



Otorohanga Community Board

AGENDA

29 January 2015

4.00pm

Members of the Otorohanga Community Board

Mr R Prescott (Chair)
Mr NS Chetty
Mrs EM Cowan
Mrs AC Laws
Mr PD Tindle
Mr DR Williams

Meeting Secretary: Mr CA Tutty (Governance Supervisor)

OTOROHANGA COMMUNITY BOARD

29 January 2015

Notice is hereby given that an ordinary meeting of the Otorohanga Community Board will be held in the Council Chambers, Maniapoto St, Otorohanga on Thursday 29 January 2015 commencing at 4.00pm.

23 January 2015

DC Clibbery
CHIEF EXECUTIVE

AGENDA

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PRESENT

IN ATTENDANCE

APOLOGIES

ITEMS TO BE CONSIDERED IN GENERAL BUSINESS

CONFIRMATION OF MINUTES – 4 DECEMBER 2015

REPORTS

Item 56 PROPOSED FURTHER RIVER ACCESS IMPROVEMENTS

To: Chairperson and Members
 Otorohanga Community Board

From: Engineering Manager

Date: 29 January 2015

Relevant Community Outcomes

- Ensure services and facilities meet the needs of the Community
-

Executive Summary

A budget allocation within the estimates for the 2015/16 financial year is proposed for the purpose of improving access and recreational use of the Waipa River around Otorohanga.

Staff Recommendation

It is recommended that:

A provisional budget allocation of \$24,000, to be funded from the Otorohanga Community's Special Fund, is included in the financial estimates for the 2015/16 year for the purpose of improving access and amenity of the Waipa River at three sites around Otorohanga.

Report Discussion

As members may recall comment was made in my memo to the Board dated 27 November 2014 on that there was believed to be potential for Otorohanga to develop a more general sense of being a 'water town' taking advantage of the resource that we have in the Waipa River, stating the following (in italics):

In the Waipa River the community has what is probably an under-appreciated resource; a river literally within a 'stone's throw' of town that has with generally good (and probably improving) water quality that has recreational potential which is not yet fully utilised.

With recent willow clearance there are now many places where people can swim, catch trout or engage in other water-based recreation just minutes away from where they live. It is suspected that there are not many other urban communities that have such a resource so close at hand, and believe that we could take greater advantage of it through works that might include:

- *Development of a walking access along the stop banks as previously discussed*
 - *Continuing improvements at Lake Huiputea*
 - *Formation of other riverside recreation areas, such as at the end of Waipa Esplanade (adjacent to the old closed landfill site) or adjacent to the SH31/39 bridge*
-

- *Creation of a riverside walking route (even if just limited to provision of stiles over fences and some vegetation clearance) along the 'Queens Chain' downstream of the landfill site. This would require reaching agreement with some private property owners, but such a track could provide a very pleasant walking route of up to 4km in length*

The recently observed excellent utilisation of the newly created small riverside recreation area at the SH3 bridge reinforces my belief that there are more similar works that could be done to enhance the value of the river to the community, and it is known that some other members of the Board share that view.

The development at the SH3 bridge has clearly shown that whilst the area has always been used by a swimming hole some children, the creation of proper access also brings adults and families, as shown in the photograph below.



SH3 River Access Area

Such works can have relatively low development and operating costs, and hence can potentially represent excellent value for the community.

It is therefore proposed that a budget should be established in the Long Term Plan – ideally in the 2015/16 year – for the purpose of conducting some further access and amenity improvement works along the river, perhaps with the assistance of the Waikato River Clean-Up Trust (WRCUT).

Such improvements would be complementary to a program of works to enhance the Waipa River upstream of Otorohanga (including willow removal, fencing, planting and habitat improvement) that is being promoted by the Maniapoto Maori Trust Board (MMTB), the Waikato Regional Council (WRC) and others.

The Board Chair made recent comment of how pleasant it is to float down the river from the weir now that an easy downstream exit place exists at SH3, and that it would be better still if other similar areas existed further downstream to extend such a trip.

The creation of such additional river access points would also make it easier for residents – both children and families - in the more northern areas of the town to make use of the river.

It is considered necessary have a discussion of potential new river access points at this time because Council staff are commencing the process to re-tender the leases of the land around the stopbanks, and if additional access points are to be developed provision needs to be made in the new lease conditions for this.

Other Potential Riverside Recreation Areas

Some potential sites for development of further enhanced river access around Otorohanga have been inspected, and the following comments on these sites are offered:

End of Waipa Esplanade

An initial thought was that the Council owned land at the end of Waipa Esplanade could be a good site for an additional river access area. The track along Waipa Esplanade finishes approximately 50 metres from the river bank, but road reserve continues all the way to the river.

An inspection has however revealed that the river bank here is high (at least 4.5 metres above the water), very steep and (more significantly) drops into deep fast water (looks to be up to 2 metres deep) on the outside of a river bend, which continues for some distance downstream.

Unfortunately the observed form of the river makes the site appear unsuitable for recreational purposes on the grounds of safety, despite the convenience of easy access.

Confluence of the Waipa and Mangapu Rivers

The pool at the confluence of the two rivers provides a very deep slow flowing swimming hole, but it is not easily accessible, being more than 250 metres from the carparks at either the Otorohanga Sports Club or the Tigers Club Rooms, and completely concealed from these areas.

There is also a sufficient extent of deep water to pose a hazard to those who are not strong swimmers. As such this location is not considered suitable for development, though a secure mooring of a floating pontoon in this pool might be enjoyed by those who choose to venture there.

Below SH31/39 Bridge (area 1 on map)

The river here is pleasant, and a suitable parking area is on the western side of McReady Road, 120 metres from the river. The water upstream of the bridge is too shallow for swimming, but immediately below the bridge shingle banks lead into some deeper holes.

