

Ōtorohanga District Council

extra-ordinary meeting

Notice is hereby given that an extra-ordinary meeting of the Ōtorohanga District Council will be held in Waikōwhitiwhiti (Council Chambers), Ōtorohanga District Council, 17 Maniapoto Street, Ōtorohanga on Tuesday, 12 November 2024 commencing at 11.00am.

Tanya Winter, Chief Executive

7 November 2024



OPEN TO THE PUBLIC AGENDA

Ōtorohanga District Council membership

Chairperson	His Worship the Mayor, Max Baxter
Deputy Chairperson and Kāwhia Tihiroa Councillor	Deputy Mayor, Annette Williams
Kāwhia Tihiroa Councillor	Kit Jeffries
Kio Kio Korakonui Councillor	Rodney Dow
Ōtorohanga Councillor	Katrina Christison
Ōtorohanga Councillor	Steve Hughes
Rangiātea Councillor	Jaimee Tamaki
Rangiātea Councillor	Roy Willison
Waipā Councillor	Roy Johnson
Wharepūhanga Councillor	Cathy Prendergast

All attendees at this meeting are advised that the meeting will be electronically recorded (audio and video) for the purpose of webcasting to the ŌDC's YouTube channel. Every care will be taken to maintain individuals' privacy however attendees are advised they may be recorded as part of the general meeting proceedings.

For use in both opening and closing meetings

A Member will provide the words of their preference or may choose to use the following:

Mā te whakapono	<i>By believing and trusting</i>
Mā te tūmanako	<i>By having faith and hope</i>
Mā te titiro	<i>By looking and searching</i>
Mā te whakarongo	<i>By listening and hearing</i>
Mā te mahi tahi	<i>By working and striving together</i>
Mā te manawanui	<i>By perseverance and determination</i>
Mā te aroha	<i>By all being done with compassion</i>
Ka taea e tātou	<i>We will succeed</i>

For use in blessing food

A Member will provide the words of their preference or may choose to use the following:

Nau mai e ngā hua o te wao	<i>I welcome the gifts of food from the forest</i>
O te ngakinga	<i>From the cultivated gardens</i>
O te wai tai	<i>From the sea</i>
O te wai māori	<i>From the fresh waters</i>
Hei oranga mō tātou	<i>For the goodness of us all</i>
Tūturu whakamaua	<i>Let this be my commitment to all!</i>
Kia tina! Tina! Hui e! Tāiki e!	<i>Drawn together and affirmed!</i>

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This Open Agenda was prepared by Manager Governance, Kaia King and approved for distribution by Chief Executive, Tanya Winter on 7 November 2024. The agenda was reissued on 12 November 2024.

Commencement of meeting

Te tīmatanga o te hui

The Chairperson will confirm the livestream to YouTube is active then declare the meeting open.

Opening prayer/reflection/words of wisdom

Karakia/huitao/whakataukī

The Chairperson will invite a member to provide opening words and/or prayer/karakia.

Apologies

Ngā hōnea

A Member who does not have leave of absence may tender an apology should they be absent from all or part of a meeting. The meeting may accept or decline any apologies. For clarification, the acceptance of a Member's apology constitutes a grant of 'leave of absence' for that specific meeting(s).

Should an apology be received the following is recommended: *That Ōtorohanga District Council receive and accept the apology from ... for (non-attendance, late arrival, early departure).*

Late items

Ngā take tōmuri

Items not on the agenda for the meeting require a resolution under section 46A of the Local Government Official Information and Meetings Act 1987 stating the reasons why the item was not on the agenda and why it cannot be dealt with at a subsequent meeting on the basis of a full agenda item. It is important to note that late items can only be dealt with when special circumstances exist and not as a means of avoiding or frustrating the requirements in the Act relating to notice, agendas, agenda format and content.

Should a late item be raised, the following recommendation is made: *That Ōtorohanga District Council accept the late item due to to be heard*

Declaration of conflict of interest

Te whakapuakanga pānga taharua

Members are reminded to stand aside from decision making when a conflict arises between their role as an elected member and any private or external interest they may have.

A conflict can exist where:

- The interest or relationship means you are biased; and/or
- Someone looking in from the outside could have reasonable grounds to think you might be biased.

Should any conflicts be declared, the following recommendation is made: *That Ōtorohanga District Council receive the declaration of a conflict of interest from for item ... and direct the conflict to be recorded in Ōtorohanga District Council's Conflicts of Interest Register.*

Decision reports

Ngā pūrongo whakatau

DISCLAIMER: The reports attached to this Open Agenda set out recommendations and suggested resolutions only. Those recommendations and suggested resolutions DO NOT represent Ōtorohanga District Council policy until such time as they might be adopted by formal resolution. This Open Agenda may be subject to amendment either by the addition or withdrawal of items contained therein.

Item 189 Waka Kotahi Roding Funding – Options for Unmatched ‘Local Share’

To Ōtorohanga District Council

From Paul Strange, Roding Manager

Type **DECISION REPORT**

Date 12 November 2024



1. Purpose | Te kaupapa

1.1. Following formal advice in August 2024 from the New Zealand Land Transport Agency (NZTA) - Waka Kotahi on funding allocations for the next three years, Council needs to consider options for the unmatched ‘local share’ of roading funding for the current year and the subsequent two financial years.

2. Executive summary | Whakarāpopoto matua

2.1. In its Long-Term Plan 2024-2034 (LTP) Ōtorohanga District Council (Council) signalled its intention to spend \$41.7M on roading in the first three years of the plan. In August 2024, NZTA advised that funding applications were only approved to \$31M. Although less than anticipated, staff are confident that delivery of key components of the programme are manageable within the reduced budget noting that in the previous three years expenditure on the roading network was \$27.7M.

2.2. The components of the roading budget not funded by NZTA have a matching ‘local share’. This amounts to \$445,000 of Operating and \$875,000 of Capital money for each year of the LTP. A decision needs to be made about the use of the unmatched ‘local share’ in the current year. Options for the application, or otherwise, of this surplus funding for the next two financial years should also be considered.

2.3. Four main options have been identified:

- i. Apply the surplus ‘local share’ to select unmatched capital and operating projects
- ii. Retain the surplus ‘local share’ in reserve and apply to operating and capital opportunities providing additional NZTA match funding becomes available
- iii. Continue with the full LTP programme (scope and timing) and fund the NZTA shortfall
- iv. Don’t collect the ‘local share’ of unmatched roading funding for 2025/26 and 2026/27 and reduce, rescope and/or reprioritise the LTP programme for these years.

2.4. While all four options have merit, staff consider that a mix of options will deliver the best results for the roading programme over the next three year.

2.5. In the current financial year, a combination of Option 1 and Option 2 is proposed. These options enable priority capital and operating projects to be progressed while leaving the ‘door open’ for obtaining future NZTA funding should the opportunity arise.

- 2.6. Staff are soon to review budgets for the 2025/26 Annual Plan and a decision will need to be made by Council on whether the unmatched 'local share' is included in the roading budget. Although early in the process, it is proposed that adjustments be made to the budget again applying the combination of Option 1 and Option 2. However, once the overall budget position for 2025/26 is fully understood, Council could choose to apply Option 4 and remove 'local share' of unmatched funding from the Annual Plan roading budget. It should be noted that under Option 4 Council still has some ability to apply for additional funding from NZTA funding, should it become available, using debt or reserves to fund the 'local share'.
- 2.7. The approach described above could also be applied to the roading budget for the 2026/27 Annual Plan.
- 2.8. As the full quantum of NZTA funding for the district was still being determined when we adopted the 2024/34 LTP, we signalled in the document that we would consider our options and make adjustments to the programme once we had this information to hand. We also indicated that we would talk to the community as we worked through our annual plan process. The mix of preferred options outlined in this report do not require formal consultation as differences from the LTP are not material. However, roading is a priority for the community and it is important that the shortfall in funding is communicated along with the steps we will be taking to mitigate the overall reductions to the roading budget.

3. Staff recommendation | Tūtohutanga a ngā kaimahi

That the Ōtorohanga District Council:

- a) Receives the report *Waka Kotahi Roothing Funding - Options for Unmatched 'Local Share'*.
- b) Agrees, for the 2024/25 financial year to:
 - i) Apply a portion of the unmatched 'local share' from the 2024/25 roading budget to select unmatched capital (\$600,000) and operating projects (\$70,000) that align with Council's Land Transport Asset Management Plan 2024 – 34 and the Long-Term Plan 2024-2034
 - ii) Retain \$375,000 of surplus operating funding and \$275,000 of surplus capital funding in reserve to provide the 'local share' should additional NZTA funding become available.
- c) Note that:
 - i) Further decisions on reallocating funds in years two and three of the Long-Term Plan (LTP) will be considered as part of the annual plan process as per the options outlined in this report – *Waka Kotahi Roothing Funding – Options for Unmatched 'Local Share'* (dated 12 November 2024)
 - ii) The community needs to be informed about the shortfall in funding from NZTA and the steps Council will be taking to mitigate the effect of the reductions.

4. Context | Horopaki

- 4.1. As Council is aware, a substantive proportion of the land transport work we undertake is co-funded by NZTA. Just prior to the adoption of our recently completed LTP, NZTA advised that funding allocations 2024/25 to 2026/27 would be below what was needed to deliver on our planned programme of works. As the full quantum of the shortfall was still being determined by NZTA, we indicated in the LTP that we would consider our options and make adjustments to the programme once we had full information to hand. We also indicated that we would talk to the community as we worked through our annual plan process.
- 4.2. Over the first three years of the LTP we had planned to spend a total of \$41.7M on roading. We have now received formal advice from NZTA and our approved budget for the period is \$31M - \$10.7M below the amount anticipated which equates to an average annual shortfall of \$3.565M.
- 4.3. The breakdown of the allocations received are reflective of the changes in government policy and direction with more emphasis on network maintenance and resilience and less of a focus on projects/improvements in relation to walking and cycling. Cost savings generally across the public sector are also apparent in NZTA's funding allocations to councils generally.
- 4.4. Table 1 below shows the funding we sought for the first three years of the LTP and the actual amount allocated by NZTA together with the shortfall. For comparative purposes, roading funding for the previous three years is also shown.

TABLE 1: FUNDING SOUGHT FROM NZTA, AMOUNT ALLOCATED & SHORTFALL

Activity*	2021/23 Funding For reference only	Funding Sought 2024/25 – 2026/27	Actual Allocation 2024/25 – 2026/27	Shortfall**
Operations	\$8,911,513	\$11,124,992	\$9,970,000	\$1,154,992
Pothole prevention	\$13,234,000	\$22,276,718	\$20,148,000	\$2,128,718
Walking and Cycling	\$446,000	\$1,522,739	\$548,000	\$974,739
Road safety promotion	\$630,500	\$834,385	\$343,000	\$491,385
New Works (low cost/ low risk)	\$4,445,900	\$5,945,749	\$0	\$5,945,749
TOTAL	\$27,667,913	\$41,704,583	\$31,009,000	\$10,695,583

Note:

* For activities where not 'matched funded by NZTA refer to Appendix One: 2024/27 Roading Budgets presentation to Council Workshop.

**The shortfall is the combined local and NZTA shares.

- 4.5. Points to note in relation to our allocation for 2024/25 – 2026/27 are as follows.
- Overall, the actual allocation is higher than the previous LTP period (ie. 2021/22 – 2023/24).

- ii. The shortfall between the funding sought and actual allocation varies across different roading activities. Some activities have received manageable reductions (eg. pothole prevention) while others have had their allocation reduced by two thirds (eg. walking and cycling) or completely removed (ie. low cost/low risks new works).
 - iii. Activities that have received close to the level of funding we sought align with the changes in policy signalled by the current government.
 - iv. NZTA have indicated that some additional funding may be available later in the three-year cycle. However, this funding is likely to be oversubscribed, and difficult to obtain.
- 4.6. Rates for the 2024/25 year have been collected on the basis of the roading programme outlined in the 2024/34 LTP. This includes unmatched 'local share funds' of \$445k of operating funding (rates) and \$876k of capital (loans and reserves). Council now needs to consider options for:
- i. Adjustments to the 2024/25 roading programme to accommodate the overall shortfall and application of the local share
 - ii. Changes to the roading programme for the upcoming 2025/26 and 2026/27 Annual Plans.

