for Mataikona Road. To date, this project has included engagement with residents, businesses, and iwi through stakeholder workshops and community meetings. Additionally, a dedicated webpage on the Council website has provided regular updates and background information for this work.

A single-stage detailed business case (SSBC) (refer Attachment 1) has been developed by Stantec, with input from Council’s Roding team, to identify a preferred option that ensures future access for residents while also being economically viable for the Council and wider community.

The SSBC discusses the challenges, benefits, investment objectives, and opportunities associated with the project. It presents evidence to support capital investment in Mataikona Road and provides a detailed technical assessment of the preferred option, including funding scenarios with estimated implementation costs. Ultimately, the SSBC provides justification for funding any potential future works.

Council engaged with residents, businesses, and iwi to identify and discuss possible interventions for various issues affecting Mataikona Road. These suggested interventions were screened using the Early Assessment Sifting Tool (refer Appendix H of Attachment 1), and the remaining interventions developed into a list of 10 packages of work:

Package	Description
1. Do Nothing	Plan to monitor the risk until an agreed threshold where the road is abandoned.

2. Do Minimum	Continue with reactive maintenance.
3. Minor Improvements	Preventative maintenance, and proactively rock armor a small number of key sites.
4. Retreat	Retreat the road inland where there is space to do so. Maintain the remainder of the road with reactive maintenance.
5. Strengthen	Address all problem areas along Mataikona Road with long term solutions.
6. Optimised (low cost)	A tailored programme of low-cost interventions that best address the problems in each section of Mataikona Road in the medium term.
7. Optimised (high cost)	A tailored programme of high-cost interventions that best address the problems in each section of Mataikona Road in the long term.
8. Alternate Route 1	Upgrade Pack Spur Road and strengthen the Mataikona River section. Abandon Mataikona Road between Sandy Bay and Middle settlement.
9. Alternate Route 2	Upgrade Pack Spur Road and strengthen the Mataikona River section. Abandon Mataikona Road between Sandy Bay and Mataikona. Access to the middle settlement is lost.
10. Alternate Route 3	Upgrade Pack Spur Road and strengthen the Mataikona River section. Abandon Mataikona Road south of Mataikona

The list of 10 packages of work was narrowed down using multi criteria analysis (MCA). The assessment criteria were developed in discussion with Council and Waka Kotahi, and included the project investment objectives, critical success factors and three of the four well-beings (economic, social and environmental). Assessment of the fourth well-being (cultural) was separately undertaken by Ngāti Kahungunu ki Wairarapa and Rangitāne o Wairarapa, who chose to rank the packages in order of preference.

The packages ranked highest by the MCA (Options 5,6, and 7) were ultimately considered unaffordable for Council, with an estimated cost range of between \$30M to \$270M (MDC's total annual rates revenue is \$32M). The alternate route packages (Options 8,9, and 10) were also considered unaffordable, as well as being socially unacceptable due to the fracturing of the community. The remaining packages (Options 1,2,3, and 4) performed poorly in the MCA assessment and do not deliver the investment objectives sought.

The stakeholders and mana whenua prefer Option 5 - strengthen. However, they recognised that due to cost and other trade-offs there are benefits of a proposed hybrid option.

Preferred Option

The hybrid option combines elements of:

- Option 4 - the retreat package where the road can be realigned (where possible and feasible),
- Option 5 - priority strengthening (when and where this can be afforded), and
- Option 3 - increased maintenance.

Investment Options Based on Risk

The estimated cost to complete the hybrid option (outlined above) was higher than anticipated so the hybrid option was further developed to provide 3 investment options:

- Option A: the lowest cost option which addressed the critical risks only,
- Option B: a medium cost option which addressed critical and high risks, and
- Option C: the high cost option, which addressed all risks in the hybrid option.

The economic performance of these three different investment options was compared. Investment in Option B, addressing the critical and high risks, gives the highest benefit cost ratio (BCR) of 1.78 and is most likely to provide the identified project benefits. This is the Preferred Option.

The project has an indicative Priority 5 under the 2021-24 Investment Prioritisation Method (refer section 14 of Attachment 1). Based on the 2021/24 NLTP, projects within the local road activity class that achieve Priority 1-6 are considered 'Probable' for funding priority. This project achieves this threshold and is therefore expected to achieve probable funding priority.

Regardless of which investment option is chosen there will be additional funding required over and above what was budgeted in the 2021-31 LTP.

Table 1 provides detailed information on each investment option and Figure 1 and

Figure 2 show the locations of the critical and high risk locations.

Table 1: Investment Options

		Option A: Critical Risks	Option B (Preferred): Critical and High Risks	Option C: All risks
Investment Rational	Assumed deteriorating quality of access from ¹	2030	2065	2070
	Assumed likelihood of disruption	6/ 10 years	5/ 10 years	5/10 years
	Impact relative to Do Min	\$5M	\$56M	\$56M
	Project expected estimate ²	\$18.3M	\$32.8M	\$37.2M
	Impact versus cost	0.31	1.78	1.57
	Net Present Value	-\$48.1M	\$27.8M	\$32.0M
Funding	Long Term Plan Budget	\$11,000,000	\$11,000,000	\$11,000,000
	- Council Share	\$4,840,000	\$4,840,000	\$4,840,000
	- Waka Kotahi Share	\$6,160,000	\$6,160,000	\$6,160,000
	Additional funding required	\$7,300,000	\$21,800,000	\$26,200,000

The existing emergency maintenance and repair regime is not sustainable for Council, nor does it provide resilient access for residents. If funding partners and Council agree that road access to Mataikona should be retained the preferred option (Option B) will provide more resilient access to Mataikona and the surrounding areas.

¹ This is a high-level assumption based on historic disruption information, hazard risk analysis and engineering judgement. It is the year from which access may no longer be suitable for some vehicles or there is a significant reduction in the level of service required.

² Project base estimate plus approximately 20% contingency

Figure 1: Option A - Critical risk Hazard interventions



Figure 2: Option B - Critical and High-risk hazard interventions



OPTIONS CONSIDERED

A summary of the options considered is included in the table below.

Option	Advantages	Disadvantages
<p>1</p> <p>Option 1 (Preferred Option):</p> <p>Council approves the proposed Mataikona SSBC (refer Attachment 1); agrees to proceed with Option B – critical and high risks for resilience investment in Mataikona Road; and agrees that officers make a funding submission to the 2024-27 National Land Transport Plan requesting co-funding for the resilience investment in Mataikona Road as per Option B – critical and high risks.</p>	<ul style="list-style-type: none"> • Option B addresses the critical and high risks and gives the highest BCR of 1.78. • Most likely to provide the identified benefits. • Most likely to receive funding support from Waka Kotahi. • Access and the resilience of the route will be maintained for a longer period compared to Option A. • Provides a higher level of protection against critical and high risks. 	<ul style="list-style-type: none"> • More expensive than Option A and may not be affordable for the community. • Does not address all issues when compared to Option C.
<p>2</p> <p>Option 2:</p> <p>Council approves the proposed Mataikona SSBC (refer Attachment 1); agrees to proceed with Option A – critical risks only - for resilience investment in Mataikona Road; and agrees that officers make a funding submission to the 2024-27 National Land Transport Plan requesting co-funding for the resilience investment in Mataikona Road as per Option A – critical risks only.</p>	<ul style="list-style-type: none"> • The most affordable option for the community. • Reduces additional emergency and maintenance costs. 	<ul style="list-style-type: none"> • Does not achieve a positive benefit ratio and is unlikely to receive funding support from Waka Kotahi. • The level of service the council will be able to provide to the public will deteriorate sooner compared to options B or C. • There will be areas that will remain vulnerable and require ongoing intervention and funding during future storm events.

Option	Advantages	Disadvantages
<p>3 Option 3:</p> <p>Council approves the proposed Mataikona SSBC (refer Attachment 1); agrees to proceed with Option C – all risks for resilience investment in Mataikona Road; and agrees that officers make a funding submission to the 2024-27 National Land Transport Plan requesting co-funding for the resilience investment in Mataikona Road as per Option C – all risks.</p>	<ul style="list-style-type: none"> • Most comprehensive resilience measures will be implemented, providing a higher level of protection against critical, high, and medium risks. • Offers an extended period of improved access compared to Option A and Option B. 	<ul style="list-style-type: none"> • Not affordable in the short term for the community.
<p>4 Option 4:</p> <p>Do not proceed any further with the resilience investment in Mataikona Road.</p>	<ul style="list-style-type: none"> • May be more affordable to the community. 	<ul style="list-style-type: none"> • Access will be reduced or completely lost at some point in the near future. • Legal risks and cost involved in closing a public road • The level of service residents and visitors receive will deteriorate over the short term. • This option will not be received well by the residents and major stakeholders who use this part of the roading network. • Results in very poor value for money due to the high costs placed on the public sector and the community from the deteriorating quality of access.

RECOMMENDED OPTION

Option 1 is the recommended option. Option B – critical and high risks will provide more resilient access to Mataikona and the surrounding areas. It is most likely to receive funding support from Waka Kotahi.

SUMMARY OF CONSIDERATIONS

Strategic, Policy and Legislative Implications

The table below describes how this project aligns with national and regional strategies and policies. The assessment demonstrates a close alignment, as the overarching strategies have a strong focus on providing access and resilience, while enabling tourism growth.

Table 2 Strategic Alignment

Document	Alignment
<p>Government Policy Statement on Land Transport 2021</p> <p>The Government Policy Statement (GPS) on Land Transport 2021 outlines the Government’s priorities for land transport, providing direction and guidance to those who are planning, assessing, and making decisions on transport investment for the next 10 years. The GPS 2021 builds on the strategic direction of the previous GPS, and identifies four strategic priorities for investment: safety, better travel options, improving freight connections and climate change.</p> <ul style="list-style-type: none"> • Safety: Developing a transport system where no-one is killed or seriously injured. • Better Travel Options: Providing people with better transport options to access social and economic opportunities. • Improving Freight Connections: Improving freight connections for economic development. • Climate Change: Developing a low carbon transport system that supports emission reductions, while improving safety and inclusive access, and alignment with the National Adaptation Plan to create a network that is resilient to climate change effects. 	<p>Alignment is strongest with climate change (through adaptation). There is also alignment with safety.</p> <p>Overall alignment rating is STRONG (although ratings vary across priorities)</p>
<p>Arataki 2 – Waka Kotahi’s 10-year plan</p> <p>Arataki presents Waka Kotahi’s 10-year Plan for what is needed to deliver on the government’s current priorities and sets out the long-term outcomes for the land transport system. It outlines the key drivers; the context for change, the current and future pressures, and how these pressures will shape the land transport system. The key</p>	<p>The project aligns most strongly with tackling climate change as it aims to enhance the community’s long-term resilience to the impacts of climate change. It also seeks to support regional development through greater availability of the corridor.</p>

<p>step changes are:</p> <ol style="list-style-type: none"> 1. Improve urban form: this step change seeks to improve connections between people, product, and places by using planned land-use and an integrated transport system. 2. Transform urban mobility: shift reliance on private vehicles to more sustainable transport solutions for the movement of people and freight. 3. Significantly reduce harms: transition to a transport system that reduces deaths and serious injuries and improves public health. 4. Tackle climate change: enhance communities' long-term resilience to the impacts of climate change and support the transition to a low-emissions economy. 5. Support regional development: optimise transport's role in enabling regional communities to thrive socially and economically. 	<p>Overall alignment rating is STRONG (although ratings vary across levers)</p>
<p>Waka Kotahi New Zealand Transport Agency Road to Zero 2020 – 2030</p> <p>The Road to Zero road safety strategy outlines a plan to stop people being killed or injured on New Zealand roads. The strategy marks a step-change in road safety, moving away from an acceptance that tragedy is an inevitable risk and placing human wellbeing and community liveability at the centre of road transport planning.</p> <p>The vision of Road to Zero is “a New Zealand where no one is killed or seriously injured in road crashes”. The Strategy outlines improvements that will be undertaken, focusing on actions in five key areas: infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices; and system management.</p>	<p>This project is aligned to the Road to Zero vision, given that improvements to the corridor would likely also improve the overall safety.</p> <p>(MODERATE)</p>
<p>Ministry for the Environment National Adaptation Plan</p> <p>The first National Adaptation Plan sets out what the Government will do to enable better risk-informed decisions, drive climate-resilient development in the right locations, help communities assess adaptation options (including managed retreat) and embed climate resilience into all of the Government's work. The long-term adaptation goals identified by the plan are to reduce vulnerability, enhance our ability to adapt, and strengthen our resilience. The plan identifies four adaptation options: avoid, protect, accommodate and retreat.</p>	<p>The Mataikona SSBC seeks to address identified climate adaptation issues. Options will fit within the four identified adaptation options.</p> <p>(STRONG)</p>
<p>National Resilience Programme Business Case</p> <p>The National Resilience PBC provides information on</p>	<p>The Mataikona SSBC seeks to address identified resilience issues. Options</p>

<p>natural hazards to the transport system. Two investment objectives were used in the PBC;</p> <p>All communities and businesses are well informed about what the risks of disruption to their transport connections are, and what their choices are</p> <p>The land transport system would be more resilient in the face of a change hazard profile.</p>	<p>would be an opportunity to improve adaptation to climate change, and that moves towards longer term resilience.</p> <p>(STRONG)</p>
<p>Draft Regional Land Transport Plan</p> <p>The key transport investment priorities of Greater Wellington Regional Land Transport Plan (RLTP) 2021 to 2031 are for:</p> <ul style="list-style-type: none"> • Public Transport Capacity • Travel Choice • Strategic Access • Safety • Resilience 	<p>This project is identified in the RLTP regional programme and addresses the resilience priority outlined in the Plan.</p> <p>(STRONG)</p>
<p>Masterton District Infrastructure Strategy</p> <p>The Strategy provides an outline of the management of infrastructure over the next 30 years.</p>	<p>Mataikona Road is listed as an important route vulnerable to natural hazards.</p> <p>Road upgrade and resilience work on Mataikona Road is listed as a significant infrastructure project required from 2021.</p> <p>(STRONG)</p>
<p>Masterton District Council 2021 – 2031 Roading - Asset Management Plan</p> <p>The Plan provides a strategic approach to managing the district’s assets to help contribute to the Council’s stated community outcomes.</p>	<p>Mataikona Road is a listed as a critical asset vulnerable to flooding, windstorm, tsunami, wildfire, and landslide.</p> <p>Mataikona Front Hill The only planned capital expenditure on Mataikona Road is the Mataikona Front Hill upgrade. This work will begin in the 2021/22 financial year with a \$200k spend, followed by \$11m worth of works in 2024/25 and 2025/26 (STRONG)</p>

Significance, Engagement and Consultation

There are a number of partners and key stakeholders with an interest in providing resilient and sustainable access to Mataikona Road:

- Waka Kotahi (NZ Transport Agency)
- Mana Whenua
- Masterton District Council

- Residents and business owners/operators.

Engagement and consultation have been undertaken with these stakeholders. In addition to the ongoing engagement with these stakeholders, Council officers held facilitated workshops and engagement surveys in the months of July and September 2022 with residents to:

- present background information
- confirm the problem statements and benefits
- seek additional evidence for the strategic case
- understand community aspirations and opportunities
- discuss potential options to address problems.

In addition to workshops, individual meetings were held with representatives from Ngāti Kahungunu ki Wairarapa and Rangitāne o Wairarapa in July and October to discuss the project options and any concerns they had.

Residents and business owners/operators have been invited to participate in the process. The focus of the community will be to ensure that the proposed benefits and options are desired and supported by the community.

A survey was completed following the first round of community engagement to understand how and why the road is used and its role in supporting residents or businesses. The survey received 65 responses. An options feedback form was also made available to the community during September.

In April 2023, following a decision to further investigate retreat options, property owners on Sandy Bay Drive were alerted to through email and phone contact about possible future discussions involving consideration of the private road.

Financial Considerations

The pre-implementation and physical works will qualify for consideration to be co-funded within this national land transport approved programme in partnership with Waka Kotahi. The funding assistance rate is assumed to be 56%.

A provisional sum has been estimated in the Council Asset Management Plan and Long Term Plan. The Mataikona Front Hill Action/Work is scheduled for 2025-30 with an estimated cost of \$11.M. That figure is based on 2021 costs and before detailed analysis of options. Council share of \$4.86M was expected to be loan funded and the debt servicing costs were expected to result in rates increases from 2027 of \$29 per property.

A range of cost estimates for each option, based on the risk level addressed, is detailed in Table 3 (refer to appendix O in the business case for more detailed information on the cost estimates).

The project base estimate to address all risks is \$30.8M and the project expected estimate is \$37.2M.

The preferred investment option is to address the critical and high risks as this option provides the best value for money based on the economic impact assessment (refer to Table 1) and is slightly less expensive than addressing all risks. This option cost estimate is \$32.8M.

Assuming Waka Kotahi funding at 56%, this would leave the Council share at \$14.43M.

If the Council again decides to loan fund this share, the debt servicing cost on completion of the work would be \$86 per property or a 2.8% increase on 2023/24 rates revenue. Applying the Revenue & Financing Policy will create significant variations in that figure at individual property level as rural differentials are applied to roading costs. Future Councils may alter the rating differentials, so a per rural property average change cannot be speculated on.

Table 3: Estimated project cost

of Description	Option A: Critical Risks	Option B: Critical and High Risks	Option C: All risks
Property Costs	\$700,000	\$4,900,000	\$4,900,000
Pre-implementation	\$1,800,000	\$2,800,000	\$3,200,000
Implementation Fees	\$600,000	\$900,000	\$1,100,000
Physical Works	\$12,100,000	\$18,500,000	\$21,600,000
Project Base Estimate	\$15,200,000	\$27,100,000	\$30,800,000
Contingency ³	\$3,100,000	\$5,700,000	\$6,400,000
Project Expected Estimate	\$18,300,000	\$32,800,000	\$37,200,000

Implications for Iwi/Māori

Rangitāne o Wairarapa and Ngāti Kahungunu ki Wairarapa are important partners for this project and have been engaged in this work. The land to the north of the Mataikona River is Māori Freehold Land and there are a number of wāhi tapu along Mataikona Road.

Environmental/Climate Change Impact and Considerations

Sea level rise, land subsidence, weather events and erosion are all contributing factors which have triggered a need to undertake this business case. These impacts have been investigated within the strategic case which will form the first section of the Single Stage Business Case. The environmental effects provide evidence to support a business case for investment and change from the status quo.

NEXT STEPS

If Council agrees to the recommendations in this report and external funding is approved, the following work will be undertaken:

1. Funding arrangements:

- Confirm with Waka Kotahi the recommended funding strategy for this project.
- Seek SSBC approval from Waka Kotahi.
- Make funding submissions for the 2024-2027 National Land Transport Plan.

³ 25% of the property costs, and 20% of the pre-implementation, implantation, and physical works costs

- Rationalise the cost estimates and see if any savings can be made.
- Determine options to address additional \$21.8M required funding (\$10 million was already identified in the 2021-2031 LTP). The new Transport Resilience Fund may be an option, although it would not be able to cover the full amount required.

2. Design and long-term planning

- Investigate and implement development restrictions along Mataikona Road as part of the Wairarapa Combined District Plan.
- Identify individual packages of work for funding.
- Develop detailed design tendering documentation.

3. Consultation:

- Identify and consult with iwi and other affected parties on the planned approach.
- Inform community of the planned approach.
- Make any necessary changes following consultation.

4. Preliminary work:

- Property procurement with landowners as required for the Preferred Option.
- Tender and award of detailed design including resource consenting.
- Begin collecting baseline data for missing benefit measures.
- Develop construction tendering documentation.
- Tender for construction.

5. Construction

RISK

The main risks for delivery of the next stage of work are:

- Securing funding for the project
- Emergency and maintenance funding will still be required
- Funding assistance rates may change
- Time required for consenting and associated consultation (if required)
- Property acquisition

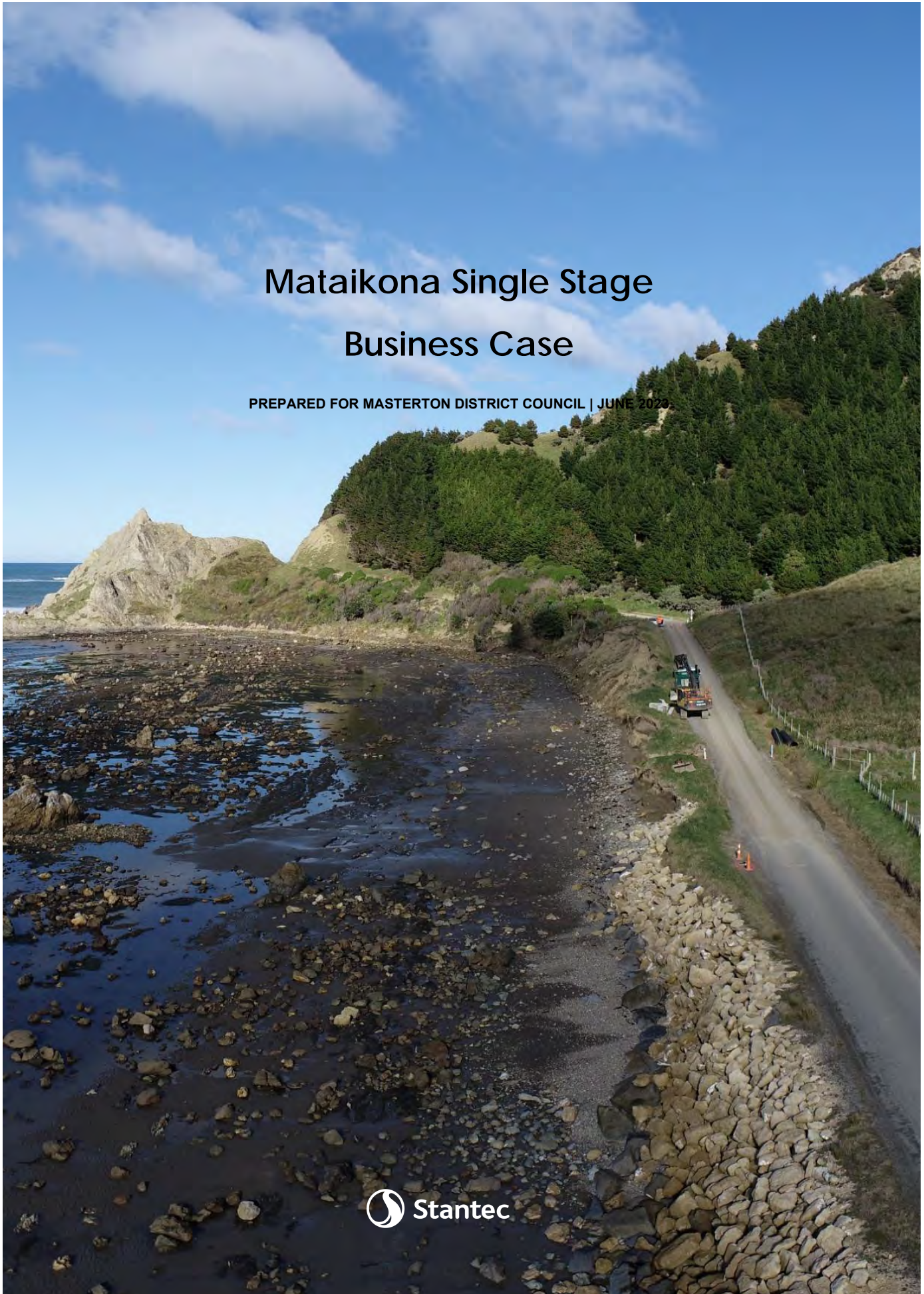
If additional funding cannot be secured in the future, we should continue with the current approach of applying for emergency work funding. However, it's important to note that there may be a scenario where this funding is not available at the current funding assistance rates (FAR). In this case, the community should anticipate that access will continue to be severely affected or lost for vehicular traffic until such time that funds are secured to repair damage.

ATTACHMENTS

- 1. Attachment 1: Stantec Mataikona Single-Stage Business Case** [↓](#) 

Mataikona Single Stage Business Case

PREPARED FOR MASTERTON DISTRICT COUNCIL | JUNE 2023



Revision schedule

Rev No	Date	Description	Signature of Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
0.1		Part A: Strategic Case DRAFT	CM		SC	
0.2	11/05	Draft SSBC for Client Review	CM		KH	
1.0	9/06	Final SSBC	CM		SC	AM





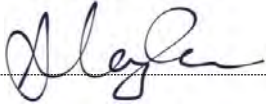
This document was prepared by Stantec New Zealand (“Stantec”) for the account of Masterton District Council (the “Client”). The conclusions in the Report titled Mataikona Single Stage Business Case are Stantec’s professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient’s own risk.

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Quality statement

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Executive summary

Introduction

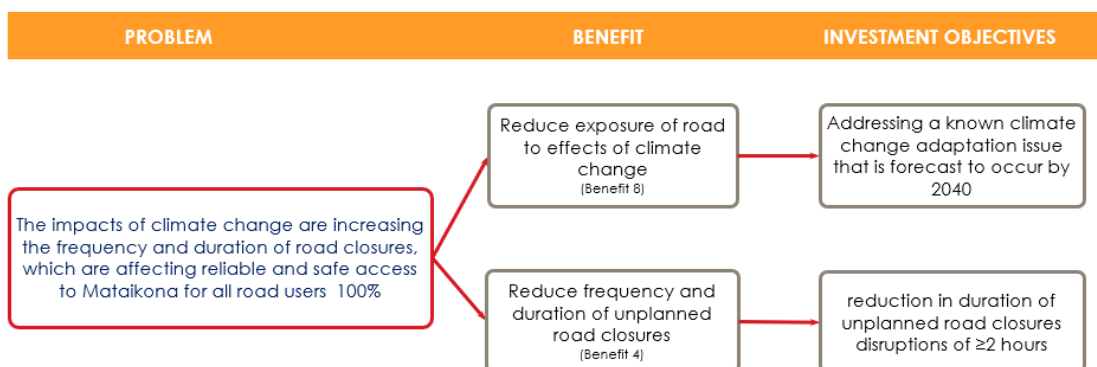
The Mataikona Road is a 13 km long, mostly gravel road that provides access to three coastal settlements, several farming and forestry properties, and the Mataikona Rocks¹. Mataikona Road provides the only vehicle access to these locations. The entire road has slowly been under pressure from storm events and sea erosion and has become a significant maintenance problem.

Council and Waka Kotahi have funded several temporary repairs in recent years, with varying degrees of success. The small ratepayer base and low volume of traffic using the road make it challenging to justify continual funding for repairs and upgrades when the completed work is unlikely to survive a year. If the current on-going maintenance and emergency work on Mataikona Road were to stop, it is anticipated that sections of the road would be lost to the sea in less than a year. This would mean there would be no access to or from Mataikona.

Following Cyclone Gabrielle, in 2023, sections of the road were washed out completely and the road has had to be temporarily diverted onto private land so the community can remain connected to the rest of the Masterton District. The current situation is not sustainable, and certainty is required regarding future access to and from Mataikona.

Problems, Benefits and Investment Objectives

The problems, benefits and investment objectives for this project were determined by the project team and are shown below.



Options Development and Assessment

A long listing workshop was held with the community on 23 July 2022, with approximately 80 people attending. Community members were invited to suggest possible interventions for various issues affecting the road. These suggested interventions were screened alongside interventions identified by the Stantec technical team and Council staff using the Early Assessment Sifting Tool, and the remaining interventions were included in a long list of 10 packages of work.

The long list of packages was narrowed down using a multi criteria analysis. The assessment criteria were developed in discussion with Council and Waka Kotahi, and included the project investment objectives, critical success factors and three of the four 'wellbeings' (economic, social and environmental). Assessment of the fourth wellbeing (cultural) was separately undertaken by Ngāti Kahungunu ki Wairarapa and Rangitāne o Wairarapa, who chose to provide input by ranking the packages in order of preference.

The packages which received the highest ranking in the MCA (Options 5, 6, and 7) were ultimately considered unaffordable for Council, with an estimated cost range of between \$30M to \$270M (MDC's total annual rates revenue per annum is \$32M). The alternate route packages (Options 8, 9, and 10) were also considered unaffordable, as well as being socially unacceptable as they would cut the community off from the rest of the region. The remaining packages (Options 1, 2, 3, and 4) performed poorly in the MCA assessment and only Option 4 was considered to provide a positive contribution to the investment objectives. This was a challenge; the best solutions had affordability issues, and the options that were affordable did not fully address the problems.

¹ They are the main visitor attraction along the corridor and are considered one of the region's hidden geological gems. They are visited regularly by holiday makers in the area and are frequently used as a field trip location for geology students.



Preferred Option

The outputs of the MCA, mana whenua rankings and economics assessments were presented to a stakeholder workshop and community meeting on the 3 September 2022. The purpose of the workshop was to highlight the challenges and trade-offs of each package and to get feedback on which package or combination of packages was preferred. The stakeholders and mana whenua preferred the 'strengthen' option (Option 5). However, they recognised the challenges with this option relating to cost and other trade-offs. They therefore proposed a more affordable hybrid package. This hybrid option was taken forward for further investigation and economic assessment. The hybrid option combines elements of:

- the 'retreat' package (Option 4) where the road can be realigned (where possible and feasible),
- increased maintenance and
- priority strengthening (when and where this can be afforded).

Funding

The estimated cost to complete the full hybrid option was higher than anticipated so the hybrid option was further developed to provide 3 sub-options:

- Option A: the lowest cost option which addressed the critical risks only,
- Option B: a medium cost option which addressed critical and high risks, and
- Option C: the original hybrid option, which addressed all risks.

The economic performance of these three different investment strategies was compared. Investment Option B, addressing the critical and high risks, gives the highest BCR of 1.78 and is most likely to provide the identified project benefits. This is the Preferred Option.

The project has an indicative Priority 5 under the 2021-24 Investment Prioritisation Method. Based on the 2021/24 NLTP, projects within the local road activity class that achieve Priority 1-6 are considered 'Probable' for funding priority. This project achieves this threshold and is therefore expected to achieve probable funding priority.

Discussions with the Waka Kotahi Investment Advisor recommended breaking the project into discrete packages of work and funding these through low cost, low risk (LCLR) improvements. This approach has the benefit of being preferred by Waka Kotahi and allows for simpler or quick win remediations to be implemented now. However, there is also the risk that only some of the work will get completed as each package will be assessed on its own.

Regardless of which funding option is chosen there will be additional funding required over and above what was budgeted in the Long Term Plan (LTP). Options for funding this requirement include private investment from the like of iwi groups or forestry companies, or investment from other government agencies such as the Ministry for Transport, Ministry for the Environment, or Ministry for Social Development.

		Option A: Critical Risks	Option B: Critical and High Risks	Option C: All risks
Investment Rational	Assumed deteriorating quality of access from ²	2030	2065	2070
	Assumed likelihood of disruption	6/ 10 years	5/ 10 years	5/10 years
	Impact relative to Do Min	\$5M	\$56M	\$56M
	Project expected estimate ³	\$18.3M	\$32.8M	\$37.2M
	Impact versus cost	0.31	1.78	1.57
	Net Present Value	-\$48.1M	\$27.8M	\$32.0M
Funding	Long Term Plan Budget	\$11,000,000	\$11,000,000	\$11,000,000
	- Council Share	\$4,840,000	\$4,840,000	\$4,840,000
	- Waka Kotahi Share	\$6,160,000	\$6,160,000	\$6,160,000
	Additional funding required	\$7,300,000	\$21,800,000	\$26,200,000

² This is a high-level assumption based on historic disruption information, hazard risk analysis and engineering judgement. It is the year from which access may no longer be suitable for some vehicles or there is a significant reduction in the level of service required.

³ Project base estimate plus approximately 20% contingency



Next Steps

The existing emergency maintenance and repair regime is not sustainable for Council, nor does it provide resilient access for residents. If funding partners and Council agree that road access to Mataikona should be retained the preferred option (Option B) will provide more resilient access to Mataikona and the surrounding areas. To complete the project the following tasks are required:

- Funding arrangements:
 - Council endorsement of the preferred way forward (Option B)
 - Confirm with Waka Kotahi that LCLR improvements is the recommended funding strategy for this project. If this is the case, group the work into discrete packages using Appendix N for guidance.
 - Seek SSBC approval from Waka Kotahi
 - Rationalise the cost estimates and see if any savings can be made.
 - Determine how to address the additional \$21.8M required funding. The new Transport Resilience Fund may be an option, although it would not be able to cover the full amount required.
 - Assessment of impact to Council loans and rates
- Design and long-term planning
 - Investigate and implement development restrictions along Mataikona Road as part of the District Plan.
 - Identify individual packages of work for LCLR funding
 - Development of detailed design tendering documentation.
- Consultation:
 - Identify and consult with iwi and other affected parties.
 - Inform community of the planned works
- Preliminary work:
 - Property procurement with landowners as required for the Preferred Option.
 - Tender and award of detailed design including resource consenting.
 - Begin collecting baseline data for missing benefit measures.
 - Develop construction tendering documentation.
 - Tender for construction.
- Construction

The main risks for delivery of the next stage of work are:

- Securing funding for the project
- Emergency and maintenance funding will still be required
- Time required for consenting and associated consultation (if required)
- Property acquisition

Should the additional funding be unable to be secured the current approach of emergency works following events should be utilised.



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Part A: Strategic Case

We design with community in mind



1 Introduction

1.1 Purpose

Mataikona Road provides the only access to three beach front settlements and farming and forestry areas. Since at least 1963 the area has been subject to erosion, and sections of the route are now at risk of washing out entirely. Masterton District Council (Council) need to provide resilient and sustainable access to Mataikona. This document demonstrates why this is so important and identifies the preferred option to achieve this outcome. It provides residents with certainty around future access to their properties, and Council with a way forward.

Part A discusses the problems, benefits, investment objectives and opportunities that were confirmed by Council and Waka Kotahi following the Investment Logic Mapping workshop. It presents the evidence in support of the problems and investigates the case for investment. Part B presents the process used to identify the preferred option. Part C provides a technical assessment and details of the recommended option. Part D presents a plan for implementation.

1.2 Background

The Mataikona Road is a 13 km long, mostly gravel road that provides access to three settlements and Mataikona Station. The northern end of the road connects with Pack Spur Road which extends 6 km before it crosses into private land. There are several residential, farming, and forestry properties accessed off the road, as well as the Mataikona Rocks, a well known geological location. Mataikona Road provides the only vehicle access to these locations. The entire route has slowly been under pressure from storm events and sea erosion. It is now becoming a significant maintenance problem and sections of the route are at real risk of washing out entirely, isolating the community.

Council and Waka Kotahi have funded several temporary repairs works in recent years, with varying degrees of success. The small ratepayer base, and low traffic volume of the road make it challenging to justify continual funding for repairs and upgrades when the completed work is unlikely to survive a year. If the current on-going maintenance and emergency work on Mataikona Road were to stop, it is anticipated that sections of the road would be lost in less than a year, severing access.

1.3 Study Area

Castlepoint is a popular tourist destination on the east coast of the lower North Island located 60 km northeast of Masterton, about a 50-minute drive. The Mataikona Road travels north up the coast from Castlepoint and provides access to several residential, farming, and forestry properties, as well as the Mataikona Rocks. The focus of this Strategic Case is the Mataikona Road (Figure 1-1).

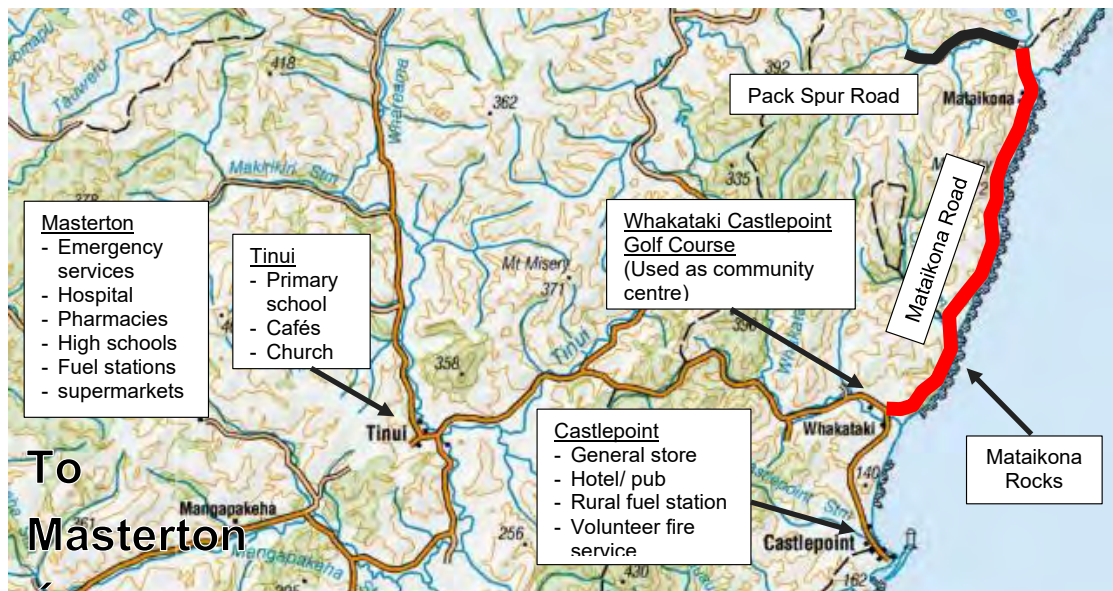


Figure 1-1: Project area



2 Context

2.1 Social

2.1.1 Demographics

The 2018 Census recorded 195 people living in Statistical Area (SA) 7022197. This is a large area that covers the Mataikona Road and stretches from Mataikona south to Whakataki, and from the coast west to Tinui, as shown in Figure 2-1. While this is a greater area than our area of interest, it is the most refined data available. The Census data shows the population of Mataikona Road and surrounding area has remained largely similar between the 2006 and 2018, although a decline was noted in the recorded population in the 2013 census. Despite the population of the area remaining steady there are signs that the demographics of the community may be changing, with a slight decline in the number of children, but a significant increase in the number of people aged over 65 (Figure 2-2).

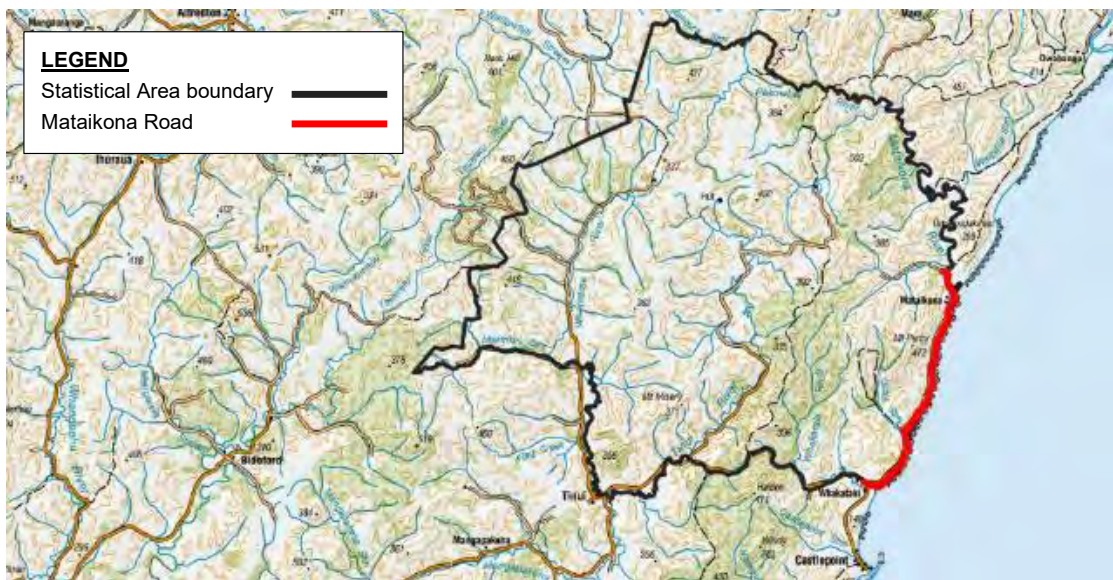


Figure 2-1: Statistical Area 7022197 boundary

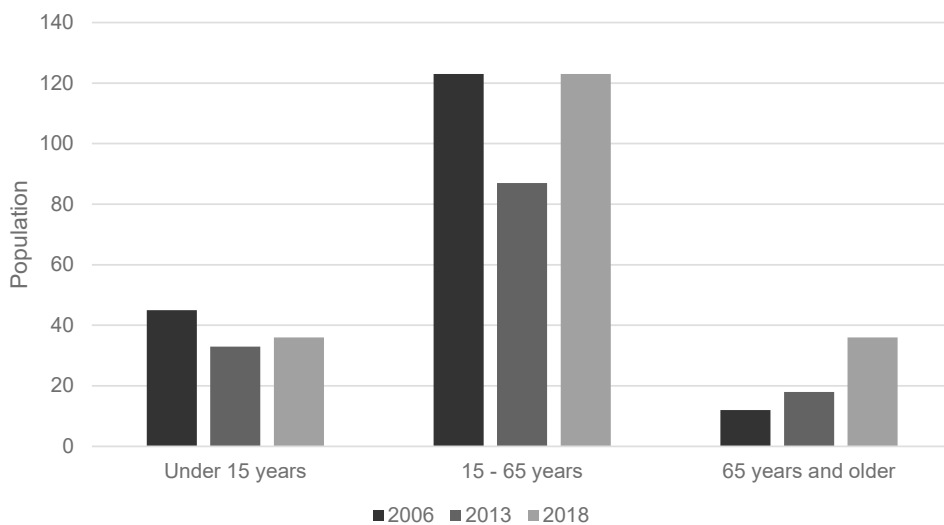


Figure 2-2: Demographics for Mataikona Road and the surrounding areas (SA 7022197)



2.1.2 Permanent and Part Time Residents

The 2018 Census recorded 180 dwellings in SA 7022197, of which 38% (68) were empty at the time of the census. While SA 7022197 covers a larger area than just Mataikona Road, it does give an indication that the area potentially has a lot of holiday homes. The Council database shows there are 95 rateable residential properties accessed using Mataikona Road, 80 on Mataikona Road and 15 on Pack Spur Road. Of these, 13 properties are currently listed on various holiday accommodation sites.⁴ There are also a number of non-consented buildings tucked in along the road.

A survey was completed following the first round of community engagement to understand how and why the road is used and its role in supporting residents or businesses. Of the 65 responses received, 50 stated they were residents, and of those 50, 25 were permanent residents and the other 25 were weekenders.

2.1.3 Community Facilities

The closest facilities for residents and visitors are the Castlepoint store, Whakataki Hotel, and Whakataki rural fuel station. The community center is located at the Whakataki Castlepoint Golf Course. The closest school is the Tinui Primary School, 20 km inland from Castlepoint. All other facilities such as secondary schools, pharmacies, medical centers, the hospital, and other emergency services are in Masterton.

The Mataikona branch of the Castlepoint Volunteer Fire Brigade was established in 2018. Although they have limited equipment, they are a very important part of the emergency response for any events along the road, as having them able to respond can give at least a 20-minute head start to the crew based at Castlepoint. If the Mataikona Road is impassible at the south end, then the Castlepoint based crew will be unable to respond nor will any Masterton based services, so the Mataikona crew are the only possible emergency response. Most callouts are for medical events rather than fires. The Mataikona volunteers responded to 10 events in 2019, 13 events in 2020, and 10 events in 2021. There have been three call outs so far in 2022.⁵

2.2 Ecology

Mataikona Road runs alongside a highly dynamic and sensitive coastal environment, and its surrounding catchments encompass pockets of indigenous vegetation, complex riverine and stream systems, pasture, and forestry. There are three river mouths along the road (Figure 2-3) and all are identified by Greater Wellington Regional Council (GWRC) as having significant indigenous biodiversity values. (refer to Appendix A for more detail).



Figure 2-3: Ecosystems and habitats with significant indigenous biodiversity values

2.3 Culture and Archaeology

There are two iwi in the Wairarapa, Rangitāne o Wairarapa and Ngāti Kahungunu ki Wairarapa.

⁴ Five properties are listed on [Airbnb](#), six properties are listed on [Bookabach](#), and six properties are listed on [Holiday Houses](#). Two properties were lists on both Airbnb and bookabach, and another two were listed on both Holiday Houses and airbnb (13/06/2022)

⁵ Email received from Anders Crofoot on Wednesday 3 August 2022



During conversations with mana whenua it was noted that there are a number of karaka trees planted on the land behind the road, particularly around the middle settlement in the foothills below Mount Percy. These trees were often used to indicate boundaries and planted around villages. Because of this there are likely to be artifacts or areas of significance, documented or otherwise, in and around these trees.

The entire coast between the Whakataki River mouth and Mataikona River mouth, including the Mataikona reefs north of the Mataikona River mouth, is highlighted as an area with significant mana whenua values in the Greater Wellington Regional Council Proposed Natural Resources Plan. Rangitāne hapū had permanent and seasonal occupational sites along the entire coastline and Mataikona was one of these. Beach-side settlements were used as a base to harvest seafood⁶. The beach was used as a location to dry and/or smoke the harvest which was then stored and could be traded or taken to inland settlements.⁷

There are many wāhi tapu and archaeological sites in the coastal area. There are over 100 recorded archaeological sites between Mataikona and Whareama (15 km south of Castlepoint), with the majority located within a few hundred metres of the sea on the stretch of coast between Mataikona and Castlepoint. The sand dunes along the coast contain archaeological remains such as moa bones and eggshell, and midden debris cover many hectares through the dunes. It was also traditional for sand dunes to be used for burials, and at least nine occurrences of human remains have been recorded between Mataikona and Whareama.

Well known wāhi tapu along Mataikona Road include:

- **Te Wharepouri Mark:** A sandstone pillar was erected to mark Te Wharepouri making peace with Te Potangara. When Mataikona Road was built, the pillar was destroyed, and the existing cairn was erected.
- **Taraoneone Pā:** This was an important pā near the summit of Mount Percy. Karaka groves can be found further down the slope towards the sea.
- **Te Rerenga o Te Aohuruhuru:** This is a large rock on the foreshore at Mataikona and is where Aohuruhuru leapt to her death after being shamed by her husband. It is locally known as Suicide Rock.

Thirteen sites are recorded in the District Plan and these are shown in Figure 2-4.

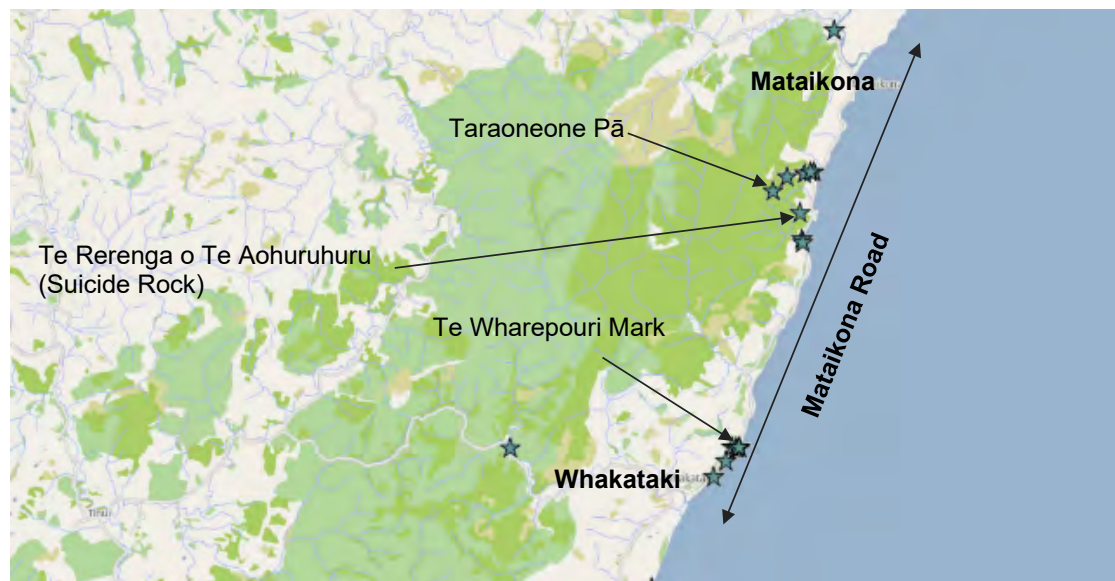


Figure 2-4: Documented archaeology sites⁸

2.4 Geological

The first 2 km of the Mataikona Road winds up around the base of Front Hill, the road then drops down to sea level at Sandy Bay. The road then climbs around Second Hill and then comes back down to sea level and hugs the coastline line up to the Mataikona River mouth. The road is mostly built on poorly lithified⁹ sedimentary deposits (sandstone), with

⁶ koura (crayfish), inanga, kina, pāua, oysters and other shellfish, shark and other fish

⁷ Greater Wellington Regional Council. 2019. "Schedule D3: Statutory Acknowledgements from the Rangitāne Tū Mai Rā (Wairarapa Tamaki nui-ā-Rua) Claims Settlement Act 2017." In *Proposed Natural Resources Plan*.

⁸ Base map: <https://archsite.eaglegis.co.nz/NZAAPublic>

⁹ Transformed into stone



small sections built on loose gravel, sand, silt and clay at Sandy Bay and the northern end of the road, as shown in Figure 2-5. This means that the ground is weak once disturbed, subject to dispersion through groundwater runoff, and is susceptible to erosion.

It should also be noted that the coastline alongside Mataikona Road is sinking at an average rate of 6.11mm per year¹⁰. This is purely due to ongoing tectonic movement, but not earthquakes. As such the impacts of sea level rise and climate change is accelerated, and the impacts of inundation and storm surges will be felt sooner.

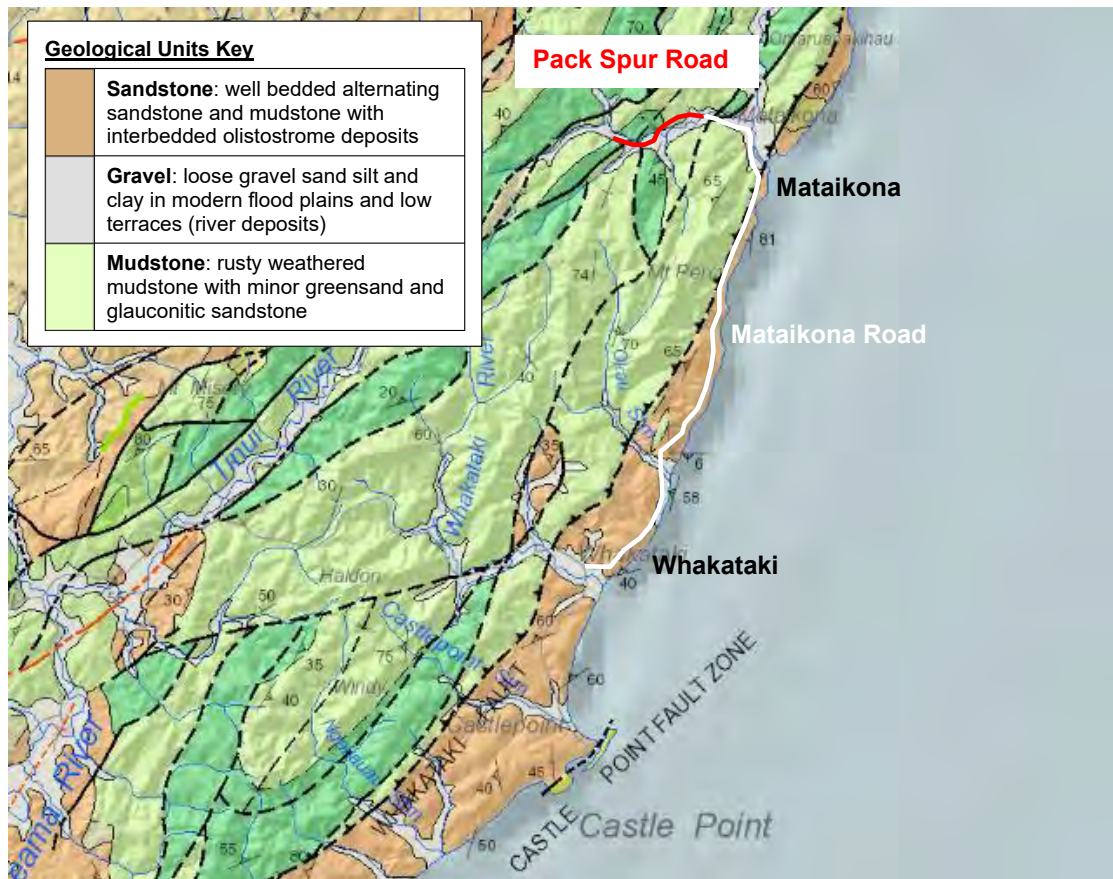


Figure 2-5: Geology of the Mataikona Road¹¹¹²

The Mataikona Rocks are located 3km along the road opposite Sandy Bay and are identified as a significant geological site in both the Wairarapa Combined District Plan and the GWRC Proposed Natural Resources Plan.

2.5 Economic

The main economic activities being undertaken on Mataikona Road are forestry, sheep and beef farming, and beekeeping. There is a new forestry proposal at Mataikona Station, and the privately owned forestry blocks along Pack Spur Road will be due for harvest in the next few years. The farming along the corridor is mostly livestock. The economic scale of these activities is still to be determined.

There are also a handful of properties utilised as holiday homes or rented out as holiday accommodation. The main visitor attraction along the corridor is the Mataikona Rocks, and they are considered one of the region's hidden geological gems. They are visited regularly by holiday makers in the area and are frequently used as a field trip location for geology students.

There are no other major economic activities in the study area.

¹⁰ Average vertical land movement of sites 2374 – 2378 from the NZ Sea Rise Map, Takiwā. <https://searise.takiwa.co/> (14/06/2022)

¹¹ GNS Science. (n.d.). *New Zealand Geology Web Map*, Layer: 1:250K Geology (more detail) – Geological units. <https://data.gns.cri.nz/geology/>

¹² Base map: <https://data.gns.cri.nz/rqmad/downloads/webmaps/250K-Geological-Map.html>



2.6 Transport

Mataikona Road starts at Whakataki, just north of Castlepoint, and provides the only publicly maintained access to properties along the road. The road is 13km long and is only sealed for the first 4.5 km, the remainder of the road is unsealed. The road is very narrow (mostly single lane, between 3.5 m and 5 m width), has a tortuous alignment, and little to no shoulder. The posted speed limit is 100 km/h; however, the mean operating speed is just 30-40 km/h¹³ due to the nature of the road. For the most part the road is approximately three to four meters above mean sea level, however in places it is less than one meter.¹⁴

There is a four wheel drive (4WD) route available along Pack Spur Road. However, this is not an all-weather route and is only suitable for confident drivers in appropriate vehicles. Part of the formed road is on private property and is maintained by Council on an as needs basis. Figure 2-6 shows the difference between the formed road alignment and the legal road parcel. If a suitable vehicle is used, and the road is dry the route is passable. However, it adds 30 km, and 80 minutes of travel time to any trip to-or-from Castlepoint, compared to the current 25-minute trip from Castlepoint to Mataikona Station.

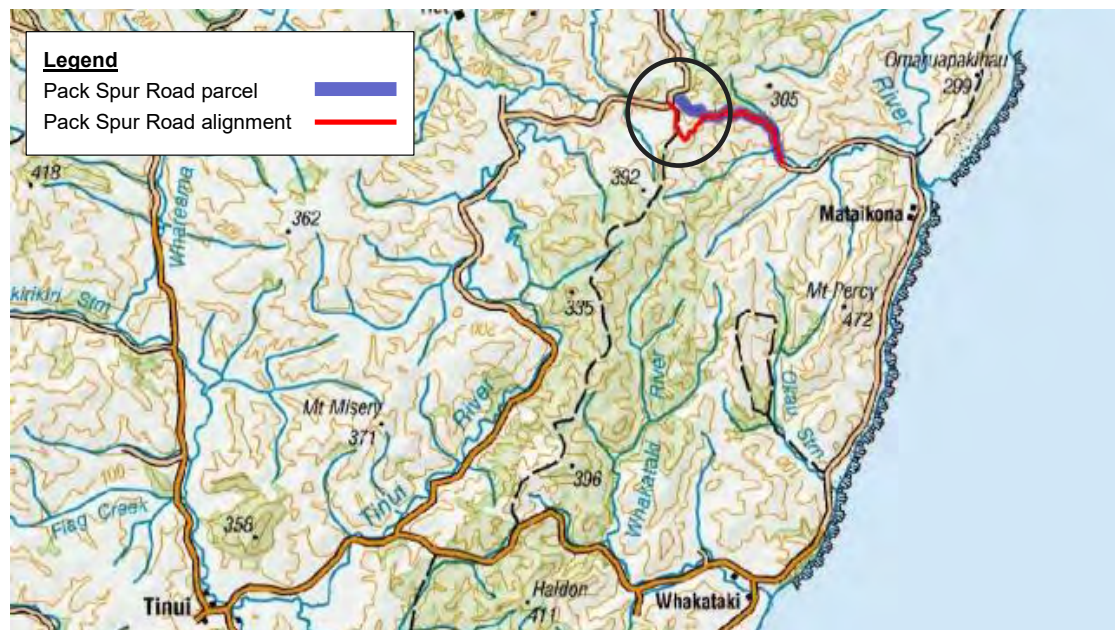


Figure 2-6: Pack Spur Road road parcel versus actual alignment

Council completed traffic counts on Mataikona Road at the end of June 2022. The counts ranged from 111 vehicles per day with 22.5% heavy vehicles (25) at the beginning of Mataikona Road to 25 vehicles per day with 0% heavy vehicles just north of Sandy Bay. Storm damage repair works were underway at the time and may have affected traffic volumes.

The MobileRoad website gives an estimated average daily traffic of 144 vehicles per day with 10% heavy vehicles at the start of the road 28 vehicles per day with 13% heavy vehicles at the northern end of the road. The heavy vehicles using the corridor are mainly stock and logging trucks. Council reports that vehicles of this size can have problems on some sections of the road, and oncoming vehicles may need to reverse back until they find a suitable location where they can let the heavy vehicles pass.

There is anecdotal evidence that on fine days, over the weekends, and during the summer there are significantly more trips made along the road due to families visiting for the day, or people going diving.

Mataikona Road is classified as an 'Access' road under the One Network Road Framework (ONRC) and as a 'Rural Road' under the One Network Framework (ONF). The descriptions for these classifications are shown in Table 2-1.

¹³ Waka Kotahi NZ Transport Agency. (n.d.). *MegaMaps Edition III*, Layer: Speed Management Framework 2020 – Mean Operating Speed.

<https://maphub.nzta.govt.nz/megamaps/>

¹⁴ Greater Wellington Regional Council. 2019. GWRC Contours 5m - Sheet BP36. <https://data-gwrc.opendata.arcgis.com/maps/GWRC:wellington-region-5m-contours/about>



Table 2-1: Road classification descriptions

System	Classification	Description
One Network Road Classification	Access	This is often where your journey starts and ends. These roads provide access and connectivity to many of your daily journeys (home, school, farm, forestry etc). They also provide access to the wider network.
One Network Framework	Rural Road	Rural roads primarily provide access to rural land, for those that live there, and in support of the land-use activity being undertaken. Rural roads are the most common and most diverse roads in rural areas. They have no appreciable on-street activity occurring and in many parts of the country are unsealed. Some rural roads are important for freight, collecting dairy and forestry and other primary produce from their source, while others, where volumes of vehicular traffic are very low, can provide safe and pleasant recreational and tourism routes, including the New Zealand Cycle Trail and Te Araroa (New Zealand's walking trail). In some parts of New Zealand, rural roads are utilised more by people riding horses than by vehicles.

Castlepoint and the Mataikona Road are accessed via the Masterton-Castlepoint Road.



3 Defining the Problem

3.1 Problem Definition

The following problem statement was developed by the project team:

- **Road Availability:** The impacts of climate change on Mataikona Road are increasing the frequency and duration of road closures, which are affecting reliable to safe access to Mataikona for all road users.

The problem statement can be split into cause, effect and consequence as shown in Table 3-1.

Table 3-1: Problem statement breakdown

Problem Statement: The impacts of climate change on Mataikona Road are increasing the frequency and duration of road closures, which are affecting reliable to safe access to Mataikona for all road users	
Cause	<ul style="list-style-type: none"> • Sea level rise • Land subsidence over time • Increased storm frequency and intensity • Coastal erosion • Slips and dropouts • Lack of viable alternatives
Effect	<ul style="list-style-type: none"> • Increased frequency of road closures • Increased duration of road closures
Consequence	<ul style="list-style-type: none"> • Increasing maintenance costs • Poor resilience • Unsafe route for users

3.2 Cause

3.2.1 Sea Level Rise and Land Subsidence

Climate change is contributing to sea level rise. So far, the oceans have taken up most of the additional heat, and as the water warms up, it expands. This combines with melting land-based ice (such as glaciers) to contribute to rising sea levels.

New Zealand's mean relative sea level has risen 1.81 (± 0.05) millimetres per year on average since records began more than 100 years ago. However, the rate of sea level rise around New Zealand is increasing. The average rate of sea-level rise for 1961–2018 was twice the average rate between the start of New Zealand records and 1960. This has caused an increase in coastal flooding which will only be exacerbated by future sea level rise.¹⁵

As discussed in Section 2.4 the coastline along Mataikona Road is sinking at an average rate of 6.11 mm per year¹⁶, due to tectonic readjustment. This, combined with the increasing rate of sea level rise means that the frequency of inundation and storm surges will increase, as will the impacts of these events.

Figure 3-1 shows the expected sea level rise under the SSP5-8.5 projection¹⁷ combined with the predicted vertical land movement for the Mataikona coastline, and the likely confidence intervals. It shows that by 2045 the sea level along the Mataikona Road will be likely be 0.5 m higher than it was in 2005, and by 2075 it will likely be 1 m higher than in 2005.

¹⁵ Ministry for the Environment & Stats NZ (2020). *New Zealand's Environmental Reporting Series: Our atmosphere and climate 2020*.

¹⁶ Average vertical land movement of sites 2374 – 2378 from the Takiwā NZ Sea Rise Map, accessed 14 June 2022 <https://searise.takiwa.co/>

¹⁷ A worst-case scenario with increased investment in fossil fuels, etc. This would likely result in a 4.4°C warmer world by 2080.



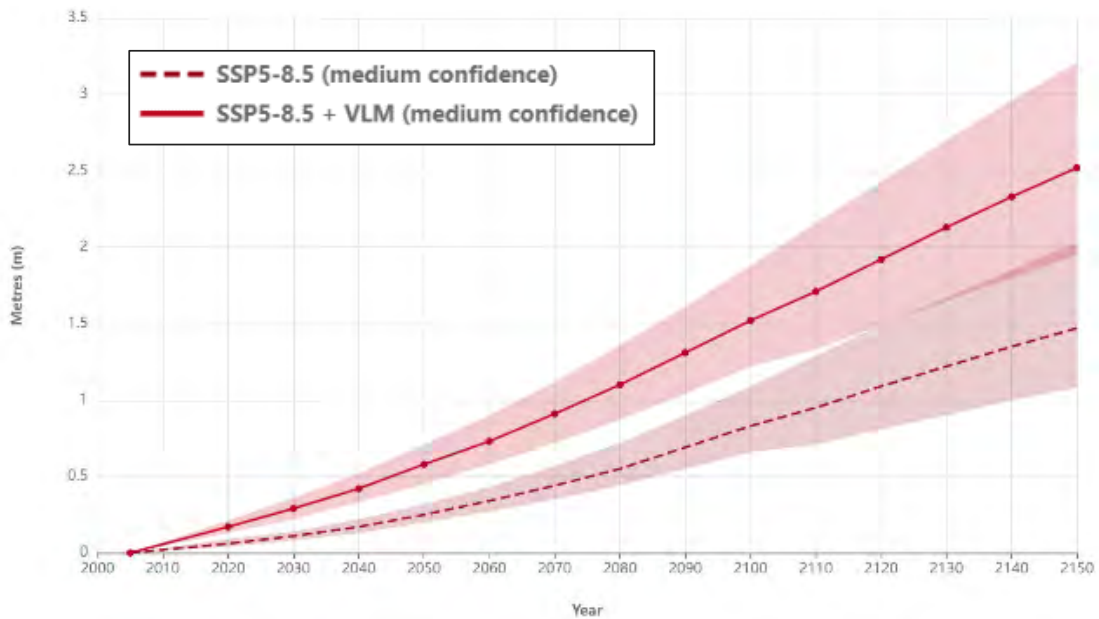


Figure 3-1: Sea level rise prediction by decade for site 2377¹⁸

As stated in Section 2.6 parts of the Mataikona Road are already at, or just above, sea level. These areas are already experiencing problems. For example, at the Mataikona settlement whenever there is a storm surge sand, driftwood and other debris are washed up and over the bank onto either side of the road (Figure 3-2).



Figure 3-2: Driftwood either side of Mataikona Road just north of Mataikona¹⁹

3.2.2 Weather Events

According to the National Institute of Water and Atmospheric Research (NIWA) Historic Weather Events Catalogue there have been several events over the years that have impacted Mataikona and Castlepoint.²⁰ The full list can be found in

¹⁸ Takiwā. n.d. "Sea level predictions by decade, projection to 2150 (medium confidence)." Accessed 27 June 2022. <https://searise.takiwa.co/>

¹⁹ Screen shot from video footage provided by MDC. Video taken 19 April 2022.

²⁰ Castlepoint was included in the search as it is far more likely to show up in national records and any significant rainfall recorded in Castlepoint will also have fallen on Mataikona Road.



Appendix B. The impacts of the weather events have ranged from minor property damage through to flooding, slips, and loss of lifeline infrastructure.

Figure 3-3 shows the number of recorded weather events by decade. The 2000's stand out as there were 10 weather events during this time, with four being recorded in 2004 alone. There was also a significant event in early 2005 which closed Mataikona Road for 10 days. It should be noted that there are unlikely to be accurate records from before the 1970's.

There appears to be a data gap between 2011 and 2021, as there are no records of weather events during this time. It is hoped the workshop will help to address this gap.

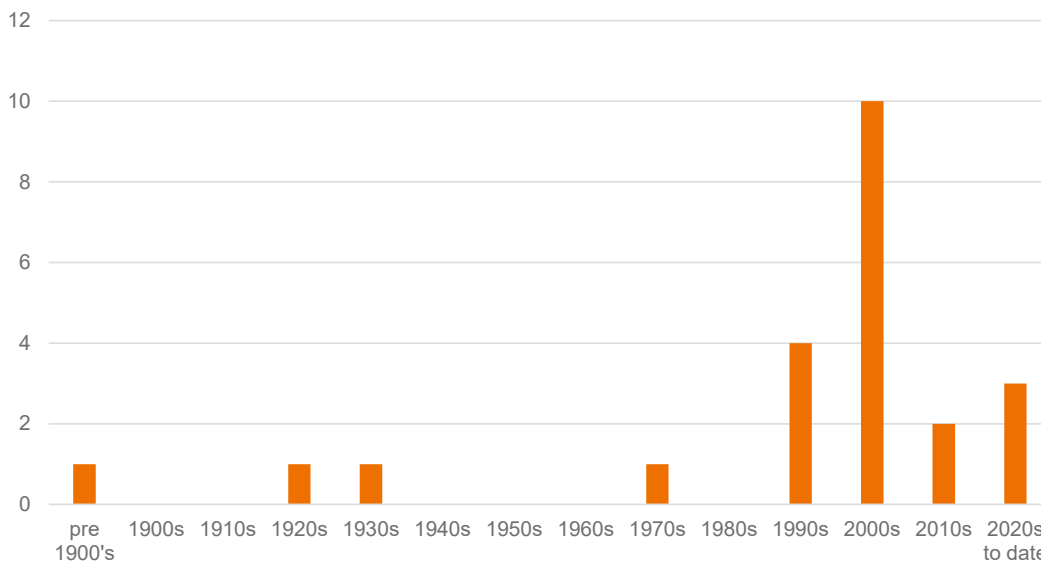


Figure 3-3: Number of weather events impacting Mataikona and Castlepoint by decade

Climate projections for the Wellington region point to slightly less rainfall overall, but more intense extreme, rare rainfall events.²¹ The key environmental impacts to the Wairarapa Coast that will likely affect the Mataikona Road are:²²

- Increased flood intensity
- Increased coastal inundation
- Increased erosion
- Biodiversity losses
- Ocean acidification
- Increased wildfire

In terms of extreme rainfall events by 2040 there is projected to be a 0%-15% increase in the amount of rain falling during heavy rainfall days (> 99th percentile of daily rainfall). The 2090 projection is 0%-30%. This indicates that rain events may become heavier. The following comment is made by GWRC:

“Although the uncertainty in average rainfall range is high, extreme rainfall increases are more certain due to the increased amount of water vapour that the atmosphere can hold as it gets warmer (about 8% increase in saturation vapour per degree of warming)”

3.2.3 Erosion

As discussed in Section 2.4 the Mataikona Road coastline is susceptible to erosion. This can very easily be seen by comparing the 1963 and 2021 aerial photography which shows coastal retreat along most of the road, particularly the northern end (Appendix C). During this time, the coast appears to have retreated up to 20m in some places and not at all in others, although it is hard to be sure given the resolution and lack of additional landmarks in the 1963 photography.

Comparison of the 2012/13 and 2021 aerial photography at 1139-1147 Mataikona Road (Figure 3-4 and Figure 3-5) shows that the coastline has retreated seven metres in eight years. At the current rate of retreat, the road in this location will be impacted by mid-2024, the property boundaries by 2037, the buildings by 2055.

Figure 3-6 shows known problem areas on Mataikona Road where the road has already been impacted by erosion.

²¹ Ministry for the Environment & Stats NZ (2020). *New Zealand's Environmental Reporting Series: Our atmosphere and climate 2020*.

²² Greater Wellington Regional Council (n.d.). *Whaitua Catchments Climate Change parameters*. <https://www.gw.govt.nz/environment/climate-change/impacts-on-our-region/>. Last updated 7 June 2022





Figure 3-4: 1139-1147 Mataikona Road (2013)²³



Figure 3-5: 1139-1147 Mataikona Road (2021)²⁴



Figure 3-6: Areas that are already impacted by erosion on Mataikona Road



3.2.4 Slips and Dropouts

The sections of road around Front Hill and on the approach to Te Rarena o Te Aohuruhuru (Suicide Rock) are vulnerable to slips and dropouts. The steep slopes above and below the road combined with the weak underlying geology (Section 2.4) contribute to this vulnerability. This is particularly true following rain events.

Multiple landslides have occurred above the road (refer to Figure 3-7 and Figure 3-8). They are generally shallow and appear to be weak surficial soils slipping over the sandstone bedrock. In other places, deeper failures have occurred which appear to be influenced by surface water flow in low points. Dropouts have also occurred below the road (refer to Figure 3-8). On the approach to Te Rarena o Te Aohuruhuru these appear to be due to coastal erosion undermining the toe of the slope below the road.²⁵



Figure 3-7: Slips on Front Hill²⁶



Figure 3-8: Slips and dropouts on approach to Te Rarena o Te Aohuruhuru (Suicide Rock)²⁷

3.2.5 Lack of Viable Detours

As discussed in Section 2.6, there are currently no viable alternate routes for access to Mataikona. The Pack Spur Road route is only suitable for 4WD vehicles and travels over private land, so it is not currently considered a viable alternative.

The lack of a viable detour means this corridor has a greater role in providing network resilience than what is implied through its official ONRC rating. The Waka Kotahi criticality assessment tool gives Mataikona Road a criticality score of '3' – Major. This correlates to an ONRC rating of Regional or Arterial, as shown by Table 3-2, compared to the road's existing ONRC rating of Access. The key reason for this score is that Mataikona Road is the only viable route for residents to access essential services such as hospitals, emergency services, major utility control centres, welfare centres, key retail outlets, schools, and major industry.

Refer to Appendix D for details of the route criticality assessment.

Table 3-2: Criticality scale conversion to new effective One Network Roding Classification

One network road classification	Score	Criticality
National or high volume	4	Vital
Regional or arterial	3	Major
Primary or secondary collector	2	Significant
Local or access	1	Local

²⁵ ENGEO. 2022. *Masterton District Council Geotechnical Hazard Initial Inspection Report*.

²⁶ Photo taken on 29/06/2022 during drone survey

²⁷ Photo taken on 29/06/2022 during drone survey



3.3 Effect

3.3.1 Frequent Road Closures

There is currently a data gap regarding the frequency and duration of closures of the Mataikona Road. We are hoping to close this gap during the Options Workshop to be held in late July.

Anecdotal evidence provided by Council suggests that closures are generally a maximum of one to two days. However, Front Hill, at the start of the road, was closed for 10 days in 2005 following a greater than 1 in 150-year rain event. During this time residents used either the beach or farm tracks to get around the closure and access their properties. There has also been a partial closure in place at the middle settlement since the March 2022 rain event to allow reinstatement works to be completed. The road is open in the morning and evening for residents to pass through but is closed to all other traffic.

The road closures are causing uncertainty around the future of the road and long-term access to Mataikona.

3.3.2 Impacts on Customer Service

As discussed in Section 3.2.5 the lack of a viable detour means Mataikona Road has an effective ONRC rating of Regional or Arterial. Table 3-3 details the resilience customer level of service outcomes for Regional, Arterial and Access routes. As Mataikona Road is anecdotally often closed during and after weather events, and no alternate routes exist, it rates very poorly in relation to the Regional and Arterial customer level of service outcomes. However, Mataikona Road does meet the requirements of an Access road.

Table 3-3: Fit for purpose customer level of service outcome assessment

Road category	Resilience customer level of service outcomes	Comments
Regional	Route is always available except during major-extreme weather or emergency events and viable alternatives nearly always exist. Rapid clearance of incidents affecting road users. Road users may be advised in advance of issues and incidents	The corridor is often closed following weather events. No viable alternatives exist
Arterial	Route is nearly always available except in major weather events or emergency event and where no other alternatives are likely to exist. Clearance of incidents affecting road users will have a high priority. Road users may be advised of issues and incidents	The corridor is often closed following weather events. No viable alternatives exist
Access	Route may not be available in moderate weather events and alternatives may not exist. Clearance of incidents affecting road users and road user information will have a lower priority.	The corridor is often closed following weather events. No viable alternatives exist

The criticality rating is only as detailed as providing an effective ONRC rating of Regional / Arterial, so both classifications has been included in the assessment against the customer level of service rating.

3.4 Consequence

3.4.1 Maintenance Costs

Mataikona is the most remote part of Masterton District’s road network, therefore servicing the road is more challenging than other areas. The greater distance to travel incurs higher travel costs, and the site is also some distance from key resources like quarries, and concrete suppliers (the nearest of which is in Masterton some 70 km from Mataikona).

The more often an asset is damaged the more costs are incurred. A consequence of more frequent storms (as outlined in Section 3.2.2) is that there may be more occasions where the asset is damaged and needs maintenance – sometimes significant maintenance.

A comparison of the baseline maintenance costs and emergency works costs since 2014/15 are shown in Figure 3-9. It shows that while the baseline maintenance costs are decreasing, the emergency spend has been increasing since 2017/18 with a significant increase in 2021/2022. The emergency spend increase in 2021/2022 is largely due to the repair work undertaken following the March 2022 rain event which resulted in:

- **Dropouts and washouts:** six callouts/ sites \$365,365
- **Slips:** eight callouts/ sites \$107,712
- **Culverts:** three sites \$65,266
- **Debris and trees:** seven callouts/ sites \$10,046



Figure 3-9 also shows that the average baseline costs have been supplemented on average by more than 100% per annum since 2014/15. This has amounted to over \$1m in emergency spending since that time, without a resolution to the problem.

The downward trend in baseline maintenance spending is concerning. It means quick wins such as minor drainage improvements may not be getting implemented. Despite this, it is unlikely that the decreasing baseline maintenance spend has a significant impact on the overall emergency spend. This is because the most expensive emergency repairs often relate to slips, dropouts and washouts and there is very little proactive maintenance that can be implemented to prevent this within the current maintenance budget.

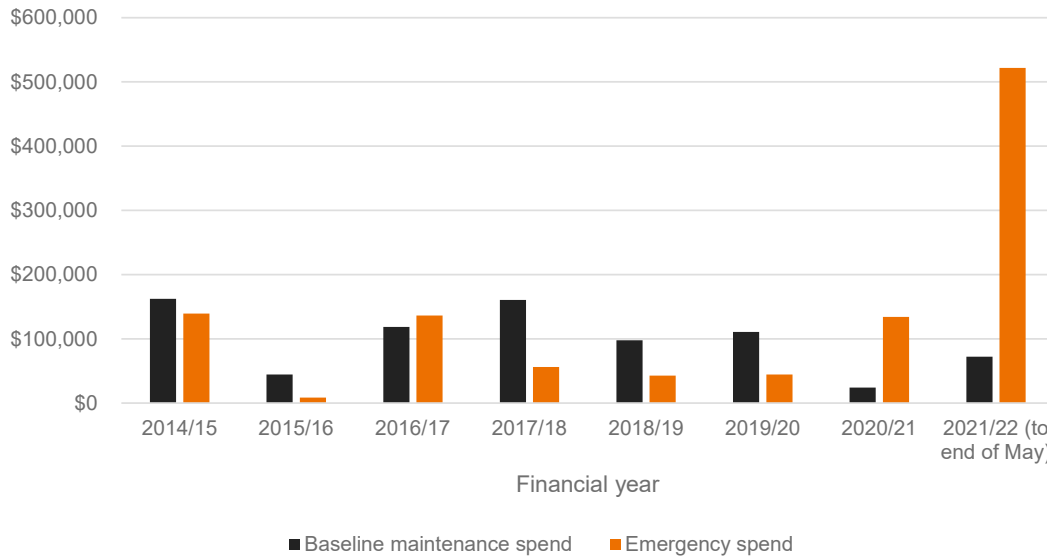


Figure 3-9: Comparison of baseline maintenance and emergency spending

Figure 3-10 shows where the emergency spend has been used along the road and generally what for. It also shows the significant increase in emergency spending in 2021/22 compared to the total of the previous five years. Figure 3-9 shows the following:

- While there have been several overslips on Front Hill, they are not too expensive to repair
- Second Hill has only had one significant slip since 2016/17
- Dropouts occur along the length of the road, but there is a cluster in South Mataikona
- The 2021/22 dropout repair for the Middle Settlement is significantly more expensive than any other.



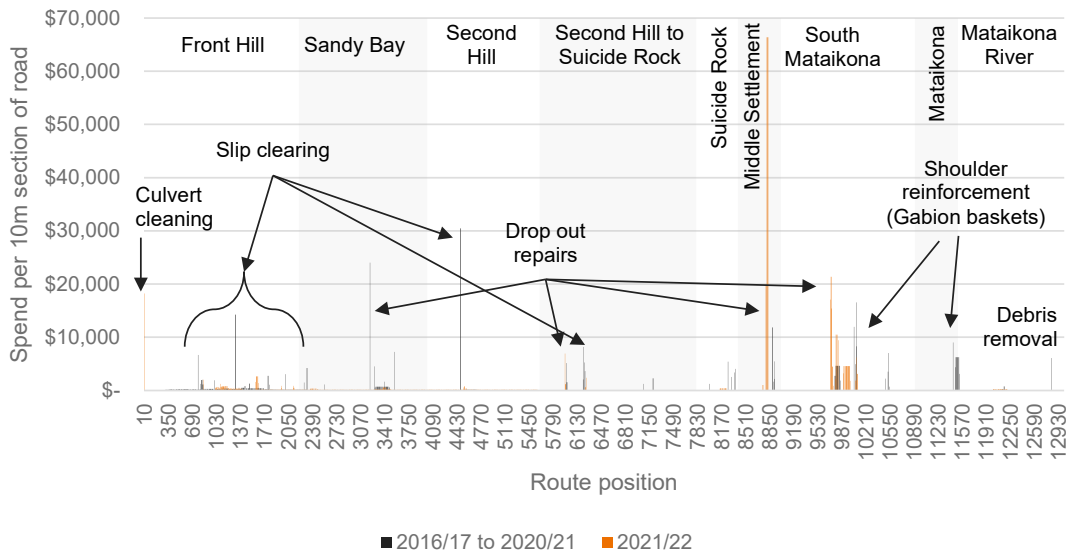


Figure 3-10: Comparison of 2021/2022 emergency spend to previous five year spend²⁸

3.4.2 Poor Resilience

The Waka Kotahi National Resilience Programme Business Case (PBC) provides a risk framework for assessing resilience risks, that can then be compared nationally.

The resilience risk rating combines considerations such as the:

- frequency of events: Occurs approximately every 5-50 years or more (based on current data)
- duration of closures: generally, 1-2 days, with one extreme closure of 10 days
- length of the available detour: there is no reliable detour available
- ONRC rating: Regional/Arterial as per the criticality assessment (Section 3.2.5). Access as per the ONRC.

The initial assessment of the project area undertaken indicates that there is a major resilience risk (4L). This is not quite the highest risk score but is in the high-risk bracket –likely with severe consequence - as shown by Table 3-4.

For full assessment details refer to Appendix E.

Table 3-4: Risk rating matrix

		Combined Likelihood		
		Unlikely	Likely	Very Likely
Combined Consequence	1	Minor (1UL)	Minor (1L)	Minor (1VL)
	2	Minor (2UL)	Moderate (2L)	Moderate (2VL)
	3	Moderate (3UL)	Moderate (3L)	Major (3VL)
	4	Moderate (4UL)	Major (4L)	Extreme (4VL)
	5	Major (5UL)	Extreme (5L)	Extreme (5VL)

²⁸ Refer to Section 9.1 for details on each road section.



3.4.3 Unsafe Route

Events such as slips and dropouts clearly present safety risks, but also contribute to the overall risk of the road by further narrowing lane width. Parts of the corridor have limited approach sight distance so drivers could be caught unaware of a hazard. Given the available width there is little room for drivers to undertake evasive manoeuvres around natural events such as rockfall, and water ponding/surges.

There is very little crash data available for Mataikona Road, there are only five recorded crashes between 2012 – 2021. This is not unexpected given the low traffic volumes and rural nature of the area. It is more than likely that for minor and non-injury crashes the locals pull themselves out if they are stuck, so the crashes do not get reported. The assessments of the reported crashes highlights alcohol and speed as the two main crash causes. The corridor has several steep banks, cliffs and rock faces, and hazards on either side. Therefore, any error may result in the vehicle entering or striking an unforgiving roadside environment.

Mataikona Road has a very poor (High) infrastructure risk rating (IRR). Poor IRRs indicate that the standard of the road infrastructure is less than satisfactory in terms of safety. Key factors for the poor IRR along the corridor include the narrow lane width, narrow shoulders, roadside hazards, and at time torturous alignment.

The poor IRR means there is an increased level of safety risk for drivers – a risk that also has knock-on effects to resilience as an injury crash has the potential to block the road, and emergency services may have to travel some distance to attend the crash, and to re-open the road.

3.5 Summary

The key points from the above sections are summarised in Table 3-5, and any data gaps are highlighted. Based on this information there is a case for change.

Table 3-5: Summary of evidence

	Evidence	Key Points
Cause	Sea level rise and land subsidence	By 2045 the sea level along the Mataikona Road will be likely be 0.5 m higher than it was in 2005, and by 2075 it will likely be 1 m higher than in 2005. Sections of the road are already experiencing overtopping.
	Weather events	There appears to be a data gap for weather events impacting Mataikona in the 2010s. Four events were recorded in the 1990s, 10 events in the 2000s, only two events in the 2010s, and two events so far for the 2020s. Climate projections for the region point to slightly less rainfall overall, but more intense extreme, rare rainfall events.
	Erosion	At the current rate of retreat, the road at Mataikona will be impacted by mid-2024, the property boundaries by 2037, the buildings by 2055.
	Slips and dropouts	The ground along the Mataikona coast is weak once disturbed, subject to dispersion through groundwater runoff, and is susceptible to erosion. The weak ground combined with the steep slopes along Front Hill, Second Hill, and Suicide Rock results in slips and drop outs, particularly during rain events. Dropouts also occur where the sea is eroding the base of the road.
	Lack of detours	There is no viable alternative route for Mataikona Road. For the community this means the road is the only way they can access essential services such as hospitals, emergency services, major utility control centres, welfare centres, key retail outlets, schools, and major industry. For the farms and forestry blocks this means stock and logs cannot be transported.
Effect	Road closures	Anecdotal evidence suggests that closures are generally a maximum of one to two days and occur at least once a year. The data available suggests a frequency of approximately every 5-50 years There was a closure of 10 days in 2005. The road closures are causing uncertainty around the future of the road and long-term access to Mataikona



	Evidence	Key Points
	Customer service	Mataikona Road does not meet the customer level of service outcomes for resilience when accessed as an arterial or regional road (as per the criticality rating). It does meet the level of service outcomes when accessed as an access road.
Consequence	Maintenance costs	<p>The baseline maintenance spend has been decreasing since 2017/18, and the emergency spending has been increasing since this time. While the baseline maintenance spend has been decreasing it is not believed to be contributing to the increasing emergency spend due to the limited maintenance budget and the nature of the emergency repairs required.</p> <p>The emergency spend for 2021/22 almost quadrupled the average emergency spend for the previous years.</p> <p>Areas with the most emergency spending over the past five years include:</p> <ul style="list-style-type: none"> • Front Hill (slip clearing) • Second Hill to Suicide Rock (drop out repairs) • Middle Settlement (drop out repairs) • South Mataikona (drop out repairs and shoulder reinforcement) • Mataikona (shoulder reinforcement and debris removal)
	Poor resilience	The resilience risk rating for Mataikona Road is Major based on closures occurring every 5-50 years or Extreme if they occur at least once a year as per the anecdotal evidence.
	Unsafe route	<p>There is very little crash data available for Mataikona Road.</p> <p>The community say that unless emergency services are required, they will usually pull themselves out if they are stuck. Despite this there have been several comments made around trying to improve road safety due to the number of heavy vehicles on the road and the limited number of safe passing opportunities.</p>



4 Investment Objectives and Benefits

4.1 Investment Objectives

Two investment objectives have been identified for the project, as shown in Figure 4-1. The investment objectives clarify the future access needs. They summarise the desired outcomes of any investment, articulating what is needed to address the gap between existing and future needs. The agreed Business Case Outcome Statement is 'Provide resilient and sustainable access to Mataikona'.

The evidence presented supports the problem statement.

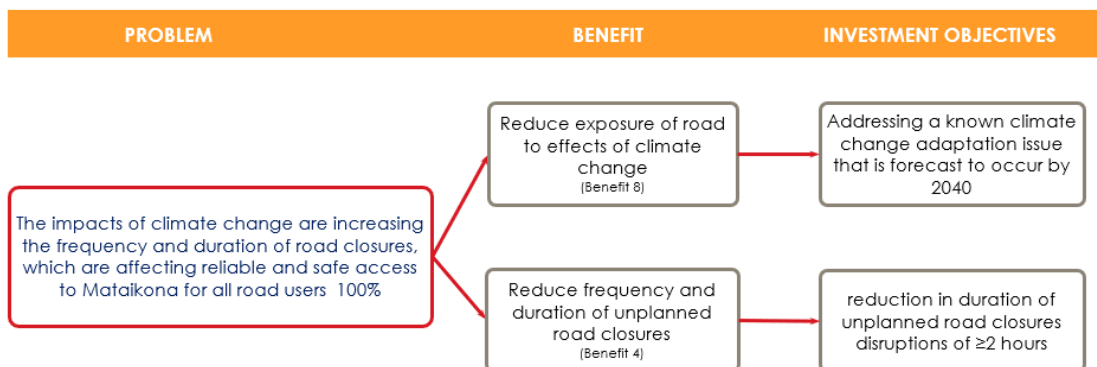


Figure 4-1: Investment logic map

4.2 Benefits

A benefits framework has been developed following discussion of project benefits at Workshop One. Measures have been identified for each project benefit and are based on the Waka Kotahi Benefits Framework. The measures allow the success of any implementation programme to be measured.

Table 4-1 outlines the measures and available baseline data for each benefit.

Table 4-1: Proposed benefits, measures, and baseline data

Benefit	Measure	Baseline
<p>Reduced Exposure of the Road to the Effects of Climate Change</p> <p>Reducing the roads exposure to the impacts of climate change will assist in reducing the frequency of road closures. It will also provide the community and local businesses certainty around the future of route.</p>	4.1.2: Level of service and risk	The WK National Resilience PBC states the Mataikona risk rating is Major (4L)
<p>Reduced Frequency and Duration of Unplanned Road Closures</p> <p>Improving the resilience of Mataikona Road will reduce ongoing maintenance and emergency restoration costs for the Council and minimise the risk of road closures. Closure of the road impacts on access for the community and local business, as there is no all-weather alternative route, and no alternative route for heavy vehicles.</p>	5.1.4: Number and duration of resolved road closures.	TBC

4.3 Opportunities

The opportunities associated with the project are detailed below. These were drafted by the project team during Workshop One and confirmed with Waka Kotahi at a later meeting.

- **Safe access:** In the event of a preferred option emerging that includes physical works to the existing corridor, or a new corridor, then any changes will likely result in benefits to both safety and resilience. For example, retaining structures may result in shoulder widening and/or roadside barriers.



5 Constraints, Assumptions and Uncertainties

Any work completed to address the problem at Mataikona will be subject to constraints, assumptions and uncertainties as defined below:

- Constraints are limitations imposed on the investment proposal from the outset.
- Assumptions are made to simplify decision making. The values of assumptions are not certain and will create risks.
- Uncertainties are an event or change in conditions that may result in a different future state from that originally anticipated or assumed.

The known constraints are:

- **Material supply:** The supply of appropriate rock for rock armouring and similar interventions is very limited

The assumptions made are:

- **Future land use:** it is anticipated that under the National Adaptation Plan development along Mataikona Road will not be encouraged. Because of this the demand for the road is not expected to increase.

The main uncertainties associated with this project are as follows:

- **Future storm events:** Mataikona is extremely susceptible to damage from large easterly storms, as well as events induced from climate change such as sea level rise, inundation, and flooding. Exposure to these events may result in changes to the future state of the road and surrounding community.
- **COVID-19:** the widespread impacts of the COVID-19 pandemic are creating numerous uncertainties and challenging long held assumptions. People are changing how, when and where they work and study, which influences travel behaviour.
- **Government reforms:** major reforms are currently underway that may result in significant changes to local government governance and operations. The three key reform programmes are Three Waters, Resource Management and the Future for Local Government. These changes are expected to result in structural changes that may impact decision making, budgets, and the prioritisation and delivery of key services.
- **Price volatility:** multiple factors have resulted in particularly volatile prices in recent times that are impacting the cost of living, oil prices and supply chain security. This is likely to negatively influence project delivery costs.
- **Consenting:** The GWRC response to the National Adaptation Plan is unknown, so the future consenting risks associated with the works are unknown
- **Funding:** Should Waka Kotahi funding not be available alternate funding streams are uncertain.



6 Stakeholders

There are a number of partners and key stakeholders with an interest in providing resilient and sustainable access to Mataikona (Table 6-1). As part of the SSBC, a facilitated workshop was held in July 2022 with Council and residents to:

- Present background information
- Confirm the problem statements and benefits
- Seek additional evidence for the strategic case
- Understand community aspirations and opportunities
- Discuss potential options to address problems

Table 6-1: Key stakeholders

Stakeholder	Roles and responsibility
Waka Kotahi NZ Transport Agency	Waka Kotahi's primary purpose is to provide transport solutions for a thriving New Zealand. They achieve this by investing in land transport activities, regulating access and use of the land transport system, and maintaining, operating, planning for and improving the state highways.
Mana Whenua	Rangitāne o Wairarapa and Ngāti Kahungunu ki Wairarapa are the local iwi and are important partners for the project. The land to the north of the Mataikona River is Maori Freehold Land and there are a number of wāhi tapu along Mataikona Road. The focus will be on delivering a fit for purpose solution.
Masterton District Council	Council provides and manages development, infrastructure and community services. In terms of transportation Council is responsible for the planning and operation of the local road network within its territorial boundary, and the development of this business case. Council is responsible for operation and management of Mataikona Road.
Residents and business owners/operators	Residents and business owners/operators have been invited to participate in the process. The focus of the community will be to ensure that the proposed benefits and options are desired and supported by the community.

Additional meetings were held with representatives from Kahungunu ki Wairarapa and Rangitāne o Wairarapa in the week before the workshop to discuss the project, the workshop, and any concerns they had (refer to Appendix F for meeting minutes).



7 Strategic Alignment

Table 7-1 describes how this project aligns with national and regional strategies and policies. The assessment demonstrates a close alignment, as the overarching strategies have a strong focus on providing access and resilience, while enabling tourism growth.

Table 7-1: Strategic alignment

Document	Alignment
<p>Government Policy Statement on Land Transport 2021</p> <p>The Government Policy Statement (GPS) on Land Transport 2021 outlines the Government's priorities for land transport, providing direction and guidance to those who are planning, assessing, and making decisions on transport investment for the next 10 years. The GPS 2021 builds on the strategic direction of the previous GPS, and identifies four strategic priorities for investment: safety, better travel options, improving freight connections and climate change.</p> <ul style="list-style-type: none"> • Safety: Developing a transport system where no-one is killed or seriously injured. • Better Travel Options: Providing people with better transport options to access social and economic opportunities. • Improving Freight Connections: Improving freight connections for economic development. • Climate Change: Developing a low carbon transport system that supports emission reductions, while improving safety and inclusive access, and alignment with the National Adaptation Plan to create a network that is resilient to climate change effects. 	<p>Alignment is strongest with climate change (through adaptation). There is also alignment with safety.</p> <p>Overall alignment rating is STRONG (although ratings vary across priorities)</p>
<p>Arataki 2 – Waka Kotahi's 10-year plan</p> <p>Arataki presents Waka Kotahi's 10-year Plan for what is needed to deliver on the government's current priorities and sets out the long-term outcomes for the land transport system. It outlines the key drivers; the context for change, the current and future pressures, and how these pressures will shape the land transport system. The key step changes are:</p> <ol style="list-style-type: none"> 1. Improve urban form: this step change seeks to improve connections between people, product, and places by using planned land-use and an integrated transport system. 2. Transform urban mobility: shift reliance on private vehicles to more sustainable transport solutions for the movement of people and freight. 3. Significantly reduce harms: transition to a transport system that reduces deaths and serious injuries and improves public health. 4. Tackle climate change: enhance communities' long-term resilience to the impacts of climate change and support the transition to a low-emissions economy. 5. Support regional development: optimise transport's role in enabling regional communities to thrive socially and economically. 	<p>The project aligns most strongly with tackling climate change as it aims to enhance the community's long-term resilience to the impacts of climate change. It also seeks to support regional development through greater availability of the corridor.</p> <p>Overall alignment rating is STRONG (although ratings vary across levers)</p>
<p>Waka Kotahi New Zealand Transport Agency Road to Zero 2020 – 2030</p> <p>The Road to Zero road safety strategy outlines a plan to stop people being killed or injured on New Zealand roads. The strategy marks a step-change in road safety, placing human wellbeing and community liveability at the centre of road transport planning.</p> <p>The vision of Road to Zero is "a New Zealand where no one is killed or seriously injured in road crashes". The Strategy outlines improvements that will be undertaken, focusing on actions in five key areas: infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices; and system management.</p>	<p>This project is aligned to the Road to Zero vision, given that improvements to the corridor would likely also improve the overall safety.</p> <p>(MODERATE)</p>



Document	Alignment
<p>Ministry for the Environment National Adaptation Plan</p> <p>The first National Adaptation Plan sets out what the Government will do to enable better risk-informed decisions, drive climate-resilient development in the right locations, help communities assess adaptation options (including managed retreat) and embed climate resilience into all of the Government's work. The long-term adaptation goals identified by the plan are to reduce vulnerability, enhance our ability to adapt, and strengthen our resilience. The plan identifies four adaptation options: avoid, protect, accommodate and retreat.</p>	<p>The Mataikona SSBC seeks to address identified climate adaptation issues. Options will fit within the four identified adaptation options.</p> <p>(STRONG)</p>
<p>National Resilience Programme Business Case</p> <p>The National Resilience PBC provides information on natural hazards to the transport system. Two investment objectives were used in the PBC;</p> <p>All communities and businesses are well informed about what the risks of disruption to their transport connections are, and what their choices are</p> <p>The land transport system would be more resilient in the face of a change hazard profile.</p>	<p>The Mataikona SSBC seeks to address identified resilience issues. Options would be an opportunity to improve adaptation to climate change, and that moves towards longer term resilience.</p> <p>(STRONG)</p>
<p>Draft Regional Land Transport Plan 2021-2031</p> <p>The key transport investment priorities of Greater Wellington Regional Land Transport Plan (RLTP) 2021 to 2031 are for:</p> <ul style="list-style-type: none"> • Public Transport Capacity • Travel Choice • Strategic Access • Safety • Resilience 	<p>This project is identified in the RLTP regional programme and addresses the resilience priority outlined in the Plan.</p> <p>(STRONG)</p>
<p>Masterton District Infrastructure Strategy (2021-2051) (Draft)</p> <p>The Strategy provides an outline of the management of infrastructure over the next 30 years.</p>	<p>Mataikona Road is listed as an important route vulnerable to natural hazards.</p> <p>Road upgrade and resilience work on Mataikona Road is listed as a significant infrastructure project required from 2021.</p> <p>(STRONG)</p>
<p>Masterton District Council Nga Huarahi Waka/ Roading Asset Management Plan (2021 – 2031)</p> <p>The Plan provides a strategic approach to managing the district's assets to help contribute to the Council's stated community outcomes.</p>	<p>Mataikona Road is a listed as a critical asset vulnerable to flooding, windstorm, tsunami, wildfire, and landslide.</p> <p>The only planned capital expenditure on Mataikona Road is the Mataikona Front Hill upgrade. This work will begin in the 2021/22 financial year with a \$200k spend, followed by \$11m worth of works in 2024/25 and 2025/26.²⁹</p> <p>(STRONG)</p>

²⁹ While any works to Mataikona Road will have a strong alignment with the Asset Management Plan, this is not currently reflected in Council's baseline maintenance spending for the road. Refer Section 3.4.1.



Part B: Identifying the Preferred Option

We design with community in mind



8 Approach to Optioneering and Assessment

Part B of this report describes how the long list of package options for Mataikona Road was developed, and the process leading to the emerging preferred option. The identification and assessment of options was informed by the evidence base, and feedback from MDC and the wider stakeholder group (gathered through workshops and meetings). The planned filtering and assessment process is shown in Figure 8-1. However, the process followed was slightly different due to very different outcomes from the various assessments and was as described below:

1. **Identify the long list of interventions:** This was based on engineering judgement and feedback from stakeholders.
2. **Screening list of interventions:** An initial comparative assessment of the long list was undertaken using the Early Assessment Sifting Tool (EAST). Each intervention was assessed against the two project investment objectives, as well as the technical difficulty criteria based on how well the interventions aligns with each relevant criterion. Interventions that did not perform well during this screening stage were eliminated. This initial assessment was undertaken by Stantec staff.
3. **Develop packages (options) of work:** Using the refined list of interventions, various draft packages of work were developed. Each package has a core theme or outcome and consist of alternative interventions for each corridor zone, aligned to the overall outcome sought from each package.
4. **Assessment of packages:** A meeting was held with Council to assess the different options. This assessment used multi-criteria analysis (MCA) to assess each option against key criteria. Scoring was undertaken by technical specialists within Stantec and Council staff. The options were also ranked by mana whenua in order of preference and were assessed based on economic impact. These assessments were supposed to inform the short list; however, they all gave very different answers.
5. **Discussion with stakeholders:** A summary of the MCA, mana whenua rankings and economic impact were presented to stakeholders and the wider community during a workshop on 3 September 2022. The focus of this workshop was to highlight the challenges and trade-offs of each package and to get feedback on which package or combination of packages was preferred. An emerging preferred option was identified at this workshop.

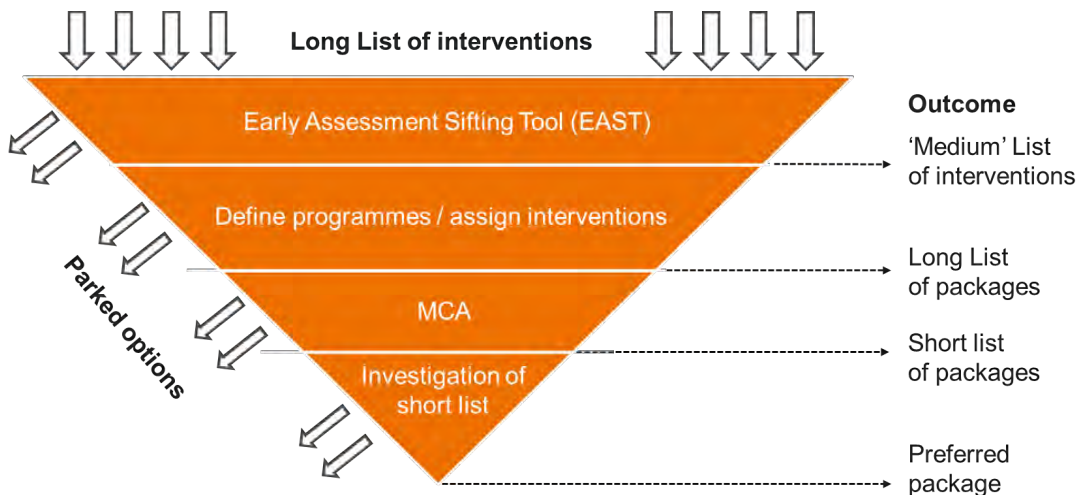


Figure 8-1: Diagram of the sifting and assessment process



9 Long List Development

9.1 Long List Workshop

A stakeholder workshop and community open day was held on 23 July 2022 to confirm the case for change and identify potential interventions to address the problems on Mataikona Road (refer to Appendix G for the workshop slides and notes).

Following the workshop, the corridor was split into nine zones based on key geographic features such as steep terrain, coastal section, or settlement to facilitate optioneering. The road sections are as described in Table 9-1 and shown in Figure 9-1.

Table 9-1: Mataikona Road section descriptions

ID	Section Name	Group	Start CH ³⁰	End CH	Length (m)
1	Front Hill	Hill	0	2,200	2,200
2	Sandy Bay	Settlement/ Coastal	2,200	4,000	1,800
3	Second Hill	Hill	4,000	5,600	1,600
4	Second Hill to Suicide Rock	Coastal	5,600	7,800	2,200
5	Suicide Rock	Hill	7,800	8,400	600
6	Middle Settlement	Settlement/ Coastal	8,400	9,000	600
7	South Mataikona	Coastal	9,000	10,900	1,900
8	Mataikona	Settlement/ Coastal	10,900	11,500	600
9	Mataikona River	Coastal/ river	11,500	13,000	1,500



Figure 9-1: Mataikona Road sections for optioneering

³⁰ CH refers to 'chainage' which is used as a location reference in roading. The chainage is 0 at the start of the road, where it intersects with Masterton-Castlepoint Road at Whakataki, and 13,000 at the end of the road, where it becomes Pack Spur Road.



9.2 Interventions

A long list of 18 potential interventions for the corridor were identified. This list was informed by feedback from the first stakeholder workshop, site visits, and discussions with Council, and includes things like:

- Over slip protection
- Under slip protection
- Coastal erosion protection
- Drainage improvements
- Road widening
- Surfacing improvements
- Safety improvements
- Increased maintenance
- Road retreat
- Alternative routes
- Abandonment of the road

An initial coarse assessment of the long list was undertaken using a modified version of the Early Assessment Sifting Tool (EAST), where interventions were assessed against the two investment objectives and the technical difficulty criteria. The following three interventions were eliminated through this process (refer to Appendix H for the results from the EAST assessment):

- **Surfacing improvements:** This does not address the investment objectives and MDC do not have budget to increase their sealed network.
- **Safety improvements:** This included things like barriers and curve re-alignment. These interventions do not achieve the investment objectives. This is not a safety project, and while there may be some safety benefits gained, it is not the primary focus of the project.
- **Bridge improvements:** This is in relation to the bridge north of Sandy Bay. During a site visit Council stated that there were no major concerns with the bridge, and they did not think any improvements were required. The improvements suggested by the community did not contribute to achieving the investment objectives.

9.3 Packages of Work

Following the EAST assessment, the remaining 15 interventions were used to develop 10 packages of work as follows:

1. Do nothing
2. Do minimum
3. Minor improvements
4. Retreat
5. Strengthen
6. Optimised (low cost)
7. Optimised (high cost)
8. Alternate route 1
9. Alternate route 2
10. Alternate route 3

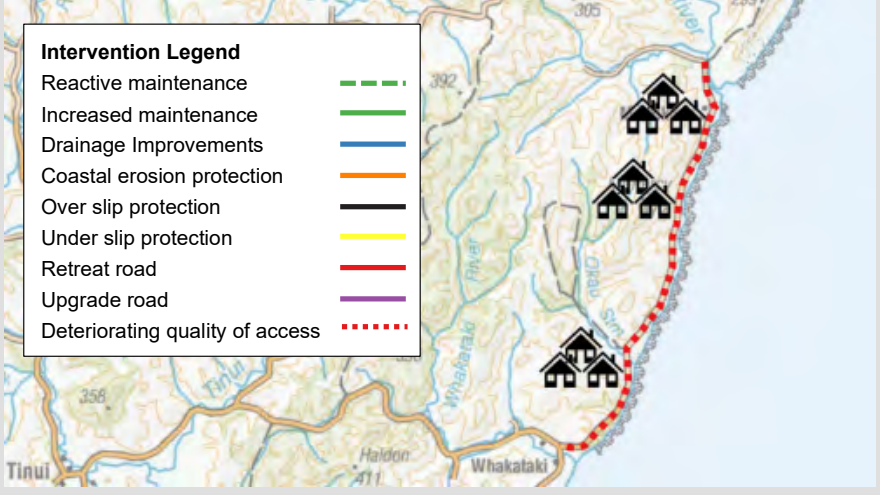
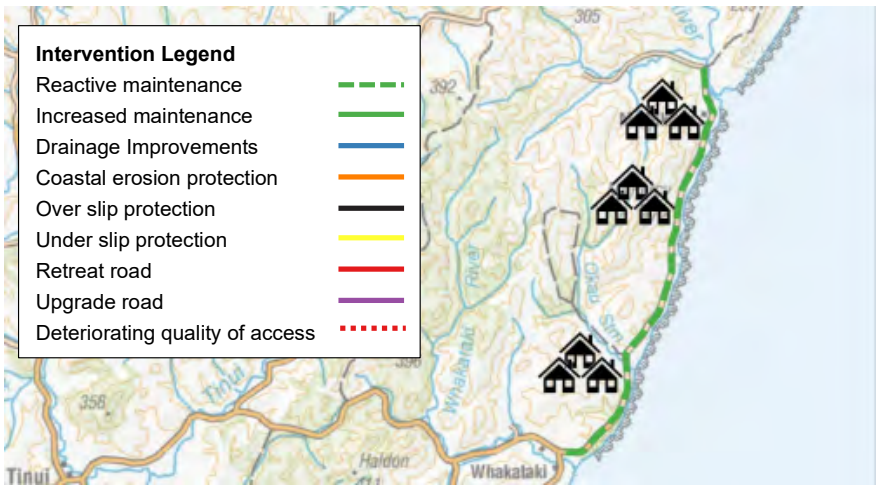
Details of each of these packages is provided in Table 9-2. Each of the 10 packages has a core theme or outcome and is made up of alternative interventions, aligned to the overall outcome sought from each package. The packages are also aligned to the possible strategic responses identified in the Waka Kotahi National Resilience Programme Business Case (PBC) as follows:

- **Defend:** develop solutions to mitigate the risk of disruption, for example flood protection or slope stabilisation
- **Accommodate:** plan for periodic disruption, for example providing for rapid reinstatement, detour routes and/or timely information
- **Retreat:** re-route journeys away from the impacted corridor

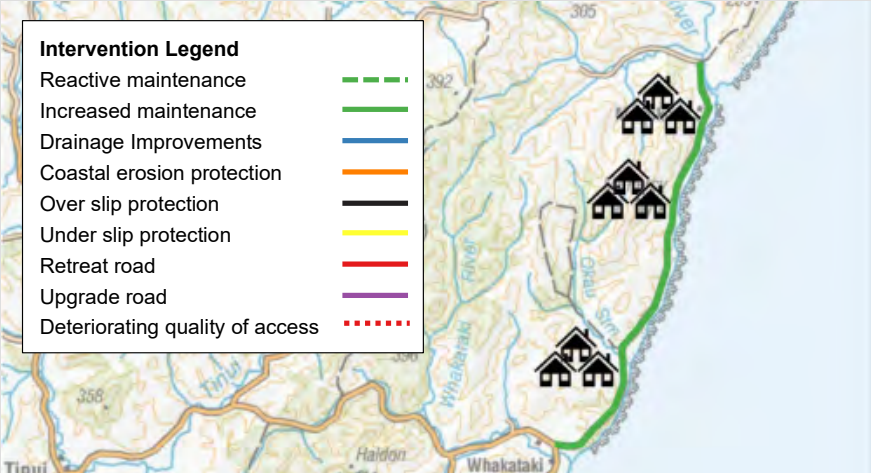
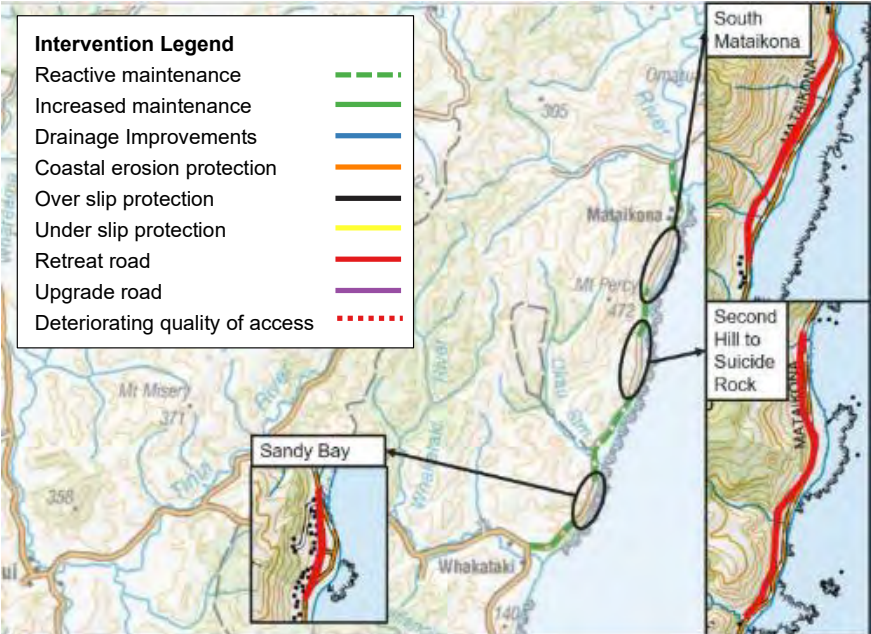
A Do Nothing and a Do Minimum package were considered because all options should be considered in the business case process. The Do Nothing package assumes that Council will continue with routine maintenance along Matakona Road for as long as they are able, but will not reinstate the road if sections are eroded during storms or high rainfall events. The Do Minimum package assumes that routine maintenance and emergency reinstatement of the road following storm events will continue for the next 10 years. This is aligned with the existing reactive maintenance response currently in place and forms the baseline for comparison for the economic assessment.



