



Kawhia Community Board

AGENDA

30 September 2011

Members of the Kawhia Community Board

Mr HW Ormsby (Chair)
Mrs JR Bennett
Ms A Gane
Mr CE Jeffries
Mrs DM Pilkington
Mr L Sherman (Deputy Chair)

Meeting Secretary: Mr CA Tutty (Governance Supervisor)

KAWHIA COMMUNITY BOARD

30 September 2011

Notice is hereby given that an ordinary meeting of the Kawhia Community Board will be held in the Community Meeting Room, Jervois St, Kawhia on Friday 30 September 2011 commencing at 1.00pm.

23 September 2011

DC Clibbery
CHIEF EXECUTIVE

AGENDA

VISITORS ATTENDING THE MEETING:

1.30pm Representatives of the Order of St John

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PRESENT

IN ATTENDANCE

APOLOGIES

ITEMS TO BE CONSIDERED IN GENERAL BUSINESS

CONFIRMATION OF MINUTES - 29 JULY 2011

REPORTS

Item44 KAWHIA WHARF INVESTIGATION

To: **Chairperson and Members
Kawhia Community Board**

From: **Engineering Manager**

Date: **30 September 2011**

Relevant Community Outcomes

- The Otorohanga District is a safe place to live
 - Ensure services and facilities meet the needs of the Community
-

Executive Summary

In May 2009, the Kawhia Community Board requested that an investigation be carried out to determine the future life of the Kawhia wharf, possible replacement options and the level of depreciation required. This investigation has now been completed by Tonkin and Taylor and their report received.

Staff Recommendation

It is recommended that:

1. The report, Kawhia Wharf Investigation be received
2. A minimum level of funded depreciation of \$18,500 per annum plus escalation be retained for the next 25 years to allow for the wharf replacement with a simple timber pedestrian walkway and pontoon.

Report Discussion

Background

In May 2009, the Board considered a report from the Chief Executive on a proposal to investigate depreciation funding in respect of the Kawhia Wharf. The Board resolved that "A provisional allocation of \$5000 for investigation of technical issues relating to future wharf replacement be

included in the Kawhia Harbour Services Account financial estimates for the 2010/11 year, for consideration by the Board during the estimates process.” This amount was approved in the estimates.

The existing wharf was built in 1967 and consists of pre-cast, pre-stressed concrete piles, concrete abutments and pre-cast, pre-stressed concrete slab decking. The deck is coated with an asphalt topping.

Since the initial wharf was built an extension to provide the seating area was added in about 1981 and in 1998 the pontoon was added. A contract for major repairs of corroded reinforcing and damaged concrete was undertaken in 1995 and a further contract for the replacement of some of the timber fender piles was carried out in 2002.

Other works have generally only involved normal routine repairs and maintenance.

Existing Depreciation

During the consideration of the Chief Executive’s report in May 2009 it was considered that the proposed level of depreciation of \$42,000 for 2009/10 was too high and that \$10,000 of this should be left unfunded, reducing the extent of the community rates increase. The reduced level of funded depreciation was not based on any technical information and hence the decision to proceed with the investigation.

In 2010/11 it was agreed not to fund any depreciation as the cash surplus was at a reasonable level and the forward estimates showed this increasing over the next 10 years. The actual levels of depreciation have been:

2008/09 total depreciation - \$32,467	not funded - \$13,167
2009/10 total depreciation - \$33,068	not funded - \$10,000
2010/11 total depreciation - \$34,307	not funded - \$34,307
2011/12 total depreciation - \$32,050 (estimates)	not funded - \$10,000

The cash surplus at the end of 2010/11 was \$42,944 and this is projected to be \$104,878 (\$134,874 – escalated) in 2020/21. This allows for the \$10,000 to not be funded each year and for approximately \$50,000 in 2013/14 and \$78,500 in 2018/19 to be used for wharf refurbishment.

Investigation

The amount of \$5000 was included in the 2010/11 estimates and Tonkin and Taylor were engaged in April 2011 with the following brief.

Council is proposing to review the requirements and levels of depreciation necessary for the future and that an investigation be carried out to help refine depreciation funding in respect of the Kawhia Wharf.

The proposal is that a very brief “broadbrush” investigation be undertaken to determine the expected life and possible future replacement of the wharf and in particular the three points as set out below. Point 3 is reasonably straightforward however points 1 & 2 are less so and may result in a few main options.