5. Considerations | Ngā whai whakaarotanga

Significance and engagement

- 5.1. An LTP is a ten-year forecast of activities based on available information at the time of writing and a set of assumptions about future conditions. Councils are able to make adjustments to their proposed programmes to accommodate changes in circumstances and providing the differences are not significant, as per the council's Significance and Engagement Policy, or material there is no requirement to formally consult the community. However, it is good practice to keep the community informed of the changes that have occurred and steps being taken to address these changes.

Impacts on Māori

- 5.2. There are no specific implications for Iwi/Māori.

Risk analysis

- 5.3. In the short to medium term, it is expected that the shortfall in match funding from NZTA on the overall reliability and resilience of the network will have a limited impact and adjustments will be made to work programmes to minimise any potential risks.
- 5.4. Activities where the allocation from NZTA is substantially lower than the amount of funding sought includes walking and cycling, road safety and low cost/low risk new works. These activities typically have a long term preventative focus and/or enhance amenity values. Over time a lower investment in these activities risk:
- i. Possible deterioration in the quality of some assets and a lowering of local amenity values (eg. footpaths)
 - ii. More expensive repairs at a later date

iii. Potential reductions in road safety and increased travel disruption.

Policy and plans

- 5.5. The Ōtorohanga District roading programme is guided by our Infrastructure Strategy (IS), Land Transport Asset Management Plan and levels of service in the 2024/34 LTP. Nationally, it is also guided by the transport priorities set out in the Government Policy Statement on Land Transport 2024 (GPS 2024) and the 2024-27 National Land Transport Programme (NLTP). Any adjustments to the roading programme need to conform to the directions set out in these documents.
- 5.6. The options in this report are aligned with both the national and local directions for roading.

Legal

- 5.7. As noted in 5.1 above, we are able to make adjustments to our programmes to accommodate changes in circumstances. The extent to which we need to formally consult on these adjustments depends on whether there are significant or material differences from the activities in our LTP to that of our respective annual plans (LGA 2002, Section 95(2A)).

Financial

- 5.8. The 2024/34 LTP assumed that we would receive the full allocation sought from NZTA for our land transport activity. Furthermore, the LTP annual rate forecasts make provision for the 'local share' to match the anticipated funding allocation from NZTA.
- 5.9. Adjustments will need to be made to the roading budget for not only the current financial year but also the annual plan budgets for 2025/26 and 2026/27 to accommodate the lower than expected allocation. Decisions also need to be made about how the 'local share' is treated.
- 5.10. Section 6 of this report identifies four main options for adjusting the roading programme and applying the 'local share'. The financial implications of each of the options vary from little to no impact to an increase in roading rate or taking on more debt/utilisation of reserves.
- 5.11. While decisions for the current financial year need to be made now, the approach to subsequent financial years may be made when the respective draft annual plans are considered.

6. Discussion | He kōrerorero

- 6.1. Staff have reviewed the roading programme for the current year and subsequent two financial years and provided an overview of the findings at a recent Council workshop (October 2024).
- 6.2. As noted above, the total amount of funding available for 2024/25 to 2026/27 is higher than the previous three years and staff believe that, despite the NZTA allocation being less than anticipated, overall, the reduced funding is sufficient to manage the roading network. However, our community have consistently told us that roading is a top priority. With this in mind, we need to consider the use of the portion of the 'local share' not matched by NZTA. There are four main options – each with varying impacts and implications for funding and community engagement. Essentially these four options are (refer to Table 2 below):
- i. Apply the surplus 'local share' to selected unmatched capital and operating projects

- ii. Retain the surplus 'local share' in reserve and apply to operating and capital opportunities providing additional NZTA match funding becomes available.
- iii. Continue with the full LTP programme (scope and timing) and fund the NZTA shortfall
- iv. Don't collect the 'local share' of unmatched roading funding for 2025/26 and 2026/27 and reduce, rescope and/or reprioritise the LTP programme for these years.

TABLE 2: OPTIONS FOR UNMATCHED 'LOCAL SHARE FUNDS'

Option	Option 1	Option 2	Option 3	Option 4*
Description	Apply the surplus 'local share' to selected unmatched capital and operating projects	Retain the surplus 'local share' and apply to operating and capital opportunities <u>providing</u> additional NZTA match funding becomes available.	Adhere to the full LTP programme (scope and timing) noting that the NZTA funding shortfall would need to be funded.	Reduce, rescope and/or reprioritise the LTP programme for 2025/26 and 2026/27 and don't collect the 'local share' of unmatched roading funding.
Advantages	Enables priority projects not funded by NZTA to be delivered. Aligns with community views with respect to the importance of roading for the district.	Provides an opportunity to apply for additional funding should it become available.	Enables ŌDC to undertake the full transport programme, and stay on top of the required maintenance and renewals. Provides an opportunity to apply for additional funding should it become available.	Reduced roading rates for years 2 and 3 of the LTP. Some ability to apply for additional funding but debt or reserves would be required to fund 'local share'.
Disadvantages	Not all planned projects will be delivered. Unbudgeted expenditure may need to be sought if projects are considered necessary based on deteriorating condition of an asset.	No guarantee that additional funding will become available.	Community affordability. May raise community expectations which may not be sustainable in the future if NZTA 'match' funding is not reinstated.	Further limits the ability to deliver on planned projects and some work may need to be ceased entirely. Unbudgeted expenditure may need to be sought if projects are considered necessary based on deteriorating condition of an asset.
Rate/budget implications	Minor reduction in the roading rate for LTP years 2 and 3. Council reserves will increase at a slower pace which may have a minor impact at a later date.	Council risks over rating If surplus 'local share' funding remains unspent. Council reserves will increase at a slower pace which may have a minor impact at a later date.	This option would require an increase in the roading rate, or taking on more debt and/or utilising reserves. Reserves may be depleted faster than anticipated. Could incur more external debt.	Roading rate decrease for years 2 and 3 of the LTP. Council reserves will increase at a slower pace which may have a minor impact at a later date.
Significance/engagement implications	Not significant but the community should be informed.	Not significant but the community should be informed.	Significant and will require formal consultation.	<u>May</u> be significant and <u>may</u> trigger the need for consultation if the projects not funded

				are of high community interest. If not deemed significant, the community should be informed.
Comments	Recommended in part.	Recommended in part.	Not recommended.	Recommended in part.

* As the 'local share' has already been rated, Option 4 does not apply in 2024/25.

Recommended option(s) and rationale

6.3. While all four have merit, staff consider that a mix of options will deliver the best results for the roading programme over the next three years.

2024/25 Financial Year

6.4. Currently, we have rated for and are collecting our 'local share' of the roading programme. While the unmatched component of this funding could be set aside and only used if additional funding is secured (as per Option 2), consideration should be given to progressing capital projects (Option 1) that:

- i. May be eligible for future NZTA resilience funding (available Feb 2025)
- ii. Support other LTP capital works
- iii. Support funded roading renewals.

6.5. Unfunded operating projects are more problematic as the work involved is related to the delivery of services as opposed to building new assets and needs to be ongoing to be effective. This work is also unlikely to be considered for additional match funding from NZTA. For this reason, it is suggested that surplus operating funds are primarily held in reserves (Option 2). Where funding for an operating project such as Youth Driver Licence Training is provided (Option 1), continuity of service needs to be considered.

6.6. Staff recommend that a mix of both Option 1 and Option 2 be used to the allocate the surplus 'local share' in the current financial year. These options enable priority capital and operating projects to be progressed while leaving the 'door open for obtaining future NZTA funding should the opportunity arise. **Table 3** below provides a breakdown the projects to which the surplus local share could be applied should the Options 1/Option 2 mix be approved.

TABLE 3: APPLICATION OF SURPLUS 'LOCAL SHARE FUNDS' – 2024/25

Funding Type	Activity	Project	Cost	Notes
Capital	Rural stormwater improvement implementation	Culverts: - Bayley Road - Newman Road - Aotearoa Road	\$150,000	May be eligible for future NZTA resilience funding (available Feb 2025)
	Resilience works (geotechnical risks) implementation	Slip sites: - Honikiwi Road - Pekanui Road - Okupata Road	\$50,000	May be eligible for future NZTA resilience funding (available Feb 2025)

	Kerbing and footpaths	Carpark sealing: - Huipūtea Reserve - Kakamutu Street soccer ground berm. Various new footpaths (not renewals).	\$140,000	Projects support other LTP capital projects: Ōtorohanga Town Concept Plan implementation
	Kerbing and footpaths	Kāwhia Sports facility footpath connection - new footpath and lighting.	\$60,000	Projects support other LTP capital projects
	Pre-reseal widening	Various sites	\$50,000	Projects support funded roading renewals
	Rehabilitation widening and sightbenching	- Harbour Road - Ōtewā Road - Waipapa Road - Okupata Road	\$150,000	Projects support funded roading renewals
Operating	Road Safety	Youth Driver Licence training	\$70,000	Ideally a three-year commitment is needed
Reserves	Operating funding	Surplus	\$375,000	
	Capital funding	Surplus	\$275,000	
Total			\$1,320,000	

2025/26 and 2026/27 Financial Years

- 6.7. Staff are soon to review budgets for the 2025/26 Annual Plan and decisions will need to be made early in 2025 on adjustments to the roading programme and corresponding budgets. As with 2024/25, there are capital projects to which the local share could be applied (refer Appendix Two) and it is also likely that there will be further opportunities to apply for additional funds from NZTA.
- 6.8. On the basis that the community consider roading a priority, adjustments could be made to next year's budget again applying the combination of Option 1 and Option 2. However, at this stage, the overall budget position for 2025/26 is unknown. Once this is fully understood, Council could choose to apply Option 4 and remove 'local share' of unmatched funding from the Annual Plan roading budget. This would serve to reduce the roading rate and give Council greater flexibility should new demands in other areas need to be funded.
- 6.9. Under Option 4 there is still the ability to apply for additional funding from NZTA funding should it become available by using debt or reserves to fund the 'local share'.
- 6.10. A similar approach to the above could be taken for the 2026/27 Annual Plan. However, if we are unsuccessful in attracting additional funding from NZTA in 2024/25 and 2025/26 then Council should only apply Option 1 or Option 4 as there is a risk of over rating if surplus 'local share' funding remains unspent (as per Option 2).

Communication

- 6.11. As the full quantum of NZTA funding for the district was still being determined when we adopted the 2024/34 LTP, we signalled in the document that *if we did not get the level of funding required ... we'd*

consider the options through our annual plan process (in early 2025) and make adjustments after talking to our community¹.

6.12. With the exception of Option 3 and possibly Option 4 (but unlikely), formal consultation on decisions related to the shortfall in funding from NZTA is not required. This is because the differences from the LTP are not material or significant (as per Council’s Significance and Engagement Policy) and nor do they significantly alter intended levels of service (LGA, S97(a)). However, roading is a priority for the community and it is important that the shortfall in funding is communicated along with the steps we will be taking to mitigate the overall reductions to the roading budget. This could be done when Council considers its 2026/27 Annual Plan.

Summary

6.13. Now that Council has had formal advice on funding allocations for the next three years, a decision is required on adjustments to the roading programme for the current year and use of the unmatched ‘local share’ of roading funding. Various options have been considered and the recommended approach is a combination of options involving:

- i. Applying a portion of the unmatched ‘local share’ from the 2024/25 roading budget to select unmatched capital (\$600,000) and operating projects (\$70,000) that align with Council’s policies and directions for roading
- ii. Retaining surplus operating funding (\$375,000) and of surplus capital funding (\$275,000) in reserve to provide the ‘local share’ should additional NZTA funding become available.

6.14. The 2025/26 Annual Plan preparation is soon to commence. Prior to reviewing budgets, it would be helpful for staff to have an indication of Council’s preferences for use of the unmatched ‘local share’. A combination of Option 1 and Option 2 (as per the current year) could be used or alternatively not collecting the ‘local share’ of unmatched roading funding could be considered (Option 4).