The generally shallow nature of the river here makes it relatively easy for people to move either upstream or downstream of the bridge in the water.

River banks here are approximately 4.0 metres above low water level and not as steep as at some other sites. A place about 20 metres downstream of the bridge appears a suitable site to form an access similar to that at SH3.

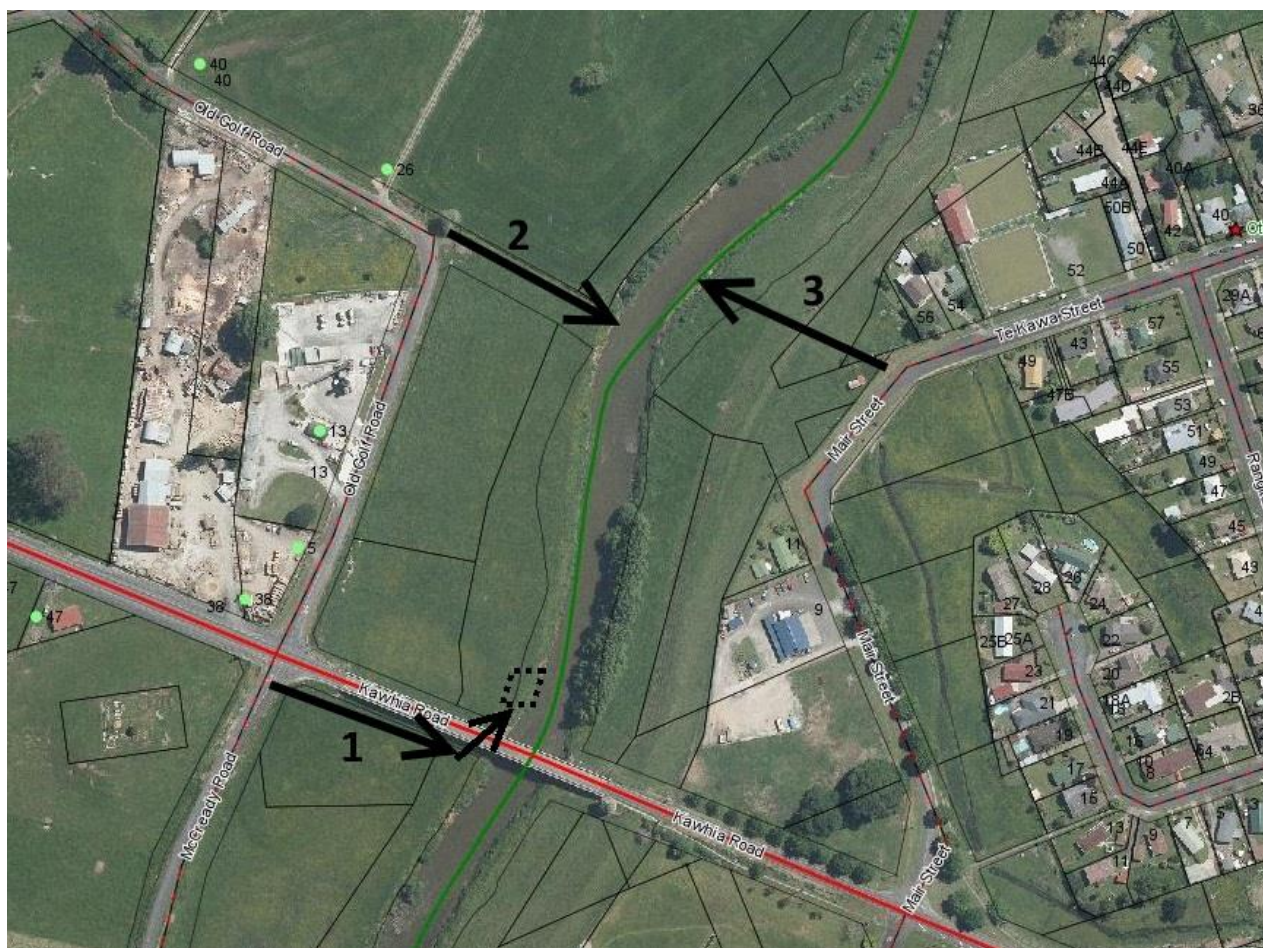
Off Old Golf Road (area 2 on map)

Road reserve runs all the way to the river, and a parking area here could easily be formed less than 60 metres from the river.

The river bank is however high (at least 4.5 metres above low water level) steeply inclined and the water is perhaps 1.5 metres deep at the bank, flowing fairly swiftly.

The water becomes more shallow downstream and there is a pleasant sloping shingle bank on the other side of the river, but it appears that significant work would be required to form a readily usable amenity area here, including some work in the river, for which consents would be required, which might be difficult to obtain.

The 'out of the way' location of this site also seems likely to restrict the extent of use.



Off Mair Street (area 3 on map) – opposite previous area

Vehicles can park on the road side at Mair Street near to the Flood Pump Station, from which it is a walk of approximately 100 metres to the river. The river bank is about 4.0 metres high here, leading down to a gently sloping gravel bank on the inside of a river curve that progresses into the deeper water on the opposite side.

The form of the river itself is probably the most favourable of all the sites, and the extent of bank excavation needed to form an easier access to the gravel bank does not appear to be very great, which would limit any concerns that might be expressed regarding digging into the river bank on the town side. The river bank is also around 40 metres away from the toe of the stopbank at this point, making it extremely unlikely that such limited works on the riverbanks could affect the stopbanks

A possible disadvantage of this site is that it is concealed, but it would nevertheless be expected that its good proximity to the central areas of Otorohanga would result in it being regularly used.

Overall only areas 1 and 3 on the map above appear to be suitable for development.

Area 1 is considered the best site, but it is also believed that it would be worthwhile to do some lesser development at area 3.