Table 9-2: Long list of package options

ID	Package option	Description
1	Name: Do nothing National Resilience PBC response group: NA	<p>Acceptance that key sections of the corridor cannot be protected against natural hazards, and that access can no longer be guaranteed. Continuing with reactive maintenance, but not necessarily restoring the road to its pre-damaged standard.</p> 
2	Name: Do minimum National Resilience PBC response group: Accommodate	<p>Plan for periodic disruption and trigger reactive response to natural hazards through emergency spend funding to maintain access along the corridor, but not necessarily restoring road to pre-damaged standard after 2032.</p> 

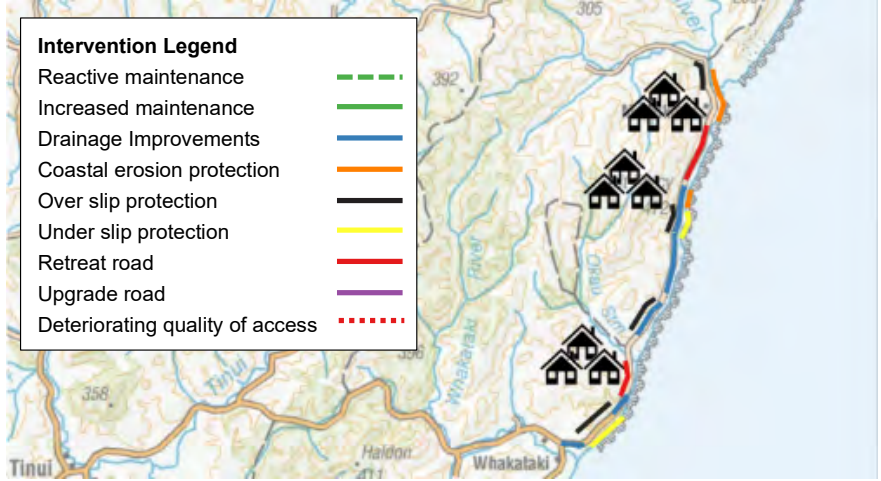
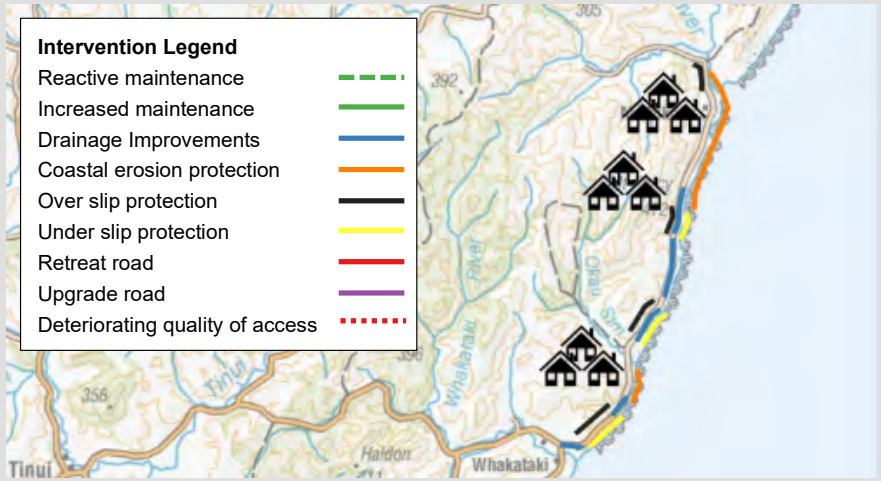


ID	Package option	Description
3	<p>Name: Minor Improvements</p> <p>National Resilience PBC response group: Defend/ Accommodate</p>	<p>Increase preventative maintenance along Mataikona Road (drainage improvements, clean out culverts prior to storm events, etc).</p> <p>A small fund is available for targeted rock armouring (or other appropriate strengthening works) prior to the area being impacted by coastal erosion.</p> 
4	<p>Name: Retreat</p> <p>National Resilience PBC response group: Retreat</p>	<p>Retreat the road inland where there is space to do so but maintain the alignment in front of the three settlements. Maintain the remainder of the road as per the Do Minimum (Option 2).</p> 

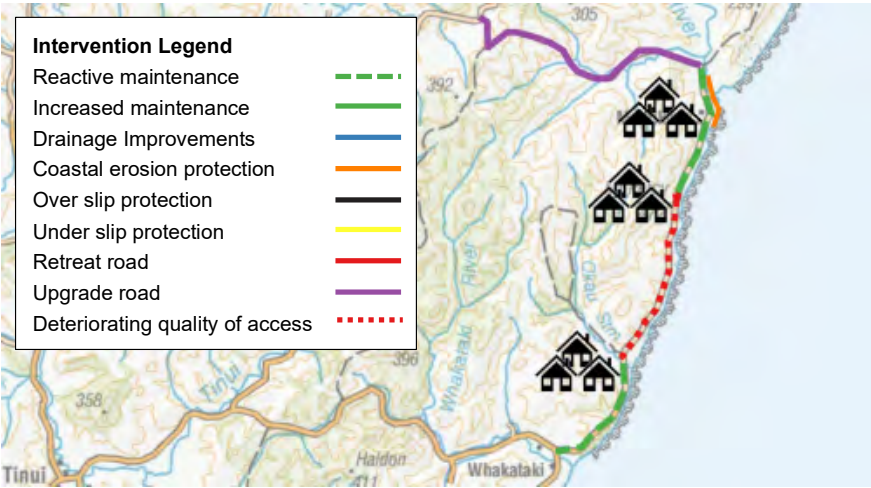
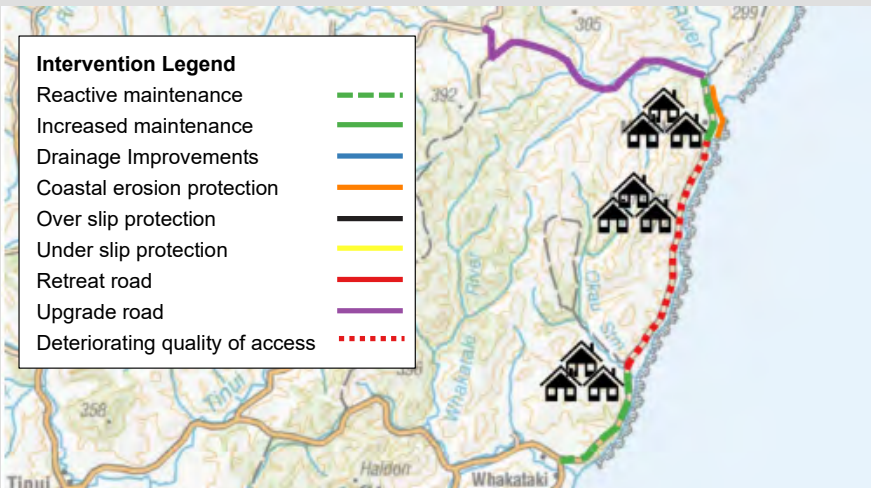


ID	Package option	Description																														
5	<p>Name: Strengthen</p> <p>National Resilience PBC response group: Defend</p>	<p>Complete longer-term repairs for over slips, under slips and coastal erosion in all areas of concern along the length of Mataikona Road.</p> <table border="0"> <tr> <td>1. Front Hill</td> <td>4. Second Hill to Suicide Rock</td> <td>6. Middle Settlement</td> </tr> <tr> <td>• Drainage improvements</td> <td>• Coastal erosion protection</td> <td>• Coastal erosion protection</td> </tr> <tr> <td>• Over slip protection</td> <td>• Drainage improvements</td> <td>• Drainage improvements</td> </tr> <tr> <td>2. Sandy Bay</td> <td>5. Suicide Rock</td> <td>7. South Mataikona</td> </tr> <tr> <td>• Coastal erosion protection</td> <td>• Drainage improvements</td> <td>• Coastal erosion protection</td> </tr> <tr> <td>• Drainage improvements</td> <td>• Over slip protection</td> <td>8. Mataikona</td> </tr> <tr> <td>3. Second Hill</td> <td>• Under slip protection</td> <td>• Coastal erosion protection</td> </tr> <tr> <td>• Drainage improvements</td> <td>• Coastal erosion protection</td> <td>9. Mataikona River</td> </tr> <tr> <td>• Over slip protection</td> <td></td> <td>• Over slip protection</td> </tr> <tr> <td>• Under slip protection</td> <td></td> <td>• River erosion protection</td> </tr> </table>	1. Front Hill	4. Second Hill to Suicide Rock	6. Middle Settlement	• Drainage improvements	• Coastal erosion protection	• Coastal erosion protection	• Over slip protection	• Drainage improvements	• Drainage improvements	2. Sandy Bay	5. Suicide Rock	7. South Mataikona	• Coastal erosion protection	• Drainage improvements	• Coastal erosion protection	• Drainage improvements	• Over slip protection	8. Mataikona	3. Second Hill	• Under slip protection	• Coastal erosion protection	• Drainage improvements	• Coastal erosion protection	9. Mataikona River	• Over slip protection		• Over slip protection	• Under slip protection		• River erosion protection
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6	<p>Name: Optimised (low cost)</p> <p>National Resilience PBC response group: Hybrid (Defend / Accommodate / Retreat)</p>	<p>A tailored programme of low-cost interventions that best address the problems in each section of Mataikona Road in the short to medium term.</p> <table border="0"> <tr> <td>1. Front Hill</td> <td>4. Second Hill to Suicide Rock</td> <td>7. South Mataikona</td> </tr> <tr> <td>• Drainage improvements</td> <td>• Drainage improvements</td> <td>• Retreat road</td> </tr> <tr> <td>• Over slip protection</td> <td>• Drainage improvements</td> <td>8. Mataikona</td> </tr> <tr> <td>• Over slip protection</td> <td>5. Suicide Rock</td> <td>• Coastal erosion protection</td> </tr> <tr> <td>2. Sandy Bay</td> <td>• Drainage improvements</td> <td>9. Mataikona River</td> </tr> <tr> <td>• Retreat road</td> <td>• Over slip protection</td> <td>• Over slip protection</td> </tr> <tr> <td>• Drainage improvements</td> <td>• Under slip protection</td> <td>• Under slip/ river erosion protection</td> </tr> <tr> <td>3. Second Hill</td> <td>6. Middle Settlement</td> <td></td> </tr> <tr> <td>• Drainage improvements</td> <td>• Coastal erosion protection</td> <td></td> </tr> <tr> <td>• Over slip protection</td> <td>• Drainage improvements</td> <td></td> </tr> </table>	1. Front Hill	4. Second Hill to Suicide Rock	7. South Mataikona	• Drainage improvements	• Drainage improvements	• Retreat road	• Over slip protection	• Drainage improvements	8. Mataikona	• Over slip protection	5. Suicide Rock	• Coastal erosion protection	2. Sandy Bay	• Drainage improvements	9. Mataikona River	• Retreat road	• Over slip protection	• Over slip protection	• Drainage improvements	• Under slip protection	• Under slip/ river erosion protection	3. Second Hill	6. Middle Settlement		• Drainage improvements	• Coastal erosion protection		• Over slip protection	• Drainage improvements	
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ID	Package option	Description																		
	Optimised (low cost) continued																			
7	Name: Optimised (high cost) National Resilience PBC response group: Hybrid (Defend/ Accommodate)	<p>A tailored programme of high-cost interventions that best address the problems in each section of Matakona Road in the long term.</p> <table border="0"> <tr> <td data-bbox="454 987 742 1016">1. Front Hill</td> <td data-bbox="751 987 1038 1016">4. Second Hill to Suicide Rock</td> <td data-bbox="1048 987 1335 1016">7. South Matakona</td> </tr> <tr> <td data-bbox="454 1016 742 1111"> <ul style="list-style-type: none"> • Drainage improvements • Over slip protection • Over slip protection </td> <td data-bbox="751 1016 1038 1111"> <ul style="list-style-type: none"> • Drainage improvements </td> <td data-bbox="1048 1016 1335 1111"> <ul style="list-style-type: none"> • Coastal erosion protection </td> </tr> <tr> <td data-bbox="454 1111 742 1184">2. Sandy Bay</td> <td data-bbox="751 1111 1038 1184">5. Suicide Rock</td> <td data-bbox="1048 1111 1335 1184">8. Matakona</td> </tr> <tr> <td data-bbox="454 1184 742 1191"> <ul style="list-style-type: none"> • Coastal erosion protection </td> <td data-bbox="751 1184 1038 1279"> <ul style="list-style-type: none"> • Drainage improvements • Under slip protection </td> <td data-bbox="1048 1184 1335 1279"> <ul style="list-style-type: none"> • Coastal erosion protection </td> </tr> <tr> <td data-bbox="454 1191 742 1335">3. Second Hill</td> <td data-bbox="751 1191 1038 1335">6. Middle Settlement</td> <td data-bbox="1048 1191 1335 1335">9. Matakona River</td> </tr> <tr> <td data-bbox="454 1335 742 1429"> <ul style="list-style-type: none"> • Drainage improvements • Over slip protection • Under slip protection </td> <td data-bbox="751 1335 1038 1429"> <ul style="list-style-type: none"> • Coastal erosion protection • Drainage improvements </td> <td data-bbox="1048 1335 1335 1429"> <ul style="list-style-type: none"> • Over slip protection • Under slip/ river erosion protection </td> </tr> </table> 	1. Front Hill	4. Second Hill to Suicide Rock	7. South Matakona	<ul style="list-style-type: none"> • Drainage improvements • Over slip protection • Over slip protection 	<ul style="list-style-type: none"> • Drainage improvements 	<ul style="list-style-type: none"> • Coastal erosion protection 	2. Sandy Bay	5. Suicide Rock	8. Matakona	<ul style="list-style-type: none"> • Coastal erosion protection 	<ul style="list-style-type: none"> • Drainage improvements • Under slip protection 	<ul style="list-style-type: none"> • Coastal erosion protection 	3. Second Hill	6. Middle Settlement	9. Matakona River	<ul style="list-style-type: none"> • Drainage improvements • Over slip protection • Under slip protection 	<ul style="list-style-type: none"> • Coastal erosion protection • Drainage improvements 	<ul style="list-style-type: none"> • Over slip protection • Under slip/ river erosion protection
1. Front Hill	4. Second Hill to Suicide Rock	7. South Matakona																		
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2. Sandy Bay	5. Suicide Rock	8. Matakona																		
<ul style="list-style-type: none"> • Coastal erosion protection 	<ul style="list-style-type: none"> • Drainage improvements • Under slip protection 	<ul style="list-style-type: none"> • Coastal erosion protection 																		
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ID	Package option	Description
8	<p>Name: Alternate route one</p> <p>National Resilience PBC response group: Retreat</p>	<p>Upgrade Pack Spur Road so it is accessible for light vehicles in most weather conditions and protect the Mataikona River section from erosion.</p> <p>Mataikona Road between Whakataki and Sandy Bay, and Mataikona and the middle settlement will receive reactive maintenance, but not necessarily restoring the road to the pre-damaged standard after 2032.</p> <p>Mataikona Road between Sandy Bay and the middle settlement will continue to receive reactive maintenance, but not necessarily restoring road to pre-damaged standard.</p> 
9	<p>Name: Alternate route two</p> <p>National Resilience PBC response group: Retreat</p>	<p>Upgrade Pack Spur Road so it is accessible for light vehicles in most weather conditions and protect the Mataikona River section from erosion.</p> <p>Mataikona Road between Whakataki and Sandy Bay will receive reactive maintenance, but not necessarily restoring the road to the pre-damaged standard after 2032.</p> <p>Mataikona Road between Sandy Bay and Mataikona will continue to receive reactive maintenance, but not necessarily restoring the road to the pre-damaged standard. Due to this the existing level of road access to the middle settlement may be lost.</p> 



ID	Package option	Description
10	<p>Name: Alternate route three</p> <p>National Resilience PBC response group: Retreat</p>	<p>Upgrade Pack Spur Road so it is accessible for light vehicles in most weather conditions and protect the Mataikona River section from erosion.</p> <p>Mataikona Road between Whakataki and Mataikona will continue to receive reactive maintenance, but not necessarily restoring road to pre-damaged standard. Due to this the existing level of road access to Sandy Bay and the middle settlement may be lost.</p>

The National Adaptation Plan was published on 3 August 2022 by the Ministry of the Environment. It identifies four adaptation options that should be considered for areas under threat:

- **Avoid:** for example, by locating development away from areas prone to hazard
- **Protect:** for example, by building protective structures such as sea walls
- **Accommodate:** for example, by incorporating adaptation options into the design of developments
- **Retreat:** for example, by relocating existing development away from high-risk areas.

Although the Plan was released after the long list of package options was confirmed, the packages align with three of the four adaptation options: protect, accommodate, and retreat. Although avoidance was not explicitly considered under the National Resilience PBC and is not specifically mentioned in any of the packages, Council should consider limiting further development along Mataikona Road and Pack Spur Road due to the threat to Mataikona Road.



10 Assessment

10.1 Multi-Criteria Analysis

10.1.1 Assessment Criteria

A multi-criteria analysis (MCA) was used to assess the long list of packages. Assessment criteria were developed in discussion with Council and Waka Kotahi, and included the project investment objectives, critical success factors and three of the four 'wellbeings'. Assessment of the fourth wellbeing (cultural) was separately undertaken by two iwi groups, who chose to rank the packages in order of preference.

Weightings for each of the criteria were also developed in discussion with Council. The assessment criteria, description and relevant weightings are summarised in Table 10-1.

Table 10-1: Assessment criteria

Theme	Criteria	Description	Weighting
Investment Objectives (40%)	Addressing a known climate change adaptation issue (60%)	Does the option reduce exposure to climate change risk or other natural hazards over time?	24%
	Reduction in duration of unplanned road closures (40%)	Does the option reduce the occurrence of unplanned road closures, or reduce the duration of unplanned road closures?	16%
Wellbeings (20%)	Natural environment (40%)	How well does the option avoid or minimise adverse effects on the natural environment (e.g., air and water quality, terrestrial and aquatic ecology, soils, visual amenity values)?	8%
	Social and community (40%)	To what extent does the scheme effect social and community values, such as <ul style="list-style-type: none"> feelings of community access to emergency services access to the beach 	8%
	Economic development and growth (20%)	How well will the option support the population and economic growth?	4%
Critical Success Factors (40%)	Property impacts (50%)	What is the scale of property impacts? Can the necessary property rights be obtained? Does the option impact access?	20%
	Technical difficulty (50%)	How difficult will the option be to design and construct? Are there any material supply constraints that will impact this?	20%

Other assessment criteria were initially considered but then discarded due to double counting or for other reasons as outlined below:

- **Consentability:** This criterion was discarded as not enough is known at this stage to accurately score the consentability of the various packages.
- **Climate change adaptation:** This criterion was excluded as it was considered to be double counting Investment Objective 1 and the environmental wellbeing.
- **Safety and design:** This criterion was discarded as not enough is known at this stage to accurately score the safety and design of the various packages. Safety and design will be incorporated into the final design.
- **Value for money:** High level costs and benefits will be undertaken following the MCA of the shortlist of packages to inform decision makers to determine a preferred package of works.



10.1.2 Scoring

On Monday 15 August 2022 scoring of the package options was completed. The scoring was completed by qualified staff from Stantec and Masterton District Council. Relative scoring was used to assess the packages using a seven-point scale where:

- +3 means the option is strongly aligned with the criteria,
- -3 means the option is strongly misaligned with the criteria, and
- 0 means the option has no or neutral impact on the criteria

Table 10-2 provides a summary of the MCA scores for each option against the assessment criteria.

An explanation of the scoring for each option is provided in Appendix I.

Table 10-2: Multi-criteria analysis scores

Theme	Criteria	1. Do nothing	2. Do minimum	3. Minor Improvements	4. Retreat	5. Strengthen	6. Optimised (low cost)	7. Optimised (high cost)	8. Alternate route one	9. Alternate route two	10. Alternate route three
Investment Objectives	Climate change adaptation (24%)	-3	-2	-2	1	3	1	3	1	2	2
	Reduction in road closures (16%)	-3	-2	-1	1	3	2	3	1	2	2
Wellbeings	Natural environment (8%)	0	0	0	0	-3	-1	-2	-1	-1	-1
	Social and community (8%)	-3	-2	0	1	3	2	3	-2	-3	-3
	Economic (8%)	-3	-2	-1	2	3	2	3	-2	-2	-3
Critical Success Factors	Property impacts (20%)	-3	-2	0	-2	2	1	2	-1	-2	-3
	Technical difficulty (20%)	3	2	2	1	-2	2	-1	1	1	1
Weighted Score		-1.6	-1.0	-0.3	+0.4	+1.3	+1.3	+1.6	+0.1	+0.2	-0.1
Ranking		10	9	8	4	2	2	1	6	5	7

10.1.3 Sensitivity Analysis

A sensitivity analysis was completed to test how sensitive the final MCA rankings were to alternative priorities by altering the weighting of various criteria. Nineteen different scenarios were tested. For 16 scenarios, the top three ranked packages (Strengthen, Optimised: High Cost, and Optimised: Low Cost) remained the same, although the order of these three packages did vary. In the three scenarios where the top three ranked packages differed, the top three packages were consistent and in the same order: Optimised (Low Cost), Optimised (High Cost), and Retreat.

This highlights that the criteria are not especially sensitive to the weightings applied, and the recommended shortlist of packages is sound.

Refer to Appendix J for further information and results of the sensitivity tests.



10.2 Iwi Assessment

Local iwi groups, Rangitāne o Wairarapa and Ngāti Kahungunu ki Wairarapa were asked to provide feedback on the long list of packages. They chose to rank the packages from their most to least preferred and provided any other commentary they thought relevant. Table 10-3 shows the rankings provided by Rangitāne o Wairarapa and Ngāti Kahungunu ki Wairarapa. The options both groups ranked highly are the strengthen and the optimised (high cost) options.

Ngāti Kahungunu ki Wairarapa stated that their order of preference was based on maintaining stock truck access to Owāhanga Station on the other side of the Mataikona River in Tararua District. Rangitāne o Wairarapa stated that a lot of work would be required to bring Pack Spur Road up to standard and that climate change is contributing to an increasing number of hill slips.

Table 10-3: Mana whenua rankings of options

Option	Ngāti Kahungunu ki Wairarapa	Rangitāne o Wairarapa
1. Do nothing	10	Yes
2. Do minimum	8	Yes
3. Minor improvements	7	No
4. Retreat	8 ³¹	Yes
5. Strengthen	1	Yes
6. Optimised (low cost)	1	No
7. Optimised (high cost)	3	Yes
8. Alternate route 1	4	No
9. Alternate route 2	4	No
10. Alternate route 3	4	No

10.3 Economic Impact Assessment

Given the rural nature of Mataikona Road and limited data availability to inform the any economic assessment, a survey of residents and businesses was conducted to assess issues such as time of delays experienced and additional vehicle operating costs because of the road's condition. Then, consistent with the Waka Kotahi Monetised Benefits and Costs Manual (MBCM) (August 2021), the results of the survey were applied to monetise the following:

- **Cost of Disruption:** Several issues such as road dropouts, landslips, storm debris, and generally poor surface conditions cause delays to residents, businesses, and visitors. The cost was estimated using the MBCM Hourly Travel Time Cost/Person, multiplied by the additional travel time caused by disruption, plus estimated additional business costs incurred. The impact of each investment option was then measured by its effect on reducing disruption.
- **Vehicle Operating Costs:** The poor condition of the road results in additional costs to operate both personal and commercial vehicles. The cost was estimated using survey data collected on additional cost to both residents and businesses of operating their vehicles. The impact of each investment option was then measured by its effect on minimising additional vehicle operating costs.
- **Cost of Closure:** Closure of the road would result in multiple costs to society, including home demolition, home relocation, injurious affection, additional transport costs, and the potential for additional emergency services costs for those who remained. Given the effects of coastal erosion on the road and the lifespan associated with various upgrades, a series of assumptions have been made based on the estimated closing date of each option.
- **Reduced Maintenance Costs:** Each year the Council spends an increasing amount of money on emergency works to make the road passable. Therefore, any upgrades should help reduce these works by a commensurate amount.

³¹ Note: This ranking is not reflective of more recent feedback received from Ngāti Kahungunu ki Wairarapa. Refer to Section **Error! Reference source not found.** for more detail.



The cumulative impacts have been discounted at the standard MBCM discount rate of 4% over a 40-year period to assess the net present value of each option. The total impact of each option is then divided by the associated low and high capital cost of each option. This yields both a low and high benefit cost ratio (BCR), indicating the value for public sector investment. The results are detailed in Table 10-4, and summarised below:

- Option 1 – **Do Nothing**: results in very poor value for money due to the high costs placed on the public sector and the community from the deteriorating quality of access.
- Option 2 – **Do Minimum**: forms the baseline against which each of the options are assessed.
- Option 3 – **Minor Improvements**: indicate a high value for money on the lower cost estimate, stimulated by the short-term upgrades to extend the roads lifespan.
- Option 4 – **Retreat**: returns the highest value for money across all elements. This is driven by a strong combination of extended road lifespan and minimised disruption over the period 28 years enabled by the investment in retreating the road. It should be noted that Kahungunu ki Wairapa considered this an unsatisfactory option.
- Option 5 – **Strengthen**: scored the highest combined MCA / Iwi scoring. While it drove the greatest level of return on investment, the scale of capital costs resulted in poor value for money and is considered unaffordable.
- Option 6 – **Optimised (Low Cost)**: scores relatively high on the combined MCA / Iwi scoring. Like Option 5, it generates a significant level of benefit but returns a poor value for money due to the high capital cost and is considered unaffordable.
- Option 7 – **Optimised (High Cost)**: scores relatively high on the combined MCA / Iwi scoring. Like Option 5 and Option 6, it generates a significant level of benefit but returns a poor value for money due to the high capital cost and is considered unaffordable.
- Options 8, 9 & 10: **Alternative Route Options**: all alternative route options scored relatively poorly on the combined MCA / Iwi scoring. However, due to the extended lifespan of various sections of the road and lower capital costs associated with the location-based investment, the resulting value for money outcomes were relatively high. It should be noted that Options 9 and 10 result in deteriorating quality of access for settlements along the road corridor, and that these interim economic results do not yet consider the additional travel time for residents and businesses either side of these settlements.

Refer to Appendix K for further information regarding the economic assessment.

Table 10-4: Impact versus cost assessment

		1. Do nothing	2. Do minimum	3. Minor improvements	4. Retreat	5. Strengthen	6. Optimised (low cost)	7. Optimised (high cost)	8. Alternate route one	9. Alternate route two	10. Alternate route three
Economic Impact		\$12m	\$12m	\$14m	\$28m	\$60m	\$60m	\$60m	\$60m	\$55m	\$35m
Capital cost range	Low cost	-	?	\$3m	\$3m	\$70m	\$30m	\$70m	\$12m	\$13m	\$15m
	High cost	-	\$2m	\$30m	\$6m	\$270m	\$150m	\$250m	\$25m	\$25m	\$25m
Impact vs cost ratio	High cost	-	-6.5	0.4	5.1	0.2	0.4	0.2	2.5	2.1	1.3
	Low cost	-		5.3	7.7	0.9	1.7	0.9	4.8	4.1	2.4

10.4 Summary of Assessment

The MCA rankings, local iwi preferences and the results from the economics analysis are summarised in Table 10-5. In addition, the table includes an estimated year of when the quality of access would deteriorate as well as the likelihood of disruptions based on the package of investment proposed.

The summary table revealed three distinct groups of packages. The highest ranked packages (Options 5,6, and 7) were ultimately considered unaffordable for Council, with an estimated cost range of between \$30M to \$270M (for context, MDC's total annual rates revenue is \$32M). The alternate route packages (Options 8,9, and 10) were also considered



unaffordable, as well as being socially unacceptable due to the fracturing of the community. The remaining packages (Options 1,2,3, and 4) performed poorly in the MCA assessment and do not deliver the investment objectives sought.

While the retreat option performed well in the MCA, this package was less favourable for Ngāti Kahungunu ki Wairarapa due to the potential realignment conflicting with sites of cultural significance. However, subsequent discussions with Ngāti Kahungunu ki Wairarapa have identified that retaining access to their farmland at Mataikona is a greater priority and they are keen to be involved in discussions regarding the potential retreat of the road.

Note that Table 10-5 shows the original ranking from Ngāti Kahungunu ki Wairarapa for Option 4, and is not reflective of more recent discussions.

Table 10-5: Summary of Mataikona Road assessments

Considerations												
		1. Do nothing	2. Do minimum	3. Minor improvements	4. Retreat	5. Strengthen	6. Optimised (low cost)	7. Optimised (high cost)	8. Alternate route one	9. Alternate route two	10. Alternate route three	
Ranking	Ngāti Kahungunu ki Wairarapa	10	8	7	8 ³²	1	1	3	4	4	4	
	Rangitane o Wairarapa	Yes	Yes	No	Yes	Yes	No	Yes	No	No	No	
	MCA	10	9	8	4	2	2	1	6	5	7	
Assumption	Deteriorating quality of access from	2027	2032	2040	2050	2122	2080	2100	2080	2080	2100	
	Likelihood of disruption	Every year	Every year	8/10 years	6/10 years	1/10 years	3/10 years	2/10 years	4/10 years	3 or 4/10 years	3/10 years	
Impact versus cost assessment	Economic Impact	\$12m	\$12m	\$14m	\$28m	\$60m	\$60m	\$60m	\$60m	\$55m	\$35m	
	Capital cost range	Low \$	-	?	\$3m	\$3m	\$70m	\$30m	\$70m	\$12m	\$13m	\$15m
		High \$	-	\$2m	\$30m	\$6m	\$270m	\$150m	\$250m	\$25m	\$25m	\$25m
	Impact vs cost ratio	High \$	-	-6.5	0.4	5.1	0.2	0.4	0.2	2.5	2.1	1.3
Low \$		-		5.3	7.7	0.9	1.7	0.9	4.8	4.1	2.4	

³² Note: This ranking is not reflective of more recent feedback received from Ngāti Kahungunu ki Wairarapa.



Part C: Preferred Option

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11 Selection of a Preferred Option

The outputs of the MCA, mana whenua rankings and economics assessments were presented to a stakeholder workshop and community meeting on the 3 September 2022. The purpose of the workshop was to highlight the challenges and trade-offs of each package and to get feedback on which package or combination of packages was preferred. Refer to Appendix L for the meeting notes and presented slides.

The stakeholders and mana whenua identified the Strengthen option (Option 5) as their preferred option. However, they recognised that due to cost and other trade-offs they proposed an alternative hybrid package if this can be funded. The hybrid option combines elements of:

- the retreat package where the road can be realigned (where possible and feasible),
- increased maintenance and
- priority strengthening (when and where this can be afforded).

The hybrid option should reduce costs to a manageable level for Council while achieving the investment objectives of addressing a known climate change adaptation issue and a reduction in the occurrence and duration of road closures.

12 Preferred Option Scope

12.1 Refinement of Option

As detailed above the preferred option is a hybrid. The high-level starting scope for the option was as shown in Figure 12-1. This was further investigated and refined as shown in Figure 12-2. For more detailed information regarding this process refer to the *Concept Design Note* in Appendix M.

While not strictly within scope of this project consideration should also be given to:

- Restricting further development in the area as it is expected that in the long term access will still be a problem.
- Establishing a fund through the Long Term Plan for community adaptation planning as the Bay of Plenty Regional Council has done. This fund is not just about infrastructure, but long term community led planning in the face of climate change.

Mataikona Road was impacted by the widespread devastation caused by Cyclone Gabrielle in early 2023. The event caused flooding, slips and riverbank erosion. The immediate response to these faults is not included in this business case, but the event may pull forward in-scope interventions that were originally planned for the longer term.



Figure 12-1: High level starting scope for hybrid option





Figure 12-2: Finalised scope for hybrid option

The hazards along the corridor were identified and risk assessed using a modified version of NZTA Z/44 – Risk Management Practice Guide. These risk levels were further refined following discussions with Council staff. The risk definitions are:

- Critical: need to be addressed now to prevent immediate loss of the road.
- High: should be addressed within the next five to ten years
- Medium and low: will likely need to be addressed in the future.

For a high-level summary of the risk level of the identified hazards, their proposed remediations, and indicative costs refer to Appendix N. These risk levels were used to develop three options – Option A shown in Figure 12-3 which addresses the critical risks only (things that need addressed now), and Option B shown in Figure 12-4 which addresses the critical and high risks (things that need addressed in the next five years). Option C shown in Figure 12-2 addresses all risks.



Figure 12-3: Critical risk hazard interventions





Figure 12-4: Critical and high-risk hazard interventions

12.2 Staging and Further Refinement

Priority should be given to the critical risks, particularly the following areas as they are already experiencing issues following Cyclone Gabrielle:

- Road retreat before Te Rerenga o Te Aohuruhur/ Suicide Rock
- Road retreat after the Middle Settlement
- Protection at the Mataikona River (some preliminary work has already been completed for this)

During discussions with Council staff, it was noted that the retreat section between the Middle Settlement and Mataikona could be split into the section immediately north of the middle settlement and the remaining length. This is because the section immediately north of the settlement is currently under threat, but the remaining length could wait for 5+ years if needed.

The retreat at Sandy Bay is not expected to be required in the immediate future. However, the land acquisition could take years. Initial conversations should begin as soon as possible, and more refined alignment developed, if necessary, to guide this conversation

13 Economic Impact Assessment

As discussed in Section 10.3 there was limited data available to inform the economic assessment. The cost of disruption, vehicle operating costs, cost of closure, and reduced maintenance costs were based on the results of a survey of local businesses and residents. The estimated cost to complete the full hybrid option (Option C below) was higher than anticipated so assessment compares the economic performance of two sub-options (Option A and Option B):

- just investing in the critical risk locations
- investing in the critical and high risk locations
- investing in all identified improvements

The cumulative economic impacts have been discounted at the standard MBCM discount rate of 4% over a 40-year period to assess the net present value of the preferred option. Table 13-1 shows a summary of the benefit cost ratio and net present value for the three Hybrid Options and the key assumptions made about disruption, maintenance, and costs of closure.

The disruption assumptions (deteriorating quality of access and likelihood of disruption) are high level and based on historic disruption information and engineering judgement. Further modelling on climate change impacts would be required to provide a more detailed timeframe.



Table 13-1: Economic impact assessment for hybrid options

	Option A: Critical Risks	Option B: Critical and High Risks	Option C: All risks
Assumed deteriorating quality of access from ³³	2030	2065	2070
Assumed likelihood of disruption ³⁴	6/ 10 years	5/ 10 years	5/ 10 years
Impact relative to Do Min	\$5M	\$56M	\$56M
Project Expected Estimate ³⁵	\$18.3M	\$32.8M	\$37.2M
Impact versus cost³⁶	0.31	1.78	1.57
Net Present Value	PV Cost: \$17.7M	PV Cost: \$31.8M	PV Cost: \$36.0M
	PV Benefit: \$65.8M	PV Benefit: \$4.0M	PV Benefit: \$4.0M
	NPV: -\$48.1M	NPV: \$27.8M	NPV: \$32.0M

Option A, addressing critical risks, has a negative net present value and a ratio of less than one. Option B, addressing critical and high risks, gives the highest ratio of 1.78 and a positive net present value. However, the cost of Option B is still almost three times the amount allocated in Council's LTP for the works. Option C, addressing all risks has a ratio of 1.57, and a positive net present value. However, it is the most expensive at \$37.2M.

Based solely on the economic impact assessment, Option B should be funded as it gives the best impact cost ratio. Option A should be discounted as ratio of less than one and negative net present value will make funding very difficult. Option C does not have as high an impact versus cost ratio, and is more expensive than the already very expensive Hybrid Option B.

14 Investment Prioritisation

The Investment Prioritisation Method (IPM) nationally prioritises investment activities and is used to give effect to the priorities in the GPS. The 2021-24 IPM uses three factors for assessing a project's prioritisation:

- **GPS alignment** indicates the alignment of a project with a GPS strategic priority.
- **Scheduling** indicates the criticality of the project, where criticality is defined as the significance of the projects' role as part of the network, and the degree of impact to users, particularly due to availability (or not) of alternatives.
- **Efficiency** indicates expected return on investment and considers the whole of life costs and benefits through cost-benefit analysis.

Results from the IPM assessment are provided in Table 14-1 below.

Table 14-1: Indicative project priority

Factor	Rating	Criteria
GPS alignment	High	High alignment with climate change benefit <i>Criteria: Project addresses a known climate change adaptation issue that is forecast to occur by 2040.</i> Without investment, loss of access is anticipated to be imminent.

³³ The year from which, even with interventions, a deteriorating quality of access would be experienced. For example, decreased level of service, increased coastal inundation, etc.

³⁴ How likely disruption is to occur even with the proposed interventions.

³⁵ Project base estimate plus approximately a 20% contingency. See Section 15.1 for more information.

³⁶ Based on present value of the project expected estimate



Factor	Rating	Criteria
Scheduling	High	<p>High criticality</p> <p>Criteria: <i>Significance of the activity as part of the network, where risk of unplanned loss of service (≥2 hours) requires use of alternative routes or modes taking >2 hours extra travel time for most users.</i></p> <p>There are no alternate routes</p>
Efficiency	Low	<p>Low efficiency</p> <p>Criteria: $1.0 \leq BCR < 3.0$</p> <p>BCR range of 1.78 (Option B)</p>
Priority	5	

While the project has a high rating for GPS alignment and scheduling, it has a low efficiency. This means the overall priority of the project is 5 out of 12 (Table 14-1). Based on the 2021/24 NLTP, projects within the local road activity class that achieve Priority 1-6 are considered 'Probable' for funding priority. This project achieves this threshold and is therefore expected to achieve probable funding priority.



Part D: Readiness and Assurance

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15 Financial Case

15.1 Cost of preferred option

A range of cost estimates for the preferred option, based on the risk level addressed, is detailed in Table 15-1 (refer to Appendix O for more detailed information on the cost estimates).

The project base estimate to address all risks is \$30.8M and the project expected estimate is \$37.2M.

At minimum the critical and high risks should be addressed as this option provides the best value for money based on the economic impact assessment (refer to Section 13) and is slightly less expensive than addressing all risks.

Table 15-1: Estimated project cost

Description	Option A: Critical Risks	Option B: Critical and High Risks	Option C: All risks
Property Costs	\$700,000	\$4,900,000	\$4,900,000
Pre-implementation	\$1,800,000	\$2,800,000	\$3,200,000
Implementation Fees	\$600,000	\$900,000	\$1,100,000
Physical Works	\$12,100,000	\$18,500,000	\$21,600,000
Project Base Estimate	\$15,200,000	\$27,100,000	\$30,800,000
Contingency ³⁷	\$3,100,000	\$5,700,000	\$6,400,000
Project Expected Estimate	\$18,300,000	\$32,800,000	\$37,200,000

15.2 Funding Risks

The main risks and uncertainties associated with the cost estimates are:

- The project expected estimate for all works is at least triple the funding that has been allocated by Council in the LTP.
- Cost estimates are based on preliminary data
- Knock on effects from potential issues with land acquisition
- Design and construction cost exceeded preliminary estimates due to structural or geotechnical complexity
- Inflation may continue to drive prices up further
- Tender values may vary due to limited or exceptional interest from tenderers
- Remote nature of the site will impact costs (limited interest from tenderers, cartage costs for materials, etc)
- Cost of implementation and ongoing maintenance
- Further events requiring emergency funding

15.3 Funding Sources

Discussions with the Waka Kotahi Investment Advisor have recommended breaking the project into discrete packages of work and funding these through low cost, low risk (LCLR) improvements. This approach has the benefit of being preferred by Waka Kotahi and allows for simpler or quick win remediations to be implemented now. However, there is also the risk that only some of the work will get completed as each package of work will be assessed on its own. There are also some individual items that have an estimate cost greater than the \$2M threshold. This includes:

³⁷ 25% of the property costs, and 20% of the pre-implementation, implantation, and physical works costs



- the high risk retreat at Sandy Bay has an estimated cost of \$6.2M. Approximately \$4.2M is property costs.
- the critical risk coastal protection work at the Middle Settlement totals \$2.9M. The high risk coastal protection work in the same area has an estimated cost of \$1.8M

Council's LTP includes \$11M for Mataikona Front Hill Upgrade between 2024/25 and 2025/26. This allocation assumes that 56% of the total cost will be funded by Waka Kotahi. Table 15-2 shows the assumed funding share for each investment option, and the additional funding that would be required.

Addressing the critical and high risks is likely the preferred way forward for Council and provides the highest BCR. However, the project expected estimate for this option is almost triple the allocation in the LTP, and would require an additional \$21.8M in funding. Assuming Waka Kotahi are willing to fund this additional requirement at Council's normal FAR of 56%, Council needs to find an additional \$9.6M. Options for funding this include:

- Private investment from the likes of iwi groups or forestry companies
 - Generally, iwi groups have not contributed to road infrastructure funding previously, but they have previously contributed to property development, primary industries and other infrastructure works.
 - Stratford District Council introduced a targeted rate for forestry companies in 2022 to help address road deterioration.
- Investment from other government agencies such as the Ministry for Transport or Ministry for the Environment.
 - The Government has recently created the Transport Resilience Fund to support local councils to develop and fund resilience upgrades on local roads. The fund will provide \$20 million in support to projects each year. The policy around this is still being developed.

Table 15-2: Funding breakdown

Description	Option A: Critical Risks	Option B: Critical and High Risks	Option C: All risks
Project expected estimate	\$18,300,000	\$32,800,000	\$37,200,000
Budget already in LTP	\$11,000,000	\$11,000,000	\$11,000,000
- Council share (44%)	\$4,840,000	\$4,840,000	\$4,840,000
- Waka Kotahi share (56%)	\$6,160,000	\$6,160,000	\$6,160,000
Additional funding required.	\$7,300,000	\$21,800,000	\$26,200,000
If split as per normal FAR rate:			
- Council share (44%)	\$3,200,000	\$9,600,000	\$11,500,000
- Waka Kotahi (56%)	\$4,100,000	\$12,200,000	\$14,700,000

Other government agencies are considered as potential funders because of the National Adaptation Plan. The plan sets out what the Government will do to enable better risk-informed decisions, drive climate-resilient development in the right locations, help communities assess adaptation options and embed climate resilience in all the Government's work. The long-term adaptation goals identified by the plan are to reduce vulnerability, enhance our ability to adapt, and strengthen our resilience. This is a very new document and is likely to generate funding opportunities, and potentially opportunities for communities to get support with managed retreat in the future. It is possible that the Ministry of Transport or the Ministry for the Environment could use Mataikona as a case study for long term resilience in the face of climate change for small coastal communities.



16 Commercial Case

The commercial case outlines the proposed procurement arrangements for the preferred option, as well as other key tasks that may impact on the commercial feasibility of the project.

16.1 Procurement Plan

The project will be procured in line with the Council's Procurement Policy, unless the project is part funded by Waka Kotahi whereby the procurement must follow Waka Kotahi guidelines. Waka Kotahi procurement guidance states that a staged (traditional) delivery model is most appropriate for this project and that competitive (open) tendering is required.

Should funding not be provided by Waka Kotahi, the Council's Procurement Policy states that for projects with a procurement value greater than \$1M, open competition is required unless approved by Council.

16.2 Consenting Plan

Consents will be required from Council for the construction of the various slip and coastal erosion protection structures. For detailed information regarding the consenting requirements refer to Appendix P.

Activities that will likely trigger the need for District Council resource consents include:

- o earthworks;
- o indigenous vegetation clearance within 20 m of a river or waterbody; and
- o modification, alteration, disturbance or destruction of any archaeological site, geological site, waahi tapu, or area of significance to tangata whenua

Regional Council resource consents are anticipated for most activities such as land disturbance, vegetation clearance (native or exotic) and structures within waterways and/or coastal environment and riparian margins. Activities within the coastal environment (or drainage improvements discharging to and disturbing the coastal environment) are likely to require consents as non-complying activities.

Although the degree of the effects from the proposed interventions cannot be fully understood at this stage, the preliminary findings through the SSBC process and planning review indicate some consenting constraints including:

- Activities/interventions along the coastline requiring specialists input to the proposed design solution(s) and consultation which may have a significant time impact to the project if not proactively managed;
- The road realignment through the Sandy Bay settlement which will have potentially significant consenting constraints depending on the ecological qualities and value of the vegetation required to be removed. The vegetation could be determined to be natural wetland which will result in a fairly complex consenting process. Negotiations with private property owners would also be necessary.

Due to heritage of the area and the uncertainty of uncovering archaeological artefacts, an archaeological assessment is recommended. The archaeological assessment will make recommendation(s) as to whether having an archaeological authority in place before works start would be appropriate and/or accidental discovery protocols.

In situations when work or access over private land is required, consultation with the affected landowners must be undertaken with a view of obtaining written approvals. The realignment through Sandy Bay will affect several landowners. Managed retreat is a highly emotive topic when it comes to people and their land. A robust Consultation and Engagement Plan will be essential to set out a clear process of engagement not only in relation to property matters but all interventions along this coastline.

Where works are proposed within the coastal environment, as defined under the WCDP, engagement and consultation with mana whenua must be undertaken. Rangitāne o Wairarapa and Ngāti Kahungunu ki Wairarapa have engaged with the SSBC providing feedback on the long list of packages. It is important to continue open, early and meaningful engagement with iwi partners.

16.3 Property Plan

The Property Group completed an initial assessment of the land required to allow for retreat of the road in four places (refer to Appendix Q). The proposed retreat alignment has changed slightly since this report was completed. At the time consideration was given to retreating the road behind the middle settlement. This is no longer the case and 887 and 863 Mataikona Road will no longer be impacted.



The report highlights 37 properties that would be affected by the proposed road retreat locations, 35 excluding the two at the Middle Settlement. Of these 35 properties, 28 are located at Sandy Bay, and 21 of these could be impacted by severance³⁸.

Under investment Option A (critical risks only), there is no retreat at Sandy Bay. This means only six properties (four landowners) would be impacted. Under investment Options B and C all four retreat locations would be addressed and all 35 properties will likely be affected.

The approach to managed retreat is being informed by the National Adaptation Plan and direction is expected from the government as this problem becomes more widespread. Currently there is no formal Council policy for the acquisition or disposal of land. Typically, each decision to purchase or sell land needs a council resolution. This requires a report to a full council forum seeking a decision.

There is strong support for this project and a lack of investment will result in severance and loss of road access for many properties within the next few years.

³⁸ Severance is where the acquisition of part of an owner's land for a public work (legal road is a public work), results in another part of that land being severed from the retained land so that it becomes more costly to retain or less useful to the landowner.



17 Management Case

17.1 Governance Arrangements

The proposed Project Team for the next phase is shown below, and will be agreed with Council and Waka Kotahi:

- **Project Sponsor:** Assets and Operations Manager, Masterton District Council
- **Client Project Lead:** Roading Manager, Masterton District Council
- **Investor Client:** Investment Advisor, Waka Kotahi

It is recommended Council remain the lead agency as they have strong relationships with residents and local boards. The Council will however need to seek external capability to oversee the delivery of detailed design.

17.2 Stakeholder Engagement Plan

Stakeholder and community engagement sessions were held during the business case process and the feedback received was used to inform the business case. This project is critical for the local community, and participation and the level of engagement from local residents and businesses was high. Further engagement and consultation will be required as the project moves forward, and some of this work has already started. Future engagement requirements include:

- Discussions with affected landowners and mana whenau where the road is proposed to be retreated.
- Consultation with the local community on project progress and updates
- Consultation with the wider community on changes to funding and budget (if relevant)
- Notification of road closures and disruption prior to construction.

17.3 Outline Activity Plan

The key milestones for the project going forward are detailed in Table 17-1. Land acquisition has not been included in this table. All interventions bar the retreats should be able to progress as detailed in Table 17-1.

Land acquisition for the retreats, particularly the Sandy Bay retreat, has the potential to take years. Preliminary discussions have been had with the landowners affected by the critical risk retreats, but further work is needed in this area.

Table 17-1: Key milestones

Milestone	Estimated timing
Council approval of SSBC: all reporting to senior leadership two weeks prior to meeting	28 June 2023
Secure additional funding	Mid/ late 2023
Waka Kotahi approval of SSBC	Mid/ late 2023
Resource consenting	Late 2023/ early 2024
Complete detailed design based on the scope of the preferred option outlined under the economic case	2024
Procurement as per Waka Kotahi procurement guidance and contract award	2024
Construction	Early 2025

17.4 Benefits Realisation Management Plan

The investment objectives, measures, and baselines are identified in Section 4. More detailed baseline data needs to be gathered to accurately assess the number and duration of road closures for Mataikona Road.

All measures should be assessed every year once construction is complete, to see how the investment in this project is tracking towards the targets.



17.5 Risk Management

A Safety in Design register has been started for the project and this can be found in Appendix R. The key risks associated with the preferred option have been considered and assessed and are summarised in Table 17-2 below but should be monitored and revised as the project progresses. Additional risks are likely to be identified as the project progresses into design and implementation phases, and these should be captured in the risk register during the next phase of work.

Safety-in-design measures will be incorporated into the detailed design to minimise risks to health and safety during the construction and maintenance of the interventions where practicable for their design life. For new construction projects, a site risk assessment needs to be undertaken by the contractor prior to construction, with risks identified, discussed and recorded before the issue of the construction drawings.

Table 17-2: Identified risks

Category	Risk
Technical	<ul style="list-style-type: none"> Resource consent process – unexpected issues identified during process that may lead to appeals and delayed timeframes Geotechnical – detailed geotechnical investigation reveals unexpected or challenging ground conditions General earthworks may impact on ground stability. Construction costs and tender competition – the degree of interest from suppliers may be limited given the remote location. Location and extent of services and utilities within and adjacent to the road corridor.
Operational	<ul style="list-style-type: none"> Increased maintenance requirements following improvements
Financial	<ul style="list-style-type: none"> Council is unable to fund the project Design and construction cost exceed estimates due to structural or geotechnical complexity Tender values vary due to limited or exceptional interest from tenderer Cost of implementation and ongoing maintenance. Construction occurring outside optimum time may result in further delays and additional costs.
Stakeholder/ Public	<ul style="list-style-type: none"> Potential to affect sites of cultural, heritage or environmental significance. Negative feedback from the community and stakeholders Loss of access to properties during construction given that there are no alternative accesses. Challenges with property acquisition
Environmental and Social	<ul style="list-style-type: none"> Adverse environmental effects during construction Long term impacts of climate change are felt faster than anticipated
Safety	<ul style="list-style-type: none"> Funding/consent delays result in construction not occurring at optimum time will increase safety risk to construction workers.



18 Next Steps

The existing emergency maintenance and repair regime is not sustainable for Council, nor does it provide resilient access for residents. If funding partners agree that road access to Mataikona should be retained the preferred option will provide more resilient access to Mataikona and the surrounding areas. To complete the project the following tasks are required:

- Funding arrangements:
 - Council endorsement of the preferred way forward (Option B)
 - Confirm with Waka Kotahi that LCLR improvements is the recommended funding strategy for this project. If this is the case, group the work into discrete packages using Appendix N for guidance.
 - Seek SSBC approval from Waka Kotahi
 - Rationalise the cost estimates and see if any savings can be made.
 - Determine how to address the additional \$21.8M required funding. The new Transport Resilience Fund may be an option, although it would not be able to cover the full amount required.
 - Assessment of impact to Council loans and rates
- Design and long-term planning
 - Investigate and implement development restrictions along Mataikona Road as part of the District Plan.
 - Identify individual packages of work for LCLR funding
 - Development of detailed design tendering documentation.
- Consultation:
 - Identify and consult with iwi and other affected parties.
 - Inform community of the planned works
- Preliminary work:
 - Property procurement with landowners as required for the Preferred Option.
 - Tender and award of detailed design including resource consenting.
 - Begin collecting baseline data for missing benefit measures.
 - Develop construction tendering documentation.
 - Tender for construction.
- Construction

The main risks for delivery of the next stage of work are:

- Securing funding for the project
- Emergency and maintenance funding will still be required
- Time required for consenting and associated consultation (if required)
- Property acquisition

Should the additional funding be unable to be secured the current approach of emergency works following events should be utilised.



Appendices

We design with community in mind



Appendix A Significant Biodiversity Values

As per the GWRC Proposed Natural Resources Plan



Figure A-1: Ecosystems and habitats with significant indigenous biodiversity values

Table A-1: Ecosystems and habitats with significant indigenous biodiversity values

Location	Significant indigenous biodiversity values
Mataikona River Mouth	<ul style="list-style-type: none"> The river provides habitat for nine migratory indigenous fish species, six of which are 'at risk'.³⁹ The river mouth/ estuary provides seasonal or core habitat for five threatened indigenous fish species⁴⁰ The river mouth/ tidal area is an inanga (whitebait) spanning habitat The river mouth and foreshore are a significant habitat for 'at risk' indigenous birds⁴¹ Mataikona River Mouth Swamp is an identified natural wetland The Mataikona Reefs (as discussed in Section 2.3) to the north and south of the river mouth have an unusual morphology which provide supportive environments for a particularly rich algal flora.
Okau Stream	<ul style="list-style-type: none"> The stream mouth is an inanga spanning habitat The stream mouth provides seasonal or core habitat for three threatened indigenous fish species⁴²
Whakataki River Mouth	<ul style="list-style-type: none"> The river provides habitat for nine migratory indigenous fish species, six of which are 'at risk'⁴³ The river mouth/ tidal area is an inanga spanning habitat Whakataki River Mouth is an identified natural wetland Whakataki Estuary has an intact saltmarsh vegetation sequence from margin through to terrestrial tussock land. It provides seasonal or core habitat for five threatened indigenous fish species.⁴⁴

³⁹ Common bully, common smelt, inanga, koaro, longfin eel, redfin bully, shortfin eel, torrentfish ('at risk' species are underlined)

⁴⁰ longfin eel, inanga, kōaro, redfin bully and torrentfish

⁴¹ black shag, pied stilt, banded dotterel, variable oystercatcher and red-billed gull

⁴² longfin eel, inanga and redfin bully

⁴³ Black flounder, common bully, inanga, koaro, longfin eel, redfin bully, shortfin eel and torrentfish

⁴⁴ longfin eel, inanga, kōaro, redfin bully and torrentfish



Appendix B Historic Weather Events

Table B1 provides a summary of all historic weather events containing the terms "Mataikona" or "Castlepoint" identified by NIWA's Historic Weather Event Catalogue, unless otherwise stated. The NIWA information has been collated from newspaper reports, journals, books and databases provided by various organisations and individuals.

Table B1: Historic Weather Events

Date	Event description	Specific impacts
May 1929	A six-day storm brought heavy rain, flooding, gales and heavy seas to much of the North Island.	The river at the back of the Castlepoint County Office was in high flood on the morning of the 15 th and by noon a large area was under water. The office was inundated by flood waters and the clerk's dwelling house was also flooded. Other houses in the vicinity were also invaded by the rising waters.
February 1936	An ex-tropical cyclone brought high winds, heavy rain, flooding and rough seas to the whole North Island and Marlborough, which caused widespread damage. There were casualties at Kaitaia, near Thames, at New Plymouth, at Palmerston North, at Masterton, in the Tararua Range and at Tinui.	At Castlepoint, the sea washed away sand hills and invaded houses 100m inland.
March 1975	Ex-tropical Cyclone Alison caused high winds, heavy rain, flooding, slips and high seas around many parts of New Zealand. Much damage was done to roads, rail and both public and private property.	Castlepoint recorded winds of 40 knots (74 km/hr).
April 1991	Heavy rain in the Hawke's Bay caused damage to crops. Flooding in Wellington resulted in high damage costs and heavy stock losses.	Floodwaters and widespread slips isolated Castlepoint, Riversdale, Tinui and Mauriceville. There were electricity outages at Castlepoint, Makui, Tinui, Blairlogie, Eketahuna and Alfredton. There were telecommunication outages at Castlepoint, Makui, Tinui, Blairlogie, Eketahuna and Alfredton.
July 1992	High winds and flooding were experienced in the upper and lower North Island. A man drowned when a yacht capsized off Castlepoint during the storm.	A 62-year-old man drowned on the 22 nd after a yacht overturned off the Castlepoint lighthouse during a storm. Two other men aged 54 and 46 years old were missing. Rough seas had overturned the yacht in the bay off Castlepoint.
October 1992	Heavy rain and high winds battered the lower North Island for four days causing high stock losses in Hawke's Bay and landslides in the Wellington area.	Castlepoint recorded 103 mm (10.3 cm) of rain.
March 1998	Ex-tropical cyclone Yali brought high winds, heavy rain, high seas and some flooding to all regions in the South Island as well as Wellington.	Castlepoint recorded a peak wind gust of 156 km/hr
June 2003	A storm brought high winds, heavy rain and flooding to many areas of the North Island as well as Marlborough and Tasman-Nelson. Property damage and sheep losses occurred in Wellington.	Castlepoint recorded a peak wind speed of 131 km/hr on the 9 th
January 2004	The lower North Island was hit with heavy rain, flooding and high winds. High winds downed power lines causing power outages in parts of the North Island.	Castlepoint record 106 mm (10.6 cm) of rain from the 18th to the 21st (which is equivalent to the total average rainfall for January for that area).
February 2004	A storm brought high winds, heavy rain, flooding and slips to much of the North Island as well as the upper South Island. The lower North Island was severely affected, with 100-year floods in Manawatu-Wanganui and 50-year floods in Wellington causing millions of dollars of damage. Thousands of people were evacuated. Two people drowned in the sea at	Castlepoint recorded 123.4 mm (12.3 cm) of rain in the 24 hours to 9am on the 16th



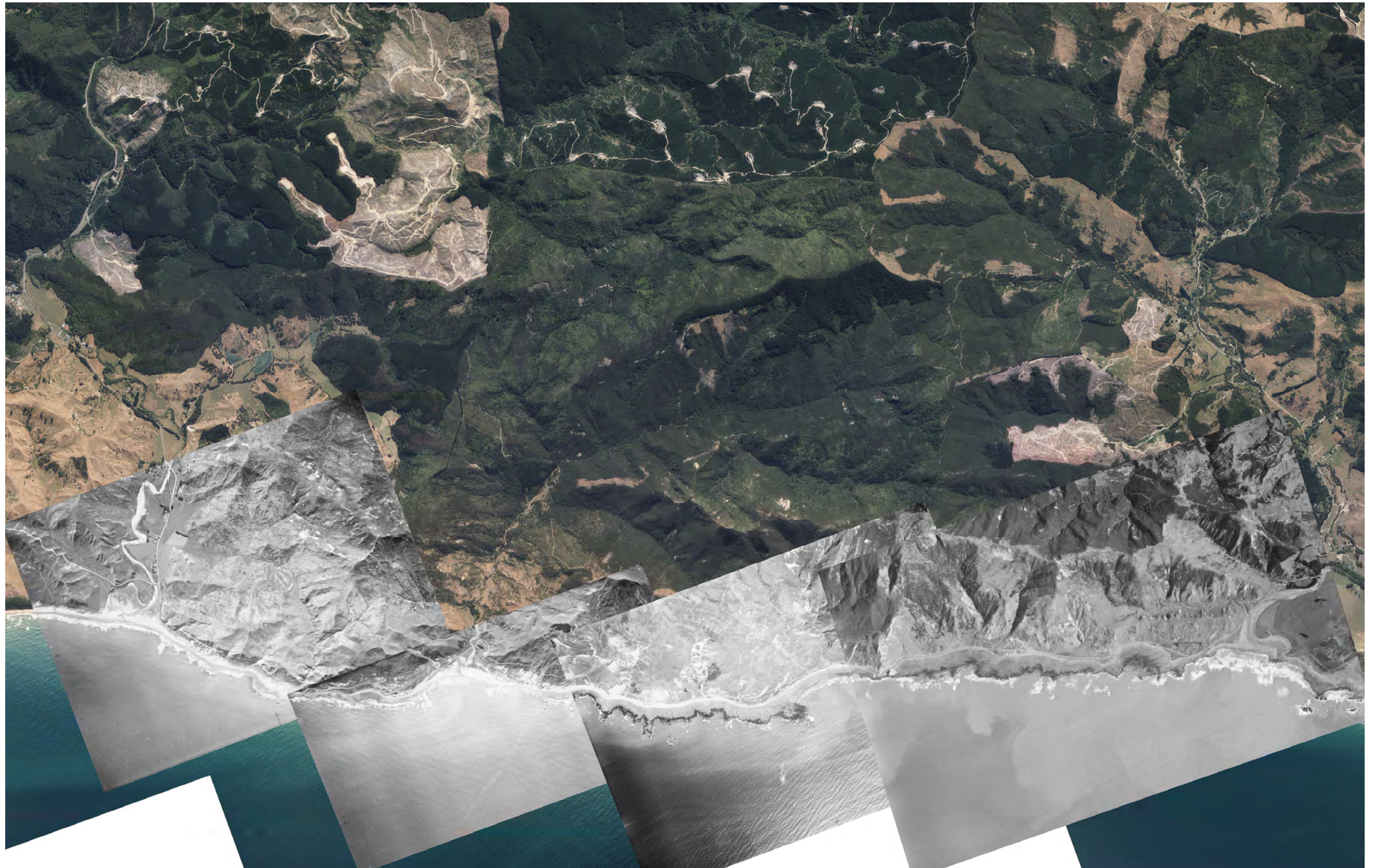
Date	Event description	Specific impacts
	Wellington and one person was presumed drowned in the Marlborough Sounds. Trees felled on houses caused injuries to a girl in Wellington and a woman in Auckland.	
August 2004	A storm affected much of New Zealand with combinations of high winds, heavy rain, flooding, heavy seas and snow. Cold southerlies affected much of the South Island.	Castlepoint recorded 90.2 mm (9.0 cm) of rain in 24 hours. The winds at Castlepoint averaged 100 km/hr on the 17th.
November 2004	High winds across New Zealand caused damage to property and resulted in two casualties in Hawke's Bay after winds toppled a tree onto a moving car.	Castlepoint recorded wind gusts up to 141 km/hr.
March 2005	Torrential rain caused severe flooding in parts of the Wairarapa.	Castlepoint recorded 115 mm (11.5 cm) of rain in three hours to 9pm on the 30th (which has a return period of well over 150 years). Castlepoint recorded 92 mm (9.2 cm) of rain in two hours (which has a return period of over 150 years). Castlepoint recorded 57 mm (5.7 cm) of rain in one hour (which has a return period of over 150 years). In the coastal settlements of Mangatoetoe and Mataikona the residents were isolated for several days.
June 2007	High winds and snow were experienced in the southern South Island and southern North Island over a few days.	Wind gusts of up to 80 knots (148 km/hr) were recorded from west of Castlepoint on the 7th, and up to 71 knots (131 km/hr) on the 6th.
October 2007	Many parts of New Zealand experienced high winds, lightning, snow, hail and heavy rain. Roads, airports, ferries and power supplies were affected. A few properties were damaged.	Castlepoint recorded a gust of 78 knots (144 km/hr) on the 4th.
January 2008	The remnants of Tropical Cyclone Funa brought high winds and heavy rain to the North Island, particularly the lower North Island, and also the northern South Island. Power cuts occurred and the combination of gales and high temperatures caused multiple scrub fires in the lower North Island.	Castlepoint recorded a wind speed of 158 km/hr from the westerly quarter on the 22nd. This was the highest gust for the month.
July 2008	The second storm of three in a one-week period. A depression hit the upper North Island, bringing heavy rain and high winds, then it spread down the country.	Castlepoint recorded 123.5 mm (12.4 cm) of rain for July on an unofficial rainfall recorder. Flooding and slips threatened to close Mataikona Road on the afternoon of the 30th.
March 2010	Gales have hammered buildings, toppled trees and caused flight cancellations in Wellington and about 200 trampers in Fiordland National Park braced themselves as gales, heavy rain and flooding damaged bridges, tracks and huts.	Gusts of 125 km/hr were recorded at Kelburn.
May 2010	There was heavy rain, flooding and snow falls throughout New Zealand from the 24th of May to the 31st of May. There was several millions of dollars worth of damage caused by the storm.	Castlepoint recorded 91 mm (9.1 cm) of rain from 8pm on the 24th to 8am on the 25th of May.
25 March 2022	Mataikona Road was closed at Suicide Rock due to slips (refer to MDC Facebook post below).	
29 June 2021	Metservice issued a severe weather watch for heavy swells on the South and East Wairarapa Coast, included Mataikona and Mataikona Road (refer to MDC Facebook post below).	



Appendix C Aerial Photography

C.1 1963 Aerial Photography





C.2 2021 Aerial Photography





Appendix D Route Criticality Assessment





NZ TRANSPORT AGENCY ASSESSMENT OF CRITICALITY

Corridor assessment

The corridor assessment requires good local knowledge and understanding of the corridor. Follow the guidance notes, and fill in each of the grey boxes below (some are drop down boxes). The yellow boxes at the top will provide the criticality score.

Route	Mataikona Road, Masterton District
Section	Entire road

Criticality Score	3
Criticality	Major

	Please select from drop down list	Guidance notes	Evidence / comments
ONRC			
One Network Road Classification	Local or access	https://www.nzta.govt.nz/roads-and-rail/road-efficiency-group/onrc/	As per MegaMaps
ONRC score	1		

Access to Lifeline utilities, or a lifeline evacuation route		In order for a region to recover from any natural hazard event it is important for the various key utilities such as water, wastewater, power and telecoms to be able to access their assets to inspect and undertake repairs. This category includes physical utility assets such as sub-stations that require access to maintain continuity of service to the public and also access to critical transport hubs such as ports and airports. This also includes any routes which are considered themselves as essential for evacuation.	
Number of Locally-significant utility assets	0	Failure would cause loss of supply to more than 2,000 customers or reduction in service across part of the region or loss of supply to a locally significant customer.	Less than 2,000 people live with access reliant to this asset
Number of Regionally-significant utility assets	0	Failure would cause loss of supply to more than 20,000 customers or reduction in service across the region or loss of supply to a regionally significant site.	Less than 20,000 people live with access reliant to this asset
Number of Nationally-significant utility assets	0	Failure would have national significance or cause loss of utility supply to most of a region or loss of supply to another nationally significant site that depends on this service.	Failure would not have national significance, or cause the loss of supply to most of the region.
Number of essential evacuation routes	1 or more	Is the route nominated an an evacuation route?	The road is the only route available to exit Mataikona.
Lifeline score	3		

Access to essential services		This would explicitly cover routes which provide access to essential services as identified by a given community or region. These may include hospitals and large age-care facilities, ambulance, fire, police and emergency ops centres, major utility control centres, welfare centres, key retail outlets – hardware stores, construction resources and supermarkets, schools and sector posts and major industry.	
Hospitals and large aged care facilities	1	Enter the number of facilities that are directly accessed from your corridor, or where the corridor is an only viable alternative along some part of the journey to the facility.	No facilities are available in Mataikona, therefore to access this service residents must use Mataikona Road.
Ambulance, fire, police and emergency ops centres (& dialysis)	1	Note that most hospitals will be an essential service during or after an event, however, only schools that will act as a civil defence centre or provide alternative housing should be counted.	No facilities are available in Mataikona, therefore to access this service residents must use Mataikona Road.
Major utility control centres - Council, Telecom and Power	1		No facilities are available in Mataikona, therefore to access this service residents must use Mataikona Road.
Welfare centres	1	Consider whether buildings will be accessible during or after an event. For example many retail centres will close following a large earthquake event, and buildings in flood plains will close during a flooding event.	No facilities are available in Mataikona, therefore to access this service residents must use Mataikona Road.
Key retail outlets - hardware stores, construction resources (contractors) and supermarkets	1		No facilities are available in Mataikona, therefore to access this service residents must use Mataikona Road.
School and sector posts, major industry	1		No facilities are available in Mataikona, therefore to access this service residents must use Mataikona Road.
Essential services score	4		

Appendix E Resilience Risk Assessment

The table below provides a summary of the Overall Risk Resilience Rating as per the Waka Kotahi assessment of criticality spreadsheet.

Table E1: National Resilience Programme Business Case Risk Rating

Process	Current Rating	Comments
Likelihood	Occurs approximately every 5-50 years or more	Based on MDC data
Duration	12 – 48 hours	Based on MDC data
Combined likelihood measure	Very Likely	As per NRPBC metrics
Current ONRC	Access	As per Mega Maps
Criticality assessment ONRC	Regional/ Arterial	As per the Waka Kotahi criticality tool
Adopted ONRC	Regional/ Arterial	Officially rated as Access, however rated as Regional/Arterial as per criticality assessment
Detour	Long detour (>3hr), hard to manage AND no HPMV option	Local detour exists, however it is via private land and requires 4WD vehicles, therefore is not considered technically viable
Combined consequence	4	As per NRPBC metrics
Risk Rating	Major (4L)	As per NRPBC metrics



Appendix F Mana Whenua Meetings

F.1 Kahungunu ki Wairarapa





Meeting Notes

Hui with Kahungunu ki Wairarapa regarding the Mataikona Road project

Project/File: 310205311
 Date/Time: 18 July 2022 / 11:00am
 Location: Teams
 Attendees: Kahungunu ki Wairarapa: Demetrius Potangaroa, Robin Potangaroa
 Masterton District Council: Tia Tuuta, Kaine Jaquiere
 Stantec: Ryan Abrey, Courtney McCrostie
 Distribution: As per attendees

<p>Introductions</p> <p>Background and project description provided by Kaine</p> <p>Introductions from everyone</p>
<p>Workshop material</p> <p>Courtney and Ryan gave an overview of the content that would be covered in the upcoming workshop on Saturday 23 July. The following comments were made by Demetrius and Robin:</p> <ul style="list-style-type: none"> • Stantec/ Council to pinpoint where the most money is being spent • Likely the road will have to be retreated up to 20m – what happens to the properties that are currently protected by the road? • Conversations with the property owners will be key • Stantec to use photos/ diagrams of potential solutions from NZ where possible (instead of overseas) • Could use the Castlepoint seawall as an example • Hapū worked with the local community and ratepayers to replant the Castlepoint scenic reserve/ sand dune area in natives and there have been improvements
<p>Other comments</p> <ul style="list-style-type: none"> • Demetrius and Robin are most concerned with the start of the road (Whakataki) and family land at the Mataikona end. • Pack Spur Road is not really a viable alternative • Karaka trees were often planted to indicate boundaries, if you come across these there are likely to be other artefacts around <ul style="list-style-type: none"> ○ Something to keep in mind in locations where road retreat is an option • Know that there are middens, etc in the sand dunes • Taraoneone (Pa) located on the main ridge line near Mt Percy • Recall stories of there being a road tax/ private land fee for use of the road in the early 1900s to assist with maintenance at the time.

The meeting adjourned at 11:50am.

Design with community in mind



18 July 2022
Kahungunu ki Wairarapa
Page 2 of 2

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Ngā mihi,

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Attachment: NA

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F.2 Rangitāne o Wairarapa





Meeting Notes

Hui with Rangitāne o Wairarapa regarding the Mataikona Road project

Project/File: 310205311
 Date/Time: 5 August 2022 / 11:00am
 Location: Mataikona
 Attendees: Rangitāne o Wairarapa, Masterton District Council, Stantec
 Distribution: As per attendees

Item
<p>Introductions</p> <p>Introductions from everyone Background and project description</p>
<p>Drive over comments</p> <p>Front Hill</p> <ul style="list-style-type: none"> Some stability issues on the upwards slope <p>Sandy Bay</p> <ul style="list-style-type: none"> Sandy Bay Drive is a private road, but has been considered previously as an option for retreat and could be implemented pending agreement with landowners Unofficial beach accesses contributing to sand trap problem with vehicle paths broken through dune Alec said there were no issues with the bridge <p>Second Hill</p> <ul style="list-style-type: none"> Some stability issues on the upwards slope Was previously planted by MDC to stabilise the area but has since been harvested leading to slope instabilities. The area has been replanted, but it hasn't established yet <p>Second Hill to Te Rerenga o Te Aohuruhuru</p> <ul style="list-style-type: none"> Even though there is a reasonable buffer between the road and sea at most locations along here, it used to be bigger, and the coast is retreating <p>Te Rerenga o Te Aohuruhuru (Suicide Rock)</p> <ul style="list-style-type: none"> Slips below the road are getting worse Have retreated the road back into the hill previously, but that has opened up areas that are now constantly weeping water Plans have been made for terracing slopes but not implemented to date Pa site on hill directly above Suicide Rock <p>Middle Settlement</p> <ul style="list-style-type: none"> When first Castlepoint seawall was built they took rock from the beach in front of this location (know as the boulder field). Removing the natural breakwater apparently kicked off the erosion issues they are having now.

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5 August 2022
Hui with Rangitāne o Wairarapa regarding the Mataikona Road project
Page 2 of 3

Item
<ul style="list-style-type: none"> • Agar pickers used to lay their drying nets on the land between the road and the sea. No longer enough room to do this. The last of them left approx. 5 years ago • Karaka trees located behind these houses • Still works ongoing from Feb/ March 2022 storms <p>South Mataikona</p> <ul style="list-style-type: none"> • Karaka trees along the base of the hill, will limit retreat options <p>Mataikona</p> <ul style="list-style-type: none"> • Driftwood etc on the road used to be a rare occurrence, but now is more common <p>Mataikona River</p> <ul style="list-style-type: none"> • Pa just opposite the swing bridge • Historically, when a big storm/ rain comes through the river mouth bursts through the sand bar at the south end of the river mouth (closest to settlement) to then gradually move north again, but the time between storms is decreasing keeping the river closer to the settlement • River is eroding the bank below the road • Slips are coming down from above the road • There are undocumented archaeological sites in the banks behind the road. Specific locations are known by the locals <p>Pack Spur Road</p> <ul style="list-style-type: none"> • Very steep, not suitable for heavy vehicles • Development along Pack Spur Road is relatively recent due to farmers subdividing part of their land. • Locals use Pack Spur Road to get cellular signal • The plantation below the road is almost ready for harvest, risking increased erosion once carried out
<p>Other comments</p> <ul style="list-style-type: none"> • Importance of karaka trees as markers of old settlements highlighted. If you come across these there are likely to be other artefacts around. Likely to be issues with retreating the road due to this • Quarry in Tinui Valley is going through the process of getting consented by the owner. Still rock there and another resource above it that hasn't been explored yet. Owned by a forestry company • There is a discrepancy between the number of consented properties and the number of actual properties/ number of people who live on the road • If road is closed residents are usually able to get in/out as far up as Suicide Rock by driving along the beach. Does require a suitable vehicle (tractor/ 4WD/ quad bike). • <i>Stantec to send through details of high-level options to for discussion with wider iwi</i>

The meeting adjourned at 1:15pm.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

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5 August 2022
Hui with Rangitāne o Wairarapa regarding the Mataikona Road project
Page 3 of 3

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Attachment: [Attachment]

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Appendix G Long Listing Workshop

G.1 Workshop Notes





Meeting Notes

Mataikona Long Listing Workshop

Project/File: 310205311 Mataikona SSBC
 Date/Time: 23 July 2022 / 10:30am
 Location: Mataikona
 Next Meeting: Late August/ Early September
 Distribution: Workshop attendees

<p>Item</p> <p>Introduction</p> <ul style="list-style-type: none"> • Purpose of workshop is to: <ul style="list-style-type: none"> ○ Outline the business case process ○ Outline the results of the desktop assessment ○ Confirm project scope, problems and benefits ○ Confirm that there is a case for change
<p>Context Summary</p> <p>Land Use</p> <ul style="list-style-type: none"> • The presented land use was agreed though there were two additions: <ul style="list-style-type: none"> ○ There is a firewood export business ○ Wakataki has a hotel with pub which the locals use <p>Transport</p> <ul style="list-style-type: none"> • The presented transport context was agreed with the following additions: <ul style="list-style-type: none"> ○ Calm weekend days can have significant numbers of day trippers pushing traffic volumes up, frequently parking on the side of the road ○ Pack Spur Road <ul style="list-style-type: none"> ▪ It is ok in dry, can get a car/ute through but is difficult. Was considered for a bus route ▪ However, unable to get a stock truck through. Very steep gradients at parts as well as very tough switchbacks ▪ It's currently in good condition but there is a lack of drainage maintenance which leads to a risk of the condition deteriorating quickly. Very steep so limited access to anything but 4x4's outside of prolonged good weather ▪ The top section of the road does not follow the paper road and veers into private land. Landowner doesn't seem to mind access <p>Social and Economic</p> <ul style="list-style-type: none"> • The presented social & economic context was agreed with the following additions <ul style="list-style-type: none"> ○ It was noted that the school bus driver lives in Mataikona, if the road is blocked, this means that kids don't get to school ○ Fire and Emergency has a ~20 strong volunteer unit, many don't have cell phones

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26 July 2022
Mataikona Long Listing Workshop
Page 2 of 7

Item
<ul style="list-style-type: none"> ○ When the weather closes the road, it typically is too bad to get a helicopter in. If there is a medical emergency, there is not a lot that can be done, does concern a few people with the aging population. Some workshop attendees will try to get numbers on medical evacuations ○ Residents' vs visitors <ul style="list-style-type: none"> ▪ Workshop participants indicated 30-50% of people are permanent residents, the rest are weekenders/ bach owners / part time residents. This (permanent residents) has also grown recently with people moving out of the city ▪ Confirmed the estimates of 10-15 AirBnB properties ▪ It is estimated that there are often around 10 freedom campers dotted along the road parked on the seaside of the road (throughout the year) ▪ Some new builds are happening. Suggested that we have underestimated the number of dwellings (80 on Mataikona, 15 on Pack Spur as per Council records). Suspect 20 lots currently just have a campervan with minor structures attached ▪ Good weather can bring lots of divers doing day trips, estimate of up to 100 on a calm weekend day ○ Economic Drivers <ul style="list-style-type: none"> ▪ Farms are sheep and beef, dairy was specifically excluded ▪ Beekeeping and Honey production was confirmed ▪ No additional information relating to forestry (relevant people were not in attendance) ▪ Firewood was identified as an export, informed that it goes to Wellington Restaurants ▪ They also have hunting and fishing competitions which brings in large numbers of people from around the region. <p>Cultural</p> <ul style="list-style-type: none"> • No additional sites identified outside of the desktop exercise <p>Geological</p> <ul style="list-style-type: none"> • No additional notes outside of the presented evidence <p>Problems and evidence</p> <p>The agreed problem statement, benefits and investment objectives were presented including the logic behind them.</p> <p>Evidence</p> <ul style="list-style-type: none"> • Sea level rise and land subsidence • Weather events <ul style="list-style-type: none"> ○ See comments below regarding road closures due to rainfall ○ Easterly brings rain and waves, but limited driftwood • Coastal erosion

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Item
<ul style="list-style-type: none"> ○ Mostly happens after easterly storm events, but considered both a drainage issue and coastal issue ○ The North Settlement has been retreating at approximately 1m per year for the past 20 years. It was highlighted that it used to be possible to drive out to the sea from the houses ○ Key problem areas were identified as per below <ul style="list-style-type: none"> ▪ Sandy Bay ▪ CH3600 ▪ CH8200 ▪ Middle settlement to Mataikona (CH 9,000 to CH 10,800) ▪ Mataikona settlement ▪ Road north of Mataikona (CH 11,500 to Pack Spur) ● Slips and drop outs <ul style="list-style-type: none"> ○ It was agreed that slips occur multiple times per year, though some attendees said slips happened about 4-6 times a year, others thought 3-4. ○ Problem areas: <ul style="list-style-type: none"> ▪ Front Hill (CH 400-2,000) ▪ CH 5,000 ▪ Approach to Suicide rock ▪ Approach to Mataikona (CH 10,500) ▪ North of Mataikona/ River area (CH 11,800) ▪ Pack Spur Road (CH 12,500, CH 13,000) ● Road closures <ul style="list-style-type: none"> ○ When: <ul style="list-style-type: none"> ▪ After rain, it was generally agreed that more than 100mm over 1-3 days was estimated the trigger point for slips, 100mm over 4-5 days can typically be accommodated by the stormwater system. It was discussed that there are lots of new culverts going in ▪ Easterly Swells are noted as the risk conditions for erosion and washout. Overtopping noted at Sandy Bay and Mataikona (debris noted on the road) ○ Where: <ul style="list-style-type: none"> ▪ At the ends of valleys, it was noted that there was a quite high water table. One resident claimed that at Sandy Bay the road was meant to run behind the settlement, but the ground was too swampy. <i>(Ryan check with Alec about proposal)</i> ▪ Middle settlement (CH 9km) at risk of road washout and previously had a slip run through the houses and block the road. Currently there are rocks being placed along the shoreline, but residents notice the high water table leading to undermining of road. Some culverts being installed. Some residents noted that they would be happy to give up some of their property to shift the road inland as they prefer the road to be in front rather than relocated behind their properties ▪ Estuary at Sandy Bay prone to flooding and backing up road ▪ Also road towards Pack Spur at risk of erosion due to meandering river

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Item
<ul style="list-style-type: none"> ○ How long: It was discussed that many over slips that impact farmers will get cleared if they have the equipment to deal with it. Under slips wait for Council typically ○ How do you get in/out if the road is blocked? <ul style="list-style-type: none"> ▪ Typically don't as it's usually rain related ▪ There is an issue with getting helicopter access as weather will impact access in an emergency ▪ They have previously (during the slip at 9km) needed supplies to be helicoptered in ● Maintenance costs <ul style="list-style-type: none"> ○ Locals commented that there feeling was that there was insufficient preventative maintenance. It seemed to be an approach of waiting to see if the road falls apart then fix, rather than proactively try make sure the drains aren't blocked ○ Noted that an old quarry up towards Packs Spur could also be considered as there may still be material remaining for use ● Unsafe route <ul style="list-style-type: none"> ○ It was agreed that recorded crashes are significantly less than actual ○ Tourists aren't too bad as they are typically quite cautious ○ Locals coming back from the pub more of an issue ○ Agreed that anything minor is just accepted as part of living here and not reported ○ There are often vehicles stuck on the beach which need to be rescued ○ Some curves are of concern to locals due to size of vehicles going around them and visibility.
<p>Possible Options</p> <p>The identified issues and suggestions from the workshop have been summarised below. Within each intervention there is a sliding scale of light to heavy options. Lighter options accommodate occasional disruption (slope planting, monitoring, maintenance, etc), while heavy interventions try to prevent closures (slope reprofiling, rock anchors, retaining walls, etc)</p> <ul style="list-style-type: none"> ● Front Hill (CH 0 – 2,000, hill section) <ul style="list-style-type: none"> ○ Over slip protection ○ Under slip protection ○ Drainage improvements ○ Road widening ○ Increased maintenance ○ Alternate route/ abandon road ● Sandy Bay (CH 2,200 – 4,000, settlement section) <ul style="list-style-type: none"> ○ Coastal erosion protection ○ Drainage improvements ○ Increased maintenance ○ Seal improvements/ lift road to prevent sand build up ○ Bridge improvements (flooding) ○ Retreat road ○ Alternate route/ abandon road

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Item
<ul style="list-style-type: none"> • Sandy Bay to Un-named Creek (CH 4,000 – 5,600, hill section) <ul style="list-style-type: none"> ○ Over slip protection ○ Under slip protection ○ Drainage improvements ○ Road widening/ passing opportunities ○ Safety improvements ○ Surfacing improvements ○ Maintenance improvements ○ Alternate route/ abandon road • Un-named Creek to Suicide Rock (CH 5,600 – 7,800, coastal section) <ul style="list-style-type: none"> ○ Drainage improvements ○ Road widening ○ Retreat Road ○ Alternate route/ abandon road • Suicide Rock (CH 7,800 – 8,500, hill section) <ul style="list-style-type: none"> ○ Over slip protection ○ Under slip protection ○ Coastal erosion protection ○ Drainage improvements ○ Road widening ○ Retreat road into bank ○ Alternate route/ abandon road • Middle settlement (CH 8,500 – 9,000, settlement section) <ul style="list-style-type: none"> ○ Over slip protection (prevent slips down the gully) ○ Coastal erosion protection ○ Drainage improvements ○ Alternate route/ abandon road • South Mataikona (CH 9,000 – 10,900, coastal section) <ul style="list-style-type: none"> ○ Under slip protections ○ Coastal erosion protection ○ Drainage improvements ○ Surfacing improvements ○ Alternate route/ abandon road • Mataikona (CH 10,900 – 11,500, settlement section) <ul style="list-style-type: none"> ○ Coastal protection ○ Alternate route ○ Maintenance improvements ○ Alternate route/ abandon road

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Item
<ul style="list-style-type: none"> • Mataikona River (CH 11,500 – 13,000, coastal/ river section) <ul style="list-style-type: none"> ○ River erosion protection ○ Over slip protection ○ Under slip protection ○ Surfacing improvements ○ Alternate route/ abandon road • Pack Spur Road <ul style="list-style-type: none"> ○ Ford improvements ○ Under slip/ washout protection
<p>Evaluation criteria</p> <ul style="list-style-type: none"> • Not all criteria will be used during the long list to short list process • There were no reactions to any criteria or any additional criteria suggested, the presented options were: <ul style="list-style-type: none"> ○ Investment Objectives <ul style="list-style-type: none"> ▪ Addressing a known climate change adaptation issue ▪ Reduction in duration of unplanned road closures ○ Four Well Beings <ul style="list-style-type: none"> ▪ Effects on Te Ao Māori ▪ Environmental effects ▪ Social and community ▪ Economic development and growth ○ Critical Success Factors <ul style="list-style-type: none"> ▪ Property impacts ▪ Consentability ▪ Climate change mitigation ▪ Technical difficulty ▪ Safety and design ▪ Value for money
<p>Other comments</p> <ul style="list-style-type: none"> • Maintaining beach access is critical, its why people live out here • General acceptance of rationalising access but want it to be maintained • Accept they don't need access to the whole coastline, but near the settlements would be unacceptable to remove

The meeting adjourned at 1:00pm.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

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Mataikona Long Listing Workshop
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Attachment: [Attachment]

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G.2 Workshop Slides





Mataikona Road

Long listing workshop – 23 July 2022



Agenda

Agenda	Time
Welcome/ Introductions	10:30am
Context	10:45am
Review issues / problems & evidence	11:00am
Long-listing of options	11:30am
Examples of coastal protection options	12:20pm
Next steps	12:50pm



—

Karakia timatanga

**Kia tau ngā manaakitanga a te mea
ngaro**

ki runga ki tēnā, ki tēnā o tātou

Kia mahea te hua mākihikihi

**kia toi te kupu, toi te mana, toi te
aroha, toi te Reo Māori**

**kia tūturu, ka whakamaua kia tīna!
Tīna!**

Hui e, Tāiki e!



Workshop Purpose

- Confirm project scope
- Confirm problems and benefits
- Seek evidence for business case
- Understand community aspirations and opportunities
- Discuss potential options to address problems
- Examples of coastal protection options
- Understand business case process and how to be involved



Business case process

- Agree on problems – Why are we doing this?
- Develop case for change – Why do we need to solve the problem? Why now?
- Develop options to solve problems – How could we solve the problem?
- Develop and refine preferred option – What is the optimal solution?
- Opportunities for funding and approvals
 - Who will fund it?
 - When will it be delivered?
 - How will it be delivered?





Land Use Context

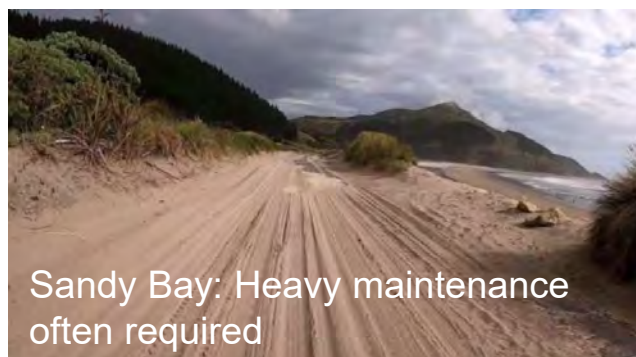
- Three main settlements
 - Sandy Bay ~ 40 properties
 - Mid settlement – 12 properties
 - Northern settlement – 26 properties
- Farming, forestry, apiary
- Castlepoint - general store and pub
- Masterton – closest main centre (60kms)





Transport Context

- Narrow road, no shoulder
- Posted speed limit -100km/h, operating speed limit ~ 30km/h
- Traffic volume
 - ranges from 40 - 100 vpd
 - ~10% HV – stock and logging trucks
- Alternative route via Pack Spur Road
 - 4WD, private land, not all-weather route



Sandy Bay: Heavy maintenance often required



RP ~8km (approach to Suicide Rock): narrow, prone to dropouts

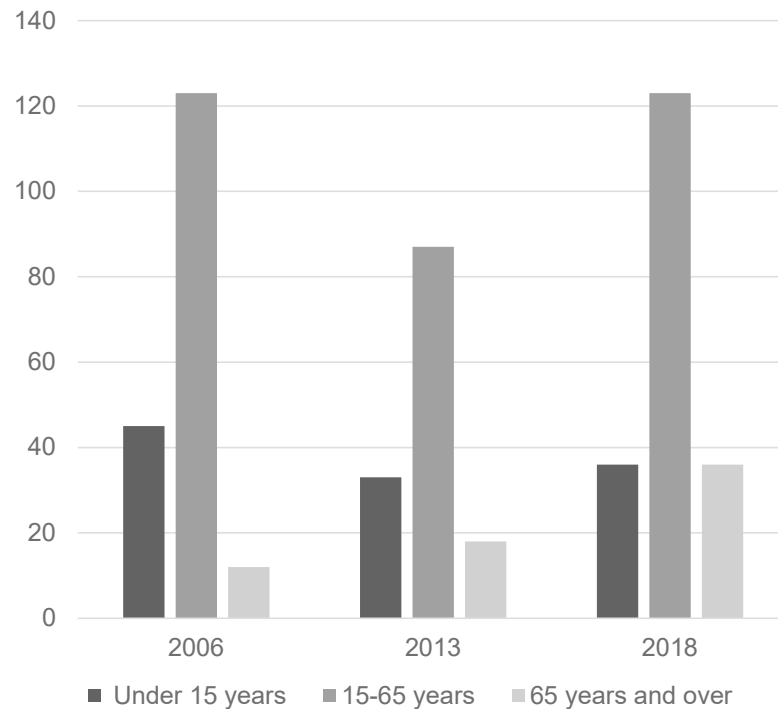




Social and Economic Context



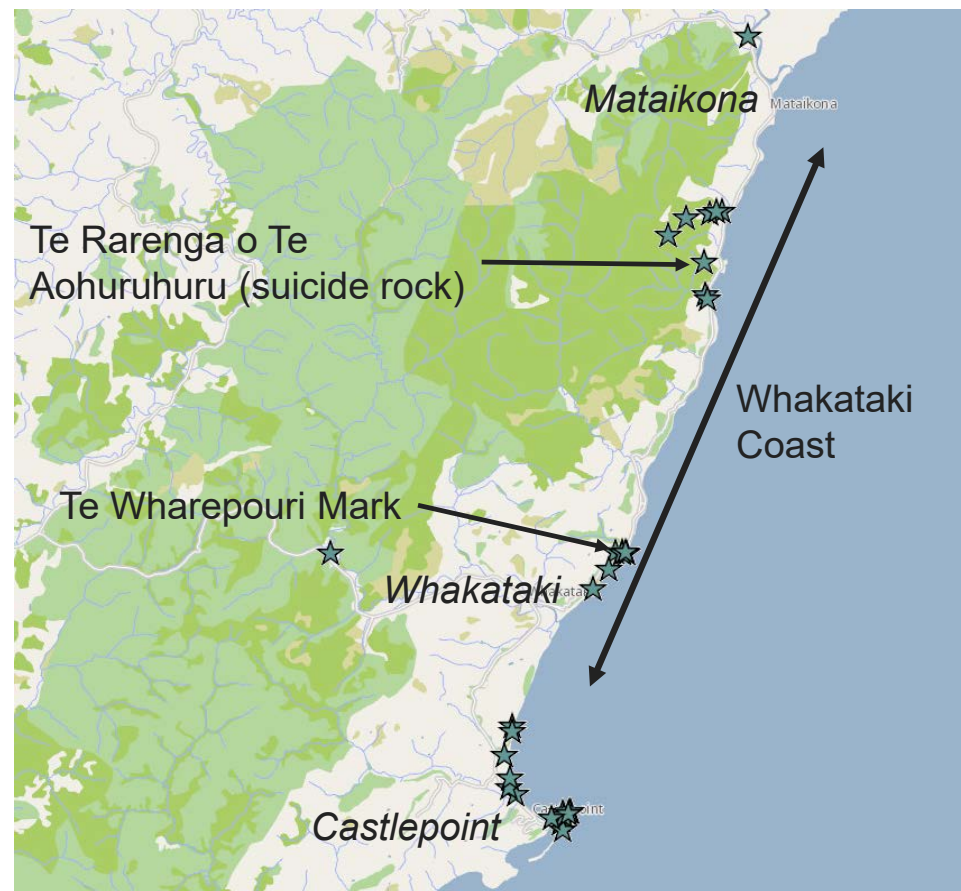
Population





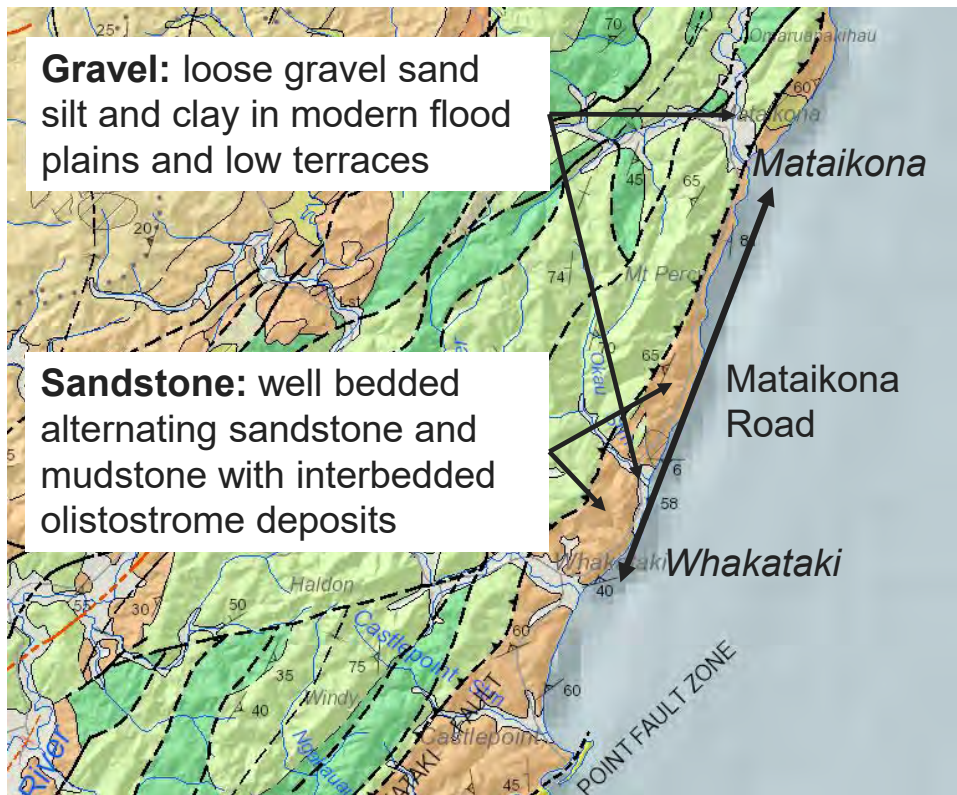
Cultural Context

- >100 recorded archaeological sites
- District Plan -13 sites recorded
- Areas with significant mana whenua values
 - Mataikona reefs
 - Owahanga coast
 - Mataikona River mouth
 - Whakataki Coast





Geological Context





PROVIDE RESILIENT AND SUSTAINABLE ACCESS TO MATAIKONA

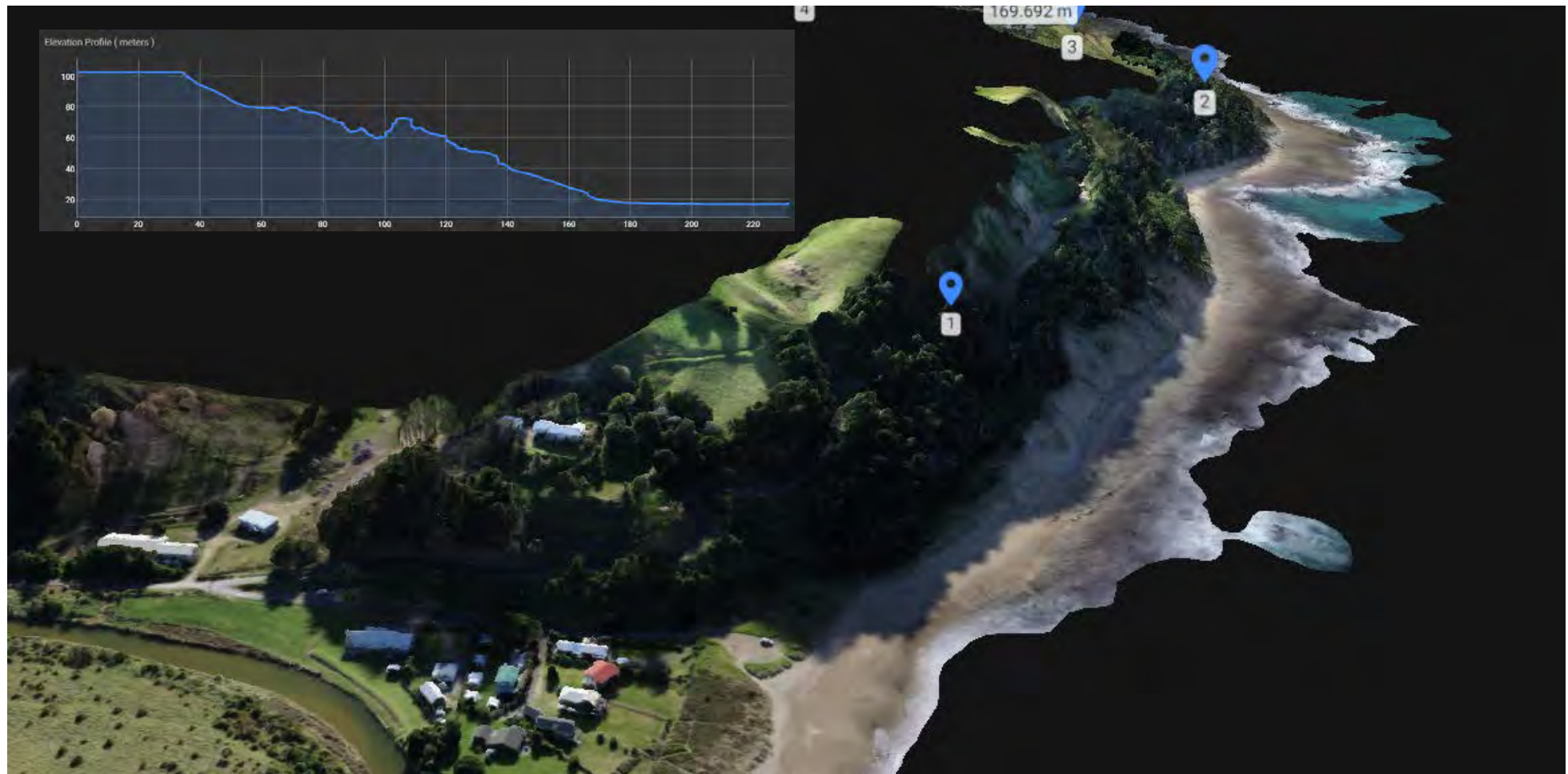
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Drone footage

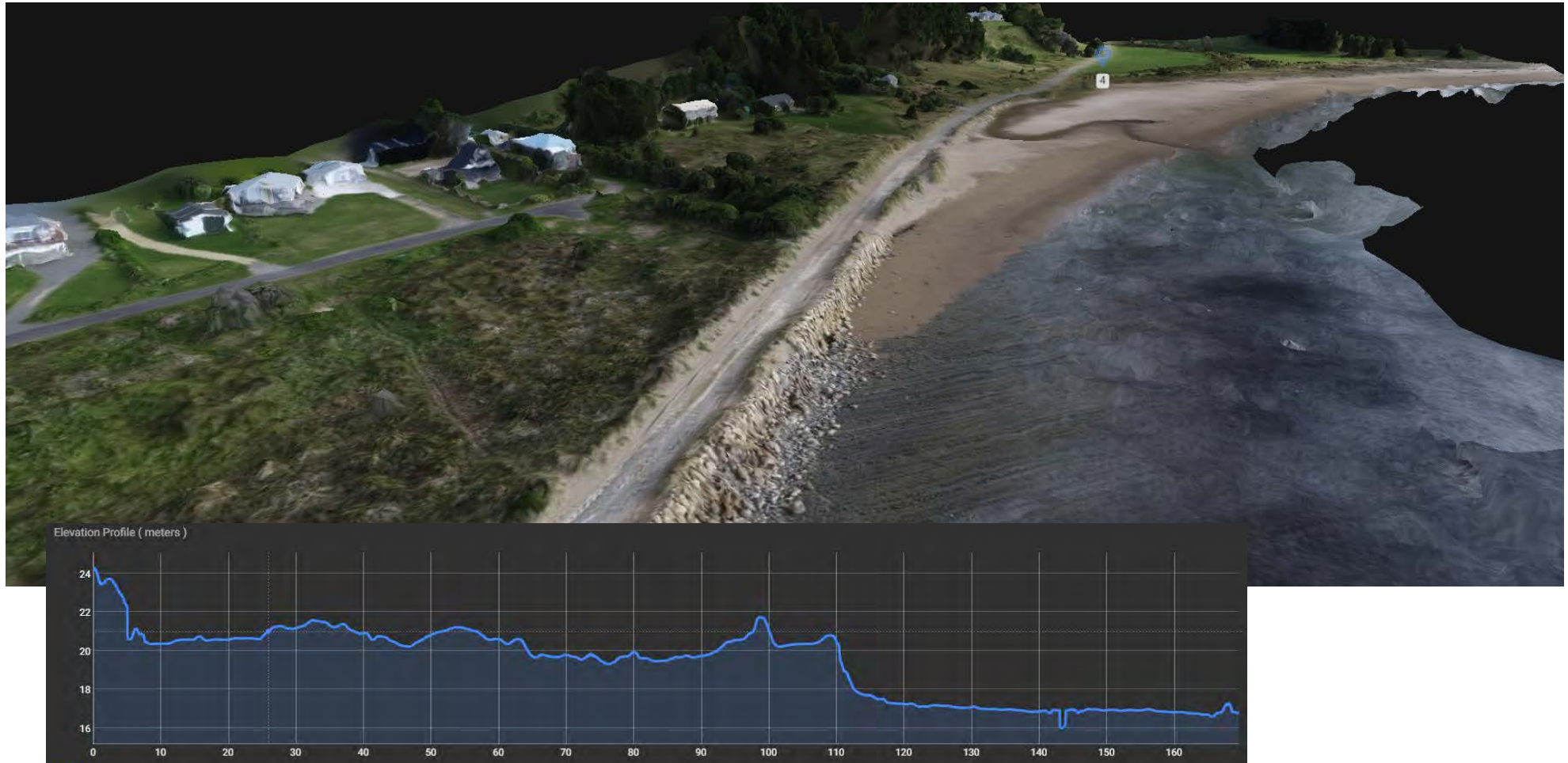


PROVIDE RESILIENT AND SUSTAINABLE ACCESS TO MATAIKONA





PROVIDE RESILIENT AND SUSTAINABLE ACCESS TO MATAIKONA





PROVIDE RESILIENT AND SUSTAINABLE ACCESS TO MATAIKONA





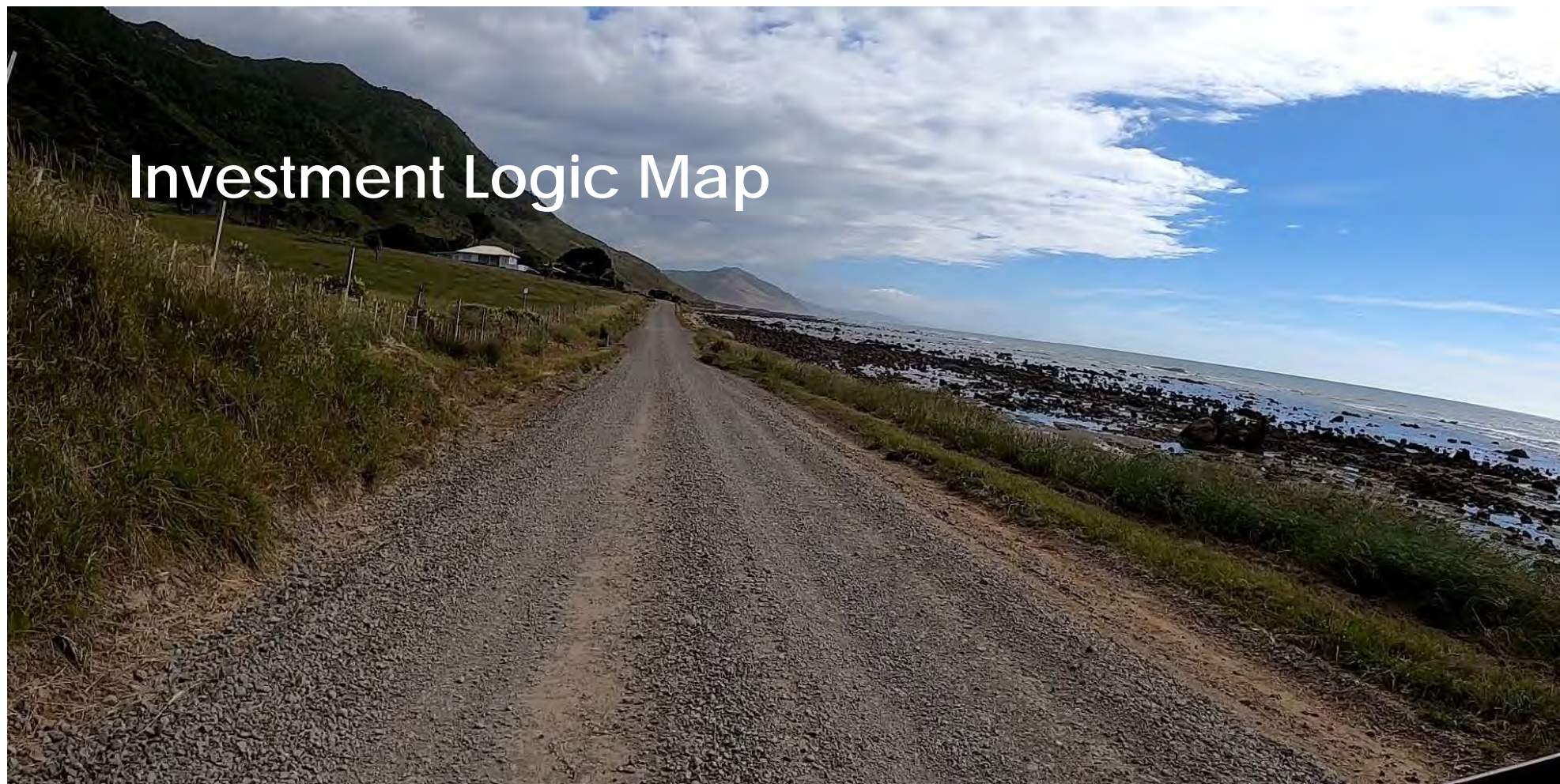
PROVIDE RESILIENT AND SUSTAINABLE ACCESS TO MATAIKONA





PROVIDE RESILIENT AND SUSTAINABLE ACCESS TO MATAIKONA

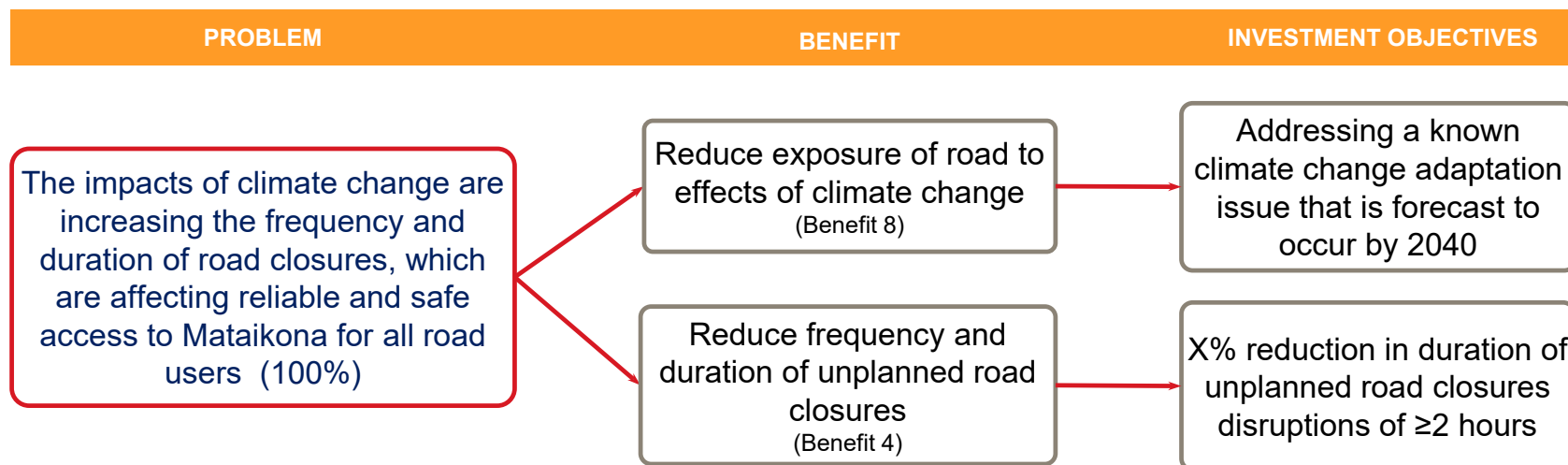






Mataikona SSBC

Purpose Statement: Provide resilient and sustainable access to Mataikona



Opportunity
Improve road user safety on Mataikona Road

Note: Benefits are aligned with Waka Kotahi’s Land Transport Benefits Framework. Benefit numbers refer to the relevant benefit within the framework.