6.15. It is recognised that any preference signalled now may change once priorities across all activities for 2025/26 have been reviewed and Council’s overall budget position is understood.

7. Appendices | Ngā āpitihanga

Number	Title
1	Presentation to Council Workshop
2	Surplus ‘Local Share Funds’ – Potential Projects

¹ Long Term Plan 2024 – 2024, Volume One, page 5.



WEAVING THE
FUTURE, TOGETHER
KOTAHITANGA
ŌTOROHANGA DISTRICT COUNCIL



2024/27

ROADING BUDGETS



Te Kaunihera ā-Rohe o
Ōtorohanga
District Council
Where kiwi can fly

2024/27 ROADING BUDGETS

3 Year Block	21/24 Annual	24/27 Requested & LTP	24/27 Allocation	Difference
Total Local Road Operations	8,911,513	11,124,992	9,970,000	1,154,992
Total Local Road Pothole Prevention	13,234,000	22,276,718	20,148,000	2,128,718
Total Walking and Cycling Improvements	446,000	1,522,739	548,000	974,739
Road Safety Promotions	630,500	834,385	343,000	491,385
Low Cost / Low Risk	4,445,900	5,945,749	-	5,945,749
	27,667,913	41,704,583	31,009,000	10,695,583
		Annual		3,565,194
		ōDC Share Operating		\$445,221
		ōDC Share Capex		\$876,530
		NZTA Balance 63%		2,246,072
		Check		3,567,823



What is Not Included? Low Cost / Low Risk

Activity Name	Requested Budget this NLTP Period By Year			Current Total Costs Requested (across 3 years)
	2024/25 Total Cost \$\$	2025/26 Total Cost \$\$	2026/27 Total Cost \$\$	Across 3 Years
Rail Crossing Improvements	0	255,000	0	255,000
Stock Underpass Facilities	35,967	38,521	39,528	114,016
Road Widening Associated with Reseal	213,755	243,889	218,486	676,130
Rehabilitation Road Widening	290,694	309,850	348,399	948,943
Safety Deficiency Database Progression	119,890	128,402	348,399	948,943
RtZ Speed Management Design and Implementation	456,782	83,982	424,924	965,688
RtZ Ouruwhero Road – Mangaorongo Stream	250,000	-	-	250,000
Ōtorohanga Town Concept Plan	361,839	385,989	598,916	1,346,745
Identification and Design of Resilience Improvements (Geotechnical Risks)	47,956	51,361	52,704	152,021
Rural Stormwater Management Implementation	0	128,402	131,759	260,162
Rural Stormwater Management Investigation	83,923	-	-	83,923
Resilience Works Implementation (Geotechnical Risks)	161,852	171,343	177,875	513,070
				5,945,749



WHAT IS NOT INCLUDED?



Maintenance and Renewals		
2021/2024 Budget	\$22.15M	
2024/2027 Request	\$33.4M	
2024/2027 Allocation	\$30.1M	Manageable Trimming
Footpath Maintenance and Renewals		
2021/2024 Budget	\$446K	
2024/2027 Request	\$1,522K	
2024/2027 Allocation	\$491K	Patching Continues
Road Safety Education		
2021/2024 Budget	\$630K	Downsized Programme
2024/2027 Request	\$834K	Ceased Funding Youth Driver Training
2024/2027 Allocation	\$343K	Reduced Service Levels



WHAT ABOUT THE EXTRA LOCAL SHARE?

Annual Cancelled Program	\$3,565,194
̄DC Share Operating (Rates)	\$445,221
̄DC Share Capex (Loans or Reserves)	\$876,530
NZTA Balance 63%	\$2,246,072
Check Balance	\$3,567,823



APPENDIX TWO: SURPLUS 'LOCAL SHARE FUNDS' – POTENTIAL PROJECTS

Activity	Project	Existing	Proposed	Notes
Capital: Culverts	#34 Newman Road	Twin Culvert – 750 / 900mm	Twin Culvert 1500mm	\$150,000
	#510 Bayley Road	900mm	1200mm	\$75,000
	#391 Pukewhau Road	900mm	1200mm	\$75,000
	#114 Cannon Road	375mm	450mm	\$35,000
	Loop Road, Woodstave	1800mm	1800mm	\$200,000
	Harbour Road			\$70,000
Capital: Bridges	Mangare Bridge No 2	Steel beam/ Wooden Deck	Concrete Deck	\$50,000
	Mangare Bridge No 2	Steel beam/ Wooden Deck	Concrete Deck	\$70,000
	Wairehi Road, Aotearoa Junction	Concrete Deck	TBC	\$30,000
	Moerangi	Steel beam/ Wooden Deck	Concrete Deck	\$70,000
Capital: Seawall (possible project)	Pouewe Street, Kawhia			\$150,000
Operating	Road Safety	Youth Driver Licence training		\$70,000 pa
Total				\$1,045,000

Item 190 Kāwhia Sports Club Inc – Construction of new building

To Ōtorohanga District Council

From Keri Downs, Senior Property Advisor

Type **DECISION REPORT**

Date 12 November 2024



1. Purpose | Te kaupapa

1.1. To seek approval for the Kāwhia Sports Club Inc. to construct a new building and to recommend that Ōtorohanga District Council (ŌDC) grants a lease to occupy the site.

2. Executive summary | Whakarāpopoto matua

2.1. Kāwhia Sports Club Inc. (KSC) wishes to build a 400m² building on the Kāwhia Domain Recreation Reserve, on the site of the old building destroyed by fire on 1 July 2022.

2.2. Construction will be funded by insurance funds held by Aon and funds raised by the community.

2.3. A Memorandum of Understanding between ŌDC and KSC will record that the KSC is responsible for the steering, management, and administration of the construction of the building.

2.4. KSC held a lease until 2012 which has been held over since it expired.

2.5. It is recommended that ŌDC permits the replacement of the building under the Ōtorohanga District Occupancy Policy and will grant KSC a lease on the area comprising the building footprint, associated vehicle parking, effluent disposal field, lawn bowls and tennis court facility.

3. Staff recommendation | Tūtohutanga a ngā kaimahi

That Ōtorohanga District Council:

- a) Gives approval for Kāwhia Sports Club Inc to construct a new 400m² building on the same site as the previous building.
- b) Instructs Council Staff to draft a Memorandum of Understanding which clarifies the roles of Council and the Kāwhia Sports Club in relation to the rebuild of the Sports Club facility, to be with the Kāwhia Sports Club by 30 Nov 2024.
- c) Instructs Council Staff to draft a lease agreement as per the ŌDC Occupancy Policy to be with the Kāwhia Sports Club by 30 Nov 2024.

4. Context | Horopaki

4.1. ŌDC administers 4.1422 hectares of Crown Reserve land located at Rosamond Terrace, Kāwhia.

- 4.2. ŌDC has classified the land as Recreation Reserve. Kāwhia Domain Recreation Reserve is administered by ŌDC in accord with the Reserves Act and the RMP.
- 4.3. ŌDC acknowledges that KSC owned the building on the Kāwhia Domain Recreation Reserve.
- 4.4. An AON insurance policy was held in the name of ŌDC for replacement value of \$1,289,000 +GST for building, structures and reinstatement inflation.
- 4.5. Following the fire and destruction of the building, KSC wishes to project manage construction of a replacement 400m² building.
- 4.6. ŌDC staff support the use of part of the Kāwhia Domain Recreation Reserve as a location for the new building to support outdoor recreation, sporting and community events associated with the intended purposes described in the Reserve Management Plan – Kāwhia Domain.
- 4.7. ŌDC will have oversight of the project, but control will stay with the KSC.
- 4.8. KSC have submitted **Project Plan Version 1.1** – see Appendix 1.
- 4.9. KSC have obtained **Design Concepts and Construction Plans** from New Vision Architecture – see Appendix 2.
- 4.10. A **Memorandum of Understanding** will record that the KSC is responsible for the steering, management, and administration of the construction of the building.
- 4.11. KSC held a lease for the building until 2012 which has been held over since it expired.
- 4.12. ŌDC staff support a new lease arrangement over part of the Kāwhia Domain Recreation Reserve, comprising the building footprint, associated vehicle parking, effluent disposal field, lawn bowls and tennis court facility.

5. Considerations | Ngā whai whakaarotanga

Significance and engagement

- 5.1. The rebuild project is significant to the Kāwhia community as it will replace an important and frequently used building that served as a base for sports clubs including outdoor bowls, tennis, pool and Bridge. The building was also utilised by community organisations such as the Māori Womens Welfare League and the Lions Club and served a venue for public and private events.

Impacts on Māori

- 5.2. No specific impacts on iwi/mana whenua (over and above those affecting the general community) are anticipated from these proposals.
- 5.3. The KSC state in the Project Plan Version 1.1:

KSC does not differentiate on ethnic or racial grounds. The proposed facility is primarily for the Members, a significant proportion of who are Māori who identify with local Iwi. The ensuing benefits to the community at large will have benefits to the whole population, a significant percentage of whom are Māori.

Risk analysis: Strategic Risk

- 5.4. KSC identified in the Project Plan Version 1.1 that insufficient funds is a high risk. KSC's plan is to complete the shell of the building and essential facilities as a "first stage" with the interior fitout being completed when further funds become available from "fund raising events, sponsors, grants etc". As stated in the Project Plan, without assurance that there will be sufficient funds to reach this first stage, the project will not proceed.
- 5.5. Non-renewal of the KSC Licence to sell alcohol is a significant risk as the licence is "vital for the financial viability of the club" and allows it to host public and private events, a number of which cannot be held at other licensed premises in Kāwhia. The Club have lodged an application for a Temporary Liquor Licence and this is currently being processed.
- 5.6. Workplace Health & Safety and Public Liability - KSC intends to utilise duly registered/licensed and approved contractors/tradespeople that will be required to have the appropriate WH&S and Public Liability policies, and insurances in place. It is not proposed to use volunteer labour for major works. KSC continues to maintain Public Liability Insurance for the site.
- 5.7. The risk to ŌDC is significant if the funds provided by Aon under the insurance policy are not sufficient for KSC to complete the building and gain a Code Compliance Certificate. If this situation eventuates, ŌDC will have to consider options including ŌDC covering the costs involved in completing the building OR restoring the reserve to an unoccupied state.
- 5.8. A significant risk is that any of the key KSC personnel will at any time be unable to continue to work on this project due to unforeseen circumstances. The workload will then transfer to other KSC members which may lead to delays and a lack of coordination among contractors. If those KSC members are unable to manage the project to completion, the responsibility will likely fall to ŌDC.

Policy and plans

- 5.9. The Ōtorohanga District Occupancy Policy allows ŌDC to permit developments or replacements of buildings on reserve land subject to applicable legislation as it aligns with the relevant Reserve Management Plan (RMP) and is compatible with the purpose of the reserve classification and meet the requirements of the Reserves Act 1977.
- 5.10. The "Reserve Management Plan – Kāwhia Domain" sets out the objectives and policies for managing Kāwhia Domain Recreation Reserve and ensuring the use and enjoyment of the reserve by the public. The Kāwhia Bowling and Combined Sports Club have occupied part of the Kāwhia Domain Recreation Reserve since 1955. Other sporting and community groups also have a history of using the building including the Māori Womens Welfare League and the Lions Club.

Legal

- 5.11. The Reserves Act 1977 sections 17, 40, 53, 54 and 61 discuss the purpose of a recreation reserve and the ability of an administering body to manage a reserve by allowing construction and leasing of buildings. Council is a "leasing authority" and may lease all or part of a reserve.
- 5.12. A Council resolution is required to approve the lessee and terms of the lease which will allow KSC to proceed with the rebuild project.

Financial

- 5.13. The first stage of the project will include the building with essential facilities (ablutions, kitchen, bar etc). Funding of this stage will come from Aon totalling approximately \$1,289,000 +GST for building, structures, and reinstatement inflation and approximately \$83,200 for demolition costs, some of which has already been paid to the KSC for demolition costs to date.
- 5.14. The fitout costs/finishing touches will be “added when further funds become available from fund raising events, sponsors, grants etc.”
- 5.15. The KSC are confident that the building can be built within the financial constraints that exist.