The suggested form of works required at these sites, and estimated indicative costs for development and maintenance are as follows:

Area 1 – Below SH31/39 Bridge

Development

- River access sign and pedestrian gate off McCreedy Road - \$700
- Formation of riverside access area with rock reinforcements, similar to SH3 - \$10,000

- Fencing of 20m x 10m area with pedestrian gate access - \$1,000
- Planting of some additional mature shade trees - \$500
- Purchase & Installation of two concrete picnic tables - \$3,000

Approximate total - \$15,000

Maintenance

Rough mowing or weed eating of access & riverside area 3 to 4 times per year - estimated cost \$1500 per annum.

Area 3 – Off Mair Street

Development

- River access sign and pedestrian gate off Mair Street - \$700
- Formation of more gently sloping track to river. No rock reinforcement. - \$2,000
- Pedestrian gate access through existing riverside electric fence - \$700
- Planting of some additional mature shade trees - \$500

Approximate total - \$4,000

Maintenance

Rough mowing or weed eating of access 2 to 3 times per year - estimated cost \$500 per annum.

Enhancement of area below Otorohanga Weir

This area has traditionally been well utilised by the community for recreation, and the Board Chairman has suggested that some further works to enhance this use would be appropriate, such as the installation of picnic tables. It is also believed that the planting of some shade trees on the northern side of the river would also be beneficial.

Such improvements would tie in well with the riparian fencing and planning that is being proposed for this area under the MMTB / WRC project.

It is therefore suggested that a budget of \$5,000 might be allocated for the installation of 3 picnic tables and the planting of shade trees at this location.

No additional maintenance is proposed for this area if it is assumed that the picnic tables are robust with a long life.

Funding Issues

In total the suggested riverside access improvements have an estimated development cost of \$24,000, and an associated maintenance cost of \$2,000 per annum.

Consideration has been given as to whether a contribution towards this cost might be obtained from WRCUT, as occurred for the construction of the access area at SH3. It is however suspected that these works may be less likely to qualify for such funding since they are not part of a project that directly addresses water quality, as was the case with the works done at SH3, which were in conjunction with improvements to the Huiputea area.

Whilst it is believed that an argument could be made that encouraging local people to physically engage with the river is likely to help build respect for the river and issues of water quality that are in alignment with the objectives of the Waikato River Authority, the current Funding Strategy of that organisation suggests that financial support might not be available for access projects. It is however believed that further enquiries about the prospect of obtaining such funding might be worthwhile, though the next round of applications for such funding will not open until September 2015.

With there still being a significant amount in the Otorohanga Community's special reserve fund, and the prospect of some additional income to this fund from a sale of property, it does however appear that the further development of riverside access areas does not need to be dependent on WRCUT funding. An allocation for the full cost of could be included in Council's budget estimates for the 2015/16 year, with a view to having the improvements complete by next summer.

A cost of maintaining these areas of \$2000 per year has been suggested, but it is possible that this might not be a real cost, as the work would be expected to be carried out by Council staff, for whom the cost of employment is fixed, and at this stage it no additional operating budget allocation is proposed.

Dave Clibbery
ENGINEERING MANAGER

Item 57 MANAGEMENT OF ISLAND RESERVE

**To: Chairman and Members
 Otorohanga Community Board**

From: Chief Executive

Date: 29 January 2015

Relevant Community Outcomes

- Ensure services and facilities meet the needs of the Community
-

Executive Summary

A revision of management arrangements for the Island Reserve proposed by the Otorohanga Sports Club is presented and discussed. Attachments will be included under separate cover.

Staff Recommendation

That the report be received.

Report Discussion

For some years it has been recognised that the current arrangements for Management of the Island Reserve were unlikely to be sustainable in the long term.

A diminishing number of active reserve users, the cessation of events such as the County Fair and aging of the volunteers involved in activities at the reserve all contributed to the existing structure of management of the reserve through the Island Reserve Management Board (IRMB) becoming increasingly fragile, with management of the area effectively being carried out by the Otorohanga Sports Club (OSC) as the dominant user, despite the IRMB having been put in place to avoid one club dominating use of the facility.

Following the expiry of the lease for the site between Council and the OSC in 2007 there have been various discussions involving Council, OCB and the OSC as to how the facility should be managed.

In 2013 following a meeting with IRMB members, a proposed revised management arrangement was proposed by Council to the IRMB. Detail of these proposed arrangements is attached as an appendix. A proposed revised set of rules for the operation of the IRMB was also presented, for consideration and feedback by that Board.

It is however reflective of the current state of the IRMB that no feedback was subsequently received.

Recently conversation with Graham Wilshier of the OSC, and receipt of the attached letter confirms that the IRMB is no longer functional, and that as such it is not an appropriate entity to undertake the management of the reserve.

That the only regular user of the Island Reserve other than the OSC is currently Riding for the Disabled (which must be considered a minor user) is a significant change to the situation that existed when arrangements were previously put in place for the management of the reserve.

This, combined with the retirement of Ken Millar from his position as IRMB chairman and virtual manager of the reserve, requires a new form of management arrangement, and the OSC is proposing a Memorandum of Understanding between Council and the OSC, which has some similarity to the arrangement that was proposed in 2013, albeit with the OSC taking the role previously envisaged for the IRMB.

It has always been envisaged that an increase in ODC's financial contribution toward the operation of the Island Reserve would be required when Ken Millar retired, as he has been doing work on a voluntary basis that would normally be expected to be paid for, and the establishment of a paid part time groundsman or caretaker position looked necessary in the longer term. A \$5,000 per annum increase in Council's contribution had been envisaged to cover this.

The current proposal of the OSC proposes a \$7,000 increase in the ODC contribution, which is not greatly dissimilar to what was previously suggested.

It is however also noted that the OSC proposal includes some reduction in obligations of the OSC relative to what was contained in the original lease, and the responsibilities of OSC as identified in the proposal are largely confined to management of issues relating to the No1 and No2 playing fields and the grandstand, which are of course very closely related to the activities of the OSC.