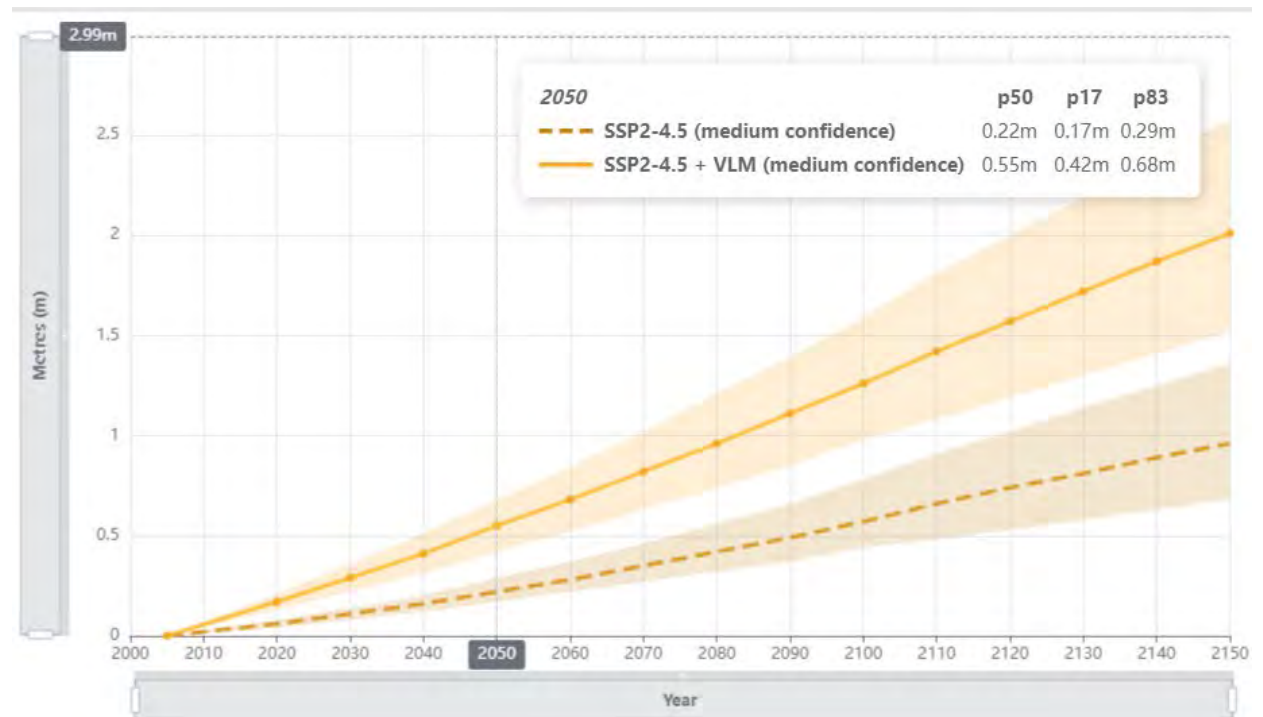


Sea level rise and land subsidence

- Sea level rising ~ 3mm/year
- Land subsiding ~ 7mm/year
- SSP2-4.5: “Middle of the road”

Climate Change Scenario.

- 2050 – 0.55m net SLR
- 2090 – 1m net SLR





Erosion

2013



2021





Slips and dropouts

Front Hill



Approach to Suicide Rock





No alternative routes

- Pack Spur Road
 - Over private land
 - 4WD only





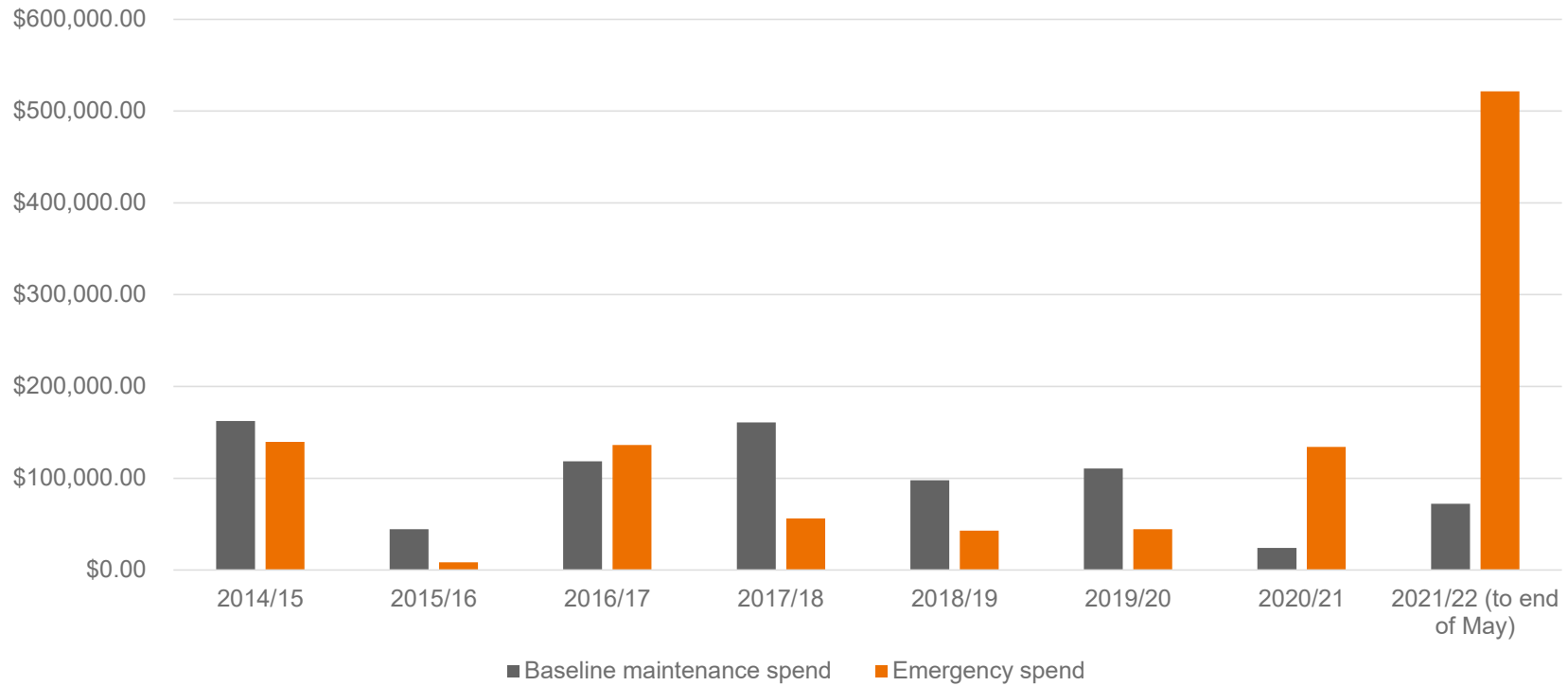
Road closures

- No alternative route for two southern settlements
- Data gap - Anecdotal evidence:
 - Most closures are max 1-2 days
 - In 2005 Front Hill closed for 10 days
 - In 2022 partial closure for 3 months
- Council Facebook page
 - 25 March 2022: road closed for slips at Suicide Rock
 - 13 February 2022: slips at Suicide Rock, passable with care
- Affects route reliability and certainty of access





Emergency spend





Unsafe access

- Narrow road with torturous alignment
- Erosion and dropouts making this worse
- Not suitable for some vehicles or drivers:
 - Drivers not used to gravel roads
 - Stock trucks and five-axle trailer trucks have issues



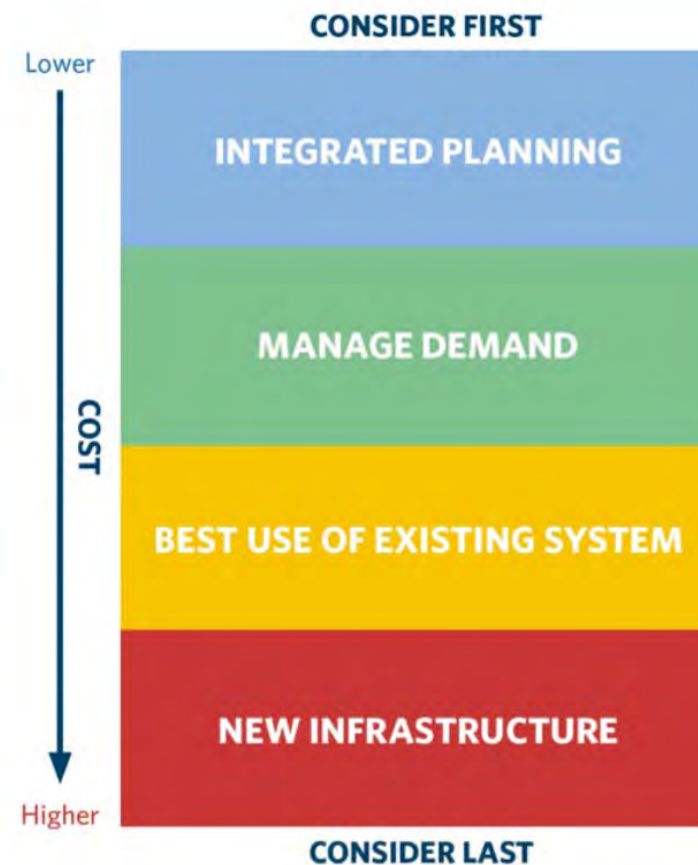




Long-listing

Potential options to address the problem resilience

- Accept and monitor risk
 - Preparedness
 - Reduce risk (maintain)
 - Reactive/ temporary repairs
 - Reduce risk (improve)
 - Longer term repairs/ strengthening
 - Prevent / remove / avoid risk
 - Alternative route
 - Alternative access
 - Retreat
-
- Consider options for different locations vs whole route







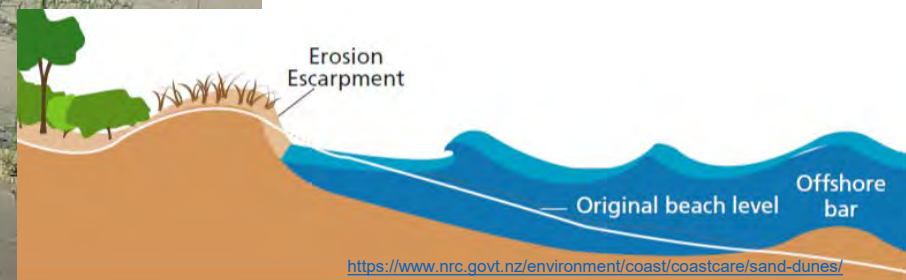
Possible Solutions





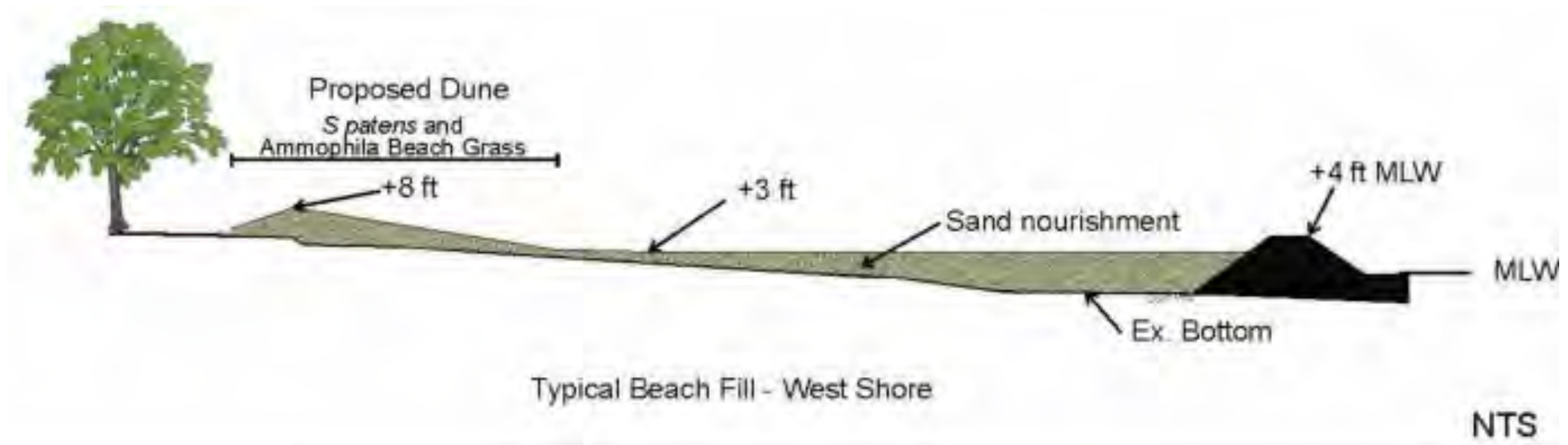
Dune Planting

Grasses such as Pingao (*Ficinia spiralis*) & Kōwhangatara (*spinifex*) holds together the sand on the beach building up the dune protection.





Beach Nourishment



Living Shoreline Sea-Level Resiliency: Performance and Adaptive Management of Existing Sites Year 3 Summary Report (D Milligan et al, 2021)



Submerged Breakwater/ Artificial Reef





Beach Stabilisation

Groynes to prevent longshore movement



Seawalls

Longevity vs Cost



©RIA C6857



Remedial work on the current seawall, 2021. Image: Mark Cootie



Revetment

Harden up the coastline.
Material Available?



Bruce Bay



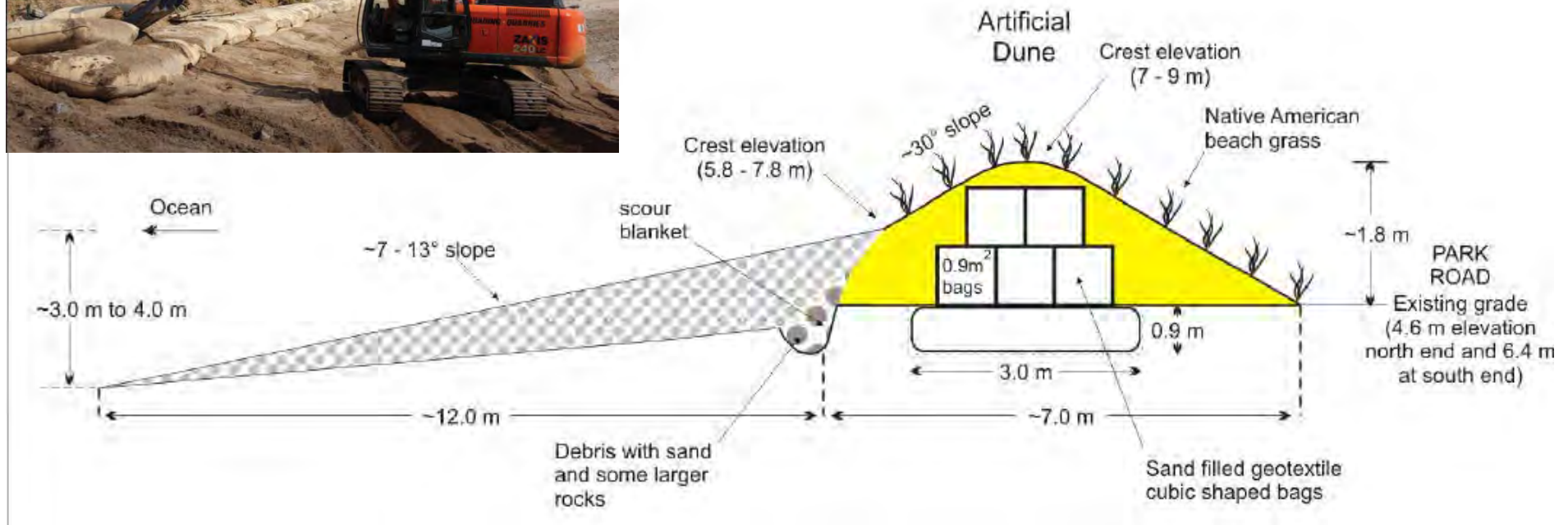
Concrete Armour Units





<https://www.geofabrics.co.nz/sites/default/files/casestudies/elcorock-pataua-bay.pdf>

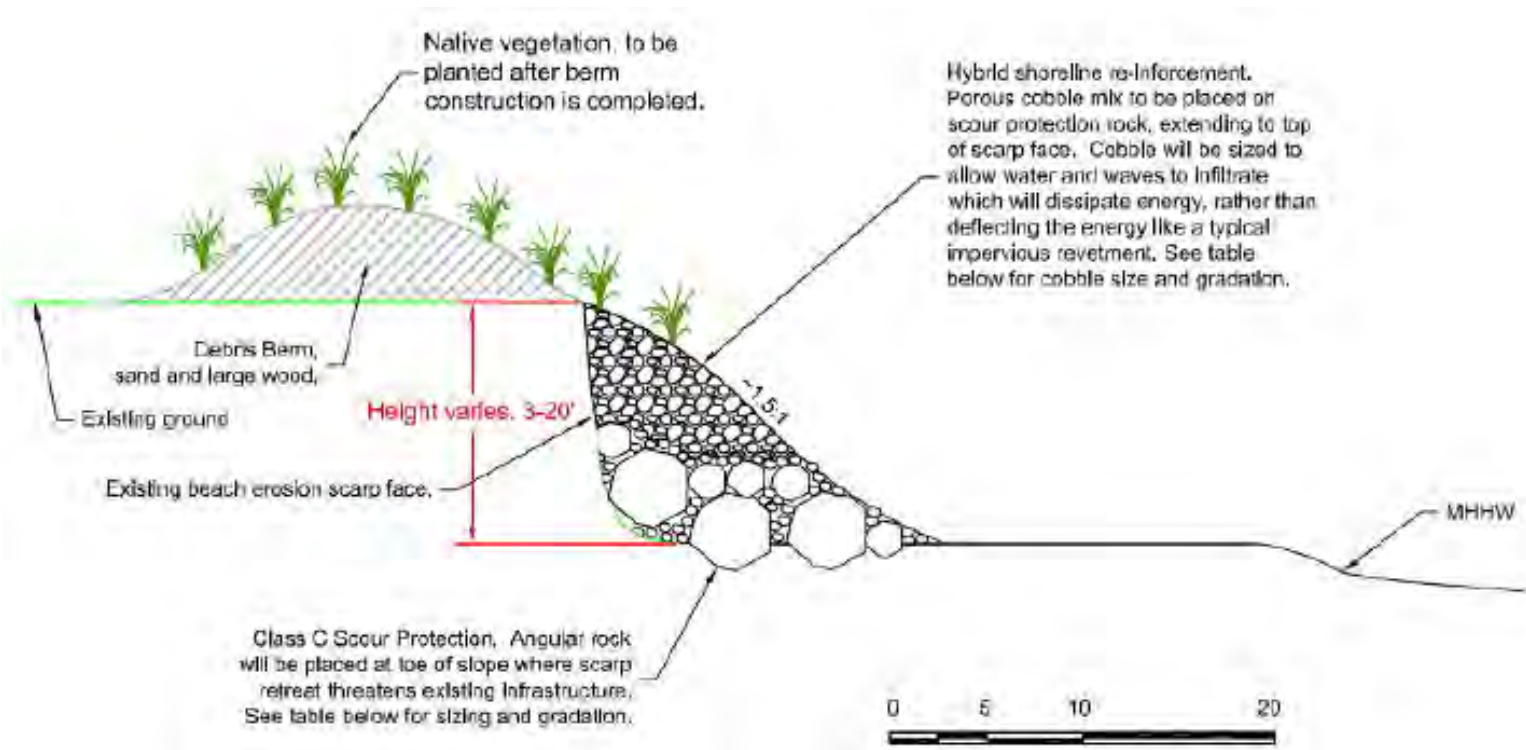
Artificial Dune



Presentation from Puget Sound Shorelines and the Impacts of Armoring Workshop, May 12-14 (P Komar & J Allan, 2009)



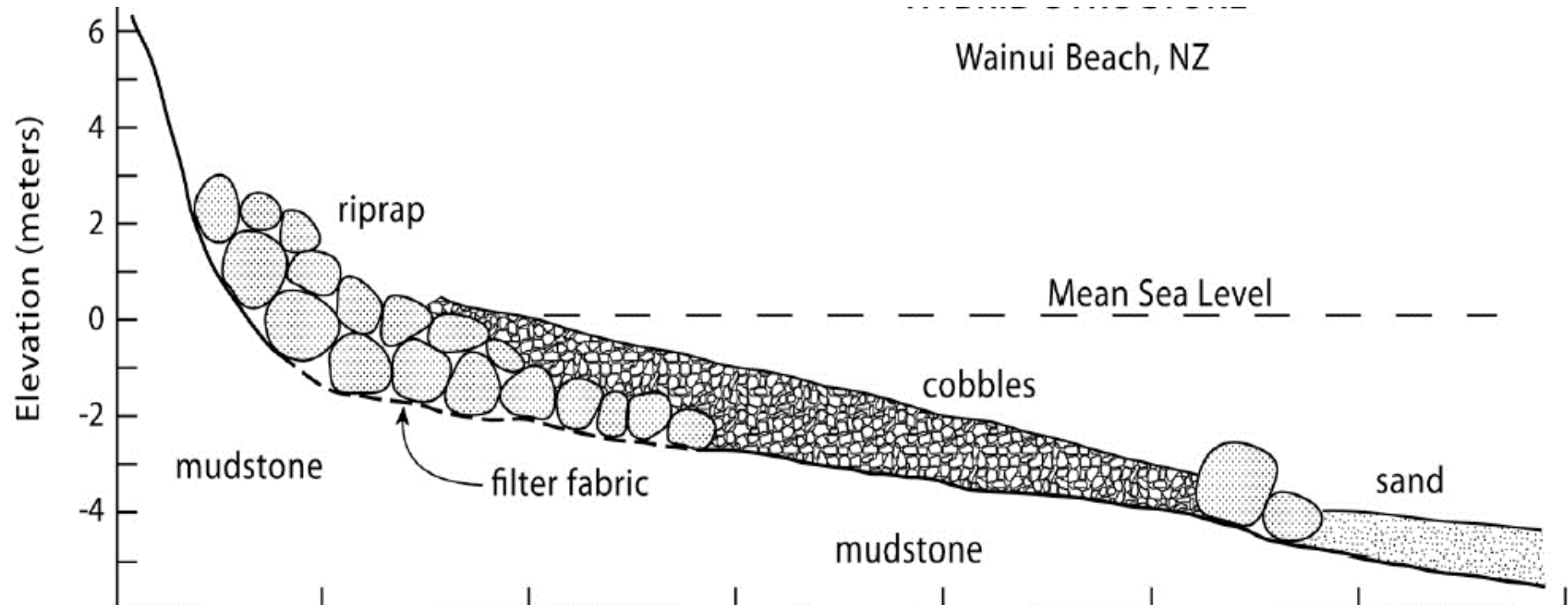
Hybrid Structure



Case Study: Dynamic Revetment North Cove, Washington(Washington Coastal Resilience Project)



Hybrid Structure

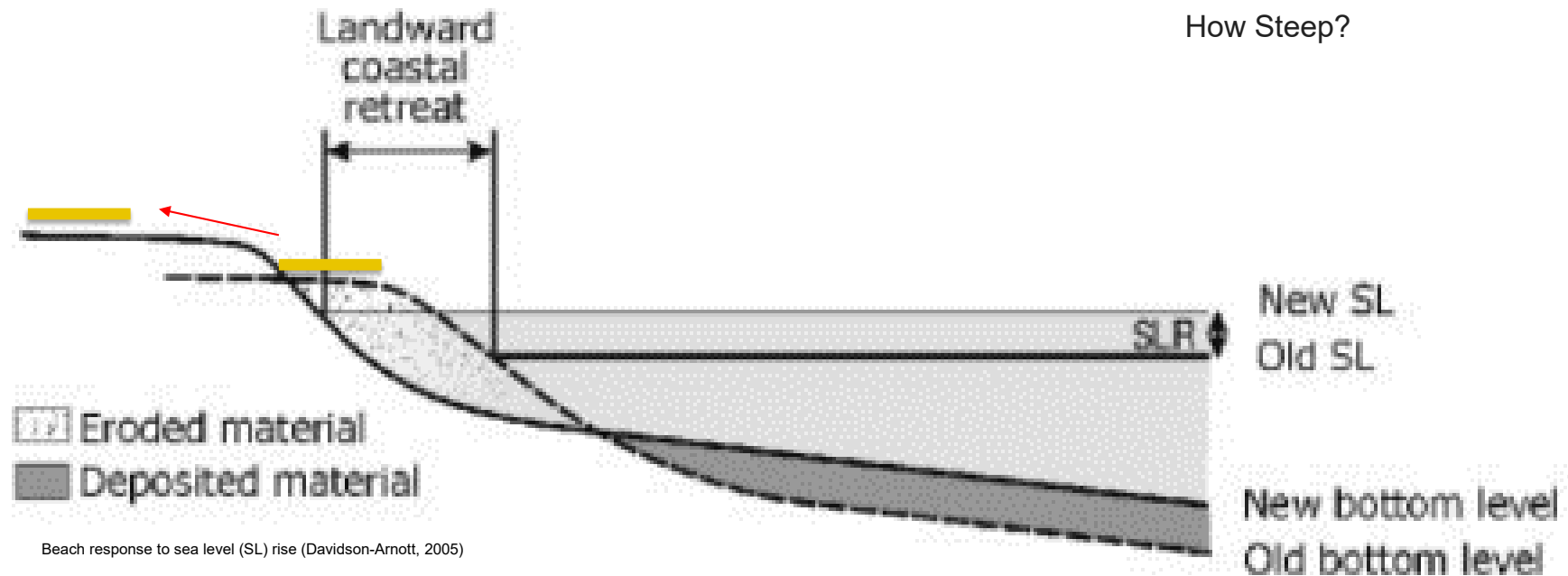


Presentation from Puget Sound Shorelines and the Impacts of Armoring Workshop, May 12-14 (P Komar & J Allan, 2009)



Relocate Road Back (if possible)

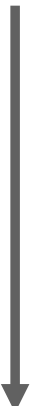
Is land available?
How Steep?

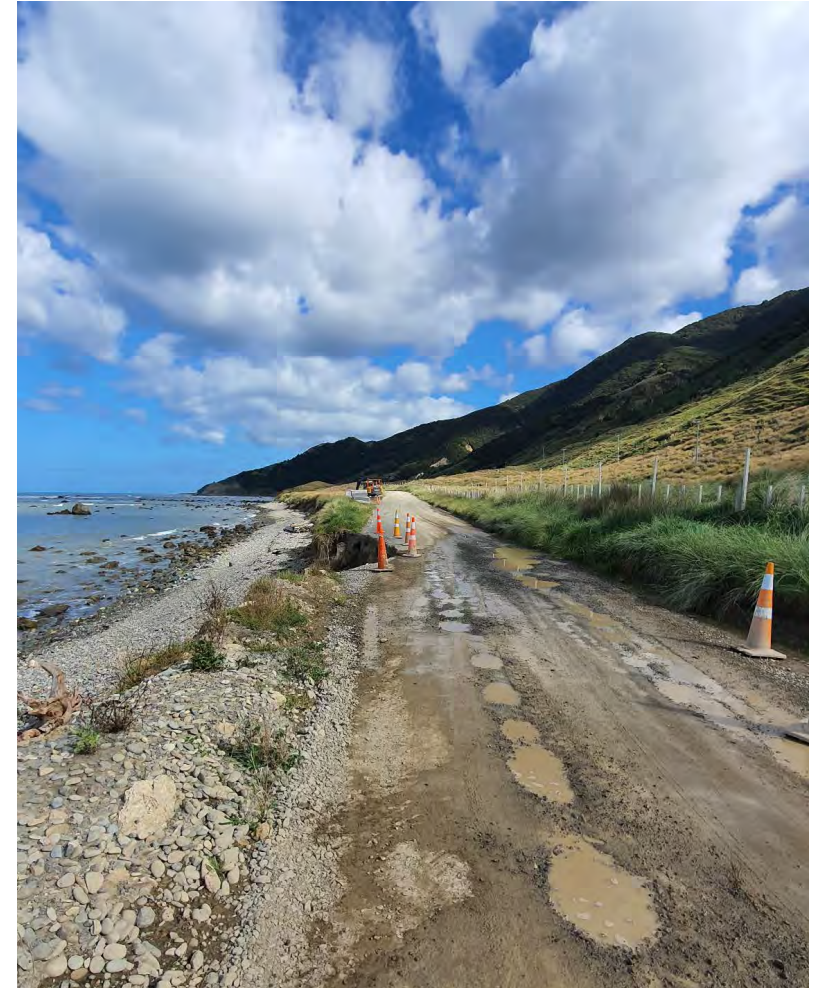


Beach response to sea level (SL) rise (Davidson-Arnott, 2005)



Stakeholder Preferences

- Preferred option? Why??
 - Different solutions for different locations?
-
- 
- Do nothing (access is lost soon)
 - Do minimum (short term reactive repairs)
 - Strengthen existing route (longer term repairs)
 - Alternative route (e.g. improve Pack Spur Road)
 - Alternative access modes (e.g. sea, air, walking, cycling, etc)
 - Retreat





Next Steps

- Collate long list of options
- Define evaluation criteria
- Complete MCA evaluation → shortlist of options
- Undertake analysis of shortlisted options
- Undertake MCA of short list → emerging preferred option
- Confirm preferred option
- Complete preliminary design for preferred option
- Complete and submit business case document
- Target completion date – February 2023

Opportunities for future engagement / involvement



Evaluation criteria (MCA)

Investment objectives

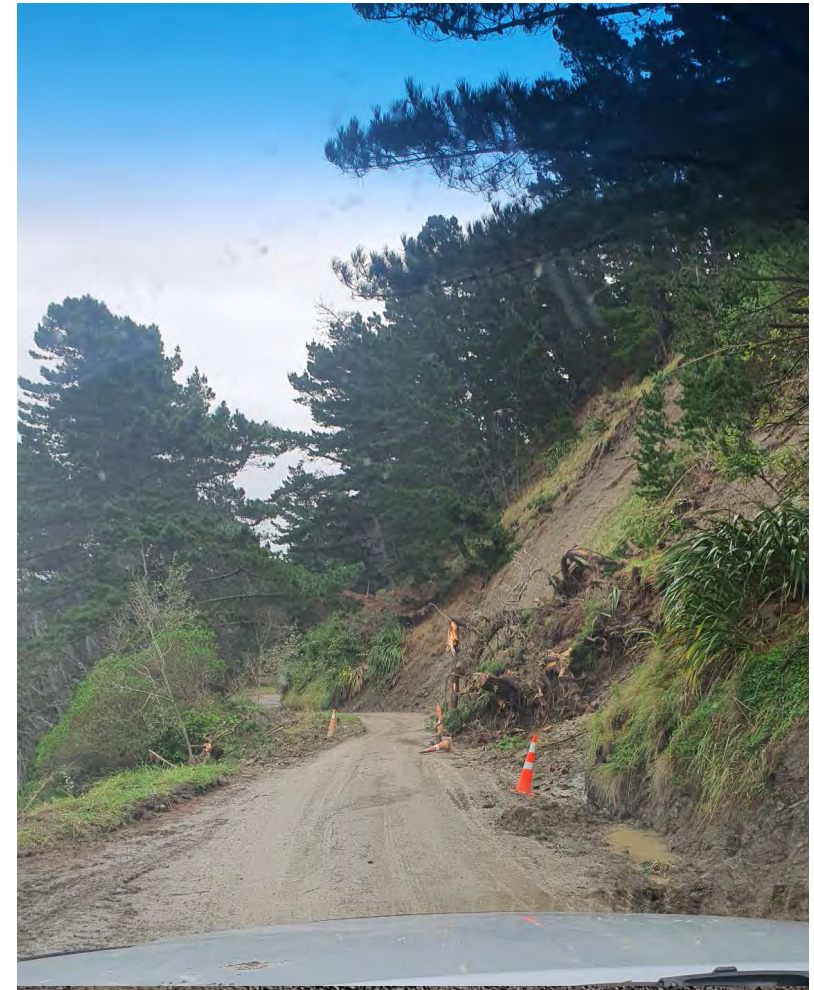
- Addressing a known climate change adaptation issue
- Reduction in duration of unplanned road closures

Four wellbeings

- Effects on Te Ao Māori
- Environmental effects
- Social and community
- Economic development and growth

Critical Success Factors

- Property impacts
- Consentability
- Climate change mitigation
- Technical difficulty
- Safety and design
- Value for money





Questions?

Karakia whakamutunga

**Kua mutu ā mātou
mahi**

Our work has finished

Mō tēnei wā

For the time being

**Manaakitia mai
mātou katoa**

Protect us all

Ō mātou hoa

Our Friends

Ō mātou whānau

Our Family

Āio ki te Aorangi

Peace to the universe



Providing resilient
and sustainable
access to
Mataikona

Appendix H Early Assessment Sifting Tool



Early Assessment Sifting Tool Template

Early Assessment Sifting Tool: Excel template

The Early Assessment Sifting Tool (EAST) supports an initial 'coarse screening' of alternatives and options. The EAST is designed to quickly and robustly rule out alternatives and options, allowing for a more manageable subsequent Multi Criteria Analysis exercise.

Project Overview

Date:	29/06/2020
Project name:	Mataikona Road
Investment objective:	Addressing a known climate change adaptation issue
Investment objective:	Reduction in duration of unplanned road closures

Business case phase:	Single stage business case
Problem/opportunity statement:	The impacts of climate change on Mataikona Road are increasing the frequency and duration of road closures, which are affecting reliable to safe access to Mataikona for all road users
Do minimum:	Continue with reactive maintenance

Alternative or option details			Investment objective		Practical Feasibility	Score		Summary of decision made	
Unique identifier	Name of alternative/option	Description of alternative/option	Addressing a known climate change adaptation issue	Reduction in duration of unplanned road closures	Technical	Average	Rank	Summary of decision made	Progress or discontinue this alternative/option?
1	Abandon road	walk away from road	4	1	1	3.33	9	taken through due to do nothing requirement	Progress
2	Alternate route	upgrade Pack Spur Road for light vehicles	4	3	4	3.00	14	score above 2.5	Progress
3	retreat road	move the road inland where physically possible, i.e. in front of Sandy Bay	4	4	2	4.00	1	score above 2.5	Progress
4	over slip protection (light)	eg slope planting, scaling, non-engineered protection barriers	3	2	1	3.33	9	score above 2.5	Progress
5	over slip protection (moderate)	surface drainage, partial re-profiling, moderate capacity protection barriers	4	4	2	4.00	1	score above 2.5	Progress
6	over slip protection (heavy)	slope re-profiling, engineered barrier and fences, rock anchors	5	5	5	3.67	3	score above 2.5	Progress
7	under slip protection (light)	pavement reconstruction, improved surface drainage, planting, monitoring	3	2	1	3.33	9	score above 2.5	Progress
8	under slip protection (moderate)	erosion protection mats, subsurface drainage	4	3	2	3.67	3	score above 2.5	Progress
9	under slip protection (heavy)	retreat/ realignment, engineered retaining walls	5	4	5	3.33	9	score above 2.5	Progress
10	coastal erosion protection (light)	planting artificial dunes, planting, restricted access	3	3	1	3.67	3	score above 2.5	Progress
11	coastal erosion protection (moderate)	beach stabilisation, beach nourishment, hybrid structures, wooden seawall	4	4	3	3.67	3	score above 2.5	Progress
12	coastal erosion protection (heavy)	rock/ concrete revetment, seawall, artificial reef	5	5	5	3.67	3	score above 2.5	Progress
13	Drainage improvements	subsoils, culverts, water channels	3	3	2	3.33	9	score above 2.5	Progress
14	Road widening		2	3	3	2.67	15	score above 2.5	Progress
15	Surfacing improvements	increase seal, increased maintenance outside sandy bay	1	1	1	2.33	16	Does not contribute to either investment objective, MDC has no budget to increase sealed network	Discontinue
16	safety improvements	road widening, barriers, rutting improvements	1	1	3	1.67	18	Does not contribute to either investment objective	Discontinue
17	increased maintenance		3	3	1	3.67	3	Score above 2.5, taken through as a do min/ minor improvements	Progress
18	Bridge improvements	just north of Sandy Bay	2	2	4	2.00	17	According to Alec, no issues with the bridge, not progressed	Discontinue

Appendix I Scoring Rational

ID	Package	Scoring rationale		
1	Do nothing	Criteria	Rationale	Score
		Climate change adaptation:	Does not address climate change	-3
		Reduction in road closures:	No, road is closed permanently	-3
		Natural environment:	No adverse effects or benefit for the environment by doing nothing	0
		Social and community:	Serious adverse effects for the community/ the community will be lost	-3
		Economic:	Seriously adverse to Mataikona economy	-3
		Property impacts:	At some point it will be not be feasible to provide access.	-3
		Technical difficulty:	Not palatable but would be easy to implement	+3
2	Do minimum	Criteria	Rationale	Score
		Climate change adaptation:	Addresses climate change slightly more than Do Nothing as problems are responded to as they occur. However, there is no long-term plan and this approach does not address long term climate change impacts.	-2
		Reduction in road closures:	No real improvement to road closures, but better than Do Nothing.	-2
		Natural environment:	Maintains the status quo – no change	0
		Social and community:	A little better than Do Nothing but will not address the long term and the feelings of uncertainty for the community will continue	-2
		Economic:	A little better than Do Nothing but will not address the long term uncertainty.	-2
		Property impacts:	A little better than Do Nothing but will not address the long term and impacts will be felt eventually.	-2
		Technical difficulty:	There are some material supply constraints, but generally very easy to implement.	+2
3	Minor improvements	Criteria	Rationale	Score
		Climate change adaptation:	Does not address long term climate change issues (sea level rise) but will be better than Do Nothing.	-2
		Reduction in road closures:	Slightly better than Do Minimum due to targeted rock armouring aspect.	-1
		Natural environment:	No improvement – no real change from existing	0
		Social and community:	This option will improve on the current feelings of uncertainty regarding access but will not be a significant improvement.	0
		Economic:	While the package doesn't provide certainty of access it does provide some improvement to the status quo, although providing opportunities for development and growth doesn't align with the new National Adaptation Plan in terms of limiting development in at risk areas.	-1
		Property impacts:	Impacts to property will be as they are currently, no property is required for this option.	0
		Technical difficulty:	Same as the Do Minimum as this is just a more structured approach	+2



ID	Package	Scoring rationale		
4	Retreat	Criteria	Rationale	Score
		Climate change adaptation:	Not all climate issues are reduced, but the package does increase the time before sea level rise becomes an issue again.	+1
		Reduction in road closures:	Some issues such as over slips will remain, but improvement on the status quo.	+1
		Natural environment:	While the road will take over current natural environment, it can be mitigated by re-planting/ improving the sections of road that are being retreated/ abandoned.	0
		Social and community:	Provides more longevity for the community.	+1
		Economic:	Allows for access for heavy vehicles (no improvement on hilly section) and longevity/ improved certainty of access for business operators.	+2
		Property impacts:	Some properties will be reduced in size by either erosion or land purchase for retreating the road and acquiring land may be complicated.	-2
		Technical difficulty:	Involves construction of new road sections, so while relatively simple slightly more complicated than just maintaining what is already there.	+1
5	Strengthen	Criteria	Rationale	Score
		Climate change adaptation:	Does the most to mitigate the impacts of climate change.	+3
		Reduction in road closures:	Reduces road closures the most due to including works that addresses over slips, under slips and coastal erosion.	+3
		Natural environment:	These are heavy engineering solutions and will have the most adverse effect on the environment.	-3
		Social and community:	Will do the most to promote feelings of community and retain access to key services (inc. emergency services).	+3
		Economic:	Will provide long term certainty for the Mataikona economy.	+3
		Property impacts:	There will be some small impacts due to space requirements for infrastructure, but this will be offset by long term longevity.	+3
		Technical difficulty:	Most technically difficult of these packages, but nothing that is ultimately impossible to implement.	-2
6	Optimised (low cost)	Criteria	Rationale	Score
		Climate change adaptation:	Addresses some of the impacts of climate change, but not as much as the Strengthen or Optimised (high cost) packages.	+1
		Reduction in road closures:	Addresses the whole road, but not as good as the Strengthen or Optimised (high cost) packages.	+2
		Natural environment:	Some heavy engineering solutions, so this will have a minor adverse effect on the environment, although not as much as the Strengthen or Optimised (high cost) packages.	-1
		Social and community:	Better improvement than just Retreat	+2
		Economic:	Improvement, but not as much as the Strengthen or Optimised (high cost) packages	+2



ID	Package	Scoring rationale		
		Property impacts:	Overall net good as properties will be protected from erosion by the road but there may be some minor reductions in property through land purchase to allow for retreat/ some coastal protections	+1
		Technical difficulty:	No anticipated to be technically difficult to implement.	+2
7	Optimised (high cost)	Criteria	Rationale	Score
		Climate change adaptation:	As per the Strengthen package, does the most to address climate change	+3
		Reduction in road closures:	As per the Strengthen package, does the most to reduce unplanned road closures	+3
		Natural environment:	Heavy engineering solutions, will have the adverse effect on the environment (not as much as Strengthen, but more than Low Cost Optimised)	-2
		Social and community:	As per Strengthen package, best for the community	+3
		Economic:	As per Strengthen package, best in the long term	+3
		Property impacts:	Would pick a less impact, positive for properties by addressing coastal erosion.	+2
		Technical difficulty:	Not as complex as Strengthen due to prioritised interventions, but still more difficult than Low Cost Optimised	-1
8	Alternate route 1	Criteria	Rationale	Score
		Climate change adaptation:	Needs to include some coastal protection at Mataikona, but still have an issue at the middle settlement	+1
		Reduction in road closures:	Most of the issues are along the section abandoned.	+1
		Natural environment:	Minor environmental impact compared to the Strengthen package due to work required at the Mataikona River section.	-1
		Social and community:	Fractures the community	-2
		Economic:	Cutting off easy access to the pub, shop, fuel, etc for the middle and Mataikona settlements. Commercial activity will be reduced due to lack of heavy vehicle access to the northern end.	-2
		Property impacts:	Access to the properties between Sandy Bay and the middle settlement will be lost. There are not many buildings along here and they appear to be temporary structures.	-1
		Technical difficulty:	Not as easy as maintaining the road, but upgrading Pack Spur not that difficult.	+1
9	Alternate route 2	Criteria	Rationale	Score
		Climate change adaptation:	Better than Alternate Route 1 by not having to worry about the section of Road between Sandy Bay and Mataikona, but still have some issues at Front Hill and Mataikona River.	+2
		Reduction in road closures:	Yes, due to reduction in road corridor	+2
		Natural environment:	Minor environmental impact compared to the Strengthen package due to work required at the Mataikona River section.	-1
		Social and community:	Fractures the community (more so than Alternate Route 1)	-3



ID	Package	Scoring rationale		
		Economic:	Cutting off easy access to the pub, shop, fuel, etc for the Mataikona settlement. Commercial activity will be reduced due to lack of heavy vehicle access to the northern end.	-2
		Property impacts:	Access to the properties between Sandy Bay and the Mataikona will be lost. This includes the middle settlement.	-2
		Technical difficulty:	Not as easy as maintaining the road, but upgrading Pack Spur not that difficult.	+1
10	Alternate route 3	Criteria	Rationale	Score
		Climate change adaptation:	Better than Alternate Route 1 by not having to worry about the majority of the road, but may still have some issues at the Mataikona River.	+2
		Reduction in road closures:	Yes, due to reduction in road corridor	+2
		Natural environment:	Minor environmental impact compared to the Strengthen package due to work required at the Mataikona River section.	-1
		Social and community:	Completely fractures the community	-3
		Economic:	Cutting off easy access to the pub, shop, fuel, etc for the Mataikona settlement. Commercial activity will be reduced due to lack of heavy vehicle access.	-3
		Property impacts:	Access to all properties will be lost, except those at Mataikona	-3
		Technical difficulty:	Not as easy as maintaining the road, but upgrading Pack Spur not that difficult.	+1



Appendix J Sensitivity Testing



MCA

Theme	Investment Objective 40%		Wellbeings 20%			Critical Success Factors 40%		Weighted Score	Rank
Criteria	Addressing a known climate change adaptation issue	Reduction in duration of unplanned road closures	Natural environment	Social and community	Economic growth and development	Property impacts	Technical difficulty		
	<i>Does the package reduce exposure to climate change risk or other natural hazards over time?</i>	<i>Does the package reduce the occurrence or duration of unplanned road closures?</i>	<i>How well does the option avoid or minimise adverse effects on the natural environment?</i>	<i>To what extent does the package effect social and community values, such as: feelings of community access to emergency services beach access</i>	<i>How well will the option support the population and economic growth?</i>	<i>- What is the scale of property impacts? - Can the necessary property rights be obtained? - Does the option impact access?</i>	<i>- How difficult will the option be to design and construct? - Are there any material supply constraints that will impact this?</i>		
	60%	40%	40%	40%	20%	50%	50%		
Total weighting	24%	16%	8%	8%	4%	20%	20%		
1 Do nothing	-3	-3	0	-3	-3	-3	3	-1.56	10
2 Do minimum	-2	-2	0	-2	-2	-2	2	-1.04	9
3 Minor improvements	-2	-1	0	0	-1	0	2	-0.28	8
4 Retreat	1	1	0	1	2	-2	1	0.36	4
5 Strengthen	3	3	-3	3	3	2	-2	1.32	2
6 Optimised (low cost)	1	2	-1	2	2	1	2	1.32	2
7 Optimised (high cost)	3	3	-2	3	3	2	-1	1.6	1
8 Alternate Route 1	1	1	-1	-2	-2	-1	1	0.08	6
9 Alternate Route 2	2	2	-1	-3	-2	-2	1	0.2	5
10 Alternate Route 3	2	2	-1	-3	-3	-3	1	-0.04	7

Sensitivity: Theme Weightings

Theme weightings are changed as per the Scenario table below, but the ratio of weighting between the individual theme criteria stays the same.

Table: Scenario weightings

Scenarios	Investment Objectives	Wellbeings	Critical Success Factors
Original Weightings	40%	20%	40%
Equal Weightings	33%	33%	33%
Investment Objective Focus	60%	20%	20%
Wellbeing Focus	20%	60%	20%
Critical Success Factor Focus	20%	20%	60%

Table: Ranked options based on the different testing scenarios

ID	Option	Original Weightings	Equal Weightings	Investment Objective Focus	Wellbeing Focus	Critical Success Factor Focus
1	Do nothing	10	10	10	10	10
2	Do minimum	9	9	9	9	9
3	Minor Improvements	8	7	8	5	4
4	Retreat	4	4	5	4	5
5	Strengthen	2	3	2	3	3
6	Optimised (low cost)	2	2	3	2	1
7	Optimised (high cost)	1	1	1	1	2
8	Alternate Route 1	6	6	7	6	6
9	Alternate Route 2	5	5	4	7	7
10	Alternate Route 3	7	8	6	8	8

Table: Scores from testing scenarios

Theme	Investment Objective		Wellbeings			Critical Success Factors		Total Scores				
			<i>Weightings as per the Scenario table above</i>					Original Weightings	Equal Theme Weightings	Investment Objective Focus	Wellbeing Focus	Critical Success Factor Focus
	Climate change adaptation	Road closure reduction	Natural environment	Social and community	Economic growth and development	Property impacts	Technical difficulty					
	60%	40%	40%	40%	20%	50%	50%					
Total weighting												
1 Do nothing	-3	-3	0	-3	-3	-3	3	-1.56	-1.60	-2.16	-1.68	-0.96
2 Do minimum	-2	-2	0	-2	-2	-2	2	-1.04	-1.07	-1.44	-1.12	-0.64
3 Minor Improvements	-2	-1	0	0	-1	0	2	-0.28	-0.27	-0.80	-0.24	0.24
4 Retreat	1	1	0	1	2	-2	1	0.36	0.43	0.66	0.58	0.06
5 Strengthen	3	3	-3	3	3	2	-2	1.32	1.20	1.92	0.96	0.72
6 Optimised (low cost)	1	2	-1	2	2	1	2	1.32	1.23	1.30	1.06	1.34
7 Optimised (high cost)	3	3	-2	3	3	2	-1	1.60	1.50	2.10	1.30	1.10
8 Alternate Route 1	1	1	-1	-2	-2	-1	1	0.08	-0.20	0.28	-0.76	-0.12
9 Alternate Route 2	2	2	-1	-3	-2	-2	1	0.20	-0.17	0.70	-0.90	-0.30
10 Alternate Route 3	2	2	-1	-3	-3	-3	1	-0.04	-0.40	0.56	-1.12	-0.64

Sensitivity: Criteria Weightings 1 (theme weightings remain the same)

Theme weightings stay the same, but one of the individual criteria within the them is given a heavier weighting as per the table below.

Table: Scenario weightings

Scenarios	Climate Change Adaptation	Road Closure Reduction	Natural Environment	Social and Community	Economic Growth and Development	Property Impacts	Technical Difficulty
Original Weightings	24%	16%	8%	8%	4%	20%	20%
Climate Change adaptation focus	36%	4%	8%	8%	4%	20%	20%
Road closure reduction focus	4%	36%	8%	8%	4%	20%	20%
Natural environment focus	24%	16%	16%	2%	2%	20%	20%
Social and community focus	24%	16%	2%	16%	2%	20%	20%
Economic growth and development focus	24%	16%	2%	2%	16%	20%	20%
Property impacts focus	24%	16%	8%	8%	4%	36%	4%
Technical difficulty focus	24%	16%	8%	8%	4%	4%	36%

Table: Ranked options based on the different testing scenarios

ID	Option	Original Weightings	Climate Change Adaptation Focus	Road Closure Reduction Focus	Natural Environment Focus	Social and Community Focus	Economic Growth and Development Focus	Property Impacts Focus	Technical Difficulty Focus
1	Do nothing	10	10	10	10	10	10	10	10
2	Do minimum	9	9	9	9	9	9	9	9
3	Minor Improvements	8	8	8	8	8	8	7	8
4	Retreat	4	4	4	5	4	4	4	3
5	Strengthen	2	2	3	3	2	2	2	4
6	Optimised (low cost)	2	3	2	2	3	3	3	1
7	Optimised (high cost)	1	1	1	1	1	1	1	2
8	Alternate Route 1	6	6	6	6	6	6	5	7
9	Alternate Route 2	5	5	5	4	5	5	6	5
10	Alternate Route 3	7	7	7	7	7	7	8	6

Table: Socres from testing scenarios

Theme	Investment Objective		Wellbeings			Critical Success Factors		Total Scores							
	40%		20%			40%		Original Weightings	Climate Change Adaptation Focus	Road Closure Reduction Focus	Natural Environment Focus	Social and Community Focus	Economic Growth and Development Focus	Property Impacts Focus	Technical Difficulty Focus
Criteria	Climate change adaptation	Road closure reduction	Natural environment	Social and community	Economic growth and development	Property impacts	Technical difficulty								
Total weighting	<i>Weightings as per the Scenario table above</i>														
1 Do nothing	-3	-3	0	-3	-3	-3	3	-1.56	-1.56	-1.56	-1.32	-1.74	-1.74	-2.52	-0.60
2 Do minimum	-2	-2	0	-2	-2	-2	2	-1.04	-1.04	-1.04	-0.88	-1.16	-1.16	-1.68	-0.40
3 Minor Improvements	-2	-1	0	0	-1	0	2	-0.28	-0.40	-0.08	-0.26	-0.26	-0.40	-0.60	0.04
4 Retreat	1	1	0	1	2	-2	1	0.36	0.36	0.36	0.26	0.40	0.54	-0.12	0.84
5 Strengthen	3	3	-3	3	3	2	-2	1.32	1.32	1.32	0.84	1.68	1.68	1.96	0.68
6 Optimised (low cost)	1	2	-1	2	2	1	2	1.32	1.20	1.52	1.08	1.50	1.50	1.16	1.48
7 Optimised (high cost)	3	3	-2	3	3	2	-1	1.60	1.60	1.60	1.20	1.90	1.90	2.08	1.12
8 Alternate Route 1	1	1	-1	-2	-2	-1	1	0.08	0.08	0.08	0.16	0.02	0.02	-0.24	0.40
9 Alternate Route 2	2	2	-1	-3	-2	-2	1	0.20	0.20	0.20	0.34	0.06	0.20	-0.28	0.68
10 Alternate Route 3	2	2	-1	-3	-3	-3	1	-0.04	-0.04	-0.04	0.12	-0.16	-0.16	-0.68	0.60

Sensitivity: Criteria Weightings 2

Theme weightings are ignored, one criteria is given a heavy weighting and the remaining criteria have equal weighting as per the Scenario table below.

Table: Scenario weightings

Scenarios	Climate Change Adaptation	Road Closure Reduction	Natural Environment	Social and Community	Economic Growth and Development	Property Impacts	Technical Difficulty
Original Weightings	24%	16%	8%	8%	4%	20%	20%
Equal Criteria Weightings	14.3%	14.3%	14.3%	14.3%	14.3%	14.3%	14.3%
Climate Change adaptation focus	40%	10%	10%	10%	10%	10%	10%
Road closure reduction focus	10%	40%	10%	10%	10%	10%	10%
Natural environment focus	10%	10%	40%	10%	10%	10%	10%
Social and community focus	10%	10%	10%	40%	10%	10%	10%
Economic growth and development focus	10%	10%	10%	10%	40%	10%	10%
Property impacts focus	10%	10%	10%	10%	10%	40%	10%
Technical difficulty focus	10%	10%	10%	10%	10%	10%	40%

Table: Ranked options based on the different testing scenarios

ID	Option	Original Weightings	Equal Criteria Weightings	Climate Change Adaptation Focus	Road Closure Reduction Focus	Natural Environment Focus	Social and Community Focus	Economic Growth and Development Focus	Property Impacts Focus	Technical Difficulty Focus
1	Do nothing	10	10	10	10	10	10	10	10	10
2	Do minimum	9	9	9	9	8	8	8	8	8
3	Minor Improvements	8	5	8	8	5	5	5	4	4
4	Retreat	4	4	4	4	3	4	4	5	3
5	Strengthen	2	2	2	2	4	2	2	2	5
6	Optimised (low cost)	2	2	3	3	1	3	3	3	1
7	Optimised (high cost)	1	1	1	1	2	1	1	1	2
8	Alternate Route 1	6	6	7	7	7	6	6	6	6
9	Alternate Route 2	5	6	5	5	6	7	6	7	6
10	Alternate Route 3	7	8	6	6	9	8	8	8	9

Table: Scores from testing scenarios

Theme	Investment Objective		Wellbeings			Critical Success Factors		Total Scores								
	Climate change adaptation	Road closure reduction	Natural environment	Social and community	Economic growth and development	Property impacts	Technical difficulty	Original Weightings	Equal Criteria Weightings	Climate Change Adaptation Focus	Road Closure Reduction Focus	Natural Environment Focus	Social and Community Focus	Economic Growth and Development Focus	Property Impacts Focus	Technical Difficulty Focus
<i>Weightings as per the Scenario table above</i>																
1	-3	-3	0	-3	-3	-3	3	-1.56	-1.71	-2.10	-2.10	-1.20	-2.10	-2.10	-2.10	-0.30
2	-2	-2	0	-2	-2	-2	2	-1.04	-1.14	-1.40	-1.40	-0.80	-1.40	-1.40	-1.40	-0.20
3	-2	-1	0	0	-1	0	2	-0.28	-0.29	-0.80	-0.50	-0.20	-0.20	-0.50	-0.20	0.40
4	1	1	0	1	2	-2	1	0.36	0.57	0.70	0.70	0.40	0.70	1.00	-0.20	0.70
5	3	3	-3	3	3	2	-2	1.32	1.29	1.80	1.80	0.00	1.80	1.80	1.50	0.30
6	1	2	-1	2	2	1	2	1.32	1.29	1.20	1.50	0.60	1.50	1.50	1.20	1.50
7	3	3	-2	3	3	2	-1	1.60	1.57	2.00	2.00	0.50	2.00	2.00	1.70	0.80
8	1	1	-1	-2	-2	-1	1	0.08	-0.43	0.00	0.00	-0.60	-0.90	-0.90	-0.60	0.00
9	2	2	-1	-3	-2	-2	1	0.20	-0.43	0.30	0.30	-0.60	-1.20	-0.90	-0.90	0.00
10	2	2	-1	-3	-3	-3	1	-0.04	-0.71	0.10	0.10	-0.80	-1.40	-1.40	-1.40	-0.20

Appendix K Economic Assessment



Mataikona Road Economic Impact Assessment – High Level Technical Note

Masterton District Council (MDC) wishes to investigate, fully understand, and express the value of the Mataikona Road to support the single staged business case for capital investment in its upgrade. To achieve this, the road's 'value' should be expressed in relatable terms. This will ultimately form the narrative and investment decisions required to justify capital investment in the road and to minimize operational maintenance costs in the long-term. This high-level technical note sets out the roads estimated value and the related value for public sector investment in upgrading it.

A total of 10 options have been scoped, including abandoning the road all together (Option 1), or maintaining the status quo of continued maintenance work (Option 2). The latter is considered the counterfactual in this assessment, against which all other investment options are compared to.

Given the rural nature of the area and limited data availability to inform the assessment, a survey of residents and businesses was conducted to assess issues such as time of delays experienced and additional vehicle operating costs as a result of the roads conditions. Then, consistent with the Waka Kotahi's Monetised Benefits and Costs Manual (MBCM) (August 2021), the results of the survey were applied to monetise the following:

- **Cost of Disruption:** Several issues such as road dropouts, landslips, storm debris, and generally poor surface conditions cause delays to residents, businesses, and visitors. The cost is estimated using the MBCM Hourly Travel Time Cost/Person, multiplied by the additional travel time caused by disruption, plus estimated additional business costs incurred. The impact of each investment option is then measured by its effect on reducing disruption.
- **Vehicle Operating Costs:** The poor condition of the road results in additional costs to operate both personal and commercial vehicles. The cost is estimated using survey data collected on additional cost to both residents and businesses of operating their vehicles. The impact of each investment option is then measured by its effect on minimising additional vehicle operating costs.
- **Cost of Closure:** Closure of the road would result in multiple costs to society, including home demolition, home relocation, injurious affection, additional transport costs, and the potential for additional emergency services costs for those who remained. Given the effects of coastal erosion on the road and the lifespan associated with various upgrades, a series of assumptions have been made based on the estimated closing date of each option.
- **Reduced Maintenance Costs:** Each year the Council spends an increasing amount of money on regular maintenance and emergency works to make the road passable. Therefore, any upgrades should help reduce these works by a commensurate amount.

The cumulative impacts have been discounted at the standard MBCM discount rate of 4% over a 40-year period to assess the net present value of each option. The total impact of each option is then divided by the associated low and high capital cost of each option. This yields both a low and high benefit cost ratio (BCR), indicating the value for public sector investment. The results are presented in the table overleaf.

Table 1: Economic Impact Results

Option No.	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8	Option 9	Option 10	
Option Name	Do nothing	Do minimum	Minor improvements	Retreat	Strengthen	Optimised (low cost)	Optimised (high cost)	Alternative Route 1	Alternative Route 2	Alternative Route 3	
MCA / Iwi Scoring	Rangitane o Wairarapa	6	5	4	5	1	1	2	3	3	3
	MCA Results				MCA 4	MCA 2 =	MCA 2 =	MCA 1	MCA 6	MCA 5	
Model Assumptions	Road Closure (Year)	2027	2032	2040	2050	2122	2080	2100	2080	2080	2100
	Disruption (%)	100%	100%	80%	60%	10%	30%	20%	40%	35%	30%
BCR Assessment	Total Impact	-\$10.7m	-	\$14.8m	\$29.8m	\$61.6m	\$60.1m	\$60.8m	\$59.2m	\$55.8m	\$38.4m
	Total Cost 10+ Years (High)	\$12.6m	-	\$31.1m	\$5.5m	\$264.1m	\$143.8m	\$258.4m	\$22.8m	\$25.3m	\$29.1m
	Total Cost 5 Years (Low)	\$2.6m	-	\$2.6m	\$3.6m	\$69.5m	\$33.7m	\$65.7m	\$11.9m	\$13.1m	\$15.0m
	BCR (High)	- 0.9		0.5	5.5	0.2	0.4	0.2	2.6	2.2	1.3
	BCR (Low)	- 4.2		5.8	8.2	0.9	1.8	0.9	5.0	4.3	2.6

Summary

The results in Table 1 can be summarised as follows:

- Option 1 – Do Nothing results in very poor value for money due to the high costs placed on the public sector and the community from abandoning the road.
- Option 2 – Do Minimum is considered as the counterfactual, against which each of the options are assessed.
- Option 3 – Minor Improvements indicate a high value for money on the lower cost estimate, stimulated by the short-term upgrades to extend the roads lifespan.
- Option 4 – Retreat returns the highest value for money across all elements. This is driven by a strong combination of extended road lifespan and minimised disruption over the period 28 years enabled by the investment in retreating the road. It should be noted that local Iwi considered this an unsatisfactory option.

- Option 5 – Strengthen scored the highest combined MCA / Iwi scoring. While it drove the greatest level of return on investment, the scale of capital costs resulted in a poor estimated value for money.
- Option 6 – Optimised (Low Cost) scores relatively high on the combined MCA / Iwi scoring. Like Option 5, it generates a significant level of benefit but returns a poor value for money due to the high capital cost associated with it.
- Option 7 – Optimised (High Cost) scores relatively high on the combined MCA / Iwi scoring. Like Option 5 and 6, it generates a significant level of benefit but returns a poor value for money due to the high capital cost associated with it.
- **Alternative Route Options 8, 9, 10** score relatively poorly on the combined MCA / Iwi scoring. However, due to the extended lifespan of various sections of the road and lower capital costs associated with the location-based investment, the resulting value for money across each of the Alternative Route options scores comparatively high. It should be noted that Options 9 and 10 result in the abandonment of settlements along the road corridor, and that these results do not yet consider the additional travel time for residents and businesses either side of the abandoned sections.

Each of the short-listed options will be subject to further economic analysis.

Appendix L Emerging Preferred Option Workshop

L.1 Workshop Notes





Meeting Notes

Emerging Preferred Option Workshop and Community Meeting

Project/File: 310205311 Mataikona SSBC
 Date/Time: 3 September 2022 / 10:30am
 Location: Mataikona
 Attendees: Robyn Habb, Anders Crofoot, George Walker, Todd McIlvrde
 Alec Birch (MDC), Mike Burger (MDC), Steve Rundle (MDC), Andrew Maughan (Stantec), Ryan Abrey (Stantec)
 Distribution: Workshop Attendees

Item
<p>Community Engagement</p> <ul style="list-style-type: none"> There is a Community meeting on 17/09/2022, extend consultation period beyond this to 22/09/2022 so that the emerging option can be discussed at that meeting Remove mention of abandon from survey questionnaire and clarify that this is the point at which level of service will start to reduce <i>The team emphasized the value gained from the first survey and Council noted the high return rate of the Mataikona survey response compared to other Council surveys</i>
<p>Presentation Feedback</p> <p>Segmentation of road corridor:</p> <ul style="list-style-type: none"> It was agreed the segments used by the team was appropriate for the option development. <p>Options overview:</p> <ul style="list-style-type: none"> Agreed by attendees that a good range of options have been considered Questions / comments for specific options: Alternative routes: <ul style="list-style-type: none"> What standard will Pack Spur Road be for the alternative options? <i>It will be all weather two-wheel drive, summer standard.</i> Will roads be closed? <i>No, but level of service, standard of access will deteriorate significantly. The types of vehicles that can use these roads will become more restricted over time. These roads will probably be OK for locals but not trucks and visitors.</i> Will Council legally stop the road? <i>Council has not included legally stopping roads in these options.</i> Retreat: <ul style="list-style-type: none"> Retreat option needs to also consider stability of retreat options. Also be aware of fault zones and retreat in hilly areas may also need consideration. <p>Assessment of options table:</p> <ul style="list-style-type: none"> How do we read the indicative economics:

3 September 2022
Emerging Preferred Option Workshop and Community Meeting
Page 2 of 3

Item
<ul style="list-style-type: none"> • <i>Benefits are not money in the bank. The numbers are used to gain an understanding of the relative merits of the different options. Economic analysis will be an input into Waka Kotahi and Council considerations of funding priorities and is an input into all business case proposals Waka Kotahi consider across the country.</i> • What does the date mean? • <i>The date is an indication for each option beyond which users should expect that the road will not be returned to its pre-damaged condition after a damaging event occurs.</i> • What does the disruption column mean? • <i>This is an estimate of how frequently road users should expect disruption compared to what happens now. Note that disruptions are likely to increase regardless of the options that are implemented because of (among other things) the expected increased frequency, duration and scale of events over the coming years.</i> • What is the best option? <ul style="list-style-type: none"> ○ Options 8, 9 and 10 are not equitable to all communities along the road, are expensive and are not considered acceptable to the whole community. ○ Options 5, 6 and 7 are considered unaffordable. ○ Do nothing and do minimum (or status quo) are considered insufficient to meet community need. ○ Stakeholders express a blend of minor improvements, retreat and strengthen when it can be afforded as their preferred option. ○ Concerned that the do nothing and do minimum may be optimistic in terms of how long the current level of service can be retained, even with increased disruption. ○ Question raised requesting an indication when investment will be made, when funding will be available? ○ <i>Council confirmed funding had been set aside in the LTP, however, had also assumed a certain amount of contribution from Waka Kotahi. This funding and timing will need to be worked through as part of the business case approval process in the New Year. Also noted that consenting for permanent works can take time and delay implementation of improvements, which would not typically hold up emergency works.</i>
<p>Next Steps</p> <p>What are next steps for funding?</p> <p>Determine a preferred option, analyse and optimize this, seek direction from Waka Kotahi what they would be likely to fund, finalise business case with recommendation to Council (Elected Representatives) around March / April 2023, for a decision on what will be funded. Affordability is expected to strongly influence this.</p>

The meeting adjourned at 12:00.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Design with community in mind

3 September 2022
Emerging Preferred Option Workshop and Community Meeting
Page 3 of 3

Ngā mihi,

STANTEC NEW ZEALAND



Courtney McCrostie
Transportation Engineer
Phone: +64 4 381 5776
courtney.mccrostie@stantec.com

Attachment: Workshop slides

Design with community in mind

L.2 Workshop Slides





Mataikona Road: Emerging Preferred Option

1



Karakia timatanga

**Kia tau ngā manaakitanga a te mea
ngaro**

ki runga ki tēnā, ki tēnā o tātou

Kia mahea te hua mākihikihi

**kia toi te kupu, toi te mana, toi te
aroha, toi te Reo Māori**

**kia tūturu, ka whakamaua kia tīna!
Tīna!**

Hui e, Tāiki e!



3

Agenda

Welcome/ Introductions

Background

- ILM
- Community feedback
- Assessment process
- Option descriptions

Options Assessment

- MCA Criteria
- MCA Scoring
- Indicative economics

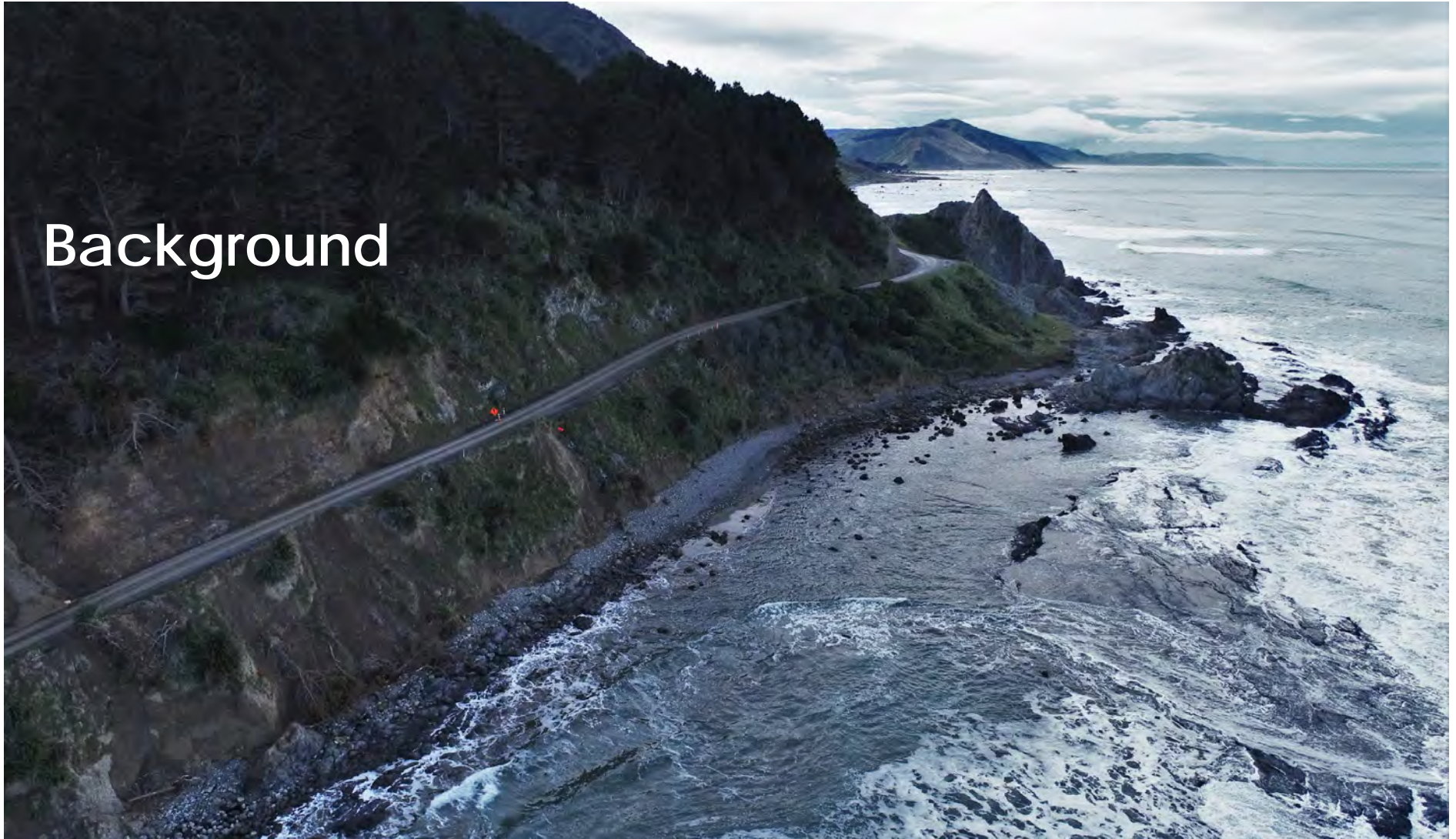
Your feedback

- Risks
- Preferences

Next Steps



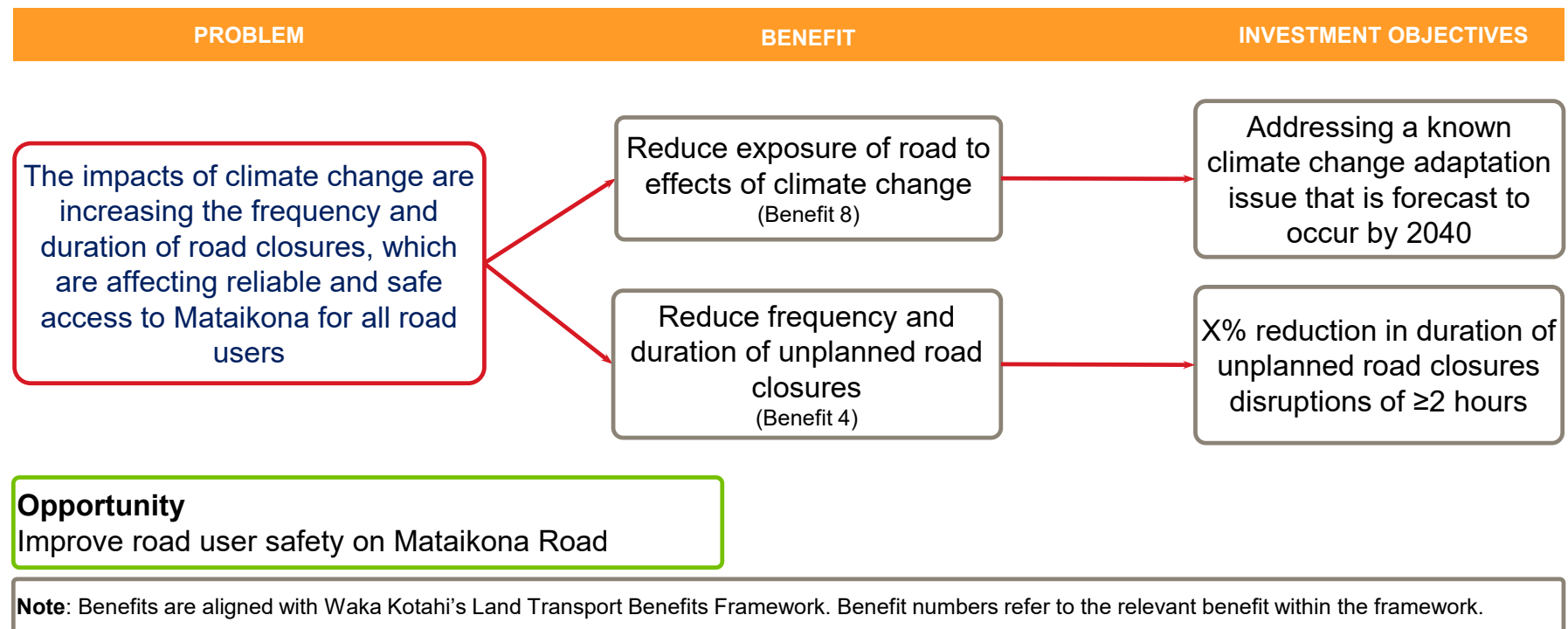
Background



4



Investment Logic Map





Community feedback

31 feedback forms received

65 survey responses received

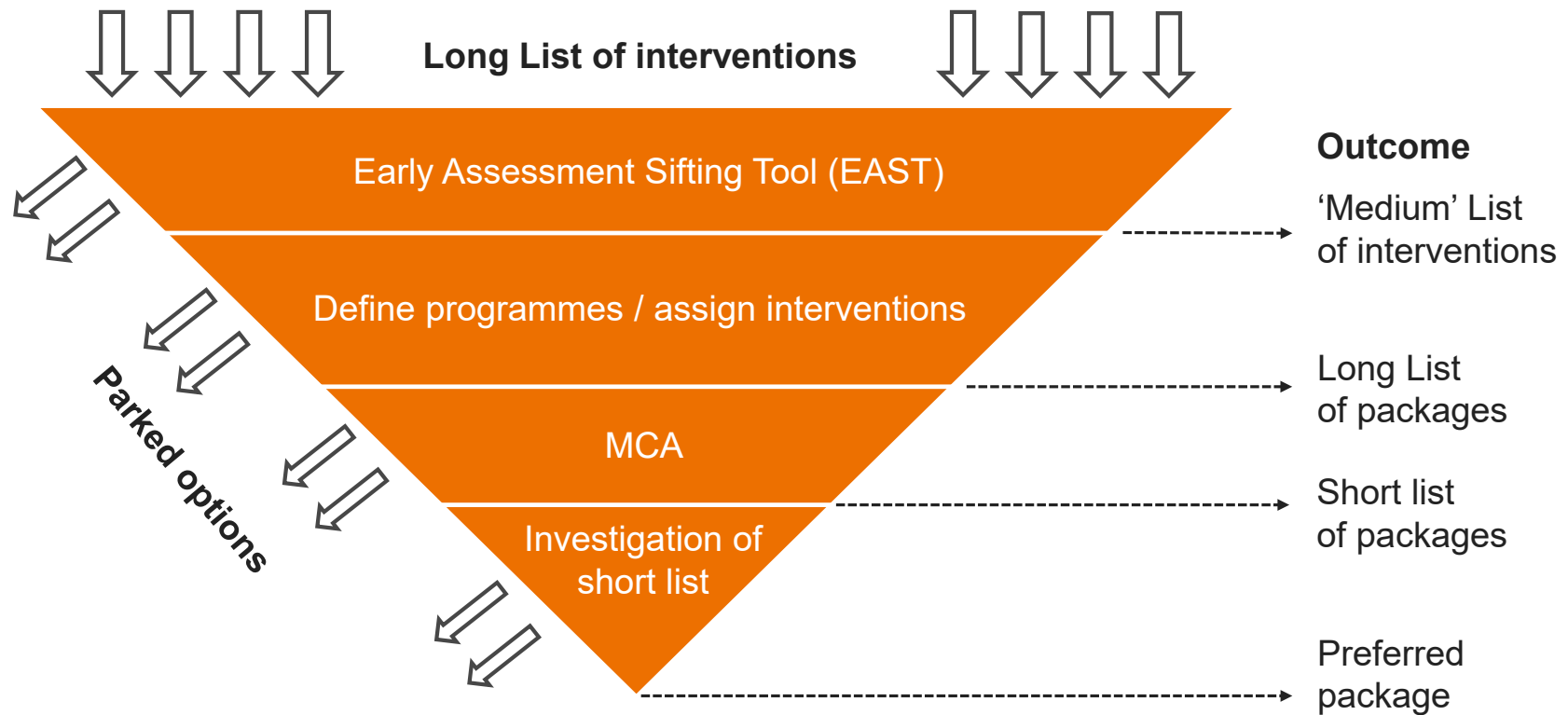
Topics of concern included:

- Seal level rise
- Coastal erosion
- Weather events
- Slips and dropouts
- Road closures
- Waio Hill
- Pack Spur Road
- Emergency response access
- Maintenance costs
- Safety





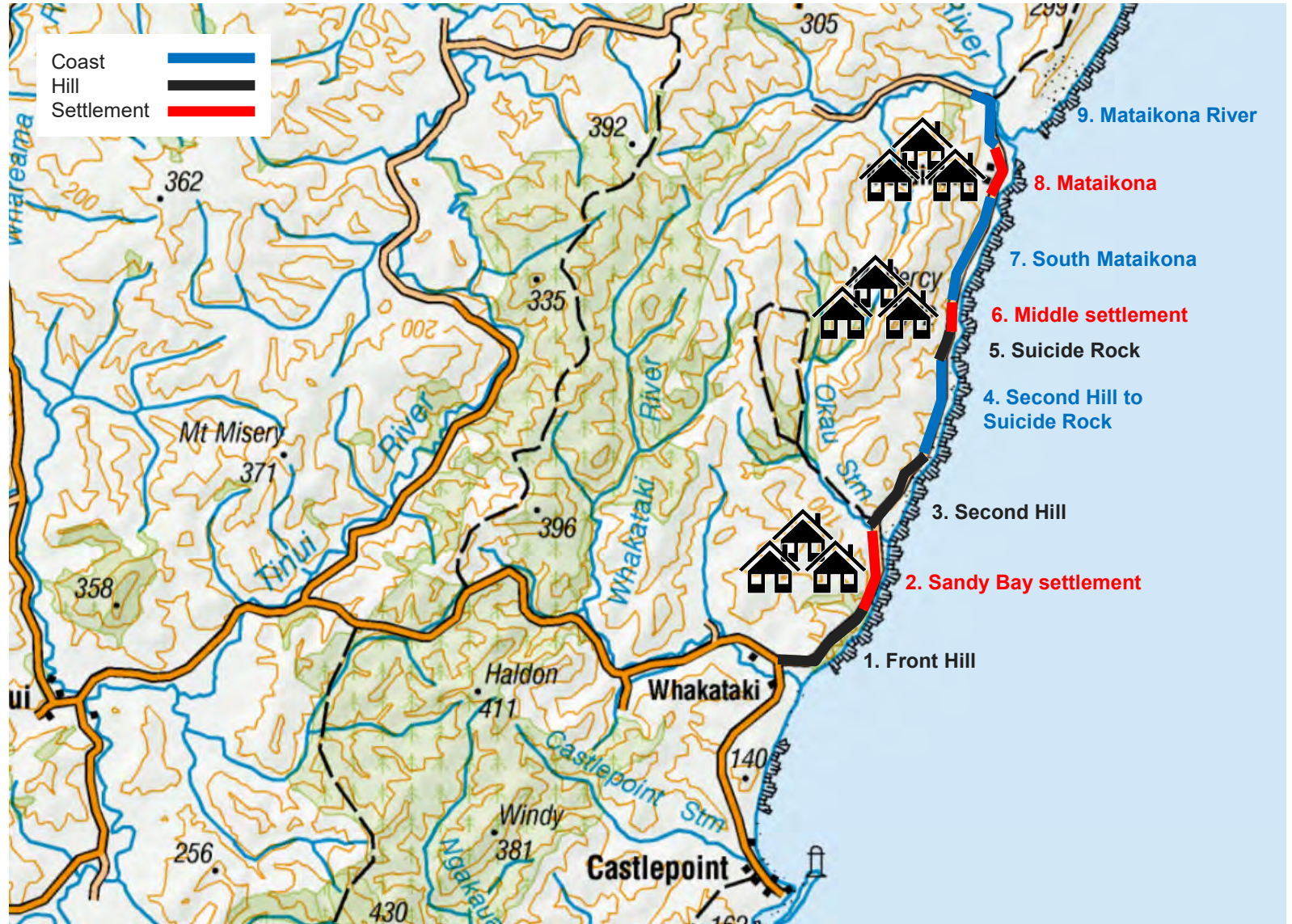
Assessment Process





Road Sections

1. Front Hill
2. Sandy Bay settlement
3. Second Hill
4. Second Hill to Suicide Rock
5. Suicide Rock
6. Middle settlement
7. South Mataikona
8. Mataikona
9. Mataikona River





Option Descriptions

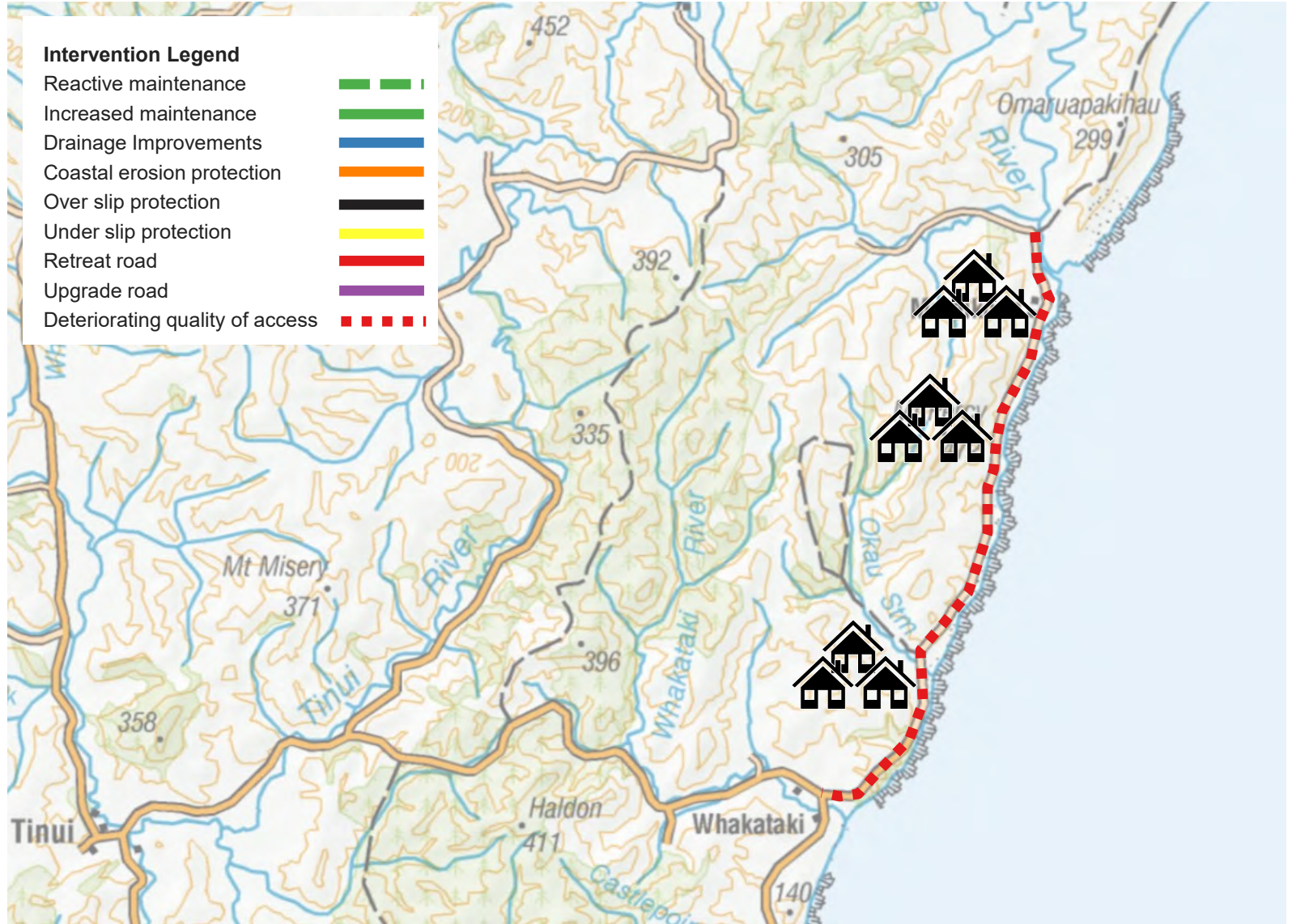
Package	Description
1. Do Nothing	Continue with reactive maintenance, but not necessarily restoring road to pre-damaged standard.
2. Do Minimum	Continue with reactive maintenance, but not necessarily restoring road to pre-damaged standard after 2032.
3. Minor Improvements	Preventative maintenance, and proactively rock armor a small number of key sites.
4. Retreat	Retreat the road inland where there is space to do so. Maintain the remainder of the road with reactive maintenance.
5. Strengthen	Address all problem areas along Mataikona Road with long term solutions
6. Optimised (low cost)	A tailored programme of low-cost interventions that best address the problems in each section of Mataikona Road in the medium term.
7. Optimised (high cost)	A tailored programme of high-cost interventions that best address the problems in each section of Mataikona Road in the long term.
8. Alternate Route One	Upgrade Pack Spur Road and strengthen the Mataikona River section. Mataikona Road between Sandy Bay and the middle settlement will continue with reactive maintenance, but not necessarily restoring road to pre-damaged standard.
9. Alternate Route Two	Upgrade Pack Spur Road and strengthen the Mataikona River section. Mataikona Road between Sandy Bay and Mataikona will continue with reactive maintenance, but not necessarily restoring road to pre-damaged standard.
10. Alternate Route Three	Upgrade Pack Spur Road and strengthen the Mataikona River section. Mataikona Road south of Mataikona will continue with reactive maintenance, but not necessarily restoring road to pre-damaged standard.



Do Nothing

INDICATIVE ONLY – SUBJECT TO CHANGE

Acceptance that key sections of the corridor cannot be protected against natural hazards, and access can no longer be guaranteed. Continue with reactive maintenance, but not necessarily restoring road to pre-damaged standard.

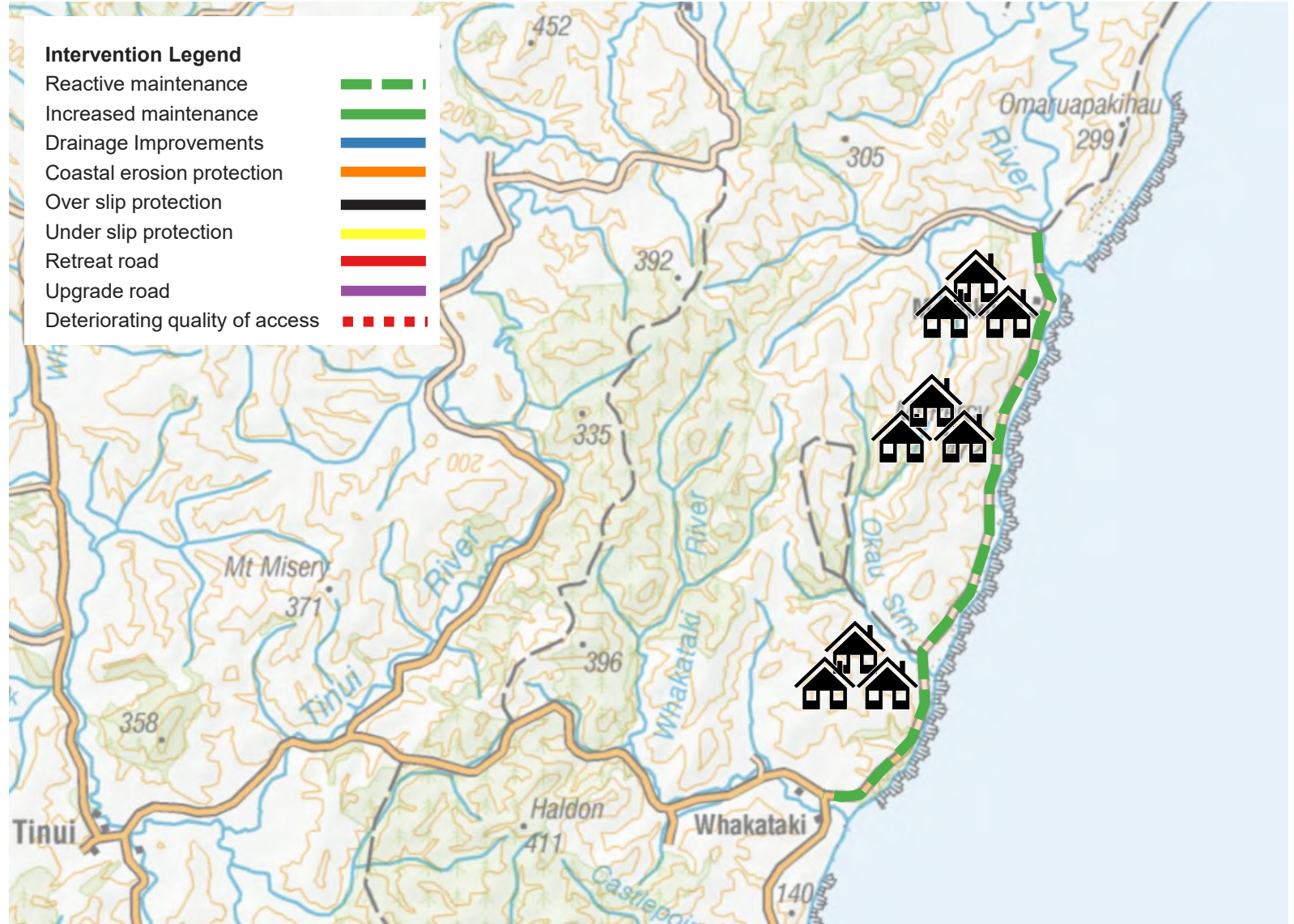


10



Do Minimum

Plan for periodic disruption and trigger reactive response to natural hazards through emergency spend funding to maintain access along the corridor, but not necessarily restoring road to pre-damaged standard after 2032.



INDICATIVE ONLY - SUBJECT TO CHANGE

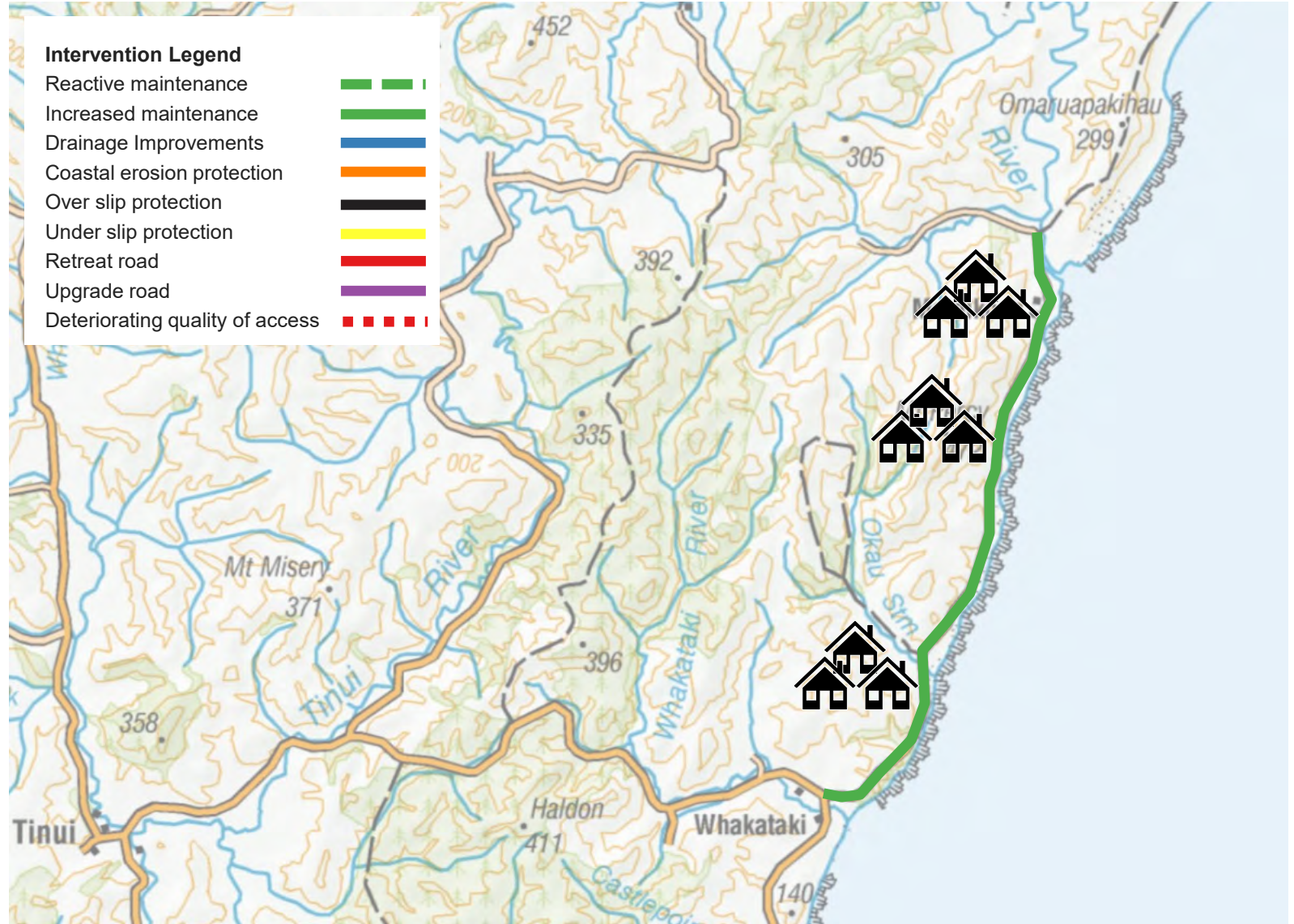


Minor Improvements

INDICATIVE ONLY - SUBJECT TO CHANGE

Increase preventative maintenance along Mataikona Road (drainage improvements, clean out culverts prior to storm events, etc).

Small fund for targeted rock armoring (or other appropriate strengthening works)





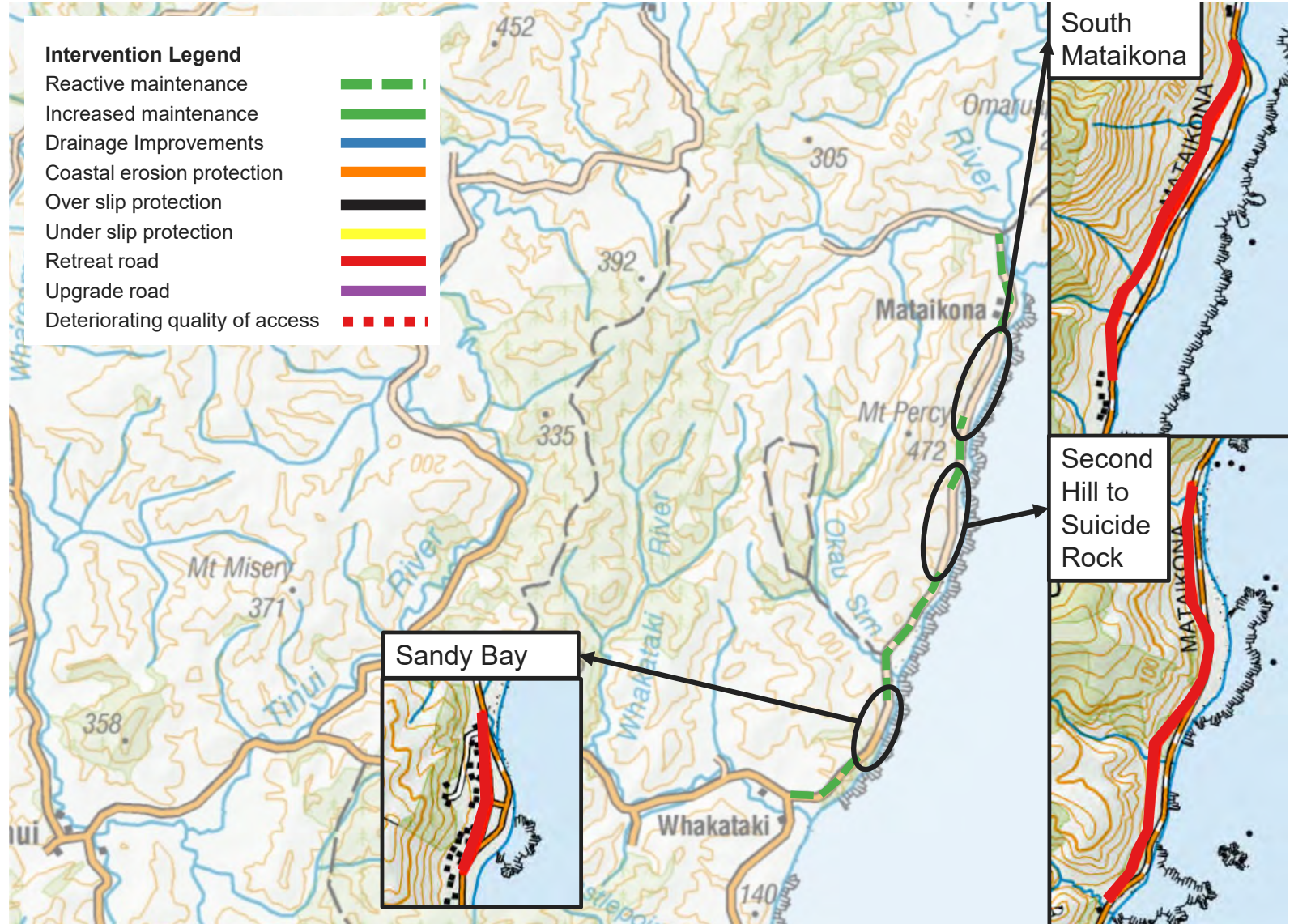
Retreat

INDICATIVE ONLY - SUBJECT TO CHANGE

Retreat the road inland where there is space to do so but maintain the alignment in front of the three settlements. Maintain the remainder of the road as per the Do Minimum.

Retreat Road at:

- Sandy Bay,
- Second Hill to Suicide Rock and
- South Mataikona

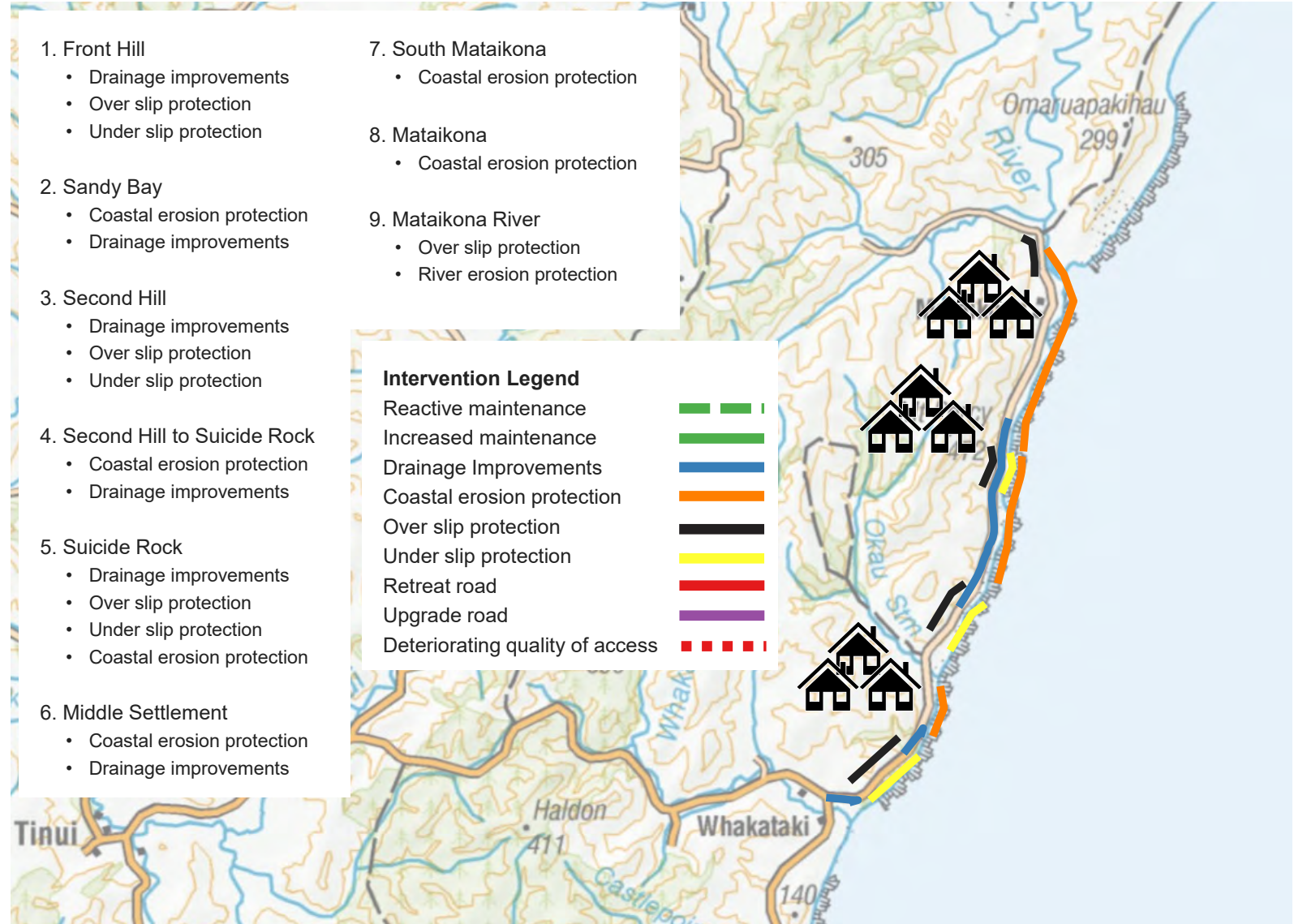




Strengthen

Complete longer-term repairs for over slips, under slips and coastal erosion in all areas of concern along the length of Mataikona Road.