6. Discussion | He kōrerorero

Option 1: Approval for Kāwhia Sports Club Inc to construct a new 400m² facility on the same site as the previous building with a Memorandum of Understanding and lease to be with the KSC by 30 November 2024.

- 6.1. This will allow the KSC to support outdoor recreation, sporting and community events associated with the intended purposes of the Kāwhia Domain Recreation Reserve.
- 6.2. KSC is confident that insurance funds will be adequate to partially complete the building, and that further funding and other assistance will be offered by the Kāwhia community which will allow the project to be completed.

Option 2: Decline approval for Kāwhia Sports Club Inc to construct a new 400m² facility on the same site as the previous building with a Memorandum of Understanding and lease to be with the KSC by 30 November 2024.

- 6.3. This option will recognise the significant risk that the KSC will not have sufficient funds to complete construction of the building, leaving ŌDC to review its options such as funding the shortfall.
- 6.4. As identified in the KSC Project Plan, this option will lead to the winding up of the Kāwhia Sports Club which will be a huge loss for the community as there will be no organisation to promote and support sport in Kawhia and no building for use by sporting and community groups for public and private events.

Recommended option and rationale

- 6.5. Option 1 is the recommended option.
- 6.6. KSC believes it can project manage construction of the building to completion within the constraints of the insurance policy and with community funding and other assistance.
- 6.7. ŌDC staff support the re-build project and a lease to KSC.

7. Appendices | Ngā āpitihanga

Number	Title
1	Project Plan Version 1.1
2	Design Concepts and Construction Plans

PROJECT PLAN – KĀWHIA SPORTS CLUB INC.

Date of document:

25 October 2024

Ver. 1.1

<i>Project</i>	Reinstatement of Kāwhia Sports Club Inc.
<i>Project lead, name and contact</i>	Kāwhia Sports Club Inc. Dave Walsh (President) Jude Johnston (Treasurer)
<i>Project start and end date</i>	Start : - Sept 2022 End:- 2025
<i>Objective</i>	To restore the Kāwhia Sports Club Inc (KSC) to operations as existed prior to the fire in July 2022 which involves: 1. Renewal of the Lease from ODC currently in “held over” status. 2. Replacement of the destroyed Clubroom building. 3. Renewal of the Club Licence for sale and supply of alcohol.
<i>Deliverables</i>	<ul style="list-style-type: none"> • Renewed Lease • New Building • Renewed Liquor Licence
<i>Start date</i>	Sept 2022
<i>Proposed completion date</i>	2025
<i>Total Budget</i>	TBA – Dependant on final insurance settlement.
<i>Background, aims & description of project</i>	<ul style="list-style-type: none"> • ODC owns 4.1422 hectares of land described as Kāwhia Domain Recreation Reserve (KDRR) located at Rosamond Terrace, Kāwhia. • ODC has classified the land as Recreation Reserve and administers same in accord with a Reserve Management Plan (RMP as attached) • KSC wishes to replace their previous building destroyed by fire 01 July 2002 by constructing a 400m2 building on part of the KDRR to support outdoor recreation, sporting and community events associated with the intended purposes described in the RMP. • ODC supports the use of part of the KDRR as a location for a new building. • ODC also supports a new Lease arrangement over part of the KDRR, comprising the building footprint, associated vehicle parking, effluent disposal field, lawn bowls and tennis court facility.

<i>Key stakeholders and contact details (internal and external)</i>	<u>KSC Committee</u> Jude Johnston, Dave Walsh, Ross Dockery	<u>Otorohanga District Council</u> Graham Bunn, Mark Lewis, Chris Ryan, Jared Le Fleming, Keri Downs
<i>Project (scope) inclusion and exclusion</i>	<p>Included:</p> <ul style="list-style-type: none"> • Renewed Lease • New Building • Renewed Liquor Licence <p>Excluded: Changes/modifications to external sporting facilities e.g bowling greens, tennis courts etc.</p>	
<i>Benefits - what difference will the project make, how, and for whom?</i>	<ol style="list-style-type: none"> 1. Reinstatement of a facility to facilitate Sports and recreation 2. Provision of a facility to host community and private events. 	
<i>How is the project inclusive of Māori and Pacific peoples?</i>	<p>KSC does not differentiate on ethnic or racial grounds. The proposed facility is primarily for the Members, a significant proportion of who are Māori who identify with local Iwi.</p> <p>The ensuing benefits to the community at large will have benefits to the whole population, a significant percentage of whom are Māori.</p>	
<i>How will the effectiveness of this project be evaluated?</i>	Having the Club up and running.	

PROJECT MEMBERS			
<i>Project members</i>	<i>Name</i>	<i>Role</i>	<i>Functions and time required per week</i>
KSC President	Dave Walsh	Project/Team Leader (Volunteer)	Liaison with Build Team, suppliers, contractors etc (20-30 hrs/wk)
KSC Treasurer	Jude Johnston	Administrator and general <i>factotum.</i> (Volunteer)	Administrative and financial functions, (40-60 hrs/wk)
KSC Member	Pete Johnston	Project Planner (Volunteer - Seconded)	Update Project plan as advised by stakeholders (as required)

RISK	MITIGATING ACTIONS
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HIGH RISK

1. Non-renewal of Lease – Currently the lease is in a ‘held over’ state – i.e. the lease has expired, but its terms are still in effect.	Nil mitigating actions. If ODC do not renew the lease, the Project will be cancelled and a Special General Meeting of the KSC Inc will be held to determine if the Club should be wound up. Acting in good faith, and on the understanding that the “held over Lease” allowed it, KSC undertook clearing of the fire debris and Geotech testing. It also continues to maintain the site with scrub clearing and mowing
2. Insufficient funds from insurance to reinstate the building.	This is accepted as a risk, but as long as sufficient funds are available to procure, as a first stage, a building with essential facilities, (ablutions, kitchen, bar, etc), finishing touches can be added when further funds become available from fund raising events, sponsors, grants etc. Without assurance that there will be sufficient funds to reach this first stage, the Project will not proceed.
3. Building Consent	This is self evident. (see Item 1 above)
4. Site Clearance.	This is self evident. Construction of foundations cannot occur until the concrete slab is removed, any hazardous materials are identified and removed, and the site is clear and level.
5. Failure to renew the Licence.	Nil mitigating circumstances. A licence is vital for the financial viability of the club. In the past, the Club was well-utilised by the community to host public and private events, a number of which could not have been held at other licensed premises in Kāwhia. (See Item 1.)

MEDIUM RISK

1. Workplace Health & Safety and Public Liability.	KSC intends to utilise duly registered/licensed and approved contractors/tradespeople that will be required to have the appropriate WH&S and Public Liability policies, and insurances in place. It is not proposed to use volunteer labour for major works. KSC continues to maintain Public Liability Insurance for the site.
2. Access..	Access to the site must be restricted to authorised persons in accordance with normal construction practices. However access to off-site activities (grazing, stock management, horse riding etc.) in other parts of the Reserve must be allowed and not obstructed

LOW RISK

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DELIVERABLES & BUDGET

<i>Project Deliverable</i>	<i>Budget</i>	<i>Comment</i>
Renewed Lease	N/A	
New Building	~\$1.0M	Dependent upon ODC Lease
Liquor Licence	<\$1000	Licence Renewal Fee paid

PROJECT ACTIVITIES

<i>Actions</i>	<i>Responsibility</i>	<i>Target completion date</i>	<i>Cost implications</i>	<i>Status</i>
1. ODC Authority to proceed – renew lease	ODC	Nil given by ODC	Project will not proceed	INCOMPLETE 06 June 2024 – ODC undertook to provide draft for KSC consideration 21 Oct 2024 – Awaiting drafts from ODC
2. Business Plan	KSC Committee	6 June 2024		Presented to ODC
3. Clear Site	KSC Committee Kāwhia Motors Ltd. (Ross Dockery)		Paid by KSC	2022 Complete
4. Obtain Geotech	KSC Committee Dave Walsh		Paid by KSC	2023 Complete Sept

reports	TITUS Consulting Engineers			
5. Design building	KSC Committee New Vision		Paid by KSC	Feb 2024 – Concept design complete Sept 2024 Final design complete
6. Obtain quote (Lockup)	KSC Committee Dave Walsh Totalspan			Aug 2024 Complete
7. Obtain quote (Interior partitions)	KSC Committee Dave Walsh Totalspan Mitre 10			Oct 2024 requested
8. Obtain quote (Electrical)	KSC Committee Dave Walsh Kiwitown Electrical			Oct 2024 requested
9. Obtain quote (Plumbing & water supply)	KSC Committee Dave Walsh Pirongia Plumbing Ullysis Plumbing & Drainage			Oct 2024 requested
10. Obtain quote (Stormwater & wastewater disposal)	KSC Committee Dave Walsh Pirongia Plumbing Ullysis Plumbing & Drainage			Oct 2024 requested
11. Finalise insurance claim	Jude Johnston			In progress
12. Clear site for construction	KSC Committee Kāwhia Motors Ltd. (Ross Dockery)			Pending
13. Obtain	KSC Committee			Pending

Building Consent	Dave Walsh ODC			
14. Renew Liquor Licence	KSC Committee Jude Johnston		Paid by KSC	Application lodged with ODC
15. Construct building	KSC Committee Totalspan			
16. Building Fit out	Dave Walsh TBA			

KEY STAKEHOLDERS	
<i>Affected Parties</i>	Kāwhia Sports Club Incorporated Otorohanga District Council
<i>Interested Parties</i>	Kāwhia Community Board

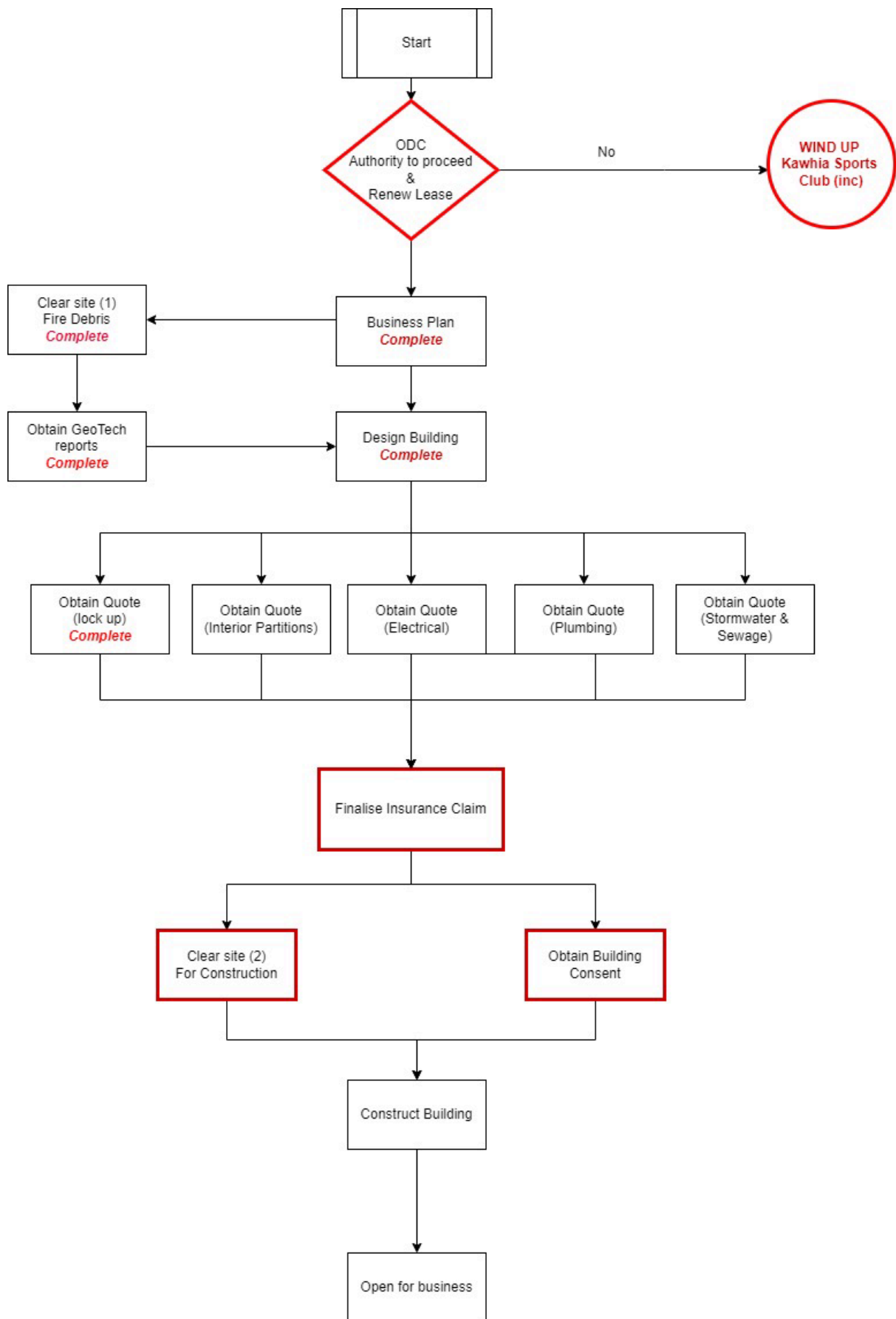
HEALTH AND SAFETY	
Issues	Normal issues related to building projects