With the reduced other use of the reserve and the demise of the IRMB it becomes difficult not to view Council's financial contribution – which is on top of Council's payment for mowing of the grounds - as being support of the OSC and Rugby Union, rather than the broader community, and Council does not provide similar financial support for other particular sporting codes.

That said it is recognised that Rugby Union is perhaps the dominant competitive sport in the District, and one in which Otorohanga has had considerable recent success.

It should however also be noted that when the initial lease of the Island Reserve to the OSC was established in 1997 it was envisaged that the financial contribution of Council towards the operation of the reserve – initially set at \$9,000 per annum – would be progressively reduced as the facility became financially self sustaining like other sporting codes, but in practice this did not occur.

Also attached to this report is a summary of the IRMB's average financial accounts for the period 2011 to 2014, which indicates total expenses of approximately \$17,000+GST per annum, of which the Council contribution met around 65%.

Under the proposed arrangement (presuming that total expenses increase to around \$23,000+GST) the Council contribution would meet around 80% of this.

Whilst questions might therefore be raised as to whether Council increasing its financial support for the operation of the Island Reserve would be consistent with its treatment of other sporting facilities, there is no question that somebody needs to take responsibility for coordinating the occasional use of the Island Reserve between different activities. Whilst this is now a much smaller task than it was in the past, it is not considered to be something that could be effectively managed by existing Council staff.

With Council currently spending approximately \$22,000 per annum on mowing of the Island Reserve, a revised financial contribution of \$18,000 to the OSC would see Council spending in excess of \$40,000 per annum on an area that is largely used by just one sporting code, with limited utilisation by the general public.

The current situation highlights that it would be desirable to have other sporting codes based at the Island Reserve, so that the benefits of Council's contributions towards the management of this area could be more broadly shared.

Such a relocation of codes to the Island Reserve in the short term does however now seem unlikely.

Conclusion

There is clearly a need for the change in how the Island Reserve is managed, but the demise of the IRMB does raise questions as to whether the proposal of the OSC is appropriate, despite there being no other obviously better and readily achievable alternative.

It is suggested that this is a matter to which members of the OCB (and Council, since any increased financial contribution is likely to be made from the District-wide funded parks and

Reserves account) need to give consideration, as there are some significant strategic issues involved, and hence no directive recommendation is presented.

Dave Clibbery
CHIEF EXECUTIVE

Item 58 PA TUNA POU MANAGEMENT AGREEMENT

**To: His Worship the Mayor & Councillors
 Otorohanga District Council**

From: Roothing Manager

Date: 29 January 2015

Relevant Community Outcomes

- The Otorohanga District is a safe place to live
 - Ensure services and facilities meet the needs of the Community
 - Provide for the unique history and culture of the District
 - Promote the local economy and opportunities for sustainable economic development
 - Manage the natural and physical environment in a sustainable manner
 - Foster an involved and engaged Community
 - Protect the special character of our harbours and their catchments
 - Recognise the importance of the Districts rural character
-

Executive Summary

It March 2014 the board approved the construction of a Pa Tuna Pou to commemorate the resolution of an historic land purchase between the Crown and Orahiri A Ahu Whenua Trust. The agreement for management and maintenance has now been agreed with NZTA and is presented here for final confirmation by the board

Staff Recommendation

It is recommended:

That the agreement is in accordance with the previous board requirements and is recommended for approval.

Report Discussion

It March 2014 the board approved the construction of a Pa Tuna Pou to commemorate the resolution of an historic land purchase between the Crown and Orahiri A Ahu Whenua Trust in Te Kanawa Street Otorohanga. A draft management agreement was prepared and has been the subject of some negotiation between NZTA and Orahiri A Ahu Whenua Trust, and the financial commitments of the Orahiri A Ahu Whenua Trust are now to be met by NZTA. The document is otherwise unchanged, although the final arrangement of the structure has been revised slightly.

The previous commitments by Council for an annual inspection by Council parks and amenity staff, and up 10 hours of maintenance work carried out annually by Council parks and amenity staff all at the cost of Council remain unchanged in the document.

Martin Gould
ROADING MANAGER

Attachments

- a. Copy of draft agreement

MEMORANDUM OF UNDERSTANDING

CONSTRUCTION AND MANAGEMENT OF THE ORAHIRI A BLOCK TRUST MEMORIAL PA TUNA POU

1: Parties to this agreement:

NZ Transport Agency (the Transport Agency)
Orahiri A Block Trust
Otorohanga District Council (Council or the Council)

2: General

The Parties to this agreement are entering into an arrangement for the construction and joint management of the memorial Pa Tuna Pou to be erected on Te Kanawa Street (State Highway 31/39) between Pango Street and Rangipare Street. Details of the agreed structure are attached as appendix A.

The Pa Tuna Pou is to be erected as part of the agreement between the Crown and Nick Tuwhangai and Solomon Nelson as the Trustee representatives for the Orahiri A Ahu Whenua Trust, MOA 29 June 2011 (Land Information NZ file reference CPC/1998/2827/A), to commemorate the settlement in 2011 of the historic land acquisition for road and school purposes. In this agreement the Crown agreed to, in consultation with the Trustee, to erect a plaque on the Otorohanga Kawhia Road Waipa River Bridge structure, or another agreeable location, commemorating the settlement. The Transport Agency, as Crown agent, has now agreed to a Pa Tuna Pou structure to fulfil this obligation on the basis that it is of similar cost and will require similar maintenance to that of the intended plaque.

3: Construction

Construction of the Pa Tuna Pou according to the general details in appendix A, is approved by the Transport Agency's network consultants, and located in the grassed traffic island bounded by Te Kanawa / Pango and Rangipare Streets (minimum 2.0m clear of kerb lines). Construction is to be undertaken under the direction and control of the Transport Agency in consultation with the Orahiri A Block Trust or their representatives at no cost to the Otorohanga District Council. Following construction, a complete list of materials and specifications for maintenance purposes is to be provided to the Transport Agency and Council.