INDICATIVE ONLY – SUBJECT TO CHANGE

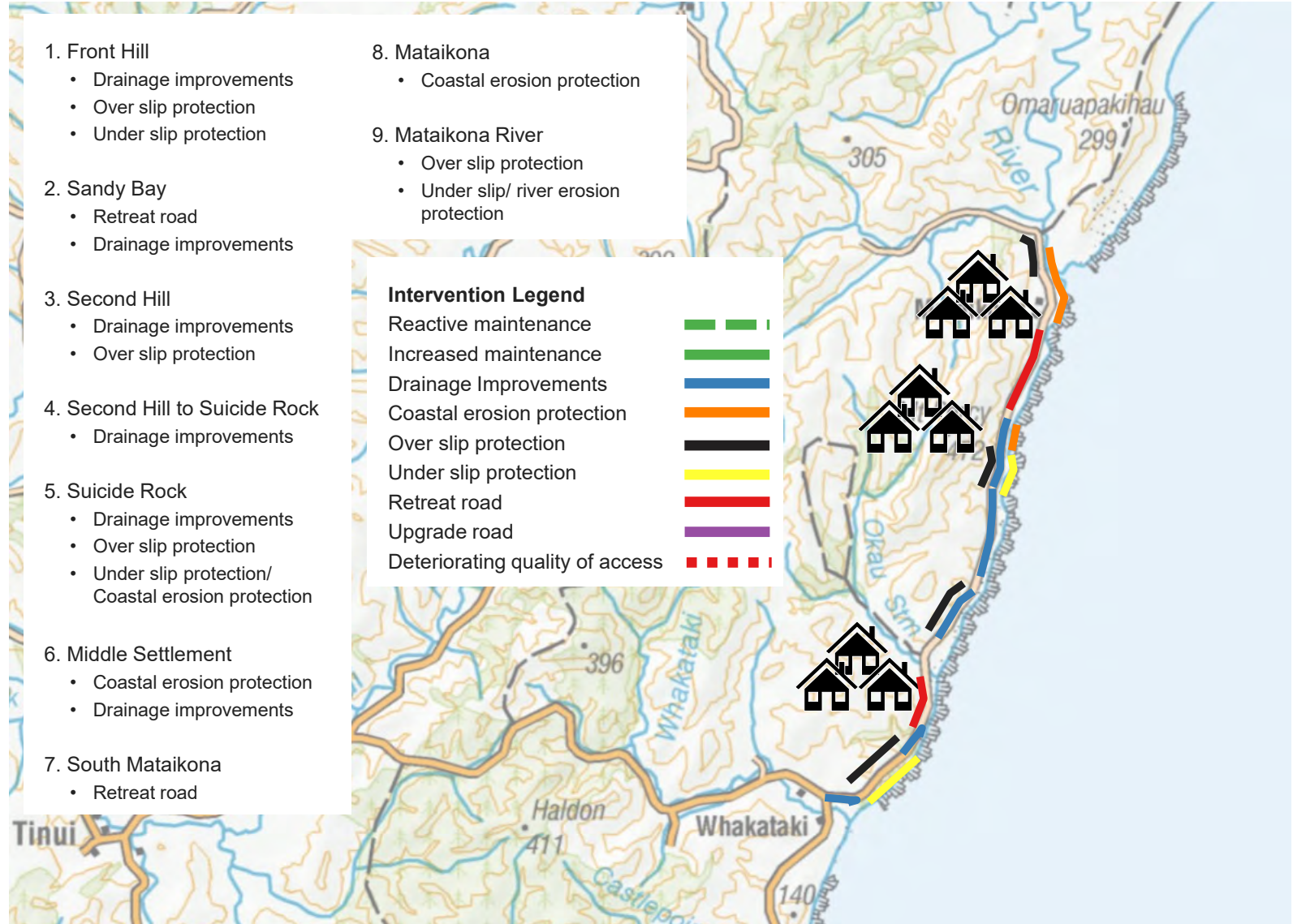




Optimised (low cost)

A tailored programme of low-cost interventions that best address the problems in each section of Mataikona Road in the medium term

INDICATIVE ONLY – SUBJECT TO CHANGE

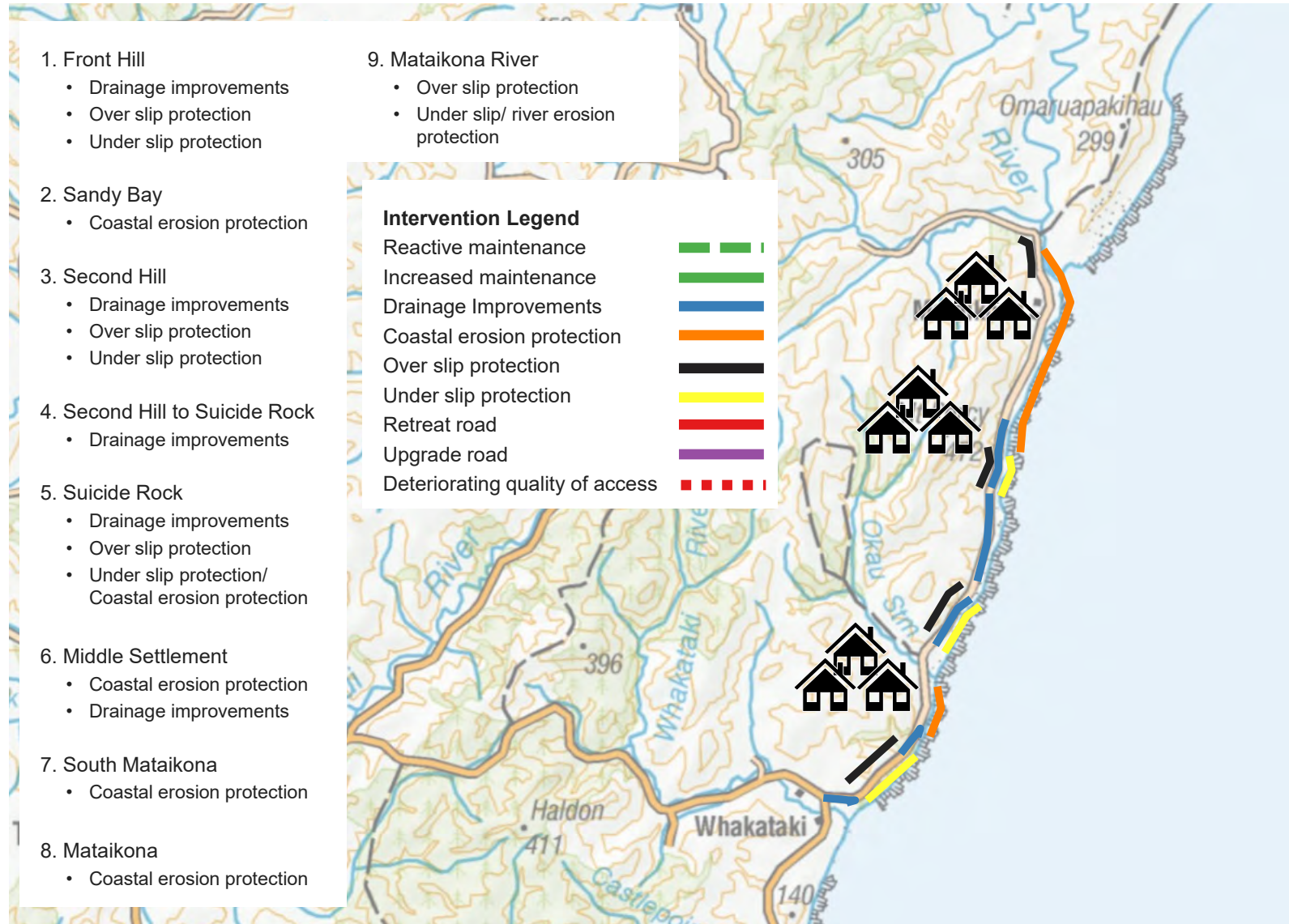




Optimised (high cost)

A tailored programme of high-cost interventions that best address the problems in each section of Mataikona Road in the long term.

INDICATIVE ONLY – SUBJECT TO CHANGE





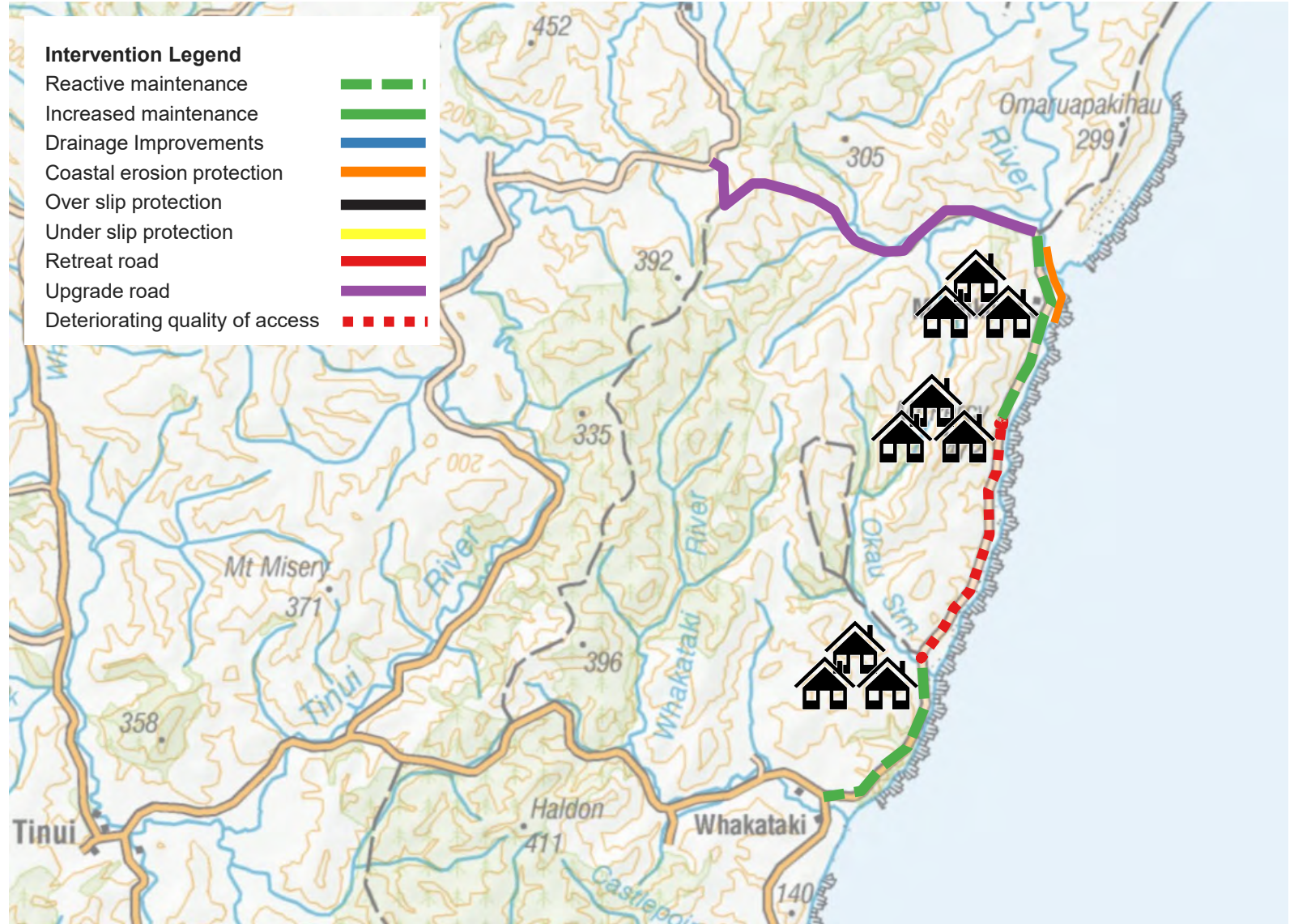
Alternative Route 1

INDICATIVE ONLY – SUBJECT TO CHANGE

Upgrade Pack Spur Road so it is accessible for light vehicles in most weather conditions. Protect the Mataikona River section from erosion.

Mataikona Road between Whakataki and Sandy Bay, and Mataokona and the middle settlement will receive reactive maintenance, but not necessarily restoring the road to the pre-damaged standard after 2023.

Mataikona Road between Sandy Bay and the middle settlement will continue with reactive maintenance, but not necessarily restoring road to pre-damaged standard.



17



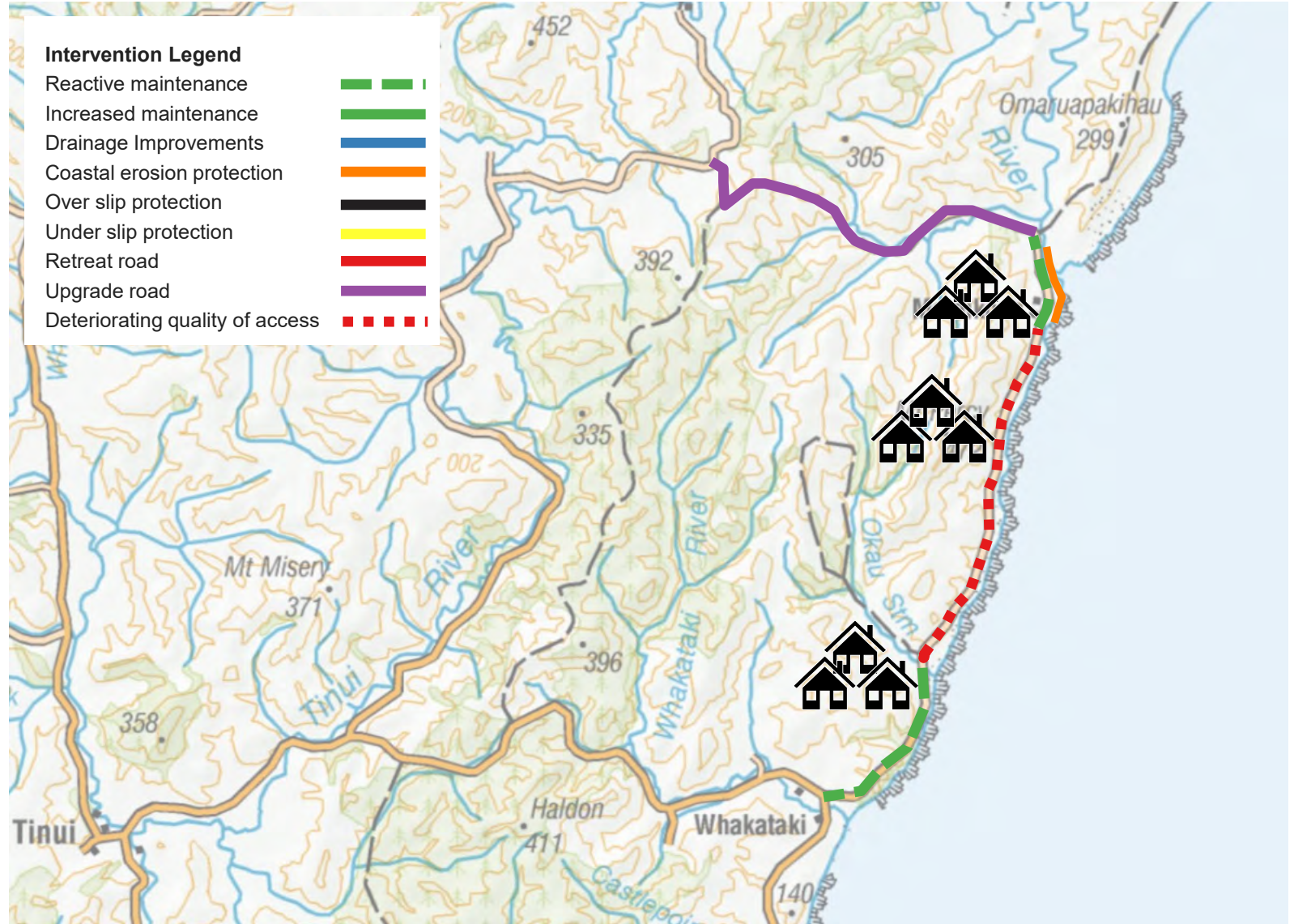
Alternative Route 2

INDICATIVE ONLY – SUBJECT TO CHANGE

Upgrade Pack Spur Road so it is accessible for light vehicles in most weather conditions. Protect the Mataikona River section from erosion.

Mataikona Road between Whakataki and Sandy Bay will receive reactive maintenance, but not necessarily restoring the road to the pre-damaged standard after 2023.

Mataikona Road between Sandy Bay and Mataikona will continue with reactive maintenance, but not necessarily restoring road to pre-damaged standard.

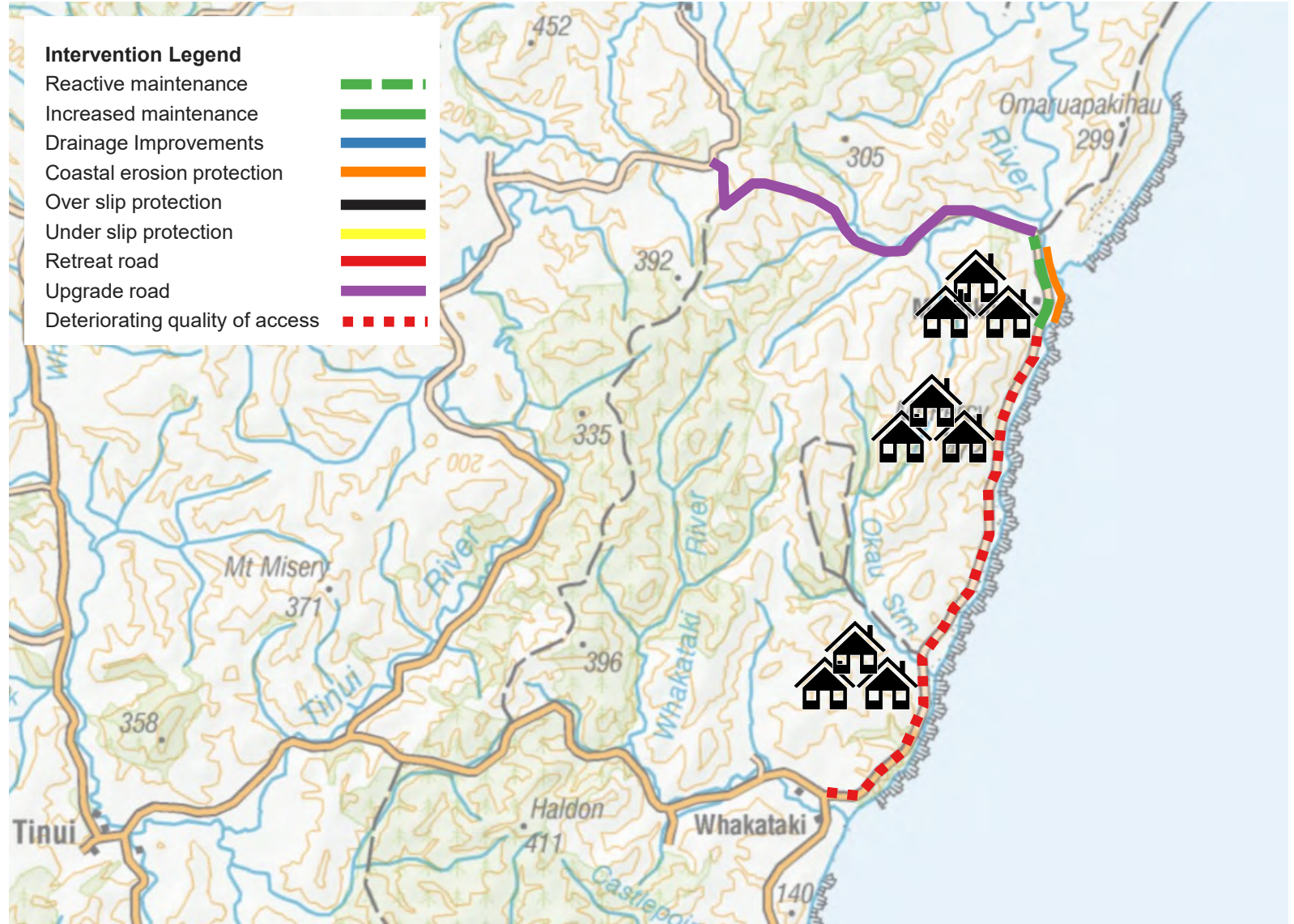




Alternative Route 3

Upgrade Pack Spur Road so it is accessible for light vehicles in most weather conditions. Protect the Mataikona River section from erosion.

Mataikona Road between Whakataki and Mataikona will continue with reactive maintenance, but not necessarily restoring road to pre-damaged standard.



INDICATIVE ONLY - SUBJECT TO CHANGE



20



MCA Criteria

Theme	Criteria	Description
Investment Objectives (40%)	Addresses a known climate change adaptation issue (60%)	Does the option reduce exposure to climate change risk or other natural hazards over time?
	Reduction in duration of unplanned road closures (40%)	Does the option reduce the occurrence of unplanned road closures, or reduce the duration of unplanned road closures?
Wellbeings (20%)	Natural environment (40%)	How well does the option avoid or minimize adverse effects on the natural environment?
	Social and community (40%)	To what extent does the scheme effect social and community values, such as feelings of community and access to emergency services?
	Economic development and growth (20%)	How well will the option support the population and economic growth?
Critical Success Factors (40%)	Property impacts (50%)	What is the scale of property impacts? Can the necessary property rights be obtained? Does the option impact access?
	Technical difficulty (50%)	How difficult will the option be to design and construct? Are there any material supply constraints that will impact this?



Scoring

Option	Climate Change	Road Closures	Environment	Community	Economic	Property impacts	Technical difficulty	Rank
Do nothing	Red	Red	Yellow	Red	Red	Red	Green	10
Do minimum	Orange	Orange	Yellow	Orange	Orange	Orange	Green	9
Minor improvements	Orange	Orange	Yellow	Yellow	Orange	Yellow	Green	8
Retreat	Light Green	Light Green	Yellow	Light Green	Light Green	Orange	Light Green	4
Strengthen	Green	Green	Red	Green	Green	Green	Orange	2
Optimised (low cost)	Light Green	Light Green	Orange	Light Green	Light Green	Light Green	Light Green	2
Optimised (high cost)	Green	Green	Orange	Green	Green	Green	Orange	1
Alternate Route 1	Light Green	Light Green	Orange	Orange	Orange	Orange	Light Green	6
Alternate Route 2	Light Green	Light Green	Orange	Red	Orange	Orange	Light Green	5
Alternate Route 3	Light Green	Light Green	Orange	Red	Red	Red	Light Green	7



Indicative Economics

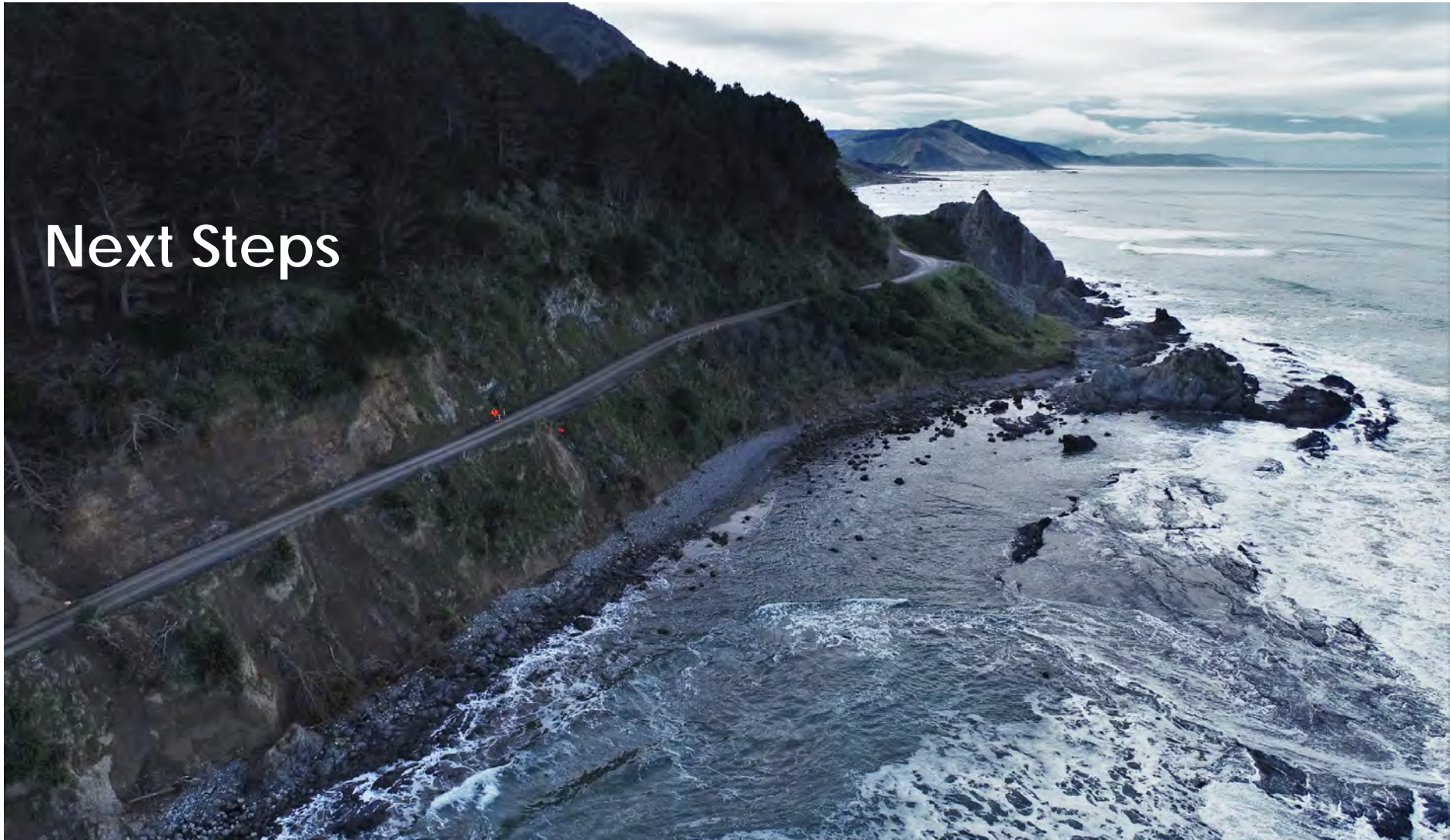
Package	Scoring			Assumptions		Benefit vs Cost Assessment				
	Kahungunu ki Wairarapa	Rangitane o Wairarapa	MCA	Deteriorating access	Disruption	Benefit	Capital Cost		Ratio	
							Low \$	High \$	High \$	Low \$
Do nothing	10	Yes	10	2027	Every year	\$12m				
Do minimum	8	Yes	9	2032	Every year	\$12m	?	\$2m	-	6.5
Minor improvements	7	No	8	2040	8/10 years	\$14m	\$3m	\$30m	0.4	5.3
Retreat	8	Yes	4	2050	6/10 years	\$28m	\$3m	\$6m	5.1	7.7
Strengthen	1	Yes	2	2122	1/10 years	\$60m	\$70m	\$270m	0.2	0.9
Optimised (low cost)	1	No	2	2080	3/10 years	\$60m	\$30m	\$150m	0.4	1.7
Optimised (high cost)	3	Yes	1	2100	2/10 years	\$60m	\$70m	\$250m	0.2	0.9
Alternate Route 1	4	No	6	2080	4/10 years	\$60m	\$12m	\$25m	2.5	4.8
Alternate Route 2	4	No	5	2080	3 or 4/10 years	\$55m	\$13m	\$25m	2.1	4.1
Alternate Route 3	4	No	7	2100	3/10 years	\$35m	\$15m	\$30m	1.3	2.4



Feedback



25



Next Steps



Questions?

Karakia whakamutunga

Kua mutu ā mātou mahi Our work has finished

Mō tēnei wā For the time being

Manaakitia mai mātou katoa Protect us all

Ō mātou hoa Our Friends

Ō mātou whānau Our Family

Āio ki te Aorangi Peace to the universe



Providing resilient
and sustainable
access to
Mataikona

Appendix M Hybrid Option Technical Note





MATAIKONA SSBC PREFERRED OPTION
CONCEPT DESIGN

13 June 2023

Prepared for:
Masterton District Council

Prepared by:
Ryan Abrey

Project Number:
310205311

Mataikona SSBC PREFERRED Option Concept Design

Revision	Description	Author	Date	Quality Check	Date
A	Draft	RA, JF	03/05/2023	CK, CS	11/05/2023
0	For Council Approval	RA	13/06/2023	CK, CS	13/06/2023



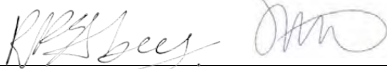
Project Number: 310205311

Mataikona SSBC PREFERRED Option Concept Design

The conclusions in the Report titled Mataikona SSBC Preferred Option Concept Design are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

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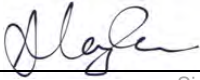
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Printed Name

Reviewed by: 
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Approved by: 
Signature

Andrew Maughan
Printed Name



Project Number: 310205311

Mataikona SSBC PREFERRED Option Concept Design

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1 INTRODUCTION

1 INTRODUCTION

This concept design note outlines the key assumptions, exclusions and future considerations associated with the preferred design of the Mataikona project. The purpose of the note is to document the Preliminary Geotech Appraisal, geometric layout and high-level coastal protection design for costing which will feed into the Mataikona Single Stage Business Case (SSBC) Part C.

2 PROJECT OUTCOMES / OBJECTIVES

The key objective of the Mataikona project is to provide resilient and sustainable access to Mataikona. Mataikona Road provides the only access to three beach front settlements and farming and forestry areas. It is now becoming a significant maintenance problem and sections of the route are at real risk of undermine, washing out entirely, or blocked by debris, isolating the community. Identifying a preferred option will provide residents with certainty around future access to their properties, and Council with a way forward.

3 OPTIONS

At the previous stages of the project, a short list of options was developed from a long list of options. Technical assessments were undertaken in identifying the short list of options.

3.1 OVERVIEW

The outputs of the MCA, mana whenua rankings and economics assessments were presented to a stakeholder workshop and community meeting to get feedback on which option or combination of options is preferred. The stakeholders and mana whenua prefer the strengthen option. However, they recognised that due to cost and other trade- offs they proposed a hybrid package if this can be funded. The hybrid option combines elements of the retreat package where the road can be realigned (where possible and feasible), with increased maintenance and priority strengthening (when and where it this can be afforded).

4 PREFERRED OPTION

The selected preferred option is a hybrid between the retreat and strengthen and increased maintenance options. This hybrid option will include the key elements that provide the highest benefits within the available budget and other constraints. This option will be optimised to align with the anticipated Low-Cost Low-Risk Waka Kotahi funding model.



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5 CONCEPT DESIGN ASSUMPTIONS/EXCLUSIONS



Figure 4-1: High Level Hybrid Option Intervention Breakdown

5 CONCEPT DESIGN ASSUMPTIONS/EXCLUSIONS

In preparation of concept design drawings following assumptions and exclusions have been made:

5.1 Design Standards

The concept designs have been undertaken generally in accordance with the principles outlined in the following standards and guidelines:

- CIRIA C683 2017 – The Rock Manual (2nd Edition)
- WakaKotahi SM014 2023 – Cost Estimation Manual
- Waka Kotahi Bridge Manual (SP/M/022) Third Edition Amendment 4
- Waka Kotahi Minimum Standard Z/44
- MfE 2017 – Coastal Hazards and Climate Change
- MfE 2022 – Urutau, ka taurikura: Kia tū pakari a Aotearoa i ngā huringa āhuarangi Adapt and thrive: Building a climate-resilient New Zealand
- Geometric Design: Austroads, Guide to Road Design Part 3



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6.1 Geometric Design

6.1.1 ALIGNMENT

The geometric design of the road focussed on three locations of retreat/realignment where protection and accommodation are not feasible to be considered:

- Sandy Bay,
- Before Te Rerenga o Te Aohuruhuru (Suicide Rock), and
- After the Middle Settlement.

This was to increase the buffer zone between the coastline and the road allowing for the beach to reform at a shallower slope and the coastline to level out spreading the wave energy more evenly.

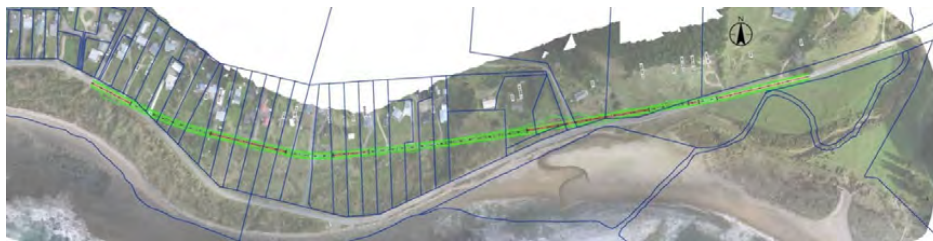


Figure 6-1: Sandy Bay Realignment (RP 2859-3764)



Figure 6-2: Before Suicide Hill Realignment (RP 5775-7777)

The southern realignment in this figure spans RP 5775-6353 while the northern realignment in this figure spans RP 7090-7777.



Figure 6-3: After Middle Settlement Realignment (RP 8911-10230)



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The Geometric assessment indicated that the proposed realignments above would require:

Location	Length (m)	Cut/Fill (m ³)	Comments
Sandy Bay	0.910	2200	Considered High Risk Pavement is made up of AP40 stabilized and AP65 subbase and chip seal
Before Te Rerenga o Te Aohuruhuru – Southern Section	0.580	3000	Considered Critical Pavement is made up of AP40 stabilized and AP65 subbase
Before Te Rerenga o Te Aohuruhuru – Northern Section	0.870	3000	Considered High Risk Pavement is made up of AP40 stabilized and AP65
After Middle Settlement	1.350	7800	Considered High Risk Pavement is made up AP40 stabilized and AP65 sub-base

General Assumptions:

- Earthworks is an average between haulage off site and importing
- Drainage assumption is that the existing culverts will be updated if required
- The traffic management rate for all sections is based on \$2000 a day for one month to do the earthworks based on feedback from Corridor Manager.

6.1.2 REALIGNMENT ADAPTATION PATHWAY

Figure 6-4 provides an example climate adaptation pathway for the realignment works. This plots the pathway that decision making would take place for a section where realignment is considered. Currently the section is maintained reactively when damage occurs. Once funding is procured preventative maintenance can take place while the design and consenting of the realignment is undertaken. Once this is complete then at a time where it is no longer feasible to repair due to severity and frequency of damage, the road can be realigned as per the consented design. At a future stage, once the impacts of climate change become more severe even the realignment may not fully provide resiliency to events and at this stage it may be considered to accept a diminishing level of service.

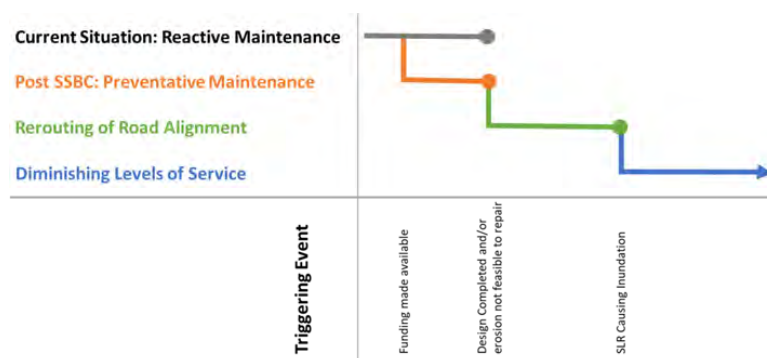


Figure 6-4: Typical Realignment Pathway



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6.2 Coastal Protection

Coastal protection is proposed to mitigate coastal erosion and inundation of the of the foreshore adjacent to the proposed Maitakona Road realignment. fronting Middle and Maitakona settlements. The extent of proposed coastal protection includes the foreshore fronting Middle Settlement, and a small area of foreshore fronting Maitakona Settlement (See Figure 6-5 and Figure 6-6 below). It is noted that some coastal protection may also be required adjacent First Hill and Te Rerenga o Te Aohuruhuru (Suicide Hill).



Figure 6-5: Middle Settlement (red areas of top-up to current fix , cyan indicates full coastal protection installation)



Figure 6-6: Mataikona Settlement (cyan indicates full coastal protection installation)

A high-level appraisal of coastal protection options has been undertaken. This included an assessment of advantages and disadvantages between three coastal protection options, with all of which serving as a last line of defence against coastal erosion and inundation. Following the appraisal of options, a high-level concept design of the preferred option has been prepared.

6.2.1 OPTIONS APPRAISAL

Option 1 Rock Armoured Revetment

A rock armoured revetment is an embankment formed using armour rock, typically constructed in layers. They can comprise armour layers, underlayers, filter layers (such as geotextiles) and a core. When constructed on hard substrate, such as that along the proposed Mataikona Road foreshore, the toe of the revetment is typically keyed in to maintain structural integrity under wave loading. The underlayers are provided to prevent leaching of any fine material through the voids of the armour layer. The underlayer is typically placed on a geotextile fabric, particularly with the



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existing subgrade behind the revetment is comprised of fine material. Suitable rock can be sourced from nearby quarries. An example of a rock armoured revetment is shown in Figure 6-7, below. Some advantages and disadvantages associated with the use of rock armour for revetment construction are detailed below.

Advantages

- Rock armour has been proven to be a robust protection mechanism in the coastal environment. It can tolerate a significant degree of displacement and shifting, as well as some degree of settlement, whilst maintaining functionality and not requiring significant maintenance. Typically, a design permits the movement of some 10% of the armour units and 2% damage during the design event;
- The voids between adjacent armour units and revetment slope help to dissipate wave energy, reducing wave run up and overtopping, compare to smooth protective treatments;
- As a result of the relatively gentle armour slope, wave reflection is minimised, thereby reducing potential scour at the toe of the structure;
- Rock armoured structures typically have a design life in the order of 40 years, making them a relatively durable solution;
- Good resilience to climate change, as they can be raised, repaired, retrofitted relatively easily. Care however needs to be taken to ensure the size of armour units are appropriate to respond to any increases in wave climate and water level.
- The use of natural rock is considered aesthetically pleasing to many stakeholders, when compared to more "industrial" protection treatments (e.g. concrete); and
- Rock as a material has a relatively low "embedded carbon" value, for example compared to concrete and steel. If a quarry exists nearby, the carbon footprint associated with rock protection structures is relatively low.

Disadvantages

- The nature of a gentle sloped rock armoured seawall requires a large structural footprint, potentially reducing beach amenity by narrowing the area of beach in front of the structure;
- The use of rock armour is often limited to the local availability of rock. A consequence of this is a variable construction costs from site to site. It is understood that there is adequate quarry rock available in the vicinity of the site, placing less weighting on this shortfall;
- Visual amenity considerations. Rock armour is a hard protection solution which may lower the natural visual amenity of the beach;
- Large rocks create voids and uneven surfaces and can pose a safety risk to patrons if they walk on the structures;



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Figure 6-7: Example of a rock armoured revetment at Tauranga (Cirtex, accessed 2023)

Option 2 Geotextile Sand Container Revetment

Geotextile Sand Containers (GSC) have a long history around the world as an alternative to rock armoured coastal protection options. GSC revetments are composed of a series of stacked, sand filled geotextile containers built to form a stabilising, defensive barrier against coastal erosion.

The applicability and cost-effectiveness of GSC structures compared to typical rock armoured structures will vary based on a number of local site-specific factors such as wave climate, geotechnical conditions and local foreshore uses and amenity requirements. An example of a GSC revetment is shown in Figure 6-8, below. Some advantages and disadvantages associated with the use of GSC for revetments are provided below.

Advantages

- Total construction and life cycle costs for a GSC structure can be less than rock armoured structures due to reduction in work volume, non-sophisticated equipment and plant requirement, low-skilled labour requirement and the possibility of using locally available sand;
- GSC bags are more easily/cheaply removed than rock if required in the future.
- GSC-structures are flexible and behave advantageously under cyclic hydrodynamic loads. They can also adapt and conform readily to changing site conditions and morphological foundation changes;
- No rock haulage and associated construction impacts on roads or users;
- Good resilience to climate change, as they are able to be easily topped up, modified or removed if necessary;
- GSC revetments can add to local amenity and reduce the potential for injury and public liability when compared to hard rock revetments; and
- A GSC revetment can occupy a slightly smaller footprint than a rock armoured revetment due to the ability to stack bags at a steeper slope. This can have implications for reflection and scour, however.



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Disadvantages

- The containers can be subject to vandalism which, unlike rock armour, can have a direct impact on the structural integrity of the structure;
- GSC units are vulnerable to wear as a result of UV exposure and abrasion. This is particularly important for Maitiakona, given the structure is likely to be constructed on an abrasive surface;
- There are limitations on the placement of GSC units which restrict any curvature of the structure to approximately 27m in diameter;
- GSC units exposed to tides, waves and UV have a shorter design life than rock armoured structures.
- Generally, GSC units can be considered to have a maximum design life of between 15 and 25 years (at present);
- GSC revetments form impermeable structures which do not absorb wave energy, this results in the structure being more vulnerable to wave over topping, wave reflection and scour as compared to a porous armoured structure. The vulnerability of the GSC revetment to wave over topping, wave reflection and scour generally increases as the revetment slope is steepened.



Figure 68: Example of a GSC revetment in NSW, Australia (Geofabrics, accessed 2023)

Option 3 Vertical Retaining Walls or Hybrid Walls

Vertical walls in the coastal environment are rigid structures, typically constructed as either an in situ poured concrete structure, sheet piled wall or as a wall formed from stacked interlocking units. An example of such structure would be concrete weighted blocks as provided by Redi Rock or similar, which may be preferred if suitable rock armour is not available, or where horizontal space is limited. These blocks rely on their weight to provide stability or could be tied back using geogrid strips between compacted layers behind the wall. Examples of the Redi Rock wall is provided in Figure 6-8, below. Some advantages and disadvantages associated with vertical walls are discussed below.



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Advantages

- Vertical walls require less space than sloped, semi rigid structures. If appropriate coastal management is undertaken, this can result in a larger area of beach fronting the structure and in turn, improving amenity. This is not likely to be a factor for Mataikona, given the lack of useable beach in front of the structure; and
- The smaller footprint of a vertical wall can be more aesthetically pleasing than sloped revetments to many stakeholders.

Disadvantages

- The vertical face of the wall does not absorb wave energy, and consequently creates wave reflection;
- resulting in scour at the toe of the wall as well as contributing to wave overtopping as waves are deflected upward. This is only relevant if it is expected to be regularly impacted by coastal processes;
- As a result of the lack of wave absorption characteristics, the crest level of a vertical wall typically needs to be higher than that of sloped seawall;
- Vertical walls tend to have limited adaptability to climate change, as they can be more difficult to raise than sloped, armoured structures;
- Vertical walls for coastal protection require a well-founded toe, preferably on hard substrate or should be deeply piled to avoid scour and undermining;
- It is common for vertical walls to be constructed with additional protection at the toe. This is often in the form of rock armoured units. Should the design require additional toe protection, any benefits from a reduction in structure footprint may be lessened;
- Vertical walls or revetments designed for regular coastal impact can have a highly industrial look and be aesthetically displeasing to some stakeholders; and
- Potential safety implications associated with the steep drop off at the edge of the wall.



Figure 6-9: Example Hybrid Wall using Concrete Block Wall with Armour Revetment (Redi Rock, 2023)

Based on a high-level appraisal of the three coastal protection options, the rock armoured revetment has been selected as the preferred option at Mataikona. Following discussions with local GSC providers, the risk of abrasion due to airborne rocks during elevated wave conditions is considered to be unacceptable. Given there is suitable rock available in the vicinity of the proposed coastal protection, a rock armoured revetment is anticipated to be a more economical than a vertical wall. See Figure 6-7.

6.2.2 HIGH-LEVEL CONCEPT DESIGN

A high-level concept design has been prepared for the rock armoured revetment option at Mataikona. The concept design has largely been based on our knowledge of similar designs at comparatively



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exposed sections of coastline along the west coast of New Zealand. This concept design will need to be reviewed and validated during subsequent stages of the project. High level concept design sketches used for costing are included in Appendix B. An overview of the key features of the revetment cross section is provided below.

The high-level concept design includes the following key features:

- Two layers of 1,000kg to 3,000 kg primary armour rock;
- 1m thick 60 – 300 kg underlayer rock;
- Geotextile filter layer;
- 1V:2H armour slope;
- 0.5 m deep trenched toe;
- Crest height to tie into existing embankment; and
- A rock density of 2.5t/ m³ has been assume, based on preliminary discussions with local quarries.

Consideration has been given to the proposed crest level of the structure, based on a freeboard assessment using local water level data and allowances for physical processes such as storm surge, sea level rise and subsidence. For this assessment, a tidal datum of 0.48m, NZVD 2016, was adopted, corresponding to the local secondary port: Castle Point's Mean High Water Spring (MHWS). In order to account for nearshore water level processes, such as storm surge and wind and wave setup, an allowance of 0.6m has been considered, as per MfE guidance for open coasts in NZ. Additional allowance has been made for future sea level rise (SLR) and vertical land movement, across the design life of the structure. The New Zealand Searise (New Zealand Searise, 2023) indicates approximately 6mm of vertical land movement (VLM) per annum, over the road section and approximately 160mm to 310mm of sea level rise, Figure 6-10.

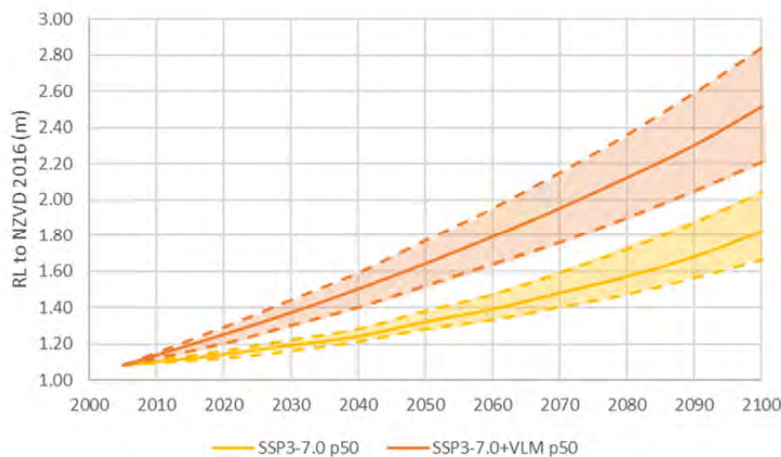


Figure 6-10: Extreme Water Levels with SLR + VLM



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In addition to the still water level, wave runup effects on the proposed coastal protection option may occasionally lead to overtopping and inundation of the adjacent land. This will be most notable at the beach area to the north of Mataikona, south of the river mouth which is already low lying, at approximately 2.82m RL. This area is often inundated with debris washing over the buried rock protection, see Figure 6-11. At the current water levels (without an allowance for SLR) there is currently a freeboard of approximately 1.7m to the road level, this will reduce over time to approximately 1m by 2060, which will likely lead to an increased frequency of inundation. It is not anticipated that the road would be inundated on the MHWS until 2080 if the upper band of SLR + VLM is reached.

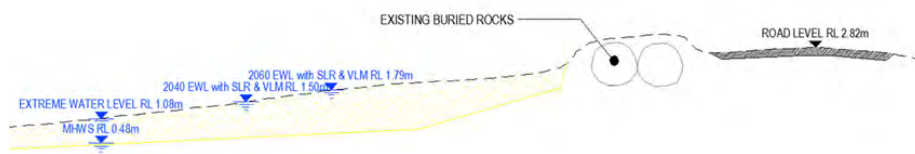


Figure 6-11: Cross Section Through Beach North of Mataikona Settlement

6.3 Geotechnical

6.3.1 REGIONAL GEOLOGY

The regional geology for the area is described in the 1:250,000 scale geological map of the Wairarapa Area and the associated publication (refer to Figure 6-12). The geological map indicates that the Mataikona site has the following geological units along the existing road alignment.

- Whakataki Formation (Miw): Alternating graded sandstone and mudstone; minor bioclastic limestone and breccia horizons.
- Whangai Formation (Kiw): Grey to brown, grey to white weathering, massive to poorly bedded, mudstone. Locally interbedded sandstone and mudstone.
- Holocene Alluvium (Q1a): Moderately to well sorted alluvial flood plain gravel with minor sand and/or silt.
- Holocene Beach Deposits (Q1b): Loose boulders and sand on modern day marine terrace.



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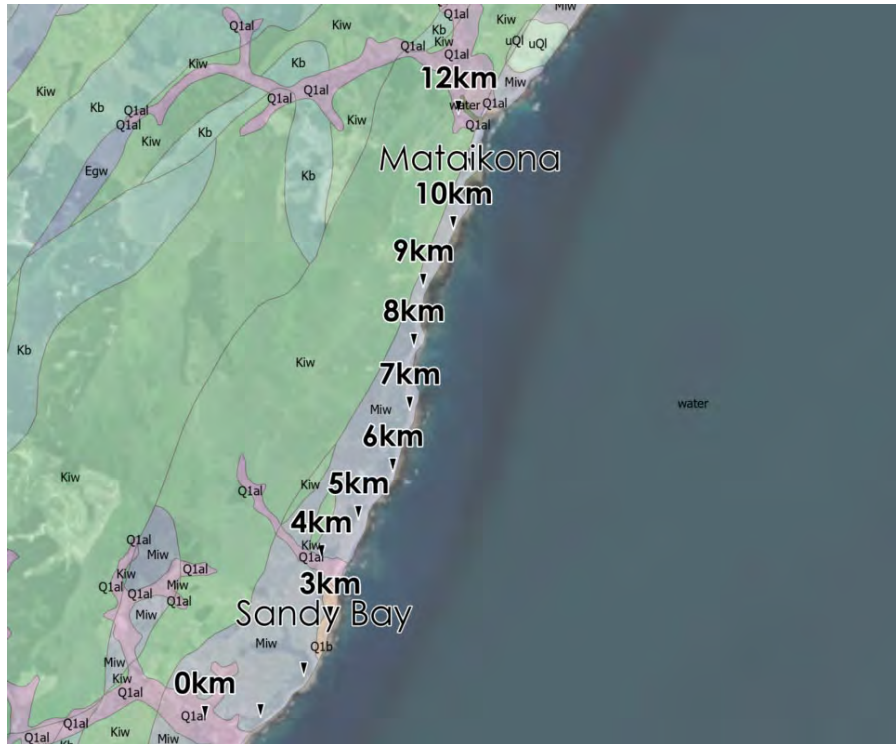


Figure 6-12 Regional geological map (Lee and Begg, 2002)

6.3.2 SEISMICITY

The Masterton region is an area of significant seismic risk. A series of southwest-northeast trending active faults within the region compound the seismic hazard. The primary faults include the Wellington, Wairarapa, Alfredton, Carterton and Saunders Road Faults, but there are numerous other smaller faults that are mapped as active in the region. All the larger fault lines listed, with the exception of the Carterton Fault, are located further inland, west and north of Masterton or at least 40km away from the site.

6.3.3 SLOPE STABILITY AND RISK ASSESSMENTS

Due to the varying nature of the topography and external influences (e.g. wave energy, stormwater), slope stability needs to be ascertained on a site-specific basis. No site assessments have been undertaken by geotechnical engineers, so slope risk assessments have been conducted using available information such as drone imagery, google earth, photos, RAMM data and drive through videos, as well as our experience of the behaviour of road corridors in similar topographical and geotechnical context.

Slope risk assessments have been completed using a modified version of NZTA Z/44 – Risk Management Practice Guide. Likelihood ratings are as per Z/44 Table 4.3 for threats. Consequence



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ratings have been adjusted to be more relevant to the Mataikona alignment, on a scale of no loss of route for insignificant to loss of route for more than 3 months being extreme. The Z/44 overall risk matrix is presented in Figure 6-13, noting only the threat categorisation applies.

		NZ Transport Agency Threat & Opportunity Risk Matrix											
		Threat					Opportunity						
		Insignificant	Minor	Moderate	Severe	Extreme	Extreme	Severe	Moderate	Minor	Insignificant		
Likelihood	Almost Certain	LOW	MEDIUM	HIGH	CRITICAL	CRITICAL	CRITICAL	CRITICAL	HIGH	MEDIUM	LOW	Likelihood	
	Likely	LOW	MEDIUM	HIGH	CRITICAL	CRITICAL	CRITICAL	CRITICAL	HIGH	MEDIUM	LOW		
	Possible	LOW	MEDIUM	MEDIUM	HIGH	CRITICAL	CRITICAL	HIGH	MEDIUM	MEDIUM	LOW		
	Unlikely	LOW	LOW	MEDIUM	MEDIUM	HIGH	HIGH	MEDIUM	MEDIUM	LOW	LOW		
	Rare	LOW	LOW	LOW	LOW	HIGH	HIGH	LOW	LOW	LOW	LOW		
		Insignificant	Minor	Moderate	Severe	Extreme	Extreme	Severe	Moderate	Minor	Insignificant		
		Consequence											

Figure 6-13 Z/44 overall risk matrix (Waka Kotahi, 2018)

6.3.4 GEOTECHNICAL HAZARDS

The following is a typical but not exhaustive list of geotechnical hazards that affect Mataikona Road.

Uphill Sites

- Rockfall: fallen mass of rock from a slope above, typically experienced as loose debris from a fractured rock slope.
- Landslide: the movement downslope of a soil or earth mass. Landslides occur when gravitational and other types of shear stresses within a slope exceed the shear strength of the materials that form the slope.
- Debris Flow: Oversaturation of soils in a gully or channel that results in a 'semi-fluid' flow of debris down a slope.
- Hanging Gully: Steep (usually), natural drainage channel which directs overland stormwater quickly towards the road.

Downhill Sites

- Underslip: Slip formed beneath the road due to one or many of improper drainage, oversteep batter angle, unsuitable founding material, loss of toe support/erosion and surcharge applied



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to the slope. Underslips are of greater consequence for the road, due to the greater loss of service, higher costs and longer timeframes for reinstatement.

- Culvert Outlets: Culvert outlets, where not suitably managed, can outlet onto a slope, increasing erosion, saturation and leading to washout of slope material or slope failure.
- Coastal Influences: Wave and tidal influences.

6.3.5 TYPICAL MITIGATION MEASURES

The proposed typical mitigation measures are described in Table 6-1 below.

Table 6-1 Summary of typical landslide mitigation measures

Site Hazard	Mitigation Type	Mitigation Description	Standard Construction Cost Range (\$NZD)
Uphill - Rockfall	Low-Cost Remediation	Scaling of loose rocks and debris on slope.	10 – 20 per m ²
	High-Cost Remediation	Scaling and localised anchoring in weak zones and/or installation of an engineered catch fence.	Anchor: 2000 – 3000 per m ² Catch Fence: 1000 – 5000 per m
	Medium Cost	Non-engineered barriers such as ditches or concrete blocks.	300 – 800 per m
Uphill - Landslide	Low-Cost Remediation	Scaling of loose material and planting (as appropriate) of the slope face.	10 – 20 per m ²
	Medium-Cost Remediation	Erosion protection matting, with planting. Steel mesh may be required on steeper slopes.	Mat: 30 – 70 per m ² Planting: 50 – 100 per m ² Mesh: 50 – 70 per m ²
	High-Cost Remediation	Anchor and mesh stabilisation of slope with shotcrete facing.	2000 – 3000 per m ²
	Retreat	Retreat of the hillside which may involve reprofiling of the slope and other stabilisation measures.	Costs vary depending on scope of retreat
	Drainage (standalone or combined with above options)	Sub-horizontal drains, cut-off drains and other drainage improvements.	1500 – 3000 per m
Uphill - Debris Flow	Low-Cost Remediation	Scaling of loose rocks and debris on slope.	10 – 20 per m ²



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Site Hazard	Mitigation Type	Mitigation Description	Standard Construction Cost Range (\$NZD)
	High-Cost Remediation	Installation of an engineered debris flow fence.	5000 – 1000 per m
	Drainage (standalone or combined with above options)	Reprofiling of drainage channel, improvements of culverts and surface drainage below slope.	20 – 50 per m
Downhill – Underslip	Low-Cost Remediation	Planting on the road embankment downslopes.	50 – 100 per m ²
	Medium-Cost Remediation	Erosion protection matting, with planting. Steel mesh may be required on steeper slopes.	Mat: 30 – 70 per m ² Planting: 50 – 100 per m ² Mesh: 50 – 70 per m ²
	High-Cost Remediation	Retaining walls such as anchors post and lagging walls or MSE. Wall type varies based of site-specific conditions.	10000 – 25000 per m
	Retreat	Retreat of the road to create a buffer zone to the downslope hazards.	Costs vary depending on scope of retreat
	Drainage (standalone or combine with above options)	Installation of flumes and channels on critical downslope culverts. Improvement of drainage to prevent overland flow scouring slope crest.	New culvert: 2000 – 5000 per m Improvements: 10 – 50 per m
Downhill – Coastal Influences	Riprap Revetment	Excluded from Geotechnical Costings and Considerations.	
	Retaining Walls or Hybrid Walls		



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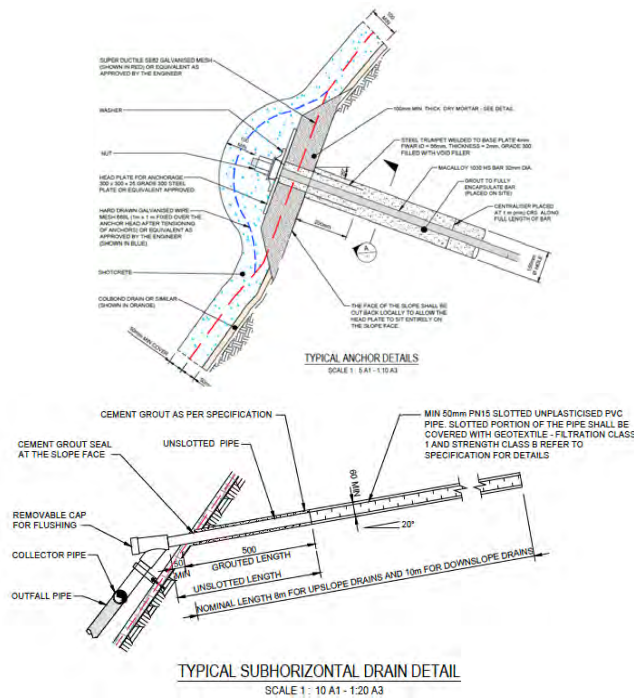


Figure 6-14: Typical anchor and sub-horizontal drain typical details



Figure 6-15: Example photograph of anchor and mesh slope remediation



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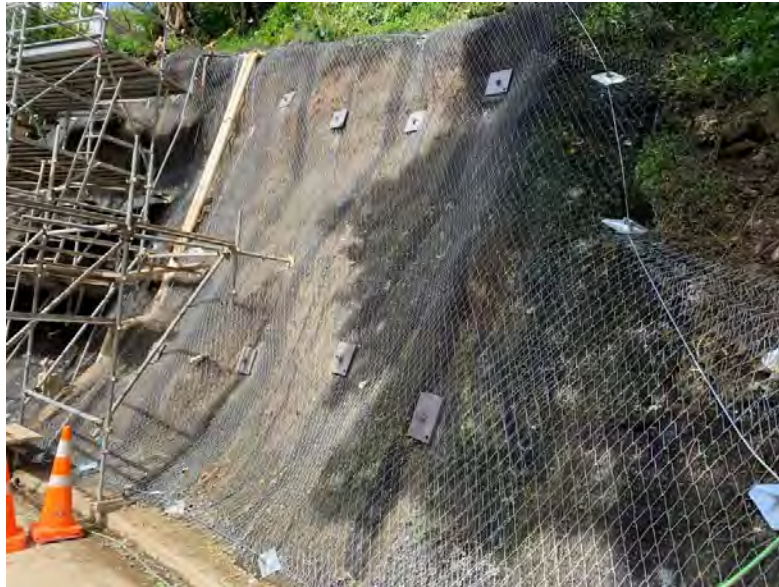


Figure 6-16: Erosion Protection mat with steel mesh



Figure 6-17: Example of rock fall protection fence installed at the toe of the slope



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6.3.6 COST SUMMARY AND PRICE BAND EXPLANATION

Based on the desktop assessment of the alignment, cost estimates have been produced. The costs are our best estimate based on typical construction rates for similar projects and site complexity and exclude any costs related to retreat or coastal protection. Final costs will vary depending on the tolerable level of residual risk and design details of the remedial solution.

Sites that have been identified as being high or critical risk based on the Z/44 risk assessment have been assessed in higher detail as shown in Table 7-1. These sites have two cost bands, including:

- Lower band costing: Cost associated with preventative maintenance including scaling, patch remediation, drainage upgrades or construction. This cost band is not intended to mitigate or reduce the long-term risk profile but will improve resilience and potentially reduce frequency of maintenance actions. A longer-term approach to asset maintenance will still be required.
- Higher band costing: Cost associated with short to medium term remediations such as sub-horizontal drains, erosion protection mats, planting of slopes, localised anchoring or other high-cost mitigation and may include maintenance items as described above in lower band costing category. In many cases, the upper bound estimate will not substantially reduce the consequence of failure but is intended to reduce the likelihood of events and the frequency of maintenance required to maintain the existing level of service. The upper band estimate does not constitute a complete risk mitigation of the site (unless otherwise indicated) and in some cases full mitigation may require at least 2 to 3 times the higher band if a permanently lower residual risk is required.

A complete list of identified geotechnical risk sites are presented in Appendix A.

Overall, we estimate the cost associated with mitigation of the geotechnical hazards to be on the order of \$3.5M to \$10M, noting that coastal and retreat sites have been excluded from this cost. The lower end estimate involves employing lower cost and higher risk initiatives for short-term improvement and reduction in maintenance actions. The higher cost estimate will provide more significant remediation and future resilience but does not attempt to mitigate the risk entirely, particularly at the high and critical risk sites.

6.3.7 KEY LIMITATIONS

The key limitations of the slope risk assessments are as follows:

- The site has not been visited and inspected by a geotechnical professional.
- Risk assessments were undertaken using available information such as drone imagery, google earth, photos, RAMM data and drive through videos.
- The resources used for assessment were taken prior to cyclone Gabrielle. While new sites have been added to the register, the condition of the originally identified sites may have changed or worsened as a result of this event.



Mataikona SSBC PREFERRED Option Concept Design
7 Cost Estimate

7 Cost Estimate

The costs for the proposed interventions have been compiled based on the risk rating has been categorised as follows. For geotechnical sites, refer Section 6.3.6 for explanation of cost bands and expected outcomes provided at each fee value.

Table 7-1 Critical Site Summary

Chainage	Risk Rating	Hazard Description	Proposed Remediation	Estimated Base Cost Range
1020 – 1320	Critical	High slope with rock layers visible on the face. Scarps at the top and indication of past slips.	Scaling to localised anchoring and erosion protection mat and/or mesh.	\$200,000 - \$1,400,000
1320 – 1650	Critical	High slope with historic instabilities. Overhanging trees at the top of the slope.	Scaling to isolated anchoring and erosion protection mat and/or mesh. Undermined tree removal	\$200,000 - \$1,000,000
2859 – 3764	High	Coastal Erosion	Retreat and realignment of road.	\$ 2,000,000 - \$ 2,400,000
4390 – 4600	High	High slope with historic instabilities.	Erosion protection mat and planting. Potential sub-horizontal drains and other drainage improvements.	\$100,000 - \$500,000
5910 – 6040	Critical	Erosion due to stormwater scour and coastal influences.	Retreat and realignment of road.	\$ 850,000 - \$1,100,000
7090 – 7777	High	Immediately before Suicide Rock	Erosion due to stormwater scour and coastal influences.	Retreat and realignment of road.
7880 - 8100	Critical	Erosion due to stormwater scour and coastal influences.	Retaining wall or anchored solution. Likely improvement of coastal protection.	\$200,000 - \$1,200,000 (excluding coastal protection)
8300 – 8340	Critical	Pre-existing landslide remobilised	Erosion protection mat and planting.	\$300,000 - \$1,500,000



Mataikona SSBC PREFERRED Option Concept Design
7 Cost Estimate

Chainage	Risk Rating	Hazard Description	Proposed Remediation	Estimated Base Cost Range
		and extends through entire road.	Potential sub-horizontal drains and other drainage improvements.	
8720 - 8800	Critical/ High	Erosion due to coastal influences.	Retreat and realignment of road.	\$ 1,200,000 - \$1,500,000
8970 - 8990		Erosion due to coastal influences.	Retreat and realignment of road.	
9690 - 9975		Erosion due to coastal influences.	Retreat and realignment of road.	
9975 - 10040		Erosion due to coastal influences.	Retreat and realignment of road.	
10900 - 11060	High	Erosion due to coastal influences.	Coastal Protection	\$ 1,850,000 - \$ 2,200,000
11970 - 11990	Critical	Underslip has occurred. Half of road width lost, and bypass has been put in place.	Installation of retaining wall to reinstate width. Scour protection at toe.	\$1,200,000 - \$2,030,000
11990 - 12240	High	Erosion due to river scour causing Underslip.	Installation of retaining wall and/or scour protection. Retreat if possible.	\$600,000 - \$1,200,000 Not considering retreat

This has determined that the works would cost approximately the following:

Table 7-2: Physical Works Cost Estimate Summary

	Critical	High	Medium & Low
Total Pre-implementation	\$1, 536, 864	\$ 1, 234, 5434	\$ 457, 500
Sub Total Base Implementation Fees	\$ 512, 288	\$ 411, 511	\$152, 500
Sub Total Base Physical works	\$10, 245, 758	\$8, 230, 228	\$3, 050, 000
Project Base Estimate	\$ 12, 294, 910	\$ 9, 876, 274	\$ 3,660,000

On top of these costs, the property procurement costs would need to be added for any relocations works, along with any contingency and funding risk allowances.



Mataikona SSBC PREFERRED Option Concept Design
8 Future Considerations and Staging

8 Future Considerations and Staging

The next stage would be to develop a detailed climate adaptation pathway for the road which includes the triggering events and actions. This will assist in making decisions to continue with current mitigations or implement planned future mitigation measures.



Figure 8-1: Draft Adaptation Pathway

- Coastal Processes Assessment for design conditions and structure impact assessment in consenting.
- Climate adaptation pathway development with detailed triggering assessment to provide better estimates of timelines.

9 Safety in Design

A Safety in Design review has been undertaken at concept design stage and will be updated during the design process.

The SiD register is provided in Appendix C



Mataikona SSBC PREFERRED Option Concept Design

APPENDICES



Project Number: 310205311

Mataikona SSBC PREFERRED Option Concept Design
Summarised risk assessment for all identified geotechnical hazard sites on Mataikona Road

Appendix A Summarised risk assessment for all identified geotechnical hazard sites on Mataikona Road

Chainage Start (m)	Chainage End (m)	Site Type	Risk Likelihood	Risk Consequence	Risk Rating
0	50	Flat	Unlikely	Minor	Low
470	700	Uphill	Rare	Insignificant	Low
520	530	Downhill	Rare	Moderate	Low
690	720	Downhill	Rare	Moderate	Low
740	780	Uphill	Unlikely	Severe	Medium
840	880	Downhill	Rare	Insignificant	Low
840	860	Uphill	Rare	Moderate	Low
850	1000	Uphill	Unlikely	Minor	Low
1020	1060	Downhill	Unlikely	Moderate	Medium
1020	1320	Uphill	Almost Certain	Severe	Critical
1380	1380	Uphill	Rare	Moderate	Low
1320	1650	Uphill	Almost Certain	Extreme	Critical
1380	1680	Downhill	Rare	Moderate	Low
1680	1680	Uphill	Rare	Moderate	Low
1680	2000	Uphill	Likely	Insignificant	Low
1680	2000	Downhill	Unlikely	Moderate	Medium
2120	2180	Uphill	Possible	Moderate	Medium
2200	2260	Uphill	Possible	Minor	Medium
2200	2260	Downhill	Possible	Minor	Medium
2260	2590	Uphill	Likely	Minor	Medium
3200	3400	Uphill	Unlikely	Insignificant	Low
4210	4275	Downhill	Unlikely	Moderate	Medium
4350	4370	Uphill	Rare	Moderate	Low
4390	4597	Downhill	Likely	Moderate	High
4550	4597	Uphill	Rare	Moderate	Low
4670	4740	Downhill	Rare	Moderate	Low
4670	4740	Downhill	Rare	Moderate	Low
4780	4840	Uphill	Rare	Minor	Low
4780	4840	Downhill	Unlikely	Moderate	Medium



Mataikona SSBC PREFERRED Option Concept Design
Summarised risk assessment for all identified geotechnical hazard sites on Mataikona Road

Chainage Start (m)	Chainage End (m)	Site Type	Risk Likelihood	Risk Consequence	Risk Rating
4940	5000	Uphill	Unlikely	Moderate	Medium
4970	5000	Downhill	Unlikely	Moderate	Medium
5033	5090	Downhill	Unlikely	Moderate	Medium
5100	5130	Downhill	Unlikely	Moderate	Medium
5200	5260	Downhill	Unlikely	Moderate	Medium
5457	5534	Downhill	Unlikely	Moderate	Medium
5748	5770	Uphill	Rare	Moderate	Low
5748	5770	Downhill	Coastal Erosion Protection		
5870	5900	Downhill	Coastal Erosion Protection		
5910	6040	Downhill	Coastal Erosion Protection. Even with the proposed retreat, mitigation is likely still required at this location (but with reduced priority).		
5900	6052	Uphill			
6075	6100	Downhill			
6200	6300	Uphill	Unlikely	Insignificant	Low
6075	6100	Uphill	Rare	Moderate	Low
6200	6300	Downhill	Coastal Erosion Protection. Even with the proposed retreat, mitigation is likely still required at this location (but with reduced priority).		
6435	6450	Uphill	Rare	Moderate	Low
6435	6450	Downhill	Unlikely	Moderate	Medium
7300	7680	Downhill	Coastal Erosion Protection. Site mitigation can be largely reduced if the retreat option is undertaken.		
7300	7680	Downhill			
7807	7807	Downhill			Low
7816	7866	Downhill	Coastal Erosion Protection		
7816	7866	Uphill	Possible	Moderate	Medium
7880	8100	Downhill	Possible	Extreme	Critical
7880	8000	Uphill	Possible	Minor	Medium
8100	8250	Uphill	Unlikely	Moderate	Medium
8300	8340	Downhill	Possible	Extreme	Critical
8538	8538	Downhill	Unlikely	Insignificant	Low
8720	8800	Downhill	Coastal Erosion Protection		
8970	8990	Downhill	Coastal Erosion Protection		
9140	9200	Uphill	Unlikely	Moderate	Medium
9100	9200	Downhill	Coastal Erosion Protection. Site mitigation can be reduced if the retreat option is undertaken.		
9251	9251	Downhill			



Mataikona SSBC PREFERRED Option Concept Design
Summarised risk assessment for all identified geotechnical hazard sites on Mataikona Road

Chainage Start (m)	Chainage End (m)	Site Type	Risk Likelihood	Risk Consequence	Risk Rating
9690	10000	Downhill			
9975	10040	Downhill			
10150	10165	Downhill			
10250	10250	Downhill			
11450	11550	Uphill	Rare	Minor	Low
11700	11970	Downhill	Unlikely	Minor	Low
11730	11850	Uphill	Rare	Minor	Low
11970	11990	Downhill	Almost Certain	Severe	Critical
12020	12250	Uphill	Unlikely	Minor	Low
11990	12240	Downhill	Possible	Severe	High
12340	12330	Downhill	Unlikely	Moderate	Medium
12270	12410	Uphill	Rare	Minor	Low
12440	12570	Uphill	Rare	Minor	Low
12600	12680	Downhill	Rare	Moderate	Low
12570	12720	Uphill	Possible	Minor	Medium
12860	12910	Uphill	Rare	Insignificant	Low



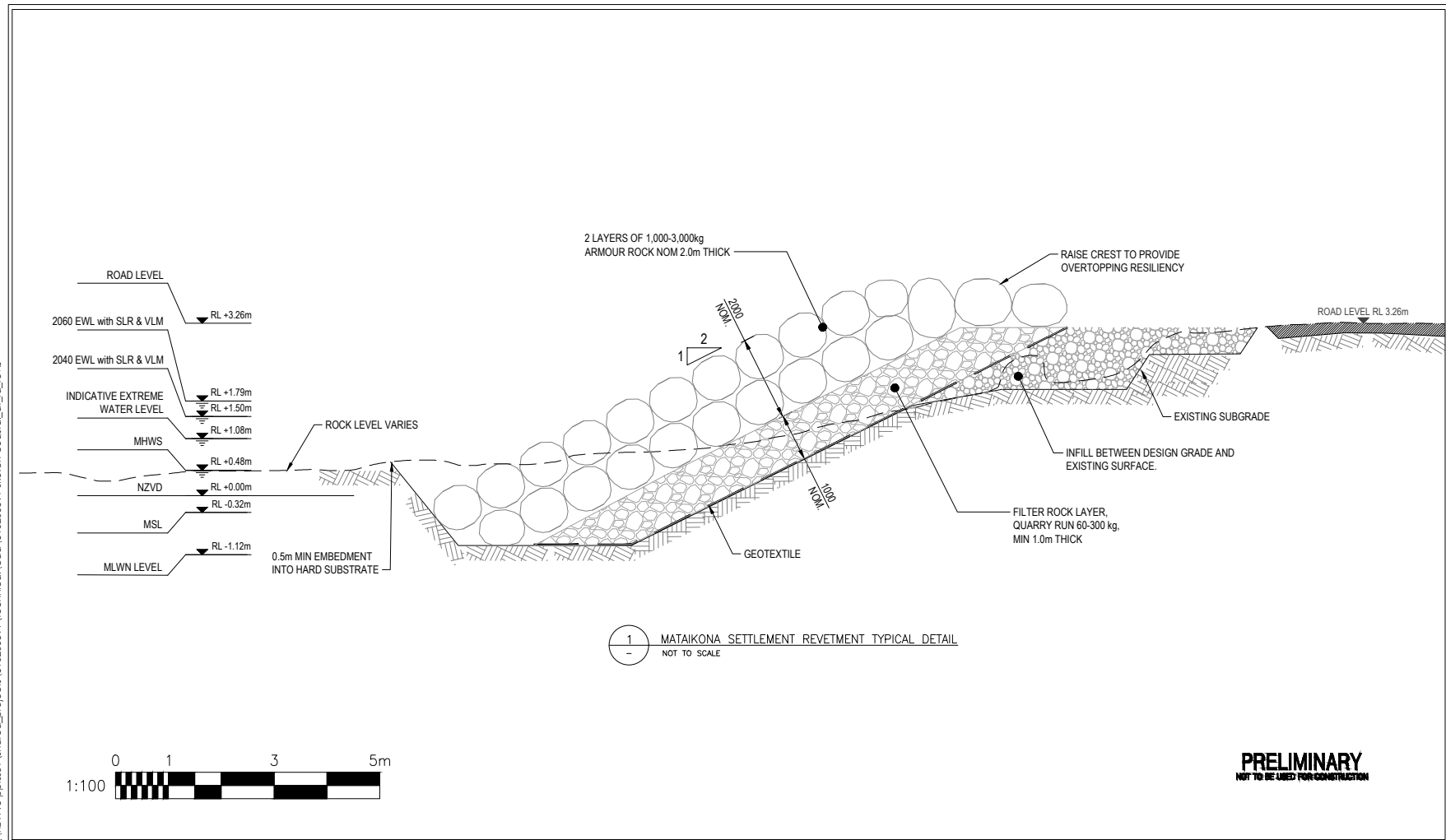
Mataikona SSBC PREFERRED Option Concept Design
Concept Sketches

Appendix B Concept Sketches



Project Number: 310205311

C-1



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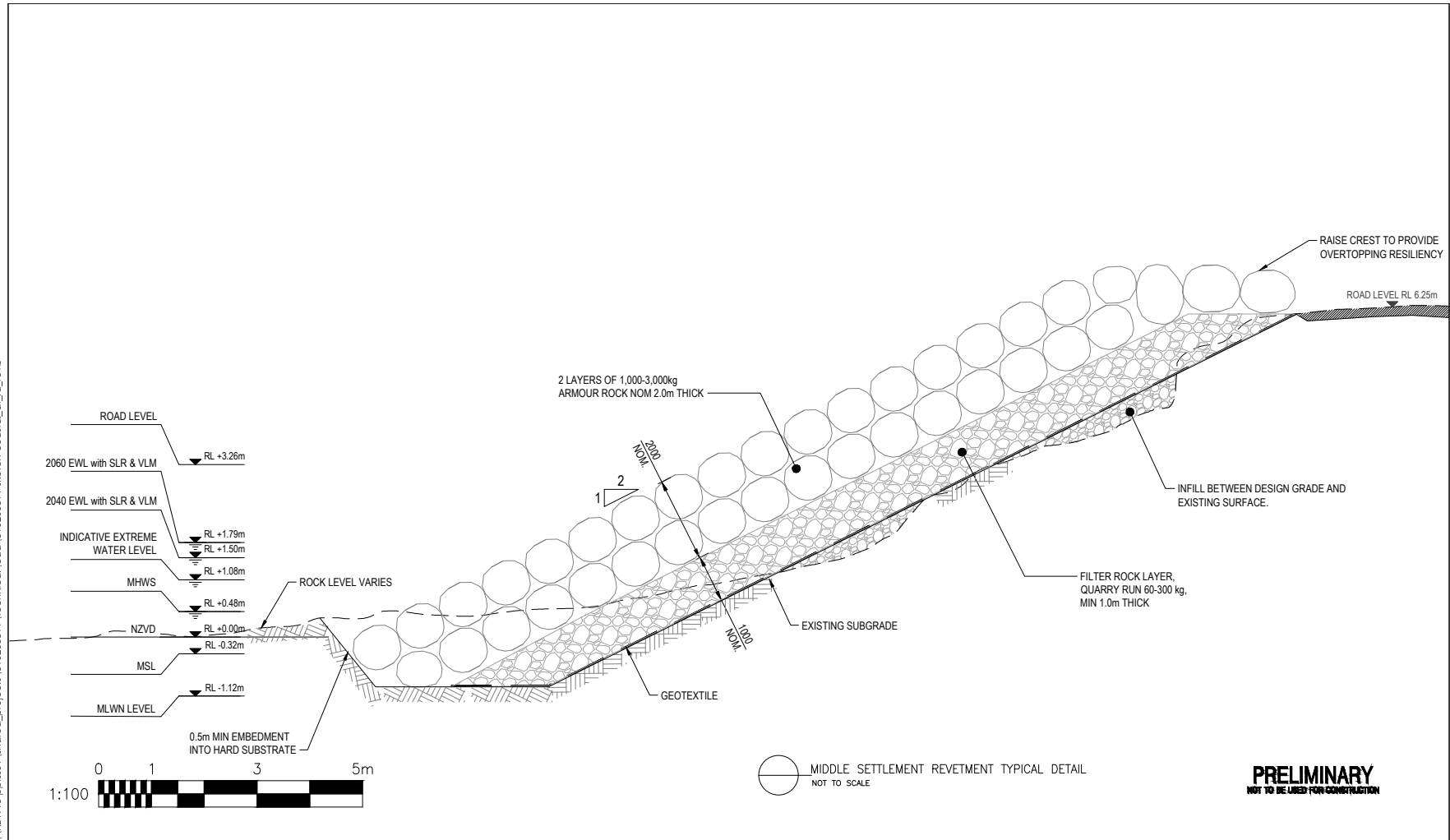
Notes

Client/Project
MASTERTON DISTRICT
COUNCIL
MATAIKONA SSBC

Project No.
310205311

Title
MATAIKONA SETTLEMENT
COASTAL PROTECTION

Revision B	Date 2023.06.13
Reference Sheet 1	Figure No. 002



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Client/Project
**MASTERTON DISTRICT COUNCIL
MATAIKONA SSBC**

Project No.
310205311

Title
MIDDLE SETTLEMENT COASTAL PROTECTION

Revision B	Date 2023.06.13
Reference Sheet 1	Figure No. 001

Mataikona SSBC PREFERRED Option Concept Design
Safety In Design Register

Appendix C Safety In Design Register



Project Number: 310205311

C-1

Appendix N Summary of hazards, remediations and estimated costs

Start	End	Risk	Hazard	Proposed Remediation	Estimated base cost
0	50	Low	Flooding	Drainage Improvements: upgrade culvert	\$25,000
740	780	Medium	Overall slope failure - material blocking the road	Minor slope stabilisation: Isolated tree removal, replanting and erosion protection mat	\$360,000
1,020	1,060	Medium	Underslip	Minor erosion protection: Erosion protection mat and possible tree planting	\$95,000
1,020	1,320	Critical	High slope with rock layers visible on the face. Scarps at the top and indication of past slips.	Slope stabilisation: High slope with rock layers visible on the face. Scarps at the top and indication of past slips.	\$1,700,000
1,380	1,380	Low	Debris Flow	Drainage Improvements: Install culvert	\$25,000
1,320	1,650	Critical	High slope with historic instabilities. Overhanging trees at the top of the slope.	Slope stabilisation: High slope with historic instabilities. Overhanging trees at the top of the slope.	\$1,200,000
1,680	2,000	Medium	Underslip	Minor erosion protection: Erosion protection mat and possible tree planting	\$95,000
2,120	2,180	Medium	Debris flows - flooding - erosion at the downhill slopes	Drainage Improvements: Culvert and drainage channel improvements	\$35,000
2,200	2,260	Medium	Slip, water flows on the slope surface	Minor slope stabilisation: Debris flow catch fence	\$200,000
2,200	2,260	Medium	Underslip	Minor erosion protection: Erosion protection mat and possible tree planting	\$100,000
2,260	2,590	Medium	Large Slips	Drainage Improvements and planting	\$35,000
2,859	3,764	High	Coastal Erosion	Retreat and realignment of road.	\$6,200,000
4,210	4,275	Medium	Large Slips	Minor slope stabilisation: Erosion protection mat and planting. Potential sub-horizontal drains and other drainage improvements.	\$240,000
4,390	4,600	High	High slope with historic instabilities.	Minor slope stabilisation: Erosion protection mat and planting. Potential sub-horizontal drains and other drainage improvements.	\$600,000
4,670	4,740	Low	Debris Flow	Drainage Improvements	\$10,000
4,780	4,840	Medium	Underslip	Drainage Improvements and additional erosion protection	\$70,000
4,940	5,000	Medium	Underslip	Drainage Improvements and additional erosion protection	\$70,000



Start	End	Risk	Hazard	Proposed Remediation	Estimated base cost
4,970	5,000	Medium	Large slips	Drainage Improvements and additional erosion protection	\$70,000
5,033	5,090	Medium	Underslip	Drainage Improvements and additional erosion protection	\$70,000
5,100	5,130	Medium	Underslip	Drainage Improvements and additional erosion protection	\$70,000
5,200	5,260	Medium	Underslip	Drainage Improvements and additional erosion protection	\$70,000
5,457	5,534	Medium	Underslip	Drainage Improvements and additional erosion protection	\$72,000
5,748	5,770	Low	Debris Flow	Drainage Improvements	\$10,000
5,775	6,353	Critical	Erosion due to stormwater scour and coastal influences.	Retreat and realignment of road.	\$1,100,000
7,090	7,777	Critical	Erosion due to stormwater scour and coastal influences.	Retreat and realignment of road.	\$1,200,000
7,807	7,807	Low	Underslip	Drainage Improvements: Improve drainage and or install culvert	\$25,000
7,816	7,866	Medium	Large Slips	Minor slope stabilisation: Potential sub-horizontal drains or erosion protection matting	\$600,000
7,880	8,100	Critical	Erosion due to stormwater scour and coastal influences.	Slope stabilisation: Retaining wall or anchored solution. Likely improvement of coastal protection.	\$1,500,000
7,880	8,000	Medium	Large Slips	Minor slope stabilisation: Potential sub-horizontal drains or erosion protection matting	\$480,000
8,100	8,250	Medium	Large Slips	Minor slope stabilisation: Potential sub-horizontal drains or rock catch fences. Localised anchoring if required.	\$600,000
8,300	8,340	Critical	Large Slips	Slope stabilisation	\$1,800,000
8,538	8,538	Low	Large Slips	Drainage Improvements: Culvert improvements	\$10,000
8,520	8,580	Critical	Erosion due to coastal influences.	Coastal protection: rock armoured revetment. Critical Risk: full construction to bridge gaps in existing short-term repairs. High Risk: Top up on top of existing short-term repairs.	Critical: \$2,900,000 High: \$1,800,000
8,665	8,705	High			
8,705	8,755	Critical			
8,755	8,793	High			
8,793	8,841	Critical			
8,841	8,900	High			



Start	End	Risk	Hazard	Proposed Remediation	Estimated base cost
8,900	10,230	Critical	Erosion due to coastal influences.	Retreat and realignment of road.	\$1,400,000
9,140	9,200	Medium	Flooding, erosion, road stability	Drainage Improvements: Culvert improvements	\$25,000
10,900	11,060	High	Erosion due to coastal influences.	coastal protection	\$1,800,000
11,890	11,970	Critical	Underslip has occurred. Half of road width lost, and bypass has been put in place.	Slope stabilisation	\$2,400,000
11,990	12,240	High	Erosion due to river scour causing Underslip.	Retaining wall: Installation of retaining wall and/or scour protection.	\$1,440,000
12,020	12,250	Low	Debris flows, rockfall, instabilities	Drainage Improvements: Improve drainage and ponding issues.	\$35,000
12,340	12,330	Medium	Underslip	Drainage Improvements and erosions protection.	\$50,000
12,600	12,680	Medium	Underslip	Drainage Improvements: Improve drainage capacity and overland flow to prevent further scour. Erosion protection or other low level remediation	\$50,000
12,570	12,720	Medium	Debris flows, rockfall, instabilities	Minor slope stabilisation: Erosion protection, scaling and planting	\$60,000



Appendix O Project Cost Estimate



Project Estimate - Form C			
Project Name:		Detailed Business Case Estimate	
Item	Description	Base Estimate	Funding Risk Contingency
	Property Purchase and Compensation Costs	4,943,660	
	Property Owner Accommodation Works		
	Property Consultancy Fees		
A	Total Property Cost	4,943,660	1,235,915
	Project Development Phase		
	- Consultancy Fees	Nil	Nil
	- Waka Kotahi Managed Costs (Form G)	Nil	Nil
B	Total Project Development	Nil	Nil
	Pre-implementation Phase		
	- Consultancy Fees	3,228,898	645,780
	- Waka Kotahi Managed Costs (Form G)		968,669
C	Total Pre-implementation	3,228,898	645,780
	Implementation Phase		
	Implementation Fees		
	- Consultancy Fees	1,076,299	215,260
	- Waka Kotahi Managed Costs (Form G)		322,890
	- Alliance IPAA		
	Sub Total Base Implementation Fees	1,076,299	215,260
	Physical Works		
1	Environmental Compliance	185,500	
2	Earthworks	2,030,000	
3	Ground Improvements		
4	Drainage	2,271,000	
5	Pavement and Surfacing	1,398,000	
6	Bridges	-	
7	Retaining Walls	8,960,000	
8	Traffic Services	74,200	
9	Utility Services	-	
10	Landscaping	-	
11	Traffic Management	288,400	
12	Preliminary and General	1,659,130	
12A	Contractor's design and construction phase services (D&C, ECI and Alliances only)	-	
13	Extraordinary Construction Costs	4,659,756	
	Sub Total Base Physical works	21,525,986	4,305,197
D	Total for Implementation Phase	22,602,286	6,457,796
E	Project Base Estimate (A+C+D)	3,077,484	6,780,686
F	Contingency (Assessed/Analysed) (A+C+D)	6,402,152	
G	Project Expected Estimate (E+F)	3,717,695	
	Project Expected Estimate (rounded)		
	Total Property Cost Expected Estimate	6,179,579	
	Project Development Phase Expected Estimate	Nil	
	Pre-implementation Phase Expected Estimate	3,874,678	
	Implementation Phase Expected Estimate	2,712,273	
H	Funding Risk Contingency (Assessed/Analysed) (A+C+D)	8,985,270	
I	95th percentile Project Estimate (G+H)	46,162,265	
	95th percentile Project Estimate (rounded)		
	Total Property Cost 95th percentile Estimate	7,415,490	
	Project Development Phase 95th percentile Estimate	Nil	
	Pre-implementation Phase 95th percentile Estimate	4,843,347	
	Implementation Phase 95th percentile Estimate	3,390,342	
Date of Estimate		Cost Index (Qtr/Year)	
Estimate prepared by		Signed	
Estimate internal peer review by		Signed	
Estimate external peer review by		Signed	
Estimate accepted by Waka Kotahi project manager		Signed	

<https://www.nta.govt.nz/assets/resources/cost-estimate>

Property Group: Mataikona Road Project Retreat and Strengthen			
Summary			
Critical	High	Medium & Low	
\$ 721,461	\$ 4,222,199	\$ -	

\$ 1,807,875	\$ 963,523	\$ 457,500
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\$ 602,625	\$ 321,174	\$ 152,500
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\$ 12,052,498	\$ 6,423,488	\$ 3,050,000
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\$ 15,184,458	\$ 11,930,385	\$ 3,660,000
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\$ 3,072,965	\$ 2,597,187	\$ 732,000
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\$ 18,300,000	\$ 14,600,000	\$ 4,400,000
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Note: (1) These estimates are exclusive of escalation and GST.
 (2) Project Development Phase Estimates are set to Nil as these are now sunk costs.
 (3) Include Project Phase Funding Application Assessment Forms 2 and 4 with the DBE.
 (4) Margin for implementation Phase IPAA & PAA costs is included within the Physical Works item.

Road Realignment

Elemental Cost Model Mataikona Road Corridor Improvements

Item	Description	Unit	Rate	MC01 RP 2859-3764		MC21 RP 5775-6353		MC22 RP 7090-7777		MC30 RP 8911-10230		Comment
				Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	
1 Development (Non Construction Costs)												
1.1	Investigation & Reporting	%	0.0%	1,680,900		694,590		822,510		984,230		
1.2	Detailed Design	%	15.0%	1,680,900	252,135	694,590	104,189	822,510	123,377	984,230	147,635	
1.3	MS&QA	%	5.0%	1,680,900	84,045	694,590	34,730	822,510	41,126	984,230	49,212	
Development Total (A)					336,180		138,918		164,502		196,846	
2 Construction												
2.1	Environmental Compliance	Km	50,000.00	1.350	67,500	0.580	29,000	0.870	43,500	0.910	45,500	Assume light compliance required (Low
2.2	Earthworks (this is an average between haulage off site and importing)	M3	65.00	7,800	507,000	3,000	195,000	3,000	195,000	2,200	143,000	Risk
2.3	Ground Improvements	M2	-	-	-	-	-	-	-	-	-	
2.4	Drainage (Assumption is that the existing culverts will be updated if required)	Km	100,000.00	1.350	135,000	0.580	58,000	0.870	87,000	0.910	91,000	
2.5	Pavement and surfacing (AP40 stabilized and AP65 subbase)	M2	75.00	6,700	502,500	2,900	217,500	3,400	255,000	-	-	
2.5	Pavement and surfacing (this made up of AP40 stabilized and AP65 subbase and chip seal)	M2	90.00	-	-	-	-	-	-	4,700	423,000	
2.6	Bridges	M2	4,087.99	-	-	-	-	-	-	-	-	
2.7	Retaining Walls	M2	646.67	-	-	-	-	-	-	-	-	assuming none needed
2.8	Traffic Services	Km	20,000.00	1.350	27,000	0.580	11,600	0.870	17,400	0.910	18,200	assume road markings and small sign
2.9	Service Relocations	Km	100,000.00	-	-	-	-	-	-	-	-	assuming none needed
2.10	Landscaping	Km	25,000.00	-	-	-	-	-	-	-	-	assuming none needed
2.11	Traffic Management (the rate is based on \$2000 day for one month to do the earthworks)	Km	40,000.00	1.350	54,000	0.580	23,200	0.870	34,800	0.910	36,400	
Construction Sub-Total (Excluding P&G)					1,293,000		534,300		632,700		757,100	
2.12	Contractor's Preliminaries and General	%		30.0%	387,900	30.0%	160,290	30.0%	189,810	30.0%	227,130	
Construction Total (Including P&G) (B)					1,680,900		694,590		822,510		984,230	
3 Extraordinary Project Costs												
3.1												
Extraordinary Project Costs (C)					-		-		-		-	
Construction Total (B + C)					1,680,900		694,590		822,510		984,230	
Project Total (A + B + C)					2,017,080		833,508		987,012		1,181,076	
H	Funding Risk Contingency (Assessed/Analysed)				403,416		166,702		197,402		236,215	
I	95th percentile Project Estimate				2,420,496		1,000,210		1,184,414		1,417,291	
	95th percentile Project Estimate (rounded)				2,430,000		1,010,000		1,190,000		1,420,000	
From Long List Costing					\$810k to \$1215k for 900m		\$1584k to \$2376k for 1800m		\$1368k to \$2052k for 1592m			

Date of Estimate	Cost Index (Qtr/Year)
Estimate prepared by	Signed
Estimate internal peer review by	Signed
Estimate external peer review by	Signed
Estimate accepted by Waka Kotahi project manager	Signed

Geotechnical

Section Chainage	Description	Front Hill	Sandy Bay Settlem	Second Hill	Second Hill to Sui	Suicide Rock (hill)	Middle Settlement	South Matakona	Matakona Settlem	Matakona River	13000	RISK ASSESSMENT				
		0	2200	4000	5600	7800	8400	9000	10900	11500		LOW	MEDIUM	HIGH	CRITICAL	
Item		Base Estimate	Base Estimate	Base Estimate	Base Estimate	Base Estimate	Base Estimate	Base Estimate	Base Estimate	Base Estimate		Base Estimate	Base Estimate	Base Estimate	Base Estimate	
	Property Purchase and Compensation Costs															
	Property Owner Accommodation Works															
	Property Consultancy Fees															
A	Total Property Cost															
	Project Development Phase															
	- Consultancy Fees	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII
	- Waka Kotahi Managed Costs (Form C)	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII
B	Total Project Development	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII	NII
	Pre-implementation Phase															
	- Consultancy Fees	439,500	40,500	169,500	1,500	618,000	1,500	3,000	-	-	504,000	18,000	439,500	255,000	1,065,000	
	- Waka Kotahi Managed Costs (Form C)															
C	Total Pre-implementation	439500	40500	169500	1500	618000	1500	3000	0	504000	18000	439500	255000	1065000		
	Implementation Phase															
	Implementation Fees															
	- Consultancy Fees	146,500	13,500	56,500	500	206,000	500	1,000	-	-	168,000	6,000	146,500	85,000	355,000	
	- Waka Kotahi Managed Costs (Form C)															
	- Alliance IPAA															
	Sub Total Base Implementation Fees	146500	13500	56500	500	206000	500	1000	0	168000	6000	146500	85000	355000		
	Physical Works															
1	Environmental Compliance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	Earthworks	460,000	80,000	-	-	400,000	-	-	-	50,000	-	990,000	-	-	-	-
3	Ground Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Drainage	70,000	30,000	630,000	10,000	1,020,000	10,000	20,000	-	110,000	120,000	1,780,000	-	-	-	-
5	Pavement and Surfacing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	Bridges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	Retaining Walls	2,400,000	160,000	500,000	-	2,700,000	-	-	-	3,200,000	-	160,000	1,700,000	7,100,000	-	-
8	Traffic Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Utility Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	Landscaping	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	Traffic Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	Preliminary and General	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12A		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12A	Contractor's design and construction phase services (D&C, EC) and Alliances only)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	Extraordinary Construction Costs															
	Sub Total Base Physical works	2930000	270000	1130000	10000	4120000	10000	20000	0	3360000	120000	2930000	1700000	7100000		
D	Total for Implementation Phase	3076500	283500	1186500	10500	4326000	10500	21000	0	3528000	126000	3076500	1785000	7455000		
E	Project Base Estimate (A+C+D)	3516000	324000	1356000	12000	4944000	12000	24000	0	4032000	144000	3516000	2040000	8520000		
	Project Base Estimate (rounded)															
F	Contingency (Assessed/Analysed) (A+C+D)	793,200	64,800	271,200	2,400	988,800	2,400	4,800	0	806,400	28,800	793,200	408,000	1,704,000		
G	Project Expected Estimate (E + F)	4,219,200	388,800	1,627,200	14,400	5,932,800	14,400	28,800	0	4,838,400	172,800	4,219,200	2,448,000	10,224,000		
	Project Expected Estimate (rounded)															
	Total Property Cost Expected Estimate															
	Project Development Phase Expected Estimate															
	Pre-implementation Phase Expected Estimate															
	Implementation Phase Expected Estimate															
H	Funding Risk Contingency (Assessed/Analysed)	1,265,760	116,640	488,160	4,320	1,779,840	4,320	8,640	0	1,451,520	51,840	1,265,760	734,400	3,067,200		
I	95th percentile Project Estimate	5,484,960	505,440	2,115,360	18,720	7,712,640	18,720	37,440	0	6,289,920	224,640	5,484,960	3,182,400	13,291,200		
	95th percentile Project Estimate (rounded)															

Date of Estimate	Cost Index (Qtr/Year)
Estimate prepared by	Signed
Estimate internal peer review by	Signed
Estimate external peer review by	Signed
Estimate accepted by Waka Kotahi project manager	Signed

- Note:
- (1) These estimates are exclusive of escalation and GST.
 - (2) Project Development Phase Estimates are set to Nil as these are now sunk costs.
 - (3) Include Project Phase Funding Application Assessment Forms 2 and 4 with the DE.
 - (4) Margin for Implementation Phase IPAA & PAA costs is included within the Physical Works item.
 - (5) Refer to Section 6.6 for guidance on rounding.

Coastal

Section		Middle Settlement Critical	Middle Settlement High	Mataikona Settlem High
Item	Description	Base Estimate	Base Estimate	Base Estimate
A	Property Purchase and Compensation Costs			
	Property Owner Accommodation Works			
	Property Consultancy Fees			
	Total Property Cost			
B	Project Development Phase			
	- Consultancy Fees	Nil	Nil	Nil
	- Waka Kotahi Managed Costs (Form G)	Nil	Nil	Nil
	Total Project Development	Nil	Nil	Nil
C	Pre-implementation Phase			
	- Consultancy Fees	367,675	228,727	227,662
	- Waka Kotahi Managed Costs (Form G)			
	Total Pre-implementation	367675	228727	227662
D	Implementation Phase			
	Implementation Fees			
	- Consultancy Fees	122,558	76,242	75,887
	- Waka Kotahi Managed Costs (Form G)			
	- Alliance IPAA			
	Sub Total Base Implementation Fees	122558	76242	75887
	Physical Works			
	1 Environmental Compliance			
	2 Earthworks			
	3 Ground Improvements			
	4 Drainage			
	5 Pavement and Surfacing			
	6 Bridges			
	7 Retaining Walls			
	8 Traffic Services			
	9 Utility Services			
	10 Landscaping			
11 Traffic Management	60,000	40,000	40,000	
12 Preliminary and General	298,000	198,000	198,000	
12A Contractor's design and construction phase services (D&C, ECI and Alliances only)				
13 Extraordinary Construction Costs	2,093,168	1,286,844	1,279,744	
Sub Total Base Physical works	2451168	1524844	1517744	
	Total for Implementation Phase	2573727	1601087	1593631
E	Project Base Estimate (A+C+D)	2941402	1829813	1821293
	Project Base Estimate (rounded)			
F	Contingency (Assessed/Analysed) (A+C+D)	588,280	365,963	364,259
G	Project Expected Estimate (E + F)	3,529,682	2,195,776	2,185,551
	Project Expected Estimate (rounded)			
Total Property Cost Expected Estimate				
Project Development Phase Expected Estimate				
Pre-implementation Phase Expected Estimate				
Implementation Phase Expected Estimate				
H	Funding Risk Contingency (Assessed/Analysed)	1,058,905	658,733	655,665
I	95th percentile Project Estimate	4,588,587	2,854,509	2,841,216
	95th percentile Project Estimate (rounded)			

Date of Estimate
Estimate prepared by
Estimate internal peer review by
Estimate external peer review by
Estimate accepted by Waka Kotahi project manager

- Note:
- (1) These estimates are exclusive of escalation and GST.
 - (2) Project Development Phase Estimates are set to Nil as these are now sunk costs.
 - (3) Include Project Phase Funding Application Assessment Forms 2 and 4 with the DBE.
 - (4) Margin for Implementation Phase IPAA & PAA costs is included within the Physical Works item.
 - (5) Refer to Section 6.6 for guidance on rounding.

Appendix P Consenting Plan





Preliminary Planning Assessment – Mataikona Single Stage Business Case

This document was prepared by Stantec New Zealand (“Stantec”) for the account of Masterton District Council (the “Client”). The conclusions in the Report titled Planning Assessment – Mataikona Single Stage Business Case are Stantec’s professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient’s own risk.

Stantec has assumed all information received from the Client and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Report is intended solely for use by the Client in accordance with Stantec’s contract with the Client. While the Report may be provided to applicable authorities having jurisdiction and others for whom the Client is responsible, Stantec does not warrant the services to any third party. The report may not be relied upon by any other party without the express written consent of Stantec, which may be withheld at Stantec’s discretion.

Quality statement

Rev. no	Date	Description	Prepared by	Checked by	Reviewed by	Approved by
1	15.05.2023	Final	KB	CV	CV	

1 Introduction

The east coast has been hit by multiple heavy rainfall events over the last several years. These weather events have resulted in flooding, ground instability, slips and compounding damage and disruptions to Council's road network and infrastructure. Council and Waka Kotahi have funded several temporary repairs work in recent years to Mataikona Road, with varying degrees of success. Mataikona Road is a 13 km long, mostly gravel road that provides the only vehicle access to three coastal settlements (Sandy Bay, Mataikona and a smaller settlement in between these two), several farming and forestry properties, as well as the Mataikona Rocks. Mataikona Road has slowly been under pressure from storm events and coastal erosion.

Masterton District Council (MDC) needs to provide a resilient and sustainable access to Mataikona. Mataikona Road is now becoming a significant maintenance problem and sections of the route are at real risk of undermining, washing out entirely, or being blocked by debris, thereby isolating the communities. A Single Stage Business Case (SSBC) is being undertaken to identify the preferred option that will provide residents with certainty around future access to their properties, and to Council with a way forward.

A short list of options was developed from a long list of options. The outputs of the Multi Criteria Analysis (MCA), mana whenua rankings and economics assessments were presented to a stakeholder workshop and community meeting to get feedback on which option or combination of options is preferred. The preferred option is referred to as a 'hybrid' package which consists of elements of the short list options including:

- Drainage improvements
- Coastal erosion protection
- Over slip and under slip road protection
- Retreating of roads, including road realignment

This short report provides a preliminary planning assessment by reviewing the preferred (hybrid) option for the Mataikona SSBC against the relevant planning instruments, including the:

- Wairarapa Combined District Plan (WCDP)
- Proposed Natural Resources Plan (PNRP) for the Wellington Region
- Resource Management (National Environmental Standards for Freshwater) Regulations 2020 (NESFM)
- National Policy Statement for Freshwater Management 2020 (NPSFM)
- Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NESCS)
- New Zealand Coastal Policy Statement 2010 (NZCPS)

This preliminary planning assessment identifies, at a high level, regulatory constraints and opportunities in relation to the project which may help inform decisions through the SSBC process and provide early identification of any further technical assessments required. Appended to this short report is an Environmental Screen which is a requirement for all Waka Kotahi projects funded by the National Land Transport Fund (NLTF) or where Waka Kotahi is the primary entity responsible for the activity (i.e., where Crown funding is used).

1.1 Overview of Planning Advice

This assessment finds that resource consents will be required for some, if not all, of the activities involving earthworks, indigenous vegetation clearance, drainage improvements and coastal protection along the project corridor from both the district and regional Council.

Further information and assessments are recommended as the design progresses to confirm consents and application requirements relating to any proposed structures/bridges over or within rivers, and drainage discharging to the coast. Regarding rock rip rap and revetment solutions along the coast, a coastal processes assessment would be required. An application for consents would need to be supported by specialist input commensurate with the scale of effects. Input from others is anticipated to assess effects in relation to ecology, hydrology, land stability, cultural impacts and values and coastal processes.

Due to heritage of the area and the uncertainty of uncovering archaeological artefacts, an archaeological assessment is recommended. The archaeological assessment will make recommendation(s) as to whether having an archaeological authority in place before works start would be appropriate and/or accidental discovery protocols.



In situations when work or access over private land is required, consultation with the affected landowners must be undertaken with a view of obtaining written approvals. The realignment through Sandy Bay will affect several landowners. Managed retreat is a highly emotive topic when it comes to people and their land. A robust Consultation and Engagement Plan will be essential to set out a clear process of engagement not only in relation to property matters but all interventions along this coastline.

Where works are proposed within the coastal environment, as defined under the WCDP, engagement and consultation with mana whenua must be undertaken. Rangitāne o Wairarapa and Ngāti Kahungunu ki Wairarapa have engaged with the SSBC providing feedback on the long list of packages. It is important to continue open, early and meaningful engagement with iwi partners.

2 Mataikona SSBC Project Corridor

The project corridor is a 13 km stretch of Mataikona Road, which is a mostly gravel road that provides access to three settlements and Mataikona Station. Mataikona Road provides the only vehicle access to several residential, farming, and forestry properties, as well as the Mataikona Rocks, a well known geological location.

The preferred option is a hybrid between the retreat and strengthen, and increased maintenance options. The preferred (hybrid) option will include the key elements that provide the highest benefits within the available budget and other constraints. This option will be optimised to align with the anticipated Low-Cost Low-Risk Waka Kotahi funding model. The project corridor and high-level breakdown of the preferred interventions is provided in Figure 2-1 below.



Figure 2-1: High Level Hybrid Option Intervention Breakdown

The environment within the project area is described in the SSBC report and is relied upon for this planning advice. A description of the preferred interventions along the project corridor is provided in sections 2.1 – 2.3 below.

2.1 Sandy Bay

At the southern end of the project corridor, Mataikona Road traverses roughly 2km of regenerating forest over steep terrain and elevated from the coastline. The road then drops down to sea level at the first settlement along the project corridor at Sandy Bay. This section of the project corridor and preferred interventions are shown in Figure 2-2 below.

Several site hazards exist along the first 2km section due to the geology and terrain including rockfall, loose debris, and landslides from uphill of the road and slips, loss of toe support and erosion downhill of the road. **Over slip and under slip protection** is the preferred intervention.

As the road drops down to sea level, natural drainage from the steeper slopes direct overland stormwater quickly towards the road and to the near coastline. Oversaturation of soils uphill, causing slope failure and slips also result in a semi-fluid flow of debris down the slope which can obstruct, flood and erode the road. **Drainage improvements** are the preferred intervention through that section before the settlement.

Mataikona Road then bypasses the Sandy Bay settlement, with residents gaining direct access to their homes from Sandy Bay Road which is approximately 70 m set back from Mataikona Road. Mataikona Road is set back between approximately 50 m and 0 m from the coastline. **Realignment** of Mataikona Road is proposed along the alignment of Sandy Bay Road to create a buffer between the road and coastline. The realignment is shown in Figure 2-3 below.

Extensive vegetation is notable at the proposed start and end of the realignment as shown in Figure 2-4 below.



Figure 2-2: South extent of project corridor to Sandy Bay and preferred interventions

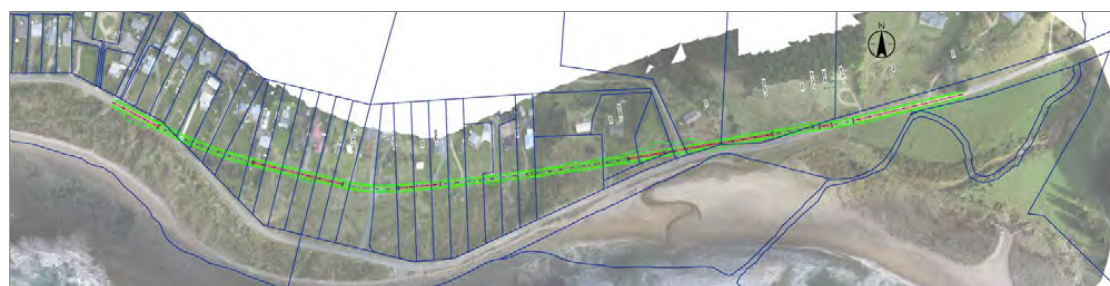


Figure 2-3: Realignment through Sandy Bay settlement





Figure 2-4: Extensive native vegetation in path of road realignment

2.2 South of Te Rerenga o Te Aohuruhuru (Suicide Rock)

North of Sandy Bay and south of Te Rerenga o Te Aohuruhuru are sections of regenerating forest and variable terrain. Mataikona Road is set back between approximately 90 m and 0 m from the coastline. This section of the project corridor and preferred interventions are shown in Figure 2-5 below.