COMMUNICATIONS	
<i>Internal consultation & communication contacts</i>	KSC Committee
<i>External consultation & communication contacts</i>	ODC Staff and Councillors

<i>Key messages and dates for different stakeholder groups</i>	
<i>Storage and document control.)</i>	This document will be electronically stored by KSC and updated by the Project Planner as advised by stakeholders
	<i>Ver. 1.0 – Drafted 20 Oct 2024 – not issued</i>
	<i>Ver. 1.1 – Issued 25 Oct 2024</i>

ENVIRONMENT/LEGISLATIVE/REGULATORY ISSUES	
<i>List</i>	Resource Management Act Building Act 2004 Property Law Act 2007 Incorporated Societies Act 2023 Sale and Supply Of Alcohol Act ODC Reserve Management Plan 2012 ODC Long Term Plan – Kawhia Aotea Operau

PROJECT REVIEWS				
<i>Date of review</i>	<i>Date of next review</i>	<i>Agenda</i>	<i>Present at meeting</i>	<i>Outputs /outcomes /amendments</i>
6 June 2024	14 Aug 2024	Presentation of Business Plan	Dave Walsh Jude Johnston	<i>Email KSC to ODC</i> <i>From: Chris Ryan <chrisr@otodc.govt.nz></i>



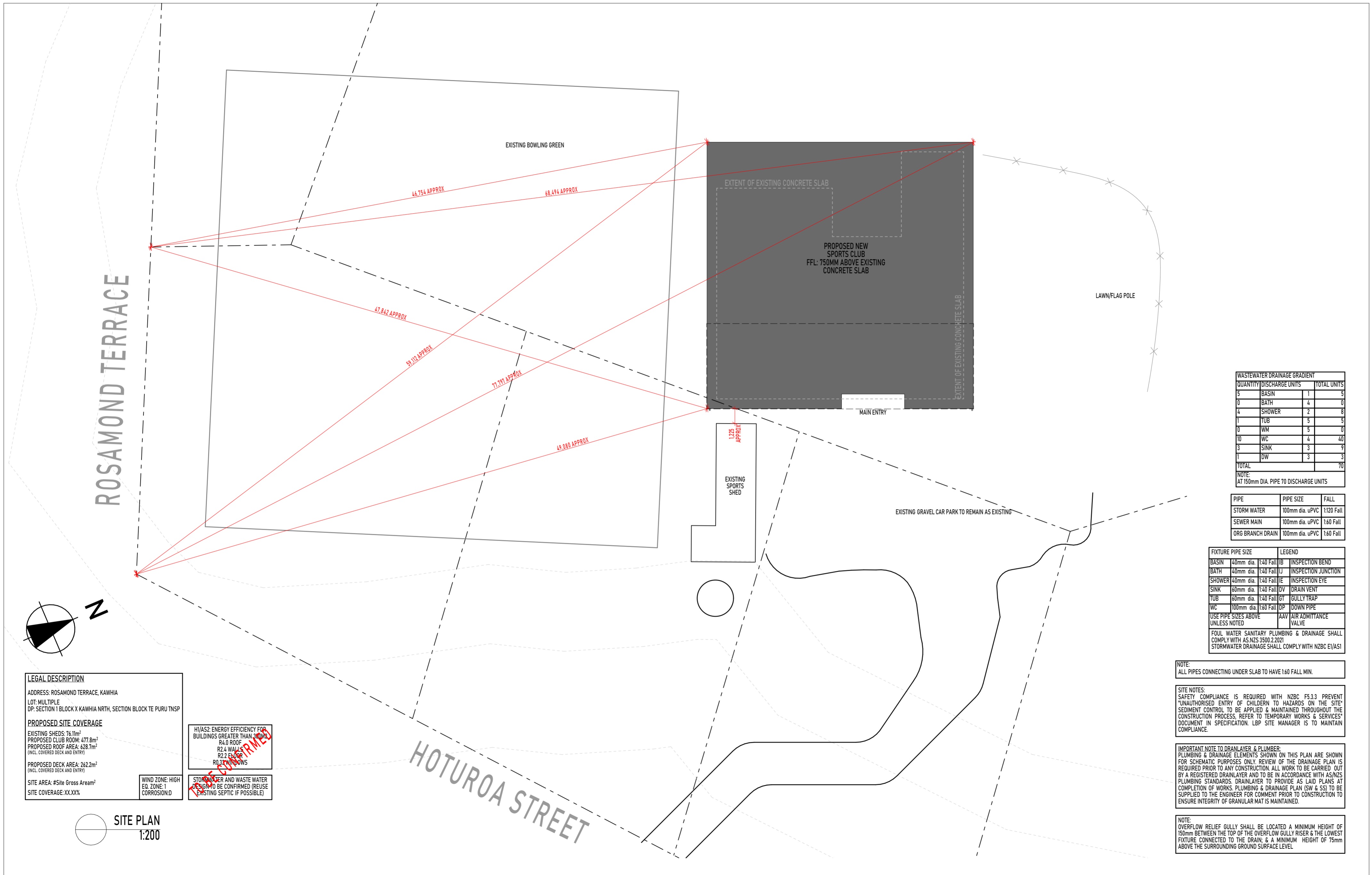
PROPOSED KAWHIA SPORTS CLUB

ROSAMOND TERRACE, KAWHIA

REFERENCE NV23006
DATE OF ISSUE: 19/09/2024
TS-GABLE

SHEET	LAYOUT NAME
01	TITLE PAGE
02	SITE PLAN
03	FLOOR PLAN
04	DIMENSION FLOOR PLAN
05	ELEVATIONS
06	SECTIONS
07	SECTION
08	DOOR & WINDOW SCHEDULE

TS-GABLE - NOT FOR CONSTRUCTION



WASTEWATER DRAINAGE GRADIENT		
QUANTITY	DISCHARGE UNITS	TOTAL UNITS
5	BASIN	1
0	BATH	4
4	SHOWER	2
1	TUB	5
0	WM	5
10	WC	4
3	SINK	3
1	DW	3
TOTAL		70

NOTE:
AT 150mm DIA. PIPE 70 DISCHARGE UNITS

PIPE	PIPE SIZE	FALL
STORM WATER	100mm dia. uPVC	1:120 Fall
SEWER MAIN	100mm dia. uPVC	1:60 Fall
ORG BRANCH DRAIN	100mm dia. uPVC	1:60 Fall

FIXTURE PIPE SIZE	LEGEND
BASIN 40mm dia. 1:40 Fall	IB INSPECTION BEND
BATH 40mm dia. 1:40 Fall	LJ INSPECTION JUNCTION
SHOWER 40mm dia. 1:40 Fall	IE INSPECTION EYE
SINK 40mm dia. 1:40 Fall	DV DRAIN VENT
TUB 40mm dia. 1:40 Fall	GT GULLY TRAP
WC 100mm dia. 1:60 Fall	DP DOWN PIPE
USE PIPE SIZES ABOVE UNLESS NOTED	AAV AIR ADMITTANCE VALVE

FUUL WATER SANITARY PLUMBING & DRAINAGE SHALL COMPLY WITH AS NZS 3500.2:2021
STORMWATER DRAINAGE SHALL COMPLY WITH NZBC E/AS1

NOTE:
ALL PIPES CONNECTING UNDER SLAB TO HAVE 1:60 FALL MIN.

SITE NOTES:
SAFETY COMPLIANCE IS REQUIRED WITH NZBC F5.3.3 PREVENT UNAUTHORISED ENTRY OF CHILDREN TO HAZARDS ON THE SITE. SEDIMENT CONTROL TO BE APPLIED & MAINTAINED THROUGHOUT THE CONSTRUCTION PROCESS. REFER TO TEMPORARY WORKS & SERVICES DOCUMENT IN SPECIFICATION. LBP SITE MANAGER IS TO MAINTAIN COMPLIANCE.

IMPORTANT NOTE TO DRAINLAYER & PLUMBER:
PLUMBING & DRAINAGE ELEMENTS SHOWN ON THIS PLAN ARE SHOWN FOR SCHEMATIC PURPOSES ONLY. REVIEW OF THE DRAINAGE PLAN IS REQUIRED PRIOR TO ANY CONSTRUCTION. ALL WORK TO BE CARRIED OUT BY A REGISTERED DRAINLAYER AND TO BE IN ACCORDANCE WITH AS/NZS PLUMBING STANDARDS. DRAINLAYER TO PROVIDE AS LAID PLANS AT COMPLETION OF WORKS. PLUMBING & DRAINAGE PLAN (SW & SS) TO BE SUPPLIED TO THE ENGINEER FOR COMMENT PRIOR TO CONSTRUCTION TO ENSURE INTEGRITY OF GRANULAR MAT IS MAINTAINED.

NOTE:
OVERFLOW RELIEF GULLY SHALL BE LOCATED A MINIMUM HEIGHT OF 150mm BETWEEN THE TOP OF THE OVERFLOW GULLY RISER & THE LOWEST FIXTURE CONNECTED TO THE DRAIN; & A MINIMUM HEIGHT OF 75mm ABOVE THE SURROUNDING GROUND SURFACE LEVEL.

LEGAL DESCRIPTION
ADDRESS: ROSAMOND TERRACE, KAWHIA
LOT: MULTIPLE
DP: SECTION 1 BLOCK X KAWHIA NRTH, SECTION BLOCK TE PURU TNSP

PROPOSED SITE COVERAGE
EXISTING SHEDS: 76.11m²
PROPOSED CLUB ROOM: 477.8m²
PROPOSED ROOF AREA: 628.7m²
(INCL COVERED DECK AND ENTRY)

PROPOSED DECK AREA: 262.2m²
(INCL COVERED DECK AND ENTRY)

SITE AREA: #Site Gross Aream²
SITE COVERAGE: XX.XX%

H1/AS2: ENERGY EFFICIENCY FOR BUILDINGS GREATER THAN 300m²
R4.0 ROOF
R2.4 WALLS
R2.2 FLOOR
R0.3 WINDOWS

STORMWATER AND WASTE WATER DESIGN TO BE CONFIRMED (REUSE EXISTING SEPTIC IF POSSIBLE)

WIND ZONE: HIGH
EQ. ZONE: 1
CORROSION D

SITE PLAN
1:200

JASON KRAAYVANGER
PH: 07 871 5452
EMAIL: INFO@NEWVISIONARCHITECTURE.CO.NZ
DESIGN CONCEPTS & CONSTRUCTION PLANS
THESE PLANS ARE COPYRIGHT TO NEW VISION ARCHITECTURE LTD.©



PROPOSED KAWHIA SPORTS CLUB
ROSAMOND TERRACE, KAWHIA

CONTRACTOR TO ADHERE TO ALL BUILDING CODES AND STANDARDS INCLUDING LOCAL AUTHORITY REGULATIONS & BYLAWS. THESE PLANS MUST BE READ IN ACCORDANCE WITH THE SPECIFICATIONS. CONTRACTOR IS FULLY RESPONSIBLE FOR WATERPROOFING OF THE BUILDING. ANY EXTRA DETAILS REQUIRED TO BE ASKED FOR IN WRITING. CHECK ALL DIMENSIONS ON SITE BEFORE COMMENCEMENT OF WORK. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ON SITE. ALL DIMENSIONS, PRIOR TO MANUFACTURE. FIGURED DIMENSIONS TO TAKE PRECEDENCE OVER SCALED DIMENSIONS.