No building consent or resource consent is required to be obtained for the erection of the Pa Tuna Pou, nevertheless normally accepted safe working practices must be observed, including a traffic management plan, and safe working practices close to existing overhead power lines.

Unless additional approval is specifically sought and obtained by the Transport Agency in consultation with the Orahiri A Block Trust from Otorohanga District Council the Pa Tuna Pou is not to be lit, and reflective finishes are not to be applied. Approval for suitable and appropriate lighting will not be unreasonably withheld by Council if application is made.

4: Maintenance

The following minimum standards for appearance and maintenance are agreed upon;

- i. Graffiti visible to passing motorists is to be removed as quickly as practical, and within two weeks of being noticed or reported at most;

- ii. Cleaning of the structure, to remove mould, mildew, lichen growth etc, is to be completed within 12 months of such growths becoming apparent during an inspection;
- iii. Any component which has been broken (including by vandalism) is to be replaced within 2 months of being reported;
- iv. Re-coating of any paint / stain surface treatment is to be carried out within 12 months of the existing coat starting to peel, flake, oxidise or fade as identified during an inspection;
- v. Timber components which have split, splintered or warped, to the extent that it is visibly noticeable from a distance of 10m, are to be replaced within 12 months of such defects becoming apparent,
- vi. Any component which through visible condition is likely to fail or break within 12 months of any inspection - for example timber rot or significant steel rust, is to be replaced within 12 months of such defects becoming apparent during an inspection;
- vii. All bolts and fixings are to be checked for tightness once a year.

The Pa Tuna Pou is to be inspected once per calendar year by Otorohanga District Council parks and amenities staff, jointly with representatives of the Transport Agency and Orahiri A Block Trust. Two weeks' notice of the annual inspection will be provided by Otorohanga District Council to the Transport Agency and Orahiri A Block Trust. Any required works scheduled are to be completed within the above timeframes by appropriately experienced workmen following normally accepted safe working practices, including a traffic management plan, if the scope of the repairs warrant's it, and safe working practices close to existing overhead power lines.

For minor works, up to a guideline of 10 hours annually, the work will be completed by Otorohanga District Council parks and amenity staff with materials supplied by the Transport Agency.

All maintenance of the Pa Tuna Pou, beyond the guideline 10 hours annually, are to be carried out by the Transport Agency in consultation with Orahiri A Block Trust, at no additional cost to Otorohanga District Council.

5: Replacement / renewal

When continued maintenance of the Pa Tuna Pou is considered to be uneconomic due to the age and condition of the structure, or individual significant elements, the Pa Tuna Pou may be entirely replaced or renewed, either to the same standards as included in this agreement, or other modified standards mutually acceptable to the Transport Agency in consultation with the Orahiri A Block Trust and the Otorohanga District Council.

The renewal / replacement is the responsibility of the Transport Agency in consultation with the Orahiri A Block Trust alone (not Otorohanga District Council) and the cost for this work is to be met by the Transport Agency.

6: Term of the agreement

This agreement has a term matching the existence of the Pa Tuna Pou, including its replacements, as provided for in item 5 above, replacement / renewal.

7: Revisions to this agreement

This agreement may be revised by mutual agreement of all the parties, at intervals of no less than 36 months from the date of original signing of this agreement.

The revision process shall be that either party may give written advice to the other party of a request to revise the agreement, setting out the desired request and a background to the need for the request. The request shall be discussed at a joint meeting held at the Otorohanga District Council offices within three months of receipt of the request to revise the agreement.

If agreement cannot be amicably reached between all the parties at the first, or a subsequent second meeting held within one month of the first meeting, the agreement shall remain unchanged for the next 36 months before another request for review can be made.

8: Termination of the agreement

This agreement will automatically be terminated at any time, should the Pa Tuna Pou be removed by the Transport Agency in consultation with the Orahiri A Block Trust.

Should the Pa Tuna Pou not be maintained to the standards in item 4 above, to the satisfaction of the Otorohanga District Council, and the Pa Tuna Pou is considered to be a significant safety risk or an eyesore, Council may give notice to the Transport Agency, in consultation with the Orahiri A Block Trust, that significant maintenance is required.

If the Transport Agency and the Orahiri A Block Trust do not undertake maintenance to the standards of section 4 within 6 months of this notification, or have not communicated its intention and timetable for repairs to Council, Council may inform the Transport Agency and the Orahiri A Block Trust of its intention to terminate the agreement and remove the Pa Tuna Pou.

The Transport Agency in consultation with the Orahiri A Block Trust will then have six months from the date of that notice to bring the Pa Tuna Pou up the minimum standards. In the event this is not achieved, Council reserves the right to terminate the agreement and remove the Pa Tuna Pou. This final step would only be taken by the Otorohanga District if substantially every reasonable alternative to maintain the Pa Tuna Pou has been exhausted.

9: Communications

Formal communications between the parties shall be in writing to the following addresses:

NZ Transport Agency
Regional Performance Manager
Level 1, Deloitte Building
24 Bridge Street
PO Box 973
Hamilton 3240

Orahiri A Block Trust:
Chairperson
C/- Dan Te Kanawa
P.O Box 125
Raglan 3225

Otorohanga District Council:

Otorohanga Community Board
C/o Otorohanga District Council
PO Box 11
OTOROHANGA 3940

Attention: Chief executive.