Several site hazards exist due to the geology and terrain including rockfall, loose debris, and landslides from uphill of the road. Natural drainage from the steeper slopes direct overland stormwater quickly towards the road and to the near coastline. Oversaturation of soils uphill, causing slope failure and slips also result in a semi-fluid flow of debris down the slope which can obstruct, flood and erode the road.

Over the first 2 km past Sandy Bay, **drainage improvements** and **over slip protection** are the preferred interventions.

Where Mataikona Road is in very close proximity to the coastline (approximately 25 m – 0 m), **retreating the road** is the preferred intervention.



Figure 2-5: North of Sandy Bay and south of Te Rerenga o Te Aohuruhuru and preferred interventions



Figure 2-6: Sections of road retreat

2.3 Middle settlement to Mataikona

This extent of the project corridor is north of the middle settlement to approximately 1 km past Mataikona settlement. The road along this section is low lying, generally at sea level. This section of the project corridor and preferred interventions are shown in Figure 2-7 below.

Site hazards exist due to the geology, low lying road and surrounding steeper terrain to the west of the road. Site hazards include rockfall, loose debris, and landslides from uphill of the road. Natural drainage from the steeper slopes direct overland stormwater quickly towards the road and to the near coastline. Oversaturation of soils uphill, causing slope failure and slips also result in a semi-fluid flow of debris down the slope which can obstruct, flood and erode the road.

South and centre of the middle settlement, **drainage improvements** and **over slip and under slip protection** are the preferred interventions. Over slip protection is also the preferred intervention to the section of road north of the Mataikona settlement.

Where Mataikona Road is in very close proximity to the coastline (approximately 25 m – 0 m), **retreating the road** is the preferred intervention over a small section as shown in Figure 2-8.





Figure 2-7: Middle settlement to Mataikona and preferred interventions



Figure 2-8: Section of road retreat

The coastline is also susceptible to erosion and, as with other sections of the project corridor where the road is close to the coastline, this means the road and subsequently settlements will be impacted in years to come. Comparison of the 2012/13 and 2021 aerial photography at 1139-1147 Mataikona Road (Figure 3-4 and Figure 3-5) shows that the coastline has retreated seven metres in eight years. At the current rate of retreat, the road in this location will be impacted by mid-2024, the property boundaries by 2037, the buildings by 2055. **Coastal protection interventions** are the preferred interventions to mitigate further erosion of the embankment. The extent of proposed coastal protection includes the road for the area in front of the Middle and Mataikona settlements, including along the road to pack spur along the river.



Figure 2-9: 1139-1147 Mataikona Road (2013)¹



Figure 2-10: 1139-1147 Mataikona Road (2021)²

3 Statutory Planning Requirements

3.1 Masterton District Council

There are four types of interventions along the project corridor. Each intervention and the types of activities, or physical works which would be required, are identified in Table 3-1 below. All interventions are indicated as being within the Coastal Environment Management Area within the rural zone under the Wairarapa Combined District Plan (WCDP).

Table 3-1: Interventions and mitigating activities.

Intervention	Overview of Mitigation Activities
Drainage Improvements	<ul style="list-style-type: none"> - Sub-horizontal drains, cut-off drains and other drainage improvements. - Reprofiling of drainage channel, improvements of culverts and surface drainage below slope. - Installation of flumes and channels on critical downslope culverts. Improvement of drainage to prevent overland flow scouring slope crest.
Coastal Erosion Protection	<ul style="list-style-type: none"> - Riprap Revetment - Retaining Walls or Hybrid Walls
Over slip Protection	<p>Uphill site hazards</p> <ul style="list-style-type: none"> - Scaling of loose rocks and debris - Localised anchoring - Engineering catch fence - Planting on slope face

¹ Land Information New Zealand. n.d. "Wellington 0.3m Rural Aerial Photos (2012-2013)." Last modified 12 March 2014.
<https://data.linz.govt.nz/layer/51870-wellington-03m-rural-aerial-photos-2012-2013/>

² Land Information New Zealand. n.d. "Masterton 0.075m Urban Aerial Photos (2021)." Last modified 13 August 2021.
<https://data.linz.govt.nz/layer/105879-masterton-0075m-urban-aerial-photos-2021/>



	<ul style="list-style-type: none"> - Erosion protection matting with planting; Steel mesh on steeper slopes - Anchor and mesh stabilisation with shotcrete facing
Under slip Protection	<p>Downhill site hazards</p> <ul style="list-style-type: none"> - Planting on the road embankment downslopes. - Erosion protection matting, with planting. Steel mesh may be required on steeper slopes. - Retaining walls such as anchors post and lagging walls or MSE. Wall type varies based of site-specific conditions.
Retreat Road	<ul style="list-style-type: none"> - Retreat of the hillside which may involve reprofiling of the slope and other stabilisation measures. - Retreat of the road to create a buffer zone to the downslope hazards. - Realignment

The activities in Table 3-1 above have been assessed against the provisions of the WCDP and the following activities and rules are relevant:

- **Earthworks:** For sites less than 20 hectares in area shall not exceed:
 - (a) 1.5 metres (cut or fill) measured vertically;
 - (b) Where earthworks exceed 1.5 metres (cut or fill) measured vertically, those earthworks shall not exceed 3.0 metres (cut or fill) measured vertically and shall not exceed a distance of 20 metres in continuous horizontal length;
 Non-compliance will require resource consent as a **restricted discretionary activity** under Rule 21.4.4(a).

- **Indigenous vegetation and habitats:** The disturbance, removal, damage or destruction (“modification”) of naturally occurring indigenous vegetation by any network utility³ operator to ensure the safety and integrity of any network utility or to maintain access to the network utility is a **permitted activity**.

Any disturbance, removal, damage or destruction (“modification”) of indigenous vegetation within 20 metres of a river or a water body requires resource consent as a **restricted discretionary activity** under Rule 21.4.2. This rule does not apply to entirely artificially created water bodies (e.g. duck ponds, existing farm drains) or vegetation in gardens.

- **Archaeology, geology and cultural significance:** Any modification, alteration, disturbance or destruction of any archaeological site, geological site, waahi tapu, or area of significance to tangata whenua listed in Appendix 1.5 Archaeological and Geological Sites and Appendix 1.6 Sites of Significance to Tangata Whenua, requires resource consent as a **discretionary activity** under Rule 21.6(e). Within the project corridor the following are identified:
 - 8 archaeological sites identified in Appendix 1.5(a);
 - 1 geological site (coast for 1-2 km north of Whakataki) identified in Appendix 1.5(b)
 - 1 area of significance to Tangata Whenua (Te Rerenga o Te Aohuruhuru) identified in Appendix 1.6
- **Heritage:**
 - 1 heritage item (Whare Pouri’s Mark Cairn – near Sandy Bay) identified in Appendix 1.7.

Further information in relation to the extent of physical works, design and construction methodology is required to confirm whether any resource consent requirements are triggered. However based on the relevant rules and review of the project corridor it is likely resource consents will be required for some, if not all, the activities above.

³ Network utility means any utility which is part a network and includes, *inter alia*, roads, and associated support structures.

3.2 Greater Wellington Regional Council

The Proposed Natural Resources Plan for the Wellington Region (PNRP) replaces five regional plans for managing the coast, soil, discharges to land, fresh water and air. Decisions on the PNRP were publicly notified on 31 July 2019, and from the date of the public notice the PNRP was amended in accordance with those decisions. Where there have been changes as a result of consent orders or decisions on appeals these are also shown in the Appeals version. Given that all the provisions of the PNRP relevant to this application are deemed operative as a result of consent orders, the PNRP is the only regional plan that is relevant to this planning advice. The relevant rules are identified in Table 3-2 below.

Table 3-2:

Relevant Provision	Activity Status	Area of intervention
5.2 Discharges to land and water		
Rule R54: The discharge of stormwater into water, or onto or into land where it may enter a surface water body or coastal water, including through a local authority stormwater network, from a port, or airport is a restricted discretionary activity.	<p>Restricted discretionary</p> <p><i>Matters for discretion:</i></p> <ol style="list-style-type: none"> <i>The management of the adverse effects of stormwater capture and discharge, including cumulative effects, of stormwater on aquatic ecosystem health and mahinga kai, contact recreation and Māori customary use</i> <i>The management of effects on sites identified in Schedule A (outstanding water bodies), Schedule B (Ngā Taonga Nui a Kiwa), Schedule C (mana whenua), Schedule F (indigenous biodiversity)</i> <i>Minimisation of the adverse effects of stormwater discharges</i> <i>Requirements of any relevant local authority stormwater network discharge consent</i> 	Drainage improvements, and activities directing stormwater to coastal water, will need to be assessed against this rule to determine new discharges which would trigger this rule.
5.3 Land use		
Rule R101: The use of land, and the associated discharge of sediment into water or onto or into land where it may enter water from earthworks up to a total area of 3,000m ² per property per 12 month period	<p>Permitted activity subject to conditions.</p> <ol style="list-style-type: none"> soil or debris from earthworks is not placed where it can enter a surface water body or the coastal marine area, and earthworks will not create or contribute to instability or subsidence of a slope or another land surface at or beyond the boundary of the property where the earthworks occurs, and any earthworks shall not, after the zone of reasonable mixing, result in the production of conspicuous oil or grease films, scums of foams, or floatable or suspended materials; conspicuous change in colour or visual clarity; rendering of fresh water unsuitable for consumption by animals; or 	This rule would apply across the project corridor and therefore the cumulative area of earthworks will need to be confirmed to determine whether consent is required.



	<p>significant adverse effect on aquatic life.</p> <p>(d) Earthworks shall not occur within 5m of a surface water body.</p> <p>(e) work areas are stabilised within six months after the completion of the earthworks.</p>	
<p>Rule R104: The use of land, and the associated discharge of sediment into water or onto or into land where it may enter water from vegetation clearance up to a total area of 2ha per property per 12 month period on erosion prone land</p> <p><i>Erosion prone land means the pre-existing slope of the land exceeds 20 degrees.</i></p>	<p>Permitted activity subject to conditions. Generally, as per (a) and (c) above. Also, vegetation clearance shall not occur within 5m of a surface water body.</p>	<p>As per above, further information is required regarding the location and extent of vegetation clearance required.</p>
<p>Rule R107: The use of land, and the associated discharge of sediment into water or onto or into land where it may enter water from earthworks, or vegetation clearance on erosion prone land that is not permitted by R101 and 104 .</p>	<p>Discretionary activity</p>	<p>A discretionary activity consent will be required if the extent/limits in R101 and R104 are exceeded.</p>
<p>5.4 Wetlands and beds of lakes and rivers</p>		
<p>Rule R122: Maintenance, repair, replacement, upgrade or use of existing structures. The maintenance (including the maintenance of function), repair, replacement, upgrade or use of a lawfully established structure or a part of a structure</p>	<p>Permitted activity subject to conditions. shall comply with the beds of lakes and rivers general conditions* specified above in Section 5.4.4, except the use of existing structures shall only comply with conditions (d), (h), (j), and (k),</p> <p>Conditions (g) to (m).</p>	<p>Several conditions apply and therefore any activity of this nature will need to be assessed further against the conditions of this permitted activity rule.</p> <p>Condition (h) includes any removal of flood debris, gravel, sand accumulated, for purpose of maintain function of a structure including to reduced perched nature of any culvert due to scour. Non-compliance with (h) is a controlled activity (Rule R123).</p>
<p>5.6 Coastal Management</p>		
<p>Rule R182: The placement of a new structure, addition or alteration to a structure and the associated use of the structure inside a site or habitat identified in Schedule C (mana whenua), Schedule F4 (coastal sites), Schedule F5 (coastal habitats) or Schedule J (geological features) in the coastal marine area.</p>	<p>Non-complying activity</p>	<p>Any structures in the following areas along the project corridor:</p> <p>Schedule C5: Sites of significance to Rangitāne o Wairarapa & Ngāti Kahungunu ki Wairarapa – Whakataki coast, relates to the entire coastline of the project corridor.</p> <p>Schedule J – Significant geological features in the CMA: Near (south of) Sandy Bay settlement. Whakataki</p>

		<p>formation sandstone and mudstone turbidite flysch (20 Ma), tilted and differentially eroded; turbidites and offset faulting and folding.</p> <p>Schedule F4 – Indigenous Biodiversity Coastal: Mataikona Reefs. This applies to the project corridor north of Te Rerenga o Te Aohuruhuru (Suicide Rock).</p>
<p>Rule R211: The disturbance of the foreshore or seabed from the clearance of a stormwater pipe in the coastal marine area</p>	<p>Permitted activity subject to conditions which include the disturbance must be under by or for a local authority/road controlling authority; disturbance limited to that required to create a free-draining path from stormwater outlet to the sea; shall not prevent public access, excavated material retained within active beach system and stored as to not create ponding or diversion of water.</p>	
<p>Rule R218: The disturbance of the foreshore or seabed from motor vehicles inside a site or habitat identified in Schedule C (mana whenua), Schedule E4 (archaeological sites), Schedule F2c (birds-coastal), Schedule F4 (coastal sites), Schedule F5 (coastal habitats) or Schedule J (geological features) in the coastal marine area</p>	<p>Non-complying activity.</p>	<p>Refer to Rule R182 above.</p>
<p>Rule R235: Destruction, damage, or disturbance or deposition inside a site and habitat identified in Schedule C (mana whenua), Schedule E4 (archaeological sites), Schedule F4 (coastal sites), Schedule F5 (coastal habitats) or Schedule J (geological features) in the coastal marine area.</p>	<p>Non-complying activity.</p>	<p>Any other disturbance within the coastal area within the project corridor and particular disturbance of the areas below:</p> <p>Schedule C5: Sites of significance to Rangitāne o Wairarapa & Ngāti Kahungunu ki Wairarapa – Whakataki coast, relates to the entire coastline of the project corridor.</p> <p>Schedule J – Significant geological features in the CMA: Near (south of) Sandy Bay settlement. Whakataki formation sandstone and mudstone turbidite flysch (20 Ma), tilted and differentially eroded; turbidites and offset faulting and folding.</p> <p>Schedule F4 – Indigenous Biodiversity Coastal: Mataikona Reefs. This applies to the project corridor north of Te Rerenga o Te Aohuruhuru (Suicide Rock).</p>



The placement of culvert structures is generally regulated by the NES-F over the PNRP (see Section 3.3.2 below). Similarly, activities within 100 m of a natural wetland are generally regulated by the NES-F over the PNRP. Any activities occurring within the bed of a lake or river will require further assessment as not enough information is known at this stage.

The placement of a new structure, addition or alteration to a structure and disturbance of land within the coastal area will likely require consent as a non-complying activity. As a non-complying activity, in order for an application to be considered for approval under s104B of the RMA, the proposal must satisfy at least one of the subsections of section 104D of the RMA, known as 'gateway tests'. That is, to grant a resource consent for a non-complying activity, the consent authority must be satisfied that either the adverse effects of the activity on the environment will be minor (s104D(1)(a)), or the proposed activity will not be contrary to the objectives and policies of a proposed plan and/or plan (s104D(1)(b)).

An application for consents would need to be supported by specialist input commensurate with the scale of effects. Input from others is anticipated to assess effects in relation to ecology, hydrology, land stability and coastal processes. Particularly for works within the coastal environment, engagement with mana whenua is needed, notably in preparing applications for a non-complying activity for works being undertaken within sites of significance to Rangitāne o Wairarapa & Ngāti Kahungunu ki Wairarapa.

3.3 National Planning Instruments

3.3.1 New Zealand Coastal Policy Statement

The purpose of the New Zealand Coastal Policy Statement 2010 (NZCPS) is to promote the sustainable management of natural and physical resources in relation to the coastal environment of New Zealand. Resource consent decision-makers must have regard to relevant NZCPS objectives and policies especially in relation to works affecting the coastal environment.

The seven objectives of the NZCPS are summarised as follows:

- Objective 1: To safeguard the integrity, form, functioning and resilience of the coastal environment and sustain its ecosystems, including marine and intertidal areas, estuaries, dunes and land.
- Objective 2: To preserve the natural character of the coastal environment and protect natural features and landscape values.
- Objective 3: To take account of the principles of the Treaty of Waitangi, recognise the role of tangata whenua as kaitiaki and provide for tangata whenua involvement in management of the coastal environment.
- Objective 4: To maintain and enhance the public open space qualities and recreation opportunities of the coastal environment.
- Objective 5: To ensure that coastal hazard risks taking account of climate change, are managed.
- Objective 6: To enable people and communities to provide for their social, economic, and cultural wellbeing and their health and safety, through subdivision, use, and development.
- Objective 7: To ensure that management of the coastal environment recognises and provides for New Zealand's international obligations regarding the coastal environment, including the coastal marine area.

Coastal protection interventions are proposed within the coastal environment and drainage improvements will result in stormwater being directed to the ocean. A full assessment of the proposal against the objectives and policies of the NZCPS is required, noting that to grant a resource consent for a non-complying activity, the consent authority must be satisfied that either the adverse effects of the activity on the environment will be minor (s104D(1)(a)), or the proposed activity will not be contrary to the objectives and policies of a proposed plan and/or plan (s104D(1)(b)) which includes the NZCPS.

3.3.2 Freshwater Management

The Resource Management (National Environment Standards for Freshwater Management) Regulations 2020 (**NES-F**), amended with changes in effect from 8 December 2022, sets out the objectives and policies for the management of freshwater.

These regulations relate to activities which involve the installation of structures in a waterway which may affect fish passage. The NES-F regulations also apply to activities within, or between 10 – 100m of, wetlands. Further information and assessment are required to identify areas of wetland and if any other proposed activities in proximity to wetlands or in rivers or lakes (as defined by the RMA) require consent under these regulations. Some of the primary and potential consent triggers are identified in Table 3-3 below (note this is not an exhaustive list).

Table 3-3:

Activity	Relevant Rules	Activity Status	Comments
Vegetation clearance in, or within a 10m setback from wetlands	NESFM Reg 45 (1) Vegetation clearance for constructing specified infrastructure within, or within a 10m setback from a natural wetland	Discretionary Activity	There may be vegetation clearance within 10m of natural wetlands along the project corridor.
Earthworks, land disturbance and diversion and drainage within, or within a 10m setback from a wetland	NESFM Reg 45 (2) Earthworks or land disturbance for constructing specified infrastructure within, or within a 10m setback of a natural wetland	Discretionary Activity	There may be earthworks within 10m of natural wetlands along the project corridor.
	NESFM Reg 45 (4) Taking, use, damming, diversion, or discharge of water for specific infrastructure within, or within a 100 m setback from a natural wetland if for the purpose of constructing specified infrastructure	Discretionary Activity	Further information and assessment would be required to determine whether any drainage improvements require during construction, or result in post construction, the taking, use, damming, diversion, or discharge of water within 100m of a natural wetland.

As GWRC administer the NES-F, any consents identified to be required under the NES-F can be included in any application required under the PNRP.

The National Policy Statement for Freshwater Management 2020 (**NPS-FM**) sets out the objectives and policies for the management of freshwater. The NPS-FM took effect on 3 September 2020 and replaces the National Policy Statement for Freshwater Management 2014 (amended 2017).

The NPS-FM sets out:

- how local authorities must implement this National Policy Statement, particularly in relation to giving effect to Te Mana o te Wai (as reflected in the statement's objective below)
- the National Objectives Framework for managing freshwater
- additional requirements on regional councils relating to freshwater management.

Section 2.1 of the NPS-FM states that:

The objective of this National Policy Statement is to ensure that natural and physical resources are managed in a way that prioritises:

- first, the health and well-being of water bodies and freshwater ecosystems*
- second, the health needs of people (such as drinking water)*
- third, the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.*

The NPS-FM applies to all freshwater (including groundwater) and, to the extent they are affected by freshwater, to receiving environments (which may include estuaries and the wider coastal marine area). Any resource consent application for activities in relation to a wetland, structures in waterways, stormwater discharges or dewatering activities will require an assessment of the proposal against the provisions of the NPS-FM.



3.3.3 Land Contamination

The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES-CS) provides a nationally consistent set of planning controls for the management of activities on contaminated and potentially contaminated land. The NES-CS applies when activities such as soil disturbance are undertaken on land where an activity described in the Hazardous Activities and Industries List (HAIL) is currently, has previously been, or is likely to have been undertaken.

The primary activity occurring on land being disturbed within the road reserve is not described on the HAIL and roads are not deemed to be 'a piece of land' under the NESCS. However, as the project area is situated within a predominantly rural area, if any excavation is proposed (such as excavation of banks) it is recommended that a check of adjacent land is undertaken to confirm whether any contaminating activities (described on the HAIL) have been undertaken on the site which might present a risk of contaminant migration within the works area.

If there are any HAIL (Ministry for the Environment - Hazardous Activities and Industries List) sites along the alignment of the proposed upgrade works where land disturbance may occur, a resource consent from the relevant district council under the NESCS is likely to be required. The preparation of a Preliminary Site Investigation (PSI) for the whole corridor would provide further assurance of the extent of HAIL sites within the project area and reduce the likelihood of encountering unexpected contamination.

3.4 Culture and Archaeology

Archaeological sites are protected under Section 42 of the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA). It is an offense to carry out work that may "modify or destroy, or cause to be modified or destroyed, the whole or any part of that site if that person knows, or ought reasonably to have suspected, that the site is an archaeological site", whether or not the site has been previously recorded.

Due to heritage of the area and the uncertainty of uncovering archaeological artefacts, an archaeological assessment is recommended. The archaeological assessment will make recommendation(s) as to whether having an archaeological authority in place before works start would be appropriate and/or accidental discovery protocols. This assessment should be undertaken prior to works commencing, allowing enough time to obtain and authority (if required) and to avoid any future delays should anything be discovered.

If an authority is not required, the possibility that unexpected archaeological material could be found during the works cannot be discounted. In the event that unexpected archaeological material is discovered during the project, Council and their contractors should follow an Archaeological Discovery Protocol (ADP).

Reference is made to Section 2.3 of the SSBC which identifies several features of cultural importance along this coastline and within the project corridor. The entire coast between the Whakataki River mouth and Mataikona River mouth is highlighted as an area with significant mana whenua values in the PRNP. There are also many wāhi tapu and archaeological sites in the coastal area as identified in the WCDP (refer Section 3.1 above) and further listed by the New Zealand Archaeological Association. Consultation with mana whanua in relation to the project is discussed further in Section 3.5 below.

3.5 Consultation and Affected Parties

Requirements for works and/or access over private land should be confirmed as soon as possible as design progresses. In situations when work or access over private land is required, consultation with the affected landowners must be undertaken with a view of obtaining written approvals. This undertaking can have an impact upon the programme and potentially the final design solution in some cases.

The Property Group completed an initial assessment of the land required to allow for retreat of the road in four places (refer to Appendix P of the SSBS). The proposed retreat alignment has changed slightly since this report was completed. However, Section 16.3 of the SSBS explains that if investment Option A (critical risks only) is chosen only the retreat before Te Rerenga o Te Aohuruhuru (Suicide Rock), would be implemented. This would only affect one landowner. Under investment Options B and C four retreat locations would be addressed and 37 properties will likely be affected.

Managed retreat is a highly emotive topic when it comes to people and their land. As described in Section 16.3 of the SSBC, the approach to managed retreat is being informed by the National Adaptation Plan and direction is expected from the government as this problem becomes more widespread. Currently there is no formal Council policy for the acquisition or disposal of land. Typically, each decision to purchase or sell land needs a council resolution. This requires a report to a full council forum seeking a decision. Consultation with stakeholders identified in the SSBC to date indicates strong support for this project and awareness that lack of investment will result in severance and loss of road access for many properties in the short and long term. However, a robust Consultation and Engagement Plan will be essential to set out a clear process of engagement not only in relation to property matters but all interventions along this coastline.

The Whakataki coastline which spans the entirety of the project corridor is a site of significance to Rangitāne o Wairarapa & Ngāti Kahungunu ki Wairarapa. Where works are proposed within the coastal environment as defined under the WCDP engagement and consultation with mana whenua must be undertaken. There are also significant geological features and indigenous biodiversity sites noted along the project corridor and therefore work in these areas should be further determined and incorporated into the engagement and consultation strategy.

Rangitāne o Wairarapa and Ngāti Kahungunu ki Wairarapa have engaged with the SSBC providing feedback on the long list of packages. It is important to continue open, early and meaningful engagement with iwi partners.

4 Consenting Risks

As a non-complying activity application to the GWRC, the proposal must satisfy at least one of the subsections of section 104D of the RMA, known as 'gateway tests'. That is, to grant a resource consent for a non-complying activity, the consent authority must be satisfied that either the adverse effects of the activity on the environment will be minor (s104D(1)(a)), or the proposed activity will not be contrary to the objectives and policies of a proposed plan and/or plan (s104D(1)(b)). It is recommended that design as it is progressed is informed by objectives and policies of the NZCPS, the PNRP and Regional Policy Statement.

Managed retreat is a highly emotive topic when it comes to people and their land. Although consultation with stakeholders identified in the SSBC to date indicates strong support for this project, a robust Consultation and Engagement Plan will be essential to set out a clear process of engagement not only in relation to property matters but all interventions along this coastline. Rangitāne o Wairarapa and Ngāti Kahungunu ki Wairarapa have engaged with the SSBC providing feedback on the long list of packages. It is important to continue open, early and meaningful engagement with iwi partners.

5 Summary

5.1 District Council Requirements

Further information in relation to the extent of physical works, design and construction methodology is required to confirm whether any resource consent requirements are triggered. However, based on the relevant rules and review of the project corridor it is likely resource consents will be required for some, if not all, of the activities described in Section 3.1 including:

- earthworks;
- indigenous vegetation clearance within 20 m of a river or waterbody; and
- modification, alteration, disturbance or destruction of any archaeological site, geological site, waahi tapu, or area of significance to tangata whenua listed in Appendix 1.5 Archaeological and Geological Sites and Appendix 1.6 Sites of Significance to Tangata Whenua

At this stage, the most restrictive activity status for the interventions would be a discretionary activity. An application for consents would need to be supported by specialist input commensurate with the scale of effects. Input from others is anticipated to assess effects in relation to ecology, hydrology, land stability and potentially coastal processes.



5.2 Regional Council Requirements

Resource consents are anticipated for most activities such as land disturbance, vegetation clearance (native or exotic) and structures within waterways and/or coastal environment and riparian margins. Activities within the coastal environment (or drainage improvements discharging to and disturbing the coastal environment) are likely to require consents as non-complying activities.

Although the degree of the effects from the proposed interventions cannot be fully understood at this stage, the preliminary findings through the SSBC process and this planning review indicate some consenting constraints including:

- Activities/interventions along the coastline requiring specialists input to the proposed design solution(s) and consultation which may have a significant time impact to the project if not proactively managed;
- The road realignment through the Sandy Bay settlement which will have potentially significant consenting constraints depending on the ecological qualities and value of the vegetation required to be removed. The vegetation could be determined to be natural wetland which will result in a fairly complex consenting process. Negotiations with private property owners would also be necessary.

Further information and assessment are recommended as design progresses to confirm consents and application requirements relating to any proposed structures/bridges over or within rivers, and drainage discharging to the coast. Regarding rock rip rap and revetment solutions along the coast, a coastal processes assessment would be required. An application for consents would need to be supported by specialist input commensurate with the scale of effects. Input from others is anticipated to assess effects in relation to ecology, hydrology, land stability and coastal processes.

5.3 Other Approvals

Due to heritage of the area and the uncertainty of uncovering archaeological artefacts, an archaeological assessment is recommended. The archaeological assessment will make recommendation(s) as to whether having an archaeological authority in place before works start would be appropriate and/or accidental discovery protocols.

In situations when work or access over private land is required, consultation with the affected landowners must be undertaken with a view of obtaining written approvals.

Where works are proposed within the coastal environment as defined under the WCDP engagement and consultation with mana whenua must be undertaken.

Appendix Q Property Report





Mataikona Road Project Retreat and Strengthen Cost Estimate September 2022





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Executive Summary

The purpose of this document is to provide a summary of the initial high level property cost estimates and assumptions made in relation to the Masterton District Council's (Council) Retreat and Strengthen option (Option) to support the Initial Business Case phase for the Mataikona Road Project (the Project).

We have produced a Live Map (LM) based on basic .KMZ files provided by Stantec showing the proposed centre line and adopting a 20m legal road corridor, as advised by Stantec following consultation with Council on the appropriate road corridor width. Using this information, our assessment has identified that the Option footprint will affect some 37 properties.

Gross total property acquisition costs equate to **\$7,415,489** (including contingency).

The total gross estimate is comprised as follows:

Base Estimate of Total Property Costs (Gross) including Property Market Appreciation Contingency	\$4.94M
Contingency (Gross)	\$1.24M
Funding Risk Contingency (Gross)	\$1.24M
95th Percentile Estimate of Total Property Costs (Gross)	\$7.42M

A breakdown of the 37 properties affected by the Option footprint are outlined as follows:

- 30 private properties which are all General Land. We note that there are instances of common ownership for some properties.
- 1 Local Purpose Recreation Reserve held by Masterton District Council (LM Ref 15). We have not determined whether this is a Crown derived reserve or is vested in Council.
- 2 Recreation Reserves (LM Ref 5 & 6) pursuant to the Reserves Act 1977. These were vested in the Crown in 1953 pursuant to Section 13 of the Land Subdivision in Counties Act 1946 and appear to continue to be held by the Crown.
- 1 area of common marine and coastal area (LM Ref 16).

Key assumptions and considerations

The following key assumptions and considerations were made as part of the cost estimate exercise:

- This estimate is based on the Project information available as at the date of this report and is subject to further refinement as design progresses.
- This estimate includes property acquisition costs only. All physical project construction costs are excluded.

- We have assumed additional compensation of 10% of land value (including injurious affect) up to a maximum of \$25,000.00 for owners in terms of s72(c) Public Works Act 1981.
- No allowance has been made for damage that may occur to property of affected landowners during construction.
- No allowance has been made for referring matters to the Land Valuation Tribunal.
- Injurious Affection has been assessed in our cost estimate spreadsheet (where applicable). The injurious affection assessment does not anticipate mitigation measures. Where mitigation measures are included in the design, the injurious affection will require reassessment.
- We have assumed in all instances of severance land, that the land is purchased alongside the required land as a reflection of the severance being significantly less useful to the owner. At this early stage of our assessment, we have anticipated that due to the location of the severance areas these may be held by Council due to potentially limited use and demand for these sites with coastal hazards and issues to be considered. Accordingly, we have not provided for any proceeds of sale for any severance land at this stage.

Property Market

The rateable valuations (RV) for properties located within the Masterton District were last assessed in September 2020.

Between September 2020 and February 2022, the district experienced significant house price increases. In line with most regions throughout New Zealand, house price growth was driven by the historically low interest rate environment, a shortage of housing, interest from buyers located outside the district and increased competition for the limited number of listings on the market.

Towards the end of 2021 and early 2022 the market was going through a transitional period. Market statistics indicated that the market had noticeably slowed with properties being on the market for longer periods before achieving a sale. The increased time has been needed for borrowers to satisfy their obligations to obtain finance with main trading banks noticeably slower to grant approval. The market has also been affected by various other legislation changes along with increasing interest rates, substantial increases in inflation over the past year as well as a well-publicised building materials shortage.

The Masterton district market has continued in a relatively consistent negative pattern since February 2022 for all property types. Values are continuing to reduce, and sales volumes remain at very low levels.

Based on current market trajectories, we have considered the potential appreciation in market values over the next year to be 0%.

Current market value and anticipated market appreciation

Property type	Increase on 2020 Rating Value	Market Appreciation
Residential	50%	0%
Lifestyle	50%	0%

Rural	50%	0%
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Estimated Acquisition Costs

Each of the inputs tabularised below are based on our research, knowledge, and experience of completing acquisitions of multiple properties for similar infrastructure projects. The properties affected by the Mataikona ‘retreat and strengthen’ option roading Project are located along the coastline. The properties comprise a combination of rural, lifestyle and residential properties all within rural zoned land and we have tailored our market assessments to each of these property types.

As a rule, the below table outlines what costs have been applied.

Other property costs – partial purchases

Property type	Injurious affection	Additional Compensation per property	S66 PWA costs per owner	Acquisition costs per owner
Residential	5%	10% up to \$25,000	\$20,000	Individually assessed
Lifestyle	5%	10% up to \$25,000	\$20,000	Individually assessed
Rural	1%	10% up to \$25,000	\$30,000	Individually assessed

Injurious Affection

The Mataikona live map provides an indicative footprint of the Project. Whilst it is noted that these are not final plans, based on our experience of other acquisitions for similar infrastructure projects, we have assessed injurious affection on a percentage of value based on a desktop review of anticipated effect on balance land on a case-by-case basis.

Additional compensation

The land requirements for the project are all partial acquisitions accordingly we have assumed additional compensation of 10% of land value up to a maximum of \$25,000 in accordance with Section 72C PWA.

Section 66 PWA owners’ costs

Based on our experience the wider region, we have assumed that the owners will not engage a property advocate to assist with their negotiations.

We estimate partial acquisitions will incur an upper limit of landowner costs per property of \$20,000 for the subject residential and lifestyle properties and \$30,000 for rural properties.

The s66 costs exclude business-related claims provided for above.

Acquisition costs

Estimated direct acquisition costs for the requiring authority for partial purchases are:

Consultancy fees	Average \$25,000 per property.
Valuation fees	\$2,000 per residential property \$3,000 per lifestyle property \$10,000 per rural property
Building reports	Not required. Improvements are not being acquired by the project.
Contamination reports	Not required. Improvements are not being acquired by the project.
Reinstatement costs (accommodation works)	Additional costs have been provided against each property as a reflection of the improvements which may be affected as a consequence of the works. Such costs have been established on a property-by-property basis and range from \$5,000 to \$40,00 to reflect the size and scale of the operations on each property, and the anticipated effect of the works on that property.

Contingencies

P 50 Contingencies

The SM014 definition of contingency is a financial provision added to the Base Estimate to provide for uncertainty in relation to the estimate inputs and specific project related threats and opportunities with a cost impact to derive the Expected Estimate.

For the purposes of this high level cost estimate assessment, we have applied an indicative 25% contingency to the Base Estimate to provide for uncertainty in relation to the estimate inputs and specific project related threats.

Funding risk contingency

The SM014 definition of funding risk contingency is an additional financial provision to provide for uncertainty in relation to the estimate inputs and project related threats and opportunities with a cost impact which represents the difference between the Expected Estimate and the 95th percentile estimate.

For the purposes of this high level cost estimate assessment we have applied an indicative 25% funding risk contingency to provide for uncertainty in relation to the estimate inputs and specific project related threats and opportunities.

Land Affected by Option Footprint

Opportunity to Lessen Impact

It is important to note that in taking the indicative alignment provided by Stantec and applying this, there are some parcels of land which can be avoided through further design and review. These are mainly parcels of land where a very small area of the property is affected by the footprint.

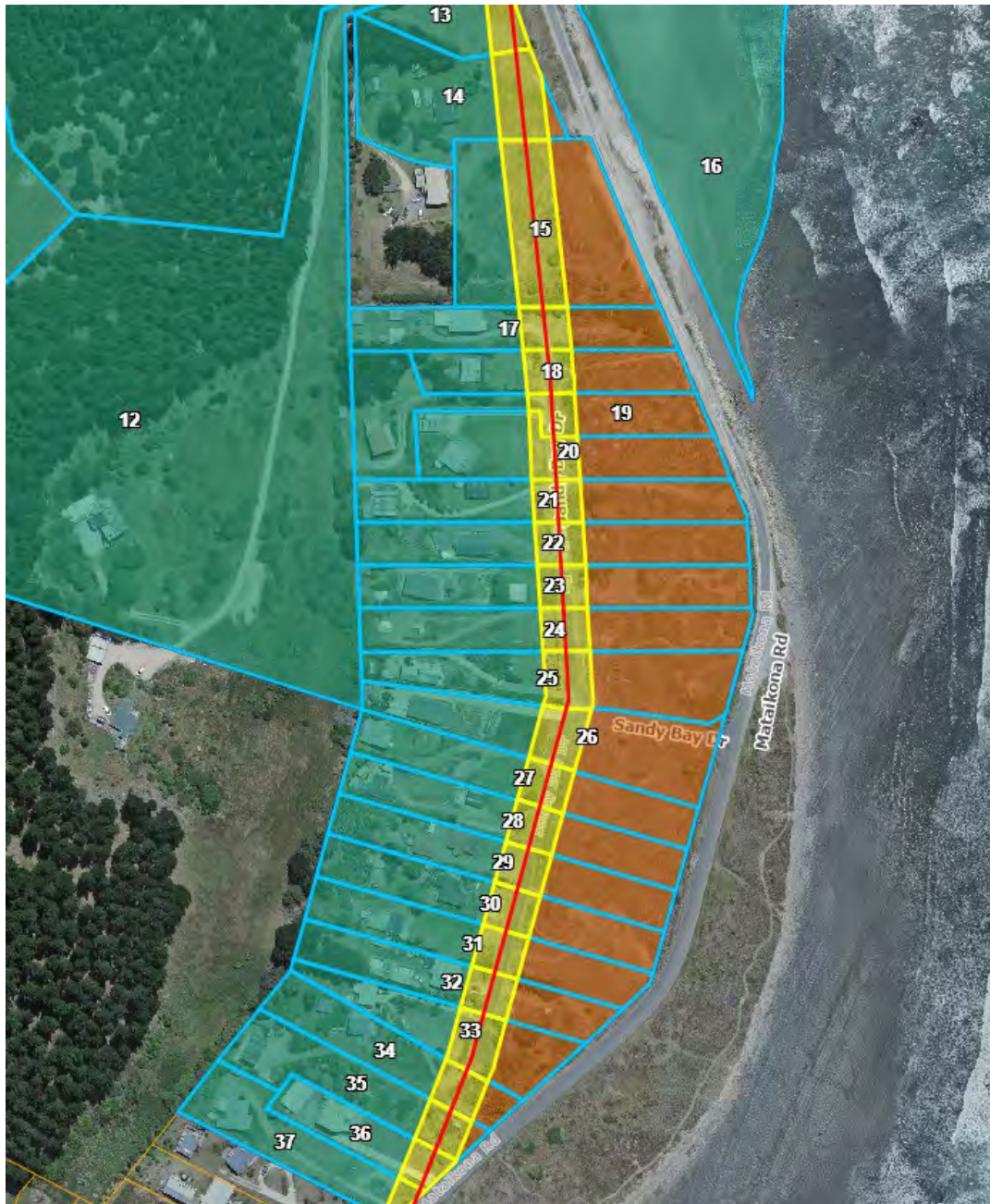
An example of which is outlined in the image below in relation to LM Ref 10.



Severance

The Option footprint creates a number of areas of potential ‘severance’ An example of this is where the Option proposes to be formed over the right of way referred to as ‘Sandy Bay Drive’. This is not a legal road but rather right of way. On that basis, the acquisition of land for legal road will create severance to those parcels of land which all extend to the existing Mataikona Road alignment.

This is illustrated in the image below, with the proposed Option footprint in yellow along Sandy Bay Drive and the balance of the owner’s land located on either side, with the area of potential severance shaded in tan.



Severance is where the acquisition of part of an owner’s land for a public work (legal road is a public work), results in another part of that land being severed from the retained land so that it becomes more costly to retain or less useful to the landowner.

In these circumstances, the land may require Council to purchase the severed land. In some cases, the Council may be able to dispose/sell the land in due course, but this will be dependent on suitability of the land and market demand.

To ensure that the initial assessment is assessed on a worse case basis, we have assumed that any severance land will need to be acquired as per Council's obligations, if required by a landowner.

Further Investigation Required

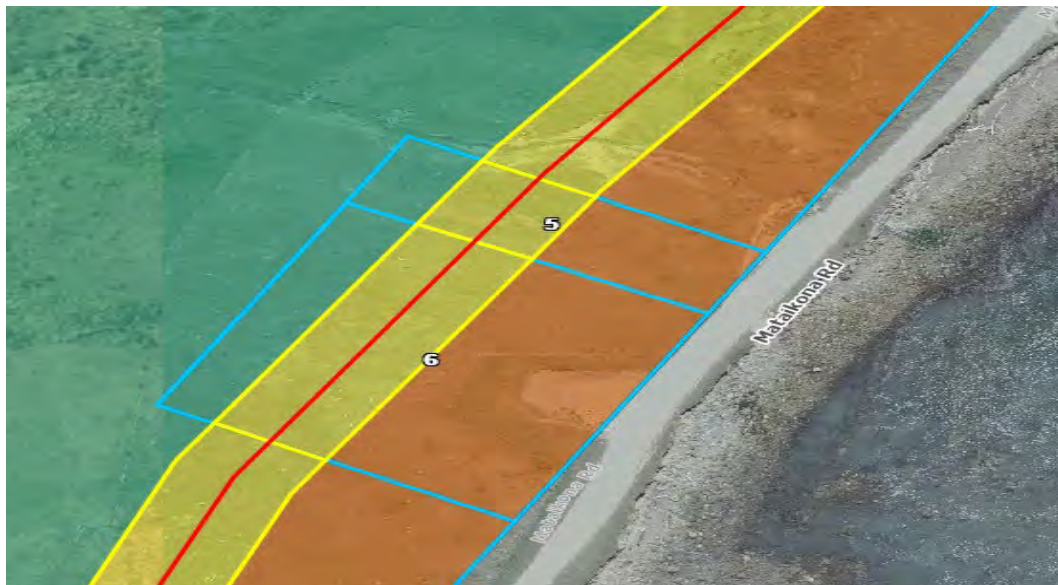
The Option footprint affects a number of Crown and public land parcels which will require further investigation to determine the status of these individual land parcels and likewise ownership and a pathway to acquire land for legal road under the Option.

A brief summary of our initial investigation to date of these parcels of land is outlined as follows.

Recreation Reserve (LM Ref 5 & 6)

These two parcels of land are located adjacent to one another as shown in the image below. Both parcels of land were vested in the Crown in 1953 pursuant to Section 13 of the Land Subdivision in Counties Act 1946. They both appear to continue to be held by the Crown as a Recreation Reserve by New Zealand Gazette Notice 1953 p1968. We anticipate that these parcels of land continue to be held by the Crown pursuant to the Reserves Act 1977

It is possible that further gazettal action may have been undertaken to change the status and administering body, but this requires further investigation if the Option progresses further.



Local Purpose Recreation Reserve (LM Ref 15)

This parcel of land is held by Council as a Local Purpose Recreation Reserve pursuant to the Reserves Act 1977. It appears that the reserve may have been created and vested as a result of a subdivision as shown on Deposited Plan 68354, in which case the land may be vested in Council and may not be a Crown derived reserve.

The status of this land requires further investigation if the Option progresses further.



Common Marine and Coastal Parcel (LM Ref 16)

There is a parcel of land (16) that is shown as foreshore, but we anticipate that part of this parcel of land will in effect form part of the 'marine and coastal area' pursuant to the Marine and Coastal Area (Takutai Moana) Act 2011.

As this parcel of land is located on the seaward side of the existing legal road and given the natural occurrences in relation to the coast overtime, it may be that the full parcel area forms part of the marine and coastal area. Further investigation would be required to determine this.

If the Option progresses, noting the minor area of the Option footprint on this land parcel, we would recommend that any further alignment investigation and design looks to avoid impacting this parcel of land.



Recommendations

The following recommendations are made as part of the cost estimate exercise:

- A portion of severance land (1,508m²) from the Haab farm (LM Ref 1) located at the back of properties 7 and 8 (as well as 11 properties without land requirement) will need to be purchased as road so those aforementioned properties can legally access their land from the proposed new road.
- A small portion of required land (1m²) is currently proposed from the Aspell property (LM Ref 2). To enable a cleaner tie in to the existing road corridor, we suggest revisiting the requirement from this property.
- A small portion of required land (12m²) is currently proposed from the Matai Beach Ltd property (LM Ref 7). Suggest avoiding if possible.

- A small portion of required land (2m²) is currently proposed from the Foreman property (LM Ref 8). Suggest avoiding if possible.
- The existing road is encroaching on portions of the Professional Guiding Services Ltd property (LM Ref 9), this may need to be addressed during negotiations by way of an exchange agreement.
- A small portion of required land (22m²) is currently proposed from the Trobe Holdings Ltd property (LM Ref 10). To enable a cleaner tie into the existing road corridor, we suggest revisiting the requirement from this property.
- A small portion of required land (23m²) is currently proposed from a parcel of land located on the foreshore (LM Ref 16). Suggest avoiding if possible.

If any part of this report requires further clarification, please don't hesitate to contact us. We look forward to providing any further advice and support required for further stages of the Project.

Prepared by:

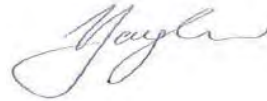


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Appendix 1: Cost Estimate Spreadsheet



TPG Live Map Reference	Record of Title	Legal Description	Address	Owner(s)	Property Type	Title Area (ha)	Land Required (ha)	Severance Area (ha)	Balance (ha)	Zoing	Comments	Access Effects	Full/Partial	Valuation Land	Valuation Number	RV Land Value Sept2020	RV Improvement Value Sept2020	RV Capital Value Sept2020
Mataikona Road Cost Estimate																		
1	533587	Lot 6 DP 403262	1282 Mataikona Road, Mataikona	Astrid Haab-Zuber, Robin Otto Georg Haab	Pastoral Farm	493.2973	4.0924	4.5540	484.6509	Rural	Part of a larger pastoral farm this portion of land will be affected on the eastern boundary creating severance land between the road and oldroad/foreshore. Portion of severance land (1508m ²) at the back of properties 7, 8 (and 11 others) will need to be purchased as road so those properties can legally access their land - included this in land requirement. Road requirement affects shed/workshop, suggest curving to avoid.	Not affected	Partial	1549.4834	17970/1200	\$8,030,000	\$2,120,000	\$10,150,000
2	WN601/19	Lot 1 DP 16653	1063 Mataikona Road, Mataikona	Claire Alicia Aspell	Residential Dwelling	0.0861	0.0001	0.0000	0.0860	Rural	The proposed road will require a small portion from the front eastern corner, to have a seamless road suggest taking more land from this property, or avoid	Access will be affected	Partial	0.0860	17970/02500	\$200,000	\$120,000	\$320,000
3	WN885/5	Lot 1 DP 21440	1061 Mataikona Road, Mataikona	Annette Sharon Watson, Lindsay Edmund Watson	Residential Dwelling	0.0993	0.0069	0.0000	0.0924	Rural	The proposed road will require a small slither from the eastern boundary bringing the road closer to the house.	Access will be affected	Partial	0.1012	17970/02400	\$210,000	\$120,000	\$330,000
4	WN904/76	Lot 2 DP 21440	1061 Mataikona Road, Mataikona	Annette Sharon Watson, Lindsay Edmund Watson	Residential Vacant	0.1029	0.0049	0.0000	0.0980	Rural	The proposed road will require a small slither from the eastern boundary. Property vacant and used as yard space to adjacent property (same owners).	Access will be affected	Partial	0.1012	17970/02401	\$210,000	\$10,000	\$220,000
5 & 6	<Null>	Lot 13 DP 32246, Lot 18 DP 16652	Mataikona Road, Mataikona	Lot 13 DP 32246 ; [Create] Recreation Reserve New Zealand Gazette 1953 p 1968, Lot 18 DP 16652 ; [Create] Recreation Reserve New Zealand Gazette 1953 p 1968	Recreation reserve Vacant	0.5160	0.1623	0.2586	0.0951	Rural	Property will be split in half, both portions would have road access. Portion to west could be offered to adjacent rural neighbour.	Not affected	Partial	0.5160	17970/2600	\$66,000	\$1,000	\$67,000
7	463570	Lot 7 DP 403262	887 Mataikona Road, Mataikona	Matai Beach Limited	Residential Dwelling	0.2024	0.0012	0.0000	0.2012	Rural	Small triangular portion on western boundary affected. Road will be closer to dwelling due to realignment. Avoid if possible.	Not affected	Partial	0.2023	17970/02800	\$230,000	\$85,000	\$315,000
8	533585	Lot 4 DP 403262	863 Mataikona Road, Mataikona	Ben Jamie Foreman	Residential Vacant	0.0843	0.0002	0.0000	0.0842	Rural	Small triangular portion on western boundary affected. Avoid if possible	Not affected	Partial	0.0843	17970/01215	\$210,000	\$0	\$210,000
9	WN53D/668	Part Section 6 Mataikona SETT	379 Mataikona Road, Mataikona ; 583 Mataikona Road, Mataikona ; 649 Mataikona Road, Mataikona	Professional Guiding Services Limited	Pastoral Farm	2025.0578	2.0886	0.2045	2022.7647	Rural	The proposed road will require portions running along the eastern boundary of rural pastoral land, bringing the road closer to 5 dwellings. Might need to fix existing road encroachment on this property.	Access to 5 dwellings will be affected	Partial	2025.3999	17970/02200	\$4,770,000	\$880,000	\$5,650,000
10	WN53D/648	Lot 1 DP 86136	353C Mataikona Road, Mataikona	Trobe Holdings Limited	Lifestyle Vacant	2.0002	0.0022	0.0000	1.9981	Rural	The proposed road will require a small portion from the south-eastern corner, to have a seamless road suggest taking more land from this property.	Not affected	Partial	2.0000	17970/02222	\$280,000	\$40,000	\$320,000
11	WN53D/649	Lot 2 DP 86136	353C Mataikona Road, Mataikona	Trobe Holdings Limited	Lifestyle Property	2.6386	0.0432	0.0000	2.5954	Rural	The proposed road will require land on the eastern boundary, bringing the road closer to the house.	Access will be affected via neighbouring ROW	Partial	2.6380	17970/02231	\$335,000	\$105,000	\$440,000
12	WN53D/651	Lot 4 DP 86136	353B Mataikona Road, Mataikona	David Paul De Terte	Lifestyle Property	3.2833	0.0191	0.0000	3.2642	Rural	The proposed road will require land on the eastern boundary, affects dogleg access to rear site and ROW to neighbouring properties.	Access will be affected for subject ppty plus neighbours	Partial	3.2830	17970/02228	\$425,000	\$190,000	\$615,000
13	169434	Lot 1 DP 341214	Mataikona Road, Mataikona	Bretton Keith Walker, Geoffrey Copeland Baker, Jennifer Anne Walker	Residential Vacant	0.1559	0.0437	0.0000	0.1122	Rural	The proposed road will require land on the eastern boundary. Property vacant and used as yard space to adjacent property (same owners).	Access will be affected via neighbouring ROW	Partial	0.1560	17970/02227	\$240,000	\$10,000	\$250,000
14	169435	Lot 2 DP 341214	345 Mataikona Road, Mataikona	Bretton Keith Walker, Geoffrey Copeland Baker, Jennifer Anne Walker	Residential Dwelling	0.3523	0.0722	0.0106	0.2695	Rural	The proposed road will require a portion from the eastern boundary, bringing the road closer to the house and creating severance.	Access will be affected via neighbouring ROW	Partial	0.3525	17970/02233	\$270,000	\$145,000	\$415,000
15	WN52D/966	Lot 25 DP 68354	<Null>	Masterston District Council	Recreation reserve Vacant	0.5019	0.1412	0.1969	0.1637	Rural	Property will be split in half. Both portions would have road access.	Not affected	Partial	0.5018	17970/02225	\$52,000	\$1,000	\$53,000
16	<Null>	Part Section 724 Mataikona SET	<Null>	Part Section 724 Mataikona SETT	Foreshore	2.1196	0.0023	0.0000	2.1173	Rural	The proposed road will require a small slither from the eastern boundary. Area is made up of foreshore/beach. Avoid if possible.	Not affected	Partial	n/a	n/a	n/a	n/a	n/a
17	WN37C/917	Lot 24 DP 68355	18 Sandy Bay Drive, Mataikona	Dianne Christine Millar, Peter Geoffrey Borrie	Residential Dwelling	0.2404	0.0361	0.0753	0.1289	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.2404	17970/02224	\$240,000	\$400,000	\$640,000
18	295352	Lot 1 DP 373036	17 Sandy Bay Drive, Mataikona	Marc John King	Residential Dwelling	0.2039	0.0361	0.0855	0.0822	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.2039	17970/02223	\$250,000	\$225,000	\$475,000
19	295353	Lot 2 DP 373036	16 Sandy Bay Drive, Mataikona	Geraldine May Godden, James David Godden	Residential Dwelling	0.3080	0.0310	0.0969	0.1801	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.3079	17970/02221	\$255,000	\$245,000	\$500,000
20	WN53A/777	Lot 2 DP 85231	15 Sandy Bay Drive, Mataikona	Alan John Currie, Christine Lesley Barbridge, Kevin John Barbridge	Residential Dwelling	0.2843	0.0411	0.1085	0.1347	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.2843	17970/02229	\$240,000	\$200,000	\$440,000
21	WN37C/913	Lot 20 DP 68355	14 Sandy Bay Drive, Mataikona	Peter James Gaskin	Residential Dwelling	0.2899	0.0360	0.1199	0.1340	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.2901	17970/02220	\$255,000	\$255,000	\$510,000
22	WN37C/912	Lot 19 DP 68355	13 Sandy Bay Drive, Mataikona	Stephen George Vine	Residential Dwelling	0.2956	0.0361	0.1241	0.1354	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.2949	17970/02219	\$240,000	\$370,000	\$610,000
23	WN37C/911	Lot 18 DP 68355	12 Sandy Bay Drive, Mataikona	Thomas Raymond Ward	Residential Dwelling	0.2951	0.0360	0.1236	0.1356	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.2955	17970/02218	\$255,000	\$295,000	\$550,000
24	WN37C/910	Lot 17 DP 68355	11 Sandy Bay Drive, Mataikona	Gail Linda Donaldson, Jean Louis Macadre, Macalister Mazengarb Trust Company Limited	Residential Vacant	0.2932	0.0361	0.1198	0.1373	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.2924	17970/02217	\$255,000	\$20,000	\$275,000
25	WN37C/909	Lot 16 DP 68355	10 Sandy Bay Drive, Mataikona	Ross Erl Percy, Sharon Elizabeth Parker	Residential Dwelling	0.3394	0.0472	0.1593	0.1329	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.3392	17970/02216	\$255,000	\$315,000	\$570,000
26	WN37C/908	Lot 15 DP 68355	9 Sandy Bay Drive, Mataikona	Fay Margaret Dalglish, Walter Stuart Dalglish	Residential Dwelling	0.3524	0.0496	0.1745	0.1283	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.3526	17970/02215	\$255,000	\$365,000	\$620,000
27	WN37C/907	Lot 14 DP 68355	8 Sandy Bay Drive, Mataikona	Gawith Trustees Limited, Geoffrey Peter Patterson, Janet Esther Williams, Mark Alister Williams, Pamela Ann Patterson	Residential Dwelling	0.2659	0.0362	0.0979	0.1318	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.2640	17970/02214	\$255,000	\$255,000	\$510,000
28	WN37C/906	Lot 13 DP 68355	7 Sandy Bay Drive, Mataikona	Christine Mavis Ellery, Richard Noel Ellery	Residential Dwelling	0.2646	0.0360	0.0976	0.1310	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.2641	17970/02213	\$255,000	\$245,000	\$500,000
29	WN37C/905	Lot 12 DP 68355	6 Sandy Bay Drive, Mataikona	Hannah Louise Meulenbroek, Robert Peter Meulenbroek	Residential Dwelling	0.2616	0.0357	0.0971	0.1288	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.2641	17970/02212	\$255,000	\$185,000	\$440,000
30	WN37C/904	Lot 11 DP 68355	5 Sandy Bay Drive, Mataikona	Christine Ann Edge, Stephen Ronald Edge	Residential Dwelling	0.2668	0.0363	0.0977	0.1329	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.2642	17970/02211	\$240,000	\$280,000	\$520,000
31	WN37C/903	Lot 10 DP 68355	4 Sandy Bay Drive, Mataikona	BWNR Limited	Residential Dwelling	0.2609	0.0362	0.0916	0.1331	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.2584	17970/02210	\$240,000	\$80,000	\$320,000
32	WN37C/902	Lot 9 DP 68355	3 Sandy Bay Drive, Mataikona	Troy Calvin Rolls	Residential Dwelling	0.2353	0.0355	0.0713	0.1284	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.2390	17970/02209	\$240,000	\$210,000	\$450,000
33	WN37C/901	Lot 8 DP 68355	2 Sandy Bay Drive, Mataikona	Gael Hargreaves, Mark Alan Hargreaves, Peter Wood	Residential Dwelling	0.2215	0.0492	0.0726	0.0997	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.2338	17970/02208	\$240,000	\$195,000	\$435,000
34	WN37C/900	Lot 7 DP 68355	1 Sandy Bay Drive, Mataikona	Linda Charmaine Webster, Michael Raymond Webster	Residential Dwelling	0.2088	0.0358	0.0225	0.1506	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.1961	17970/02207	\$240,000	\$115,000	\$355,000
35	WN47B/497	Lot 1 DP 80750	297 Mataikona Road, Mataikona	Jane Elizabeth Williams, Maitliff Hull Williams, Peter James Gaskin	Residential Dwelling	0.2157	0.0356	0.0078	0.1723	Rural	The proposed road will split the property in half creating severance land. The road will be closer to the dwelling.	Access will be affected	Partial	0.2153	17970/02206	\$280,000	\$220,000	\$500,000
36	WN47B/499	Lot 3 DP 80750	295 Mataikona Road, Mataikona	Barry Vincent Stevens	Residential Dwelling	0.1352	0.0288	0.0000	0.1064	Rural	The proposed road will require a portion from the eastern boundary, bringing the road closer to the house.	Access will be affected	Partial	0.1353	17970/02205	\$210,000	\$400,000	\$610,000
37	WN47B/498	Lot 2 DP 80750	293 Mataikona Road, Mataikona	Chapel Street Trustees Limited, Park Street Trustees Number 23 Limited	Residential Dwelling	0.2066	0.0139	0.0000	0.1928	Rural	The proposed road will require a portion from the eastern boundary, bringing the road closer to the house.	Access will be affected	Partial	0.2040	17970/02204	\$280,000	\$240,000	\$520,000
Subtotal																		
Estimated Property Supplier Costs																		
Base Estimate of Total Property Acquisition Costs																		
Contingency																		
Expected Estimate of Total Property Costs (P50)																		
25.00%																		
95th percentile of total property acquisition costs (P95)																		
25.00%																		
Expected Estimate of Total Property Costs																		

Index off LV	Adjusted Land Value	Market Apprctn Cont.	Land Value including Market Apprctn Cont.	Land Value Land Rate per m ²	Adjusted Land Rate per m ²	Adjustment Comment	Applied Land Rate m ²	Estimated Land and Buildings Acquisition Cost	LI Comment	Injurious Affection Rate	Injurious Affection Value	Owner Section 66 Costs	Additional Compensation	Accommodation Works: Driveway/Access	Accommodation works: Rural property	Accommodation Works: Planting	Accommodation Works: Fence/gate	Estimated Accommodation Work Cost	Council Acquisition Costs: Council Valuation	Council Acquisition Costs (excl PC Costs)	Estimated Gross Acquisition Cost																			
1.50	\$12,045,000	0.00%	\$12,045,000	\$0.78	0%		\$0.78	\$ 67,213	LI is a percentage of value based on desktop review of anticipated effect on balance land.	1%	\$119,778	\$30,000	\$ 25,000	\$0	\$20,000	\$0	\$20,000	\$40,000	\$10,000	\$50,000	\$ 291,991																			
1.50	\$300,000	0.00%	\$300,000	\$348.84	0%		\$348.84	\$ 213	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$14,989	\$20,000	\$ 1,520	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 43,722																			
1.50	\$315,000	0.00%	\$315,000	\$311.26	0%		\$311.26	\$ 21,546	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$14,673	\$20,000	\$ 3,622	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 66,840																			
1.50	\$315,000	0.00%	\$315,000	\$311.26	0%		\$311.26	\$ 15,283	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$14,986	\$20,000	\$ 3,027	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 60,296																			
1.50	\$99,000	0.00%	\$99,000	\$19.19	-100%	Reserve land, assume no compensation	\$0.00	\$ -	No effect	0%	\$0	\$0	\$ -	\$0	\$0	\$0	\$5,000	\$5,000	\$0	\$5,000	\$ 5,000																			
1.50	\$345,000	0.00%	\$345,000	\$170.54	0%		\$170.54	\$ 2,101	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$17,145	\$20,000	\$ 1,925	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 48,171																			
1.50	\$315,000	0.00%	\$315,000	\$373.67	0%		\$373.67	\$ 669	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$15,717	\$20,000	\$ 1,639	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 45,024																			
1.50	\$7,155,000	0.00%	\$7,155,000	\$0.35	0%		\$0.35	\$ 8,101	LI is a percentage of value based on desktop review of anticipated effect on balance land.	1%	\$71,469	\$30,000	\$ 7,957	\$0	\$20,000	\$0	\$20,000	\$40,000	\$10,000	\$50,000	\$ 167,527																			
1.50	\$420,000	0.00%	\$420,000	\$21.00	0%		\$21.00	\$ 454	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$20,977	\$20,000	\$ 2,143	\$0	\$0	\$0	\$5,000	\$5,000	\$3,000	\$8,000	\$ 51,574																			
1.50	\$502,500	0.00%	\$502,500	\$19.05	0%		\$19.05	\$ 8,222	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$24,714	\$20,000	\$ 3,294	\$0	\$0	\$0	\$5,000	\$5,000	\$3,000	\$8,000	\$ 64,230																			
1.50	\$637,500	0.00%	\$637,500	\$19.42	0%		\$19.42	\$ 3,717	Rear property, dwelling far from requirement	0%	\$0	\$20,000	\$ 372	\$0	\$0	\$0	\$5,000	\$5,000	\$3,000	\$8,000	\$ 32,088																			
1.50	\$360,000	0.00%	\$360,000	\$230.77	0%		\$230.77	\$ 100,855	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$12,957	\$20,000	\$ 11,381	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 152,194																			
1.50	\$405,000	0.00%	\$405,000	\$114.89	0%		\$114.89	\$ 95,169	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$15,492	\$20,000	\$ 11,066	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 148,726																			
1.50	\$78,000	0.00%	\$78,000	\$15.54	-100%	Reserve land, assume no compensation	\$0.00	\$ -	No effect	0%	\$0	\$0	\$ -	\$0	\$0	\$0	\$5,000	\$5,000	\$0	\$5,000	\$ 5,000																			
n/a	n/a	n/a	n/a	n/a	0%	Foreshore land, assume no compensation	\$0.00	\$ -	No effect	0%	\$0	\$0	\$ -	\$0	\$0	\$0	\$5,000	\$5,000	\$0	\$5,000	\$ 5,000																			
1.50	\$360,000	0.00%	\$360,000	\$149.75	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$74.88	\$ 83,420	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$13,829	\$20,000	\$ 9,725	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 133,974																			
1.50	\$375,000	0.00%	\$375,000	\$183.91	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$91.96	\$ 111,862	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$13,157	\$20,000	\$ 12,502	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 164,521																			
1.50	\$382,500	0.00%	\$382,500	\$124.23	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$62.11	\$ 79,431	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$15,153	\$20,000	\$ 9,458	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 131,043																			
1.50	\$360,000	0.00%	\$360,000	\$126.63	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$63.31	\$ 94,711	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$13,264	\$20,000	\$ 10,798	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 145,773																			
1.50	\$382,500	0.00%	\$382,500	\$131.85	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$65.93	\$ 102,765	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$13,987	\$20,000	\$ 11,675	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 155,427																			
1.50	\$360,000	0.00%	\$360,000	\$122.08	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$61.04	\$ 97,746	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$13,113	\$20,000	\$ 11,086	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 148,945																			
1.50	\$382,500	0.00%	\$382,500	\$129.44	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$64.72	\$ 103,248	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$13,963	\$20,000	\$ 11,721	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 155,932																			
1.50	\$382,500	0.00%	\$382,500	\$130.81	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$65.41	\$ 101,976	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$14,026	\$20,000	\$ 11,600	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 154,602																			
1.50	\$382,500	0.00%	\$382,500	\$112.77	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$56.38	\$ 116,436	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$13,303	\$20,000	\$ 12,974	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 169,714																			
1.50	\$382,500	0.00%	\$382,500	\$108.48	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$54.24	\$ 121,556	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$13,047	\$20,000	\$ 13,460	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 175,064																			
1.50	\$382,500	0.00%	\$382,500	\$144.89	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$72.44	\$ 97,152	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$14,267	\$20,000	\$ 11,142	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 149,561																			
1.50	\$382,500	0.00%	\$382,500	\$144.83	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$72.42	\$ 96,772	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$14,286	\$20,000	\$ 11,106	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 149,164																			
1.50	\$382,500	0.00%	\$382,500	\$144.83	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$72.42	\$ 96,123	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$14,319	\$20,000	\$ 11,044	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 148,486																			
1.50	\$360,000	0.00%	\$360,000	\$136.26	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$68.13	\$ 91,267	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$13,437	\$20,000	\$ 10,470	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 142,174																			
1.50	\$360,000	0.00%	\$360,000	\$139.32	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$69.66	\$ 89,029	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$13,549	\$20,000	\$ 10,258	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 139,835																			
1.50	\$360,000	0.00%	\$360,000	\$150.63	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$75.31	\$ 80,489	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$13,976	\$20,000	\$ 9,446	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 130,911																			
1.50	\$360,000	0.00%	\$360,000	\$153.98	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$76.99	\$ 93,733	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$13,313	\$20,000	\$ 10,705	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 144,751																			
1.50	\$360,000	0.00%	\$360,000	\$183.58	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$91.79	\$ 53,461	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$15,327	\$20,000	\$ 6,879	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 102,667																			
1.50	\$420,000	0.00%	\$420,000	\$195.08	-50%	New road to replace existing driveway, severance land buffer zone, assume view not lost	\$97.54	\$ 42,314	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$18,884	\$20,000	\$ 6,120	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 94,318																			
1.50	\$315,000	0.00%	\$315,000	\$232.82	0%		\$232.82	\$ 67,135	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$12,393	\$20,000	\$ 7,953	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 114,481																			
1.50	\$420,000	0.00%	\$420,000	\$205.88	0%		\$205.88	\$ 28,548	LI is a percentage of value based on desktop review of anticipated effect on balance land.	5%	\$19,573	\$20,000	\$ 4,812	\$0	\$0	\$0	\$5,000	\$5,000	\$2,000	\$7,000	\$ 79,932																			
																				\$4,118,660																				
																				\$825,000																				
																				\$4,943,660																				
																																								\$1,235,914.99
																																								\$1,235,914.99
																																								\$2,471,829.98
																																								\$7,415,489.94

Appendix R Safety in Design



Client Name: Masterton District Council

Location: Mataikona

Drawings #'s : Online

SID Review Team :

Project Name: Mataikona SSBC

Date: 2/05/2023

	2/05/2023
	Road Realignment
	Coastal Protection
	Drainage Improvements
	Slope Stabilisation/Retaining Walls
	SSBC

Name	Position	Company
Jarrod Forde	Geotechnical Engineer	Stantec
Cameron Sinclair	Grad Civil Engineer	Stantec
Ryan Abrey	Principal Civil Engineer	Stantec

Project Number: 310205311

Project Component: Concept Design Review

SID Facilitator: Ryan Abrey

Design Stage: Single Stage Business Case

PRELIMINARY HAZARD IDENTIFICATION						RISK ASSESSMENT			PROPOSED MITIGATION		RESIDUAL RISK ASSESSMENT				HANDOVER			
Ref	Area / Activity	Hazard Category	Hazard Sub Category	Nature of hazard	Possible effect of hazard	Consequence	Likelihood	Assessed Risk	Proposed Treatment / Remedial Action	Hierarchy of Control	Consequence	Likelihood	Assessed Risk	Nature of Residual Risk	Phase Affected	Status	Remarks	Owner
1	Full Site	External_Interfaces	Live Public Traffic (Highway / Pedestrian / Cycleway)	Pedestrians entering worksite from cycleway	Injury to public/pedestrian on work site.	Moderate	Unlikely	M	Additional barriers and signage to prevent public from entering worksite.	Isolate	Moderate	Very Unlikely	L	Very unlikely a member of a public will push past existing barriers and walk to the site.	Construction	Identified	Contractor to outline pedestrian management strategies in their CMP.	Contractor
2	Full Site	Working_Near_Water	Flood Plains / Risk of Flooding	Coastal influences including tides, waves and storm surges	Injury to workers during construction and/or damage to revetment in construction and machinery on site.	Moderate	Possible	M	Check weather and tide forecast every day prior to work commencement. Make site safe and remove any machinery/tools prior to any storm event. Set environmental limits (wind speed, wave conditions, etc) in construction plan prior to work commencement.	Isolate	Minor	Possible	M	Consequence of hazard reduced because of site preparation and removal of materials. Likelihood unchanged due to external factors.	Construction	Identified	Contractor to outline coastal management strategies in their CMP and H&S plan.	Contractor
3	Sandy Bay, (remaining sections overhead)	Existing_Services	Underground - Electricity	Excavation may strike existing underground cables	Electrocution of worker. Power outage for signals.	Moderate	Unlikely	M	Permit to dig prior to works commencement. Location of electric cable by KiwiRail signals team. Design generally builds up from existing surface as opposed to excavating into embankment	Isolate	Moderate	Very Unlikely	L	Likelihood of risk reduced, consequence unchanged.	Construction	Identified	Identify services prior to excavation	Contractor
4	Full site	Ground_Stability	Steep / Unstable Slopes	Settlement of rock revetment	Impact of train formation. Rock could dislodge and fall into worker/person below slope.	Major	Unlikely	M	Ensure adequate interlocking of rock armour (3 points of contact). Offset excavation 1.5m away from the edge of sleeper.	Control (Engineering)	Major	Very Unlikely	M	Likelihood of risk reduced due to competent construction practices. Consequence unchanged.	Construction	Identified		Contractor
5	Full Site	Design_Related	Reliance on software analysis / modelling	Reported information being incorrect or outdated	Insufficient rock sizing causing reduced embankment performance.	Moderate	Unlikely	M	Potential Monitoring of performance. Upsize rock. Sensitivity analysis in the design to check effect of changes in parameters in design.	Control (Engineering)	Moderate	Very Unlikely	L	Likelihood of risk reduced due accounting for uncertainty in design.	Operations	Identified		Engineer
6	Full Site	Proximity	Structural Instability (e.g. undermining existing foundations)	Reflection and focusing of wave energy from new revetment towards adjacent existing slope	Increased scour of adjacent areas	Moderate	Likely	H	Increased monitoring of adjacent slopes. Fit-in to existing structure at 45 degrees. Design can be redeployed along adjacent areas with no changes to general arrangement.	Control (Engineering)	Minor	Possible	M	Consequence of risk reduced as effect is reduced through the design. Likelihood unchanged due to climate factors.	Operations	Identified	Design ready to be redeployed at short notice for future slip events.	KiwiRail
7	Full Site	Environmental_or_Planning	Discharge to Soil / Water	Discharge of fuel or mechanical fluids into ocean	Degradation of marine environment or affect any local flora/fauna	Moderate	Possible	M	Machine refuelling and maintenance to only be undertaken in car park area and not on the beach.	Isolate	Moderate	Very Unlikely	L	Likelihood significantly reduced as removed from coastal environment.	Construction	Identified		Contractor
8	Full Site	Ground_Stability	Unstable soils (below ground)(e.g. trench collapse)	Toe excavation collapsing	Injury or death of workers within toe excavation	Major	Unlikely	M	Batter toe excavation sufficiently to maintain temporary stability. Key-in excavation slopes to	Control (Engineering)	Major	Very Unlikely	M	Risk likelihood reduced by improving temporary stability.	Construction	Identified	Contractor to develop appropriate solution to ensure stability of the toe excavation	Contractor
9	First Hill, Te Rerenga o Te Aohuruhuru (Suicide Hill), Middle Settlement	Working_at_Height	Falling from height	Fall down slope of rail embankment	Injury to worker falling down side of embankment	Moderate	Unlikely	M	Employ bottom up construction to limit time spent by workers on the edge of the slope.	Isolate	Moderate	Very Unlikely	L	Risk likelihood reduced by reducing time spent exposed to hazard.	Construction	Identified		Contractor
10	Road Realignment Sections	Design_Related	Safety critical design sequencing	Realignment Geometry	Realignment reduces road sight lines.	Moderate	Possible	M	Incorporate accepted practices and guidelines in design.	Control (Engineering)	Moderate	Very Unlikely	L	Risk likelihood reduced by proper design.	Operations	Identified		Engineer
11	Full Site	Hazardous_Construction	Working around mobile plant	Uneven ground and slope instability leading to risk of plant overturning	Damage to persons and plant.	Major	Unlikely	M	Contractor to provide plan to manage plant risks adhering to regulations, operators to have correct training.	Control (Administration)	Major	Very Unlikely	M	Risk likelihood reduced through contractor controls	Construction	Identified		Contractor
12				Plan Risks														

DESIGN WITH COMMUNITY IN MIND

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7.2 RECOMMENDATION OF INDEPENDENT HEARING PANEL, PRIVATE PLAN CHANGE REQUEST WELHOM DEVELOPMENTS LIMITED, CASHMERE OAKS DRIVE: REZONING FROM RURAL (PRIMARY PRODUCTION) ZONE TO RESIDENTIAL ZONE

File Number:

Author: Steven May, Manager Regulatory Services

Authoriser: David Hopman, Chief Executive

PURPOSE

To seek Council's confirmation of the Independent Hearing Panel's recommendations on the Private Plan Change Request from Welhom Developments Limited (RM220072) to rezone approximately 14.7ha of land located at State Highway 2, Lansdowne, Masterton from Rural (Primary Production) Zone to Residential Zone.

RECOMMENDATIONS

That Council:

1. Receives the '*Recommendation of Independent Hearing Panel, Private Plan Change Request Welhom Developments Limited, Cashmere Oaks Drive: Rezoning from Rural (Primary Production) Zone to Residential Zone*' Report;
2. Receives the recommendations of the Independent Hearing Panel on the Welhom Developments Limited Private Plan Change, and
3. Adopts the recommendations of the Independent Hearing Panel as a Council decision and directs officers to notify the decision in accordance with the First Schedule of the Resource Management Act 1991.

CONTEXT

Welhom Developments Limited Private Plan Change

Private Plan Change Request RM220072 from Welhom Developments Limited was lodged with the Masterton District Council on 29 April 2022. The Plan Change Request was publicly notified on 31 August 2022 with submissions closing on 29 September 2022. At the close of the submission period 10 submissions were received. A summary of submissions received was publicly notified on 2 November 2022 with further submissions closing on 17 November 2022. At the close of the further submission period one further submission was received.

An Independent Hearing Panel comprising Commissioners Stephen Daysh (Chair) and David McMahon was appointed to hear and consider the Private Plan Change Request. The hearing was held on 8, 9 and 10 of March 2023 in Masterton and was reconvened via Teams on 27 April 2023. The hearing was formally closed on 17 May 2023. The Independent Hearing Panel released their decision recommendations to the Council on 8 June 2023 (attached at **Attachment 1**).

The Independent Hearing Panel recommended the following decision to the Council; that:

- a. The Plan Change be accepted as amended in Appendix 2 of their report and that all submissions on the Plan Change be accepted, accepted in part or rejected to the extent set out above (and summarised in Appendix 1 of their report); and
- b. Pursuant to Clause 10 of the First Schedule of the Resource Management Act 1991, Council gives notice of its decision on submissions to the Plan Change.

Key aspects of Independent Hearing Panel's recommendations

The key aspects of the Independent Hearing panel's recommendations for Council are as follows:

- The addition of a new restricted discretionary activity rule (Rule 5.5.4(b)) for the development of a retirement village on the Plan Change site. This rule includes matters of discretion and a notification clause.
- The notification clause of Rule 5.5.4(b) precludes public notification of an application for consent under this rule but requires notice of the application to be served on Waka Kotahi NZ Transport Agency and allows Council to identify other affected parties and limited notify the application.
- The addition of a new discretionary activity rule (Rule 5.5.5(b)) for the development of a retirement village on the Plan Change site that does not meet one or more of the Outline Development Plan specifications or permitted activity standards in Rule 5.5.2.
- The addition of a new discretionary activity rule (Rule 20.1.5(l)) for subdivision of the Plan Change site. This rule includes the same notification clause as Rule 5.5.4(b) above.

Overall, the recommendations are considered to be a good result for Council, the community and the Masterton District, with the amended District Plan provisions providing most of the relief sought by Council if the Independent Hearing Panel recommended approving the Private Plan Change.

The amended provisions provide Council sufficient discretion to ensure adverse effects (including on the intersection of Cashmere Oaks Drive and SH2) are appropriately and adequately avoided, remedied or mitigated.

Legal Implications

The process for District Plan Changes is set out in the First Schedule of the Resource Management Act 1991.

The Independent Hearing Panel, comprising Commissioners Stephen Daysh (Chair) and David McMahon, has delegated authority to make recommendations to Council in relation to this Private Plan Change. However, the decision on any plan change must be made by Council. The decision Council is required to make today is set out in clause 10 of the First Schedule of the RMA. This states:

- (1) *A local authority must give a decision on the provisions and matters raised in submissions, whether or not a hearing is held on the proposed policy statement or plan concerned.*
- (2) *The decision—*

- (a) *must include the reasons for accepting or rejecting the submissions and, for that purpose, may address the submissions by grouping them according to—*
 - (i) *the provisions of the proposed statement or plan to which they relate; or*
 - (ii) *the matters to which they relate; and*
- (ab) *must include a further evaluation of the proposed policy statement or plan undertaken in accordance with section 32AA; and*
- (b) *may include-*
 - (i) *matters relating to any consequential alterations necessary to the proposed statement or plan arising from the submissions; and*
 - (ii) *any other matter relevant to the proposed statement or plan arising from the submissions.*

The Independent Hearing Panel's recommendations have assessed the application in its entirety along with the matters raised in submissions, further submissions, evidence and legal submissions presented at the hearing. These considerations are recorded in the attached recommendation report (**Attachment 1**).

The Independent Hearing Panel's recommendation report addresses all aspects of the RMA that are required to be considered as part of a private plan change request for rezoning.

Council must give its decision within two years of notifying the plan change and publicly notify the decision within the same time. On and from the date the decision is publicly notified, the District Plan is amended in accordance with the decision.

ANALYSIS AND ADVICE

Once Council receives the recommendation report, Council must then decide whether or not to accept the recommendations in full or not.

If the recommendation is accepted, it then becomes the Council's approved decision.

The Council cannot itself make a decision on the submissions that differs from the recommendations as Council has not heard the evidence at the hearing. That means Council cannot accept some recommendations and not others. It is an all or nothing decision.

If the recommendation is not accepted, then the Council has two options:

1. Refer the recommendation report back to the Independent Hearing Panel for reconsideration; or
2. Appoint a new Independent Hearing Panel to re-hear the submissions and make fresh recommendations.

A summary of the options considered is included in the table below.

Option	Advantages	Disadvantages
<p>1 Accept the recommendations of the Independent Hearing Panel.</p>	<p>Overall, the Independent Hearing Panel's recommendations are a good result for Council with the amended District Plan provisions providing most of the relief sought by Council. This option would move the private plan change process forward, with only the notification of the decision and the amendment of the Operative Wairarapa Combined District Plan required to conclude the process.</p>	<p>Not all of the amendments to the proposed District Plan provisions that were sought by Council have been recommended by the Independent Hearing Panel.</p>
<p>2 Reject the recommendations of the Independent Hearing Panel and refer the recommendation report back to the Independent Hearing Panel for reconsideration.</p>	<p>Nil.</p>	<p>The Independent Hearing Panel conducted a rigorous hearing process and the recommendation report includes thorough consideration of all issues. Reconsideration by the same Independent Hearing Panel is unlikely to produce a different outcome. Additional time and cost.</p>
<p>3 Reject the recommendations of the Independent Hearing Panel and appoint a new Independent Hearing Panel to re-hear the submissions and make fresh recommendations.</p>	<p>A new Independent Hearing Panel may make recommendations that provide more of the relief sought by Council.</p>	<p>A new Independent Hearing Panel may make recommendations that provide less of the relief sought by Council. Additional time and cost.</p>

RECOMMENDED OPTION

Council officers recommend Option 1, that Council adopts the recommendations of the Independent Hearing Panel as a Council decision and directs officers to notify the decision in accordance with the First Schedule of the Resource Management Act 1991.

SUMMARY OF CONSIDERATIONS

Strategic, Policy and Legislative Implications

The Private Plan Change application has been processed and considered as required by the provisions of the Resource Management Act.

Significance, Engagement and Consultation

Council's Significance and Engagement Policy does not apply to the requirements for decision making prescribed in the Resource Management Act. The private plan change application was publicly notified, submissions were received, and a hearing process was undertaken, in accordance with the requirements of the Resource Management Act.

Financial Considerations

Costs for the remainder of the private plan change process will be able to be recovered through fees and charges.

Implications for Māori

There are no Treaty considerations/implications for Māori that have been identified in relation to this decision, as Rangitāne o Wairarapa and Ngāti Kahungunu ki Wairarapa were directly notified of the Private Plan Change but did not make submissions.

Communications/Engagement Plan

A Communications/Engagement Plan is not required in relation to this decision.

Environmental/Climate Change Impact and Considerations

Environmental/Climate change impacts and considerations have been considered in the context of the application and the requirements of the Resource Management Act.

ATTACHMENTS

- 1. Attachment 1 Recommendation of the Independent Hearing Panel** [↓](#) 

Recommendation of Independent Hearing Panel

**PRIVATE PLAN CHANGE REQUEST
WELHOM DEVELOPMENTS LIMITED**

**CASHMERE OAKS DRIVE:
REZONING FROM RURAL (PRIMARY PRODUCTION) ZONE TO
RESIDENTIAL ZONE**



**Recommendation Report of the Independent Hearing Panel
appointed by the Masterton District Council
pursuant to section 34A of the Resource Management Act 1991**

8 June 2023

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Private Plan Change Request: Welhom Developments Ltd

Panel Report and Recommendation

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- **APPENDIX 1:** Panel recommendations on relief sought by submissions and further submissions
- **APPENDIX 2:** Annotated version of Plan Change provisions
- **APPENDIX 3:** Clean copy of Plan Change provisions

INDEX OF ABBREVIATIONS

This report utilises several abbreviations and acronyms as set out in the glossary below:

Abbreviation	Means...
"the Act"	Resource Management Act 1991
"the Council"	Masterton District Council
"the District Plan"	Operative Wairarapa Combined District Plan 2011
"MDC"	Masterton District Council
"NES-CS"	National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011
"NES-FW"	National Environmental Standards for Freshwater 2020
"NPS-FM"	National Policy Statement for Freshwater Management 2020
"NPS-HPL"	Proposed National Policy Statement for Highly Productive Land
"NPS-IB"	Proposed National Policy Statement for Indigenous Biodiversity
"NPS-UD"	National Policy Statement on Urban Development 2020
"the Plan Change"	Private Plan Change Request: Cashmere Oaks Plan Change Area
"the Regional Council"	Greater Wellington Regional Council
"the Requestor"	Welhom Developments Ltd
"Waka Kotahi"	Waka Kotahi New Zealand Transport Agency
"the RMA"	Resource Management Act 1991
"the RPS"	The Regional Policy Statement for Wellington 2013
"s[#]"	Section Number of the RMA, for example s32 means section 32
"s42A report"	The report prepared by MDC pursuant to s42A, RMA
"the site"	The land at Cashmere Oaks, legally described as Lot 3 DP 516269, Lot 36 DP 429991, Lot 1 DP 69308 and Part Lot 9 DP 65445. subject to this Plan Change request

Masterton District Council
Private Plan Change Request
Cashmere Oaks, Masterton
Rezoning from Rural Zone (Primary Production) to Residential Zone

Recommendation of the Independent Hearing Panel

Proposal Description:

Private Plan Change Request relating to the Wairarapa Combined District Plan: Cashmere Oaks, State Highway 2, Lansdowne, Masterton and legally described as Lot 3 DP 516269, Lot 36 DP 429991, Lot 1 DP 69308 and Part Lot 9 DP 65445 – Rezoning of 14.7836ha of Rural Zone land (Primary Production) to Residential Zone.

Hearing Panel:

SG Daysh – Independent RMA Hearing Commissioner - Chair
DJ McMahon – Independent RMA Hearing Commissioner,

Date of Hearings:

8-10 March 2023
27 April 2023 (reconvened)

Hearing officially closed:

17 May 2023

1. INTRODUCTION

Report purpose

- 1.1 This report sets out our recommendation on the Private Plan Change Request to the operative Wairarapa Combined District Plan 2011, relating to Cashmere Oaks.
- 1.2 We were appointed by the Council to hear submissions made on the Plan Change and to consider and make a recommendation under delegated authority of the Council under section 34A of the Resource Management Act 1991 as to whether the Plan Change should be declined, approved or approved with amendments.
- 1.3 The Plan Change (as notified) seeks to: rezone 14.7836ha of land located at State Highway 2, Lansdowne, Masterton (legally described as Lot 3 DP 516269, Lot 36 DP 429991, Lot 1 DP 69308 and Part Lot 9 DP 65445 held in Record of Title 804394) from Rural (Primary Production) Zone to Residential Zone
- 1.4 The Plan Change also seeks to introduce additional site-specific District Plan provisions for the future development of an approximately 9ha retirement village within part of the land rezoned Residential.

- 1.5 We will canvass the Plan Change’s background in due course. It has been the subject of a section 32 report¹, consultation with stakeholders, and, of course, the public notification and hearing process, culminating in our recommendation.
- 1.6 Before setting out the details of the Plan Change, the submissions to it and our substantive evaluation, there are some procedural matters that we will address, beginning with our role as an Independent Panel.

Role and report outline

- 1.7 As noted above, our role is to make a recommendation about the outcome of the Plan Change on the Council’s behalf. The authority delegated in us by the Council includes all necessary powers under the RMA to hear and make recommendations on the submissions received on the Plan Change.
- 1.8 The purpose of this report is to satisfy the Council’s various decision-making obligations and associated reporting requirements under the RMA.
- 1.9 Having familiarised ourselves with the Plan Change and its associated background material, read all submissions, conducted the site/locality visits and hearing, we hereby record our recommendation.
- 1.10 In this respect, our report is broadly organised into the following two parts:

a. Factual context for the Plan Change:

This non-evaluative section (comprising **Section 2** in this report) is largely factual and contains an overview of the land subject to the Plan Change and an outline of the background to the Plan Change and the relevant sequence of events. It also outlines the main components of the Plan Change as notified. This background section provides relevant context for considering the issues raised in submissions to the Plan Change. Here, we also briefly describe the submissions received to the Plan Change and provide a summary account of the hearing process itself and our subsequent deliberations. We also consider here various procedural matters about the submissions received.

b. Evaluation of key issues:

The second part of our report (comprising **Sections 3 to 5**) contains an assessment of the main issues raised in submissions to the Plan Change and, where relevant, amplification of the evidence/statements presented at the hearing (in **Section 3**). We conclude with our recommendation (in **Section 5**), having had regard to the necessary statutory considerations that underpin our considerations (in **Section 4**). All these parts of the report are evaluative, and collectively record the substantive results of our deliberations.

Comments on the parties’ assistance to us

- 1.11 In advance of setting out the Plan Change context, we would like to record our appreciation at the manner in which the hearing was conducted by all the parties taking part.

¹ Section 32 of the RMA sets out the requirements for preparing and publishing reports that evaluate the appropriateness of a plan change.

Private Plan Change Request: Welhom Developments Ltd

Panel Report and Recommendation

- 1.12 All those in attendance enabled a focused hearing process that greatly assisted us in assessing and determining the issues, and in delivering our recommendation.
- 1.13 These initial thoughts recorded, we now set out the factual background to the Plan Change.

2. PLAN CHANGE CONTEXT AND PROCESS

Site and local environment

2.1 The site is located at the north western urban edge of Masterton, adjacent to the Cashmere Oaks Estate subdivision. Totalling approximately 14.7836 hectares in area, it comprises four separate titles as follows:

- a. Lot 3, DP 516269
- b. Lot 36 DP 429991
- c. Lot 1 DP 69308A
- d. Part Lot 9 DP 65445 held in Record of Title 804394

2.2 The site subject to the Plan Change is shown in **Figure 1** below, outlined in orange. It is currently used for pastoral grazing and contains one existing building, being a farm shed. With the exception of grass cover, there is very little vegetation on the site. There are shelter belts planted along the northern and southern boundaries of the site, and some vegetation along the western boundary of the site and around a farm shed. The topography of the site is generally flat.

2.3 The site is bound by Wellington-Napier Railway Line (KiwiRail designation Dm082) along the western boundary. The land immediately to the north and east of the site is zoned Rural (Primary Production) and comprises rural and rural-residential properties that range in size from approximately 1 hectare to over 8 hectares. The Cashmere Oaks subdivision adjoins the southern boundary of the site.

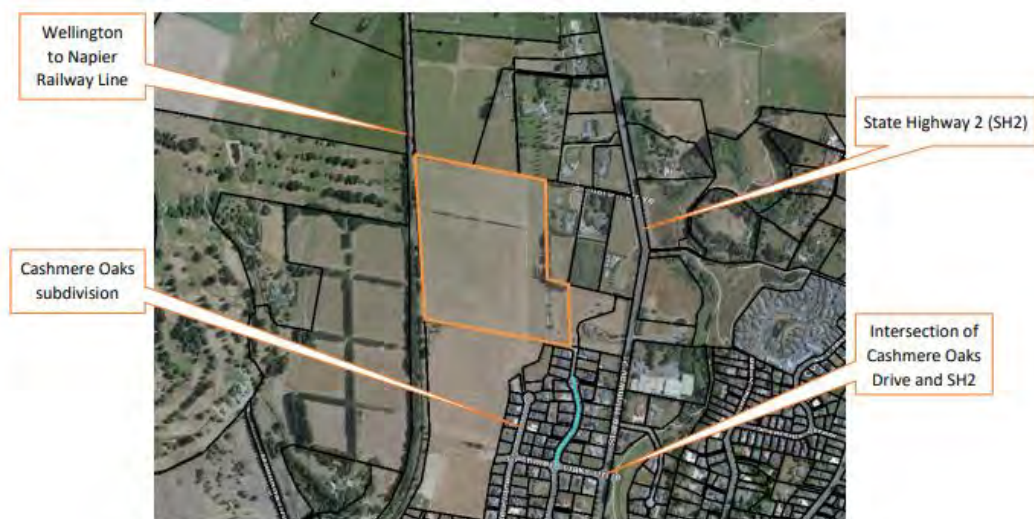


Figure 1: Plan Change site and surrounding locality. Not to scale. (image source: MDC Planning Officer's Report and Recommendation (s42A) Report, page 9, Dated February 2023)

Operative District Plan

2.3 The site zoning pattern is illustrated in **Figure 2** below, with the site outlined in orange. The site and the land immediately to the north and east are zoned Rural Zone (Primary Production) and shown in light green. The area to the south is illustrated as Future Development Area, overlaid on a Residential Zoning, shown in hatched red. Further east of the site is illustrated as Opaki Special Management Area overlaid on an Industrial Zoning, and is shown in hatched purple. There are two areas of designated land, one immediate adjoining the site to the west, shown indicated as Dm082, which is designated for ‘rail purposes’ with KiwiRail being the designated authority. Further east is State Highway 2, which is shown as Designation Dm152.

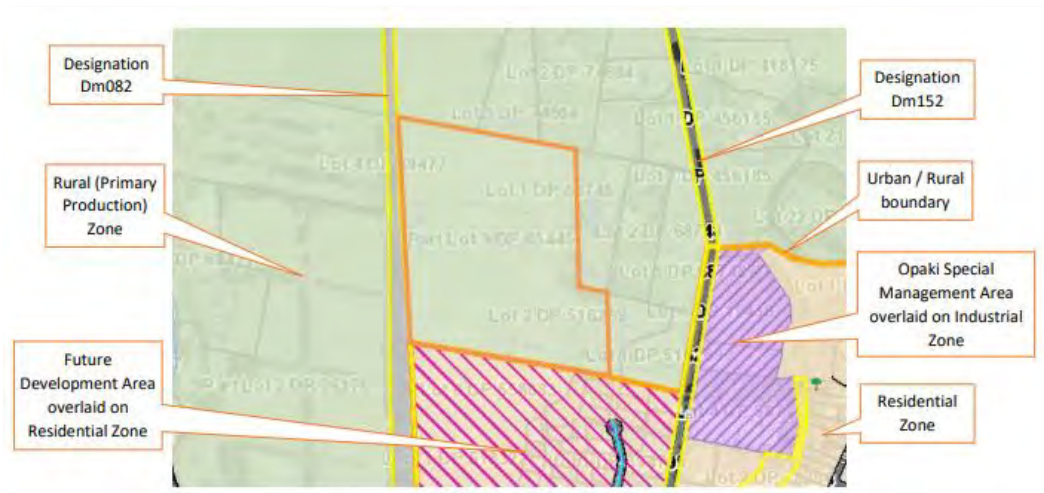


Figure 2: District Plan zoning and overlay pattern relating to Plan Change site and surrounding locality. Not to scale. (image source: MDC Planning Officer’s Report and Recommendation (s42A) Report, page 9, Dated February 2023)

2.4 The following sections in the District Plan contain Zone and District-wide objectives, policies and rules that are relevant to the management of natural and physical resources on the site:

- a. Part A, Section 4: Rural Zone;
- b. Part B, Section 8: Tangata Whenua;
- c. Part B, Section 9: Landscaping;
- d. Part B, Section 10: Historic Heritage;
- e. Part B, Section 11: Indigenous Biodiversity;
- f. Part B, Section 12: Freshwater Environment;
- g. Part B, Section 14: Natural Hazards;
- h. Part B, Section 15: Network Utilities and Energy;
- i. Part B, Section 16: Transportation;
- j. Part B, Section 18: Subdivision, Land Development & Urban Growth;
- k. Part B, Section 19: General Amenity Values;

- l. Part C, Section 20: District Wide Subdivision Rules and Standards;
- m. Part C, Section 21: District Wide Land Use and Rules;
- n. Part C, Section 27: Definitions; and
- o. Part D – Appendices.

Draft District Plan

- 2.5 The Draft Wairarapa Combined District Plan was released for feedback in October 2022.
- 2.6 Under the Draft Wairarapa District Plan the site is zoned Future Urban Zone.
- 2.7 However, as this plan has not been formally proposed, the Future Urban Zoning of the site holds little legal status or weight on our recommendation. We return to the role and weighting of the Draft Plan in our considerations, in **Sections 3 and 4** of this report.

Plan Change Request: Reasons, Purpose, Evaluations and Provisions

- 2.8 Part 2 of the RMA’s First Schedule sets out various requirements for private plan changes. Under clause 22, any private plan change request is to:
 - a. explain in writing the purpose of, and reasons for, the proposed change;
 - b. contain the required evaluation under s32 of the Act; and
 - c. describe the anticipated environmental effects of the proposal in such detail that corresponds with the scale and significance of the effects.
- 2.9 Each of these are discussed further below, followed by a summary of the proposed Plan Change provisions.

Purpose and Reasons for the Plan Change

- 2.10 As notified, the Plan Change proposes rezone the 14.7 hectare site from Rural (Primary Production) Zone to Residential Zone, as illustrated in **Figure 3** below.
- 2.11 The Plan Change document states the following three reasons for the request as being:
 1. *“The Masterton district is experiencing high levels of residential growth. The Request will contribute to the residential development capacity of the district both in terms of general residential development but also specifically for the development of a retirement village on the Site which will cater to a growing elderly demographic cohort and respond to a growing demand for retirement housing.*
 2. *The District Plan provisions of the rural zone are not the most appropriate to facilitate residential development, including a retirement village. While the existing rural zoning does not preclude a retirement village being established through a resource consent process, a residential zoning is considered more appropriate for the long-term management of the proposed land use.*

3. *The Site is suitable for a residential land use, including a retirement village, for the reasons detailed in this report.*²

2.12 It also states that *“The current review of the District Plan is not sufficiently advanced to allow for the rezoning of the Site in a timeframe that would enable the Requestor’s development ambitions”.*³



Figure 3: Proposed rezoning. Not to scale. (image source: MDC Planning Officer’s Report and Recommendation (s42A) Report, page 87, Dated February 2023)

2.13 The area as proposed for rezoning corresponds with a high-level Outline Development Plan submitted as part of the zone change request as illustrated below in **Figure 4**. The outline development plan shows key elements to be incorporated into future development of the site, including the location of future road links to the existing transport network through the South, and the indicative location of a future connection to the North.

² Section 4.3: Request for a Change to the Operative Combined Wairarapa Plan, page 5

³ Section 4.3: Request for a Change to the Operative Combined Wairarapa Plan, page 5

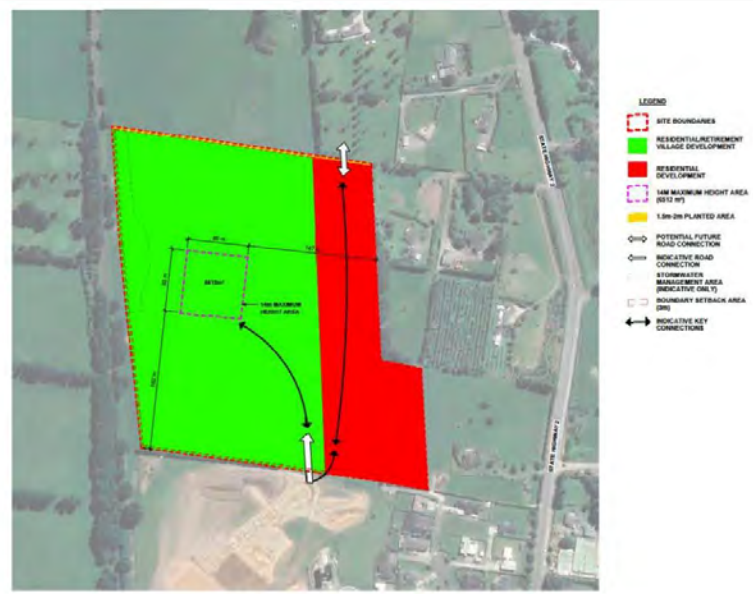


Figure 4: Plan Change site as represented by the proposed Outline Development Plan. Not to scale. (image source: MDC Planning Officer's Report and Recommendation (s42A) Report, page 89, Dated February 2023)

- 2.14 We note that because the notified version of the Plan Change does not propose any changes to the objectives of the District Plan, then for the purpose of determining whether the objective of the (Plan Change) proposal is the most appropriate way to meet the purpose of the Act we must, under subsection (6) of s32, treat the purpose, objectives and reasons of the Plan Change as the relevant objective of the proposal. We return to this matter in **Sections 3 and 4** of this report.

Section 32 Report

- 2.14 The Requestor's s32 evaluation report is labelled as '*Section 7: Section 32 Evaluation*' in the Plan Change document.
- 2.15 Initially the s32 Evaluation provides commentary regarding the extent to which the objectives of the request are the most appropriate way of achieving this Act. The Plan Change does not propose to amend any existing District Plan objectives.
- 2.16 The Plan Change s32 evaluation considers that there is only one District Plan objective relevant to the proposed rezoning being:

Objective Res1 – Residential Amenity Values and Character

To maintain and enhance the character and amenity values of Wairarapa's residential areas, having due regard to the particular characteristics of each neighbourhood, and the need to provide for a diversity of residential lifestyles and non-residential services and activities.

2.17 The objective of the Plan Change is described in the s32 evaluation report as follows:

*“to enable residential development of the Site, including the development of a retirement village, through rezoning the Site to a residential zoning”.*⁴

2.18 Further, it states that *“The existing objective provides a clear outcome statement and acknowledges a diversity of residential lifestyle choices and non-residential services which are relevant to the retirement village component of the Request.”*⁵

2.19 The s32 report provides an evaluation of three alternatives⁶ for the proposed provisions being:

- a. Option 1: Residential rezoning without specific retirement village provisions;
- b. Option 2: The proposed rezoning and specific requirement village provisions; or
- c. Option 3: Status quo – Rural (Primary Production) Zoning

2.20 Each of the above options were assessed in relation to the following matters:

- a. *Benefits*
 - *Environmental*
 - *Economic*
 - *Social*
 - *Cultural*
- b. *Costs*
 - *Environmental*
 - *Economic*
 - *Social*
 - *Cultural*
- b. *Efficiency*
- c. *Effectiveness*
- d. *Risk of Acting/Not Acting if there is uncertain or insufficient information.*

2.21 The s32 evaluation found that Option 2 is considered “to be more efficient and effective through the certainty such an approach provides.”⁷ and considered that there was sufficient information on which to act.

2.22 In summary, the s32 evaluation stated, the overall appropriateness of Option 2 as “This option is considered to be the most appropriate to achieve the objective and the purpose of the Request given it responds to the drivers for the Request of providing for residential development in an area identified for future urban growth and by providing for the development of a retirement village on the site.”⁸

⁴ Section 7.2: Request for a Change to the Operative Combined Wairarapa Plan, page 64

⁵ Section 7.2: Request for a Change to the Operative Combined Wairarapa Plan, page 64

⁶ Private Plan Change Request, Section 7: Section 32 Evaluation, pages 65-71

⁷ Private Plan Change Request, Section 7.4: Section 32 Summary, page 71

⁸ Private Plan Change Request, Section 7.4: Section 32 Summary, page 69

Environmental effects assessment

2.23 The Plan Change request includes an assessment of environmental effects.⁹ That assessment drew on a number of specific technical assessments appended to the Plan Change bundle, as follows:

- a. *Landscape and Visual Assessment* prepared by Boffa Miskell, dated 28 April 2022
- b. *Ecological Assessment* prepared by Boffa Miskell, dated 25 March 2022
- c. *Archaeological Assessment* prepared by Mr Andy Dodd of Subsurface Ltd, dated 29 April 2022;
- d. *Integrated Transport Assessment* prepared by Stantec, dated 27 April 2022
- e. *Civil Engineering Assessment* prepared by Riley Consultants Limited, dated 20 April 2022
- f. *Geotechnical Assessment* prepared by Riley Consultants Limited, dated 29 April 2022
- g. *Preliminary and Detailed Site Investigation* prepared by Riley Consultants, 20 April 2022
- h. *Economic Assessment* prepared by Property Economics Ltd, April 2020
- i. *Land Use Capability Assessment* prepared by AgFirst, dated 12 April 2020

2.24 The Requestor's effects assessment identified and covered the following topics:

- a. Landscape and visual amenity effects
- b. Ecological effects
- c. Archaeological effects
- d. Transportation effects
- e. Civil engineering effects
- f. Economic effects
- g. Loss of rural land resource
- h. Positive effects

2.25 In summary of each of the topics a-h above, the assessments concluded that:

- a. **Landscape and visual amenity effects** will be minor with short-term moderate effects on rural character with transitional effects of the change reducing over time";¹⁰
- b. Adverse **ecological effects** in the short or long-term are considered to be very low overall and do not typically warrant avoidance, remedy or mitigation"¹¹
- c. Any effects on the **archaeological values** of the site are considered to be negligible due to the small likelihood of the presence of any archaeological values on the site and could be managed through a subsequent resource consent process through the use of an accidental/archaeological discovery protocol";¹²

⁹ Section 5: Plan Change Request Assessment and Evaluation – pages 5-19

¹⁰ Plan Change Request Assessment and Evaluation – Section 5.1, page 9

¹¹ Plan Change Request Assessment and Evaluation – Section 5.2, page 10

¹² Plan Change Request Assessment and Evaluation – Section 5.3, page 11

- d. **Transportation effects** were assessed in respect to the connection to Cashmere Oaks Drive and it was considered that traffic volumes on the road will remain within expected local road traffic volume bounds to which Cashmere Oaks Drive has been designed for. Furthermore, it considered that the Cashmere Oaks subdivision roads will be suitable for shared use by cyclists and pedestrians to cater for the through the provision of footpaths. It also considered that the provision of footpaths connected from the site along Cashmere Oaks Drive could provide potential access to a future bus service in Cashmere Oaks subdivision¹³;
- e. **Civil engineering effects – earthworks** – it was concluded that the proposed earthworks will be limited to the formation of new road corridors, stormwater management measures, infrastructure and localised earthworks and will improve the finished landform. The effects of earthworks of this scale would be provided for by suitable erosion and sediment controls of subdivision consent.¹⁴
- f. **Civil engineering effects** – with respect to **contamination**, the preliminary site investigation concluded no HAIL activities or industries have occurred on the site. However, heavy metals and metalloids were identified at concentrations exceeding the adopted background levels, but none of the relevant health-based standards and therefore will require consent under the NES-CS as a controlled activity.¹⁵
- g. **Civil engineering effects** – the **stormwater** assessment stated there were a range of available standard stormwater management options, including soakage to ground, soakage basins and pits, stormwater treatment which could be appropriately implemented for the conditions of the site.¹⁶
- h. **Civil engineering effects – a flood hazard** assessment confirmed that the site is outside of both the 50 year (2% Annual Exceedance Probability) and 100 year (1% Annual Exceedance Probability) flooding extent as mapped on the Greater Wellington Regional Council Hazard Map. Furthermore, that the site contour also indicates positive surface drainage towards the western boundary with no obvious depressions/low lying areas within the site that may result in localised flooding/ponding. Therefore, minimum floor levels for any new dwelling on the site should meet the minimum requirements under E1 of the New Zealand Building Code.¹⁷
- i. **Civil engineering effects** – the **wastewater** assessment considered wastewater demand from the Request, the capacity of the existing network and planned upgrades, and concluded that the site can be suitably serviced.¹⁸

¹³ Plan Change Request Assessment and Evaluation – Section 5.1, page 9

¹⁴ Plan Change Request Assessment and Evaluation – Section 5.5.1, page 12

¹⁵ Plan Change Request Assessment and Evaluation – Section 5.5.2, page 13

¹⁶ Plan Change Request Assessment and Evaluation – Section 5.5.3, page 13

¹⁷ Plan Change Request Assessment and Evaluation – Section 5.5.4, page 14

¹⁸ Plan Change Request Assessment and Evaluation – Section 5.5.5, page 14

- j. **Civil engineering effects** – the **water** assessment concluded that the potable water supply demands for a mixed use of residential and retirement village activities at the site can be accommodated within these estimated demands. The assessment also indicated that the Council should consider the installation of booster pumps as part of already planned upgrade works to a local reservoir to ensure optimal performance of the network.¹⁹
- k. **Economic effects** - the economic assessment concluded that the Plan Change would generate significantly more economic benefits for Masterton’s local economy and residents than economic costs.²⁰
- l. The assessment concluded that the **loss of rural land resource** was *“unlikely to materially impact agricultural production within the Masterton District given the identified Land Use Capability (LUC) class (Class 3) and the limited scale of the subject land (being only 0.05% of the land registered as Class 3, or less than a tenth of a percent of all high-class soils). Class 3 soil is assessed as being the lowest soil class given any classifications in the upcoming National Policy Statement on Highly Productive Land (NPSHPL) as it has moderate constraints on its capability of being productive.”*²¹
- m. **Positive effects** include diversity of housing choice in terms of location and typology.²²

Plan Change provisions

2.26 As notified, the proposed Plan Change seeks to make the following changes to the operative District Plan:

Changes to Part A, Section 5: Residential Zone:

- a. Amend Policy 5.3.2(k) to include the site.
- b. Insert new site-specific standards (5.5.2(n)) in relation to the development of a retirement village on the site.
- c. Insert a new rule (5.5.3) to allow for the provision of a retirement village on the site as a controlled activity.

Changes to Part B, Section 22: Assessment Criteria:

- d. Insert a new assessment criteria (22.2.25) in respect to retirement village on the site.

Changes to Part C, Section 27: Definitions:

- e. Delete the existing definition of ‘retirement village’ and replace with a new definition.

Changes to Part D – Appendices:

- f. Insert new Appendix 16 identifying the site in an Outline Development Plan, as illustrated in **Figure 4** below.