DRAWN: JC & BAS
REFERENCE: NV23006

STATUS: TS-GABLE
PRINT DATE: 19/09/2024
REVISED:
SHEET: 2 OF 18 A2 SHEETS





WIND ZONE: HIGH
EQ. ZONE: 1
CORROSION: D

FLOOR PLAN AREAS
OVER FRAMING: 478m²
TOTAL AREA: 592.9m²
(INCL COVERED AREAS)

MAIN ENTRANCE/BEER GARDEN DECK: 60.5m²
COVERED DECK: 125.0m²

ELEVATIONS

LEGEND:

- SELECTED ANTISLIP FLOOR TILES
- SELECTED ANTISLIP VINYL FLOOR COVERING
- SELECTED CARPET TILES FLOOR COVERING

FLOOR PLAN
1:100

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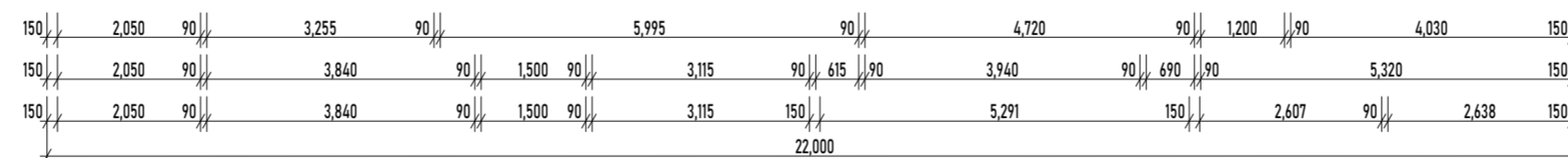
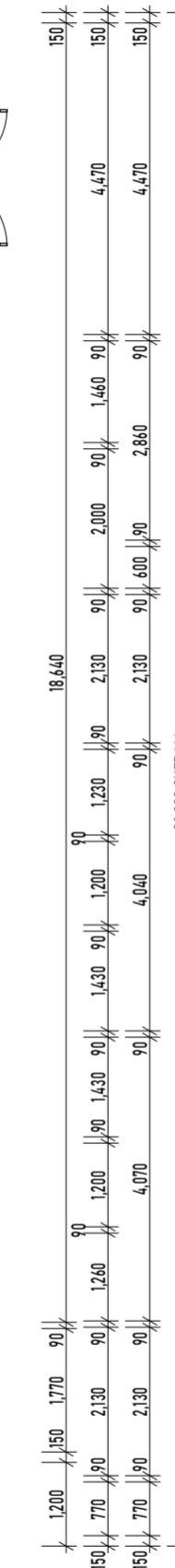
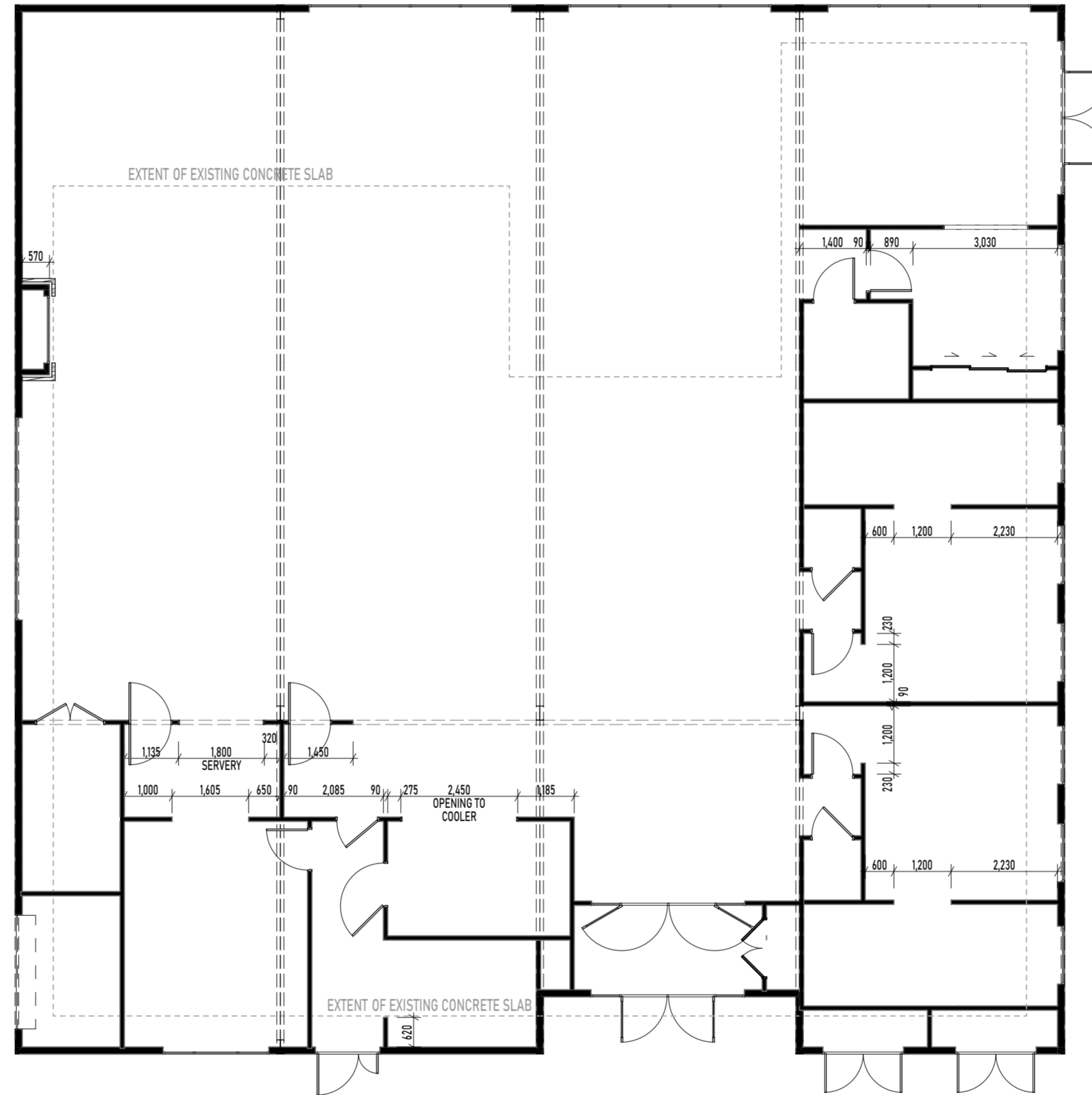
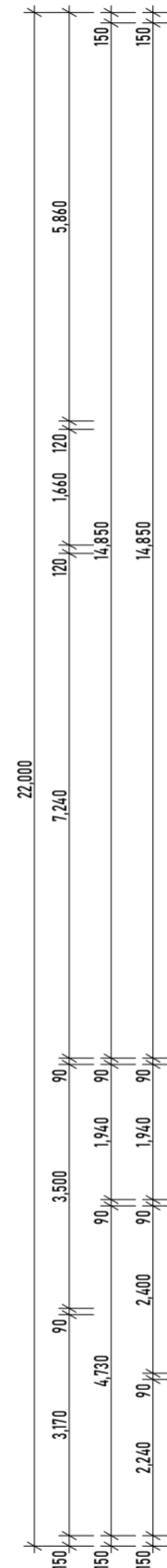
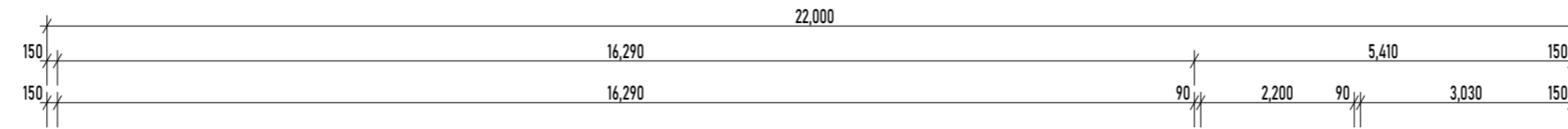


PROPOSED KAWHIA SPORTS CLUB
ROSAMOND TERRACE, KAWHIA

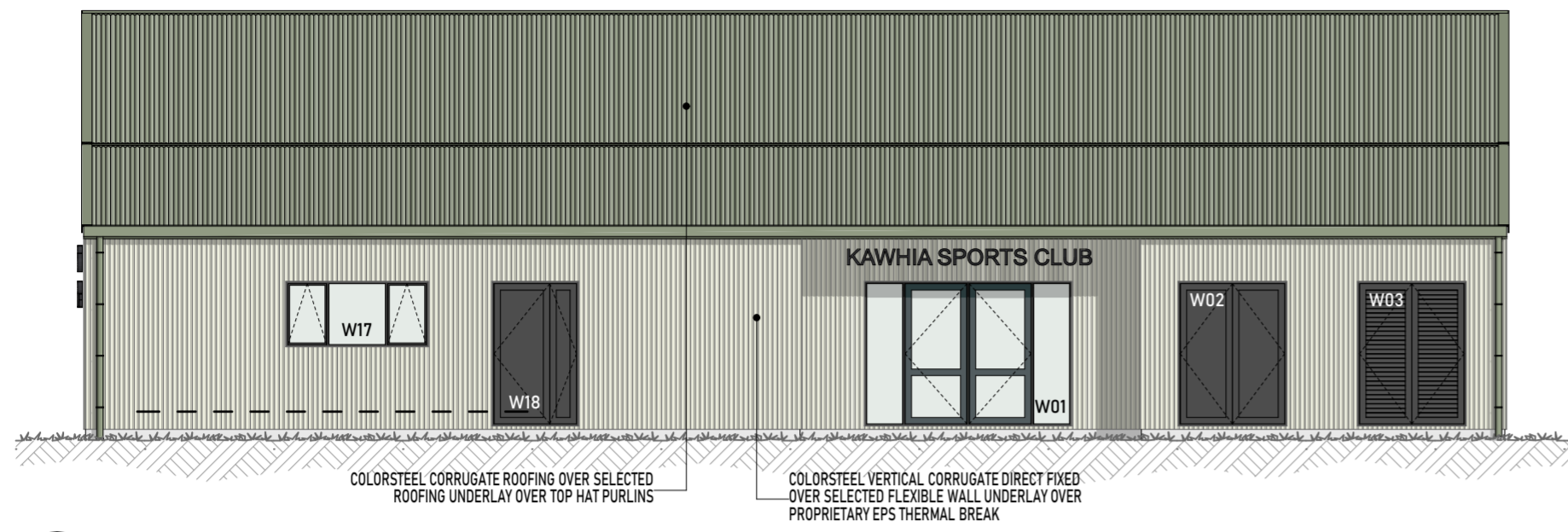
CONTRACTOR TO ADHERE TO ALL BUILDING CODES AND STANDARDS INCLUDING LOCAL AUTHORITY REGULATIONS & BYLAWS. THESE PLANS MUST BE READ IN ACCORDANCE WITH THE SPECIFICATIONS. CONTRACTOR IS FULLY RESPONSIBLE FOR WATERPROOFING OF THE BUILDING. ANY EXTRA DETAILS REQUIRED TO BE ASKED FOR IN WRITING. CHECK ALL DIMENSIONS ON SITE BEFORE COMMENCEMENT OF WORK. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ON SITE. ALL DIMENSIONS, PRIOR TO MANUFACTURE. FIGURED DIMENSIONS TO TAKE PRECEDENCE OVER SCALED DIMENSIONS.