1. What type of structure should replace the existing wharf when it reaches the end of its life? (it does not have to be exactly the same type of structure as is currently in place)
2. How much is the replacement structure likely to cost? (this may need to include removal of the old structure)
3. How long will it be before the existing wharf needs to be replaced? (this is the period over which further depreciation can be collected, and may also be dependant upon the type of structure that will replace it - for example it may be preferable to construct a new cheaper structure rather than to undertake high-cost refurbishment of the existing structure)

It had been intended that the report be received before the end of June however this was delayed and was received at the beginning of September. The funding allocation for the report will be carried over to the 2011/12 financial year.

Maintenance requirements

Tonkin & Taylor have determined that the general condition of the wharf is satisfactory to good and with ongoing maintenance its remaining serviceable life would be in the order of 20 to 30 years.

They have identified a number of maintenance items which need attention being:

Repair spalling and cracking on the deck slabs	within 1–2 years
Replace 2 timber fender piles & replace or remove 2 more	within 2-3 years
Replace 2 timber fender piles	within 5 years
Undertake a diver survey of the pontoon	2-3 years
Replace the timber pontoon piles	within 5 years
Repair broken concrete near post by gangway	within 2 years.

The estimated cost of this work is \$50,000 to \$75,000 excluding the pontoon piles. This work would be well covered by the proposed allowances for wharf refurbishment in the forward estimates though the years of allocation will need to be amended.

Wharf replacement

Replacement options will depend on the future use of the wharf which is difficult to anticipate. It is likely that it will require at least a pontoon for berthing, similar in size to that which exists at present and access from the shore to the pontoon.

Tonkin & Taylor have determined that a simple timber pedestrian walkway to a pontoon would be in the order of \$270,000 – \$344,000. A full replacement wharf similar to that which exists at present will be of the order of \$925,000 - \$1,150,000. Both are in today's dollars and will require an additional 15% - 20% for resource consents, designs and supervision giving top end costs of approximately \$400,000 and \$1,380,000 respectively.

Future Depreciation

At the existing level of funded depreciation (\$22,050 per annum) and allowance for say \$100,000 for wharf refurbishment this would give an available cash surplus of in today's dollars of approximately \$494,000 in 2036.

Therefore to allow for the simple timber pedestrian walkway and pontoon at \$400,000 plus intermediate refurbishment will require a minimum funded depreciation of \$18,500 per annum in today's dollars.

ie: $\$42,944 + (\$18,500 \times 25 \text{ years}) - \$100,000 = \$405,444$.

It is therefore recommended that a minimum level of funded depreciation of \$18,500 per annum plus escalation be retained for the next 25 years to allow for a simple timber pedestrian walkway and pontoon.

Roy Chadwick
ENGINEERING MANAGER

**Item45 APPLICATION FOR TEMPORARY ROAD CLOSURE - KAWHIA
ROWING REGATTA AND NEW YEAR CELEBRATIONS**

**To: Chairperson and Members
 Kawhia Community Board**

From: Engineering Support Officer

Date: 30 September 2011

Relevant Community Outcomes

- The Otorohanga District is a safe place to live
 - Foster an involved and engaged Community
-

Executive Summary

An application has been received from the Kawhia Rowing Regatta Club for road closures within the Kawhia Community for the purpose of holding the Kawhia Rowing Regatta and associated activities. Lou Sherman is also organising the fireworks display on New Year's Eve. In the interest of public safety, it is suggested that Council close the road for New Year's Eve and combine this with the Rowing Regatta Club road closure under a single road closure application. The Otorohanga District Council will be responsible for the total costs incurred for the road closure in respect of New Year's Eve and the Rowing Regatta Day, to be funded 50/50 between the Otorohanga District Council and the Kawhia Community Board.

Suggested Recommendation

It is recommended that approval be granted for the following road closures:

Purpose: Kawhia New Year's Eve Celebrations and Rowing Regatta Day

Dates: Saturday, 31 December 2011 and Sunday, 1 January 2012

Details of Closure: **Kawhia New Year's Eve Celebrations**

JERVOIS STREET – from its intersection with Tainui Street to Omimiti Street

OMIMITI STREET – No exit

Period of Closure: 6.00pm to 6.00am

Kawhia Regatta

JERVOIS STREET – from its intersection with Tainui Street to Omimiti Street

OMIMITI STREET – No exit

Period of Closure: 6.00am to 5.00pm

With the following conditions imposed:

1. Council will be responsible for management of the first period of the closure from 6.00pm 31 December 2011 to 6.00am 1 January 2012.