¹⁹ Plan Change Request Assessment and Evaluation – Section 5.5.6, page 14

²⁰ Masterton Residential Market Economic Assessment by Property Economics, dated April 2022, Page 31

²¹ Masterton Residential Market Economic Assessment by Property Economics, dated April 2022, Page 9

²² Plan Change Request Assessment and Evaluation – Section 5.8, page 19

Changes to District Plan Maps:

- g. Amend the District Plan Maps to zone the site Residential Zone, as illustrated in **Figure 3** below.
 - h. Move the Rural-Urban Boundary notation to include the site.
- 2.27 These changes (as set out in **Appendix 2**) are considered under the relevant issue in Section 3 of our report.

Notification and submissions

- 2.28 The Plan Change was publicly notified on 31 August 2022. The closing date for submissions was 29 September 2022.
- 2.29 A total of ten submissions were lodged with the Council.
- 2.30 A summary of submissions was prepared and subsequently notified for further submissions on 2 November 2022 with the closing date for receiving further submissions being 17 November 2022. One further submission was received. Table 1 provides a list of submitters and further submitters to the proposed Plan Change, together with their broad positions. We provide a full summary of the submissions received in **Appendix 1**, including our decisions on the relief sought by each submitter.

Submissions		
Submission number	Submitter	Position
01	John and Kate Remfry	Conditional support
02	Kevin Lionel and Treacy Marie Galbraith	Conditional support
03	Debbie van Zyl	Opposed
04	Greater Wellington Regional Council	Opposed
05	Bryce and Emma Keane	Conditional support
06	Heather May and John Carl Sexton	Conditional support
07	Albert Edward (Ted) Taylor	Opposed
08	Wayne Skipage	Conditional support
09	Shane Hart	Opposed
010	Waka Kotahi NZ Transport Agency	Opposed
Further Submissions		
Submission number	Submitter	Position
O10/F01	Waka Kotahi NZ Transport Agency	Supports Submission 01 in relation to traffic effects.

Table 1: List of submitters and further submitters to the Plan Change

- 2.31 Of the ten submissions received, none were fully supportive of the Plan Change in its entirety.

- 2.32 The further submission received related to the concerns raised by submitter 01 in relation to traffic effects.
- 2.33 Without taking away from the finer detail provided in the submissions, the matters raised in those submissions and further submissions opposed to the Plan Change or providing conditional support, fall into one of more of the following categories:
- a. Transport effects;
 - b. Urban design effects, including bulk and location standards;
 - c. Landscape/Rural amenity effects;
 - d. Rural productivity/ecological effects;
 - e. Hazards/contaminated land effects; and
 - f. Infrastructure effects.
- 2.34 We discuss these issues (and the submissions underpinning them) in greater detail under our key issue evaluation in Section 3 of this report below.

Pre-hearing directions and procedures

- 2.35 Prior to the commencement of the hearing, we issued a minute (Minute 1) to the parties to address various administrative and substantive matters. This minute, and the others we issued through the course of the hearing and deliberations processes are available on Council file.
- 2.36 In summary, the pre-hearing minutes addressed the following:
- a. **Minute 1** (31 January 2023) – this confirmed the dates of the hearing (8-10 March 2023), set out dates for the circulation of evidence before the hearing, and provided a brief summary of the hearing process and our approach to further site visits.
 - b. **Minute 2** (1 March 2023) – this covered:
 - i. A request from Waka Kotahi to supply late evidence; and
 - ii. A request from Council in relation to s41(1AA)(b) to provide expert evidence with respect new material that Welhom Developments Ltd introduced regarding the National Policy Statement on Highly Productive Land (NPS-HPL) in their hearing evidence.
 - iii. With respect to the two requests set out in b. i. and ii. above, the Panel were satisfied that pursuant to s42A(5)(a), it was appropriate to waive compliance with subsection 42A(3) on the basis that there was no material prejudice to any person.
 - c. **Minute 3** (3 March 2023) – this covered:
 - i. Memorandum of Counsel from Welhom Developments Limited seeking an extension of time for new soils evidence and rebuttal evidence, which the Panel accepted; and
 - ii. Request from Greater Wellington Regional Council for officers to be able to appear remotely, which the Panel also approved and noted that the Panel had also approved a request from Waka Kotahi NZ Transport Agency to appear remotely.

2.37 In the lead up to the hearing, the following reports and evidence were received and made available to all parties in accordance with the proposed timetable²³:

- a. The s42A officer's report, prepared by Ms Megan Barr, a planner, dated February 2023, and incorporating:
 - i. Modifications to the Welhom Developments Limited Plan Change as recommended in the s42A Report;
 - ii. A summary of recommendations in relation to the Welhom Developments Limited Plan Change decisions requested by submitters;
 - iii. A review of transport matters undertaken by Traffic Engineering & Transportation Planning expert, on behalf of the Council, prepared by Ms Harriet Fraser, of Harriet Fraser Traffic Engineering and Transportation Planning, dated 9 December 2022;
 - iv. A landscaping assessment review prepared on behalf of the Council, by Ms Angela McArthur of Eco-Landscapes & Design Ltd, dated 5 December 2022, a Landscape Architect consultant, dated 5 May 2022;
 - v. An infrastructure services assessment, on behalf of the Council, prepared by Mr Ryan Rose, a Senior Engineer and Business Development Manager, of Envelope Engineering, dated 7 February; and
 - vi. A noise and vibration assessment on behalf of the Council, prepared by Mr Malcolm Hunt, of Malcolm Hunt Associates, an acoustic engineer, dated 15 July 2022.
- b. Statements of evidence on behalf of the Requestor, all dated 22 February 2023 as follows:
 - i. Land Use Capability and Soil evidence from Mr James Allen;
 - ii. Landscape and Visual evidence from Mr James Bentley;
 - iii. Transport evidence from Mr Grant Georgeson;
 - iv. Road safety evidence from Ms Melanie Muirson;
 - v. Planning evidence from Mr Maciej (Mitch) Lewandowski;
 - vi. Civil engineering evidence from Mr Russell Brents.

2.38 In addition, in the lead up to the hearing we received and made available to all parties the following evidence²⁴:

- i. Statement of evidence of Ms Emma Speight for Waka Kotahi NZ Transport Agency;
- ii. Statement of evidence of Ms Kathryn St Amand (Planner) on behalf of Waka Kotahi NZ Transport Agency;
- iii. Statement of evidence of Mr Glen Connelly (Safety and Transportation) on behalf of Waka Kotahi NZ Transport Agency;
- iv. Statement of evidence of Mr Richard Landon-Lane (Safety and Transportation) for Waka Kotahi NZ Transport Agency.

2.39 No other expert evidence was received on behalf of submitters either during the lead up to the hearing.

²³ Made available on the Council's public notices webpage <https://mstn.govt.nz/public-notice/>

²⁴ Posted on Council's public notices webpage <https://mstn.govt.nz/public-notice/>

The Initial Hearing (8-10 March 2023)

- 2.40 The hearing commenced at 9:30am on Wednesday, 8 March 2023 at the Masterton Club, Chapel Street, Masterton.
- 2.41 The entire hearing was recorded and links to the videos for each day can be found here [Hearing Notes and Recordings](#). All the documents referred to in this section are available on the council file and Council's website [Masterton District Council \(mstn.govt.nz\)](#).
- 2.42 At the outset of proceedings, we outlined the manner in which we expected the hearing to be conducted and called for appearances and introductions from the attendees. We also set out a range of procedural matters and outlined our role and the relevant statutory matters framing our consideration of the proposal.
- 2.43 No procedural matters were raised during the course of the hearing that we were obliged to make a finding on.
- 2.44 Over the course of the initial hearing, we heard from the following people:

Requestor

- Mr Daniel Minhinnick – Environment, Planning & Natural Resources Partner, Russell McVeagh
- Mr Aaron Smail – General Manager for Development, Summerset Group Holdings Limited & Director, Welhom Developments Limited
- Mr Russell Brents – Principal Civil Engineer, Riley Consultants Limited
- Mr James Allen – Managing Director, AgFirst Waikato (2016) Limited
- Mr James Bentley – Senior Principal Landscape Architect, Boffa Miskell Limited
- Mr Mark Georgeson – Transport Operations Leader – New Zealand, Stantec
- Ms Melanie Muirson – Senior Principal Transportation Engineer, Stantec
- Mr Tim Heath – Property Consultant, Market Analyst & Urban Demographer, Property Economics Limited
- Mr Maciej (Mitch) Lewandowski – Resource Management Consultant & Director, Building Block Planning Limited
- *Mr Tom Calvin – Development Manager, Summerset Group Holdings Limited
- *Mr Oliver Boyd – National Development Manager, Summerset Group Holdings Limited
- *Mr Jacob Burton – Senior Solicitor, Russell McVeagh

*These parties were in attendance but did not present evidence

Council s42A Advisors

- Ms Megan Barr – Principal Planner, 4Sight Consulting part of SLR
- Mr Ian Millner – Principal Consultant, Landvision Hawkes Bay
- *Ms Georgia Alston – Graduate Planning and Policy Consultant, 4Sight Consulting part of SLR
- Ms Harriet Fraser – Traffic Engineer & Transportation Planner, Harriet Fraser Traffic Engineering & Transportation Planning
- Ms Angela McArthur – Landscape Architect & Director, Eco-Landscapes & Design Limited

- Mr Ryan Rose – Senior Engineer and Business Development Manager, Envelope Engineering
- Ms Rachel Conner – Partner, Hazelton Law

*These parties were in attendance but did not present evidence

Submitters

Waka Kotahi NZ Transport Agency

- Ms Emma Speight – Director Regional Relationships, Wellington Region & Top of the South Island, Waka Kotahi
- Mr Glenn Connelly – Senior Safety Engineer, Waka Kotahi
- Mr Richard Landon-Lane – Principal Traffic & Safety Engineer, Waka Kotahi
- Ms Kathryn St Amand – Planning Consultant & Director, Farwest Consultants Limited
- Mr Liam Bullen – Associate, Environment and Planning, Dentons Kensington Swan
- *Ms Samantha Fowler – Law Graduate, Dentons Kensington Swan

*These parties were in attendance but did not present evidence

Greater Wellington Regional Council

- Ms Mika Zollner – Environmental Policy Advisor, Greater Wellington Regional Council
- Mr Matt Hickman – Environmental Policy Manager, Greater Wellington Regional Council

Other submitters

- Mr John Sexton – owner and resident of 27 Roger Renall Avenue, Cashmere Oaks
- Mr Albert Edward (Ted) Taylor – owner and resident of 3 Sir Herbert Hart Avenue, Cashmere Oaks

2.45 During the course of the initial hearing, the following evidence was tabled:

Requestor

- Legal Submission D J Minhinnick and J W Burton (Legal Counsel) – 7 March 2023
- Summary Statement – James Allen (Land use capability and soil) – 8 March 2023
- Summary Statement – Mark Georgeson v.1 (Transport) – 8 March 2023
- Summary Statement – Melanie Muirson v.2. (Road Safety) – 8 March 2023
- Summary Statement – Aaron Smail v.1 (Corporate Evidence) – 8 March 2023
- Summary Statement – James Bentley v.1. (Landscape and Visual) – 8 March 2023
- Summary Statement – Tim Heath v.1. (Economics Evidence) – 8 March 2023
- Summary Statement – Russell Brents v.1. (Civil Engineering Evidence) – 8 March 2023
- Summary Statement – Mitch Lewandowski v.1. (Planning) – 8 March 2023
- Supplementary Statement of Evidence of Tim Heath (Economics) – 8 March 2023
- Supplementary Legal Submissions - D J Minhinnick and J W Burton (Legal Counsel) - 9 March 2023
- Welhom Proposed District Plan Changes Post Day 1 Hearing v.1.
- Cashmere Oaks – Water Main pressure Test - January 2022

Submitters

Waka Kotahi

- Legal submission – Nicky McIndoe/ Liam Bullen (Counsel) – 9 March 2023
- Summary statement evidence of Richard Landon-Lane for Waka Kotahi (Safety) – 9 March 2023
- Summary statement of evidence of Emma Speight for Waka Kotahi (Corporate) – 10 March 2023
- Summary statement of evidence of Glenn Connelly for Waka Kotahi (Safety) – 10 March 2023
- Summary statement of evidence of Kathryn St Amand (Planning) – 10 March 2023
- Certified map of Opaki Future Development Area
- Cashmere Oaks approval history from Waka Kotahi
- Figures showing surrounding road environment
- Updated Graph of ‘Turning Bay Warrants’ from Glenn Connelly (Safety)

GWRC

- GWRC PCC legal submission on RPS Change 1 weighting – Emma Manohar from DLA Piper (Counsel for GWRC) - 9 March 2023

Council Evidence

- Ian Millner (Council expert) - Further explanation of LUC classification system requested by Commissioners – 10 March 2023

2.46 A Joint Witness Statement regarding Civil Engineering was provided by Russell Brents on behalf of Summerset and Ryan Rose on behalf of Masterton District Council, dated 9 March 2023.

2.47 All other submitters chose not to present at the hearing. However, the issues raised in those submissions remain ‘live’ for our consideration and we have done so, as we are required to do.

2.48 A number of observers and interested parties were also present at the hearing.

Hearing adjournment and post-hearing

2.49 We adjourned the hearing at 5pm on Friday, 10 March 2023, noting verbally at the time that we would be advising the parties subsequently of a date to reconvene proceedings.

2.50 On 17 March 2023, we issued Minute 4, which covered the next steps as verbally directed by the Hearing Panel prior to the hearing being adjourned on Friday 10 March 2023. It also set out the agreed timeframes for the five-step process to complete the hearing, with Step 1, the provision of traffic engineering consistent base information due by 29 March 2023. Step 2, the planners’ s32 assessments (24 March 2023). Step 3, s42A Addendums (5 April 2023), and Step 5, the reconvened hearing on Teams (27 April 2023). A full right of reply for Requestor to be provided for consideration at the reconvened hearing (14 April 2023).

2.51 Minute 4 also included a request for Waka Kotahi to provide updated corporate evidence in response to the Government announcement regarding the speed limit reduction programme on Monday 13 March. The Panel approved this information, which was to be provided by 21 March 2023.

Evidence provided post-hearing

- 2.24 The following evidence was received and circulated after the initial hearing adjourned:
- 2.52 On 16 March 2023, Waka Kotahi submitted a supplementary legal submission.²⁵ This submission was provided at the request of the Commissioners on the interpretation of the discretionary ‘subdivision with access to a state highway’ rule¹ and the meaning of ‘access’ in that rule. This matter was provided for orally during the hearing and in response to Commissioners request, a written record of this matter was provided.
- 2.53 On 21 March 2023, Waka Kotahi submitted supplementary evidence (corporate) which addressed the priority changes to the Interim State Highway Speed Management Plan (ISHSMP) programme under Land Transport Rule – Setting of Speed Limits 2022 in the vicinity of the Plan Change site.²⁶
- 2.54 On 24 March 2023, a Joint Statement of Planning Experts, between Mitch Lewandowski (Summerset), Kathryn St Amand (Waka Kotahi) and Megan Barr (Masterton District Council) was submitted. This statement canvassed the potential activity status of a proposed retirement village, particularly in relation to:
- a. Controlled activity status;
 - b. Restricted discretionary activity status (non-notified);
 - c. Restricted discretionary activity status (notified to Waka Kotahi); and
 - d. Discretionary activity status
 - e. Consideration of a structure plan requirement
- 2.55 On 28 March 2023, a Statement of Facts was submitted in response to a request issued from the Panel in Minute 4²⁷ from Transportation and Road Safety Experts from the following parties:
- a. Welhom Developments Ltd
 - b. Waka Kotahi
 - c. MDC
- 2.56 On 5 April 2023 Masterton District Council issued their s42A Addendum including the Council’s closing legal submissions.
- 2.57 On 14 April 2023, a closing legal submission on behalf of Welhom Developments Limited was submitted as the Requestor’s right of reply, which covered the following matters:
- a. Infrastructure
 - b. NPS-HPL
 - c. Transport and road safety
 - d. Other Matters
 - e. Appropriateness of Plan Change Provisions

²⁵ Supplementary Legal Submission from Nicky McIndoe/Liam Bullen on behalf of Waka Kotahi, dated 16 March 2023

²⁶ Supplementary statement of evidence of Emma Speight for Waka Kotahi, dated 21 March 2023

²⁷ Minute 4, 17 March 2023

Reconvened Hearing (27 April 2023)

- 2.58 The reconvened hearing was held online via Teams on Thursday 27 March 2023, from 8am-12pm.
- 2.59 During the course of the reconvened hearing, the following parties presented high level summaries of their legal submissions/evidence submitted prior to the hearing, set out above in paras 2.50-2.54.

Council's s42A Addendum

- Megan Barr (4Sight Consulting Limited – Part of SLR)
- Harriet Fraser (Harriet Fraser Traffic Engineering & Transportation Planning)
- Angela McArthur (Eco-Landscapes & Design)
- Rachel Conner (Hazelton Law)

Requestor's Right of Reply

- Daniel Minhinnick, Legal Counsel, (Russell McVeagh on behalf of Welhom Developments Limited)

- 2.60 A number of observers and interested parties were also present at the online reconvened hearing.

- Christine Chong (Planning Manager, Masterton District Council)
- Ryan Rose (Envelope Engineering, on behalf of Council)
- Georgia Alston (4Sight Consulting Limited – Part of SLR, on behalf of Council)
- Aaron Smail (Summerset/Welhom)
- Tom Calvin (Summerset/Welhom)
- Oliver Boyd (Summerset/Welhom)
- Mitch Lewandowski (Building Block Planning, on behalf of Welhom)
- Jacob Burton (Russell McVeagh, on behalf of Welhom)
- Roger Southey (Landowner)
- Richard Landon-Lane (Waka Kotahi)
- Kathryn St Amand (Waka Kotahi)
- Liam Bullen (Kensington Swan, on behalf of Waka Kotahi)
- Samantha Fowler (Kensington Swan, on behalf of Waka Kotahi)
- Emma Speight (Waka Kotahi)

- 2.61 At the conclusion of the reconvened hearing, after taking into account all of the additional information supplied (i.e. the s42A addendum material, supplementary evidence, the planning and transportation Joint Witness Statement documents, and legal submissions), and having asked a number of clarification questions of the parties, the Chair verbally advised that the Panel's view was that the Plan Change should be approved with:

- A restricted discretionary activity rule for land use consent for a retirement village on the site that includes a clause requiring notification of Waka Kotahi; and
- A discretionary activity rule for subdivision of the site; and
- No structure plan; and
- An Outline Development Plan that is enhanced and improved to make it clearer.

2.62 This interim decision was subject to two provisos, as follows:

- That the Hearing Panel is satisfied and comfortable with the revised provisions put forward by Welhom; and
- That the Hearing Panel needs to revisit the NPS-HPL matters in light of the Environment Court decision on Balmoral Developments Ltd & Others v Dunedin City Council (EnvC 59).

2.63 The reason for advising this interim decision was so the parties had the opportunity for their planners to assist the Panel with the crafting of the provisions, given their knowledge and experience with the District Plan and it's functioning.

Post-Reconvened Hearing

2.64 The Panel subsequently issued **Minute 5 (28 April 2023)** to update all parties regarding their preliminary findings and sought the Requestor provide the following by Wednesday 3 May 2023:

- a. Updated provisions with the RDA status for consideration;
- b. Legal advice on the *Balmoral Decision*²⁸ as it relates to the NPS-HPL.

2.65 On receipt of the updated provisions from the Requestor, the Panel directed Council and Waka Kotahi to review the provisions and provide feedback by Monday 8 May 2023.

2.66 The information set out below was received and circulated after the reconvened hearing was adjourned.

2.67 On 3 May 2023, supplementary legal submissions were lodged on behalf of Welhom Developments Limited.²⁹ The Requestor also provided updated plan provisions and a copy of the Environment Court Decision³⁰.

2.68 On 8 May 2023, feedback on the provisions provided by the Requestor, along with some other documentation, was received by the Council and Waka Kotahi.

2.69 A Memorandum of Counsel was received from the Requestor on 9 May 2023, saying that the material provided by the Council and Waka Kotahi went beyond that requested in Minute 5, and seeking the opportunity to respond. The Panel agreed with this submission and on 10 May 2023, issued **Minute 6** granting leave for the Requestor to file a final right of reply by 15 May 2023, which was duly received.

Hearing Closure

2.70 The hearing was closed by way of email advice from the Chair to all parties, dated 17 May 2023.

²⁸ Environment Court Decision 'Balmoral Developments (Outram) Limited v Dunedin City Council [2023] NZEnvC 59' dated 4 April 2023

²⁹ Supplementary Legal Submission prepared by D J Minhinnick & J W Burton from Russell McVeagh, dated 3 May 2023

³⁰ Environment Court Decision 'Balmoral Developments (Outram) Limited v Dunedin City Council [2023] NZEnvC 59' dated 4 April 2023

3. EVALUATION OF ISSUES

Overview

- 3.1 For the purposes of this evaluation, we have grouped our discussion of the submissions and the reasons for accepting, rejecting, or accepting them in part by the *matters*³¹ to which they relate – rather than assessing each issue on a submitter-by-submitter basis.
- 3.2 This approach is not to downplay the importance of the input from submitters; to the contrary, their input has been invaluable in shaping the grouping of issues and for our consideration of those matters. However, we note that there was some commonality among the submissions on key issues and we consider it will be to everyone's benefit for our recommendation as to a decision to be as tightly focused on the key issues as possible.
- 3.3 We also wish to explain our approach to recording our decisions on the submissions and further submissions and the way in which subsequent amendments to the provisions are shown in our decision. The two key methods of this are:
- **APPENDIX 1:** Panel decision on relief sought by submissions and further submissions
 - **APPENDIX 2:** Annotated version of amended plan change provisions
- 3.4 The key feature of **Appendix 1** is a table format showing our decision to either, 'accept', 'reject' or 'accept in part' specific relief points sought by each submission. The changes shown in **Appendix 2**, show a tracked change version of the Plan Provisions, however; this only illustrates the difference between the **notified version** and the **final decision version** as opposed to any evolution of the changes between those two versions. The changes are shown as **strikethrough** for deletions and **underlined** for additions. We note that where there were recommended iterative changes, such as changes that were not included at notification but were proposed throughout the hearing process, that we subsequently did not adopt, these are not shown at all.
- 3.5 For those parties who are only interested in a particular matter as it pertains to their submission(s), reference can be made to the submitter-by-submitter summary of decisions requested in **Appendix 1**, which includes our recommendation on each relief point sought. For those parties who are interested in the resultant amendments to the Plan Provisions, refer to **Appendix 2** for the '**tracked change**' version, and **Appendix 3** for a '**clean**' version of the final provisions. The specific decisions that are reflected within these appendices have been derived from our issues assessment below.
- 3.6 We have organised our discussion of relevant decision-making matters under six key issues and distinguish between those matters that are contested and determinative to our consideration, and those which are relevant to our consideration, but not determinative.
- 3.7 Our evaluation of the key issues is made under the following six headings.
- **Issue 1: State Highway Intersection and Road Safety Matters**
 - **Issue 2: Planning Policy Matters**

³¹ Clause 10(2)(a) of Schedule 1, RMA sets out that a plan change decision may address submissions by grouping them according to either the provisions of the plan change to which they relate, or to the matters to which they relate.

- **Issue 3: Connectivity Matters**
- **Issue 4: Land Use Consent Status/Structure Plan/Notification Matters**
- **Issue 5: Site Servicing Matters**
- **Issue 6: Financial Contributions Matters**

3.8 The first four issues were contested through to the end of the reconvened hearing, and our findings on these matters has been determinative to our consideration and decision-making. The remaining two issues (Issues 5 and 6) are also relevant, but ultimately at the close of the hearing were not contested and for these issues we simply record the issue and outcome.

Statutory Framework

3.9 As a precursor to our detailed evaluation of the key issues, we need to consider overall whether the Plan Change is the most appropriate way to provide for growth in Masterton. To reach a finding on the matter, we must settle the determinative issues above first. We then return to that seminal question at the end of this section of our report. These matters are framed by specific requirements of the RMA (also described below), and (more broadly) by consideration of fundamental thematic questions that underpin our evaluation.

3.10 Before undertaking our detailed evaluation of the key issues, we wish to record a central theme that has underpinned several of the issues - this is the issue of whether there is an any fundamental impediment to the proposed change in zoning.

3.11 This matter was raised at the outset of the hearing in relation to three potential issues:

- (a) infrastructure provision;
- (b) the NPS-HPL; and
- (c) transport and road safety.

3.12 The specific issues in relation to (a)-(c) above are dealt with in more detail under the issue analysis that follows. However, we wish to acknowledge, as a starting point that we do not consider there to be any fundamental impediment to the proposed change in zoning.

3.13 We have arrived at that conclusion on the basis that during the hearings process, through the evidence presented, and the subsequent redrafting of the provisions to amend the activity status, it has become apparent that the proposed Plan Change provisions provide for a future consenting process that is robust and capable of resolving any foreseeable issues.

3.14 We make reference in particular to the Requestor's closing legal submissions whereby it was stated that no scenario has been provided that might justify decline of a future resource consent on the site. We agree with that proposition. In particular, and in respect to matters (a) and (c) above, there are no infrastructure requirements or transport effects that are incapable of being managed through the revised activity status. Furthermore, in relation to (b), the proposal meets the thresholds outlined in the NPS-HPL (clause 3.6(5)) to enable the site to be rezoned to a residential zoning.

S42A Report Recommendation

- 3.15 Prior to discussing our evaluation of the key issues and evidence before us we record that the s42A Report co-ordinated by Ms Barr recommended that the proposed Plan Change be declined, on the basis of; potential adverse safety effects, unresolved water and wastewater servicing aspects, insufficient information regarding the application of the NPS-HPL, and potential inconsistencies with the NPS-UD and the RPS.³² Ms Barr also provided the Panel with recommended modifications to the proposed Plan Change provisions, in the event that it is approved in Appendix 1 of her Report.
- 3.16 Following the conclusion of the initial hearing and after the completion of the Joint Witness Statements by the Planners and Traffic experts, the Panel requested that Ms Barr work with the Council team to prepare an addendum to the s42A Report³³, in order to provide the Panel and parties with the view of the Council's expert team, prior to the reconvening of the hearing to hear the Right of Reply of the Requestor. In this addendum, Ms Barr maintained her position that the proposed Plan Change be declined, primarily based on the traffic safety risks associated with increased traffic using the Cashmere Oaks Drive and State Highway 2 intersection.
- 3.17 Helpfully, Ms Barr included an updated Appendix 1 showing her suggested further amendments to the provisions, should we be minded to approve the proposed Plan Change. Consistent with her view in the Planners Joint Witness Statement³⁴, Ms Barr advised us that if the Plan Change is approved; *"It is my opinion that a restricted activity rule with an associated structure plan, a comprehensive list of matters of discretion, and a clause requiring notification of Waka Kotahi (New Zealand Transport Agency) would be both efficient and effective and is necessary in the context of the Site and roading environment"*.³⁵

Issue 1: State Highway Intersection and Road Safety Matters

- 3.18 We heard evidence from five highly experienced and respected experts in relation to this issue³⁶. All the transportation and road safety experts agree that the intersection of Cashmere Oaks Drive with State Highway 2 will need some upgrading to cater for the additional traffic that will be generated if a retirement village and any additional residences are constructed on the subject site. The contest between the experts concerns exactly what the form of the intersection upgrade should be, and whether a decision on that upgrade should be made now (and locked in as part of this private plan change process) or whether that important detail can be left to be considered through a matter of discretion, and made a condition of consent as part of a future resource consent process.

³² s42A Report prepared by Megan Barr, dated February 2023, Page 82.

³³ s42A Report Addendum prepared by Megan Barr, undated.

³⁴ Joint Statement of the Planning Experts, 24 March 2023

³⁵ s42A Report Addendum prepared by Megan Barr, para 6.31, page 16, undated.

³⁶ Mr Georgeson and Ms Muirson for the Requestor, Mr Connelly and Mr Landon-Lane for Waka Kotahi, and Ms Fraser for the Council.

- 3.19 The question of appropriate treatment of the intersection is also contingent on a signalled reduction of speed limit in the vicinity of the intersection, which became a moving feast during the hearing process. What we initially heard in evidence was;

“The speed of SH2 in the vicinity of the Intersection is expected to change from 100km/h to the Safe and Appropriate Speed of 80km/h through the implementation of the Interim Speed Management Plan. No, or very little, infrastructure change is required to make this change.

Conversely, a 50km/h speed limit will require an infrastructure change (such as intersection upgrade, footpaths, bike lanes, kerb and channel, street lighting). An intersection upgrade would enable a speed reduction to be considered in the upcoming Speed Management Plan scheduled for implementation from 2024.³⁷

- 3.20 Following the initial hearing and in response to newspaper reports that the government had announced changes to the Interim State Highway Speed Management Plan (ISHSMP), the Panel requested further evidence be provided by Ms Speight to update us prior to the reconvened hearing. Ms Speight set out in her supplementary statement of evidence dated 21 March 2023 that; *“On 13 March 2023, the Prime Minister announced fewer roads would be included under the ISHSMP this year”*. She further advised that:

“Until any decision is officially made by the Director of Land Transport to reduce the speed limit, the road should be treated for traffic safety purposes, as a 100kph road.”

And

“Infrastructure upgrades (together with speed management) in a 100kph road or at a 50/100 threshold may or will be different than at a 50/80 threshold. In other words, mitigation of traffic effects by the Requestor and simultaneously moving the urban road speed threshold (assuming sufficient mitigation occurs) may be more difficult if the state highway road speed remains at 100kph versus if it drops to 80kph”.

- 3.21 We have been greatly assisted by the transportation and road safety experts taking the time to prepare their Transportation Statement of Facts³⁸, and for the role that Ms Fraser undertook in co-ordinating this document, at our request. The reason we requested this be undertaken is because at the initial hearing we had opposing advocacy positions and planning advice regarding whether the Private Plan Change should be approved, and if so on what basis.

- 3.22 The core reason why the opposing views were being presented turned on the volume of additional traffic the Welhom development would generate, what the appropriate treatment of the Cashmere Oaks Drive / State Highway 2 Intersection should be, and whether it was appropriate in planning terms to lock in one highway mitigation measure now (i.e. a roundabout solution) as part of this decision, or whether the right approach is to require this design detail to be developed as part of a future resource consent process, using the provisions of s104 and s108 of the RMA.

³⁷ Supplementary statement of evidence of Emma Speight for Waka Kotahi, paras 7 and 8, page 2, 10 March 2023.

³⁸ Welhom Proposed Private Plan Change – Cashmere Oaks, Masterton, Statement of Facts – Transportation, 28 March 2023.

- 3.23 The position of the parties was supported by expert transportation and road safety evidence, and given that the basis of each of the expert's opinions comes from the same base information and use the same agreed and standardised assessment and modelling approaches, it was important to us that we had one source of agreed facts. The Transportation Statement of Facts sets out all the relevant information, under 20 topics and follows a most useful form, with the Requestor's experts summarising their position and opinion first, the Waka Kotahi experts providing their additional views where relevant to the topic and Ms Fraser for the Council providing a summary view.
- 3.24 Our findings in relation to transportation and road safety effects are:
- a. There is a high level of agreement amongst the experts on the key transportation and road safety matters associated with the site and roading context, including in relation to existing transport characteristics, the traffic safety and roading context of both the existing site and proposal, likely future traffic growth, gap acceptance parameters, levels of service, crash predictions and costs of Waka Kotahi's preferred roundabout solution. In summary the evidential position we have taken from the Transportation Statement of Facts is:
 - The current average and 85th percentile speeds in kph to the north (adjacent to the Arvida site) are 80/82 southbound and 91/93 northbound.
 - Driver speeds would reduce at Cashmere Oaks Drive, being 63/65 southbound and 74/74kph.
 - All parties agree the ITA counts show that the percentage of right turning traffic out of Cashmere Oaks Drive is 81% (AM), 92%(IP) and 82%(PM).
 - There have been no recorded crashes at the intersection for the period 2017 to date.
 - A continuation of the long-term traffic growth rate of 2% per annum is likely on the low side given the planning context of a growing Masterton North area.
 - The use of gap acceptance values within the SIDRA Model User Guide 'reasonable range' is appropriate.
 - The Levels of Service (LOS) of the intersection related to the SIDRA outputs using all existing and future modelled scenarios associated with the Welhom proposal, and based on the use of a controlled intersection are in the LOS A, B and C range that represent conditions of free and stable flow.
 - The limit of stable flow begins to be reached at a LOS D/E boundary.
 - There is only a small difference between the expert's crash prediction (DSI) modelling. However, Ms Muirson's analysis suggests either a priority T intersection or a roundabout would be needed to maintain the DSIs at the base or better levels in a 50-70kph speed environment. Mr Landon-Lane on the other hand considers that either in an 80+ or a 50 to 70kph environment a roundabout would be needed to maintain the DSI at the base or better.
 - An indicative cost of a roundabout solution (the preferred Waka Kotahi mitigation), given the context of the Cashmere Oaks Drive / State Highway 2 Intersection is in the order of \$3M to \$4M.
 - b. Given the above information we are satisfied that the transportation and road safety effects associated with the Welhom proposal can reasonably and appropriately be dealt with through known and achievable intersection design approaches.

- c. The planning response of a restricted discretionary land use consent being required for the specific proposal in the future, with specific matters of discretion relating to transportation and road safety is the right mechanism for achieving a safe and responsible outcome.
- 3.25 Overall, and given the facts presented, we find that this transportation and road safety issue is not even close to a matter that would require us to decline the proposal outright.

Issue 2: Planning Policy Matters

- 3.26 There are six germane planning policy matters requiring consideration, and we briefly canvas these below with reference to evidence as required.
- 3.27 Before we canvas these, we note (as described in detail in Section 2) that the Request essentially seeks a change to the Operative Wairarapa Combined District Plan 2011 (ODP). It has been accepted by the Council for deliberation and decision-making under the relevant RMA Schedule 1 process, including the preparation of a s32 assessment that we consider has appropriately considered effectiveness and efficiency matters of a range of outcomes, and after assessing this document we consider nothing in the ODP constrains us from considering the merits of the proposed change.

The National Policy Statement – Urban Development (NPS-UD)

- 3.28 The expert Planners have differing views as to whether the Request gives effect to the NPS-UD. The expert opinion of Mr Lewandowski is summarised as follows³⁹:

“I have provided an assessment of the Plan Change against the NPS-UD within the Request.⁴⁰ I remain of the view that the Plan Change gives effect to the NPS-UD and is accordingly consistent with the objectives and policies of the NPS-UD as:

- a. *The rezoning of the Site will provide for an area of additional residential zoning, and therefore development capacity, in the Masterton district. The future development of the Site for a retirement village and other residential housing will therefore provide for the social and economic well-being of the Masterton community and wider Wairarapa community through the provision of residential housing in a variety of typologies. This is particularly relevant to the growing cohort of the elderly population in the Wairarapa as evidenced by Mr Heath.⁴¹*
- b. *Rezoning of the Site will support the competitive operation of the Masterton and Wairarapa land and development market through the provision of additional residentially zoned land. This will in-turn support housing affordability as provided for in Objective 2. Housing capacity will be increased both through the provision of new stock, but also through the return of existing stock to the market as new residents of a retirement village sell their existing (and often family) homes.*

³⁹ Evidence of Matt Lewandowski, 22 February 2023, paras 6.28, pages 21 and 22.

⁴⁰ Request for Private Plan, Welhom Developments Limited, 29 April 2022, Section 6.3.1, pages 22 to 26.

⁴¹ Evidence of Tim Heath, 22 February 2023, para 5.9, page 7.

- c. *The amenity values of the Site will change as a result of the proposed rezoning and subsequent development. The effects of this change have been considered by Mr Bentley and the change is considered to be consistent with Objective 4.⁴²*
 - d. *The Plan Change is based on up to date demographic and market information, including specific consideration of the supply and demand dynamics related to retirement villages, as discussed by Mr Heath.⁴³*
 - e. *The Plan Change will add significant development capacity to the district in a manner envisaged by Policy 8. Policy 8 requires the Council to be responsive to such a Plan Change.*
 - f. *Welhom has engaged with relevant iwi during the preparation of the Request and its statutory process as described by Mr Smail.⁴⁴ This is consistent with Objective 5 and Policy 9.*
- 3.29 The position of Ms Barr is more cautious. Her evidence is that while she generally agrees with the Request that the matters raised by Mr Lewandowski in the Request (and subsequently in his evidence) are consistent with the NPS-UD⁴⁵, she considers some specific matters, associated with Objective 6 and the associated Policy 1c) (Integration with infrastructure planning and funding decisions) are inconsistent.
- 3.30 On the matter of the State Highway intersection, we have already found on the evidence that the identified effects can be appropriately avoided, remedied or mitigated through the requirement for a matter of discretion to specifically address an appropriate response through conditions. In addition, and as discussed below, there is now agreement on the servicing issues between the Council and Requestor experts, and infrastructure funding is available both through the opportunity for the Requestor to fund specific items, and there is an opportunity for the Council to apply financial contributions it would gather from the development if it does proceed to these NPS-UD Objective 6 matters, if it saw fit.
- 3.31 The uncontested economic evidence of Mr Heath is that: *"The Plan Change (retirement village and residential dwellings) would provide multiple economic benefits to the community including increased housing supply, more competitive residential environment, increased market certainty, increased housing choice, decreased marginal infrastructure costs and local employment growth and economic activity."*
- 3.32 On balance, we are satisfied based upon our evaluation of the relevant evidence in front of us that the Request is consistent with the NPS-UD.

⁴² Evidence of James Bentley, 22 February 2023, para 3.3, page 6.

⁴³ Evidence of Tim Heath, 22 February 2023, section 4, pages 3 and 4.

⁴⁴ Evidence of Aaron Smail, 22 February 2023, paras 8.7 and 8.8. page 13.

⁴⁵ s42A Report prepared by Megan Barr, February 2023, para 212, Pages 49 and 50.

The National Policy Statement – Highly Productive Land (NPS-HPL)

- 3.33 The supplementary legal submissions⁴⁶ concluded that, “for land to be rezoned through Welhom’s private plan change request, it must go through the pathway for Tier 3 urban environments and satisfy the criteria under clauses 3.6(4) and (5) (Masterton being a Tier 3 urban environment). Those criteria were addressed in detail through evidence, legal submissions, and the hearing.”
- 3.34 On this matter we find for and adopt the evidential position conveniently summarised by counsel for the Requestor in their Closing Submissions:⁴⁷

In our submission, the Panel can have confidence that the NPS-HPL does not constitute any impediment to the urbanisation of the Site. In summary:

- a. *In terms of clause 3.6(4)(a):*
- (i) *The evidence provided by Mr Heath is that there is a need for additional development capacity, both in relation to the retirement village component,⁴⁸ and the residential zoning.⁴⁹ No other party has provided expert evidence on these matters and that evidence is unchallenged. While Ms Barr holds a different view, the Council has not provided any economic evidence to support that view.*
- (ii) *In our submission, you can rely on Mr Heath’s evidence in relation to this criterion.*
- b. *In terms of clause 3.6(4)(b):*
- (i) *You have heard evidence from Mr Heath addressing the other possible options for providing for that additional development capacity. His evidence is that there is no reasonably practicable and feasible option for locating that capacity elsewhere. Again, that evidence is unchallenged.*
- c. *In terms of clause 3.6(4)(c):*
- (i) *You heard from Messrs Allen and Millner regarding the permanently compromised nature of the Site from a productivity perspective. Messrs Heath and Lewandowski have then considered the costs and benefits of the urbanisation of the Site, including in respect of the loss of productive land.⁵⁰ That evidence is that the benefits significantly outweigh the costs.*

⁴⁶ *Supplementary Legal Submissions on behalf of Welhom Developments Limited, 3 May 2023, para 3.4, page 2.*

⁴⁷ *Closing Legal Submissions on behalf of Welhom Developments Limited, 14 April 2023, paras 3.2 to 3.4, pages 2 and 3.*

⁴⁸ *Evidence of Tim Heath, 22 February 2023, paras 8.5 to 8.10, pages 11 and 12.*

⁴⁹ *Ibid, paras 9.3 to 9.9, pages 14 to 16.*

⁵⁰ *Evidence of Tim Heath, 22 February 2023, para 9.26 and section 10, pages 22 to 26; Evidence of Matt Lewandowski, 22 February 2023, para 6.41, page 25.*

- d. *In relation to clause 3.6(5):*
- (i) *You heard evidence from Messrs Heath and Lewandowski regarding the need for any rezoning to still deliver a well-functioning urban environment. Their evidence is that this clause is achieved by the Plan Change.⁵¹*

Accordingly, in our submission, the Proposal meets the thresholds outlined in the NPS-HPL to enable the Site to be rezoned to a residential zoning."

- 3.35 In our Minute 5 and after having been alerted to a recent Environment Court case concerning the NPS-HPL⁵², we requested counsel for the Requestor provide us with their legal view on whether this new case changed their position, as outlined above. In their supplementary legal submissions on this matter, dated 3 May, counsel provided us with advice at para 1.1 that; *"Balmoral affirms the approach that Welhom has taken to applying matters in the National Policy Statement for Highly Productive Land ("NPS-HPL") through its private plan change request was correct"*. This affirmation was agreed with by counsel for the Council, Ms Connor in her contribution to the Council and Waka Kotahi's Supplementary submission dated 3 May 2023.⁵³

"Legal Counsel for Masterton District Council, Rachel Conner of Hazelton Law, has reviewed the Balmoral decision and Welhom's legal submission and agrees with the conclusions reached. The key points are that the proposal:

- *Meets the criteria in clause 3.5(7)(a); and*
- *does not fall within the clause 3.5(7)(b) exemptions.*

This means that there is interim protection under the NPS-HPL until Regional Plan mapping is completed.

The proposal then falls to be considered under clause 3.6(4) and clause 3.6(5).

Clause 3.7 does not apply as it relates to rezoning to "rural lifestyle", so clause 3.10 is irrelevant."

The Operative Regional Policy Statement 2013 (RPS)

- 3.36 The RPS is a key document that we must give effect to in making our decision. The three expert Planners, Ms Barr, and Ms St Amand and Mr Lewandowski have together provided us with a focus on what the main objectives and policies are – pointing particularly to the Urban Growth Objective 22, and associated Policies 54 (Achieving the region's urban design principles), 55 (Maintaining a compact, well designed and sustainable regional form), 56 (Managing development in rural areas), and Policy 58 (Co-ordinating land use with development and operation of infrastructure).⁵⁴

⁵¹ Evidence of Tim Heath, 22 February 2023, para 9.3 to 9.26, pages 14 to 22; Evidence of Matt Lewandowski, 22 February 2023, para 6.43 and 6.51, page 25 and 28.

⁵² Balmoral Developments (Outram) Limited v Dunedin City Council [2023] NZEnvC 59 ("Balmoral")

⁵³ MDC and Waka Kotahi comments on Welhom supplementary submissions and district plan changes post hearing, 8 May 2023, paras 2 to 5, page 1.

⁵⁴ See s42A Report prepared by Megan Barr, February 2023, para 152 Pages 32-34.

- 3.37 Ms Barr, (s42A Report at paras 154 to 158) supported by Ms St Amand (evidence at paras 12.1 to 12.6) consider that for the reasons they cite, overall the Request is inconsistent with Objective 22 and the associated policies of the RPS. Ms St Amand also considers there is inconsistency with Objective 10 and the associated Policies concerning regionally significant infrastructure.
- 3.38 We have already found that on a detailed review of the transportation and road safety evidence that the specific facts of the request do not require a decline of the Request on those specific matters. Accordingly, we do not agree with Ms St Amand's reliance on Objective 10 and associated Policies as being inconsistent. After assessing the competing planning evidence regarding the Urban Growth Objectives and Policies of the RPS and other relevant RPS Objectives and Policies, we agree with the position of Mr Lewandowski for the reasons his evidence sets out.

"I consider that the Request is consistent with objective 22 of the RPS and its associated policies, as:

- (a) the Site is adjacent to the existing Masterton urban area and is a logical and sequential extension to existing residential development, that will efficiently utilise existing infrastructure. It is clear from a review of the MUGS and the DDP that the Site has long been considered as a potential option for future urban expansion in Masterton, which is now being further progressed through the DDP;*
- (b) the Site is located in close proximity to the existing Masterton Town Centre and associated businesses and services;*
- (c) the Site can connect to existing transport infrastructure which can accommodate the resultant demand from the Site;*
- (d) urban development of the Site will change its current rural character but such a change will be quickly integrated as an extension of the neighbouring Cashmere Oaks subdivision; and*
- (e) the loss of the Site from the rural land resource of the district will have negligible effects on rural productivity.*

In respect of tangata whenua involvement, the Requestor has engaged with both Rangitāne and Ngāti Kahungunu ki Wairarapa. Initial feedback from each iwi did not signal any concerns. The lack of any submission from either iwi further suggests that there were no concerns with the Plan Change.

There are no natural hazard related concerns as confirmed by the geotechnical assessments supporting the Request.

The Site has not been identified as either an Outstanding Natural Landscape or Special Amenity Landscape as required by the RPS. The District Plan has given effect to the relevant RPS policies requiring such landscapes to be identified.

There are no indigenous ecosystems on the Site, with the ecological values of the Site assessed as being negligible.

There are no heritage features on the Site. The archaeological assessment prepared as part of the Request has concluded that the archaeological values of the Site are low. I note that iwi had the opportunity to review and comment on the archaeological assessment but provided no comments.

Lastly, there are no water bodies on the Site, with stormwater from subsequent development to be disposed of to ground. Matters relating to the management of sediment can be addressed through usual best practice approaches at the resource consent stage.

For the reasons set out above, I consider the Plan Change to be consistent with the relevant provisions of the RPS and therefore that the District Plan as amended by the Request, would give effect to the RPS.”⁵⁵

- 3.39 For completeness, we have also considered Proposed Change 1 (PC1) to the RPS, which we are required to have regard to. We note that PC1 has been prepared to give effect (amongst other things) the NPS-UD. In general terms we consider that it has similar Objectives and Policies regarding urban growth to the operative RPS, and it is at the early stages of the Schedule 1 RMA process (submissions having been received but no hearing as at the time of this decision). We also note in a specific evaluation section below that we have received uncontested economic evidence regarding the NPS-UD and its relevance to the Request. For all these reasons, while we give little weight to the specific Objective and Policy direction of PC1, we have considered it and find the request to be generally consistent with it.

The Masterton Urban Growth Strategy 2019 (MUGS)

- 3.40 This document identifies areas for potential urban expansion – C03 is the area within which the site is located, and the area identified in the Draft District Plan (DDP)⁵⁶.
- 3.41 Following a request for further information regarding this document, Ms Barr summarises the facts associated with this document in her s42A Addendum⁵⁷. Essentially her evidence is this while it was commissioned in 2018 by the then Council Planning Manager to inform Council about why a review of the Operative District Plan was required, it is an internal Council document, that was not considered by Council until 2022, has not been adopted, has not been consulted on or made publicly available, until the Requestor requested a copy as part of preparing for these proceedings. Furthermore, in response to a question from the Panel regarding whether there was any functional relationship between MUGS and the Wellington Urban Growth Framework (WUGF) 2021, Ms Barr has told us that one of her colleagues, a Principal author of the WUGF was not aware of MUGS and it was not reviewed or referenced in the development of WUGF.
- 3.42 Ms Barr’s view is that; *“MUGS is not a relevant consideration for the purposes of this Plan Change. Further, even if MUGS is considered relevant, it should be considered to have lesser status when weighed against the policy direction of the Draft Wairarapa Combined District Plan 2022 (DDP)”*.

⁵⁵ Evidence of Matt Lewandowski, paras 6.60 to 6.67, pages 30 and 31, 22 February 2023.

⁵⁶ Evidence of Matt Lewandowski, para 6.125, page 46, 22 February 2023.

⁵⁷ s42A Report Addendum prepared by Megan Barr, paras 2.1 to 2.4, pages 1 and 2, undated.

- 3.43 Ms St Amand (para 6.8 of her evidence) and Mr Lewandowski (para 6.36 and 8.6 of his evidence) both agree that it is not a 'strategic planning document' for the purposes of s74(2)(b)(i) of the RMA.
- 3.44 Our findings on the MUGS and how it relates to future growth planning in Masterton District concur with the pragmatic approach outlined by Mr Lewandowski in his evidence⁵⁸.

"In respect of section 74(2)(b)(i), I agree that the MUGS is not a required consideration under this section. But again, that does not mean it should not be considered. Section 74 sets out matters that must be considered by a territorial authority in formulating a district plan. It does not preclude consideration of other matters such as the MUGS.

If the logic applied to the MUGS in the section 42A report were to be applied to other technical documents, no plan change could be considered with reference to any external technical assessment. I do not consider that this is a sound position or results in good planning outcomes.

The more relevant question, and one ultimately for the Panel to determine, is what weight to afford to the MUGS. In my view, the MUGS provides a sound evidential assessment of growth demands and options to accommodate growth in Masterton. It identifies the Site, as part of a wider area, as such an option pending further assessment. In terms of the Site, it is also consistent with the DDP.

The Draft Wairarapa Combined District Plan 2022 (DDP)

- 3.45 Again, in response to questions from the Panel, Ms Barr provided us with additional information regarding the development of the DDP⁵⁹. The District Plan review process commenced in January 2021, was released for public comment on 25 October 2022 with public feedback received up to 6 December 2022, and the intention is for the proposed District Plan to be notified in mid-August 2023. Ms Barr confirms that; *"The DDP includes a Future Urban Zone (FUZ), as a Special Purpose Zone, that corresponds to area C03 identified in the MUGS report. This FUZ includes the Site"*.
- 3.46 Ms Barr says; *"Council has advised that this specific FUZ was envisaged as potentially providing additional development capacity in the medium term some 5-10 years from now"*⁶⁰. She differentiates the intention of the Council from the Welhom proposed Private Plan Change by pointing to DDP "avoid" objectives and policies regarding transport infrastructure (FUZ-01, FUZ-03, FUZ-P3, and FUZ-P4). She points to a retirement village being a non-complying activity under this draft Zone.

⁵⁸ Evidence of Matt Lewandowski, paras 8.5 to 8.8, page 55, 22 February 2023.

⁵⁹ s42A Report Addendum prepared by Megan Barr, paras 3.1 to 3.10, pages 2 to 5, undated.

⁶⁰ Ibid, para 3.4, page 3

- 3.47 Mr Lewandowski takes a careful and measured view as to the significance and weight we should give to the DDP in our assessment of the merits of the proposed Private Plan Change where he summarises his view that:

"The draft Combined Wairarapa District Plan ("DDP") proposes a Future Urban Zone for the Site, but the nature of the DDP is such that it cannot be considered to be a strategic planning document. This document does however provide useful contextual direction of the Council's most recent considerations in planning for future urban growth options."⁶¹

- 3.48 We agree with Mr Lewandowski, that while the DDP is only a step along the way to a proposed District Plan that would have legal effect and increasing weight as it progresses through the RMA Schedule 1 process, it does reconfirm that the site has been earmarked for some time by both the Council and its advisors as part of an urban growth direction focusing on the North Masterton area.

Issue 3: Connectivity Matters

- 3.49 This matter remained in contention right through the hearing process. Despite hearing further verbal evidence on this matter provided by Mr Georgeson in response to questions from the Panel, Ms Barr maintained her concerns that the proposal did not provide any additional connectivity to surrounding amenities such as the Masterton CBD (in the sense of multi-modal transport options such as walking and cycling), citing RPS Objectives 22 and Policy 57, as a "test" that had not been met by the Requestor's proposal. We have already found that the proposal is generally consistent with the operative RPS and find ourselves agreeing with the position advanced in closing by counsel for Welhom, where they summarise the following:

"At the hearing Mr Georgeson took the Panel through both existing and a range of future walking, cycling and public transport connectivity opportunities to connect the Site to the Masterton town centre. The appropriate connectivity upgrades are matters to be considered as part of future development of the Site. Tellingly, while this has been raised as a concern by Ms Barr, there is no additional connection, for example, that Ms Barr has identified as being necessary. The District Plan also requires financial contributions to be provided by any future applicant to develop the Site which will provide funding for such connectivity opportunities to be realised. Counsel for the Council has confirmed that such contributions are available for roading, access and loading, and that the Council has some discretion as to how it utilises such funding. Even if there is no "specific priority" for using the funding on State Highway 2, the inference from the Council's legal submissions is that this is not precluded."⁶²

⁶¹ Evidence of Matt Lewandowski, para 6.36(d), page 24, 22 February 2023.

⁶² Closing Legal Submissions on behalf of Welhom Developments Limited, 14 April 2023, para 5.19, page 15.

Issue 4: Resource Consent Status, use of a Structure Plan and Waka Kotahi Notification

- 3.50 The Requestor’s team steadfastly maintained the legal and expert planning position (Mr Lewandowski) that a controlled activity status for land use consent for their proposal was appropriate, through the initial hearing, in the planners Joint Witness Statement (“JWS”) process⁶³ and at the reconvened hearing in their closing submissions. While we appreciate that the clear position of both Ms Barr and Ms Amand is the proposed Private Plan Change should be declined, they both agreed to assess and consider the alternative full and restricted discretionary statuses as part of the planners’ JWS, including in terms of the matters we are required to assess under s32 and s32AA of the RMA. The JWS also considered whether a Structure Plan was required along with the issue of the provisions requiring notification of Waka Kotahi or not.
- 3.51 The planners’ JWS is a comprehensive and pivotal planning assessment, and it has greatly assisted the Panel in coming to our conclusions. In summary, our finding is that we favour the expert view of Ms Barr (supported by Ms St Amand) that: “Council’s position is that restricted discretionary activity status is the least restrictive activity classification that would be appropriate for a land use rule providing for a retirement village on the Plan Change site”⁶⁴. Apart from her position that a Structure Plan should be included in preference to an enhanced Outline Development Plan, favoured by Mr Lewandowski, we agree with Ms Barr’s section 32 analysis (supported by Ms St Amand) associated with the effectiveness and efficiency of the restricted discretionary status option, with a notification provision for Waka Kotahi⁶⁵. We adopt her position in terms of our own assessment that is required under s32AA of the RMA.
- 3.52 We are also very appreciative of the legal submissions on this matter provided by Ms Connor for the Council in the s42A Addendum Report. The legal analysis provided in relation to the “Whakatane” case that Commissioner McMahon enquired about⁶⁶ and in relation to the request by Waka Kotahi that they be specifically notified if the panel approved the Request with a restricted discretionary land use rule, is clearly and persuasively set out.⁶⁷ We agree with her position.
- 3.53 On the question of a Structure Plan, we are not convinced that this is a practical method, and we favour the evidence and reasons of Mr Lewandowski on this matter, where he states:

I do not consider that a structure plan is required. The proposed Outline Development Plan clearly identifies the portion of a site available to a retirement village, entry into the site, provision for additional height associated with a retirement village, landscape buffer requirements, and potential future connections through the site.

⁶³ See Joint Witness Statement of Planning Experts – s32 Assessment of Different Activity Statuses, 24 March 2023.

⁶⁴ Joint Witness Statement of Planning Experts – s32 Assessment of Different Activity Statuses, 24 March 2023, Table 4, point 3.1, pages 14 and 15.

⁶⁵ *Ibid*, Table 4, points 1.1 and 2.1, page 14 and 15.

⁶⁶ *Royal Forest & Bird Protection Society of New Zealand Incorporated v Whakatāne District Council [2017] NZEnvC051 at paragraph [59]*

⁶⁷ See Legal submission for Masterton District Council, 5 April 2023, paras 32 to 42, pages 5 and 6.

I consider that other potential effects and roading interventions can appropriately be considered and imposed through consent conditions as a controlled activity (or restricted discretionary activity if that is preferred by the Hearing Panel).⁶⁸

Issue 5: Site Servicing Matters

- 3.54 Through the course of the hearing, we received and heard expert evidence from two experienced Civil Engineers, Mr Brents for the Requestor and Mr Rose for the Council. Mr Brents summarises his expert opinion as follows:

“Development of the Site will require earthworks, stormwater management, wastewater reticulation, water supply, and utilities to be formed or extended. It is expected that servicing connections to the Site will be through the Cashmere Oaks subdivision to the south of the Site.

In my opinion the development is readily serviceable by providing extension to the local networks, standard stormwater management systems and water supply booster pumps, most likely provided by the applicant as part of any future consenting process to develop the Site.

The civil engineering servicing options have been assessed and have confirmed that servicing of the land can be achieved in an appropriate manner to meet Masterton District Council (“MDC”) requirements as part of any future resource consent process to develop the Site”⁶⁹

- 3.55 Mr Rose was largely in agreement with Mr Brents evidence, however at the initial hearing there was some discussion about the water supply and what location and form a booster pump system would need to be implemented. The Panel asked if this was something that might be able to be agreed after further discussion between the two experts. This process was agreed, and we received a Joint Witness Statement (“JWS”) signed by Mr Brents and Mr Rose⁷⁰ that concluded:

2.1 Mr. Brents and Mr. Rose during a break from the hearing on 8/3/2023, met to discuss the water supply for the existing Cashmere Oaks Subdivision and new evidence received from a local engineer. The new evidence was pressure data from a data logger installed on the water supply trunk main over 3 days at the end of January 2022 (attached to this joint witness statement). The data from CF projects the local engineer of record for 3442-7661-6481 2 Cashmere Oaks Stage 2 provided data logger results as attached in reference 1.

2.2 The data received from CF Projects measured the pressures in Bar from a point along the 300mm Trunk Water Supply Main in Cashmere Oaks. The range in pressure on average were as high as 2.09 Bar (209.0 kPa) and as low as 1.99 Bar (199.0 kPa). This range of pressures indicated the high and low levels in the existing reservoir in Titoki Street. This reservoir works as a gravity feed main between the high and low levels. When the low level is achieved the reservoir is filled by a pump until the high level is reached and/or is full.

⁶⁸ Joint Witness Statement of Planning Experts – s32 Assessment of Different Activity Statuses, 24 March 2023, Table 7, page 22.

⁶⁹ Evidence of Mr Russell Brents, 22 February 2023, paras 2.2 to 2.4, page 2.

⁷⁰ Joint Witness Statement of Civil Engineering Experts, 9 March 2023.

2.3 *The range of high to low pressures as measured by the data logger are at or less than 10 kPa, which suggests there is little noticeable pressure in the mains over the course of operations even during peak times.*

2.4 *After review and a brief discussion, it was agreed there is likely to be very little pressure drop in the system with the addition of the proposed development site.*

2.5 *The statement in 2.4 above, that there will be negligible pressure drop, includes the effects of the addition of a booster pump to the system. Then large flow available, and the subsequent low pressure variation, means that the potential issues raised previously by Mr Rose in his evidence related to potable water pumping are no longer considered to be an issue.*

3.56 Based on the evidence of Mr Brents and Mr Rose we are satisfied that there will be no material servicing constraints associated with the rezoning.

Issue 6: Financial Contributions Matters

3.57 This matter arose from our questioning of the parties in the Initial Hearing phase regarding the financial contributions policy of Council, how it was collected, and whether there might be an opportunity for the Requestor to work together collaboratively with the Council and potentially Waka Kotahi to apply some of the financial contribution raised by the development if it proceeds.

3.58 The Panel was interested in this concept, as it is apparent that with the growing North Masterton area, and its context of the site being close to State Highway 2 and with the clear ability to upgrade multi-modal transport connection to the Masterton CBD and existing dual walking and cycling pathways, there might be a “win-win” for all concerned, if a joint approach could be encouraged.

3.59 We are mindful from the evidence of Mr Smail that the project if it proceeds would entail significant investment in excess of \$150m⁷¹. Rule 23.3.2 of the ODP is entitled “*Amount of contribution for infrastructure as a standard of a permitted activity or as a condition of a resource consent*”; and this rule sets out a range of circumstances for the payment of financial contributions. While it is not entirely clear to us how the calculation would work with the development proposed (and we do not propose to second guess without the details), it is evident that a substantial financial contribution would be paid, probably in the order of several \$million if the development proceeds as planned.

3.60 In response to our queries, Ms Connor noted:

Under the Operative District Plan, payments are made directly to the Council to be held for use in line with the purposes for which they are taken. For sums paid under sections 23.4.2 (a) – (e), these are directed to specific items of work generated by the proposal. For sums paid under sections 23.4.2 (g), contributions are used more generally toward district-wide roads, access and loading matters.

⁷¹ Evidence of Aaron Smail, 22 February 2023, para 7.4 (c), page 11.

While I am not a Planner, I agree with Waka Kotahi that the Operative Plan does not presently allow for it to have any say in how the districtwide contributions are used by the Council, or the matters to which those contributions are directed. The State Highway network is not given any priority or "special status" under the District Plan when it comes to the use of financial contribution funds.

Ultimately, it is a matter of discretion for the Council as where this funding is spent, noting that there will be other directives applicable to decisions made by the Council on spending in these areas.

- 3.61 While we cannot direct that a financial contribution be applied to any specific items, given the broad benefits that would accrue to the wider North Masterton area for infrastructure upgrades, including roading safety improvements and multi-modal transport connections, we would encourage the parties to work together for the common good, to target any financial contribution that was paid to this broader area.

4. STATUTORY CONSIDERATIONS

Assessment

- 4.1 Drawing on consideration of the plan change material, the submissions, evidence presented and revised provisions, this final part of our report addresses the statutory requirements outlined at the start of Section 3 above.
- 4.2 We have adopted a thematic approach to presenting our findings using the relevant criteria from the Environment Court's Colonial Vineyards decision⁷² as a 'road map.' In particular, we rely on the detailed reasoning in Section 3 and have added to it where appropriate in the context of each thematic question we outline in turn below.
- 4.3 Is the plan change designed to accord with, and assist the territorial authority to carry out its functions so as to achieve the purpose of the Act?
- 4.4 The Plan Change involves the rezoning of the site from Rural (Primary Production) Zone to Residential Zone, with the introduction of an outline development plan and site-specific District Plan provisions for future development of a retirement village to manage potential effects of such activities consistent with the outcomes sought by the District Plan.
- 4.5 As the Plan Change involves provisions dealing with subdivision, land use and development of land, we find that the Plan Change is designed to accord with and assist the Council to carry out its s31 functions.
- Does the plan change give effect to any national policy statement (NPS) or New Zealand Coastal Policy Statement (NZCPS)?
- 4.6 The NZCPS is not relevant to the Plan Change.
- 4.7 The following four NPS' are relevant to the Plan Change:
- The National Planning Standards 2019
 - The National Policy Statement on Urban Development 2020 (NPS UD)
 - The National Policy Statement Highly Productive Land 2022 (NPS-HPL)
 - The National Policy Statement for Freshwater Management 2020 (NPS-FM)
- National Planning Standards*
- 4.8 We find that the Plan Change has been drafted to be as consistent as possible with the national planning standards, in term of aligning with zone types, whilst still being consistent with the existing structure of the operative Wairarapa Combined District Plan and Draft Wairarapa Combined District Plan to ensure usability. This represents a reasonable balance of keeping the new provisions recognisable in terms of the operative plan structure whilst referencing zones and terms that are used by the National Planning Standards.

⁷² ENV-2012-CHC-108, [2014] NZEnvC 55

NPS-UD

4.9 The Plan Change has been developed to provide land to meet housing demand to give effect to the NPS-UD. In particular, given the unchallenged economic evidence presented by the Requestor, which demonstrates that the rezoning will enable increased capacity in terms of general residential development and also specially cater to a growing elderly demographic by providing for retirement village development. Furthermore, we have found that the evidence shows the potential for multiple economic benefits to the community by increasing capacity including: assisting in creating a competitive residential environment, increased market certainty, increased housing choice, decreasing infrastructure costs whilst providing for local employment growth and overall economic activity. These matters are canvassed in more detail in Section 3, paragraphs 3.28-3.32 above.

4.10 Therefore, we find that the Plan Change accords with Policy 6: *c) the benefits of urban development that are consistent with well-functioning urban environments.*

NPS-HPL

4.11 NPS-HPL seeks to protect highly productive land from inappropriate development. Highly productive land defaults to being any land with a land use capability class of 1-3 until such time as Regional Councils undertake an assessment to specifically classify such land within their regions.

4.12 We covered this matter in some detail in **Section 3** above, paragraphs 3.33-3.35. On that basis, we are satisfied that the Land Use Capability and Soil evidence presented by the Requestor demonstrates that the loss of rural land resource is unlikely to materially impact agricultural production within the Masterton District given that only 0.05% of the Plan Change site is classified as being class 3 and therefore is of limited scale for productivity purposes. Furthermore, as class 3 is assessed as being the lowest soil class it has moderate constraints on its capability of being productive.⁷³

4.13 Despite the site being classified as class of 3 (LUC3), the Plan Change proponent has adequately demonstrated the reasoning for it being appropriate for rezoning.⁷⁴

NPS-FM

4.14 We conclude that the Plan Change has provided for the requirements of freshwater management that have been adequately demonstrated through evidence provided.⁷⁵ This matter is covered under **Issue 5: Site Servicing Matters.**

Does the plan change give effect to the Regional Policy Statement?

4.15 We have canvassed this matter in detail above (**Issue 2: Planning Policy Matters**). For the reasons we set out in paragraphs 3.36-3.39 above, we are satisfied by the evidence presented that the relevant policy expectations of the RPS are given effect to by the Plan Change.

Is the plan change consistent with any regional plans or proposed regional plans?

4.16 The matter in relation to the above the relevant plans and strategies are:

- Wellington Regional Land Transport Plan
- Masterton Long Term Plan
- The Masterton Urban Growth Strategy 2019 (MUGS)

⁷³ Masterton Residential Market Economic Assessment by Property Economics, dated April 2022, Page 9

⁷⁴ Statement of Evidence and rebuttal evidence of James Allen on behalf of Welhom Developments Limited, para 1.3, page 1, dated 8 March 2023

⁷⁵ Joint Witness Statement of Civil Engineering Experts, Mr Russell Brents and Mr Ryan Rose, dated 9 March 2023

- Wellington Regional Growth Framework
- Wairarapa Positive Ageing Strategy
- The Government Policy Statement on Housing and Urban Development (GPS-HUD)
- The Government Strategy – "Better later life – He Oranga Kaumātua 2019 to 2034"
- Greater Wellington Regional Policy Statement (Proposed Change 1)

4.17 We accept that the Plan Change has been guided by the above plans and strategies throughout the development and drafting, we therefore consider the Plan Change has had sufficient regard to these documents. Furthermore, in our evaluation above under **Issue 2: Planning Policy Matters** we confirm the Plan Change is generally consistent with these documents, including the Proposed Plan Change 1 of the Greater Wellington Regional Policy Statement, which specifically takes account of the new national guidance to enable urban development in appropriate areas.

What (if any) regard should be given to relevant management plans and strategies under other Acts, including any relevant entry in the Historic Places Register?

4.18 The site to which the Plan Change relates is not identified in any RMA policy statement or plan as having any special historical or cultural significance, and we have not been presented with any evidence to the contrary.

To what extent does the plan change need to be consistent with the plans or proposed plans of adjacent territorial authorities?

4.19 We are satisfied that the proposal has had sufficient regard to the extent to which it needs to be consistent with other plans of other territorial authorities and provides for an appropriate strategic fit.

Are the provisions the most appropriate way to implement the "objectives," having regard to their efficiency and effectiveness, actual and potential environmental effects and reasonable alternatives?

4.20 The Plan Change does not propose any changes to the objectives of the District Plan.

4.21 In our view, the existing objectives and policies (as amended) are the most appropriate means to achieve the Act's sustainable management purpose in respect of the management of the future development of the Plan Change area.

4.22 As extensively set out under our evaluation of issues in **Section 3** of this report, we have found that the amended policies implement the existing objectives, and the rules implement the policies.

4.23 We have concluded that the most efficient and effective means to achieve the proposed and settled objectives of the District Plan is through the adoption of the revised provisions of the proposed Plan Change as set out in **Appendix 2**.

Do the provisions have regard to the actual or potential effect of activities on the environment?

4.24 This is an additional consideration which underpinned our considerable evaluation under **Issue 4, Section 3** above.

4.25 As per our conclusion in relation to the efficiency and effectiveness of the proposed policies and rules in paragraphs 3.50-3.53 above, we have concluded that the proposed Plan Change as amended through the hearing process in **Appendix 2**, in tandem with the other applicable rules in the Operative District Plan, will appropriately manage any actual and potential adverse effects of future development on the Plan Change site.

- 4.26 We consider the pivotal planning mechanism that gives the Panel assurances that the actual or potential effects of the Plan Change on the environment can be managed is through the revised activity status. The restricted discretionary activity status for retirement villages ensures that any other potential effects can be appropriately considered and managed through the imposition of consent conditions.

Does the plan change have regard to any emissions reduction plan and any national adaptation plan made in accordance with the Climate Change Response Act 2002⁷⁶

- 4.27 We understand that the transitional provisions of Schedule 12 of the RMA⁷⁷, in combination with the processing timeframes for this plan change, mean this newly instated consideration for plan changes does not need to be considered.

Does the plan change comply with other statutes?

- 4.28 No other statutes are relevant in this case.

Summary

- 4.29 In summary, we conclude that when assessed against the relevant statutory framework and the individual elements produced under that framework, the Plan Change accords well in that:

- in terms of the existing Objectives and proposed amended Policies, the Plan Change has given effect to the RPS;
- the proposed rules of the Plan Change as amended in **Appendix 2**, in tandem with the other applicable rules in the Operative District Plan, will appropriately manage any actual and potential adverse effects of future development within the Plan Change area; and
- the most efficient and effective means to achieve the proposed and settled objectives of the District Plan is through the adoption of the proposed Plan Change with modifications as set out in **Appendix 2**.

⁷⁶ RMA s 74(2)(d) & (e): inserted by section 21 of the Resource Management Amendment Act 2020 (2020 No 30)

⁷⁷ 91 Schedule 12, Clause 26 RMA

5. OVERALL RECOMMENDATION

5.1. Based on our consideration of all the material before us, including the Section 42A report from the council advisors, submissions, further submissions, evidence and legal submissions presented at the hearing and following consideration of the requirements of Section 32 and Section 32AA and other relevant statutory matters, we recommend the following decision to the Council; that:

- a. The Plan Change be accepted as amended in **Appendix 2** and that all submissions on the Plan Change be accepted, accepted in part or rejected to the extent set out above (and summarised in **Appendix 1**); and
- b. Pursuant to Clause 10 of the First Schedule of the Resource Management Act 1991, Council gives notice of its decision on submissions to the Plan Change.

DATED AT WELLINGTON THIS 8TH DAY OF JUNE 2023



SG Daysh
Independent Commissioner (Chair)



DJ McMahon
Independent Commissioner

**APPENDIX 1: Panel recommendations on relief sought by
submissions and further submissions**

Appendix 1 – Recommendations on decisions requested

The following pages include two tables:

- Table 1 is a list of all the submitters and further submitters.
- Table 2 summarises the submissions and decisions requested, refers to relevant further submissions, includes the Officer's recommendation and the reasons for that recommendation, and includes the Hearing Panel's recommendation.

Table 1 - Submitters

#	Submitter	#	Further Submitter
01	John & Kate Remfry	F01	Waka Kotahi NZ Transport Agency (Waka Kotahi)
02	Kevin Lionel & Treacy Marie Galbraith		
03	Debbie van Zyl		
04	Greater Wellington Regional Council (GWRC)		
05	Bryce & Emma Keane		
06	Heather May & John Carl Sexton		
07	Albert Edward (Ted) Taylor		
08	Wayne Skipage		
09	Shane Hart		
10	Waka Kotahi NZ Transport Agency (Waka Kotahi)		

Table 2 - Submissions

Submission Number: 01		Submitter Name: John & Kate Remfry			
Decision requested	Plan provision or matter	Explanation or relief sought	Recommendation	Reasons	Hearing Panel Recommendation
1.1	Traffic effects State Highway 2 / Cashmere Oaks Drive intersection	<p>Explanation:</p> <ul style="list-style-type: none"> Use of Cashmere Oaks entrance will substantially increase traffic load and adversely affect existing residents of Cashmere Oaks. Residents of Cashmere Oaks would not have expected this increase in traffic when they purchased their properties. <p>Relief sought:</p> <ul style="list-style-type: none"> Significantly improve the entry to Cashmere Oaks Drive from State Highway 2 to <i>"take into account the vastly increased number of elderly residents who would be turning right onto SH2 to go to town"</i>. Extend the current 30km/h zone, consider installing traffic lights or a roundabout for the safety of residents and road users. 	Accept in part	<p>Agree with submitter about traffic effects.</p> <p>Changes to state highway speed limits are managed by Waka Kotahi through a non-RMA process.</p> <p>Recommendation is to decline plan change.</p> <p>If plan change is approved, improvements to intersection of Cashmere Oaks Drive and SH2 are recommended.</p>	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.</p>
1.2	Traffic effects State Highway 2 / Cashmere Oaks Drive intersection Alternative access	<p>Explanation:</p> <ul style="list-style-type: none"> Access through Cashmere Oaks between State Highway 2 and the retirement village will result in disruption from heavy vehicle movements passing through the residential neighbourhood over a period of many years. <p>Relief sought:</p> <ul style="list-style-type: none"> Provide alternative access to the retirement village from State Highway 2 (not via Cashmere Oaks). 	Accept in part	<p>Agree with submitter about traffic effects.</p> <p>Specific relief sought cannot be granted through plan change process.</p>	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic</p>

		<ul style="list-style-type: none"> Consider temporary access (not via Cashmere Oaks) during building phase so Cashmere Oaks residents are not bothered by heavy vehicles for years. 			effects, including on intersection of Cashmere Oaks Drive and State Highway 2.
Submission Number: 02		Submitter Name: Kevin Lionel & Treacy Marie Galbraith			
Decision requested	Plan provision or matter	Explanation or relief sought	Recommendation	Reasons	Hearing Panel Recommendation
2.1	Landscape / visual amenity / character effects Building height New standard 5.5.2(n)(2)	Explanation: <ul style="list-style-type: none"> Concerned about proximity (within 3m) and height of buildings in relation to external boundaries of Plan Change site with residential properties in Cashmere Oaks. Proposed setback distances and building heights will adversely affect the rural amenity / lifestyle of owners of adjoining residential properties. Adjoining landowners bought their properties to live rurally, not next to tall buildings. Relief sought: <ul style="list-style-type: none"> Limit building heights to single storey along external boundaries of Plan Change site. 	Accept in part	Agree with submitter about amenity effects. Recommendation is to decline plan change. If plan change is approved, extending planted buffer around all external site boundaries is recommended.	Reject
Submission Number: 03		Submitter Name: Debbie van Zyl			
Decision requested	Plan provision or matter	Explanation or relief sought	Recommendation	Reasons	Hearing Panel Recommendation
3.1	Landscape / visual amenity / character effects Rural amenity Residential zoning	Explanation: <ul style="list-style-type: none"> Cashmere Oaks is attractive due to its rural amenity and low-density housing. Rezoning the adjoining rural land for residential development with proposed lots of 400m² will detract from the value (financial) of the existing properties in Cashmere Oaks and detrimentally affect current residents of Cashmere Oaks. 	Accept in part	Agree with submitter about amenity effects. Recommendation is to decline plan change. If plan change is approved, extending planted buffer around all	Reject

	Density	<p>Relief sought:</p> <ul style="list-style-type: none"> Decline the Plan Change or grant the alternative relief sought. Amend lot sizes to a minimum of 800m². 		external site boundaries is recommended.	
3.2	Traffic effects State Highway 2 / Cashmere Oaks Drive intersection	<p>Explanation:</p> <ul style="list-style-type: none"> Already dangerous to exit Cashmere Drive onto a 100km/h section of State Highway 2. Existing traffic volumes result in wait times of up to 8 minutes to safely turn right onto State Highway 2 towards Masterton from Cashmere Oaks Drive. Current access into Cashmere Oaks from State Highway 2 is dangerous due to 'tailgating' of slower vehicles turning left into Cashmere Oaks Drive and following vehicles overtaking across double yellow lines. Cars exiting Cashmere Oaks Drive and turning right towards Masterton may not see these vehicles, increasing the risk of accidents at this intersection. Application indicates no accidents have happened yet, but this is incorrect as there have been some minor accidents. Using the intersection of State Highway 2 and Cashmere Oaks Drive to provide access for the Plan Change will result in traffic safety issues. <p>Relief sought:</p> <ul style="list-style-type: none"> Decline the Plan Change or grant the alternative relief sought. Work with Waka Kotahi to extend 50km/h speed limit past 'Welcome to Masterton' sign north of the Arvida Lansdowne Park extension. Provide dedicated left turn lane into Cashmere Oaks Drive from State Highway 2. Could pipe and cover over 	Accept in part	<p>Agree with submitter about traffic effects.</p> <p>Changes to state highway speed limits are managed by Waka Kotahi through a non-RMA process.</p> <p>Recommendation is to decline plan change.</p> <p>If plan change is approved, improvements to intersection of Cashmere Oaks Drive and SH2 are recommended.</p>	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.</p>

		<p>existing drainage ditch to make space for a dedicated left turn lane.</p> <ul style="list-style-type: none"> Consider other options for improving intersection of State Highway 2 and Cashmere Oaks Drive, including a roundabout or the installation of traffic lights at the intersection. As an alternative to reducing the speed limit of State Highway 2 and improving the intersection of State Highway 2 and Cashmere Oaks Drive, provide a separate access to the Plan Change site (separate from Cashmere Oaks' roading). 			
Submission Number: 04		Submitter Name: Greater Wellington Regional Council (GWRC)			
Decision requested	Plan provision or matter	Explanation or relief sought	Recommendation	Reasons	Hearing Panel Recommendation
4.1	<p>Whole Plan Change</p> <p>Proposed RPS Change 1: <i>Objective 22</i> <i>Policy 55</i> <i>UD.3</i> <i>Policy 57</i></p>	<p>Explanation:</p> <ul style="list-style-type: none"> GWRC supports intent of plan change to provide housing / housing choices to the district, but Plan Change must have regard to Proposed RPS Change 1. <p>Relief sought:</p> <ul style="list-style-type: none"> Support with amendments. Ensure plan change provisions have regard to qualities and characteristics of well-functioning urban environments (Objective 22 of RPS Change 1) by including objectives, policies, permitted standards and rules that provide for these qualities and characteristics. Ensure the plan change provisions and development have regard to Proposed RPS Change 1 policies 55, UD.3 and 57. 	Accept in part	<p>Request does not address RPS Change 1.</p> <p>Recommendation is to decline plan change.</p>	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of Proposed RPS Change 1.</p>

4.2	<p>Whole Plan Change</p> <p>Traffic effects</p> <p>Multi-modal transport</p> <p>Connectivity</p> <p>GWRC Proposed RPS Change 1</p>	<p>Explanation:</p> <ul style="list-style-type: none"> ▪ Current approach to connecting development to town centre does not have regard to RPS Change 1 direction on climate change emissions, ensuring transport infrastructure is in place prior to development and providing for multi-modal transport. ▪ Providing access through Cashmere Oaks will cause development to be poorly connected to State Highway 2 and Masterton town centre. ▪ Integrated Transport Assessment recognises likely to be low uptake of cycling, pedestrian activity and public transport by future residents of Plan Change site. <p>Relief sought:</p> <ul style="list-style-type: none"> ▪ Oppose. ▪ Provide for greater multi-modal transport links through the development and consider whether development will provide good connections to Masterton town centre. 	Accept	<p>Proposed Plan Change lacks provisions for connectivity.</p> <p>Recommendation is to decline plan change.</p>	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, multi-modal transport and connectivity.</p>
4.3	<p>NPS-HPL clause 3.6(4)</p> <p>LUC Class 3 Land</p> <p>Operative District Plan & Masterton Urban Growth Strategy 2019 (MUGS)</p> <p>Identified future development area</p>	<p>Explanation:</p> <ul style="list-style-type: none"> ▪ Plan Change site is LUC (Land Use Capability) Class 3 land. ▪ Proposal is not located in a future development area identified in the Operative District Plan. ▪ The applicant's Integrated Transport Assessment refers to the Masterton Urban Growth Strategy 2019 (MUGS), which identified the Plan Change site as a 'potential future urban expansion area'. But MUGS was not adopted or published by Masterton District Council, so the site does not meet the definition of 'identified for future development'. 	Accept	<p>Request does not address NPS-HPL.</p> <p>Anticipate Welhom will address in hearing evidence.</p>	<p>Reject</p> <p>Evidence presented at hearing by experts for Welhom and Council concluded that, although technically LUC 3, the Site is subject to significant and enduring production limitations.</p>

		Relief sought: <ul style="list-style-type: none"> Oppose. Consider direction provided by National Policy Statement for Highly Productive Land 2022 (NPS-HPL). Specifically, direction to avoid urban zoning in rural land with LUC classes of 1, 2 or 3 until the Regional Policy Statement has mapped highly productive land. Give effect to clause 3.6(4) of NPS-HPL by assessing whether Plan Change meets all criteria for urban re-zoning of highly productive land to be allowed. 			
Submission Number: 05		Submitter Name: Bryce & Emma Keane			
Decision requested	Plan provision or matter	Explanation or relief sought	Recommendation	Reasons	Hearing Panel Recommendation
5.1	Traffic effects State Highway 2 / Cashmere Oaks Drive intersection	Explanation: <ul style="list-style-type: none"> Submission relates to the proposed entrance to the site and other concerns. Relief sought: <ul style="list-style-type: none"> Grant Plan Change with conditions. 	Accept in part	Agree with submitter about access issues. Recommendation is to decline plan change.	Accept in part Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.
5.2	Density effects Lot size, minimum lot size	Explanation: <ul style="list-style-type: none"> Proposed amount, land size and availability of sections indicates a target 	Accept in part	Agree with submitter about density effects.	Reject

		market outside of elderly / retirement village. Relief sought: <ul style="list-style-type: none"> Grant Plan Change with conditions. 		Recommendation is to decline plan change. If plan change is approved, extending planted buffer around all external site boundaries is recommended.	
5.3	Rural productivity effects Proposed residential zoning	Explanation: <ul style="list-style-type: none"> Rezoning flat farmable land. Not looking to rezone land between Plan Change site and the State Highway 2. Will result in inconsistent, piecemeal zoning. Relief sought: <ul style="list-style-type: none"> Grant Plan Change with conditions. 	Accept in part	Agree with submitter about effects on rural productivity. Recommendation is to decline plan change.	Reject Evidence presented at hearing by experts for Welhom and Council concluded that, although technically LUC 3, the Site is subject to significant and enduring production limitations.
5.4	Infrastructure effects	Explanation: <ul style="list-style-type: none"> Lack of infrastructure. Water pressure in Cashmere Oaks is already in dire need of a water pumping station. Relief sought: <ul style="list-style-type: none"> Grant Plan Change with conditions. 	Accept in part	Agree with submitter about infrastructure effects. Recommendation is to decline plan change.	Reject Evidence presented at hearing by experts for Welhom and Council concluded that there are engineering solutions to infrastructure effects, including a private booster pump station within the Site.
Submission Number: 06		Submitter Name: Heather May & John Carl Sexton			
Decision requested	Plan provision or matter	Explanation or relief sought	Recommendation	Reasons	Hearing Panel Recommendation
6.1	Traffic effects	Explanation:	Accept in part	Agree with submitter about access issues.	Accept in part

	<p>Access (existing)</p> <p>3.2 Site Description (AEE)</p>	<ul style="list-style-type: none"> ▪ Application states access to Plan Change site will be through Cashmere Oaks. ▪ Site description in AEE includes Lot 36 DP 429991, which is subject to several right of way easements. ▪ Lot 36 DP 429991 currently provides access to Plan Change site. ▪ Understand from applicant that it is not intended for Plan Change site to have use of, or an easement over, Lot 36 DP 429991. Application doesn't reflect this. <p>Relief sought:</p> <ul style="list-style-type: none"> ▪ Approval of Plan Change should be conditional on alternative access to Plan Change site being made available, and no further easements being granted over Lot 36 DP 429991 to provide access to Plan Change site. 		<p>Recommendation is to decline plan change.</p>	<p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.</p>
6.2	<p>Landscape / visual amenity / character effects</p> <p>ODP (Residential Zone Standards)</p> <p>4.1 Proposed Changes</p>	<p>Explanation:</p> <ul style="list-style-type: none"> ▪ Applying existing District Plan rules and standards to site inappropriate. ▪ Existing rules and standards of the District Plan are not sympathetic to character of Cashmere Oaks. ▪ Cashmere Oaks is a premium subdivision with wide streets, footpaths on both sides of roadway, wide berms and planting, thoughtful use of covenants. <p>Relief sought:</p> <ul style="list-style-type: none"> ▪ Approval of Plan Change should be subject to the same type and style of development as Cashmere Oaks subdivision. 	<p>Accept in part</p>	<p>Agree with submitter about amenity effects.</p> <p>Recommendation is to decline plan change.</p> <p>If plan change is approved, extending planted buffer around all external site boundaries is recommended.</p>	<p>Reject</p>
6.3	<p>Landscape / visual amenity / character effects</p>	<p>Explanation:</p> <ul style="list-style-type: none"> ▪ Concerned about section sizes. 	<p>Accept in part</p>	<p>Agree with submitter about density effects.</p>	<p>Reject</p>

	Density Resultant development form, minimum lot size Section 5.1 (AEE)	<ul style="list-style-type: none"> The application refers to mix of one and two storey standalone dwellings on a lot size of 400m². Section 5.1 of the application refers to a minimum lot size of 350m² with an average lot size of 400m². Cashmere Oaks subdivision average lot size is greater than 400m². <p>Relief sought:</p> <ul style="list-style-type: none"> Section sizes and covenants should follow those of the Cashmere Oaks subdivision. 		Recommendation is to decline plan change. If plan change is approved, extending planted buffer around all external site boundaries is recommended.	
6.4	Landscape / visual amenity / character effects Resultant development form, building height AEE New standard 5.5.2(n)(1)	<p>Explanation:</p> <ul style="list-style-type: none"> Concerned about building heights. The application refers to mix of one and two storey standalone dwellings with a maximum height of 10m. Application contains request for higher building height of 14m. Understand from applicant this will be a building for rest home / hospital care. Note when new local hospital was built in 2005, went from multi-level building to single level building. <p>Relief sought:</p> <ul style="list-style-type: none"> All retirement village buildings, including rest home and hospital, should be single storey. 	Accept in part	Agree with submitter about amenity effects. Recommendation is to decline plan change. If plan change is approved, extending planted buffer around all external site boundaries is recommended.	Reject
6.5	Landscape / visual amenity / character effects 5.1.b Landscape and Visual Amenity Effects Rural building height	<p>Explanation:</p> <ul style="list-style-type: none"> Baseline visibility of site contains statement listed under section 5.1.b "<i>Private locations – open to no views of site from dwellings located to the north, east and south of the site...</i>". This statement is incorrect. Multiple properties within Cashmere Oaks currently have views of Plan Change site 	Accept in part	Agree with submitter about amenity effects. Recommendation is to decline plan change. If plan change is approved, extending planted buffer around all	Reject

		<p>from several rooms within their homes, including main living areas.</p> <ul style="list-style-type: none"> It is disingenuous to compare maximum permitted building height under current rural zoning (15m) with the proposed multi-storey retirement village. <p>Relief sought:</p> <ul style="list-style-type: none"> Approval of Plan Change conditional on buildings being limited to single storey. 		external site boundaries is recommended.	
Submission Number: 07		Submitter Name: Albert Edward (Ted) Taylor			
Decision requested	Plan provision or matter	Explanation or relief sought	Recommendation	Reasons	Hearing Panel Recommendation
7.1	<p>Masterton Urban Growth Strategy 2019 (MUGS)</p> <p>Page 67 AEE</p>	<p>Explanation:</p> <ul style="list-style-type: none"> Application references MUGS and states “<i>Urban development of the Site will be consistent with the Council’s urban growth strategy which identifies the Site as a possible future urban development area</i>”. The Plan Change is not part of any formal structure plan or similar planning document that guides extension of the Masterton residential area. MUGS only exists to aid decision making in relation to urban planning, not intended as support for Plan Change. Area identified as C03 (Map 5, Page 56, AEE) encompasses the Plan Change site and balance land bordering on Opaki Road. Plan Change makes no provision for access to Opaki Road and integrating this with future re-zoning of all of area C03. <p>Relief sought:</p> <ul style="list-style-type: none"> Decline the Plan Change. 	Accept	<p>Agree with submitter that MUGS not relevant.</p> <p>Recommendation is to decline plan change.</p>	Reject

		<ul style="list-style-type: none"> If MUGS is to guide urban growth this should be decided in total for area C03 (Map 5, Page 56, MUGS) and not piecemeal. Oppose poor integration of Plan Change. Disagree with application regarding environmental benefits that relate to urban development and MUGS and the relationship with adjoining property (Cashmere Oaks and area C03). 			
7.2	<p>Connectivity</p> <p>Relationship to Cashmere Oaks subdivision</p> <p>Page 67 AEE</p>	<p>Explanation:</p> <ul style="list-style-type: none"> Application refers to Plan Change as “a <i>logical extension of a neighbouring site</i>” in reference to the Cashmere Oaks subdivision. Plans for final stage of the Cashmere Oaks subdivision (currently being constructed) show a complete and fully integrated layout of roads, properties and reserve. No indication “<i>there was any thought when this was envisaged that it would ultimately extend to the north</i>”. Plan Change is not a logical extension of Cashmere Oaks. <p>Relief sought:</p> <ul style="list-style-type: none"> Decline the Plan Change. Oppose poor integration of Plan Change. Disagree with application regarding environmental benefits that relate to urban development and MUGS and the relationship with adjoining property (Cashmere Oaks and area C03). 	Accept	<p>Agree with submitter about integration.</p> <p>Recommendation is to decline plan change.</p>	Reject
7.3	<p>Traffic effects</p> <p>Access</p>	<p>Explanation:</p> <ul style="list-style-type: none"> Application (Figure 6-1, page 11, Appendix 6) shows access to Plan Change site from Cashmere Oaks by converting cul-de-sac adjacent to Lots 	Accept	<p>Agree with submitter about access issues.</p> <p>Recommendation is to decline plan change.</p>	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement</p>

	Relationship to Cashmere Oaks subdivision Page 11 of Appendix 6, Figure 6-1 (AEE)	102 and 103 and the reserve to a through road. This is an ad hoc approach and not a logical extension of Cashmere Oaks. Relief sought: <ul style="list-style-type: none"> Decline the Plan Change. Oppose poor integration of Plan Change and ad hoc approach to access and connectivity. 			village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.
7.4	Landscape / visual amenity / character effects Viewshafts from Cashmere Oaks Landscape and Visual Assessment (Appendix 3) New standard 5.5.2(n)(1)	Explanation: <ul style="list-style-type: none"> Application states that <i>"the site is suitable for urban development given its negligible environmental values in terms of landscape..."</i>. Landscape and Visual Assessment states views of Plan Change site from private locations <i>"Open to no views of the Site from dwellings located to the north, east and south of the site"</i>. Statement is incorrect, large parts of the site are able to be viewed from the west side of Sir Herbert Hart Avenue. If development goes ahead it would have significant visual effect on dwellings on west side of Sir Herbert Hart Avenue, particularly views of 14m high building. Relief sought: <ul style="list-style-type: none"> Decline the Plan Change. Disagree with statement that there are negligible landscape effects. 	Accept	Agree with submitter about amenity effects. Recommendation is to decline plan change. If plan change is approved, extending planted buffer around all external site boundaries is recommended.	Reject
7.5	Ecological effects Ecological Assessment – Appendix 4	Explanation: <ul style="list-style-type: none"> Application states <i>"the Site is suitable for urban development given its negligible environmental values in terms of...Ecology..."</i>. 	Reject	Agree with ecological assessment in Request.	Reject

		<ul style="list-style-type: none"> Assessment is limited as it does not consider bird life that will lose their habitat. Birds frequently observed in this rural area include Harrier Hawks, Spur-winged Plovers, Paradise Shelducks, Skylarks, Sparrows and Finches. These birds are already losing habitat because of Cashmere Oaks extension. <p>Relief sought:</p> <ul style="list-style-type: none"> Decline the Plan Change. Disagree with statement in application that the site has negligible environmental values in terms of ecology. 			
7.6	Traffic effects AEE	<p>Explanation:</p> <ul style="list-style-type: none"> Application states <i>“the Site is suitable for urban development given its negligible environmental values in terms of the ability for it to be appropriately serviced....”</i>. Refers to transport under Environmental Costs as it is considered that the benefits proposed are outweighed by the costs. <p>Relief sought:</p> <ul style="list-style-type: none"> Decline the Plan Change. 	Accept	<p>Agree with submitter about traffic effects.</p> <p>Recommendation is to decline plan change.</p>	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.</p>
7.7	Hazards Contaminated land Preliminary and Detailed Site Investigation – Appendix 9	<p>Explanation:</p> <ul style="list-style-type: none"> Application states the site is absent of hazards based on the Preliminary and Detailed Site Investigation. The site has been used for agricultural purposes in the past. <p>Relief sought:</p> <ul style="list-style-type: none"> Decline the Plan Change. 	Accept	<p>If plan change is approved, contamination can be addressed through resource consent under NES-CS.</p>	Reject

	AEE	<ul style="list-style-type: none"> ▪ Preliminary and Detailed Site Investigation deficient because having identified agricultural use, tests for organic compounds listed under 'soil contaminant standards for health for organic compounds', specifically DDT and dieldrin, should have been carried out. ▪ Without appropriate testing cannot support the statement that the site is absent of hazards. 			
7.8	<p>Traffic effects</p> <p>State Highway 2 / Cashmere Oaks Drive intersection</p> <p>Integrated Transport Assessment – Appendix 6</p>	<p>Explanation:</p> <ul style="list-style-type: none"> ▪ Plan Change is completely dependent on using Cashmere Oaks Drive for access to the site. ▪ Integrated Transport Assessment notes the intersection with State Highway 2 will require improvements. ▪ The recommended improvements would benefit existing traffic that uses the intersection but would not be sufficient to accommodate additional traffic resulting from Plan Change. <p>Relief sought:</p> <ul style="list-style-type: none"> ▪ Decline the Plan Change. ▪ Disagree that improvements to intersection will be sufficient for Plan Change. 	Accept	<p>Agree with submitter about traffic effects.</p> <p>Recommendation is to decline plan change.</p> <p>If plan change is approved, improvements to intersection of Cashmere Oaks Drive and SH2 are recommended.</p>	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.</p>
7.9	<p>Traffic effects</p> <p>Cashmere Oaks internal roading</p> <p>Integrated Transport Assessment – Appendix 6</p>	<p>Explanation:</p> <ul style="list-style-type: none"> ▪ Intersection of Cashmere Oaks Drive, Coralie Place and Sir Herbert Hart Avenue has unconventional layout and was not designed to service more than the Cashmere Oaks subdivision. ▪ Noted on page 20 of Appendix 6 that 4.85m lane widths would be available to accommodate additional traffic generated by development of Plan 	Accept	<p>Agree with submitter about traffic effects.</p> <p>Recommendation is to decline plan change.</p> <p>If plan change is approved, interventions to Cashmere Oaks</p>	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity</p>

		<p>Change site. This would allow room to pass cyclists at slow speed but “<i>on street parking would not be expected</i>”.</p> <ul style="list-style-type: none"> This statement is incorrect as on-street parking is more likely to occur based on use of existing roads in Cashmere Oaks – diminishing the ability of Cashmere Oaks to accommodate additional traffic. <p>Relief sought:</p> <ul style="list-style-type: none"> Decline the Plan Change. The costs of extending Cashmere Oaks Drive to service the Plan Change site will adversely affect the residents of Cashmere Oaks. The extension of the road cannot be supported. 		roading network are recommended.	rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.
Submission Number: 08		Submitter Name: Wayne Skipage			
Decision requested	Plan provision or matter	Explanation or relief sought	Recommendation	Reasons	Hearing Panel Recommendation
8.1	Traffic effects	<p>Explanation:</p> <ul style="list-style-type: none"> Although streets in Cashmere Oaks are wide, they are not laned and do not have controlled intersections or marked parking. Traffic volume projections are light and increased traffic will have significant impact on entrance to and egress from Cashmere Oaks. <p>Relief sought:</p> <ul style="list-style-type: none"> Better road marking and signage. Reduce speed limit within Cashmere Oaks and Plan Change site to 30km/h. 	Accept in part	<p>Agree with submitter about traffic effects.</p> <p>Recommendation is to decline plan change.</p> <p>If plan change is approved, interventions to Cashmere Oaks roading network are recommended.</p>	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.</p>

8.2	Traffic effects Provision of car parking within Plan Change site	Explanation: <ul style="list-style-type: none"> Inadequate staff and visitor parking provided on Plan Change site. Preferable for this to be within boundaries of site to limit significant day long parking by staff and visitors in residential streets off Cashmere Oaks. Relief sought: <ul style="list-style-type: none"> Better provision of onsite staff and visitor car parking for retirement village. 	Reject	NPS-UD has largely removed minimum car parking requirements.	Reject
8.3	Traffic effects State Highway 2 / Cashmere Oaks Drive intersection	Explanation: <ul style="list-style-type: none"> Moving the 50km/h zone on State Highway 2 insufficient to manage traffic. Relief sought: <ul style="list-style-type: none"> Roundabout at intersection to reduce the chance of accidents. 	Accept	Agree with submitter about traffic effects. Recommendation is to decline plan change. If plan change is approved, improvements to intersection of Cashmere Oaks Drive and SH2 are recommended.	Accept in part Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.
8.4	Urban growth Ancillary services Reliance on use of private cars	Explanation: <ul style="list-style-type: none"> Convenience stores within Cashmere Downs would reduce car usage of residents. Relief sought: <ul style="list-style-type: none"> Identify locations for potential convenience stores. 	Reject	Specific relief sought cannot be granted through plan change process.	Reject
8.5	Infrastructure effects	Explanation: <ul style="list-style-type: none"> Already considerable demand on existing Lansdowne infrastructure, with 	Accept	Agree with submitter about infrastructure effects.	Reject

		<p>water pressure a problem for many Cashmere Oaks residents.</p> <p>Relief sought:</p> <ul style="list-style-type: none"> Reassurance that Plan Change isn't going to worsen peoples' experiences with infrastructure going forward. 		<p>Recommendation is to decline plan change.</p>	<p>Evidence presented at hearing by experts for Welhom and Council concluded that there are engineering solutions to infrastructure effects, including a private booster pump station within the Site.</p>
8.6	<p>Urban growth</p> <p>Supporting services</p>	<p>Explanation:</p> <ul style="list-style-type: none"> Multiple retirement villages in this area of Masterton, with new Arvida village being developed at northern end of town. Is this a result of Council analysis supporting retirement village locations in this part of Masterton? <p>Relief sought:</p> <ul style="list-style-type: none"> Consideration of what supporting services for older people need to be planned / provided in this part of town in near future. Consider this in terms of practicality and impact before approving another retirement village in this area. 	<p>Accept in part</p>	<p>Agree with submitter about lack of integration.</p>	<p>Reject</p>
Submission Number: 09		Submitter Name: Shane Hart			
Decision requested	Plan provision or matter	Explanation or relief sought	Recommendation	Reasons	Hearing Panel Recommendation
9.1	<p>Infrastructure effects</p> <p>Wastewater</p> <p>AEE Section 5.5.5</p> <p>The Riley Report (Section 5.4.1)</p>	<p>Explanation:</p> <ul style="list-style-type: none"> Section 5.5.5 of application states "<i>The assessment considers wastewater demand from the Request, the capacity of the existing network and planned upgrades, and considers that the Site can be suitably serviced</i>" yet details are not provided on the scope of the planned 	<p>Accept in part</p>	<p>Agree with submitter about infrastructure effects.</p> <p>Recommendation is to decline plan change.</p>	<p>Reject</p> <p>Evidence presented at hearing by experts for Welhom and Council concluded that there are engineering solutions to</p>

		<p>upgrades, nor are confirmed designs of services in Cashmere Oaks Stage 2.</p> <ul style="list-style-type: none"> ▪ The Riley Report (Section 5.4.1) notes final design and RL of new proposed Cashmere Oaks Wastewater Reticulation and Pump Station yet to be confirmed. ▪ The Riley Report (Section 5.4.1) notes proposed PS discharges to a gravity main that connects to a 150mm-diameter main in Opaki Road (State Highway 2). ▪ Not clear from Request or any of the civil reports how existing system will take the main flow from the PS to State Highway 2. ▪ Concerns with capacity of system if connection is to be via 150mm-diameter main which runs down centre of McDonald Way and via easement through east side of 12 McDonald Way (joining on a manhole located on the rear property of 12 McDonald Way) before flows toward Opaki Road via easements on 11, 13 and 15 McDonald Way. ▪ Have been recurring blockages of sewer between McDonald Way and State Highway 2, and WaterCare have informed that the fall on the wastewater main in McDonald Way and via the easement appears to be insufficient and less than the required 1:200 fall. ▪ Council planned upgrades for the Opaki Road main (noted in the Riley report (section 5.4.1) from 150mm diameter to 225mm or 300mm) will not address the limitations of the existing wastewater main between McDonald Way and State Highway 2 due to insufficient size and fall, if this is part of the intended route. <p>Relief sought:</p>			<p>infrastructure effects, including a private booster pump station within the Site.</p>
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		<ul style="list-style-type: none"> ▪ The developer should confirm final design and RL of the new proposed Cashmere Oaks Wastewater Reticulation and Pump Station and confirm the wastewater connection to State Highway 2. ▪ More information should be provided on the state and suitability of the existing or planned wastewater mains affected by the Request. ▪ Not to approve the plan change request until appropriate upgrades to civil engineering (namely potable water and wastewater) are confirmed and agreed on, or an alternative plan submitted and agreed upon, and an outcome found where the Plan Change will not place any property at risk due to insufficient water pressures for firefighting demands. ▪ A binding requirement to install booster pumps on potable water supply should be made before the plan change is granted. 			
9.2	<p>Infrastructure effects</p> <p>Potable water / water for firefighting</p> <p>AEE Section 5.5.6</p> <p>The Riley Report (Section 5.5.1, Section 5.5.2)</p>	<p>Explanation:</p> <ul style="list-style-type: none"> ▪ McDonald Way water pressure is poor especially during peak times. ▪ The following assessment is included in the Request: <i>"the potable water supply demands for a mixed use of residential and retirement village activities at the site can be accommodated within these estimated demands"</i>. The assessment also indicates Council should consider installation of booster pumps as part of already planned upgrade works to a local reservoir to ensure optimal performance of the network. ▪ This statement appears to be made on the assumption that Council is upgrading 	Accept in part	<p>Agree with submitter about infrastructure effects.</p> <p>Recommendation is to decline plan change.</p>	<p>Reject</p> <p>Evidence presented at hearing by experts for Welhom and Council concluded that there are engineering solutions to infrastructure effects, including a private booster pump station within the Site.</p>

		<p>the network with booster pumps. It is not confirmed at any point of the Request or consultant reports if booster pumps are going to be installed.</p> <ul style="list-style-type: none"> ▪ Future planned reservoir upgrades mentioned in the report do not have any mention of booster pumps (only of storage volume). ▪ The Riley Report (see Section 5.5.1) assumes an existing feed to the subdivision of 200mm; however Council records indicate the feed is only 150mm in Opaki Road further reducing to 100mm in Cashmere Oaks Drive. ▪ Section 5.5.2 of the Riley Report considers firefighting water supply. It is noted that sufficient pressure in accordance with SNZ PAS 4509:2008 would be <i>“unlikely to achieve as the current static pressures are no greater than 200kPa”</i> and a booster pump <i>“will likely be required to maintain pressure to the hydrant and reticulated supply around the site”</i>. ▪ Clear from the aforementioned points that the potable water supply demands for a mixed use of residential and retirement village activities at the site can NOT be accommodated within the current network, and effects have not been sufficiently explored or addressed. ▪ I note a current condition to the Cashmere Oaks subdivision (see Consent Notice issued pursuant to Section 221 of the Resource Management Act 1991 in respect of the Fee Simple subdivision of Lots 14-60 being subdivided of Lots 1-7 DP 386783, Lot 9 DP 386783, Lot 12 DP 386783 and Lot 13 DP 386783 and lodged for 			
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		<p>deposit under Plan No 429991) that <i>“Cashmere specific potable water supply network upgrades will be carried out at future stages of development when required when capacity becomes an issue within the Future Development Area. The cost of this work will be borne by the developer, regardless of the infrastructure being owned by the Masterton District Council”.</i></p> <p>Relief sought:</p> <ul style="list-style-type: none"> ▪ Upgrade work including installation of booster pumps at the reservoir needs to be carried out before further developments are approved (upgrades should be funded either by the Cashmere Oaks developer or Council; but it appears this should be on the developer to fund). ▪ It should be confirmed if the current existing water feed to the subdivision is 100mm, 150mm or 200mm as there appears to be some inconsistency between the reports, the developer and Council records. ▪ The Request should include an independent report including detailed analysis and design of the firefighting water requirements for the development including how these may affect flows in the current subdivision, to ensure future firefighting needs can be satisfied. ▪ Not to approve the Plan Change until appropriate upgrades to civil engineering (namely potable water and wastewater) are confirmed and agreed on, or an alternative plan submitted and agreed upon, and an outcome found where the private plan change will not place any property at risk due to insufficient water pressures for firefighting demands. 			
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		<ul style="list-style-type: none"> A binding requirement to install booster pumps on potable water supply should be made before the plan change is granted. 			
Submission Number: 10		Submitter Name: Waka Kotahi NZ Transport Agency			
Decision requested	Plan provision or matter	Explanation or relief sought	Recommendation	Reasons	Hearing Panel Recommendation
10.1	Entire Plan Change Waka Kotahi interests Submission scope	<p>Explanation:</p> <ul style="list-style-type: none"> Interests of Waka Kotahi: <ul style="list-style-type: none"> Manager of State Highway system Transport investor Planner of land transport system Provider of access to and use of land transport system. This submission relates to the entire plan change request and all and any objectives, policies, rules and standards within the operative Wairarapa Combined District Plan that would apply to the land if it were rezoned urban, per the request. <p>Relief sought:</p> <ul style="list-style-type: none"> Decline the Plan Change or grant the alternative relief sought. 	Accept	<p>Agree with submitter about traffic effects.</p> <p>Recommendation is to decline plan change.</p> <p>If plan change is approved, improvements to intersection of Cashmere Oaks Drive and SH2 are recommended.</p>	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.</p>
10.2	Entire Plan Change Government Policy Statement on Land Transport (GPS)	<p>Explanation:</p> <ul style="list-style-type: none"> Waka Kotahi has interest in giving effect to GPS. This includes 'Road-to-Zero Strategy' where no loss of life is acceptable. <p>Relief sought:</p> <ul style="list-style-type: none"> Decline the Plan Change or grant the alternative relief sought. 	Accept	As per comments above.	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision</p>

					provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.
10.3	<p>Traffic effects</p> <p>Traffic hazards</p> <p>State Highway 2 / Cashmere Oaks intersection</p> <p>Land Transport Rules: Setting of Speed Limits 2022 https://www.nzta.govt.nz/resources/rules/setting-of-speed-limits-2022/</p> <p>Land use intensification, minimum lot size</p>	<p>Explanation:</p> <ul style="list-style-type: none"> ▪ Plan Change site can only be accessed via intersection of Cashmere Oaks Drive and State Highway 2 (the intersection). ▪ Applicant has not adequately assessed traffic effects with particular respect to the intersection, and the integration of land use and urban expansion with the existing transport network. ▪ Crash prediction modelling undertaken by Waka Kotahi indicates there would be increase in deaths and serious injuries (DSI) at this intersection following development of Plan Change site. ▪ <i>The intersection</i> was initially approved by Waka Kotahi in early 2000s. During this period traffic volumes on State Highway 2 were lower and the District Plan anticipated an average lot size of 1,200m². The low-density lot size controls the traffic flow from <i>the intersection</i> – with approval from Waka Kotahi conditional on the retention of the low-density development anticipated in the area. <p>Relief sought:</p> <ul style="list-style-type: none"> ▪ Decline the Plan Change or grant the alternative relief sought. ▪ Consider whether <i>the intersection</i> in its current form is suitable for additional volumes of traffic generated from higher intensity land use in the immediate locality. A different intersection type (a 	Accept	As per comments above.	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.</p>

		<p>roundabout) would remedy this and provide a safer outcome.</p> <ul style="list-style-type: none"> ▪ Crossing facilities on SH2 are warranted, which would require infrastructure upgrades in line with the ability to reduce speeds under the 'Land Transport Rule: Setting of Speed Limits 2022'. ▪ Waka Kotahi considers that, without investment at the SH2 intersection, intensification at this locality through the Plan Change is not supportable. 			
10.4	<p>Traffic effects</p> <p>Multi-modal transport</p> <p>Connectivity</p> <p>Recreation Trail Network</p> <p>https://mstn.govt.nz/wp-content/uploads/2017/09/RecBrochureMap.jpg</p>	<p>Explanation:</p> <ul style="list-style-type: none"> ▪ Waka Kotahi is concerned that applicant has not given due consideration to cycling and pedestrian infrastructure, along with place function and a roading layout (by way of a structure plan) that would facilitate public transport in the future. ▪ Within vicinity of Plan Change site, the area is used for the Recreation Trail Network. Strava Global Heat Mapping indicated local residents have desire to connect to this network by crossing State Highway 2 (100 km/h area) rather than taking footpath south to Forth Street (50km/h area). ▪ These people movements exemplify the need for place making at this locality in any urban expansion scenario. <p>Relief sought:</p> <ul style="list-style-type: none"> ▪ Decline the Plan Change or grant the alternative relief sought. 	Accept	As per comments above.	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.</p>
10.5	<p>Traffic effects</p> <p>State Highway 2</p>	<p>Explanation:</p> <ul style="list-style-type: none"> ▪ Environment of State Highway 2 in this location: <ul style="list-style-type: none"> ○ The annual average daily traffic count of vehicles on this section 	Accept	As per comments above.	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement</p>

		<p>of road are increasing, by an estimated 3% per annum (including 6% heavy vehicle traffic). This is unlikely in our view to change given that just immediately north are pockets of developing rural residential activities.</p> <ul style="list-style-type: none"> ○ The measured 85th percentile speed of the road past the Cashmere Oaks Drive intersection in 2019 (measured over the course of 1 week) was 82km/h. We also know from these measurements that some motorists are travelling faster, at or above the 100km/h speed limit all throughout the day. ○ There is a footpath from Cashmere Oaks Drive, along the western side of SH2 into Masterton which upon observation in the field is being used by residents, Strava global heat mapping also shows good use of this footpath. That portion of footpath within the 100km/h road speed environment is the responsibility of Waka Kotahi, whilst the portion of footpath in the 50km/hr threshold road speed environment is the responsibility of Masterton District Council. ○ During morning and afternoon/evening peak times, most vehicle movements at the Cashmere Oaks/SH2 intersection are right out in the morning and left in during the evening. 			<p>village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.</p>
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		<ul style="list-style-type: none"> ○ People already living at this locality have a desire to connect with the Recreational Trail Network on the eastern side of the state highway. ○ The current posted speed limit is 100km/h, and the safe and appropriate speed (SaAS) for this section of state highway (as it is now with no change) has been assessed at 80km/h, based on current infrastructure. ○ Cycling along SH2 is common and Strava global heat mapping shows a reasonable level of cycle use. <p>Relief sought:</p> <ul style="list-style-type: none"> ▪ Decline the Plan Change or grant the alternative relief sought. 			
10.6	Traffic effects Integrated Transport Assessment	<p>Explanation:</p> <ul style="list-style-type: none"> ▪ Applicant's Integrated Transport Assessment (ITA) does not adequately address effects. <ul style="list-style-type: none"> ○ The SIDRA modelling analysis in the ITA uses traffic generation rates and state highway traffic volumes that are too low and does not appear to consider the future 5 or 10 years. The full Level of Service loss and the resulting traffic safety issues are therefore underestimated in the ITA. ○ The ITA only provides peak hour traffic analysis. Overall traffic volumes at various times throughout the day and year (traffic volumes vary throughout the year and are considered to 	Accept	As per comments above.	Accept in part Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.