10: Signing

SIGNED for and on behalf of

NZ Transport Agency

State Highway Manager

(acting pursuant to delegated authority) _____

In the presence of:

Witness Signature

Name

Occupation

Address

SIGNED for and on behalf of

Orahiri A Block Trust

Chairperson

In the presence of:

Witness Signature

Name

Occupation

Address

SIGNED for and on behalf of
Otorohanga District Council

Chief Executive

In the presence of:

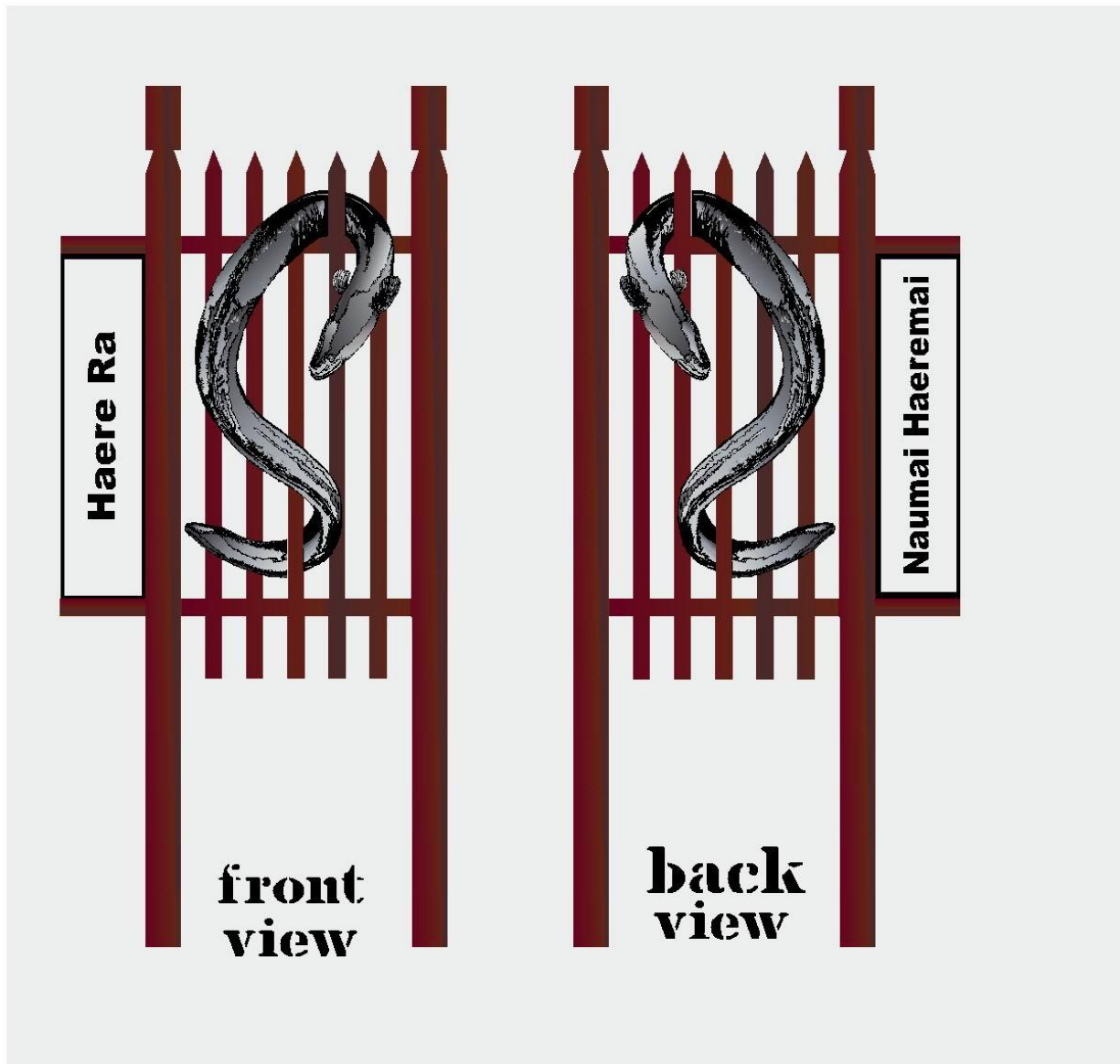
Witness Signature

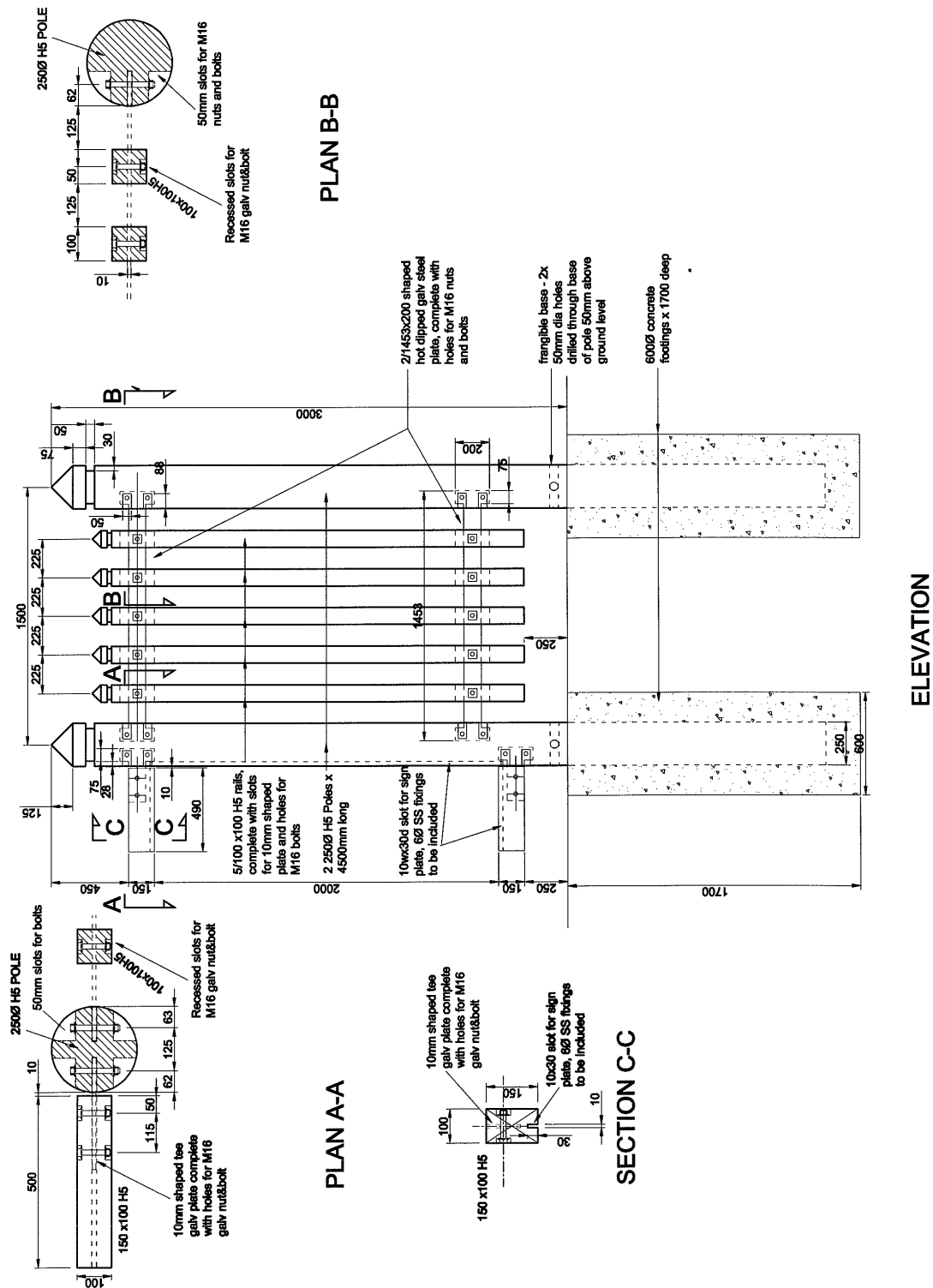
Name

Occupation

Address

Appendix A: Approved Pa Tuna Pou details





Item 59 VARIATIONS TO C975 MOWING A AND C952 OTOROHANGA GARDENING

To: **Chairperson & Members
Otorohanga Community Board**

From: **Community Facilities Officer**

Date: **29 January 2015**

Relevant Community Outcomes

- Ensure services and facilities meet the needs of the Community
 - Manage the natural and physical environment in a sustainable manner
 - Foster an involved and engaged Community
-

Executive Summary

A variation to the current mowing contract C975 Mowing A is proposed to include Whittington Lane.

A variation to the current gardening contract C952 Otorohanga Gardening is proposed to include the South bank at Otewa Rd.

Staff Recommendation

It is recommended that

1. The report be received
2. The mowing of the area described in the report be added into Contract 975 as Variation #2 at the quoted price of \$1,200 per year and the gardening of the area described in the report be added into C952 as Variation #1 at the quoted price of \$1,332 per year plus gst.

Report Discussion

Contract 975 – Whittington Lane.

The area of Whittington Lane indicated for mowing in the attached map has never been mown due to metal and the messy terrain. Council's Roading Department has recently tidied up this area and added kerb and channelling making this a much nicer piece of land to mow now. With this area being utilised much more frequently these days it is time to tidy it up and have this area included in the mowing contract. The current contractor, Tidy Gardens, have offered an annual fee of \$1,200 to mow this.

Contract 952 – Otorohanga Gardening

South bank at Otewa Rd – The corresponding bank on the North side of Otewa Rd is currently included in the Gardening Contract. At the time the South bank garden had not been established. It is now time to include this bank in the contract at the offered price of \$1,332pa.

Such additional works will however, have to be paid for from the Parks & Reserves account which is funded by the whole District and as such the approval of Council will also be required.

It is therefore suggested that if the Otorohanga Community Board is supportive of these additional works, the cost is included in the budget estimates for 2015/16 onwards.