DRAWN: JC & BAS
REFERENCE: NV23006

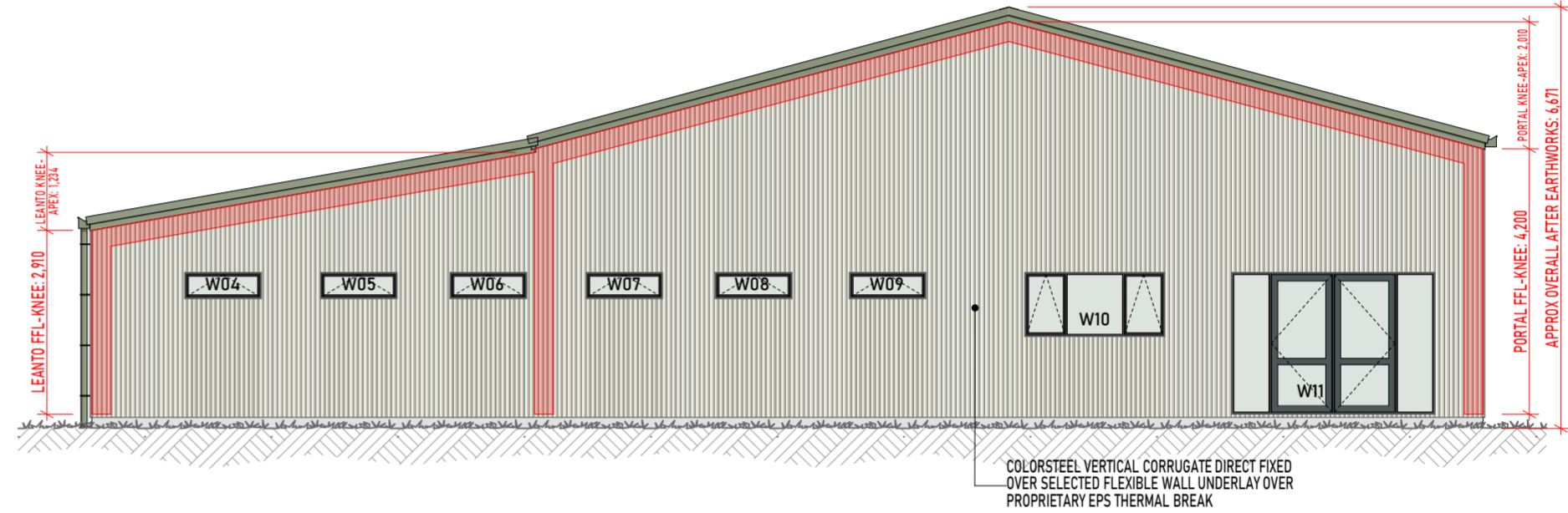
STATUS: TS-GABLE	
PRINT DATE:	19/09/2024
REVISED:	
SHEET: 3 OF 18 A2 SHEETS	



 DIMENSION FLOOR PLAN
1:100



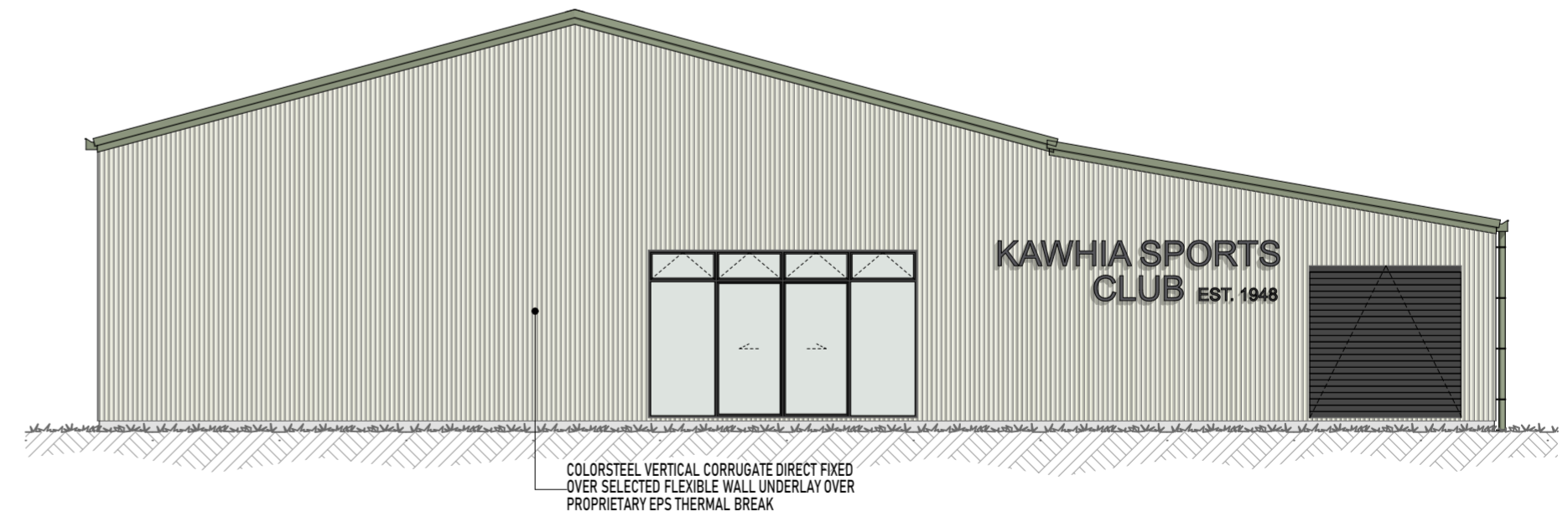
ELEVATION 1
1:100



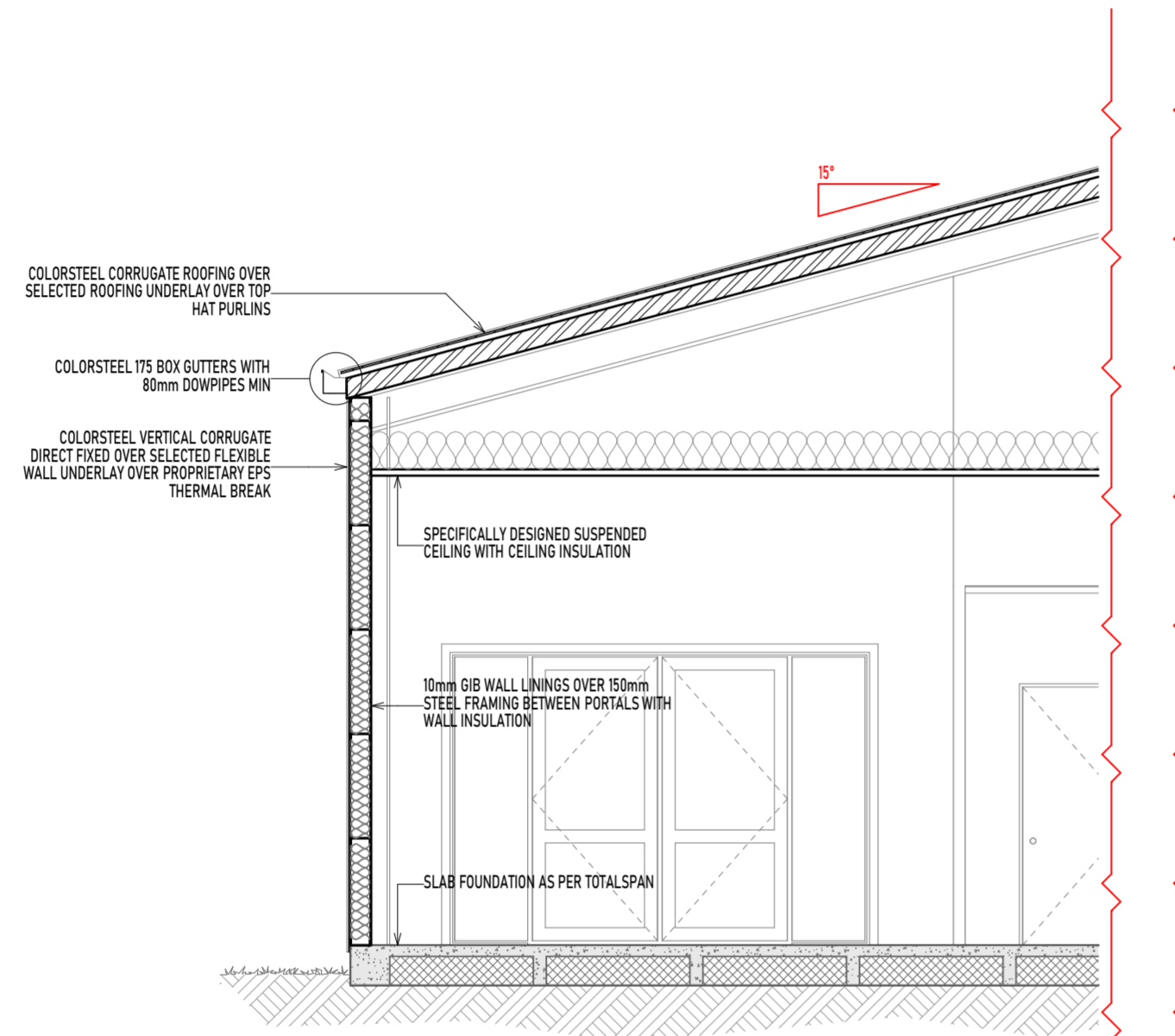
ELEVATION 2
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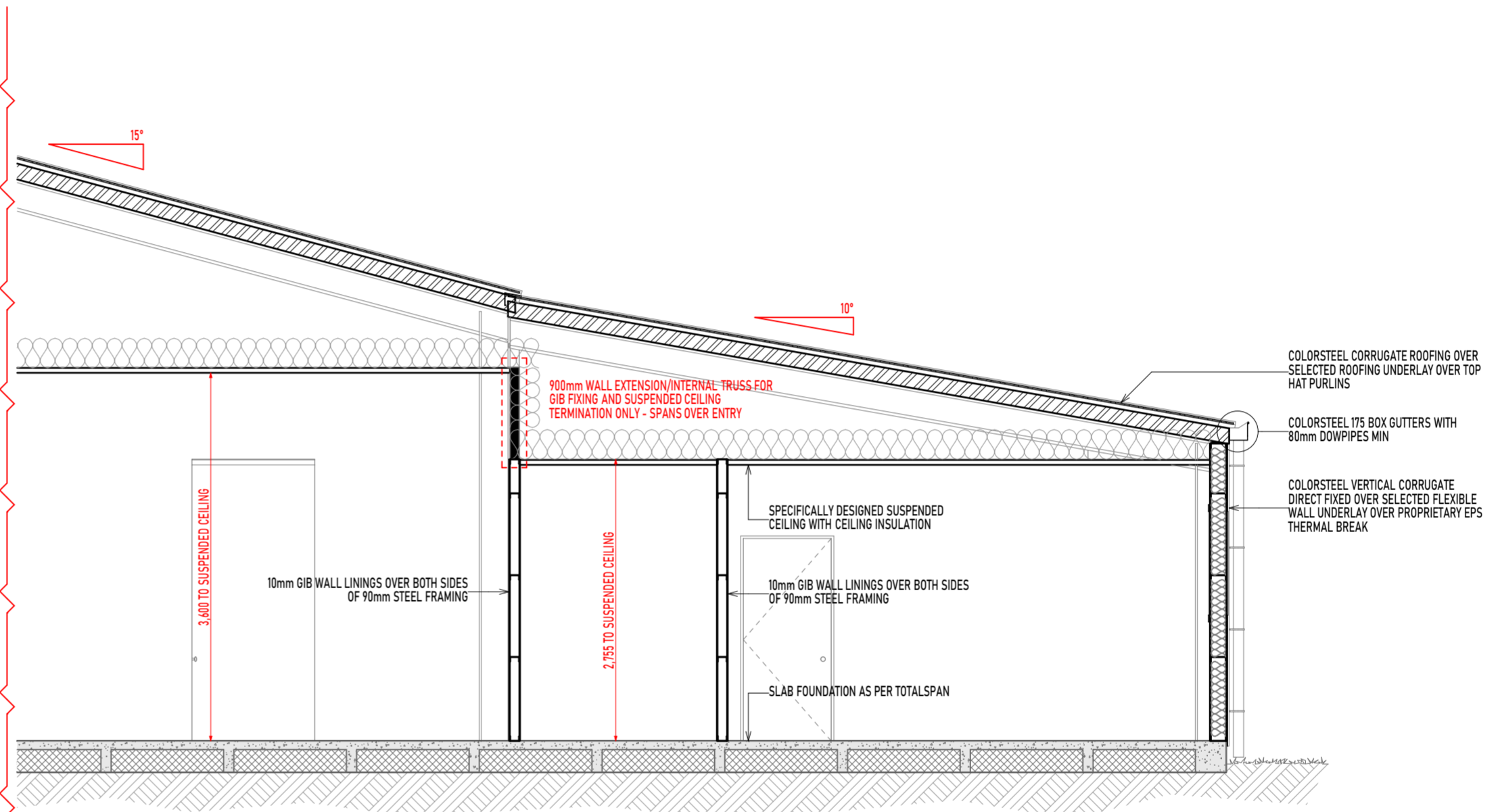
ELEVATION 3
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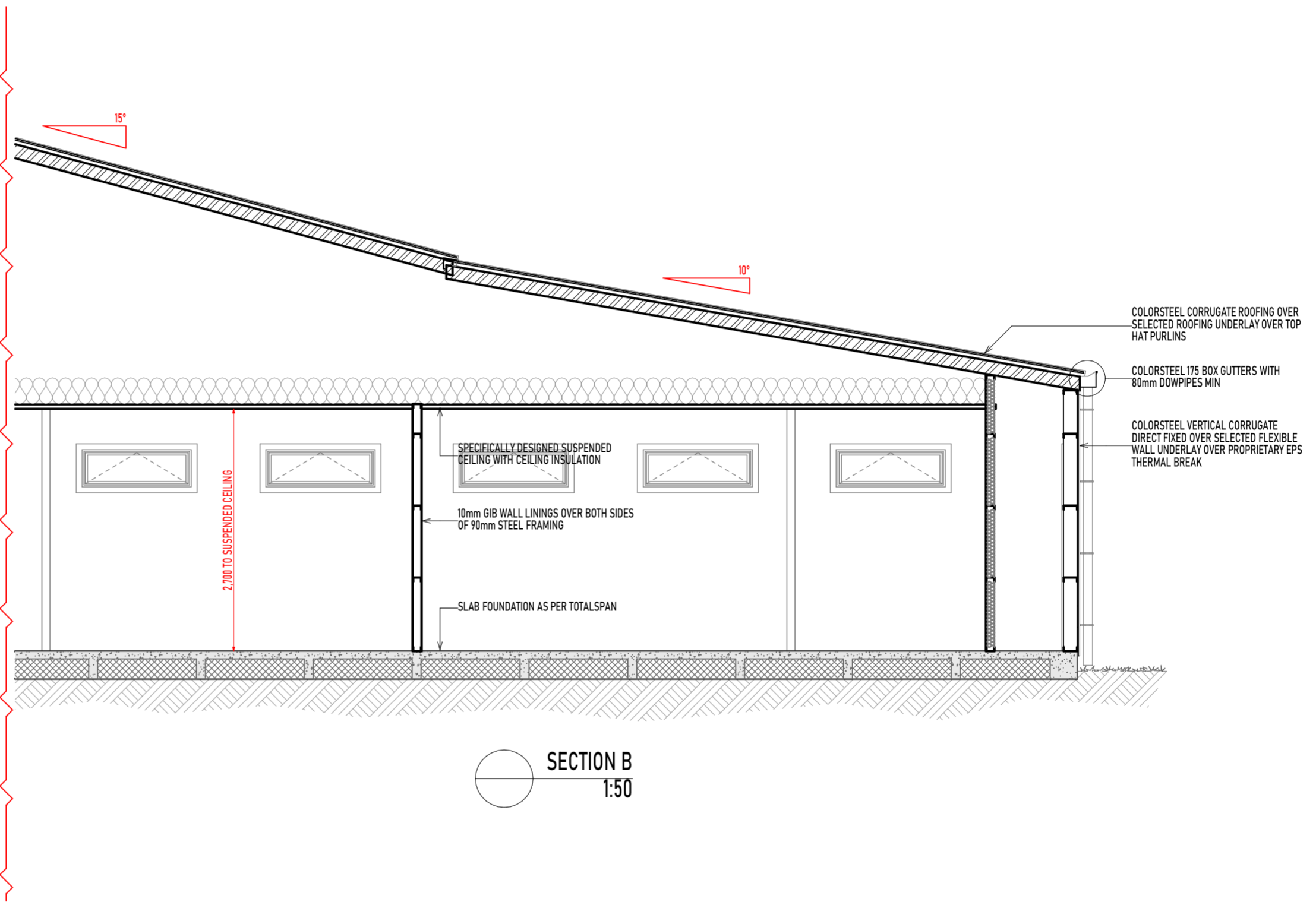
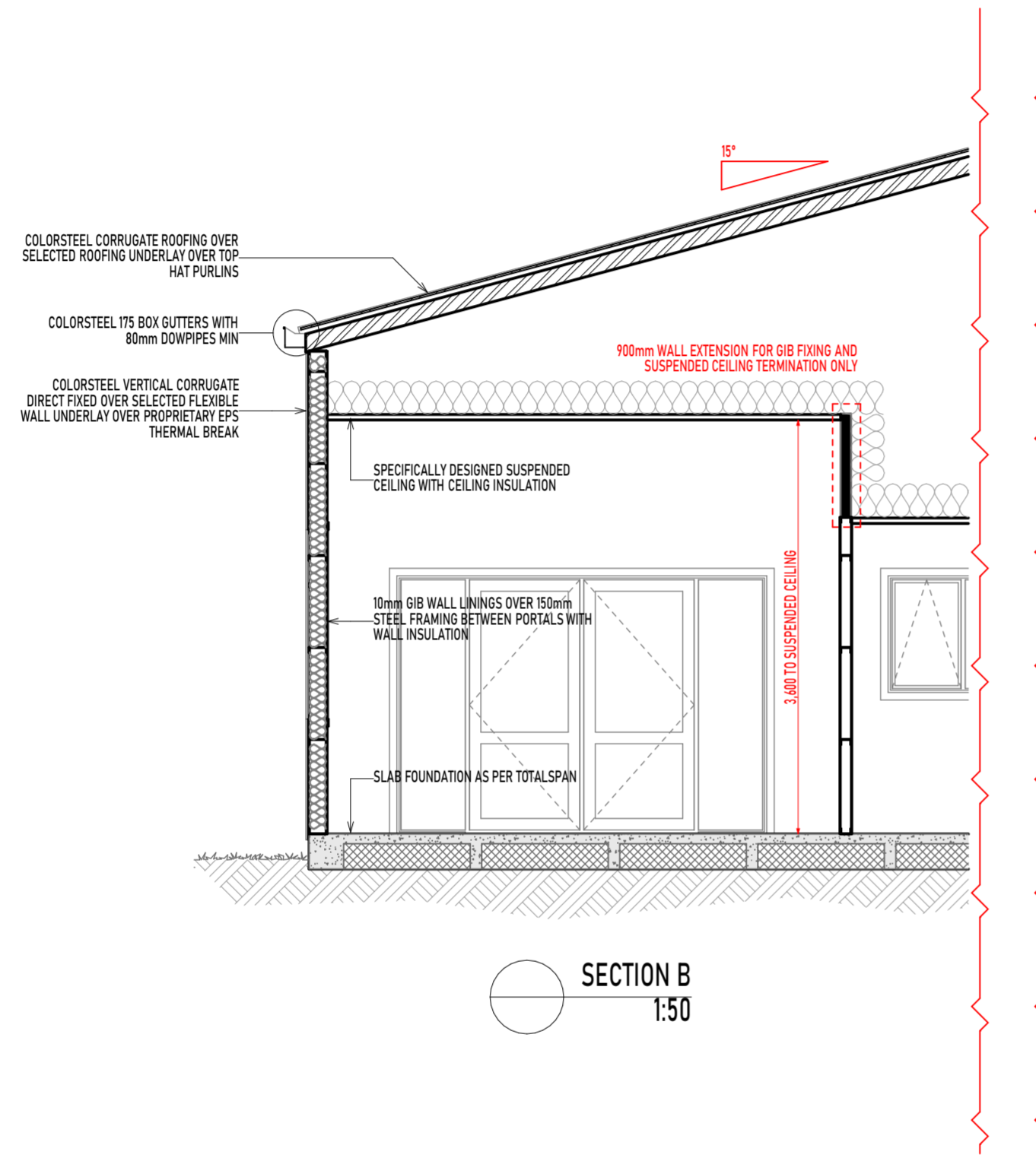
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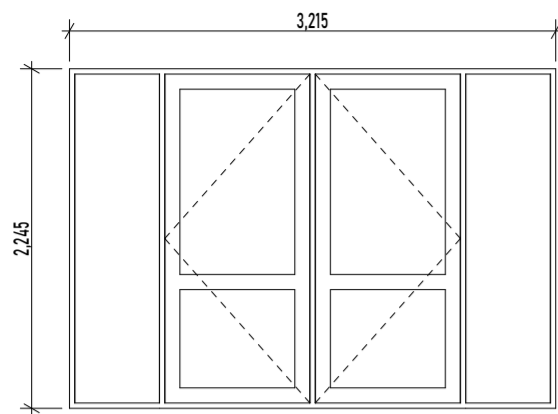