		<p>peak in summer months), have not been considered.</p> <ul style="list-style-type: none"> ○ The future traffic scenario has not been sufficiently considered; growth of traffic volumes on SH2 are underrepresented and do not consider local circumstances including traffic growth from rural residential land uses establishing upstream. ○ Insufficient assessment of traffic safety issues for cyclists and pedestrians, and no traffic safety considerations have been made on crossing places for cyclists and pedestrians. <ul style="list-style-type: none"> ▪ The receiving road environment, including the intersection, is not designed or developed to cater for this volume of traffic. The traffic safety effects resulting from this increase in vehicle generation will undermine the safe and efficient functioning of the transport network and increase the DSI rate at the intersection over time. The traffic safety effects from development of the Plan Change site are not anticipated nor identified by the Plan Change assessments and reports. ▪ The ITA report puts the onus on road controlling authorities to address the impacts of traffic generation from development through speed management review. While Waka Kotahi acknowledges its role in ensuring the safety of the state highway network, an applicant is still required to avoid, remedy, or mitigate the effects stemming from its proposed activity. <p>Relief sought:</p>			
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		<ul style="list-style-type: none"> Decline the Plan Change or grant the alternative relief sought. 			
10.7	Connectivity Rural / urban interface	<p>Explanation:</p> <ul style="list-style-type: none"> The Plan Change site is at the current rural / urban interface. This context has not fully or appropriately been considered in the s32 analysis; including the implications of a lack of road, cycling and pedestrian infrastructure to serve the needs of future residents of the Plan Change site. The Plan Change would create a residential zone in a location where there is insufficient connection between the proposed urban area and local recreational opportunities and amenities and is therefore at odds with Part 2 of the RMA. Introducing more residents in this locality on the western side of State Highway 2 (SH2) without the necessary infrastructure (crossing places) to support people moving between their homes and local amenities in the recreation trail network on the eastern side of SH2, will frustrate future communities and exacerbate existing poor connectivity leading to poor safety outcomes (pedestrians and cyclists crossing a fast section of state highway). <p>Relief sought:</p> <ul style="list-style-type: none"> Decline the Plan Change or grant the alternative relief sought. Development of the Plan Change site will ultimately put pressure on road controlling authorities to invest to fix the problems and, in the interim, will create real safety concerns for the community. Overall, Waka Kotahi considers that the Plan Change does not provide for the 	Accept	As per comments above.	Accept in part Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.

		social and economic wellbeing of the community.			
10.8	Traffic effects State Highway 2 (upgrades) Integrated Transport Assessment	<p>Explanation:</p> <ul style="list-style-type: none"> Waka Kotahi disagrees that speed management review of this section of State Highway 2 (SH2) is the primary mechanism for addressing the adverse traffic effects of the Plan Change. The current SH2 road environment at the Cashmere Oaks Drive intersection has a posted speed limit of 100km/h, and whilst most motorists are travelling slower than that, it is acceptable for motorists to drive to the speed limit, and many do. <p>Relief sought:</p> <ul style="list-style-type: none"> Decline the Plan Change or grant the alternative relief sought. Waka Kotahi has undertaken a Safe System Assessment of the Cashmere Oaks / State Highway 2 intersection, under the loads of the traffic generation anticipated in the Plan Change site, including consideration of a retirement village land use. The results indicated that a roundabout intersection would be the most appropriate to serve the needs of future residents and road users. 	Accept	As per comments above.	Accept in part Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.
10.9	Traffic Effects State Highway 2 (lowering speed limit)	<p>Explanation:</p> <ul style="list-style-type: none"> The SaAS has been assessed as 80km/h, and whilst Waka Kotahi is in the process of reviewing the speed limit for this section of State Highway 2 (SH2) to reduce it to 80km/h under the Land Transport Rule: Setting of Speed Limits 2022, the results of that process could not yet be relied upon. 	Accept	As per comments above.	Accept in part Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity

		<ul style="list-style-type: none"> Waka Kotahi could not (under speed management regulations), consider any further lowering of the speed limit without an infrastructure upgrade. To lower the road speed or move the urban 50km/h threshold out beyond the Cashmere Oaks Drive intersection, the road infrastructure must be upgraded to look and feel urban so to drive to the speed limit is intuitive for motorists. <p>Relief sought:</p> <ul style="list-style-type: none"> Decline the Plan Change or grant the alternative relief sought. Where development is the instigator for the need for such change and related investment, through remedying or mitigating effects, the cost for such investment should be borne by the development. In this case that need is generated primarily from land uses that would be facilitated by the Plan Change, being the highest contributor to traffic generation in the area, and at the intersection. 			rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.
10.10	Traffic effects State Highway 2 (upgrades) Access	<p>Explanation:</p> <ul style="list-style-type: none"> If the traffic effects of the Plan Change are required to be remedied or mitigated with speed management, Waka Kotahi considers that the posted speed limit reduction from 100km/h to the assessed SaAS of 80km/h would be insufficient alone. <p>Relief sought:</p> <ul style="list-style-type: none"> Decline the Plan Change or grant the alternative relief sought. Waka Kotahi has undertaken a Safe System Assessment of the Cashmere Oaks Drive / SH2 intersection, under the loads of the traffic generation anticipated 	Accept	As per comments above.	Accept in part Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of

		in the plan change area, including consideration of a retirement village land use. The results indicated that a roundabout intersection would be the most appropriate to serve the needs of future residents and road users.			Cashmere Oaks Drive and State Highway 2.
10.11	State Highway 2 (upgrades) 2024-2027 National Land Transport Plan	<p>Explanation:</p> <ul style="list-style-type: none"> At present there are no public projects, strategic investments or improvements proposed to alter or upgrade the receiving road environment to provide for the further urbanisation of land at this locality. Waka Kotahi and Masterton District Council are in the very early stages of a Point of Entry, which will lead into consideration of the need for investment and improvements, with the aim for any such investment to be considered for funding in the 2024-2027 National Land Transport Plan. However, until that work is complete and funding decisions are made, there is no planning framework in place by which any future developer could make a financial or development contribution to public works that could mitigate the adverse effects of development in the plan change area on the wider transport network. This includes works that would instigate the ability to lower the speed limit of SH2 below the assessed SaAS of 80km/h. <p>Relief sought:</p> <ul style="list-style-type: none"> Decline the Plan Change or grant the alternative relief sought. 	Accept	As per comments above.	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.</p>
10.12	Traffic effects Traffic effects resulting from	<p>Explanation:</p> <ul style="list-style-type: none"> At this stage of the planning process (i.e., the Plan Change application), the additional traffic generated by 	Accept	As per comments above.	<p>Accept in part</p> <p>Restricted discretionary activity</p>

	development (Plan Change stage)	<p>development from land use activities provided for within the proposed urban zone must be considered to generate more than minor adverse traffic safety effects on the receiving road environment (specifically State Highway 2 and the intersection with Cashmere Oaks Drive), from the quantum of additional traffic anticipated.</p> <ul style="list-style-type: none"> ▪ These effects could not be addressed (avoided, remedied, or mitigated) within the policy framework or rules proposed to apply to the plan change area. ▪ There is no rule in the District Plan at present, nor any proposed in the Plan Change, that would provide for the consideration of traffic safety effects at the Cashmere Oaks Drive / State Highway 2 intersection in any resource consent application scenario. ▪ The Plan Change is therefore not in keeping with Part 2 of the Resource Management Act, as it will not achieve a policy framework that will provide for the future communities' social and economic wellbeing; nor their health and safety when it comes to transport safety. <p>Relief sought:</p> <ul style="list-style-type: none"> ▪ Decline the Plan Change or grant the alternative relief sought. 			rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.
10.13	<p>Traffic effects</p> <p>Traffic effects resulting from development (resource consent stage)</p>	<p>Explanation:</p> <ul style="list-style-type: none"> ▪ The effect of the Plan Change is to make development of the Plan Change site a controlled activity under the District Plan. Any resource consent application to ultimately develop the Plan Change site would therefore not be required to assess the traffic effects of the proposed development on the Cashmere Oaks 	Accept	As per comments above.	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and</p>

	Proposed activity status of future development	<p>Drive / State Highway 2 intersection, nor would Waka Kotahi be required to be notified as an affected party.</p> <ul style="list-style-type: none"> ▪ The Cashmere Oaks Drive / State Highway 2 intersection is the only route by which to access the Plan Change site. It is therefore reasonable that Waka Kotahi be notified of development for which consent is ultimately sought. ▪ The consent application would contain a more detailed description of a proposed activity / development, and therefore more detailed estimates of traffic volumes. ▪ The consent application could be assessed against the existing road environment at that time (including any speed management reviews, and further urbanisation of 'look and feel' of the road corridor). <p>Relief sought:</p> <ul style="list-style-type: none"> ▪ Decline the Plan Change or grant the alternative relief sought. ▪ Waka Kotahi considers that the traffic effects of any proposed development must be assessed as part of any resource consent application. 			discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.
10.14	<p>Traffic effects</p> <p>Traffic effects resulting from development</p> <p>Objective TT1 17.3.1, Policies under 17.3.2 TT1, Operative District Plan</p>	<p>Explanation:</p> <ul style="list-style-type: none"> ▪ The Plan Change does not adequately consider Objective TT1 17.3.1 managing the road network; and related policies under 17.3.2 TT1 of the Operative District Plan which future development should be in keeping with. ▪ Development of either residential properties or a retirement village within the Plan Change site would be contrary to this policy framework because the function of the State Highway (being a 	Accept	As per comments above.	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for</p>

		<p>strategic arterial road) is not recognised and protected from the traffic generation that would result; no controls or standards for land use and subdivision are proposed that would avoid, remedy or mitigate the effects of future land use on the safe and efficient functioning and operation of the road network (in this case Opaki Road / State Highway 2); and there is nothing in the proposed plan provisions that would support and encourage the safe provision of non-vehicular (cycling and walking) forms of transport to and around the locality. A sound integrated transport and land use system should result from development however, the plan change as proposed will not deliver this outcome.</p> <p>Relief sought:</p> <ul style="list-style-type: none"> ▪ Decline the Plan Change or grant the alternative relief sought. 			<p>consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.</p>
10.15	NPS-UD 2020 Transport Linkages	<p>Explanation:</p> <ul style="list-style-type: none"> ▪ The National Policy Statement on Urban Development 2020, which promotes urban development that reduces travel distances and lowers reliance on private vehicles. ▪ The Plan Change introduces nothing that would be in keeping with this direction, it does not propose any changes to the existing road environment to promote mode shift in transport options, including public transport, cycling and walking; and does not seek to introduce district plan provisions that would require this outcome. ▪ The structure plan proposed is extremely limited and does not consider these matters. 	Accept	As per comments above.	<p>Accept in part</p> <p>Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.</p>

		Relief sought: <ul style="list-style-type: none"> Decline the Plan Change or grant the alternative relief sought. 			
10.16	Traffic Effects State Highway 2 / Cashmere Oaks Drive intersection DSI (deaths and serious injuries)	Explanation: <ul style="list-style-type: none"> Traffic generation from development within the Plan Change site will result in a higher rate of deaths and serious injuries (DSI) at the intersection of Cashmere Oaks Drive and State Highway 2 (SH2), unless the road infrastructure is upgraded. Furthermore, it is noteworthy that statistically DSI crashes are more severe for older demographics; therefore, development of a retirement village at this location without an upgrade to the road infrastructure is of significant concern to Waka Kotahi. Relief sought: <ul style="list-style-type: none"> Decline the Plan Change or grant the alternative relief sought. Installation of a rural roundabout is considered an acceptable option to reduce DSIs, otherwise significant alterations (upgrades) to the look and feel of the road over at least 400m, would need to be made to reduce the speed limit to support the vehicle generation and people movements anticipated from development of the Plan Change site. 	Accept	As per comments above.	Accept in part Restricted discretionary activity rule for retirement village (with clause requiring notification of Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.
10.17	Overall decision requested for Plan Change	Relief sought: <ul style="list-style-type: none"> Decline the Plan Change; OR Grant the alternative relief sought. Alternative relief sought: <ul style="list-style-type: none"> Should the local authority be mindful to confirm the plan change request, Waka Kotahi seeks significant amendments to 	Accept	As per comments above.	Accept in part Restricted discretionary activity rule for retirement village (with clause requiring notification of

		<p>the Plan Change to require consideration of the following outcomes (See two following outcomes:</p> <ul style="list-style-type: none"> ○ Traffic safety: <ul style="list-style-type: none"> ▪ Introduce policy and rules that require an upgrade of roading infrastructure to support vehicle generation from activities within the plan change area, ensuring this could apply at either subdivision or land use application stages (Waka Kotahi would like to be involved in discussion of what a trigger may look like). ▪ Consider changes to development contributions policy and rules to ensure there is the ability to remedy or mitigate traffic safety effects via such means and that the trigger for such contributions is agreed between Waka Kotahi and Masterton District Council. ▪ Amend the activity status of any future subdivision or land use to discretionary. ▪ Seek further information from the applicant with respect to the adverse traffic safety effects that traffic generation from the 			<p>Waka Kotahi NZ Transport Agency) and discretionary activity rule for subdivision provides for consideration of traffic effects, including on intersection of Cashmere Oaks Drive and State Highway 2.</p>
--	--	--	--	--	--

		<p>Plan Change site will have on the Cashmere Oaks Drive / State Highway 2 intersection.</p> <ul style="list-style-type: none"> ▪ Seek further information from the applicant on the ways in which the adverse traffic safety effects, for all users, can be avoided, remedied, or mitigated. ▪ Amend the Plan Change to require those traffic safety effects to be avoided, remedied, or mitigated in a way that is acceptable to Waka Kotahi and Masterton District Council, including by ensuring the traffic effects are included as a matter of discretion within the proposed policy and rule framework. ▪ Restrict development within the Plan Change site until roading infrastructure upon which it relies has been upgraded to cater for the development the Plan Change would facilitate, either by way of public works, private investment or through development / financial contributions. 			
--	--	---	--	--	--

		<ul style="list-style-type: none"> ○ Walking, cycling and place function: <ul style="list-style-type: none"> ▪ Seek inclusion of, and require adherence to a more detailed structure plan that has details on how public transport, walking and cycling infrastructure will connect future communities with the rest of Masterton and the existing recreational opportunities in the immediate vicinity, specifically the reserve areas on the eastern side of State Highway 2. ▪ Introduce policy that requires an upgrade of roading infrastructure to support all people movements from activities within the Plan Change site, ensuring this could apply at either subdivision or land use application stages. ▪ Restrict development within the Plan Change site until the roading infrastructure has been upgraded to cater for the development the Plan Change would facilitate, either by way of public works, private investment or through 			
--	--	---	--	--	--

		<p>development / financial contributions.</p> <ul style="list-style-type: none"> ▪ Any other relief that would provide for the adequate consideration of potential effects on the state highway environment and all its users. 			
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APPENDIX 2: Annotated version of Plan Change provisions

Appendix 2 – Changes to the District Plan

8 June 2023 – Independent Hearing Panel (IHP)

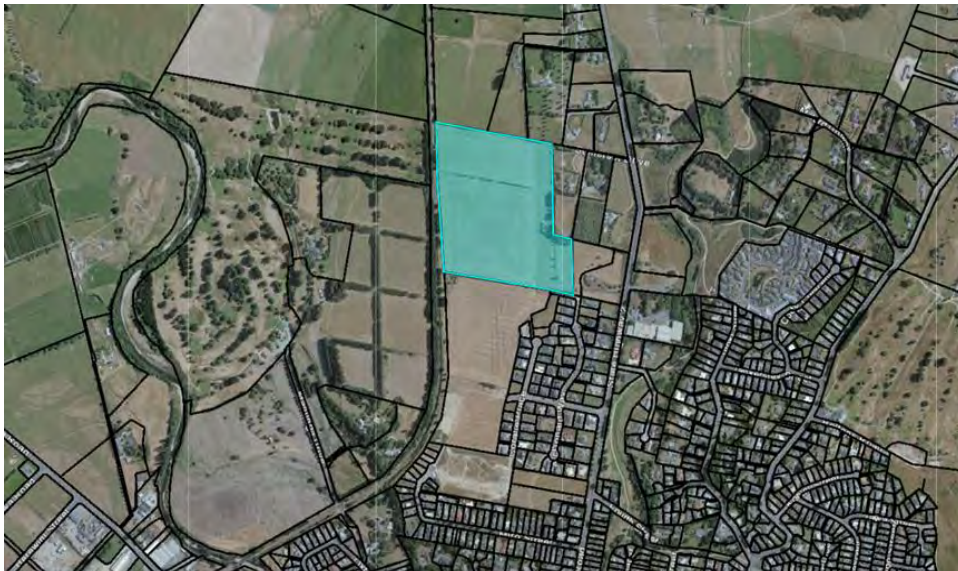
The following changes are proposed by the Request.

New text **as notified** is shown in underline and text to be removed is shown in ~~strikethrough~~.

Updated text **as decided by the IHP** is shown in underline and text to be removed is shown in ~~strikethrough~~.

1. **Maps**

- Change the zoning of the Site from Rural (Primary Production) to Residential.
- Move the Rural-Urban Boundary notation to include the Site.



2. **Definitions**

Delete the existing definition of retirement village:

~~Retirement village – means any land building or site used for a comprehensive residential development that contains two or more residential units, together with services and/or facilities for on-site residents and staff and which may include staff accommodation, advanced residential care facilities, such as nursing, medical, hospital or dementia care, recreation, leisure, welfare facilities and activities, and other non-residential activities ancillary to the retirement village, predominantly for persons in their retirement and their spouses or partners.~~

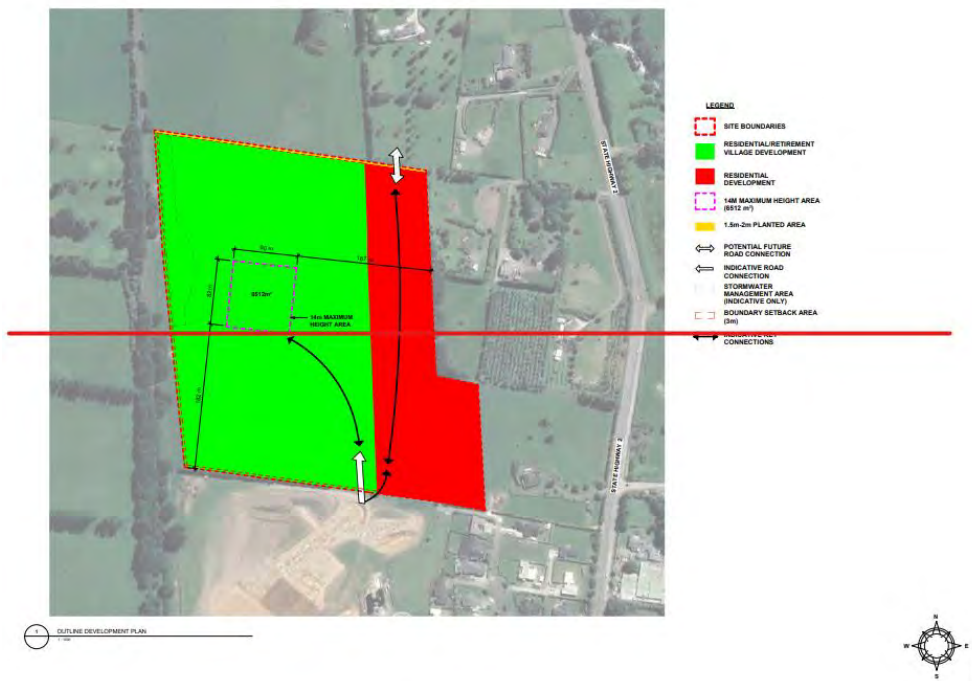
Insert a new definition of retirement village as follows:

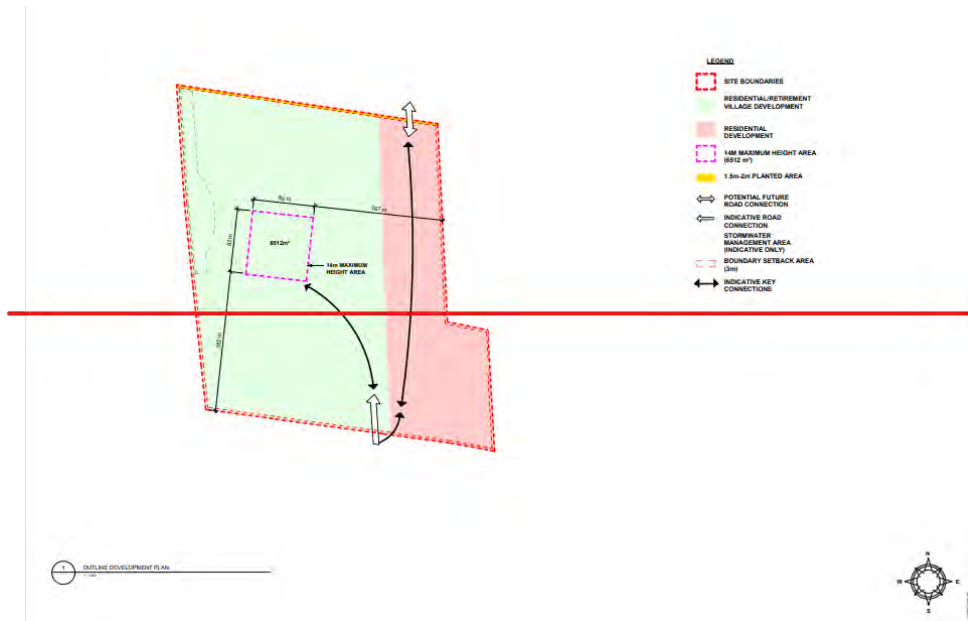
Retirement village – means a managed comprehensive residential complex or facilities used to provide residential accommodation for people who are retired and any spouses or partners of such people. It may also include any of the following for residents within the complex: recreation, leisure, supported residential care, welfare and medical facilities (inclusive of hospital care) and other non-residential activities.

3. **Appendices**

Insert new Appendix 16:

Outline Development Plan







LEGEND	
[Red dashed line]	SITE BOUNDARIES
[Green fill]	RESIDENTIAL / RETIREMENT VILLAGE DEVELOPMENT
[Red fill]	RESIDENTIAL DEVELOPMENT
[Pink fill]	5M MAXIMUM HEIGHT AREA
[Yellow fill]	2M PLANTED AREA
[Black arrow]	INDICATIVE ROAD CONNECTION
[Blue dashed line]	STORMWATER MANAGEMENT AREA (INDICATIVE ONLY)
[Red dashed line]	BOUNDARY SETBACK AREA (3m)
[Black arrow]	INDICATIVE KEY CONNECTIONS



1 MASTER PLAN - OUTLINE DEVELOPMENT PLAN

Summerset

Summerset Village
Masterton
District Council
Outline Development Plan

Project No: 2023/001
Date: 28 June 2023

4. **Residential Zone**

Amend Policy 5.3.2(k) as follows:

- (k) Provide for the development and operation of a retirement village in the Orchards Retirement Village Character Area shown on the indicative Concept Plan (Appendix X) and on the land identified as 'Residential/Retirement Village Development' in Appendix 16 subject to such environmental standards as necessary to avoid, remedy or mitigate any adverse effects.

Amend standard 5.5.2(f):

(f) **Number of dwellings**

- (i) The total number of dwellings per site shall be limited to that which enables each dwelling to meet the minimum lot area subdivision requirements for that site (Rule 20.1.2(a)).
- (ii) For the land identified in Appendix 16, the total number of dwellings per site, not associated with a retirement village, is limited to 1.

Insert new standard 5.5.2(n):

Mitigation of noise and vibration on land identified in Appendix 16

(1) Indoor railway noise

Within 100m of the legal boundary of a railway network:

- (a) any new building or alteration to an existing building that contains ~~an activity sensitive to noise~~ a noise sensitive activity where the building or alteration is designed, constructed and maintained to achieve indoor design noise levels resulting from the railway not exceeding the maximum values in the following table; ~~or~~

<u>Building Type</u>	<u>Occupation/Activity</u>	<u>Maximum railway noise level LAeq(1h)</u>
<u>Residential</u>	<u>Sleeping spaces</u>	<u>35dB</u>
	<u>All other habitable rooms</u>	<u>40dB</u>
<u>Health</u>	<u>Overnight medical care, wards</u>	<u>40dB</u>
	<u>Clinic, consulting rooms, theatres, nurses stations</u>	<u>45dB</u>

or

- (b) is at least 50 metres from any railway network, and is designed so that a noise barrier completely blocks line-of-sight from all parts of doors and windows, to all points 3.8 metres above railway tracks, or

- (c) is a single-storey framed residential building with habitable rooms designed, constructed and maintained in accordance with the construction schedule in Schedule 1.
- (2) Mechanical ventilation
- If a building is constructed in accordance with 1(c), or if windows must be closed to achieve the design noise levels in 1(a), the building is designed, constructed and maintained with a mechanical ventilation system that:
- (a) For habitable rooms for a residential activity, achieves the following requirements:
- (i) Provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code; and
 - (ii) Is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and
 - (iii) Provides relief for equivalent volumes of spill air;
 - (iv) Provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and
 - (v) Does not generate more than 35 dB LAeq(30s) when measured 1 metre away from any grille or diffuser.
- (b) For other spaces, is as determined by a suitably qualified and experienced person.
- (3) Indoor railway vibration
- Any new buildings or alterations to existing buildings containing ~~an activity sensitive to noise~~ a noise sensitive activity, closer than 60 metres from the boundary of a railway network:
- (a) Is designed, constructed and maintained to achieve rail vibration levels not exceeding 0.6 mm/s vw,95 or
- (b) Is a single-storey framed residential building with:
- (i) A constant level floor slab on a full-surface vibration isolation bearing with natural frequency not exceeding 10 Hz, installed in accordance with the supplier's instructions and recommendations; and
 - (ii) Vibration isolation separating the sides of the floor slab from the ground; and
 - (iii) No rigid connections between the building and the ground.
- (4) A report is submitted to the Council demonstrating compliance with (1) to (3) above (as relevant) prior to the construction or alteration of any building containing ~~an activity sensitive to noise~~ a noise sensitive activity. In the design:
- (a) Railway noise is assumed to be 64 dB LAeq(1h) at a distance of 12 metres from the track, and must be deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres.

Schedule 1. Construction schedule for indoor noise control

<u>Elements</u>	<u>Minimum construction for noise control in addition to the requirements of the New Zealand Building Code</u>	
<u>External walls</u>	<u>Wall cavity infill of fibrous insulation, batts or similar (minimum density of 9 km/m³)</u>	
	<u>Cladding and internal wall lining complying with either Options A, B or C below:</u>	
	<u>Option A – Light cladding: timber weatherboard or sheet materials with surface mass between 8kg/m² and 30kg/m² of wall cladding</u>	<u>Internal lining of minimum 17kg/m² plasterboard, such as two layers of 10mm thick high density plasterboard, on resilient/isolating mountings</u>
	<u>Option B - Medium cladding: surface mass between 30kg/m² and 80kg/m² of wall cladding</u>	<u>Internal lining of minimum 17kg/m² plasterboard, such as two layers of 10mm thick high density plasterboard</u>
	<u>Option C - Heavy cladding: surface mass between 80kg/m² and 220kg/m² of wall cladding</u>	<u>No requirements additional to New Zealand Building Code</u>
<u>Roof/ceiling</u>	<u>Ceiling cavity infill of fibrous insulation, batts or similar (minimum density of 7kg/m³)</u>	
	<u>Ceiling penetrations, such as for recessed lighting or ventilation, shall not allow additional noise break-in</u>	
	<u>Roof type and internal ceiling lining complying with either Options A, B or C below:</u>	
	<u>Option A - Skillion roof with light cladding: surface mass up to 20kg/m² of roof cladding</u>	<u>Internal lining of minimum 25kg/m² plasterboard, such as two layers of 13mm thick high density plasterboard</u>
	<u>Option B - Pitched roof with light cladding: surface mass up to 20kg/m² of roof cladding</u>	<u>Internal lining of minimum 17kg/m² plasterboard, such as two layers of 10mm thick high density plasterboard</u>
	<u>Option C - Roof with heavy cladding: surface mass between 20kg/m² and 60kg/m² of roof cladding</u>	<u>No requirements additional to New Zealand Building Code</u>

<u>Glazed areas</u>	<u>Aluminium frames with full compression seals on opening panes</u>	
	<u>Glazed areas shall be less than 35% of each room floor area</u>	
	<p><u>Either, double-glazing with:</u></p> <ul style="list-style-type: none"> • <u>a laminated pane of glass at least 6mm thick; and</u> • <u>a cavity between the two panes of glass at least 12mm deep; and</u> • <u>a second pane of glass at least 4mm thick</u> <p><u>Or, any other glazing with a minimum performance of Rw 33 dB</u></p>	
<u>Exterior doors</u>	<u>Exterior door with line-of-sight, to any part of the state highway road surface or to any point 3.8 metres above railway tracks</u>	<u>Solid core exterior door, minimum surface mass 24kg/m², with edge and threshold compression seals; or other doorset with minimum performance of Rw 30 dB</u>
	<u>Exterior door shielded by the building so there is no line-of-sight to any parts of the state highway road surface or any points 3.8 metres above railway tracks</u>	<u>Exterior door with edge and threshold compression seals</u>

Insert new standard 5.5.2(o):

Land identified as 'Residential/Retirement Village Development' in Appendix 16

All buildings and activities associated with the development and operation of a retirement village within the land identified as 'Residential/Retirement Village Development' in Appendix 16 shall comply with all Residential Zone and District-wide permitted activity standards, except where the following apply:

- (1) The maximum height of the main building used for retirement village or aged care uses buildings shall be 14 metres in the area identified as '14m Maximum Height Area' in the Outline Development Plan in Appendix 16

Note: For the purposes of this standard, only one building within the 14m Maximum Height Area is permitted to have a maximum height of 14m.

- (2) Minimum building setbacks shall be 3m from all external boundaries
- (3) Stormwater from buildings and hard surfaces from within the retirement village area identified in Appendix 16 shall be managed and attenuated on-site using low impact urban design measures such that post-development peak flow and total discharge from the site does not exceed a pre-development scenario, and all

stormwater from the site shall be managed and disposed of in accordance with NZS 4404:2010 Land Development and Subdivision Infrastructure

- (4) Any permanent sign shall be permitted provided it complies with the following standards:
- (a) A maximum of three signs per frontage with the public road, with a total face area per sign of no more than 4m²
 - (b) The sign must relate to the activity undertaken on the site and be located fully within the site of the activity to which it relates.
 - (c) Where a sign is affixed to a building, the sign shall comply with the maximum height and setback requirements.
 - (d) All signs must comply with the sight distance requirement in Appendix 5.
 - (e) No sign shall be located where it conceals the visibility of an existing official sign or traffic-controlling device.
 - (f) No sign shall use reflective materials, be flashing or moving.

Insert new Rule 5.5.4(b)3(e):

5.5.43 ~~Restricted Discretionary Activities Controlled~~

The following are ~~Restricted Discretionary Controlled~~ Activities:

[...]

- (be) Within the land identified as 'Residential/Retirement Village Development' at Appendix 16, the construction and operation of a retirement village, provided the Outline Development Plan specifications and all of the standards for Permitted Activities in Rule 5.5.2 are met.**

~~The matters over which control is reserved are:~~

~~Discretion is restricted to the following matters:~~

- (i) The design, scale and appearance of all buildings
- (ii) The provision of adequate supply of water for firefighting in accordance with the Code of Practice SNZ PAS 4509:2008
- (iii) The provision of water supply, wastewater disposal and for stormwater collection and disposal.
- (iv) Roading, traffic, road safety, and the provision of access and car parking spaces, specifically including:
 - (a) Improvements and alterations to existing roads
 - (b) Safety improvements to the intersection of State Highway 2 and Cashmere Oaks Drive,
 - (c) The provision of public transport facilities and infrastructure
 - (d) The provision of safe pedestrian and cycling access and connections to existing transport corridors, including State Highway 2, and within the site
 - (e) The management of construction traffic effects.
- ~~(v) The provision for safe pedestrian and cycle access throughout the site~~
- ~~(v)(vi) The provision of landscaping, screening and open spaces.~~

~~(vi)(vii)~~ Signage

~~(vii)(viii)~~ Earthworks, sediment and dust management.

~~(viii)(ix)~~ Financial contributions

Notification

An application for resource consent made in respect of rule 5.5.4(b) is precluded from being publicly notified. Limited notification must at least include notice of the application to Waka Kotahi NZ Transport Agency.

Insert new Rule 5.5.5(b):

5.5.5 Discretionary Activities

The following are Discretionary Activities:

[...]

(b) The construction and operation of a retirement village within the land identified as 'Residential/Retirement Village Development' at Appendix 16 that does not meet one or more of the Outline Development Plan specifications or the standards for Permitted Activities in Rule 5.5.2.

5. **Assessment Criteria**

Insert new assessment criteria at 22.2.25.

22.2.25 Retirement Village on land identified as 'Residential/Retirement Village Development' in Appendix 16

(i) The ability of the proposal to integrate with surrounding land uses, with regard to:

(1) fencing and boundary treatments;

(2) connectivity, including the configuration and location of pedestrian pathways, cycleways, and vehicle accesses.

(ii) Creation of visual quality and variety as assessed from the public realm through the separation of buildings, building orientation, and in the use of architectural design, detailing, glazing, materials, colour and landscaping.

(iii) The extent to which the development is consistent with the indicative Outline Development Plan contained in Appendix 16.

(iv) The safety, effectiveness and efficiency of transport infrastructure, utilities and services.

(v) The proposed stormwater management within the site.

6. **Information to be supplied with resource consent applications**

Insert the following into 26.3.65 'Information Schedule 6.5: Controlled Restricted Discretionary Activities' at 26.3.6(c)~~5~~(~~4~~)

(4c) Retirement Village on identified as 'Residential/Retirement Village Development' land in Appendix 16

- (i) A landscape plan showing the proposed landscaping and screening treatment for the proposal. The landscape plan shall include the following:
- Street tree and amenity planting, including proposed buffer planting along the northern external boundary of the Site;
 - Reserves/open space design;
 - Transport network (roads, pedestrian and cycle links); and
 - Stormwater basin and swale design.
- (ii) An Integrated Transportation Assessment, which shall address but is not limited to:
- Improvements and alterations to existing roads;
 - Safety improvements to the intersection of State Highway 2 and Cashmere Oaks Drive;
 - The provision of public transport facilities and infrastructure;
 - The provision of safe pedestrian and cycle access and connections to existing transport corridors, including State Highway 2, and within the site;
 - The management of construction traffic effects; and
 - The outcomes of consultation with Waka Kotahi/New Zealand Transport Agency.

7. **New Subdivision Rule**

Insert new discretionary activity rule at 20.1.5(l), as follows:

- (l) Any subdivision of the land identified in Appendix 16.

Notification

An application for resource consent made in respect of rule 20.1.5 (l) is precluded from being publicly notified. Limited notification must at least include notice of the application to Waka Kotahi NZ Transport Agency.

APPENDIX 3: Clean copy of Plan Change provisions

Appendix 3 – Changes to the District Plan

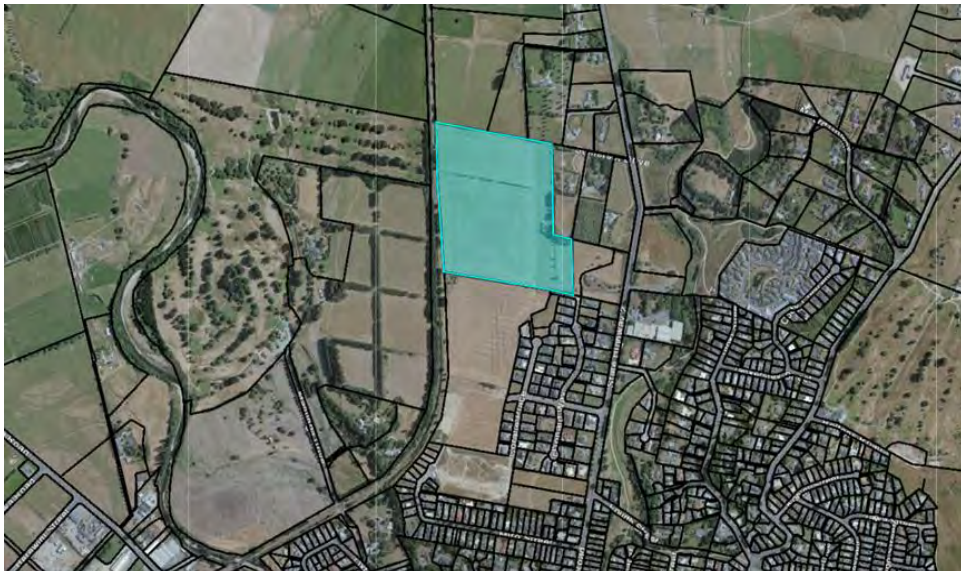
8 June 2023 – Independent Hearing Panel (IHP)

The following changes to the District Plan are recommended by the IHP.

New text is shown in underline and text to be removed is shown in ~~strikethrough~~.

1. **Maps**

- Change the zoning of the Site from Rural (Primary Production) to Residential.
- Move the Rural-Urban Boundary notation to include the Site.



2. **Definitions**

Delete the existing definition of retirement village:

~~Retirement village – means any land building or site used for a comprehensive residential development that contains two or more residential units, together with services and/or facilities for on site residents and staff and which may include staff accommodation, advanced residential care facilities, such as nursing, medical, hospital or dementia care, recreation, leisure, welfare facilities and activities, and other non-residential activities ancillary to the retirement village, predominantly for persons in their retirement and their spouses or partners.~~

Insert a new definition of retirement village as follows:

Retirement village – means a managed comprehensive residential complex or facilities used to provide residential accommodation for people who are retired and any spouses or partners of such people. It may also include any of the following for residents within the complex: recreation, leisure, supported residential care, welfare and medical facilities (inclusive of hospital care) and other non-residential activities.

3. **Appendices**

Insert new Appendix 16:

Outline Development Plan



LEGEND	
[Red dashed line]	SITE BOUNDARIES
[Green fill]	RESIDENTIAL / RETIREMENT VILLAGE DEVELOPMENT
[Red fill]	RESIDENTIAL DEVELOPMENT
[Pink dashed line]	5M MAXIMUM HEIGHT AREA
[Yellow fill]	2M PLANTED AREA
[Black arrow]	INDICATIVE ROAD CONNECTION
[Blue dashed line]	STORMWATER MANAGEMENT AREA (INDICATIVE ONLY)
[Red dashed line]	BOUNDARY SETBACK AREA (3m)
[Black arrow]	INDICATIVE KEY CONNECTIONS



1 MASTER PLAN - OUTLINE DEVELOPMENT PLAN

Summerset

SUMMERSSET VILLAGE
MASTERTON

Project No: [blank]
Client: [blank]
Date: [blank]

OUTLINE DEVELOPMENT PLAN

Scale: [blank]
Author: [blank]
Date: [blank]

4. **Residential Zone**

Amend Policy 5.3.2(k) as follows:

- (k) Provide for the development and operation of a retirement village in the Orchards Retirement Village Character Area shown on the indicative Concept Plan (Appendix X) and on the land identified as 'Residential/Retirement Village Development' in Appendix 16 subject to such environmental standards as necessary to avoid, remedy or mitigate any adverse effects.

Amend standard 5.5.2(f):

- (f) **Number of dwellings**
- (i) The total number of dwellings per site shall be limited to that which enables each dwelling to meet the minimum lot area subdivision requirements for that site (Rule 20.1.2(a)).
- (ii) For the land identified in Appendix 16, the total number of dwellings per site, not associated with a retirement village, is limited to 1.

Insert new standard 5.5.2(n):

Mitigation of noise and vibration on land identified in Appendix 16

- (1) Indoor railway noise

Within 100m of the legal boundary of a railway network:

- (a) any new building or alteration to an existing building that contains a noise sensitive activity where the building or alteration is designed, constructed and maintained to achieve indoor design noise levels resulting from the railway not exceeding the maximum values in the following table:

<u>Building Type</u>	<u>Occupation/Activity</u>	<u>Maximum railway noise level LAeq(1h)</u>
<u>Residential</u>	<u>Sleeping spaces</u>	<u>35dB</u>
	<u>All other habitable rooms</u>	<u>40dB</u>
<u>Health</u>	<u>Overnight medical care, wards</u>	<u>40dB</u>
	<u>Clinic, consulting rooms, theatres, nurses stations</u>	<u>45dB</u>

or

- (b) is at least 50 metres from any railway network, and is designed so that a noise barrier completely blocks line-of-sight from all parts of doors and windows, to all points 3.8 metres above railway tracks, or
- (c) is a single-storey framed residential building with habitable rooms designed, constructed and maintained in accordance with the construction schedule in Schedule 1.

(2) Mechanical ventilation

If a building is constructed in accordance with 1(c), or if windows must be closed to achieve the design noise levels in 1(a), the building is designed, constructed and maintained with a mechanical ventilation system that:

(a) For habitable rooms for a residential activity, achieves the following requirements:

- (i) Provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code; and
- (ii) Is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and
- (iii) Provides relief for equivalent volumes of spill air;
- (iv) Provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and
- (v) Does not generate more than 35 dB LAeq(30s) when measured 1 metre away from any grille or diffuser.

(b) For other spaces, is as determined by a suitably qualified and experienced person.

(3) Indoor railway vibration

Any new buildings or alterations to existing buildings containing a noise sensitive activity, closer than 60 metres from the boundary of a railway network:

(a) Is designed, constructed and maintained to achieve rail vibration levels not exceeding 0.6 mm/s vw,95 or

(b) Is a single-storey framed residential building with:

- (i) A constant level floor slab on a full-surface vibration isolation bearing with natural frequency not exceeding 10 Hz, installed in accordance with the supplier's instructions and recommendations; and
- (ii) Vibration isolation separating the sides of the floor slab from the ground; and
- (iii) No rigid connections between the building and the ground.

(4) A report is submitted to the Council demonstrating compliance with (1) to (3) above (as relevant) prior to the construction or alteration of any building containing a noise sensitive activity. In the design:

(a) Railway noise is assumed to be 64 dB LAeq(1h) at a distance of 12 metres from the track, and must be deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres.

Schedule 1. Construction schedule for indoor noise control

<u>Elements</u>	<u>Minimum construction for noise control in addition to the requirements of the New Zealand Building Code</u>	
<u>External walls</u>	<u>Wall cavity infill of fibrous insulation, batts or similar (minimum density of 9 km/m³)</u>	
	<u>Cladding and internal wall lining complying with either Options A, B or C below:</u>	
	<u>Option A – Light cladding: timber weatherboard or sheet materials with surface mass between 8kg/m² and 30kg/m² of wall cladding</u>	<u>Internal lining of minimum 17kg/m² plasterboard, such as two layers of 10mm thick high density plasterboard, on resilient/isolating mountings</u>
	<u>Option B - Medium cladding: surface mass between 30kg/m² and 80kg/m² of wall cladding</u>	<u>Internal lining of minimum 17kg/m² plasterboard, such as two layers of 10mm thick high density plasterboard</u>
	<u>Option C - Heavy cladding: surface mass between 80kg/m² and 220kg/m² of wall cladding</u>	<u>No requirements additional to New Zealand Building Code</u>
<u>Roof/ceiling</u>	<u>Ceiling cavity infill of fibrous insulation, batts or similar (minimum density of 7kg/m³)</u>	
	<u>Ceiling penetrations, such as for recessed lighting or ventilation, shall not allow additional noise break-in</u>	
	<u>Roof type and internal ceiling lining complying with either Options A, B or C below:</u>	
	<u>Option A - Skillion roof with light cladding: surface mass up to 20kg/m² of roof cladding</u>	<u>Internal lining of minimum 25kg/m² plasterboard, such as two layers of 13mm thick high density plasterboard</u>
	<u>Option B - Pitched roof with light cladding: surface mass up to 20kg/m² of roof cladding</u>	<u>Internal lining of minimum 17kg/m² plasterboard, such as two layers of 10mm thick high density plasterboard</u>
	<u>Option C - Roof with heavy cladding: surface mass between 20kg/m² and 60kg/m² of roof cladding</u>	<u>No requirements additional to New Zealand Building Code</u>

<u>Glazed areas</u>	<u>Aluminium frames with full compression seals on opening panes</u>	
	<u>Glazed areas shall be less than 35% of each room floor area</u>	
	<p><u>Either, double-glazing with:</u></p> <ul style="list-style-type: none"> • <u>a laminated pane of glass at least 6mm thick; and</u> • <u>a cavity between the two panes of glass at least 12mm deep; and</u> • <u>a second pane of glass at least 4mm thick</u> <p><u>Or, any other glazing with a minimum performance of Rw 33 dB</u></p>	
<u>Exterior doors</u>	<u>Exterior door with line-of-sight, to any part of the state highway road surface or to any point 3.8 metres above railway tracks</u>	<u>Solid core exterior door, minimum surface mass 24kg/m², with edge and threshold compression seals; or other doorset with minimum performance of Rw 30 dB</u>
	<u>Exterior door shielded by the building so there is no line-of-sight to any parts of the state highway road surface or any points 3.8 metres above railway tracks</u>	<u>Exterior door with edge and threshold compression seals</u>

Insert new standard 5.5.2(o):

Land identified as 'Residential/Retirement Village Development' in Appendix 16

All buildings and activities associated with the development and operation of a retirement village within the land identified as 'Residential/Retirement Village Development' in Appendix 16 shall comply with all Residential Zone and District-wide permitted activity standards, except where the following apply:

- (1) The maximum height of the main building used for retirement village or aged care uses shall be 14 metres in the area identified as '14m Maximum Height Area' in the Outline Development Plan in Appendix 16

Note: For the purposes of this standard, only one building within the 14m Maximum Height Area is permitted to have a maximum height of 14m.

- (2) Minimum building setbacks shall be 3m from all external boundaries
- (3) Stormwater from buildings and hard surfaces from within the retirement village area identified in Appendix 16 shall be managed and attenuated on-site using low impact urban design measures such that post-development peak flow and total discharge from the site does not exceed a pre-development scenario, and all

stormwater from the site shall be managed and disposed of in accordance with NZS 4404:2010 Land Development and Subdivision Infrastructure

- (4) Any permanent sign shall be permitted provided it complies with the following standards:
- (a) A maximum of three signs per frontage with the public road, with a total face area per sign of no more than 4m²
 - (b) The sign must relate to the activity undertaken on the site and be located fully within the site of the activity to which it relates.
 - (c) Where a sign is affixed to a building, the sign shall comply with the maximum height and setback requirements.
 - (d) All signs must comply with the sight distance requirement in Appendix 5.
 - (e) No sign shall be located where it conceals the visibility of an existing official sign or traffic-controlling device.
 - (f) No sign shall use reflective materials, be flashing or moving.

Insert new Rule 5.5.4(b):

5.5.4 Restricted Discretionary Activities

The following are Restricted Discretionary Activities:

[...]

- (b) Within the land identified as ‘Residential/Retirement Village Development’ at Appendix 16, the construction and operation of a retirement village, provided the Outline Development Plan specifications and all of the standards for Permitted Activities in Rule 5.5.2 are met.**

Discretion is restricted to the following matters:

- (i) The design, scale and appearance of all buildings
- (ii) The provision of adequate supply of water for firefighting in accordance with the Code of Practice SNZ PAS 4509:2008
- (iii) The provision of water supply, wastewater disposal and for stormwater collection and disposal.
- (iv) Roading, traffic, road safety, access and car parking, specifically including:
 - (a) Improvements and alterations to existing roads
 - (b) Safety improvements to the intersection of State Highway 2 and Cashmere Oaks Drive.
 - (c) The provision of public transport facilities and infrastructure
 - (d) The provision of safe pedestrian and cycling access and connections to existing transport corridors, including State Highway 2, and within the site
 - (e) The management of construction traffic effects.
- (v) Landscaping, screening and open spaces.
- (vi) Signage
- (vii) Earthworks, sediment and dust management.

(viii) Financial contributions

Notification

An application for resource consent made in respect of rule 5.5.4(b) is precluded from being publicly notified. Limited notification must at least include notice of the application to Waka Kotahi NZ Transport Agency.

Insert new Rule 5.5.5(b):

5.5.5 Discretionary Activities

The following are Discretionary Activities:

[...]

(b) The construction and operation of a retirement village within the land identified as 'Residential/Retirement Village Development' at Appendix 16 that does not meet one or more of the Outline Development Plan specifications or the standards for Permitted Activities in Rule 5.5.2.

5. **Assessment Criteria**

Insert new assessment criteria at 22.2.25.

22.2.25 Retirement Village on land identified as 'Residential/Retirement Village Development' in Appendix 16

- (i) The ability of the proposal to integrate with surrounding land uses, with regard to:
 - (1) fencing and boundary treatments;
 - (2) connectivity, including the configuration and location of pedestrian pathways, cycleways, and vehicle accesses.
- (ii) Creation of visual quality and variety as assessed from the public realm through the separation of buildings, building orientation, and in the use of architectural design, detailing, glazing, materials, colour and landscaping.
- (iii) The extent to which the development is consistent with the indicative Outline Development Plan contained in Appendix 16.
- (iv) The safety, effectiveness and efficiency of transport infrastructure, utilities and services.
- (v) The proposed stormwater management within the site.

6. **Information to be supplied with resource consent applications**

Insert the following into 26.3.6 'Information Schedule 6: Restricted Discretionary Activities' at 26.3.6(c)

(c) Retirement Village on identified as 'Residential/Retirement Village Development' land in Appendix 16

- (i) A landscape plan showing the proposed landscaping and screening treatment for the proposal. The landscape plan shall include the following:

- Street tree and amenity planting, including proposed buffer planting along the northern external boundary of the Site;
- Reserves/open space design;
- Transport network (roads, pedestrian and cycle links); and
- Stormwater basin and swale design.

(ii) An Integrated Transportation Assessment, which shall address but is not limited to:

- Improvements and alterations to existing roads;
- Safety improvements to the intersection of State Highway 2 and Cashmere Oaks Drive;
- The provision of public transport facilities and infrastructure;
- The provision of safe pedestrian and cycle access and connections to existing transport corridors, including State Highway 2, and within the site;
- The management of construction traffic effects; and
- The outcomes of consultation with Waka Kotahi/New Zealand Transport Agency.

7. **New Subdivision Rule**

Insert new discretionary activity rule at 20.1.5(l), as follows:

(l) Any subdivision of the land identified in Appendix 16.

Notification

An application for resource consent made in respect of rule 20.1.5 (l) is precluded from being publicly notified. Limited notification must at least include notice of the application to Waka Kotahi NZ Transport Agency.

7.3 MASTERTON COMMUNITY CLIMATE FUND APPLICATIONS 2022/23

File Number:

Author: Karen Yates, Manager Strategy and Governance

Authoriser: David Hopman, Chief Executive

PURPOSE

The purpose of this report is to seek Council approval of the 2022/23 Community Climate Fund grant allocations recommended by the Masterton District Council's Climate Advisory Group

RECOMMENDATIONS

That Council:

1. **notes** that Council approved the Masterton District Climate Action Plan at its meeting on 14 September 2022;
2. **notes** that the establishment of a Masterton District Community Climate Fund is an action in the Masterton District Climate Action Plan, and an action in the Year 1 implementation plan;
3. **notes** that nine applications were received for the 2022/23 Community Climate funding round;
4. **notes** that the Masterton District Climate Advisory Group's Terms of Reference includes responsibility for assessing the Masterton District Climate funding applications and making recommendations back to Council; and
5. **notes** that eight applications are recommended a funding allocation, either full or partial amounts;
6. **approves** the Masterton District Climate Advisory Group's funding recommendations for the 2022/23 Community Climate funding round.

CONTEXT

Council approved a Masterton District Climate Change Action Plan (CAP) in 2022. The CAP includes seventy-six actions, split across four theme areas, that Council and the wider community can work together on to reduce emissions and adapt to climate change impacts.

In Action Two of the CAP, Council committed to providing a designated Community Climate Fund (the Fund) for community groups to access to implement their own local-level climate actions. Council allocated \$50,000 for the inaugural 2022/23 Fund.

Community Climate Fund

Community groups, schools, and other education facilities, were eligible to apply to the Fund for projects that align with the four overarching action areas of the CAP:

1. Community Empowerment
2. Circular Economy
3. 20-Minute Town
4. Climate Resilient District

In addition to this, different types of climate change related projects were eligible for consideration, including projects that focus on education, mitigation, adaptation, art, and activism. Groups could apply for between \$2,000 and \$20,000 per application. Projects applied for would be delivered in the 2023/24 financial year.

Applications to the Fund opened on 24 May 2023 and closed at midday on 12 June 2023. As the Fund was new and had a short application window, Council staff hosted drop-in sessions at the Library to answer questions about the Fund for the community. Information and application forms were available on our website, at the Customer Services Centre (161 Queen Street), and at the Library. Opportunities to apply were advertised through stakeholder groups, on social media and print media. A copy of the Fund's Information Sheet is included as Attachment 2 and outlines the details of the Fund.

The application process aligned with Masterton District Council's standard grants processes. Accountability forms are required for all projects.

Climate Advisory Group

The Masterton District Council Climate Advisory Group was established and endorsed by Council in March 2023. Its Terms of Reference includes responsibility for assessing the Masterton District Climate funding applications and making recommendations back to Council.

The Climate Advisory Group were also given the opportunity to feed back on the application and assessment process to make sure that the process was fit for purpose for our community.

Membership of the Climate Advisory Group includes Councillor Marama Tuuta, Councillor Tom Hullena, Luther Toloa, Sam Ludden (Ngāti Kahungunu ki Wairarapa representative), Tracy Kawana (Ngāti Kahungunu ki Wairarapa representative), Mihirangi Hollings (interim Rangitāne o Wairarapa representative), Bella Duncan, John Hart, Joanne Waitoa, Chris Peterson and James Harbord.

ANALYSIS AND ADVICE

Nine applications were received for the 2022/23 funding round, with a combined funding request total of \$98,865.

Council staff vetted the applications to make sure they supplied the correct paperwork and met the applicant criteria. Staff also made sure that their funding request was between the \$2,000 - \$20,000 funding per applicant level and that there was a connection made to the Masterton District within their application. Council staff were satisfied that all nine applications met these criteria.

The Climate Advisory Group met on 19 June 2023 to assess the nine applications and make funding recommendations for Council to consider for approval. They were presented with the full applications and summaries for their consideration and analysis in advance of the meeting.

All applications were assessed for suitability, and ranked against the following criteria:

- a) Alignment to the Masterton District Climate Action Plan action areas, themes, and goals.
- b) Advantage to the Masterton District and its community.

The funding recommendations from the Climate Advisory Group and application summaries are outlined in Attachment 1 – (Climate Advisory Group Recommendations on Community Climate Fund). The Climate Advisory Group saw value in, and alignment with the CAP in all proposed projects.

In summary, the Climate Advisory Group recommends Council approve funding for eight out of the nine applicants, this utilises the full amount of the grants \$50,000. The following summary table outlines the amount of funding sought by each applicant, and what funding has been recommended by the Masterton District Council Climate Advisory Group for Council to consider for approval:

Applicant	Amount sought \$	Amount allocated \$
Divine River NZ Trust	\$10,000	\$7,750
House of Science Wairarapa	\$3,000	\$3,000
Oxford St Community Garden	\$7,680	\$7,750
Sustainable Wairarapa	\$20,000	\$7,750
Te Āwhina Community House	\$5,000	\$5,000
Te Kura o Papatūānuku Wairarapa Earth School	\$17,280	\$7,750
The Shady Mellow	\$18,425	\$7,750
Wairarapa Community Centre	\$3,230	\$3,250
Waiwaste Food Rescue ⁴	\$14,250	No funding allocated
Total	\$98,865	\$50,000

OPTIONS CONSIDERED

A summary of the options considered is included in the table below.

Option	Advantages	Disadvantages
1 Approves the Community Climate Fund recommendations for the 2022/23 Masterton District Community Climate funding round (Attachment 1)	<p>Achieves the action included in the Year 1 CAP implementation plan.</p> <p>Enables community groups to undertake climate action in the Masterton community that aligns with Councils CAP.</p> <p>Acknowledges the work undertaken by the Masterton District Climate Advisory Group to assess and make funding recommendations to Council.</p>	No disadvantages have been identified.

⁴ Waiwaste Food Rescue was offered a smaller amount of funding than what they requested, and they signalled to Council staff that they could only accept near full funding, not smaller partial funding, for this application to make their project viable.

2	<p>Does not approve the Community Climate Fund recommendations for the 2022/23 Masterton District Community Climate funding round (Attachment 1)</p>	<p>No advantages have been identified.</p>	<p>Council does not achieve the action included in the Year 1 CAP implementation plan.</p> <p>Could impact community relationships and risks distrust with the community who applied for the funding.</p>
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RECOMMENDED OPTION

Option 1 is recommended. Progressing climate change action is a priority area in Council’s Long-Term Plan 2021–31 (LTP), and is the commitment made in the approved CAP.

The Fund, as action two in the CAP, is one way to enable community groups to undertake local-level climate action in the Masterton District for the benefit of our community.

SUMMARY OF CONSIDERATIONS

Strategic, Policy and Legislative Implications

Establishing and operationalising a Masterton District Climate Advisory Group is one of the ways in which Council and the wider community can work towards a low carbon district and is in alignment with the Government’s Climate Change Response (Zero Carbon) Amendment Act, the Government’s National Emissions Reduction Plan, and the Government’s National Adaptation Plan. The work will contribute to MDC achieving environmental outcomes identified in *He Hiringa Tangata, He Hiringa Whenua*, Council’s Wellbeing Strategy.

The Masterton District Climate Advisory Group and the Fund will help mobilise our combined efforts out in the community as well as progressing the CAP.

Significance, Engagement and Consultation

There are no triggers to consult on established grant funding under the CAP. Council has already consulted on the CAP and the actions within it; and the Year One (2022/23) CAP Implementation Plan is based on budget already committed as part of the 2022/23 Annual Plan.

Developing the CAP was assessed as significant under Council’s Significance and Engagement Policy as climate change affects the whole community and has consequences for the current and future wellbeing of the Wairarapa. Council took a “collaborate approach” in terms of the co-development of the climate actions with a community focus group, “involve approach” in terms of engagement with key stakeholders, and “consult approach” with the wider community.

Financial Considerations

Council has a budget of \$50,000 in 2022/23 for the Community Climate Fund.

Implications for Māori

It is anticipated that the actions from the CAP, including the Masterton District Climate Advisory Group, could complement climate and environmental actions that come from work that mana whenua are leading.

There are up to four iwi representatives' places on the Climate Advisory Group, with three of the places currently occupied.

Communications/Engagement Plan

The first action of the Year 1 (2022/23) CAP Implementation Plan is to develop a Communications and Engagement Plan for the CAP. Any Fund communications will be developed as part of this Communications and Engagement Plan.

Environmental/Climate Change Impact and Considerations

The Year 1(2022/23) CAP Implementation Plan, and associated actions such as the establishment of the Masterton District Climate Advisory Group and the Fund, as well as the internal Corporate Carbon Emissions Reduction Plan, are part of a two-plan approach that Council is taking to addressing the impacts of climate change.

NEXT STEPS





If the recommendations in this report are approved, Council staff will advise the Climate Advisory Group and the fund applicants.

ATTACHMENTS

1. **Attachment 1: Climate Advisory Group Recommendations on Community Climate Fund** [↓](#) 
2. **Attachment 2: Community Climate Fund Information Sheet** [↓](#) 





June 2023

The purpose of this document is for collation of Community Climate Fund applications for assessment by the Climate Advisory Group.

Organisation and Description	Application Summary	Overarching Climate Action area				Benefit to community and Masterton District shown? Yes/No	Previous MDC Grant funding	Amount Sought \$	Meets Criteria Yes/No	Amount Recommended by the CAG
										
<p>Divine River NZ Trust</p> <p>Deliver a range of workshops with the aim of nurturing sustainable personal care choices by developing relationships and sharing knowledge within community hubs and schools. Their mahi provides a way for whole communities to develop a greater awareness and understanding of the environment and well-being impacts of their personal care choices and enable them to provide solutions for themselves.</p> <p>https://www.facebook.com/DivineRiverNZ/</p>	<p>This application is seeking funding to support the delivery of 85 workshops in the Masterton District focused on sustainable personal care products. The application's focus is on reducing personal care waste and complements existing Government support for period poverty (which does not provide reusable options).</p> <p>The Divine River programmes provide an option for individuals and communities to choose a free sustainable choice, with a particular focus on youth (GENz). The In School SKY programme delivers workshops in which tamariki make their own single wet bag and eco-period pad or eco-period pad set to replace disposables.</p> <p>The Community SEWstainable, Creativity & Connection & Youth Creativity & Connections workshops are available in local community hubs (libraries/ community centres). These workshops deliver to a wider range of the community supporting them to make eco-period pads.</p> <p>The delivery of the workshops would be between July 2023 to June 2024 and will work in collaboration with Enviroschools and REAP.</p>	Yes		Yes		Yes	2021/22 Community Wellbeing Grant \$1,500 allocated for SEWstainable workshops (applied for \$5,680) Accountability Form completed and returned	\$10,000	Yes	\$7750
<p>House of Science Wairarapa</p> <p>Are a community-led provider of science education services. Their goal is to ensure science-learning opportunities are available to Wairarapa children. Their programmes align with the education curriculum and aim to foster student engagement and understanding, and teacher confidence to teach science.</p> <p>https://houseofscience.nz/branch/wairarapa-2/</p>	<p>This application is seeking funds for the 'A Load of Rubbish He Putunga Para' science kit (\$2,500) and consumables for this kit for one year (\$500) to be used in schools throughout the Masterton District. The hands-on activities in this kit aim to teach students about circular economy and focuses on the six 'R's' of resource management – rethink, refuse, reduce, reuse, recycle and repair.</p> <p>By applying scientific principles, students using this science kit will learn how to identify and solve environmental problems, sparking an interest in making informed choices on sustainable packaging materials and their end-of-use. The students even learn to make bioplastics using corn starch, vinegar, glycerol, and food colouring.</p> <p>This year House of Science Wairarapa has 16 schools from the Masterton District as member schools and a total of 33 schools from throughout the Wairarapa and Tararua District. This means that over 3,000 students and teachers from Masterton would benefit and learn from this circular economy science kit.</p>	Yes		Yes		Yes	2022/23 Community Wellbeing Grant \$0 Declined and suggested they apply to this Fund (applied for A Load of Rubbish He Putunga Para environmental science kit \$2,500)	\$3,000	Yes	\$3000





June 2023

The purpose of this document is for collation of Community Climate Fund applications for assessment by the Climate Advisory Group.

Organisation and Description	Application Summary	Overarching Climate Action area				Benefit to community and Masterton District shown? Yes/No	Previous MDC Grant funding	Amount Sought \$	Meets Criteria Yes/No	Amount Recommended by the CAG
										
<p>Oxford St Community Garden</p> <p>Provide a social and educational space for members of the Masterton community in Lansdowne to learn how to grow fresh food together and to share the produce with the community. They aim to help to build a more resilient neighbourhood with greater food sovereignty. The garden contributes to the social and physical well-being of our community, connecting people across generations, backgrounds and cultures.</p> <p>https://www.facebook.com/oxfordstcommunitygardenmstn/</p>	<p>Food insecurity has been identified as affecting many people in Masterton. We aim to address this by teaching gardening skills and providing low-cost vegetable boxes. This can help to mitigate some of the effects of climate change locally. Social cohesion and wellbeing is also critical to the town. Strengthening neighbourhood connections has many ripple effects that aren't easily measured.</p> <p>This application seeks funding to employ a coordinator 4 hours per week to enable us to increase the size of the gardens and increase their impact. We currently have 4 - 6 families receiving our vegetable boxes each week and we would like to be able to keep increasing that number. We have the land available but need more volunteers to grow the vegetables.</p> <p>This project could provide affordable vegetables to approximately 50 people on a weekly basis (10 households). It could also influence an additional 100 people through things like workshops, working bees, and school visits.</p>	Yes	Yes	Yes	Yes	Yes	2022/23 Community Wellbeing Grant \$1,640 for garden equipment (applied for \$1,640) Accountability Form completed and returned	\$7680	Yes	\$7750
<p>Sustainable Wairarapa</p> <p>Work with local government and communities in the Wairarapa to promote sustainability in our region. They undertake work such as stream and wetland restoration, local field counts of threatened species and facilitating public events on climate change and other sustainability topics.</p> <p>https://www.facebook.com/sustainable.wairarapa</p>	<p>Our initiative - Take the Jump - aims to drive change and engage local citizens in transforming the places we live in to create a new life and world. The initiative, based on a UK framework, provides a compelling pathway for the 8 out of 10 people who want to act and don't know how to. The six shifts are designed to be easy to just start. People can sign up online for 1, 3 or 6 months, and try one 'shift' at a time.</p> <p>Our aim is to get Take the Jump established and widely used for engaging our community, including schools, community groups, businesses, and Councils in an empowered, community led process of change. The seven shifts align firmly within the goals in the MDC Climate Action Plan.</p> <p>This application seeks funding to support the initial stage of work including setting up a working group, engage local stakeholders, set up an online presence, develop resources, and train local ambassadors.</p>	Yes	Yes	Yes	Yes	Yes	2018/19 Community Wellbeing Grant \$2,500 towards a website and bringing in expert speakers (applied for \$5,000) Accountability Form completed and returned	\$20,000	Yes	\$7750
<p>Te Āwhina Community Hub</p> <p>Te Āwhina Community Hub is situated on the East Side of</p>	<p>Te Āwhina Community House represents and serves the interests of a generally less-privileged, poorer, and more disadvantaged demographic in our wider community. Moreover, many here will be so focused on matters that</p>	Yes	Yes			Yes	2021-2031 LTP 3 Year grant \$20,000 PA for Coordinator	\$5,000	Yes	\$5000





June 2023

The purpose of this document is for collation of Community Climate Fund applications for assessment by the Climate Advisory Group.

Organisation and Description	Application Summary	Overarching Climate Action area				Benefit to community and Masterton District shown? Yes/No	Previous MDC Grant funding	Amount Sought \$	Meets Criteria Yes/No	Amount Recommended by the CAG
										
Masterton. They provide support to those in need, housing, advocacy, working along side other agencies. https://www.facebook.com/teawhinacamhouse/	<p>life throws to them daily around family, employment, and the current cost of living, that bigger picture issues such as climate change may understandably not be in their minds.</p> <p>This application seeks funding towards the cost of having an electric bike stationed here at the House- preferably perhaps a cargo bike. This would enable people to get groceries home without the cost of a taxi, or even having to have a car for such purposes.</p> <p>It would give a focal point for educating people about climate change and its implications for day-to-day living now and going forward, and point to a path away from our society's orientation to a car-dependent culture.</p>									
<p>Te Kura o Papatūānuku Wairarapa Earth School</p> <p>Fosters a passion for science and technology through hands-on garden-based learning. Their primary charitable purpose is the advancement of education. The project's core focus is education for sustainability.</p> <p>https://wairarapaeearthschool.org/</p>	<p>This application seeks funding to support one of our key projects – Healthy Kai. Through growing, processing, cooking, eating, studying, talking, and thinking about food, students develop skills, knowledge, and behaviors that enrich their academic and non-academic lives, bolster their growth as individuals and in relationships, and cultivate meaningful engagement with their own health, the health of their communities, and the health of the planet.</p> <p>In Healthy Kai we start with soil health and understanding soil chemistry. We empower students with the skills to recycle resources such as cardboard and green waste and use them to build up the soil. Students learn by doing, using hands-on permaculture and regenerative agricultural practices to create food forests and native plantings in schools. Forest ecology, soil chemistry, composting, companion planting and fruit tree guilds are the rich curriculum woven into this mahi.</p> <p>We have established Primary School connections with Wainuioru, Lakeview, Fernridge, MPS, Opaki, Carterton, South End, Hadlow, Featherston, Martinborough and Dalefield. Mākoura College has asked us to help develop a fruit tree area into a mara kai next to the teen parent unit to provide food for their cooking lessons.</p>	Yes		Yes	Yes	Yes	2022/23 Community Wellbeing Grant \$2,600 for Fruit Trees in Schools within the Healthy Kai Project (applied for \$3,300) Accountability Form due by 30 June 2023	\$17280	Yes	\$7750
<p>The Shady Mellow</p> <p>Is a recently-opened community hub for children and youth. Their aim is to provide a safe and inclusive space for</p>	<p>This application seeks funding to hire a part-time Youth Climate & Sustainability Leader/s, initially focused on The Shady Mellow, as well as applying for items that would make the Shady Mellow more sustainable such as reusable cups and bike/scooter stands.</p>	Yes	Yes	Yes		Yes	No applications	\$18,425	Yes	\$7750





June 2023

The purpose of this document is for collation of Community Climate Fund applications for assessment by the Climate Advisory Group.

Organisation and Description	Application Summary	Overarching Climate Action area				Benefit to community and Masterton District shown? Yes/No	Previous MDC Grant funding	Amount Sought \$	Meets Criteria Yes/No	Amount Recommended by the CAG
										
families and young people to gather, learn and pursue their interests. https://www.facebook.com/profile.php?id=100089551533737	We would share ideas we've already had around potential sustainability projects — such as creating a mini food forest and kitchen garden — then let the coordinators brainstorm with other interested young people and decide on a list of projects to prioritise. Our rangatahi are the ones who stand to lose the most if we don't take all the steps necessary to combat climate change — it's their futures on the line. There are few opportunities for youth employment in our region full stop, let alone in a field that many rangatahi feel passionately about. Creating roles for our youth which allow them to be paid for work they really care about is one of the most valuable things we can do for them.									
Wairarapa Community Centre Works with partners to respond to community needs and support each other to address food insecurity, poverty and social needs. They run a range of projects focused on food resilience including a community kitchen, cooking classes and garden projects. https://www.wcct.co.nz/	The GROW project would like to collaborate with MDC to provide FREE workshops to empower our community to build 5 large Bug Hotels to be placed in natural public spaces (in consultation with MDC) eg Millennium Reserve, GROW gardens, Henley Lake, The Island @ QE 2 Park, Russian Jack space beside the Library. A bug hotel has multiple benefits for biodiversity and ecosystem health (a home for insects and in return the insects increase biodiversity, pollinate plants, and prey on pests; an increase in the natural balance of insects; an environment that enables us to grow healthy, organic, spray free nutrient dense vegetables in our gardens) and uses recycle circular economy principles. This application seeks funding for running five bug hotel workshops. We will be inviting the Masterton community of children, parents, families and whānau to participate in the bug hotel building workshops (20 tamaraki, rangatahi and their parents/whānau x 5 workshops = 100 households). This invite will be widely circulated through social media and articles in local media. The way we have structured our workshops maximizes community connections among workshop participants (rangatahi, tamaraki and their whānau) but also enables the wider community to connect with the principles of climate action through placing the bug hotels with educational signage in public spaces. A local builder Dan Armstrong (Armstrong Maintenance) will provide the kitset bug hotel framework and Printcraft will provide signage education boards.	Yes		Yes	Yes	Yes	2021-2031 LTP 3 Year grant \$25,000 PA for community centre operational expenses 2022/23 Community Wellbeing Grant \$2,000 for Urban Allotment Garden shortfall of operating expenses (applied for \$14,560) Accountability Form due by 30 June 2023	\$3230	Yes	\$3250

June 2023

The purpose of this document is for collation of Community Climate Fund applications for assessment by the Climate Advisory Group.

Organisation and Description	Application Summary	Overarching Climate Action area				Benefit to community and Masterton District shown? Yes/No	Previous MDC Grant funding	Amount Sought \$	Meets Criteria Yes/No	Amount Recommended by the CAG
										
<p>Waiwaste Food Rescue</p> <p>Gathers edible food from retailers and producers distributing it to organisations who provide food for people facing hardship. Their focus is on feeding people, not landfill.</p> <p>https://waiwaste.org.nz/</p>	<p>Our objective is to establish a community-scale food waste recycling system where compostable food scraps are taken from office and businesses in town and recycled (on land close to town) to create high-quality, living compost. This compost will be used to support the GROW project (Gardening for Resilience and Optional Well-being), a partnership between the Wairarapa Community Centre and St Matthew's Anglican Church. Our aim is to use the compost to create nutrient-dense soil and grow healthy, fresh kai that can be used to support the Wairarapa Community Kitchen project.</p> <p>This application seeks funding to employ someone to scope the work and resources required. The scoping and investigation from this project will be a foundation for developing infrastructure which will contribute to MDC's contribution to methane emissions from landfill by keeping organic waste out of landfill and building further community engagement in projects which impact climate change.</p>	Yes		Yes	Yes	Yes	2021-2031 LTP 3 Year grant \$20,000 PA for operational expenses	\$14,250	Yes	No funding granted. Waiwaste signalled to council staff that they could only accept near full funding, not partial funding, for this application.

COMMUNITY CLIMATE FUND INFORMATION SHEET

Background

Masterton District Council – Te Kaunihera ā-rohe o Whakaoriori has a Masterton District Climate Change Action Plan that sets out ways Council and the wider community can work together to reduce emissions and adapt to climate change impacts. Action Two from this plan is the Council providing a designated Community Climate Fund that community groups can access to implement their own local-level climate actions. A copy of the Masterton District Climate Action Plan is available on the Council website (search Climate Action Plan).

The Council has allocated \$50,000 for the inaugural 2022/23 Community Climate funding round.

Funding round

Applications for the 2022/23 Community Climate funding round open on Wednesday 24 May 2023 and close midday Monday 12 June 2023.

What type of projects does the funding cover?

Community groups can apply for Community Climate funding for projects that align with the four overarching action areas of the Climate Action Plan:

1. Community Empowerment
2. 20-Minute Town
3. Circular Economy
4. Climate Resilient District

In addition to this, the Council will consider different types of climate change-related projects, including those that focus on education, mitigation, adaptation, art, and activism.

Who can apply?

The fund is open to community groups, schools, and other education facilities that can show their project or initiative will benefit the Masterton District in relation to climate action.

Who cannot apply?

Funding will not be allocated to projects from individual community members or Government agencies.

How much can be applied for?

The minimum amount of funding which can be granted to an application is \$2,000. The maximum amount of funding which can be granted to an application is \$20,000.

[MSTN.GOV.T.NZ](https://www.mstn.govt.nz)

 [@MastertonDC](https://www.facebook.com/MastertonDC)

TE KAUNIHERA Ā-ROHE O WHAKAORIORI

MASTERTON
DISTRICT COUNCIL

Assessment Criteria

All applications must demonstrate how:

- the climate action project or activity will benefit the community and the Masterton District.
- how the climate action project or activity aligns with one or more of the Masterton District Climate Action Plan action areas, goals, and themes.

The Masterton District Climate Action Plan action areas, goals and themes are:



Community Empowerment

Goals

Building mana-enhancing relationships to support connected communities to be more resilient to climate impacts.

- Build empowered community networks that help to sustain the Climate Action Plan and other initiatives, whilst informing future action plans.
- Provide meaningful support to community change projects that inform, educate and inspire climate action.
- Implement actions to reduce the impacts of climate change on health and well-being.

Themes

- Council to promote community leadership
- Council to support community initiatives
- Council to facilitate climate change education



20-Minute Town

Goals

Increase uptake of low-emission, active and public transport options in the Masterton District so that community/suburb hubs are accessible within 10 minutes for all urban residents.

- Masterton District Council reduces its own organisational carbon footprint from transport.
- Masterton District Council supports the community to transition to low-emission transport.
- Improve the public transport network (buses, shuttles, and trains).
- Masterton District has well designed streets and roads that minimise transport emissions.
- Improved active transport networks (footpaths, cycleways, and walking tracks) to encourage alternative modes of transport.

Themes

- Cycling
- Walking, wheelchairs, prams, scooters.
- Public Transport
- Electric Vehicles (EVs)



Circular Economy

Goals

Reduce Masterton District's contribution to methane emissions from landfills.

- Keep organic waste out of landfills to reduce methane emissions.
- Masterton District Council is a role model and educator about reducing waste in the District.
- Masterton District Council supports climate outcomes within local waste reduction initiatives.

Themes

- Organic (green and food) waste
- Circular economy principles
- Building/infrastructure waste



Climate Resilient District

Goals

- Ensure the resilience of our district infrastructure, productive landscapes, and natural environment from current and future climate change exacerbated hazards (floods, droughts, heavy precipitation events, strong wind, landslides, heat stress, wildfires).
- Masterton District has transitioned to zero-emissions energy sources.
 - Masterton District Council has plans for increasingly severe hazards/risk (floods, droughts, storm events).
 - Reduce carbon emissions related to creating and maintaining infrastructure (including buildings) and ensure infrastructure is designed to withstand climate impacts.
 - Masterton District has biologically healthy rivers which provide for our local communities, and our flora and fauna.
 - Masterton has access to enough water to service a growing population.
 - Masterton District Council has a clear picture of the health of the district's rivers, including what parts are improving and what parts need urgent attention, and the Masterton community has a clear understanding of what work is being done to improve them.
 - Enhance the capacity of the natural environment to sequester carbon and protect indigenous biodiversity from the impacts of climate change.
 - Masterton District Council supports legal protection of key biodiversity hotspot sites that will be important in helping our native flora and fauna to adapt to climate change.
 - Masterton District Council remove any local barriers to a transformative, low-emission primary industries sector.
 - Connected regional approach to mitigating and adapting to climate change which allows for knowledge sharing and uses Council resources/staff capacity wisely.
 - Utilise the current and future regional projects to feed into council decision making around climate change mitigation and adaptation.

Themes

- Energy transition
- Emergency response
- Public spaces
- Building construction/retrofit
- District mapping
- District planning
- Productive landscapes
- Biodiversity and ecosystem health

Funding for events

The Community Climate Fund will accept applications for event costs if they align with the criteria outlined below.

1. Pricing: The event should be free for people to attend (a small koha may be acceptable). Free entry means that no-one can be charged or feel like any money is required to view, engage or participate in the event. Associated optional purchases (such as food, drink or merchandise) or donations are possible as a part of the event, however, they must not create any type of perceived or real barrier to entry.
2. Accessibility: The event must consider factors (e.g. event communication, venue, parking, toilet facilities, seating and signage) that will ensure your event is accessible to everyone. Please also consider whether any specific equipment or New Zealand Sign Language (NZSL) interpreters are required.
3. Events must also support smokefree and vape-free messages in advertising and at the event in line with the Wairarapa Combined Smoke and Vape Free Policy.

Assessment Process

The MDC Climate Advisory Group (established May 2023) will complete an assessment of the applications and make funding recommendations to the Council.

The recommendations from the Climate Advisory Group will be considered by Council at its meeting on 28 June 2023.

All applications will be assessed for suitability, and ranked against the following criteria:

- Alignment to the Masterton District Climate Action Plan action areas, themes, and goals.
- Benefit to the Masterton District and its community.

Monitoring

Each successful applicant will be required to complete a Community Climate Fund Accountability Report:

- For projects less than six months in duration, an Accountability Form must be submitted on project completion.
- For projects greater than six months in duration, an Accountability Form must be submitted at the six-month mark as well as on project completion.

Conditions

1. Each application will be considered on a case-by-case basis.
2. Applicants will provide the Council with additional information, if requested, to assist in assessing eligibility for the Fund.
3. The final funding decision belongs to the Council and is binding.
4. In approving funds, Council may, at its discretion, specify and impose conditions on funding applications. Applicants will be required to agree to these conditions ahead of receiving the funding. Failure to agree to the conditions once the funding has been received, may require funding to be repaid to the Council.
5. If an application has been approved but the associated works do not commence within 12 months of the approval date, Council approval of the funding will expire and funding will no longer be available. Funding may then be distributed to other applications.
6. Funds granted are not transferable and will be allocated only to the specific project that it has been approved for.
7. Applicants must disclose the origin and amount of other sources of funding as part of the application process.
8. The minimum amount of funding which can be granted to an application is \$2,000. The maximum amount of funding which can be granted to an application is \$20,000.
9. No applications will be accepted for completed projects or initiatives. No retrospective grants can be made.



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MASTERTON
DISTRICT COUNCIL

7.4 ADOPTION OF THE 2023-2024 ANNUAL PLAN

File Number:

Author: David Paris, Manager Finance
Karen Yates, Manager Strategy and Governance

Authoriser: David Hopman, Chief Executive

PURPOSE

The purpose of this report is to seek Council adoption of the Annual Plan for 2023/24. The Annual Plan includes a separate schedule of Fees & Charges. The final Plan once adopted provides a formal and public statement of Council's intentions in relation to the matters covered by the Plan and will set the rates requirement for the year.

A copy of the 2023/24 Annual Plan document is included as Attachment 1 (provided under separate cover), noting final formatting and design work will be completed once the Plan is adopted.

A copy of the 2023/24 Fees and Charges Schedule is included as Attachment 2.

RECOMMENDATIONS

That Council

1. **adopts** the 2023/24 Annual Plan including the rating funding impact statement
2. **notes** the 2023/24 Annual Plan incorporates the 2023/24 Schedule of Fees and Charges that were agreed on 7 June 2023;
3. **delegates** authority to the Chief Executive to approve minor edits prior to publication of the Annual Plan 2023/24 document; and
4. **notes** that the final 2023/24 Annual Plan will be published within one month of its adoption.

CONTEXT

Under the Local Government Act 2002 (LGA), Council must produce a Long-Term Plan (LTP) every three years. For the two years between each LTP (Years 2 and 3 of the LTP) an Annual Plan must be produced. In the third year a new LTP is developed.

The Annual Plan process provides an opportunity to review intended work programmes and associated budgets taking into consideration any new information and/or changing circumstances. According to section 95(5) of the LGA, the purpose of the Annual Plan is to:

- contain the proposed annual budget and funding impact statement for the year to which the annual plan relates;
- identify any variation from the financial statements and funding impact statement included in the local authority's long-term plan in respect of the year;
- provide integrated decision making and co-ordination of the resources of the local authority; and
- contribute to the accountability of the local authority to the community.

If there are no significant or material differences, and the plan essentially aligns with what was consulted on via the LTP process, no further consultation is required. The Plan can be prepared and adopted in accordance with Section 95. If there are significant or material differences, consultation must be undertaken.

Council chose to consult on the 2023/24 Annual Plan and to use the opportunity to also seek feedback to help shape the 2024-34 Long-Term Plan.

Consultation ran from 31 March to 1 May 2023. A total of 203 submissions were received, and 23 people chose to speak to Council at the hearing. Deliberations were held on 7 June 2023. A further extraordinary meeting was held on Thursday 15 June to respond to matters raised by Council at the deliberations meeting. The Annual Plan document reflects the decisions made at these meetings.

A summary of the consultation topics and community response is included in Report 6.2 *Annual Plan 2023/2024 Deliberations Report* in the [7 June 2023](#) Council Agenda, with follow up discussion included in the Report 5.2 *Annual Plan 2023/24 Further Deliberations Report* in the [15 June 2023](#) Extraordinary Council Agenda.

The 2023/24 Annual Plan has been developed in alignment with the requirements of the LGA. It is a statutory requirement for the 2023/24 Annual Plan to be adopted by the 30 June 2023. Adoption by this date enables rates to be set for the coming year. Any delay in adoption would mean that Council would not comply with legislation and would not be able to set rates for the 2023/24 financial year until the Plan was adopted.

ANALYSIS AND ADVICE

The Annual Plan 2023/24 document (Attachment 1) outlines Council's intended work programme and budget for 2023/24. The document incorporates the 2023/24 Fees and Charges Schedule agreed on 7 June 2023 (Attachment 2).

The 2023/24 financial year is Year 3 of the 2021-31 LTP. The work programme was developed and consulted on as part of the LTP process. The LTP was adopted on 30 June 2021.

The Year 3 work programme has been reviewed as part of the 2023/24 Annual Plan process, and consultation undertaken in accordance with the Special Consultation Procedure prescribed in Section 83 of the LGA.

Key Variations to the LTP Year 3 Work Programme

Key variations to the work programme compared to Year 3 of the LTP include:

- **Civic Facility** - The cost of the project has escalated. Given that, the scope of this project is being revisited. Engagement was undertaken as part of the Annual Plan consultation process to inform options for consultation as part of the 2024-34 Long-Term Plan. Submitters indicated a preference for a new facility on the existing Town Hall site and a stand-alone library. Options will be identified and assessed, taking feedback from the community into consideration. A decision on the future of the Civic Facility will be made as part of the 2024-34 LTP process.

- **All-Weather Athletics Track** - The estimated cost of replacing the all-weather athletics track at Colin Pugh Sportsbowl, scheduled for 2023/24, has escalated. The replacement will be deferred a year while other options are explored. Consultation on viable options will be undertaken and a decision made as part of the 2024-34 Long-Term Plan process.
- **Animal Shelter Redevelopment** – This project was deferred to 2022/23 as part of the 2021/22 Annual Plan process. Completion is now expected in 2023/24. Given the current economic climate and cost escalation across other capital projects, we expect costs to deliver the Animal Shelter will also have escalated. Given that, we have increased the budget provision to deliver this project. The Animal Shelter redevelopment cannot be deferred or reconsidered as it is necessary to meet Council’s legal and regulatory responsibilities – e.g. health and safety and animal welfare responsibilities. Given the redevelopment must proceed, this is not a decision Council can consult on (see Council’s Significance and Engagement Policy).
- **Millard Avenue Urbanisation** – Roading and associated drainage improvements that were to take place in 2023/24 will be deferred, but the scheduling of water and wastewater improvements will be progressed. The sequencing of this work is important to ensure best outcomes for the project overall, and to ensure cost-efficiency.
- **Hood Aerodrome Development** - There have been some delays with the Hood Aerodrome development. Capital expenditure and funding for Hood Aerodrome improvements that are not completed in 2022/23 will be carried forward to 2023/24. The project as a whole will be reviewed as part of the 2024-34 LTP process.
- **Expanding Water Storage at Kaituna** – The 2021-31 LTP included \$7.4 million in 2023/24 for additional reservoirs at Kaituna to expand water storage capacity. A key driver for this project is the Greater Wellington Regional Council’s Natural Resource Plan. This project has been included in the work plan submitted to the Three Waters transition unit for them to progress once the Natural Resource Plan is finalised and there is certainty around the water take limits.
- **Town Centre Revamp** - Our 2021-31 LTP included provision of \$34.3 million over ten years from 2024/25 (Year 4 of the LTP) to implement the Town Centre Strategy and revamp Masterton. The detailed designs for the revamp have been received and enable more accurate cost estimates. We expect the cost of what we had planned to deliver will have escalated. Given that, over 2023/24 we will be looking at options to reduce the scope of what was planned for the Town Centre revamp. There is some essential work that needs to be completed such as replacing water pipes in the Town Centre and it may be more cost effective to do other work at the same time. We are exploring options and costs to enable a decision as part of the 2024-34 LTP.
- **Cyclone Recovery on Roading Network** – In 2022 and early 2023 the District was hit by multiple weather events, including Cyclones Dovi, Hale and Gabrielle. The cumulative impact of those events on the roading network has meant a significant cost has been incurred in immediate response and a programme of work has been identified to restore the damaged sites back to full function. The value of the programme of work in 2023/24 is \$18.9 million. This is some 2.5 times the Council’s usual road renewal programme. It is assumed that Waka Kotahi will provide a subsidy of at least 76% on this work. The Council’s share has been budgeted as debt funded as the Council’s reserve funds for storm events have been exhausted in 2022/23. This will impact rates increases that will need to be built into the 2024/25 LTP.

2023/24 Annual Plan Financial Considerations

Development of Annual Plan Budget

Associated budgets have been reviewed as part of the 2023/24 Annual Plan process. Staff have worked with Council to reduce or remove planned activities and associated costs to minimise the financial impact on our community in the current inflationary environment that is driving up the cost of delivering Council services. Budget estimates were reduced from a projected average rates increase of 14.2% to an average increase of 7.9%, which was the level of increase consulted on with the community.

Council subsequently directed a further reduction in budgets, nominally \$589,000, to target an average rates increase of 6.2%. Staff have developed a budget that meets this target increase. It includes targeted reductions totalling a net \$154,022 in across a range of operating budgets and a target reduction of \$365,312 in the personnel budget. The reduction in the personnel budget does not impact our remuneration approach or reduce Council's established FTE total which is inclusive of our current vacancies. The saving achieved in the personnel budget has been calculated through an assumption that during the year we will have vacancies which will take time to hire. This assumption is based on the current competitive employment market for local government and the lack of skilled applicants in some of our critical business units. The risk of having vacancies unfilled and intentionally not funding them, can directly impact our levels of service to the community and staff have advised Council about this operational risk.

Staff will work hard to meet these targeted cost reductions, but there is a risk that they cannot be realised due to operational needs that arise during the year. Unexpected costs remain a risk as do contract cost escalations at more than allowed for in the Plan. As noted in the report to the 15 June meeting, the Council and Chief Executive have legal and contractual obligations to staff and there is little to no buffer in this budget to handle the risks of revenue shortfalls and cost over-runs from unplanned expenditure.

Three Waters Better Off Funding

Through the deliberations, Council directed staff to explore the option of transferring funding from Three Waters 'Better Off' projects that have not yet commenced and/or been fully committed to Project 1: Targeted Wastewater Renewals. This was in response to changes in the Three Waters Reforms announced 13 April 2023 that extended the transition date and removed Tranche 2 funding.

There are four projects that are yet to commence and/or are not fully committed:

- Project 2 – Planting for biodiversity and fish passages - \$200K
- Project 5 – Mana whenua Partnerships/Climate Resilience Projects - \$575K
 - Noting approximately \$50K has been committed.
- Project 6 – Urban Safe Active Transport Routes Incorporating History - \$50K
- Project 8 – Air Quality Actions Scope & Business Case - \$100K

As part of the development of our funding proposal, the Department of Internal Affairs (DIA) emphasised moving to more effective partnerships with Māori. For the Tranche 1 funding, guidance stated that the funding proposal was expected to:

- Demonstrate genuine engagement with iwi/Māori on the use of funding
- Identify issues/concerns arising from the engagement, and
- Steps taken to accommodate and support these interests.

In keeping with this initial guidance, Council's Pou Ahurea Māori has sought Iwi views on transferring funding from the projects listed above to targeted wastewater renewals. Iwi indicated that they would like to see Project 2, planting for biodiversity and fish passages progress; but would support up to \$275K of Project 5, mana whenua partnerships/climate resilience, being transferred to targeted wastewater renewals. Reflecting the preferences of Iwi, in the 2023/24 Annual Plan, \$425K of uncommitted Better Off funding has been transferred to Project 1: Targeted Wastewater Renewals, noting this is subject to DIA approval. The projects impacted and implications of this decision, should Council proceed, are outlined below:

- \$275K from Project 5 - Mana whenua Partnerships/Climate Resilience Projects
 - This would leave a balance of \$300K for this project to progress, noting approximately \$50K of that funding is already committed.
- \$50K from Project 6 - Urban Safe Active Transport Routes Incorporating History
 - This project as scoped would be cancelled.
 - As an alternative, it has been suggested that we deliver a Cycling Strategy and Implementation Plan for the district. This would align with the outcomes that were to be delivered via the original project.
 - The original project was to deliver a business case for one or two routes, which could then be considered for Tranche 2 funding for implementation. With Tranche 2 funding no longer available, the alternative of a Cycling Strategy could enable Council to leverage alternative funding in the future.
 - Council's Roading Manager has advised cycling is an integral part of our solution for reducing car usage and promoting alternative modes of transportation which aligns with Waka Kotahi objectives; and that having a reviewed strategy and implementation plan would provide clarity on the council's preferred cycling projects, enable informed decisions and support staff to pursue funding opportunities.
 - If the Better Off Funding is not used to develop a Cycling Strategy and Council want or need to develop a Cycling Strategy in future, this would need to be funded by rates.
- \$100K from Project 8 – Air Quality Actions Scope & Business Case
 - This project would be cancelled, and the air quality scope and business case would not progress unless funded from rates or alternative external funding could be identified.

- The original intent of this project was to scope actions that could be implemented with Tranche 2 funding, noting environmental staff have advised that any funding from Tranche 1 that was not required for the scope could be used to implement initial actions. They have estimated this could be up to \$70K.
- GWRC are the lead for air quality action. Staff have also advised that GWRC have funding provision in their current LTP of \$200K per annum over three years from 2028 for Masterton District. If the scoping project was maintained, there is potential for GWRC to consider using this funding to progress actions identified now that Tranche 2 funding is no longer available.

Rates Increase

The average rates increase is **6.2%**, after allowing for growth in the rating database of 2%. This is 0.7% more than was forecast for Year 3 of the LTP, but significantly less than the financial limit set in Council's Financial Strategy of 10.4%.

Because the growth in the rating base has been stronger in the urban area, the urban residential properties rate increase will average **5.3%**.

Rural properties will average **9.1%** but with variations between different types of property.

The increases applicable to GWRC rates will be in addition to the above. Indications from the GWRC rates resolution show that Masterton District ratepayers can expect an additional between 2% and 4% increase as a result of the GWRC rates increases.

The key drivers for the rates increase include:

- Local government inflation (at 5.9%) is higher than the 2.9% that was forecast for Year 3 of the 2021-31 LTP.
- Interest rates on borrowing, projected to be 5% are higher than the 2.8% that was forecast for Year 3 of the 2021-31 LTP.
- Insurance costs are expected to increase at least 20% for Year 3 of the 202-31 LTP compared to the 2.5% forecast.
- Capital costs are being impacted by inflation and supply challenges.
- Operational budgets are being impacted by inflation and demand drivers.
- Increased asset valuations are increasing renewals and depreciation costs.

Key budget variances compared to Year 3 of the 2021-22 LTP include:

- **Roading** – The roading budget has increased as per the LTP. This reflects the programme accepted by Waka Kotahi, the increased cost of maintaining agreed levels of service and includes provision to cover the difference in Waka Kotahi funding assistance that has been reduced from 57% to 56%. It also reflects the extensive recovery work that is required to reinstate roads across our rural area following the extreme weather events of the last 12-18 months, and the need to re-build Council's provision for roading repairs as a result of weather events.

- **Solid Waste** – The budgets reflect the increased volume of waste and recycling that is expected to be processed through the Transfer Station and the increase in the Government’s waste levy from \$30/tonne to \$50/tonne on waste to landfill and a new \$10/tonne levy on cleanfill accepted at Nursery Road.
- **Depreciation** – as the replacement values of assets escalate due to inflation and construction cost increases, the depreciation expense that the Council must recognise, increases.

Fees and Charges Increase

Budget increases have been carefully balanced with projected increases in fees and charges. The Revenue and Financing Policy sets out where the Council will look for users of a service to pay directly versus funding via property rates. For the majority of fees and charges, the increase is approximately the rate of inflation. See Attachment 2 for the full 2023/24 Schedule of Fees and Charges.

Key exceptions include:

- **Regulatory services** – some fees are increasing by more than inflation to better align with the cost of delivering these services for our community. Fees that are increasing include fees for food premise verifications, licences to operate some businesses, building and resource management fees.
- **Solid waste** – we signalled in the consultation document that there would be fee increases in alignment with inflationary impacts on our contracted operational costs and the increase in the Government’s waste minimisation levy. At that time we were uncertain what the waste minimisation levy increase would be. We have since been advised it is increasing from \$30/tonne to \$50/tonne, and this has been reflected in the fees for 2023/24.

If we chose not to increase fees and charges for those who use these services, we would need to increase rates further, effectively subsidising delivery of these services.

OPTIONS CONSIDERED

A summary of the options considered is included in the table below.

Options		Advantages	Disadvantages
1	Adopt the 2023/24 Annual Plan and Schedule of Fees and Charges (recommended)	<p>This would meet the legislative deadline for adoption.</p> <p>This would enable Council to strike the rates for the 2023/24 financial year.</p>	No disadvantages identified.

Options		Advantages	Disadvantages
2	Do not adopt or defer adoption of the 2023/24 Annual Plan	No advantages have been identified.	Council would not comply with requirements of the Local Government Act 2002. Council would not be able to set the rates for the 2023/24 financial year.

RECOMMENDED OPTION

Officers recommend Option 1. This will ensure that Council meets its legal obligations to adopt an Annual Plan by 30 June 2024 and enable council to strike the rates for 2023/24. Discussions on reviewing outputs and service levels will be progressed and consulted on as part of the LTP.

SUMMARY OF CONSIDERATIONS

Strategic, Policy and Legislative Implications

Section 82 of the LGA applies to the 2023/24 Annual Plan consultation process. Council followed the Special Consultative Procedure as prescribed in Section 83 of the LGA. This meets the requirements of Section 82 and includes preparing and adopting a consultation document, making information available and providing an opportunity for people to present their views.

Provisions for projects within a long-term plan or annual plan do not constitute a commitment. The Local Government Act provides that a resolution to adopt a long-term plan or an annual plan does not constitute a decision to act on any specific matter included within the plan so Council can deviate from the plan during the year for good reason if something unforeseen does arise.

Section 100 of the LGA provides that a local authority must ensure that each year's operating revenues are set at a level sufficient to meet that year's projected operating expenses. Council can set revenues at a different level from that required if it resolves that it is financially prudent to do so having regard to:

- the estimated expenses of achieving and maintaining predicted levels of service
- projected revenue
- the equitable allocation of responsibility for funding the provision and maintenance of assets and facilities throughout their useful life
- council's funding and financial policies.

The Council's and Chief Executive's respective responsibilities and obligations to staff are identified in the body of the report.

Significance, Engagement and Consultation

Council chose to consult on the 2023/24 Annual Plan. As noted, the Annual Plan consultation followed the Special Consultative Procedure as prescribed in Section 83 of the LGA. The proposed reductions in depreciation funding are not significantly or materially different to that proposed in the Annual Plan Consultation Document.

Financial Considerations

The 2023/24 Annual Plan includes financial budgets for all Council activities and the subsequent rates increase. Financial considerations are discussed further in the body of this report. Financial implications for any decisions made in response to this report will be factored into the final Annual Plan for adoption on the 28th June 2023. The Annual Plan forms the basis of the Rates Resolution which Council will be asked to adopt immediately after the Annual Plan is adopted.

Implications for Māori

If confirmed, the provision for the Mana Whenua Partnership/Climate Resilience project would reduce from \$575K to \$300K.

Communications/Engagement Plan

Council decisions on the proposals included in the Annual Plan, and reasons for those decisions, will be communicated to submitters and our community.

Environmental/Climate Change Impact and Considerations

There are no specific implications associated with the decisions in this report.

In total, funding provision of \$286K has been allowed for climate change/environmental projects and initiatives in the 2023/24 Annual Plan, excluding projects funded by the Three Waters, Better Off Funding.

Some of the other projects included in the 2023/24 Annual Plan budget could have climate change and/or other environmental implications. These will be considered as the project is explored.