Dianne Hooker

COMMUNITY FACILITIES OFFICER

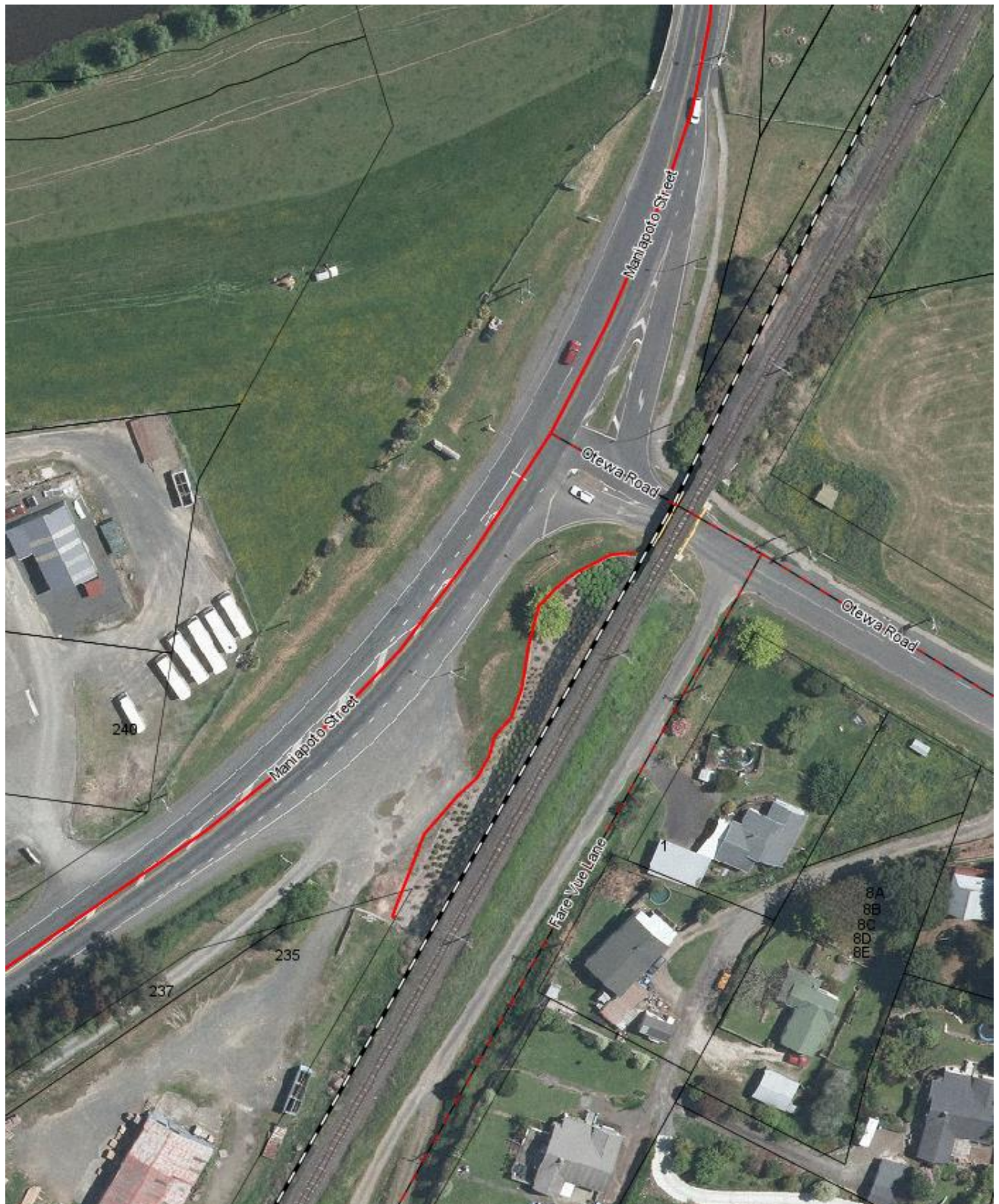
Attachments

- b. Maps of Whittington Lane and Otewa Rd South bank
-

C975 - Variation 2 - Whittington Lane



C952 Variation #1 South side of Otewa Rd Rail bridge



**Item 60 APPLICATION FOR TEMPORARY ROAD CLOSURE - ANZAC DAY
COMMEMORATIONS 2015**

To: **Chair and Members
Otorohanga Community Board**

From: **Engineering Support Officer**

Date: **29 January 2015**

Relevant Community Outcomes

- The Otorohanga District is a safe place to live
 - Provide for the unique history and culture of the District
 - Foster an involved and engaged Community
-

Executive Summary

Council is required to apply for road closures within the Otorohanga Community to enable the Otorohanga ANZAC Day Commemorations to proceed on Saturday, 25 April 2015.

Staff Recommendation

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

Purpose: ANZAC Day Commemorations

Date: Saturday, 25 April 2015

Periods of Closure: 5.45am to 6.45am
and
9.45am to 10.45am

Details of Closure: **STATE HIGHWAY 3 / MANIAPOTO STREET**, from the northern entrance of Huiputea Drive to its intersection with Te Kanawa Street;
KAKAMUTU ROAD, from Maniapoto Street to its intersection with Turongo Street
GRADARA AVENUE, from Kakamutu Road to its intersection with Summit Drive.
RANFURLY STREET, east end from its intersection with Maniapoto Street to end
COWLEY LANE – entire length
WAHANUI CRESCENT – entire length
WHITTINGTON LANE – entire length

Detour: Will be by way of Huiputea Drive.

The road closure will be subject to the following conditions:

1. Council must comply with the objection provisions as contained within the Transport (Vehicular Traffic Road Closure) Regulations 1965.
2. No objections are received from the NZ Police Department or NZ Transport Agency.
3. During the proposed period of road closures, emergency services will be allowed through in the event of an emergency.
4. Council is to notify the local information centre, bus and taxi operators, and affected businesses and residents of the closures.

5. Council is to pay for all advertising costs in appropriate newspapers. Public notice advertisements are to be published in the Waitomo News.
6. 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.

Report Discussion

This year is the 100th anniversary of Anzac Day and because of this there may be additional interest in the event this year.

Council has public liability insurance to the value of \$5m that will adequately indemnify Council against any damage to property or persons as a result of this event during the road closure period.

Inframax have agreed to sponsor the traffic management requirements for this year's closure. Inframax will be responsible for the management of both periods of road closure and will be solely 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 barriers and detour signs, and the removal thereof after the closures.

Due to problems experienced in the past, it is recommended that the no exit end of Ranfurly Street, Wahanui Crescent, Whittington Lane and Cowley Lane be closed to prevent traffic entering the CBD from the south end of town via Pine Street and causing disruption to ANZAC Day proceedings when exiting the area.

Robyn Hodges
ENGINEERING SUPPORT OFFICER

Item 61 OCB MATTERS REFERRED FROM 4 DECEMBER 2014

**To: Chairperson and Members
 Otorohanga District Council**

From: Governance Supervisor

Date: 29 January 2015

Executive Summary

1. BOARD

11 September 2014

- i. To have a discussion with representatives of the Waipa Rural Water Supply Committee at their AGM regarding the supply of water to properties outside of the Otorohanga Community and Waipa Rural water supply areas.

23 October 2014

- i.. To review the Otorohanga Domain Reserve Management Plan.

2. MR CHETTY

31 July 2014

- i. To present a Draft Discussion Document on a Sister City Concept to various Community Groups.

**CA Tutty
GOVERNANCE SUPERVISOR**

GENERAL

MOTION TO EXCLUDE THE PUBLIC