During this first period the road will be completely closed with a water-filled barrier, and residents within the section of closed road will be required to make other prior

arrangements if they wish to use a vehicle. Council will be responsible for placing the barrier and signs at the start of the closure.

Emergency access for vehicles will be over the pavement on Jervois Street.

2. The Kawhia Rowing Regatta Club will then be responsible for management of the second period of the closure from 6.00am to 5.00pm on 1 January 2012.

During this second period the road will be partially closed, with sections of the water-filled barrier removed so that there is controlled access for vehicles associated with the regatta and properties affected by the closure. The Kawhia Rowing Regatta Club will be responsible for removing the barriers and signs at the end of the closure period.

3. During their relevant road closure management periods, Council and the Kawhia Rowing Regatta Club will be responsible for adequate sign posting and policing of the roads to be closed to ensure that no vehicles have access to the closed portion of road, which includes arranging delivery, erection and staffing of all road closure barriers, and the removal thereof after closures.
4. Council will arrange the hire of required barriers and signs, and advertising of the closure in the Waitomo News.
5. The Otorohanga District Council will be responsible for the total costs incurred for the road closure in respect of New Year's Eve and the Rowing Regatta Day, to be funded 50/50 between the Otorohanga District Council and the Kawhia Community Board.
6. No objections are received from the NZ Police Department or the NZ Transport Agency.
7. Persons will be allowed through in the event of an emergency.
8. Kawhia Rowing Regatta Club is responsible for obtaining public liability insurance (and paying the cost thereof) to a minimum value of \$2,000,000. This is required to indemnify Council against any damage to property or persons as a result of activities during the road closure period. Council requires that it is held covered under the terms of such policy and accordingly the policy is required to be in both parties' names on the form prescribed by Council.
9. Council will prepare a traffic management plan for the closure that complies with Transit New Zealand's Code of Practice for Temporary Traffic Management.
10. Signs advising of the road closures are to be erected at the start and end of the closed portions of roads and on each intersecting road two weeks prior to the road closure. All signs are to be removed immediately after the closure.
11. The Kawhia Rowing Regatta Club and Council to obtain signatures of residents and businesses affected, confirming notification that the proposal has been received.

Robyn Hodges
ENGINEERING SUPPORT OFFICER

Item46 ORDER OF ST JOHN PRESENTATION

**To: Chairperson and Members
 Kawhia Community Board**

From: Governance Supervisor

Date: 30 September 2011

Relevant Community Outcomes

- The Otorohanga District is a safe place to live
 - Ensure services and facilities meet the needs of the Community
 - Foster an involved and engaged Community
-

Executive Summary

Representatives of the Order of St John will attend the meeting at 1.30pm to address concerns Members have regarding Kawhia volunteers.

Staff Recommendation

It is recommended that:

The presentation be received.

Report Discussion

At the meeting of the KCB held on 28 January 2011 Members requested that an invitation be extended to representatives of Midland Health to attend a Board meeting to clarify issues regarding the necessity for Volunteers to have to continually upgrade their qualifications.

CA Tutty
GOVERNANCE SUPERVISOR

Item47 KCB MATTERS REFERRED FROM 29 JULY 2011

**To: Chairperson and Members
 Kawhia Community Board**

From: Governance Supervisor

Date: 30 September 2011

Report Discussion

1. BOARD

24 June 2011

- i. To review the installation of an electric barbecue on the Kawhia Beachfront following consideration of funding available from various Community groups.
- ii. To inform the Engineering Manager of a suitable logo for the new rubbish bins.
- iii. To consider, for resolution at the next Board meeting, the matter of the Maori Trustees, Kawhia Leasehold rent review.

2. MR SHERMAN

29 July 2011

- i. To send to Members a copy of Lloyd Whiu's design for possible placement on the rubbish bins.
- ii. To have discussions with Linda Wix regarding a local directory in particular the number of pages and how many booklets would be required.

3. MS GANE

29 July 2011

- i. To draft a suitable response to the Maori Trustees regarding land rental increase.

4. ENGINEERING MANAGER & BOARD MEMBERS

29 July 2011

- i. To look at the restructured Waiwera St bank below the Methodist Church, in particular as to its stability.

CA Tutty
GOVERNANCE SUPERVISOR

GENERAL