ATTACHMENTS

1. **Attachment 1 2023/2024 Annual Plan (under separate cover)** 
2. **Attachment 2: Schedule of Fees and Charges** [↓](#) 



2023/24 Proposed Fees and Charges Schedule

Animal Services (including Dog fees)

(GST inclusive)		2022/23	2023/24	% Increase
Urban Entire		\$169.00	\$188.00	11.24%
Urban Neutered		\$100.00	\$109.00	9.00%
Responsible Owner (discount 25%)	Urban Neutered	\$75.00	\$82.00	9.33%
Rural 1st dog, incl working		\$100.00	\$109.00	9.00%
Rural 2nd and sub incl working		\$27.00	\$29.00	7.41%
Permit holder		\$100.00	\$109.00	9.00%
Dangerous neutered		\$150.00	\$163.50	9.00%
Seeing eye dogs		-	-	-
Application for Responsible Dog Owner		\$25.00	\$25.00	-
Sustenance fee (per day)		\$20.00	\$25.00	25.00%
Poundage fee: First impounding		\$75.00	\$75.00	-
Poundage fee: Second impounding		\$130.00	\$150.00	15.38%
Poundage fee: Third and subsequent impounding (within 12 months)		\$200.00	\$200.00	-
Surrender of dog (acceptance must be on prior approval)		\$300.00	\$300.00	-
Micro-chipping of Masterton registered dog		\$20.00	\$20.00	-
Application for Permit – keep more than two dogs in urban area		\$60.00	\$60.00	-
Replacement registration tag		\$5.00	\$5.00	-
Collars, apparel and worming tablets	Actual cost plus 15%	-	-	-

(GST inclusive)		2022/23	2023/24	% Increase
Costs and expenses relating to impounding and securing impounded dog	Actual cost plus 15%	-	-	-
Rehoming fee for impounded dog	No charge to adopt but pro rata registration applies	-	-	-
Hire of bark collar	2 week hire, plus bond	\$20.00 + bond \$20.00	\$21.00 + bond \$21.00	5.00%
Hire of cat trap	2 week hire, plus bond	\$20.00 + bond \$20.00	\$21.00 + bond \$21.00	5.00%
Dog seizure fee	A special call-out to return a dog to its owner outside of normal office hours, only by arrangement with the after-hours officer on duty. Only between the hours of 8am and 8pm.	\$150.00	\$150.00	-
After-hours dog release (additional to impounding fees)		\$150.00	\$150.00	-
Vet treatment for impounded dog	Urgent care for impounded dog – actual cost plus 15%	-	-	-

Stock Impounding Fees

(GST inclusive)	2022/23	2023/24	% Increase
Poundage fee for every horse, mare, gelding, colt, filly, foal, mule, ass, ox, bull, cow, steer, heifer or calf	\$77.00	\$82.00	6.49%
Sustenance fee for every horse, mare, gelding, colt, filly, foal, mule, ass, ox, bull, cow, steer, heifer or calf	\$13.00	\$14.00	7.69%
Poundage fee for every ram, ewe, wether, lamb or goat	\$55.00	\$58.00	5.45%
Sustenance fee for every ram, ewe, wether, lamb or goat	\$8.00	\$8.50	6.25%
Poundage fee for every boar, sow or pig	\$55.00	\$58.00	5.45%
Sustenance fee for every boar, sow or pig	\$13.00	\$14.00	7.69%
For the second and subsequent impounding in one year of the stock of any particular owner, the above poundage fees are increased by 50%			
FEES FOR GIVING NOTICE OF IMPOUNDING			
For writing and delivering of any notice or sending any notice by post	\$26.00	\$27.50	5.77%
For inserting any notice in one or more newspapers	\$41.00	\$43.50	6.10%
CHARGE FOR LEADING, DRIVING OR CONVEYING STOCK			
Actual cost incurred, with a minimum charge of	\$80.00	\$85.00	6.25%

Building Consent Fees

(GST inclusive)	2022/23	2023/24	% Increase
	Building Consent (BC) only Fee (excluding BRANZ and DBH levies)	Building Consent (BC) only Fee (excluding Build fee, BRANZ and DBH levies)	
PIMS			
Residential Project Information Memorandum (If applying prior to Building Consent application)	-	\$460.00	-
Commercial Project Information Memorandum (If applying prior to Building Consent application)	-	\$920.00	-
MINOR WORK			
Swimming Pools > 1,200 mm above ground and Spa Pool and Swimming Pool Fences	\$135.00	\$400.00	196.30%
Residential Demolition (rate per hour)	\$210.00	\$230.00	9.52%
Solid Fuel Heater	\$380.00	\$400.00	5.26%
Peripheral Plumbing and Drainage Work e.g. minor alterations, septic system renewal, wet area shower - items outside the scope of Schedule 1 - one inspection	\$430.00	\$475.00	10.47%
Project Drainage Work e.g. new minor subdivision services, and common drains (up to four lots)	\$670.00	\$735.00	9.70%
Minor Projects - Garden sheds / retaining walls / carports / decks / conservatories/ inground pools / proprietary garage or storage agricultural buildings repiling - two inspections	\$670.00	\$735.00	9.70%
Larger Farm Buildings (covered yards, wool sheds), incl plumbing and drainage	\$1,150.00	\$1,265.00	10.00%
Garages , simple design, single level with plumbing and drainage and/or firewall. If self-contained use dwelling fee.	\$1,480.00	\$1,630.00	10.14%

(GST inclusive)	2022/23	2023/24	% Increase
	Building Consent (BC) only Fee (excluding BRANZ and DBH levies)	Building Consent (BC) only Fee (excluding Build fee, BRANZ and DBH levies)	
RESIDENTIAL NEW DWELLINGS			
Single storey value <\$500k	\$4,330.00	\$4,765.00	10.05%
Complex / single storey value >\$500k and multi storey	\$4,950.00	\$5,445.00	10.00%
Transportable dwelling (yard built - to be transported to another district)	\$3,300.00	\$3,630.00	10.00%
Single storey multi-unit apartment (first unit)	\$4,330.00	\$4,765.00	10.05%
Single storey subsequent units	\$2,165.00	\$2,380.00	9.93%
Complex / multi storey multi-unit apartment (first unit)	\$4,950.00	\$5,445.00	10.00%
Complex multi storey subsequent units	\$2,480.00	\$2,730.00	10.08%
RESIDENTIAL DWELLING ADDITIONS AND ALTERATIONS			
Alterations (minor): up to three inspections including processing time	\$1,150.00	\$1,265.00	10.00%
Alterations (minor): up to six inspections including processing time	\$2,600.00	\$2,860.00	10.00%
Alterations (major): up to eight inspections including processing time	\$3,200.00	\$3,520.00	10.00%
TRANSPORTABLE / RELOCATED RESIDENTIAL DWELLINGS			
Transportable/Relocated Residential Dwelling - urban (Resource Consent required for relocated dwellings)	\$1,860.00	\$2,045.00	9.95%
Transportable/Relocated residential dwelling - rural (Resource Consent required for relocated dwellings)	\$2,160.00	\$2,375.00	9.95%
<i>Note: if relocation includes additions or alterations add Additions and Alterations rate.</i>			
COMMERCIAL / INDUSTRIAL			
Commercial Demolition	\$600.00	\$660.00	10.00%

(GST inclusive)	2022/23	2023/24	% Increase
	Building Consent (BC) only Fee (excluding BRANZ and DBH levies)	Building Consent (BC) only Fee (excluding Build fee, BRANZ and DBH levies)	
MINOR COMMERCIAL WORK e.g. signs/shop fronts/minor fit outs (no plumbing and drainage)			
Fit Outs (no Plumbing and drainage), Specified System Changes - single inspection	\$825.00	\$905.00	9.70%
Minor Commercial Work - up to three inspections	\$1,300.00	\$1,430.00	10.00%
USE COMMERCIAL RATE FOR LARGE SUBDIVISION SERVICES			
Commercial/Industrial <\$50,000	\$2,475.00	\$2,720.00	9.90%
Commercial/Industrial \$50,001 - \$100,000	\$3,450.00	\$3,795.00	10.00%
Commercial/Industrial \$100,001 - \$150,000	\$4,400.00	\$4,840.00	10.00%
Commercial/Industrial \$150,001 - \$250,000	\$5,360.00	\$5,895.00	9.98%
Commercial/Industrial \$250,001 - \$350,000	\$6,400.00	\$7,040.00	10.00%
Commercial/Industrial \$350,001 - \$500,000	\$7,320.00	\$8,050.00	9.97%
Commercial/Industrial \$500,001 - \$1,000,000	\$8,000.00	\$8,800.00	10.00%
Commercial/Industrial / Agricultural >\$1,000,000	\$8,000.00	\$8,800.00	10.00%
Complexity per \$100,000 over \$1 million	\$475.00	\$520.00	9.47%
<i>Note: Development levies may apply to commercial building consents. Check with Council.</i>			
BONDS			
Relocatable / Transported Road Bond	\$2,000.00	\$2,200.00	10.00%
Rural / Urban Road Crossing Bond	-	\$5,000.00	-
Urban Footpath Damage Bond	-	\$2,000.00	-
Council Infrastructure Protection Bond	\$800.00	\$5,000.00	525.00%
Water Meter Supply and Install	-	\$430.00	-

(GST inclusive)		2022/23	2023/24	% Increase
BUILDING CONSENT AUTHORITY FEES				
Building Consent Officer	per hour	\$210.00	\$230.00	9.52%
Team Leader	per hour	\$255.00	\$280.00	9.80%
Re-Inspection, for failing to build to plan, revisiting incomplete work, consent documents not on site.	per hour	\$210.00	\$230.00	9.52%
Amendment to Building Consent (reassessment of amended plans). Charges will also apply if the amendment involves additional inspections.	per hour	\$210.00	\$230.00	9.52%
Minor Variation Assessment (half hour BCO and admin)		\$105.00	\$115.00	9.52%
Notice to fix- Inspections and administration per hour		\$210.00	\$230.00	9.52%
Travel Modifier >20km from Waiata House		3%	3%	-
Travel Modifier >40km from Waiata House		5%	5%	-

	(GST inclusive)	2022/23	2023/24	% Increase
COMPLIANCE / TA FUNCTIONS				
Swimming Pool Inspection fee - further charges may apply if multiple visits are required to ensure compliance with safety requirements.		\$165.00	\$165.00	-
Certificate of Acceptance - Building Consent fee for the applicable building work plus actual costs at hourly rate (including inspections), payable prior to issue of certificate.	per hour	\$210.00	\$250.00	19.05%
Compliance Schedule Amendment (includes one inspection and 12A and BWOFF administration) any additional time charged at BSO hourly rate		\$300.00	\$330.00	10.00%
BWOFF Annual Renewal Fee		\$110.00	\$120.00	9.09%
Notice to fix - Inspections and Administration per hour		\$210.00	\$250.00	19.05%
BWOFF Technical Audit (two hours) any additional time charged at BSO hourly rate		\$300.00	\$350.00	16.67%
Earthquake Prone Building Report Review/ Status Confirmation	2 hours	\$330.00	\$350.00	6.06%
Discretionary Exemption from Building Consent Assessment, Sch 1 (2) of the Building Act		\$300.00	\$350.00	16.67%
Application for Certificate of Public Use (CPU) includes inspection		\$300.00	\$350.00	16.67%
Amendment to Building Consent - for a modification or waiver to a building consent (per hour, inspections may incur additional charges)	per hour	\$210.00	\$230.00	9.52%
Building Services Officer (BSO)	per hour	\$170.00	\$190.00	11.76%

(GST inclusive)		2022/23	2023/24	% Increase
BUILDING ADMINISTRATION				
Processing Software Licence (Objective Build)	per consent		\$150.00	
Building Administrator	per hour	\$105.00	\$115.00	9.52%
Certificate of Title		\$30.00	\$30.00	-
BRANZ levy for work of \$20,000 or more	Charge is per \$1,000 or part thereof	\$1.00	\$1.00	-
MBIE Levy – GST inclusive for work of \$20,444 or more	Charge is per \$1,000 or part thereof	\$1.75	\$1.75	-
Administration - Printing charge for issued consents (optional)		\$55.00	\$60.00	9.09%
Processing hardcopy certificate applications		\$105.00	\$115.00	9.52%
Property search fee (Includes download, scanning documents, email, or writing to disc)		\$25.00	\$25.00	-
Annual Building Consent List Mailer (Annual charge - emailed)		\$125.00	\$135.00	8.00%
PHOTOCOPYING				
Black – up to A3	each	\$2.00	\$2.00	-
Colour – up to A3	each	\$5.00	\$5.00	-
Black – up to A0	each	\$20.00	\$20.00	-

Land Information Memorandum (LIM)

	(GST inclusive)	2022/23	2023/24	% Increase
LAND INFORMATION MEMORANDUM (LIM)				
LIM – Standard – ten days		\$310.00	\$341.00	10.00%
LIM – Urgent – five days		\$466.00	\$513.00	10.09%
Certificate of title		\$30.00	\$33.00	10.00%

Planning

(GST inclusive unless stated)	2022/23	2023/24	% Increase
LAND USE OR SUBDIVISION CONSENTS			
Activity	Deposit	Deposit	
Controlled	\$1,250.00	\$1750.00	40.00%
Restricted Discretionary – Non Notified	\$1,500.00	\$2,000.00	33.33%
Restricted Discretionary – Limited Notified	\$1,500.00	\$2,000.00	33.33%
Discretionary	\$1,875.00	\$2,400.00	28.00%
Non Complying	\$2,500.00	\$3,000.00	20.00%
Heritage Items *	Free for heritage work only	Free for heritage work only	
Additional deposit for streamlined decision making on resource consents	\$5,500.00	\$6,050.00	10.00%
Additional deposit for proposals of National Significance on resource consents	\$5,500.00	\$6,050.00	10.00%
Application for change/cancellation of conditions RMA s127	\$500.00	\$750.00	50.00%
Application for extension of consent lapsing time RMA s125	\$500.00	\$750.00	50.00%
Deemed Permitted Boundary/Marginal Activities			
Permitted Boundary Activity (PBA)	\$315.00	\$400.00	26.98%
Certificate of Compliance			
Request for Certificate of Compliance under RMA s139	\$360.00	\$450.00	25.00%
Request for Existing Use Certificate under RMA s139A	\$1,250.00	\$1375.00	10.00%

(GST inclusive unless stated)	2022/23	2023/24	% Increase
Designations and Heritage Orders			
Notice of Requirement	\$5,500.00	\$6,050.00	10.00%
Outline Plan of Works s176A RMA	\$1,250.00	\$1,500.00	20.00%
Minor Alteration to Designation s181(3) RMA	\$1,500.00	\$1,650.00	10.00%
Additional deposit for proposals of National Significance for Designations and Heritage Orders	\$5,500.00	\$6,050.00	10.00%
PLAN CHANGES			
Plan Change Request - prior to decision under RMA Schedule 1 Clause 25 to adopt/accept/reject request	\$5,500.00	\$6,050.00	10.00%
Private Plan Change - where plan change request has been accepted (but not adopted) under RMA Schedule 1 Clause 25	Actual Costs	Actual Costs	
Additional deposit for streamlined Planning Process on Private Plan Changes	\$5,500.00	\$6,050.00	10.00%
Additional deposit for proposals of National Significance on Private Plan Changes	\$5,500.00	\$6,050.00	10.00%
MISCELLANEOUS CERTIFICATES			
S223 Certificate	\$260.00	\$350.00	34.62%
S224 Certificate	\$310.00	\$500.00	61.29%
S226 Certificate	\$360.00	\$400.00	11.11%
Certificate of Compliance (Permitted activity pursuant to Resource Legislation Amendment Act 2017) and Deemed Permitted Boundary/Marginal Activities	\$360.00	\$400.00	11.11%
Cancellation of Building Line Restriction s327A Local Government Act 1974	\$180.00	\$198.00	10.00%
Right of Way approval s348 Local Government Act 1974	\$400.00	\$440.00	10.00%
Cancellation of amalgamation condition s241(3) RMA	\$400.00	\$440.00	10.00%
Revocation of easement s243(e) RMA	\$400.00	\$440.00	10.00%

(GST inclusive unless stated)	2022/23	2023/24	% Increase
PLANNING FEES			
Public Notification	\$2,500.00	\$2,750.00	10.00%
Limited Notification	\$1,500.00	\$1,650.00	10.00%
Pre Hearing	\$510.00	\$561.00	10.00%
Hearing	\$1,500.00	\$1,650.0	10.00%
External Consultancy	Actual cost	Actual cost	-
Post Decision – Requested changes	\$400.00	\$440.00	10.00%
Post Decision – Minor changes	\$180.00	\$198.00	10.00%
FINANCIAL CONTRIBUTIONS - as per Wairarapa Combined District Plan			
Reserves Contributions	Rural 2% of land value (plus GST) Urban 3% of land value (plus GST)	Rural 2% of land value (plus GST) Urban 3% of land value (plus GST)	-
Roading Contributions	Rural 3% of land value (plus GST) Urban 2% of land value (plus GST)	Rural 3% of land value (plus GST) Urban 2% of land value (plus GST)	-

(GST inclusive unless stated)	2022/23	2023/24	% Increase
ADDITIONAL CHARGES			
Note: Pursuant to Section 36, 36 (1) and 36 (3) of the Resource Management Act 1991, Council may require the person who is liable to pay one or more of the above charges, to also pay an additional charge to recover actual and reasonable costs in respect of the matter concerned.			
Planner per hour	\$185.00	\$196.00	5.95%
Senior/Principal Planner/Engineer/Parks and Reserves technical expertise per hour	\$225.00	\$238.00	5.78%
Manager Planning per hour	\$265.00	\$280.00	5.66%
Administration per hour	\$103.00	\$115.00	11.65%
Independent Hearing Commissioner	Actual Costs	Actual Costs	

Infrastructure Contributions

(GST inclusive unless stated)	2022/23	2023/24	% Increase	
The figures below are payable by property owners who are taking up new connections to Masterton urban sewerage and water supply services. The contribution is the 'buy in' price for new joiners that connect to the services. All contributions are payable prior to connection and subdivision developments are subject to the requirements of the Wairarapa Combined District Plan.				
NEW CONNECTION TO MASTERTON URBAN SERVICES				
Water	\$2,000.00	\$2,000.00	-	
Sewer	\$3,000.00	\$3,000.00	-	
This contribution is payable by subdividers/developers under the Wairarapa Combined District Plan, as part of issuing resource consents for new lots. The charge is effectively a joining fee to join the existing network services. For all other new connections the contributions are payable by the owner prior to connection.				
Developers may be required to pay additional contributions depending on their development's assessed impact on the future network upgrade needs, as detailed below:				
The process for remission or waiver of these charges is detailed in section 23 of the Wairarapa Combined District Plan in accordance with the RMA				
Lansdowne (water capacity)	per lot	\$1,108.00	\$1,175.00	6.05%
Stormwater Cashmere	per lot	\$220.00	\$233.00	5.91%
Sewer Cashmere	per lot	\$612.00	\$648.00	5.88%

(GST inclusive unless stated)		2022/23	2023/24	% Increase
NEW CONNECTION TO MASTERTON URBAN SERVICES (continued)				
Solway Crescent	per lot	\$591.00	\$626.00	5.92%
Taranaki Street	per lot	\$252.00	\$267.00	5.95%
South Belt (sewer)	per lot	\$1,035.00	\$1,097.00	5.99%
Upper Plain/Chamberlain Road (Roothing)*	per lot	\$4,574.00	\$4,848.00	5.99%
Kitchener Street extension (Roothing)*	per lot or Residential Equivalent	\$5,080.00	\$5,385.00	6.00%
*These contributions remain interim while the infrastructure costs in these areas are finalised.				
OTHER SCHEMES				
Upper Plain - water (trickle feed off urban supply)	per unit of water	\$3,244.50	\$3,439.00	5.99%
Plus connection costs (restriction valve, backflow valve etc.)				
Other Rural - (metered) connection to Masterton		\$2,340.00	\$2,480.00	5.98%
Plus connection costs (restriction valve, backflow valve etc.)				
Rural – connection to Masterton urban sewer		\$3,354.00	\$3,555.00	5.99%
Airport – cost recovery for South Road and Moncrieff Drive water and wastewater lines	Water additional	\$3,467.00	\$3,467.00	-
	Wastewater additional	\$4,655.00	\$4,655.00	-
Airport - new leases, contribution towards water, wastewater and power in development area	Additional to \$5,000 for water and sewer connections (as referenced above)	\$20,600.00	\$21,836.00	6.00%

	2022/23	2023/24	% Increase
OTHER SCHEMES (Continued)			
Tinui wastewater	\$9,634.00	\$10,212.00	6.00%
Tinui water supply	\$3,457.00	\$3,664.00	5.99%
Castlepoint wastewater	\$5,040.00	\$5,342.00	5.99%
Tauweru water supply	\$4,413.00	\$4,678.00	6.00%
Riversdale Beach wastewater - Original Scheme Area	\$25,445.00	\$26,225.00	3.07%
Riversdale Beach wastewater - Riversdale Terraces	\$16,286.00	\$16,786.00	3.07%

For new subdivisions, or areas not listed above, please contact the Planning team. As part of approved resource consents for new lots in the urban areas of Masterton, subdividers/ developers are required to pay for connections to infrastructure services. The charge is effectively a service connection fee to the existing network services. These charges are payable prior to connection, and approved subdivision developments are subject to the requirements of the Wairarapa Combined District Plan.

Cemetery Charges

(GST inclusive)	2022/23	2023/24	% Increase
PLOT FEES			
Lawn Cemetery Plots			
Child no more than 12 months old	\$201.00	\$220.00	9.45%
Child more than 12 months but less than 10 years	\$378.00	\$415.00	9.79%
All others	\$1,183.00	\$1,300.00	9.89%
Cremations Plots - Berms	\$290.00	\$320.00	10.34%
INTERMENT FEES			
Lawn Cemetery			
Child no more than 12 months	\$203.50	\$225.00	10.57%
Child more than 12 months but less than 10 years	\$631.60	\$695.00	10.04%
All others - Urban cemeteries	\$1,265.00	\$1,390.00	9.88%
All others - Rural cemeteries	\$1,537.70	\$1,690.00	9.90%
Cremations Plot - (Urban)	\$412.00	\$455.00	10.44%
Cremations Plot - (Rural)	\$506.20	\$555.00	9.64%
ADDITIONAL CHARGES			
Out of District fee – Interment (this is an additional cost to the purchase of a lawn or cremation plot)	\$962.00	\$1,060.00	10.19%
Out of District fee – Cremation (this is an additional cost to the purchase of a lawn or cremation plot)	\$400.00	\$440.00	10.00%
Breaking / Removing stone work, concrete	Actual costs	Actual costs	-

(GST inclusive)	2022/23	2023/24	% Increase
ADDITIONAL CHARGES (continued)			
Interments on Saturday, Sunday and Statutory holidays (this fee is additional to regulation charges)	Actual costs or \$530 whichever is greater	Actual costs or \$583 whichever is greater	10.00%
Interments requiring attendance outside core working hours of normal working week (i.e. 0730-1600 hours). These charges are additional to regulation fees	Actual costs plus admin fees	Actual costs plus admin fee	-
Disinterment	Actual costs	Actual costs	-
Availability of soil for hand filling adult plots	\$494.00	\$545.00	10.32%
Removal of headstones and foundation structures	Actual costs	Actual costs	-
Construction of concrete floor, covers or renovation	Actual costs	Actual costs	-
RSA – No charge for Plot or Out of District Fee	Interment fee only	Interment fee only	-

Library Charges

(GST inclusive)		2022/23	2023/24	% Increase
RENTAL CHARGES				
Hot Picks	Three week loan	\$3.00	\$3.00	-
Inter-loans		\$10.00	\$15.00	50.00%
PHOTOCOPYING AND PRINTING				
First five pages black are free	A4 black	\$0.20	\$0.20	-
	A4 colour	\$1.00	\$1.00	-
First five pages black are free	A3 black	\$0.40	\$0.40	-
	A3 colour	\$2.00	\$2.00	-
OTHER				
Fax – New Zealand	first page	\$2.00	\$2.00	-
	additional pages	\$1.00	\$1.00	-
Fax - International	first page	\$3.10	\$3.10	-
	additional pages	\$1.00	\$1.00	-
Scan and email		\$1.00	\$1.00	-
Laminating	A4	\$2.00	\$2.00	-
	A3	\$3.00	\$3.00	-
LATE RETURNS				
Hot Picks	per day	\$1.00	\$1.00	-
Books lost or not returned		replacement cost		

Parking

(GST inclusive)	2022/23	2023/24	% Increase
Parking Meter Charges - per hour	\$1.00	\$1.00	-
PARKING OFFENCE INFRINGEMENTS (No GST)			
P101 Parked within an intersection	\$60.00	\$60.00	-
P102 Parked on or within 6 metres of an intersection	\$60.00	\$60.00	-
P104 Parked on or near a pedestrian crossing	\$60.00	\$60.00	-
P107 Parked on broken yellow lines	\$60.00	\$60.00	-
P108 Parked on area reserved for hire or reward	\$60.00	\$60.00	-
P113 Double parking	\$60.00	\$60.00	-
P117 Inconsiderate parking	\$60.00	\$60.00	-
P105 Prohibited area	\$40.00	\$40.00	-
P109 Parked within 6 metres of bus stop	\$40.00	\$40.00	-
P110 Parked across a vehicle entrance	\$40.00	\$40.00	-
P111 Parked near a fire hydrant	\$40.00	\$40.00	-
P112 Parked between fire hydrant and road marking	\$40.00	\$40.00	-
P114 Incorrect kerb parking – left side of the road	\$40.00	\$40.00	-
P115 Parked on footpath	\$40.00	\$40.00	-
P119 Parked on loading zones or EV charging spaces/zones	\$40.00	\$40.00	-
P120 Incorrect angle parking	\$40.00	\$40.00	-
P969 Parked on disabled car parks with permit not showing	\$150.00	\$150.00	-
P821 Parked across a line marking a space	\$40.00	\$40.00	-

(GST inclusive)		2022/23	2023/24	% Increase
METER/ TIME LIMIT INFRINGEMENTS				
Not more than 30 minutes		\$12.00	\$12.00	-
More than 30 minutes but not more than one hour		\$15.00	\$15.00	-
More than one hour but not more than two hours		\$21.00	\$21.00	-
More than two hours but not more than four hours		\$30.00	\$30.00	-
More than four hours but not more than six hours		\$42.00	\$42.00	-
More than six hours		\$57.00	\$57.00	-
OTHER				
'No parking' sign	per day	\$20.00	\$20.00	-

Concession Fees

(GST inclusive)		2022/23	2023/24	% Increase
AIRPORT EVENTS				
Airport event requiring closure of airfield	per event (e.g. Wings Over Wairarapa)	\$7,725.00	\$8,190.00	6.02%
Airport event restricting airfield use	per event (e.g. SVA air show)	\$774.00	\$820.00	5.94%
Airport event allowing normal use of airfield	per event	\$258.00	\$275.00	6.59%
BONDS				
Commercial and non-commercial	Dependent on level of impact and displacement to other users as assessed by Council or its agents	\$200 to \$2,000	\$200 to \$5,000	
CONCESSIONS				
Concession for use of area/ space reservation in Reserve* (Mobile traders/ Hawkers/ Vendors/ Amusements)	application fee	\$53.00	\$56.20	6.04%
	plus per day or part day or part thereof for up to 10sqm area	\$21.00	\$22.25	5.95%
*Extended area by negotiation; Extended time (Lease / Licence) by negotiation; Open Tender for competing concessionaires				
Commercial Filming/ Photography in Reserve	day or part thereof	\$265.00	\$281.00	6.04%

Trade Waste Charges

(GST exclusive)	2022/23	2023/24	% Increase
<p>These charges are split into three types:</p> <ul style="list-style-type: none"> - An application fee - An annual consent fee and - Fee based on flow and strength if discharges reach the trigger point as defined in schedule 1 of the council's trade waste bylaw. <p>All trade waste charges are additional to the sewerage rates paid.</p>			
APPLICATION FEES			
Small discharges	\$193.60	\$213.00	10.02%
Medium discharges	\$365.70	\$402.30	10.01%
Large discharges	\$708.60	\$779.50	10.01%
TRADE WASTE CONSENT FEES			
Small (controlled)	\$251.00	\$276.10	10.00%
Small (conditional)	\$505.40	\$555.90	10.99%
Medium (controlled)	\$854.70	\$940.20	10.00%
Medium (conditional)	\$1,364.50	\$1,501.00	10.00%
Large (controlled)	\$1,837.50	\$2,021.30	10.00%
Large (conditional)	\$2,576.10	\$2,833.70	10.00%
Large users over Schedule 1 triggers charged per flow strength and solids as follows:			
Flow (per cubic m)	\$0.81	\$0.90	11.11%
Biological Oxygen Demand (BOD) (kg)	\$2.36	\$2.60	10.17%
Suspended Solids (SS) (kg)	\$2.12	\$2.35	10.85%
Additional inspections (per hour)	\$108.70	\$119.60	10.03%
Septage waste (to sewer) per tonne	\$75.00	\$82.50	10.00%

Environmental Health and Licensing

(GST inclusive)		2022/23	2023/24	% Increase
FOOD REGISTRATION				
New Application for registration of food control plan based upon: a template issued by MPI or a new business subject to a national programme	Fixed fee includes up to three hours to process registration	\$300.00	\$330.00	10.00%
	per hour for every additional hour	\$125.00	\$135.00	8.00%
Application for renewal or amendment of food control plan or national programme.	Fixed fee includes up to one hour to process application	\$125.00	\$135.00	8.00%
	per hour for every additional hour	\$125.00	\$135.00	8.00%
Verification				
Verification food premises including booking of appointments, checking prior history, travel time, actual on-site time, completing reports and recording system entries. Also covers any follow up verification site visits to check remedial action	fixed fee up to 3.5 hours	\$350.00	385.00	10.00%
	For every additional hour	\$125.00	\$135.00	8.00%
Verification - Out of routine hours				
Verification food premises including booking of appointments, checking prior history, travel time, actual on-site time, completing reports and recording system entries. Also covers any follow up verification site visits to check remedial action	Fixed Fee up to 3.5 hours	\$545.00	\$600.00	10.09%
	For every additional hour	\$175.00	\$190.00	8.57%

(GST inclusive)		2022/23	2023/24	% Increase
Compliance and Monitoring				
Complaint driven investigation resulting in issue of improvement notice by Environmental Health officer; or application for review of issue of improvement notice; or monitoring of food safety and suitability; or failure to comply with corrective action request within agreed timeframe.	Hourly rate for each compliance and monitoring activity (minimum half hour charge)	\$125.00	\$135.00	8.00%
Inspection/compliance fee by officer	per hour	\$125.00	\$135.00	8.00%
Hourly rate above programmed work		\$125.00	\$135.00	8.00%
LICENSING YEAR FOR HEALTH ACT AND BYLAW REGISTRATION IS 1 APRIL TO 31 MARCH				
Application for registration of premises (Health Act 1956 and Bylaws)	Fixed fee includes up to two hours to process registration and site visit	\$200.00	\$220.00	10.00%
Annual Registration:				
Beauticians, Nail Technicians, Tattooists and Skin Piercer - Secondary business activity (chemists/beauty therapy services in conjunction with another activity)		\$75.00	\$80.00	6.67%
Beauticians, Nail Technicians, Tattooists and Skin Piercer - Sole business activity e.g. Beauty Therapy Clinics.		\$175.00	\$190.00	8.57%
Annual registration - Camp ground		\$200.00	\$220.00	10.00%
Annual registration - Hairdressers		\$175.00	\$190.00	8.57%
Annual registration - Offensive trades		\$175.00	\$190.00	8.57%

(GST inclusive)		2022/23	2023/24	% Increase
Annual Registration (continued):				
Annual registration - Funeral directors		\$175.00	\$190.00	8.57%
Transfers/change of operator (offensive trade, camping ground, funeral director, hairdresser and beauty therapists, tattooists, skin piercers)		\$150.00	\$165.00	10.00%
Administration charge minimum 1 hour - e.g. on invoice and requests		\$55.00	\$60.00	9.09%
Further notes				
Application for refund of an annual registration fee must be in writing, 50% of total fee retained for administration/inspection, 50% of total fee refunded on a monthly pro-rata basis.				
The initial verification fixed fee is based on an initial estimate of time. The actual officer time will be subject to the size, complexity, level of compliance and the readiness of the business.				
The registration frequency for national programmes (NPs) is every two years.				
Food registration periods may be extended as per section 51(1) (b) and charged pro-rata for the extended portion.				
The verification frequency for high performing operators on FCP may extend to every eighteen months, further reducing compliance costs for food operators. Verification for businesses on national programme may also be extended to 24 months. Businesses on national programme one (businesses such as coffee carts) will only need to be verified once if there are no changes to the operation.				
LICENCES				
Application for Gambling Venue consent	plus charges	\$350.00	\$385.00	10.00%
Hawker's licence	per annum	\$175.00	\$190.00	8.57%
Itinerant trader (including inspection fee)	per annum	\$350.00	\$385.00	10.00%
Duplicate licence		\$35.00	\$40.00	14.29%

(GST inclusive)		2022/23	2023/24	% Increase
LICENCES (continued)				
Street stall – licence	per week	\$35.00	\$40.00	14.29%
Taxicab stand	per annum	\$175.00	\$190.00	8.57%
Pie cart stand - site licence	per week	\$50.00	\$55.00	10.00%
Boarding House	per annum	\$100.00	\$110.00	10.00%
RESOURCES				
Food Act 2014 Resources		Actual cost plus 15%	Actual cost plus 15%	
NOISE CONTROL				
Noise control charges (Return of seizure equipment) – (Per Callout to Property)		\$95.00	\$105.00	10.53%
Security/ Fire alarm disconnection		Actual cost plus 10%	Actual cost plus 10%	
BYLAWS				
Grazing permit (three months)		\$29.00	30.00	3.45%
Removal of refuse		Actual cost plus 15%	Actual cost plus 15%	
RETURN OF SEIZED SKATEBOARD				
First offence	7 day impoundment	7 day impoundment	7 day impoundment	-
Second offence	7 day impoundment plus return fee	\$46.00	\$50.00	11.50%
Third and subsequent seizures	7 day impoundment plus return fee	\$86.00	\$95.00	10.50%

(GST inclusive)		2022/23	2023/24	% Increase
ABANDONED VEHICLES				
Removal urban		\$300.00	\$330.00	10.00%
Additional charges for storage and costs for rural collection		Actual Cost	Actual Cost	-
ADMINISTRATION CHARGE				
Administration charge minimum of one hour	per hour	\$55.00	\$60.00	9.09%

Existing Transport

(GST inclusive)	2022/23	2023/24	% Increase	
CORRIDOR ACCESS REQUEST FEES (CAR)				
Minor CAR (including events, standard vehicle crossings)	\$160.00	\$170.00	6.25%	
Major CAR/project	\$360.00	\$382.00	6.11%	
Generic/Global CAR	\$660.00	\$700.00	6.06%	
MISCELLANEOUS CAR FEES				
Non-conformance notice	\$230.00	\$244.00	6.09%	
WAP (Works Access Permit) Extension	\$50.00	\$53.00	6.00%	
Extra site inspections	\$110.00	\$117.00	6.36%	
STAFF FEES				
TTM auditors per hour	\$120.00	\$127.00	5.83%	
Corridor Officer per hour	\$113.00	\$120.00	6.19%	
Roading Engineer per hour	\$180.00	\$191.00	6.11%	
OTHER				
Rural Rapid Property numbering	Initial	\$45.00	\$48.00	6.67%
	Replacement	\$17.00	\$18.00	5.88%

Transfer Station

(GST inclusive unless stated)		2022/23	2023/24	% Increase
NURSERY ROAD				
Waste to landfill prices include the Waste Levy at \$30 per tonne				
DOMESTIC PRICES – LOAD SIZE				
Green Waste to Composting				
Car boot or SUV (up to 100kg)	per load*	\$5.90	\$6.30	6.78%
Small Trailer, Van, Ute (up to 1.8m x 1.2m x 0.4m high or up to 250kg)	per load*	\$14.50	\$15.40	6.21%
Large Trailer, Van, Ute (up to 1.8m x 1.2m x 0.8m high or up to 500kg)	per load*	\$19.30	\$20.50	6.22%
Large truck (up to six tonne) - Weigh In/Out (Min \$26 charge per load)	per tonne (+GST)	\$64.00	\$67.80	5.94%
* Council reserves the right to weigh any loads				
Refuse to Transfer Station				
Official Masterton District Council 'Blue Bag'	Prepaid	No Gate Charge	No Gate Charge	-
Bags – any other bag (up to 30kg)*	per bag	\$7.80	\$8.70	11.54%
Car boot or SUV (up to 100kg)*	per load	\$29.00	\$32.50	12.07%
Small Trailer, Van, Ute (up to 1.8m x 1.2m x 0.4m high or up to 250kg)*	per load	\$68.20	\$76.40	12.02%
Large Trailer, Van, Ute (up to 1.8m x 1.2m x 0.8m high or up to 500kg)*	per load	\$89.50	\$100.20	11.96%

(GST inclusive unless stated)		2022/23	2023/24	% Increase
Refuse to Transfer Station (continued)				
Large truck (up to six tonne) - Weigh In/Out	per tonne (excluding GST)	\$246.00	\$275.00	11.79%
* Council reserves the right to weigh any loads and charge per tonne, minimum charge \$26				
Council Bags – recommended retail price	per bag	\$4.00	\$4.50	12.50%
COMMERCIAL PRICES				
General Refuse	per tonne	\$246.00	\$275.00	11.79%
Construction/demolition refuse	per tonne	\$246.00	\$275.00	11.79%
Tyres (more than four tyres)	per tonne	\$610.00	\$670.00	9.84%
Tyres (car and 4WD only)	each incl GST	\$4.40	\$4.80	9.09%
Tyres (car and 4WD, on rims)	each incl GST	\$5.50	\$6.10	10.91%
Tyres Truck	each incl GST	\$8.25	\$9.10	10.30%
Grease Trap and Special Waste (for burial)	per tonne	\$246.00	\$275.00	11.79%
Sump Waste	per tonne	\$56.00	\$61.60	10.00%
Sawdust	per tonne	\$246.00	\$275.00	11.79%
Septic tank waste (to sewer) liquid	per tonne	\$75.00	\$82.50	10.00%
Poultry e.g. egg waste (to sewer)	per tonne	\$671.00	\$738.10	10.00%
Cleanfill (weighed)	per tonne	\$6.90	\$17.50	153.62%
Recyclable materials		No charge	No charge	-
E-Waste		No charge	New charges proposed – refer to the Consultation Document	

(GST inclusive unless stated)		2022/23	2023/24	% Increase
RURAL RECYCLING TRANSFER STATION FACILITIES – LOAD SIZE				
Green Waste to Composting				
Car boot or SUV (up to 100kg)	per load	\$6.50	\$7.00	7.69%
Small Trailer, Van, Ute (up to 1.8m x 1.2m x 0.4m high or up to 250kg)	per load	\$14.50	\$15.40	6.21%
Large trailer (up to 500kg) /medium truck (less than 2 tonne)	per tonne (estimated)	\$78.00	\$82.70	6.03%
Large truck (up to six tonne) Min \$26 charge per load	per cubic metre (estimated)	\$65.00	\$68.90	6.00%
Refuse to Transfer Station				
Official Masterton District Council 'Blue Bag'	Prepaid	No Gate Charge	No Gate Charge	-
Bags – any other bag (up to 30kg)*	per bag	\$8.00	\$10.00	25.00%
Car boot or SUV (up to 100kg)*	per load	\$27.00	\$33.00	22.22%
Small Trailer, Van, Ute (up to 1.8m x 1.2m x 0.4m high or up to 250kg)*	per load	\$62.00	\$76.50	23.39%
Large Trailer, Van, Ute (up to 1.8m x 1.2m x 0.8m high or up to 500kg)*	per tonne (estimated)	\$255.00	\$316.00	23.92%
Large truck (up to six tonne)	per cubic metre (estimated)	\$95.00	\$117.00	23.16%

Water and Wastewater Services Charges

Activity	(excluding GST)	2022/23	2023/24	% Increase
Joint connection		Contract Price Plus \$176 processing and inspection fee for each application	Contract Price Plus \$194 processing and inspection fee for each application	10.00%
20mm water and 100mm sewer				
Drainage				
Sewer connection 100mm				
Sewer connection over 100mm				
Keeping sewer connection in repair				
Water Supply				
20mm water connection				
Larger than 20mm connection				
Renewing 20mm connection				
Renewing larger than 20mm connection				
Keeping service pipe in repair				
Disconnection of water supply				
Reconnection of water supply				
Installing water meter				
<p>*Connection work may include (but is not limited to) pipe work, testing and disinfection, manifold (back flow preventer), service box (toby), water meter, flow control system (if required), attendance by the Council's contractor at the time of connection to the water mains, a NZ Transport Agency permit for trenching (if required), a Corridor Access Request for reinstatement of the road and other disturbed infrastructure, relocation of any other services, and any other related work.</p>				

		2022/23	2023/24	% Increase
WATER BY METER - URBAN WATER SUPPLY				
Up to 50,000 litres per three months	excl GST	\$58.26	\$61.76	6.01%
	incl GST	\$67.00	\$71.02	
50,000 to 100,000 litres per three months per 1,000 litres	excl GST	\$1.42	\$1.51	6.34%
	incl GST	\$1.63	\$1.74	
Over 100,000 litres per three months per 1,000 litres	excl GST	\$1.83	\$1.94	6.01%
	incl GST	\$2.10	\$2.23	
2,000 to 20,000 litres in same load (tanker) per 1,000 litres	excl GST	\$2.24	\$2.37	5.80%
	incl GST	\$2.58	\$2.73	
* Increase in metered water charges is in line with the increase in water rates on Masterton urban properties.				

Housing for the Elderly

	(Nil GST)	2022/23 Rent Per Week	2023/24 Rent Per Week	% Increase
PANAMA VILLAGE				
25 x Bedsitters		\$102.00	\$108.00	5.88%
15 x One Bedrooms		\$108.00	\$115.00	6.48%
4 x One Bedrooms (double)		\$114.00	\$121.00	6.14%
LAURENT PLACE				
8 x Bedsitters		\$98.00	\$104.00	6.12%
4 x One Bedrooms		\$105.00	\$112.00	6.67%
6 x One Bedroom Houses (double)		\$115.00	\$122.00	6.09%
BODMIN FLATS				
8 x Bedsitters		\$98.00	\$104.00	6.12%
TRURO FLATS				
6 x One Bedrooms		\$105.00	\$112.00	6.67%
4 x Garages		\$15.00	\$15.00	-

7.5 RATES RESOLUTION 2023-2024

File Number:

Author: David Paris, Manager Finance

Authoriser: David Hopman, Chief Executive

PURPOSE

The purpose of this report is to set rates, due dates and penalty dates for the 2023/2024 year.

RECOMMENDATIONS

That Council

- (i) Receives the *Rates Resolution 2023-2024* Report
- (ii) having adopted its 2023-24 Annual Plan, sets the rates, due dates for payment and penalties regime for the 2023/2024 financial year as follows:

2023-24 MASTERTON DISTRICT COUNCIL RATES RESOLUTION

That, pursuant to the Local Government (Rating) Act 2002, the Masterton District Council, hereby sets the rates and charges as set out in this resolution in respect of rateable properties in the Masterton District for the period of one year commencing on 1st July 2023 and ending on 30th June 2024

The Council has adopted its 2023-24 Annual Plan, including a Rating Funding Impact Statement for 2023-24. The Rating Funding Impact Statement contains definitions of "Rural rating area", "Urban rating area" and "differential groups U1, U2 and R1" and "separately used or inhabited part of a rating unit". The resolution below will enable the Council to generate rating revenue to fund the services and activities as outlined in the 2023-24 Annual Plan.

RATES HEREBY SET IN THE DISTRICT:

Rates quoted are per dollar of land or capital value and are listed inclusive of GST.

GST has been added at the prevailing rate of 15%.

Total dollars being raised are also stated inclusive of GST and have generally been rounded to nearest \$1,000.

All section references are references to the Local Government (Rating) Act 2002.

1. TARGETED RATES SET ACROSS THE DISTRICT

A series of targeted, differential rates set under section 16(3)(a) and (4)(b) will be set as described:

1.1 **ROADING RATE** – per dollar of **land value** as follows:

U1	(0.001463 per dollar of land value) raising	\$2,706,000
U2	(0.002926 per dollar of land value) raising	\$ 817,000
R1	(0.001544 per dollar of land value) raising	\$4,087,000
	Total	<u>\$7,610,000</u>

1.2 **REPRESENTATION & DEVELOPMENT RATE** – per dollar of **capital value** as follows:

U1	0.000638 per dollar of capital value raising	\$2,770,000
U2	0.001276 per dollar of capital value raising	\$ 764,000
R1	0.000254 per dollar of land value raising	\$1,026,000
	Total	<u>\$4,560,000</u>

1.3 **REGULATORY SERVICES RATE** – per dollar of **capital value** as follows:

U1	(0.000546 per dollar of capital value) raising	\$2,370,000
U2	(0.001092 per dollar of capital value) raising	\$ 654,000
R1	(0.000218 per dollar of capital value) raising	\$ 878,000
	Total	<u>\$3,902,000</u>

1.4 **SUNDRY FACILITIES & SERVICES RATE** – per dollar of **capital value** as follows:

U1	(0.000512 per dollar of capital value) raising	\$2,224,000
U2	(0.001024 per dollar of capital value) raising	\$ 613,000
R1	(0.000219 per dollar of capital value) raising	\$ 885,000
	Total	<u>\$3,722,000</u>

2. TARGETED UNIFORM CHARGE (TUC)

A differential targeted rate [referred to as a Targeted Uniform Charge in the Funding Impact Statement] set in accordance with section 16(3)(a) and (4)(b) on each separately used or inhabited part of a rating unit, with a differential between urban and rural properties based on allocation of costs between rating areas, as detailed in the Revenue & Financing Policy and as follows:

U1 & U2	\$398.00 per part of rating unit, raising	\$4,023,000
R1	\$576.00 per part of rating unit, raising	\$2,316,000
	Total	<u>\$6,339,000</u>

3. TARGETED CIVIC AMENITIES RATE

A differential targeted rate set under sections 16(3)(b) and (4)(b), assessed in the urban rating area only, for civic amenities costs allocated to that area as per the Revenue and Financing Policy and as follows:

Civic Amenities Rate – per dollar of **capital value** as follows:

U1	0.000664 per dollar of capital value raising	\$2,885,000
U2	0.001328 per dollar of capital value raising	\$ 795,000
	Total	<u>\$3,680,000</u>

4. TARGETED UNIFORM ROADING CHARGE (ROADING CHARGE)

4.1 A differential targeted roading charge will be set in accordance with sections 16(3)(a) and (4)(b) 17 and 18. This rate is in addition to the (land value) Roading Rate, and will be set on each separately used or inhabited part of a rating unit.

4.2 The Uniform Roading Charge will be as follows:

U1& U2	\$ 76.00 per part of rating unit, raising	\$ 768,000
R1	\$ 437.00 per part of rating unit, raising	\$1,757,00
	Total	<u>\$2,525,000</u>

5. TARGETED URBAN WATER SUPPLY RATES AND CHARGE

Targeted on a Uniform Basis and a Capital Value Rate

5.1 According to sections 16(3)(b) and (4)(a) and (4)(b), and 19, a differential targeted Capital Value Rate applying to connected and serviceable rating units (excluding those rural properties charged by metered rate) plus a Uniform Charge for water supply for each separately used or inhabited part of a rating unit throughout the serviced area where the rating unit is connected to the Masterton urban water supply scheme.

Note: urban connected properties will be liable for both rates, rural connected properties will be liable for the uniform charge and a volume-based charge (as per 5.3 below).

5.2 The rates are as follows:

UNIFORM WATER SUPPLY CHARGE

(i)	Connected	\$ 129.00	Raising	\$ 1,298,000
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WATER SUPPLY RATE (with Differential) - per dollar of **capital value** will be:

U1 & R1	0.000680 per dollar of capital value raising	\$2,992,000
U2	0.001360 per dollar of capital value raising	\$ 898,000
	Total	<u>\$3,890,000</u>

The Rate and the Charge raising a total of \$ 5,188,000

Metered Water Supply

- 5.3 A targeted rate for water supplied to metered rural and out-of-district properties from the urban water supply, based on volumes of water supplied through water meters (and in addition to the Water Supply Charge in 5.2 above).
- 5.4 The metered rates are as follows:
- (i) Minimum charge for use per quarter for 50 cubic mtrs or below **\$71.00**
 - (ii) Price per cubic mtr for consumption between 50 and 100 cubic mtrs
per quarter **\$1.74**
 - (iii) Price per cubic mtr for consumption over 100 cubic mtrs
per quarter **\$2.23**

6. TARGETED URBAN SEWERAGE RATES AND CHARGE

Targeted on Uniform Basis and Capital Value Rate

- 6.1 According to sections 16(3)(b) and (4)(a) and (b), 17, and 18 Council will set a targeted capital value rate on connected and serviceable rating units, plus a uniform charge for sewerage disposal for each separately used or inhabited part of a rating unit throughout the Masterton serviced area where rating units are connected to the urban sewerage system.

Note: connected properties will be liable for both rates.

- 6.2 The rates are:

UNIFORM SEWERAGE CHARGE

- (i) Connected **\$ 219.00** Raising \$ 2,166,000

SEWERAGE RATE (with Differential) - per dollar of **capital value** will be:

U1 & R1	0.001126 per dollar of capital value raising	\$ 4,983,000
U2	0.002252 per dollar of capital value raising	<u>\$ 1,486,000</u>
	Total	\$ 6,469,000

The Rate and Charge raising a total of \$ 8,635,000

7. TARGETED RECYCLING COLLECTION CHARGE

7.1 According to sections 16(3)(b) and (4)(a), a uniform targeted rate for kerbside recycling collection on the following basis:

- (i) Urban – on every separately used or inhabited part of a rating unit situated within the urban area of Masterton to which Council is prepared to provide the service;
- (ii) Rural – on every separately used or inhabited part of a rating unit situated within the rural area of Masterton to which Council is prepared to provide the service.

7.2 The uniform charge will be: **\$88.00** Raising \$ 872,000

8. RURAL TARGETED SERVICES RATES & CHARGES

According to sections 16(3)(b) and (4)(a), the Council will set:

8.1 A targeted rate for the **Opaki Water Race** on each rating unit serviced by the Opaki Water Race.

The land value rate for 2023-24 is: **\$0.001652**

Raising a total of \$ 76,000

8.2 A targeted rate for the **Tinui Water Supply** on each connected rating unit.

The uniform targeted charge for 2023-24 is: **\$529.00**

Raising a total of \$ 16,000

8.3 A targeted rate for the **Riversdale Beach Sewerage Scheme** on each assessed residential equivalent (RE) (based on Sch 3, cl 8 of the LG (Rating) Act 2002) of each connected rating unit (including those that will be connected during the year).

The uniform targeted charge for 2023-24 is: **\$670.00** per RE

Raising a total of \$ 272,000

8.4 A targeted rate for the **Riversdale Beach Sewerage Scheme** on each serviceable, but not connected rating unit within the serviced area of the scheme.

The targeted uniform charge for 2023-24 is: **\$155.00**

Raising a total of \$ 10,000

8.5 Riversdale Beach Sewerage Capital Contributions

Based on the Capital Project Funding Plan adopted in 2010, targeted rates for the Riversdale Beach Community Sewerage Scheme (RBCSS) capital contributions for the 2023-24 year will be charged on the basis of connected residential equivalents (REs) within the scheme area, on those properties that elected the 20 year time payment option, or were defaulted to that option, payable via property rates.

A **RBCSS 20 Year time payment** charge per residential equivalent connection for 2023-24 (year 14 of 20) of **\$1,643.40**

Estimated to be charged on 31.9 REs, raising a total of \$ 52,000

- 8.6 Targeted rates for the **Tinui Sewerage Scheme** for the 2023-24 year, on the basis of connected rating units and elected capital contributions. There will be three separate rates as follows:

The **Tinui Sewerage Operating Costs** rate per connected rating unit (and including Tinui School as 5 connections based on assessed usage) for 2023-24 is: **\$525.00**

Raising a total of \$10,000

The **Tinui Sewerage Part Capital Contribution (stage 1)** rate per connection for 2023-24 (year 18 of 20) is: **\$212.50** (1 property will be charged this sum, which meets their capital contribution spread over 20 years).

The **Tinui Sewerage Part Capital Contribution (stage 1 & 2)** rate per connection for 2023-24 (year 18 of 20) is: **\$744.50** (7 properties will be charged this sum, which meets their capital contribution spread over 20 years).

Raising a total of \$5,000

- 8.7 A targeted rate, known as the **Beach Refuse & Recycling Collection Charge**, on those rating units in the Riversdale Beach and Castlepoint localities to which the Council is prepared to provide refuse bag and recycling collection services:

Targeted uniform charge for 2023-24 is: **\$240.00**

Raising a total of \$ 125,000

- 8.8 A targeted rate for the **Castlepoint Sewerage Scheme** on each rating unit connected to the scheme:

Targeted uniform charge for 2023-24 is: **\$620.00**

Raising a total of \$ 127,0000

- 8.9 A targeted rate known as the **Sewage Treatment Charge** on each connected rating unit in the rural area discharging effluent from septic system outflows to the urban sewerage system and including Rathkeale College assessed as 50 residential equivalents based on estimated flow volumes.

The targeted uniform charge is: **\$525.00** per residential equivalent

Raising a total of \$36,000

9. OUT-OF-DISTRICT WATER & WASTEWATER/SEWERAGE CHARGES

Council proposes to set the following charges (to be levied by Carterton District Council) for non-metered water supply and wastewater/sewerage services which are supplied to properties in the Carterton District on the following basis:

- (i) Water supply – per dollar of Capital Value will be \$0.001360 (applied to rating units connected and not metered) plus a Uniform Water Charge of \$129.00 on all connected rating units.
- (ii) Sewerage – per dollar of Capital Value at \$0.002252 on all serviceable rating units, plus a Uniform Sewerage Charge of \$219.00 on all connected rating units.
- (iii) Trade Waste bylaw charges (as listed in the schedule of fees and charges) if Trade Waste Charges are applicable,

10. GOODS & SERVICES TAX (GST)

GST has been added to the rates at the prevailing rate of GST and will be included in each instalment notice/tax invoice when it is raised.

11. INSTALMENTS, PENALTIES

Invoice Dates and Due Dates: There will be four instalments for rates assessed as follows:

		<u>Month of Invoice</u>	<u>Last Day to Pay</u>
(i)	1 st instalment	July 2023	21 st August 2023
(ii)	2 nd instalment	October 2023	20 th November 2023
(iii)	3 rd instalment	January 2024	20 th February 2024
(iv)	4 th instalment	April 2024	20 th May 2024

Penalty Charges - Pursuant to section 57 and 58(1)(a) a penalty as listed below will be added to such part of each instalment of rates which remain unpaid on the due date as follows:

		<u>Penalty %</u>	<u>Date Penalty Added</u>
(i)	1 st instalment	10%	22 nd August 2023
(ii)	2 nd instalment	10%	21 st November 2023
(iii)	3 rd instalment	10%	21 st February 2024
(iv)	4 th instalment	10%	21 st May 2024

Penalty on Arrears - Pursuant to section 58(1)(b)(ii) an additional penalty of 10% will be added to all rates outstanding as at 30 June 2023 and remaining unpaid as at 6th July 2023. The penalty will be applied on 7th July 2023.

Roundings - The Rates Statements will be subject to roundings. The rates due will be calculated to the nearest cent but rounded to the nearest 10 cents for ease of payment.

CONTEXT

The Local Government (Rating) Act 2002 (the Act) requires Council to adopt, by Council resolution, the rates it intends to set for the financial year. The rates for 2023/2024 can only be set once Council has adopted its 2023-2024 Annual Plan which includes the Funding Impact Statement for 2023-24.

The resolution must also include (instalment) due dates for payment. The Act permits Council to apply penalties of up to 10% for payments not received by the due dates and for any arrears of previous year's rates. The penalty amount and dates must also be set by Council resolution.

The Act also requires that within 20 working days after making a resolution, the resolution must be made publicly available on the Council's internet site.

Strategic Policy and Legislative Implications

The statutory procedure for setting rates is contained in the Local Government (Rating) Act 2002 Section 23(1) and (2) which states as follows:

23 Procedure for setting rates

- 1) *Rates must be set by a resolution of the local authority.*
- 2) *Rates set by a local authority must—*
 - a) *relate to a financial year or part of a financial year; and*
 - b) *be set in accordance with the relevant provisions of the local authority's long term plan and funding impact statement for that financial year'*

The requirement to have an LTP is outlined in Section 93 of the Local Government Act 2002. The content of the LTP is set out in Part 1 of Schedule 10 of the Local Government Act 2002. The Funding Impact Statement for 2023/2024 is included in the 2023-24 Annual Plan. Clause 15 of Schedule 10 details the requirements for that Funding Impact Statement.

Section 24 of the Local Government (Rating) Act 2002 requires that details of the rating period and payment dates be included in the resolution:

24 Due date or dates for payment

A local authority must state, in the resolution setting a rate,—

- a) *the financial year to which the rate applies; and*
- b) *the date on which the rate must be paid or, if the rate is payable by instalments, the dates by which the specified amounts must be paid.*

Significance, Engagement and Consultation

Under Council's Significance and Engagement Policy, a decision in accordance with the recommendation is considered to have a high degree of significance.

Council consulted on the 2023-24 Annual Plan and changes have been made to the underlying budgets that the consultation document was based on. Members of the community made submissions as part of the consultation process and their views were taken into account by the Council.

Financial Considerations

The revenue generated from the rates that are set in this resolution, reflect the rates funding required in the Annual Plan budgets for 2023-2024. The Council will use the revenue that is generated to fund the services it delivers, as defined in the LTP. Rates are set according to statute, so correct procedure must be followed. If the rates resolution is not adopted, rates cannot

be levied and the activities and levels of service in the 2023-24 Annual Plan (Year 3 of the 2021-31 LTP) won't be fully funded.

Treaty considerations/Implications for Māori

No implications specific to Māori have been identified in relation to the recommendation to set the rates for the 2023/2024 year as per the 2023-24 Annual Plan. However, the projects and work programmes included in the Annual Plan will benefit Māori, along with other members of our community.

Communications/Engagement Plan

Council must, within 20 working days after resolving to set the rates for the year, make the resolution publicly available on its website. A copy of the 2023-2024 Annual Plan will be available within one month of adoption, as required by legislation.

Environmental/Climate Change Impact and Considerations

There are no direct environmental impacts/considerations relating to the decision to set the rates as per the 2023-24 Annual Plan. However, the Plan does include projects that take action to address environmental challenges including water resilience and climate change initiatives.

ATTACHMENTS

Nil

8 REPORTS FOR INFORMATION

8.1 AUDIT REPORT FOR THE YEAR ENDED 30 JUNE 2022

File Number:

Author: David Paris, Manager Finance

Authoriser: David Hopman, Chief Executive

PURPOSE

To provide the Council with the auditor's report on the recently completed audit of the Annual Report for the year ended 30 June 2022. The report was not available for the Audit and Risk Committee meeting in May. At Council's request this report is provided at the earliest opportunity.

EXECUTIVE SUMMARY

The Council's auditors, Audit New Zealand, undertook their audit spanning the months of February 2023 to May 2023. They were able to conduct their work largely off-site with information exchanged via an Audit Dashboard cloud software tool.

The audit work was completed on 24 May 2023 when the Annual Report was adopted. That adoption date was outside the statutory deadline for adoption which was 31 December 2022. The delays with the audit were the subject of reports to the last two Audit and Risk Committee meetings.

The report notes the issuing of an unmodified audit opinion and concludes that the overall control environment is effective. They highlight four new issues for the Council to note. The report allows for the inclusion of a management comment in response to the issues raised and these have been added. None of the issues are flagged by the auditor as 'urgent'.

The report is attached (see Attachment 1)

RECOMMENDATION

That Council **receives** the Auditor's Report to the Council on the audit of Masterton District Council for the year ended 30 June 2022;

ATTACHMENTS

1. Attachment 1 Report on the Audit for the year ended 30 June 2022 [!\[\]\(c25df6c57dccd81095d14ed16c5e6013_img.jpg\) !\[\]\(427093379526118120820e4db9055b93_img.jpg\)](#)

AUDIT NEW ZEALAND
Mana Arotake Aotearoa

Report to the Council on the audit of

Masterton District Council

For the year ended 30 June 2022

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Key messages

We have completed the audit for the year ended 30 June 2022. This report sets out our findings from the audit and draws attention to areas where the Masterton District Council (the District Council) is doing well and where we have made recommendations for improvement.

Audit opinion

We issued an unmodified audit opinion dated 24 May 2023.

Our audit opinion includes an emphasis of matter paragraph in relation to the uncertainty of impacts and developments relating to the water services reform programme. We elaborate on this in section 2.1 of this report.

Assessment of the control environment

Based on our audit work completed, our conclusion is that the overall control environment is effective for the purposes of our audit.

Matters identified during the audit

In our Audit Plan we identified areas that we consider to be a significant risk or specific areas of audit focus for the 2021/22 audit. We conclude on these areas in section 4 of this report.

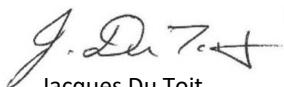
We have identified several new issues and related recommendations for reporting to the Council:

- Lack of segregation of duties in expenditure system.
- Sensitive expenditure approvals not within delegation or does not align with good practice.
- Frequency of review of useful lives of fixed assets not compliant with standards.
- Non-compliance with legislative requirements.

We elaborate on these areas in section 3 of this report.

Thank you

We would like to thank the Council, management and staff for their assistance during the audit.



Jacques Du Toit
Appointed Auditor
23 June 2023

1 Recommendations



Our recommendations for improvement and their priority are based on our assessment of how far short current practice is from a standard that is appropriate for the size, nature, and complexity of your business. We use the following priority ratings for our recommended improvements.

Priority	Explanation
Urgent	Needs to be addressed <i>urgently</i> These recommendations relate to a significant deficiency that exposes the District Council to significant risk or for any other reason need to be addressed without delay.
Necessary	Address at the earliest reasonable opportunity, <i>generally within six months</i> These recommendations relate to deficiencies that need to be addressed to meet expected standards of best practice. These include any control weakness that could undermine the system of internal control.
Beneficial	Address, <i>generally within six to 12 months</i> These recommendations relate to areas where the District Council is falling short of best practice. In our view it is beneficial for management to address these, provided the benefits outweigh the costs.

1.1 New recommendations

The following table summarises our recommendations and their priority.

Recommendation	Reference	Priority
Lack of segregation of duties in expenditure system Management should review its expenditure process and implement segregation of duties as far as practicable to ensure the person approving the invoice and/or confirming receipt of goods and services is different to the persons authorising payment of the related invoice.	3.3.1	Necessary
Sensitive expenditure approvals not within delegation or does not align with good practice Management should review its sensitive expenditure policies against our good practice guidelines and review its processes around approval of sensitive expenditure to ensure compliance with policies and delegations.	3.3.2	Necessary

Recommendation	Reference	Priority
<p>Frequency of review of useful lives of fixed assets not compliant with standards</p> <p>Management should review the useful lives of assets at least annually as required by the accounting standards to ensure assets are depreciated over the period which the assets are expected to be available for use by the District Council.</p>	3.3.3	Necessary
<p>2022/23 annual plan does not include required examples that show the impact of the rating proposals</p> <p>Management should review its processes for legislative compliance to ensure the District Council complies with all relevant legislative requirements.</p>	3.3.4	Necessary

1.2 Status of previous recommendations

Set out below is a summary of the action taken against previous recommendations. Appendix 1 sets out the status of previous recommendations in detail.

Priority	Priority			
	Urgent	Necessary	Beneficial	Total
Open	0	4	2	6
Implemented or closed	0	0	1	1
Total	0	4	3	7

2 Our audit report

2.1 We issued a non-standard audit report



We have issued an unmodified opinion dated 24 May 2023. This means we are satisfied that the financial statements and statements of service performance present fairly the District Council's activity for the year and its financial position at the end of the year.

Without modifying our audit opinion, we included an emphasis of matter paragraph to draw the readers' attention to the relevant note in the financial statements which outlines that in June 2022, the Government introduced legislation to establish four publicly owned water services entities to take over responsibilities for service delivery and infrastructure from local authorities with effect from 1 July 2024. The legislation received royal assent from the Governor-General on 14 December 2022. The impact of these proposed reforms, once legislated, will mean that the District Council will no longer deliver three waters services or own the assets required to deliver these services. In December 2022, the Government introduced the Water Services Legislation Bill, which will transfer assets and liabilities to the water services entities. On 13 April 2023, the Government announced further proposed amendments to the number of water services entities and to stagger their establishment dates starting from early 2025, with all the water services entities to be established by 1 July 2026. The timing of the transfer of assets and liabilities is therefore uncertain until amendments to existing legislation are passed.

2.2 Uncorrected misstatements

The financial statements are free from material misstatements, including omissions. During the audit, we have discussed with management any misstatements that we found, other than those which were clearly trivial.

All identified misstatements were corrected satisfactorily.

2.3 Quality and timeliness of information provided for audit



Management needs to provide information for audit relating to the annual report of the District Council. This includes the draft annual report with supporting working papers.

At the start of the audit we were provided with the majority of information required for audit and these were generally of a good quality.

3 Assessment of internal control



The District Council, with support from management, is responsible for the effective design, implementation, and maintenance of internal controls. Our audit considers the internal control relevant to preparing the financial statements and the service performance information. We review internal controls relevant to the audit to design audit procedures that are appropriate in the circumstances. Our findings related to our normal audit work, and may not include all weaknesses for internal controls relevant to the audit.

3.1 Control environment

The control environment reflects the overall attitudes, awareness and actions of those involved in decision-making in the organisation. It encompasses the attitude towards the development of accounting and performance estimates and its external reporting philosophy and is the context in which the accounting system and control procedures operate. Management, with the oversight of those charged with governance, need to establish and maintain a culture of honesty and ethical behaviour through implementation of policies, procedures and monitoring controls. This provides the basis to ensure that the other components of internal control can be effective.

We have performed a high-level assessment of the control environment, risk management process, and monitoring of controls relevant to financial and service performance reporting. We considered the overall attitude, awareness, and actions of the District Council and management to establish and maintain effective management procedures and internal controls.

The elements of the control environment provide an appropriate foundation for other components of internal control.

3.2 Internal controls

Internal controls are the policies and processes that are designed to provide reasonable assurance as to the reliability and accuracy of financial and service performance reporting. These internal controls are designed, implemented and maintained by the District Council and management.

We reviewed the internal controls, in your information systems and related business processes. This included obtaining an understanding of the controls in place for your key financial and service performance information systems.

We found the systems were operating as described, with internal controls operating effectively throughout the year. We did not identify any new matters to bring to your attention.

We also considered the systems and controls for the material performance measures included in the annual report.

Our findings and recommendations from the current year audit are outlined below and recommendations outstanding from previous years are included in Appendix 1.

3.3 Recommendations arising from our audit

3.3.1 Lack of segregation of duties in expenditure system

As part of our walkthrough over the expenditure system, the invoice selected was approved by the same person who also checked the materials/services have been received and authorised payment of the invoice. We have enquired with the finance team regarding the lack of segregation of duties and were advised that some staff are able to approve invoices if it is within their delegated authority, regardless of segregation of duties.

We recommend that management review its expenditure process and implement segregation of duties as far as practicable to ensure the person approving the invoice and/or confirming receipt of goods and services is different to the persons authorising payment of the related invoice.

Management comment

The Council has implemented an electronic purchase order and approvals system and the internal controls include the ability to apply 'one up' approvals. For practicality and efficiency, the 'one up' approval control has not been uniformly applied. The value of delegated expenditure remains the key control, but the Finance Manager will undertake a review as recommended.

3.3.2 Sensitive expenditure approvals not within delegation or does not align with good practice

We have identified several instances where sensitive expenditure approvals were not within delegation or does not align with good practice.

We recommend that management reviews its sensitive expenditure policies against our good practice guidelines and reviews its processes around approval of sensitive expenditure to ensure compliance with policies and delegations.

Management comment

The Policy is due for review, subject to resourcing. Where minor items of expenditure have been approved outside of current policy, education has been undertaken.

3.3.3 Frequency of review of useful lives of fixed assets not compliant with standards

Useful lives of fixed assets are estimated at recognition and are generally based on the rates set out in the accounting policy. The rates per the accounting policy have been set based on knowledge of the sector and knowledge of the District Council and its assets. Useful lives of buildings and infrastructure assets are generally only assessed at each revaluation, which occurs every three years. This is not in line with the accounting standards, which requires useful lives of assets to be reviewed at least annually.

We recommend that management review the useful lives of assets at least annually as required by the accounting standards to ensure assets are depreciated over the period which the assets are expected to be available for use by the District Council.

Management comment

The compliance with this accounting standard remains subject to staff resourcing. The review of asset lives annually requires a level of asset management staff expertise to be applied and these staff are generally fully committed to service delivery.

3.3.4 2022/23 annual plan does not include required examples that show the impact of the rating proposals

As per Schedule 10 of the Local Government Act, the Funding Impact Statement in the annual plan should include examples that show the impact of the rating proposals on the rates assessed on different categories of rateable land with a range of property values. This was not included in the 2022/23 annual plan.

We recommend that management should review its processes for legislative compliance to ensure the District Council complies with all relevant legislative requirements.

Management comment

This was an omission in the published version of the 2022/23 Annual Plan document. In the lead up to the adoption of the Annual Plan, the Council were provided with examples of the rates impacts on sample properties. The omission will not be made in the 2023/24 Annual Plan.

4 Matters raised in the Audit Plan



In our Audit Plan we identified the following matters as the main audit risks and issues:

Audit risk/issue	Outcome
The risk of management override of internal controls	
<p>There is an inherent risk in every organisation of fraud resulting from management override of internal controls.</p> <p>Management are in a unique position to perpetrate fraud because of their ability to manipulate accounting records and prepare fraudulent financial statements by overriding controls that otherwise appear to be operating effectively.</p> <p>Auditing standards require us to treat this as a significant risk on every audit.</p>	<p>Our audit response included:</p> <ul style="list-style-type: none"> • testing the appropriateness of journal entries recorded in the general ledger and other adjustments made in the preparation of the financial statements; • reviewing accounting estimates for biases and evaluate whether the circumstances producing the bias, if any, represent a risk of material misstatement due to fraud; and • for any significant transactions that are outside the normal course of business, or that otherwise appear to be unusual given our understanding of the entity and its environment and other information obtained during the audit, we evaluated whether the business rationale (or the lack thereof) of the transactions suggests that they may have been entered into to engage in fraudulent financial reporting or to conceal misappropriation of assets. <p>No new matters have been identified to bring to Council's attention.</p>
Fair value of Property, Plant and Equipment (non-valuation year)	
<p>PBE IPSAS 17, Property, Plant and Equipment, requires that valuations be conducted with sufficient regularity to ensure that the carrying amount does not differ materially from fair value.</p> <p>The District Council has adopted a policy to revalue its infrastructure, and land and building assets on a cyclical basis. The District Council last revalued its infrastructure assets as at 30 June 2020 and its land and building assets as at 30 June 2021.</p>	<p>We have reviewed the District Council's fair value assessments for reasonableness.</p> <p>As part of our work we have:</p> <ul style="list-style-type: none"> • obtained copies of the fair value assessments; • evaluated the qualifications, competence and expertise of the external valuers used;

Audit risk/issue	Outcome
<p>The District Council will need to perform a fair value assessment of its infrastructure and land and building assets to ensure the carrying value of these assets fairly reflects their fair value.</p>	<ul style="list-style-type: none"> • reviewed the method of valuing and assess if the applicable methods used are in line with the financial reporting framework and valuation standards; • engaged with the valuers to assess the reasonableness of the assumptions used; and • reviewed the appropriateness of the accounting entries and the fixed asset register to ensure the values are correctly updated. <p>New matters have been identified to bring to Council’s attention – refer section 3 of this report.</p>
Drinking water performance measures	
<p>The District Council is responsible for reporting performance against the safe drinking water standards. In particular this requires Councils to report the extent to which the local authority’s drinking water supply complies with:</p> <p>(a) part 4 of the drinking-water standards (bacteria compliance criteria); and</p> <p>(b) part 5 of the drinking-water standards (protozoal compliance criteria).</p> <p>Up until November 2021 performance related data was captured in the Drinking Water Online (DWO) database and compliance was assessed by Drinking Water Assessors (DWA). As a result of changes to the regulatory framework for drinking water quality, the DWO is no longer accessible and the DWA role no longer exists.</p> <p>Given these changes the District Council will need to ensure appropriate systems and controls are in place to ensure performance information is complete and accurate for reporting purposes.</p>	<p>We have updated our understanding of the systems and controls in place for reporting on compliance with the drinking water standards at Wellington Water.</p> <p>We have placed reliance on work performed by the District Council’s independent expert and were able to gain sufficient appropriate audit evidence over the results reported.</p>

Audit risk/issue	Outcome
Water services reform programme	
<p>On 27 October 2021, the Local Government Minister announced the Government’s intention to proceed with the three waters service delivery reforms (water services reform programme). At that point, the water services reform programme involved the creation of four statutory water services entities to be responsible for the service delivery and infrastructure currently owned by local authorities, with effect from 1 July 2024.</p> <p>The water services reform programme is expected to result in significant changes to how water supply, wastewater and stormwater assets are owned and managed in the local government sector.</p> <p>There are still a number of uncertainties associated with the new water services delivery model, however once legislated it will mean Council is no longer responsible for the delivery and infrastructure of three water services from 1 July 2024.</p> <p>The Council should ensure that sufficient disclosure about impact of the reform (to the extent that the impact is known) is included in the annual report.</p>	<p>In June 2022, the Government introduced legislation to establish four publicly owned water services entities to take over responsibilities for service delivery and infrastructure from local authorities with effect from 1 July 2024. The legislation received royal assent from the Governor-General on 14 December 2022. The impact of these proposed reforms, once legislated, will mean that the District Council will no longer deliver three waters services or own the assets required to deliver these services. In December 2022, the Government introduced the Water Services Legislation Bill, which will transfer assets and liabilities to the water services entities.</p> <p>On 13 April 2023, the Government announced further proposed amendments to the number of water services entities and to stagger their establishment dates starting from early 2025, with all the water services entities to be established by 1 July 2026. The timing of the transfer of assets and liabilities is therefore uncertain until amendments to existing legislation are passed.</p> <p>Because the impact is likely to be significant, but is uncertain until formally legislated, we will include information in our audit report to draw the readers’ attention to Council’s disclosure about the Three Waters Reform programme.</p>

5 Public sector audit



The District Council is accountable to their local community and to the public for its use of public resources. Everyone who pays taxes or rates has a right to know that the money is being spent wisely and in the way the District Council said it would be spent.

As such, public sector audits have a broader scope than private sector audits. As part of our audit, we have considered if the District Council has fairly reflected the results of its activities in its financial statements and non-financial information.

We also consider if there is any indication of issues relevant to the audit with:

- compliance with its statutory obligations that are relevant to the annual report;
- the District Council carrying out its activities effectively and efficiently;
- the District Council incurring waste as a result of any act or failure to act by a public entity;
- any sign or appearance of a lack of probity as a result of any act or omission, either by the District Council or by one or more of its members, office holders, or employees; and
- any sign or appearance of a lack of financial prudence as a result of any act or omission by a public entity or by one or more of its members, office holders, or employees.

We did not identify any issues to bring to your attention in relation these areas.

6 Useful publications



Based on our knowledge of the District Council, we have included some publications that the Council and management may find useful.

Description	Where to find it
Performance reporting	
Public organisations are responsible for reporting their performance to Parliament and the public in a way that meaningfully reflects their organisation’s aspirations and achievements. The Auditor-General published a discussion paper that explores five areas for improvement in performance reporting.	On the Office of the Auditor-General’s website under publications. Link: The problems, progress, and potential of performance reporting
The Office of the Auditor-General, the Treasury and Audit New Zealand have jointly prepared good practice guidance on reporting about performance. The guidance provides good practice examples from public organisations in central government. Those working in other sectors may also find this useful.	On Audit New Zealand’s website under good practice. Link: Good practice in reporting about performance — Office of the Auditor-General New Zealand (oag.parliament.nz)
Local government risk management practices	
The Covid-19 pandemic is a stark reminder for all organisations about the need for appropriate risk management practices. In our audit work, we often see instances where councils do not have effective risk management. This report discusses the current state of local government risk management practices and what councils should be doing to improve their risk management.	On the Office of the Auditor-General’s website under publications. Link: Observations on local government risk management practices
Public accountability	
Public accountability is about public organisations demonstrating to Parliament and the public their competence, reliability, and honesty in their use of public money and other public resources. This discussion paper explores how well New Zealand’s public accountability system is working in practice.	On the Office of the Auditor-General’s website under publications. Link: Building a stronger public accountability system for New Zealanders

Description	Where to find it
Setting and administering fees and levies for cost recovery	
This good practice guide provides guidance on settings fees and levies to recover costs. It covers the principles that public organisations should consider when making any decisions on setting and administering fees and levies. It also sets out the matters public organisations should consider when calculating the costs of producing goods or providing services and setting charges to recover those costs.	On the Office of the Auditor-General's website under publications. Link: Setting and administering fees and levies for cost recovery: Good practice guide
Managing conflicts of interest involving Council employees	
This article discusses findings across four councils on how conflicts of interest of Council employees, including the Chief Executive and staff, are managed.	On the Office of the Auditor-General's website under publications. Link: Getting it right: Managing conflicts of interest involving council employees
Sensitive expenditure	
The Auditor-General's good practice guide on sensitive expenditure provides practical guidance on specific types of sensitive expenditure, outlines the principles for making decisions about sensitive expenditure, and emphasises the importance of senior leaders "setting the tone from the top". It also describes how organisations can take a good-practice approach to policies and procedures for managing sensitive expenditure.	On the Office of the Auditor-General's website under good practice. Link: Sensitive expenditure
The Auditor-General's report on the results of recent audits	
The OAG publishes a report on the results of each cycle of annual audits for the sector.	On the OAG's website under publications. Link: Local government 2019/20 audits
Good practice	
The OAG's website contains a range of good practice guidance. This includes resources on: <ul style="list-style-type: none"> • audit committees; • conflicts of interest; • discouraging fraud; • good governance; • service performance reporting; • procurement; • sensitive expenditure; and • severance payments. 	On the OAG's website under good practice. Link: Good practice

Description	Where to find it
Procurement	
<p>The OAG are continuing their multi-year work programme on procurement.</p> <p>They have published an article encouraging reflection on a series of questions about procurement practices and how processes and procedures can be strengthened.</p> <p>Whilst this is focused on local government, many of the questions are relevant to all types of public sector entities.</p>	<p>On the OAG’s website under publications.</p> <p>Links: Strategic suppliers: Understanding and managing the risks of service disruption</p> <p>Getting the best from panels of suppliers</p> <p>Local government procurement</p>

Appendix 1: Status of previous recommendations

Open recommendations

Recommendation	First raised	Status
Necessary		
<p>Review of journals</p> <p>The Finance team should ensure that the process for independent review of journals and the evidence of this review is adequately documented.</p>	2020/21	<p>In progress.</p> <p>Lack of evidence of independent review of manual journals remains. The Manager Finance conducts periodic review of Senior Accountants journals and Senior Accountants review and post Manager Finance’s journals.</p> <p>We note that the review control is not sufficiently robust – the Manager Finance ideally should not prepare journals as reviews should be completed by someone more senior than the preparer.</p>
<p>Revaluation of Property, Plant and Equipment</p> <p>The independent valuer has raised recommendations for the District Council to work through for future valuations. These recommendations should be implemented and monitored to ensure the valuations remain appropriate.</p>	2019/20	<p>In progress.</p> <p>The District Council staff continue to work on improving the data and implementing the recommendations as part of the District Council’s asset management plan improvement programme.</p> <p>As a fair value assessment was completed in 2021/22 with the next revaluation planned for 2022/23 – we will review progress against this during our 2023 audit.</p>
<p>Procurement</p> <p>The District Council maintains appropriate documentation, proportionate to the value and risk of each procurement, to support evaluation of pre-conditions, and to demonstrate that conflict of interest management processes followed. Appropriate documentation is important to demonstrate that a robust process was followed, which supports accountability.</p>	2019/20	<p>In progress.</p> <p>An update of the Procurement Policy and Delegations Policy was completed during 2021/22.</p> <p>The scope of our audit for the current year did not include a follow up procurement and contract management review. We will review progress against this during our 2023 audit.</p>
<p>Procurement Policy – staff training</p> <p>We recommend staff receive training on the updates to the Procurement Policy and policy requirements as soon as practicable.</p>	2016/17	<p>In progress.</p> <p>The updated policy has been developed with staff that regularly procure services, so there is good understanding of the new policy, but procurement-specific training across the organisation has yet to be implemented due to competing priorities.</p> <p>We will review progress against this during our 2023 audit.</p>

Recommendation	First raised	Status
Beneficial		
<p>Contract management</p> <p>We recommend the District Council improves its contract management and reporting processes by implementing a standardised approach to contract management.</p>	2016/17	<p>In progress.</p> <p>A standardised approach to contract management has not been implemented and is not on the District Council's current work programme.</p> <p>The scope of our audit for the current year did not include a follow up procurement and contract management review. We will review progress against this during our 2023 audit.</p>
<p>Timeliness of reconciliations</p> <p>We recommend review of monthly bank, debtors and creditors reconciliations should occur before the end of the next month.</p>	2016/17	<p>In progress.</p> <p>Through our testing of reconciliations, we have found that most reconciliations have been prepared and reviewed before the end of the next month. However, we continued to identify instances where this was not the case.</p> <p>We will again review progress against this during our 2023 audit.</p>

Implemented or closed recommendations

Recommendation	First raised	Status
<p>Contract Management – roading</p> <p>Management is due to update the roading Contract Management Plan (CMP), the update should ensure that the CMP reflects what the Council requires in terms of the frequency and content of reporting and meetings. Management should ensure that actual contract management is operating in line with the CMP.</p> <p>We also recommend that management complete a regular formal review of the contractor's performance using the quarterly contract performance evaluation template set out in the contract.</p>	Interim 2019/20	<p>Closed.</p> <p>Management confirmed that the roading Contract Management Plan (CMP) has been reviewed and updated and it is operating effectively and in line with the contract expectations.</p> <p>Three reviews have been undertaken since awarding the contract (in 2020). Formal performance evaluations are carried out as a matter of course as per the contract requirements.</p>

Appendix 2: Disclosures

Area	Key messages
Our responsibilities in conducting the audit	<p>We carried out this audit on behalf of the Controller and Auditor-General. We are responsible for expressing an independent opinion on the financial statements and performance information and reporting that opinion to you. This responsibility arises from section 15 of the Public Audit Act 2001.</p> <p>The audit of the financial statements does not relieve management or the Council of their responsibilities.</p> <p>Our Audit Engagement Letter contains a detailed explanation of the respective responsibilities of the auditor and the District Council.</p>
Auditing standards	<p>We carried out our audit in accordance with the Auditor-General's Auditing Standards. The audit cannot and should not be relied upon to detect all instances of misstatement, fraud, irregularity or inefficiency that are immaterial to your financial statements. The Council and management are responsible for implementing and maintaining your systems of controls for detecting these matters.</p>
Auditor independence	<p>We are independent of the District Council in accordance with the independence requirements of the Auditor-General's Auditing Standards, which incorporate the independence requirements of Professional and Ethical Standard 1: <i>International Code of Ethics for Assurance Practitioners</i>, issued by New Zealand Auditing and Assurance Standards Board.</p> <p>In addition to our audit of the audited information and our report on the disclosure requirements, we have audited the District Council's 2021-31 long term plan amendment and performed a limited assurance engagement related to the District Council's Debenture Trust Deed. Other than these engagements, we have no relationship with, or interests in, the District Council.</p>
Fees	<p>The audit fee for the year is \$127,566 excluding GST, as detailed in our Audit Proposal Letter.</p> <p>Other fees charged in the period are \$15,000 excluding GST and disbursements, for the long-term plan amendment audit (including the consultation document audit) and our fee for the Debenture Trust Deed limited independent assurance report as agreed in our engagement letter is \$4,750 excluding GST.</p>
Other relationships	<p>We are not aware of any situations where a spouse or close relative of a staff member involved in the audit occupies a position with the District Council that is significant to the audit.</p> <p>We are not aware of any situations where a staff member of Audit New Zealand has accepted a position of employment with the District Council during or since the end of the financial year.</p>

AUDIT NEW ZEALAND

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8.2 CHIEF EXECUTIVE'S REPORT

File Number:

Author: David Hopman, Chief Executive

PURPOSE

The purpose of the attached report is to provide Council with an update on Council operations (as at 23 June 2023)

RECOMMENDATION

That Council receives the Chief Executive's Report as at 23 June 2023

ATTACHMENTS

1. Chief Executive's Report [↓](#) 

CHIEF EXECUTIVE'S REPORT

28 JUNE 2023

National and Regional Context

Reducing vaping harm for young people

Prime Minister Chris Hipkins and Minister of Health Ayesha Verrall have announced legislative changes to vaping products to try to reduce the number of young people taking it up.

The Government is stopping new vape shops from being allowed to open within 300 metres of schools or marae, cutting down on disposable vapes and restricting the descriptions on product flavours. Product flavours are often described in attractive and fun ways (e.g. cotton candy or strawberry jelly donut) which makes them more enticing for young people.

From August 2023, vapes will need child safety mechanisms. Vapes will also need to have removable or replaceable batteries, reducing the numbers of disposable vapes on the market which are attractive and cheap for young people. Regulations will roll out over the next six months.

Council is not currently responsible for the enforcement of tobacco or regulated product (vaping) regulations, this is handled by Te Whatu Ora (Regional Public Health) and the Ministry of Health Tobacco Control Team.

The Government still recognises vaping as a quit tool for smokers.

Mauri Tūhono

MDC submitted feedback, attachment one, on Mauri Tūhono / Regional Biodiversity Framework as part of the GWRC engagement process. Ra Smith and Sam Ludden, as representatives on the Mauri Tūhono group from the Wairarapa, presented to council officers mid-May.

Water Services Entities Amendment Bill

The Water Services Entities Amendment Bill has been introduced to Parliament to give effect to the recent policy announcements on the Three Waters programme. This includes replacing the proposed 4 entities with 10 entities and staging the go-live date of entities over the period of 1 July 2024 to June 2026. Further information is available [here](#).

The Future of Local Government – Final Report

The final report of the panel reviewing the future of Local Government proposes 17 recommendations to enable local government to better serve communities across Aotearoa New Zealand. A summary of the main findings are that:

- Local communities are not well served by the relationship between local and central government and a reset in the relationship is required.
- Local government and communities must be empowered to build local solutions, with support and funding from central government.
- The Local Government Act should be amended to embed intergenerational wellbeing

as a core function of councils, establish a new department to coordinate resources, roles and funding between central and local government and recognise councils as partners to Te Tiriti o Waitangi.

- Further information is available here. <https://www.futureforlocalgovernment.govt.nz/assets/future-for-local-government-final-report.pdf>

Pou Ahurea Māori Activity

The Pou Ahurea Māori has specific workstreams specific to their role, this includes having input and supporting other council projects and workstreams to have more iwi, Māori input into the vast areas of council.

Wairarapa District Plan

The Pou Ahurea Māori has been working across the three Wairarapa councils to support the development of chapters for the Wairarapa District Plan alongside the Iwi who have representation at the committee, the appointed iwi operational staff and Boffa Miskell. Two chapters are the Māori Purpose Zone and Sites of Significance, with those chapters beginning to include known aspects of the Treaty Settlements.

The Pou Ahurea Māori is working with the Iwi relationship staff from the other two councils, to deliver an engagement hui for Iwi, Hapu, Marae Trusts, Māori Land Trusts and whanau. The purpose of the engagement hui is to update and explain the Māori Purpose Zone, and the Sites of Significance Chapters. It will be held on a weekend to enable those trusts and whanau to attend this hui and will be held in Carterton. Boffa Miskell will deliver this presentation and be supported by council staff.

Cultural Competency Framework / Policy

The council's Cultural Competency Framework, Policy and Implementation Plan is being developed. Several workshops are being planned with council staff to assess and understand the different levels of understanding, to support the progress of this council moving into a post treaty settlement era. The first workshop will be with SLT on Thursday 22 June 2022, other teams include:

- People Leaders
- External facing staff
- Staff required to specifically engage with iwi

Te Reo Māori me ona Tikanga Policy

The council created an internal policy to support staff in our use of te reo, with a one-year review period and this is currently being reviewed.

Wairarapa Councils and Iwi Relationship Staff

All three Wairarapa Councils now have Māori staff working specifically with iwi, hapu, marae and hapori maori. The Pou Ahurea Māori works in conjunction with them across joint council projects and in the regional space. These appointments have alleviated some of the workload off our Pou Ahurea Māori and enabled the ability to share cross council and regional workstreams and engagement. Our Pou Ahurea Māori also supports these new recruits to bring them up to speed within the Wairarapa local government sector.

Strategy and Governance Activity

District Level Updates

Transport Choices

The consultation period for the proposed Lansdowne to Kuripuni Cycleway closed on 19 June 2023. There was strong interest in the project, with over 150 submissions received by 16 June 2023, as well as interest at the pop ups held at Chanel College and the Netball Courts.

The project team are considering the feedback and will use the information provided to shape the final proposal for Council. Council is due to consider the final proposal at the September 2023 Council meeting.

Climate Advisory Group

The first Climate Advisory Group meeting took place on 15 May 2023. The first meeting focused on introductions and how the group can help with the upcoming Climate Change Community Fund application process.

The group will meet at least four times a year to provide advice to MDC on climate change issues and solutions for the Masterton District.

The Climate Advisory Group has responsibility for assessing the Community Climate Fund applications and making funding recommendations back to Council. The Climate Advisory Group met on 19 June 2023 to assess the nine applications and make funding recommendations back to Council for their meeting on 28 June 2023.

Rural Advisory Group

The call for expressions of interest to the Council Rural Advisory Group closed on 23 June 2023. The expressions of interest process was advertised on the Council website and social media, and shared with rural networks including Federated Farmers, Rural Support Trust, and the Rural Women's Network.

We received a good number of high-quality applications. The applicants will soon be considered by Mayor Caffell, Councillor Holmes, and Councillor Bowyer, who will appoint four members to the group.

We are also working with iwi on the appointment process for the two iwi members.

Long-Term Plan 2024-34

Environmental Scan

An environmental scan is one tool a Council can use to inform and support the development of its Long-Term Plan. It looks at past, present, and future factors and trends at the local, national, and international level to spark debate and discussion as part of the strategic planning process. It is designed to raise questions for further thought and planning. We are currently finalising the Environmental Scan, with input from Council.

Levels of Service Review

Through the 2023/24 Annual Plan consultation process our community were asked for feedback on levels of service to inform the 2024-34 Long-Term Plan levels of service review. Analysis of that feedback is now complete. Staff are also considering options for reviewing levels of service. Initial workshops to discuss community feedback and any options identified by staff are scheduled for July 2023. There will be an opportunity for Council to test thinking on any potential changes with our community alongside consultation on the Revenue & Finance Policy.

Revenue and Finance Policy Review

An initial workshop on rating and the purpose of the revenue and finance policy has been held with Council. Work on the scope of the policy review has commenced. A series of workshops will be held with Council over July/August. Consultation on any proposed changes to the policy is currently scheduled for October 2023.

Regional Level Updates

Recovery Work

The recovery work associated with Cyclone Gabrielle is ongoing. The Mayoral Fund and MBIE Business Support funding has been fully allocated, with over \$500,000 provided to impacted individuals, families and businesses across Wairarapa.

Focus now turns to the ongoing support needed, particularly as we head in to winter. The Recovery Office are working closely with partner organisations to develop a work plan moving forward and continue to seek opportunities for further central government support.

Te Rautaki Rangatahi o Wairarapa: Wairarapa Youth Strategy

In April and May this year, the Masterton, Carterton, and South Wairarapa District Councils adopted Te Rautaki Rangatahi o Wairarapa: Wairarapa Youth Strategy. It is the first time all three councils have come together to develop a common vision for rangatahi across the Wairarapa. The final designed version of the Strategy is now on our website <https://www.mstn.govt.nz/council/plans-and-strategies/strategies/rangatahi-strategy>

The purpose of the Te Rautaki Rangatahi o Wairarapa: Wairarapa Youth Strategy is to highlight what is important to rangatahi and support their development through the provision of services, facilities, and activities delivered by the Wairarapa District Councils.

The Strategy is supported by implementation plans for each council and identifies a range of projects within them. The projects or initiatives identified for Year One (2023/24) are within current financial baselines and planned work. The Masterton District Council Implementation Plan for Year One was approved at the April meeting alongside the Strategy. It is also available on our website.

Where further resourcing or funding is required, business cases will be developed to be considered by Councils as part of Annual Planning or Long-Term Planning cycles.

Work is underway to identify regional projects with Carterton and South Wairarapa District Council. A report back will come to Council when these have been agreed.

Review of the Wairarapa Local Alcohol Policy

As noted in the 17 May 2023 Chief Executive Report, the review of the Wairarapa Local Alcohol Policy (LAP) has been on hold while awaiting a final report from the Medical Officer of Health. Officers had hoped to receive the report by the end of May 2023. However, Te Whatu Ora have recently advised that data required for the report will not be available to them until the end of June 2023, and will then be incorporated into their report.

Officers previously indicated that recommendations would be made to the Wairarapa Policy Working Group (WPWG) in late June 2023. The intention was to discuss the LAP and the review of the Wairarapa Class 4 Gambling and Standalone TAB Venues Policy at the same meeting. However, given the further delay, a discussion about the LAP will now take place at a future meeting.

Wellington Regional Leadership Committee

Regional Food Systems Strategy

A Regional Food System Strategy (RFSS) is being developed by the Wellington Region Leadership Committee under the banner of its climate resilience initiatives. Its objective is to foster a food system for the Wellington-Wairarapa-Horowhenua region that is environmentally and economically sustainable, local, and equitable.

The RFSS project is being led by DHB staff and to-date has incorporated research and evidence gathering for the preparation of a draft strategy. It will be followed by engagement, consultation, and workshops on aspects of the draft strategy. The final strategy is due for completion in September 2023.

So far engagement with Council has been at several levels, including the Wellington Region Leadership Committee meetings (and respective CE and Senior Manager meetings) as well as staff from the Policy and Community Development teams. The next steps are for the project team to consult on a draft strategy and run some pilot projects. The RFSS strategy may have implications for a number of Council activities, including planning, economic development, community well-being, and climate action.

Regional Emissions Reduction Plan

As part of the Regional Emissions Reduction Plan, an Emissions Reduction Forum is being held in Hutt City on Monday 24 July from 9am – 4pm. The Regional Emissions Reduction Plan project vision was workshopped with the Wellington Regional Leadership Committee (WRLC) at their mid-year workshop and Committee meeting.

Future Development Strategy (FDS)

The Annual Partners Forum on Monday 26 June 2023 will include a workshop on the FDS, providing an opportunity for attendees to find out more about the purpose and content of this strategy. The Wellington Regional Leadership Committee (WRLC) Agreement and Terms of Reference (TOR) are being updated to enable the Committee to sign-off on the FDS. The updated document will come to Council for approval. This is likely to be for the August

Council meeting. The draft FDS is scheduled for adoption and consultation in September 2023.

Finance Report

Insurance Renewals

The May Audit & Risk Committee requested the opportunity for Council to have input on any significant decisions that may arise out of the insurance renewal. That has not been required as, our brokers (Marsh) have indicated high confidence that they have negotiated full cover for all of the Council's insurance programme. All of the details have yet to be confirmed, but they have indicated the cover for material damage will be in place from 1 July 2023 without the need to self-insure or reduce cover on any assets. A full report on the renewal of insurance cover will be made to the August meeting of the Audit & Risk Committee.

Financial Update

The Audit & Risk Committee received a full year forecast of the Rates Requirement Summary which indicated the Council's unders and overs will balance out by year end so that net expenditure will be within 1% of the rates funding. An update of that forecast has not been possible given the Finance Team's focus on finalising the 2023/24 Annual Plan and Budget, and the accurate setting of rates according to the Council's Revenue & Financing Policy.

Audit Plan

The Office of the Auditor General has again appointed Audit New Zealand as the Council's auditor and Audit NZ have assigned a new Director for the Masterton District Council audit. The Director's name is Karen Young and she has submitted an Audit Plan for the upcoming audit of the 2022/23 Annual Report. That Plan includes an interim visit in the first two weeks of July and the final audit to start on the 25th of September 2023.

The Audit Plan lists the usual areas of focus the auditors will have, including asset valuations, asset impairment assessments, drinking water quality performance, three waters reform, the new accounting standards PBE IPSAS 41 Financial Instruments and PBE FRS 48 Service Performance Reporting and the risks of management override of internal controls.

The Audit management report for the year ended 30 June 2022 was finalised on 23 June and is the subject of a separate report in this Council meeting.

Other Work

The Finance team has completed responses to audits of Waste Levy expenditure for 2020-21 and another on the MBIE cyclone relief funding as well as a number of LGOIMA requests. Preparation work continues for the financial year end on the 30th of June.

Members Remuneration

The Remuneration Authority has issued its most recent determination for the year ending 30 June 2024 and has not changed the remuneration rates that elected members have been paid since the election in 2022.

Community Facilities and Activities

Facilities and Open Spaces Activity

Parks and Reserves

A double portaloo trailer has been organised and is available within the Colombo Road Netball Courts carpark through to September 2023 to support McJorrow Park weekend sports and ease the pressure on the Netball Complex facilities. The trailer is covered by CCTV and has a wheel clamp fitted for security. It will be serviced prior to Saturday sports.

On Sunday 11 June, a couple of youth on quad bikes gained entry onto McJorrow Park and damaged the grounds, creating ruts and ripping out turf at the northern end of the western soccer pitch. The Parks Contractor attended and was able to stop and talk to the youth, but they were unable to be identified. Rectifying the turf damage will be difficult this time of year.

Work to resolve carpark tensions within Queen Elizabeth Park, at the eastern end of Memorial Drive, situated between the Boatshed and Douglas Villa Clubrooms will see clearer road marking completed, and then an assessment on the need for bollards. The combination of visitors for sport and to park is creating congestion issues, with the demand for carparks leading motorists to park in areas not designated or marked for parking.

A double portaloo trailer will be reinstated at the Skate Park to cover the school holiday period (30 June – 17 July 2023) and will be serviced daily over that period.

Further trail upgrades on the northern side of the Waipoua River have been completed so pedestrian access from Oxford Street by Mawley Park is now refreshed and links to the main river loop.

The Whitioua Bridge has had an annual maintenance inspection completed, the main contractor, Abseil Access, has made some minor maintenance adjustments and recommendations due to weathering, which have been addressed. Consultation with Sam Te Tau over the future maintenance of the carved paewhiri has been completed. The Totara panels have stood up well and will have preservation treatments over the next two years to ensure their longevity.

The popular Hosking's 'Sunken' Garden will undergo a slight change in direction, with Lavender being introduced to create a feature that is more tolerant to climate change and will reduce the need for fungicide and insecticide sprays. This will see a 25% reduction in bedding plants but create a more aromatic experience. The popular swan plants and sunflowers are being transitioned onto the Park Island within Queen Elizabeth Park to support active exploration and interest to that space.

A ceremony is being planned to acknowledge the installation and purpose of the Drill Hall monument, which now sits within the garden area at the corner of Chapel Street and Lincoln Road. Alan Fielding and Neil Frances, the two main driving forces behind the Memorial, with the support of Council, will assemble interested parties for the event at a date yet to be confirmed, potentially in August 2023.

Property

On 20 June, consultants begin the first stage of the condition and energy assessment on the Trust House Recreation Centre. The work will include exploring the feasibility of a zero depth

'Splash Pad' water feature, and engagement with facility users. Reports on the facility will be received to help guide Long Term Plan considerations.

The Queen Elizabeth Park Sports Club (Bowling Club) earthquake strengthening renovations have continued to strike construction hurdles, with historic alterations creating the need for variations on the original strengthening design. The renovated interior has been returned to the Club in the interim, there is some exterior work left to do, and once the new concrete foundations have cured, fresh carpet will go down.

The Long Room in the Grandstand at Queen Elizabeth Park has had a heat pump installed, to make the space more useable for meetings through winter, and more comfortable for users through summer.

The plan to use a recent vacancy at Panama Village to rotate a couple of residents to enable interior renovations of their units has worked well, we will be returning to a full occupancy level in early July 2023.

New outdoor furniture has arrived and will be installed at Panama Village and Laurent Place as soon as ground conditions improve. The continued wet weather has made grassed areas very soft, so attempts to install now will create unnecessary damage.

Remediation work to resolve two leaking areas of roof at Waiata House is in progress, the main atrium skylight will have work completed on 24 June 2023 (weather dependent), with a full seal replacement to occur. A leak near the rear stair well requires certified roof anchor points to be installed, to enable contractors to operate on the roof in accordance with H&S guidelines.

Community Development Activity

Matariki

Matariki grants closed on 9 June, and we had 11 applications from our community. We have granted seven of these applications the full amount of funding they have requested, totaling \$3,350 spent. There is one further application pending. Applications were received from a range of organisations including Age Concern Wairarapa, Early Childcare Centres, and several Residents Associations. All events will take place during the week of the Matariki public holiday from 10 – 16 July 2023.

Youth Council

On 8 and 9 June, four members of our Youth Council attended the Festival for the Future in Wellington. This two-day conference, aimed at emerging leaders, presented on a number of items including Climate Change and Food Sovereignty, Indigenous Knowledge and Digital Equity. Those who attended this workshop will report back at their next meeting which is in two weeks. Also, for discussion at that meeting will be the Youth Hub, the Rangatahi Strategy Review and a presentation on supporting themselves and their peers from Youth Line.

Cultural Festival

The Community Development Team will be running a Cultural Festival Event during Welcoming Week, 4 - 10 September 2023. Initial planning for this event has begun and we are in the process of reaching out to different communities and venue options.

Play Trailer

Waka Tākaro (Play Trailer) continues to be a popular asset for our community with regular bookings. We have recently implemented a feedback form to ensure accurate data for reporting. Our mid-year reporting on the success of the trailer is soon due to Nuku Ora.

We also have an additional \$4,000 of grant money to spend on assets for the trailer. We are in the process of putting together a list of items needed and purchasing.

Masterton Retail and Business Group

During our last Masterton Retail and Business Group meeting on 14 June, we had a lower attendance than expected. Nevertheless, we had a productive discussion with the Police regarding how to improve future meetings. One key point was considering the frequency of the meetings, with the suggestion of either holding them quarterly or bi-annually to increase engagement.

To make attendance more convenient, we explored alternative venues such as the Police Station or Mitre 10, which would offer easily accessible locations for everyone. Additionally, we reached a consensus to schedule the next meeting at 5:30 pm, allowing participants to join after work hours. We also discussed the possibility of sending out a bi-monthly newsletter that would include updates from the Police. This would help keep the group informed about relevant information.

We delved into the shoplifting platform called "Auror," which is a user-pay system designed to empower the retail community in preventing crime and enhancing store security. The Police expressed interest in inviting a representative from Auror to present the benefits it offers to the group.

Welcoming Communities

Welcoming Communities recently published their Newcomers Survey on 31 May, which will be active until the end of July. The survey aims to gather insights from newcomers and our community regarding gaps and barriers in order to improve the Welcoming Communities program. Masterton District Council has been selected as a case study for this program by MBIE, the scheduled session will take place in late July.

The Welcoming Communities Advisor is currently assisting the Filipino community in their sports programme's closing ceremony at the end of June. Additionally, the Advisor organised a cross-cultural volleyball match between the Filipino and Indian communities on 24 June 2023.

Furthermore, the Advisor is collaborating with the Red Cross for an upcoming orientation programme next month, specifically designed for new families arriving in Masterton. In July, efforts are underway to collaborate with mana whenua and the Red Cross for the celebration of Refugee Day, which was initially planned for 17 June but was postponed.

Lastly, efforts are being made to achieve the first stage of accreditation for the Welcoming Communities programme.

Neighbourhood Support

The WeConnect funded programme, starting in August, will involve the Welcoming Communities Advisor connecting newcomers in Masterton with WeConnect volunteers. The programme will collaborate with Emergency Services, Red Cross, Wairarapa Road Safety Council's Community Mentor Driving Programme, and Masterton District Council's Climate Action Team.

Masterton District Council and Neighbourhood Support have developed and funded a Memorandum of Understanding (MoU) for a Food Resilience Education Pilot project. This initiative, scheduled for the 2023-24 financial year, outlines the project goals, funding arrangements, and reporting methods. As part of this partnership, Neighbourhood Support will utilise the allocated \$12,000 to establish the Food Resilience Pilot project. Their primary objective is to empower and educate communities in the Masterton district about building resilient and sustainable local food systems. To maximize effectiveness, they will provide gardening infrastructure and educational resources to vulnerable neighborhoods, leveraging existing networks and groups.

Neighbourhood Support, Trust House Recreation Centre, Welcoming Communities Advisor, and Red Cross have collaborated to relaunch the successful Women Only Swim and Water Safety project for former refugee women and children during the July 2023 school holidays. This project, fully funded for one year by The Rotary Club of Masterton South and Global Rotary, will provide swim lessons to previous learners and new beginners. Up to twenty women will receive swimwear, hats, and goggles free of charge.

Six community requests have been received via the Getsready website and network meetings to establish new and revive old Neighbourhood Support street groups. These groups will be launched in mid-July in collaboration with key emergency partners and Masterton District Council.

Positive Ageing

The Digital Collaboration Group (Masterton District Library, Wairarapa District Library, Digital Seniors and REAP) is facilitated by the Wairarapa Region Positive Ageing Coordinator (the Coordinator) and are due to meet in late June. The group continues to produce a combined flyer with all the digital services listed that are available to the community. They are planning to survey community members to gain an understanding of the community's digital needs.

The Coordinator attended her first Public Transport Advisory Group meeting for the Greater Wellington Regional Council and gave feedback from a Wairarapa and an older persons perspective. This was received positively at the meeting. The Coordinator will take feedback regarding transport gathered as part of the Rangatahi Strategy to the next meeting next quarter.

The Coordinator has made further connections with the Office for Seniors who are looking at a project relating to older persons and emergency management. As part of this work, Gore District Council has provided their Emergency and Older Persons Guide – this has been sent to the Emergency Management staff in Wairarapa.

Connections have also been made with the Pasifika o Wairarapa group who have recently established an Aosinasina group (older persons group) – a regular social group for Pacific

older persons. Masterton District Council has provided some financial support to this group and the Coordinator is facilitating other support for this fledgling group.

Grants

Applications closed on 26 May for funding from the final round of the 2022/23 Masterton District Creative Communities Scheme. Eight applications requesting \$27,643 in funding were received with \$11,244 available for allocation. The Assessment Committee met on 8 June and allocated \$9,200 to six projects. A summary of all the 2022/23 funded projects is available on our website here - <https://www.mstn.govt.nz/community/community-grants/masterton-district-creative-communities-scheme>

Library and Archive

In May, the library held its second annual One Book, One Community event. One Book, One Community is a community wide reading event that encourages everyone to read the same book and come together for discussion and activities to promote awareness of libraries and foster a sense of community through reading. For 2023, we chose *Surviving Marmite*, a memoir by author Anisa MacLean of her experience as an Iranian Refugee growing up in New Zealand. The library held various events throughout the month including a Marmite Bake Off, Quiz Night, and concluding with an Evening with the Author. The events were well attended, and the programme continues to grow each year.

Our Children's librarians have been engaging with the community this month with visits to play groups and the teen parent group, along with launching the Matariki Winter Reading Challenge which runs through 15 July.

The library and archive collaborated with the Wairarapa Film Festival and held an afternoon movie session in the library. The Wairarapa Archive featured stories of the past on displays in the library and on social media.

The library had the privilege of being able to accept a donation of Islamic books from the Ahmadi Muslim Community, including a Te Reo Māori translation of the Qur'an. We are currently in the process of working with the community to add books to our collection that are in both English and Urdu.






Finally, June is *Out on the Shelves Month* in the library, an annual campaign to feature the library's rainbow collection and to help connect rainbow people to their stories. Come visit the library to see the displays of books available to our community.

Local Government Official Information and Meetings Act Requests

For the period 12 May 2023 to 14 June 2023, Council received a total of 13 Local Government Official Information Act (LGOIMA) requests. Note this is for a four-week timeframe.

The average number of days to complete responses has decreased while the volume of requests has increased.

Another consistent stream of media enquiries came in over the same period. Fair Go asked us about the rules of angled parking, and Stuff asked about the MBIE Business Recovery fund. Locally, the Wairarapa Times Age enquiries touched on various subjects including the Hood Hot Air Ballooning and Infrastructure, along with response measures for Cockburn Street, Forestry Conversion Legislation, and the Cycleway.

				
Total requests received	Completed	Average days for completion	Completed within statutory timeframe	NOT completed within statutory timeframe
13	15	15	15	0
28 (media)	28	1	N/A	N/A

Customer Services

For the month of May, a total of 2,726 calls were received by the Call Centre, this excludes calls taken by our After Hours Call Centre. An average of 63 customers entered the premises daily, to either engage, report, collect or seek advice on a range of varying subjects or services provided not only by MDC but also other community groups.

Service Requests

1,111 service requests were generated over the period, of which 1,062 were completed. The outstanding requests remain open due to extensions being required for further investigation or further planned or scheduled work. Many of these service requests are allocated to Water Services (334), followed by Urban Rooding (175) Rural Rooding (136), Animal Services (85) and Recreational Service (23). There were 188 service requests referred to City Care for issues relating to leaking tobies. Within animal services, 51 of the 85 service requests relate to roaming dogs.

Compliments and Complaints from April to June

Four compliments were received between April and June, compliments relate to the services provided by both our MDC staff and our contractors, namely Earthcare, Urban Rooding and Parks Services.

As of Friday 16 June 2023, there is currently one open complaint under investigation. A collaboration between Building, Planning and Strategy and Governance departments is required for this complaint to be resolved.

Attachment One: Feedback on Mauri Tūhono: the draft Framework for te Taiao in Te Upoko o te Ika

Mauri Tūhono

naumai@maurituhono.org.nz

Kia ora koutou,

Feedback on Mauri Tūhono: the draft Framework for te Taiao in Te Upoko o te Ika

Thank you for the opportunity to give feedback on the draft Mauri Tūhono framework.

We would like to congratulate the Mauri Tūhono ki Te Upoko o te Ika a Māui Working Group on developing Mauri Tūhono. We see this draft framework as setting a positive and progressive direction for biodiversity in the Wairarapa and congratulate the GWRC for the process it has undertaken in terms of the developmental approach by leaders and community members from across the Wellington region.

We would like to thank and acknowledge Ra Smith and Sam Ludden for meeting with Masterton District Council officers to discuss their involvement in the development of the framework as Wairarapa representatives on the Mauri Tūhono ki Te Upoko o Te Ika a Māui Working Group. We especially want to acknowledge the work of Ra Smith as co-chair of that Working Group. We also appreciated the opportunity to hear from other Working Group members through the online forum for local government officers.

The draft framework has a compelling narrative that provides useful examples and direction for the work that needs doing in the biodiversity, environmental and climate change spaces.

We also believe it provides a framework that can be applied for wider general use across the business areas of councils, such as providing guiding principles for other projects or workstreams.

The Wairarapa Councils' 2009 Wairarapa Biodiversity Strategy has not been active for a number of years. Given the time that has moved on, we see Mauri Tūhono as a replacement for this strategy alongside other key strategic and regulatory instruments on biodiversity, in particular Te Mana o te Taiao the national Biodiversity Strategy, the Regional Policy Statement and in progress National Policy Statement on Indigenous Biodiversity. All four documents should provide us with sufficient direction on what we need to be focusing on.

We are also interested in:

- how future Mauri Tūhono work will be funded, and what expectations there may be of councils to support its implementation. This is something we need to be thinking about as we work towards the completion of our 2024-34 Long-Term Plans.
- what future implementation look like including:
 - is there an intended governance structure to guide future Mauri Tūhono work and how/when would that be established?
 - how do you intend to proceed with the Mauri Tūhono work after the draft framework is finalised?
 - as the framework could provide useful project management principles outside of biodiversity space, how do you as a group see this applying to other types of work?

We look forward to seeing the final version of the framework so we can think about how our Council can commit to it and apply it locally. We would welcome further conversations around implementation of Mauri Tūhono at the district level.

Ngā mihi nui,



David Hopman
Chief Executive

8.3 MEETING REPORTS FROM COUNCILLORS

File Number:

Author: Gary Caffell, Mayor

PURPOSE

Councillors are appointed to a number of external groups and organisations as representatives of Masterton District Council. This agenda item allows Councillors to report back on meetings attended in that capacity.

RECOMMENDATION

That Council receives the verbal meeting reports from Councillors.

ATTACHMENTS

Nil

8.4 MAYOR'S REPORT

File Number:

Author: Gary Caffell, Mayor

PURPOSE

The Mayor will provide a verbal report.

RECOMMENDATION

That Council receives the verbal report from the Mayor

ATTACHMENTS

Nil

9 PUBLIC EXCLUDED

RESOLUTION TO EXCLUDE THE PUBLIC

RECOMMENDATIONS

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter 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 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
9.1 - Public Excluded Minutes of Council Meeting held on 17 May 2023	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
9.2 - Public Excluded Minutes of Extraordinary Council - Annual Plan and Speed Management Plan Meeting held on 15 June 2023	s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
9.3 - Audit and Risk Committee Meeting - 24 May 2023	s7(2)(c)(i) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied s7(2)(c)(ii) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

	to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest	
9.4 - Solid Waste Contract	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
9.5 - District Licensing Committee Appointments	s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7