SECTION A
1:50

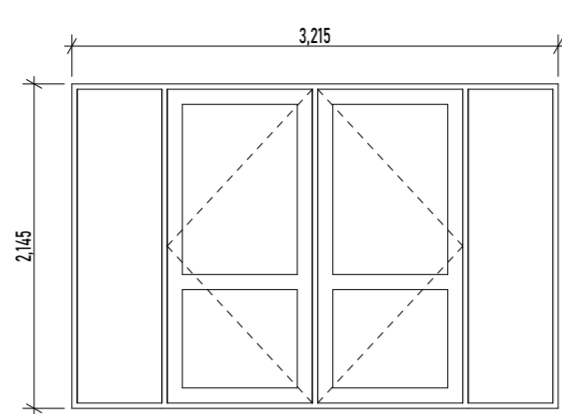


SECTION A
1:50

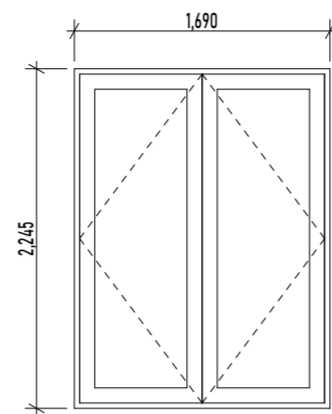




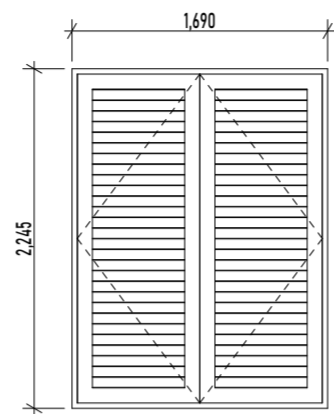
W01
 NOTE: 960 DOOR LEAF - REFER TO FRR
 GLAZING TYPE: DOUBLE GLAZED
 GAS PURGED
 LOW E COATED
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 NOTES: 4mm SAFETY GLASS
 MANIFESTATION REQUIRED
 WALL THICKNESS: 10mm LININGS + 140mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



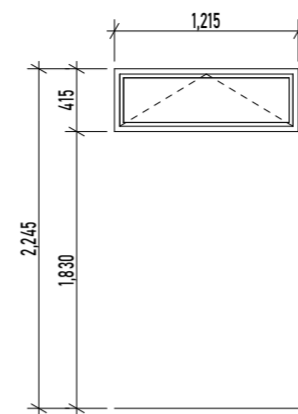
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 NOTE: 960 DOOR LEAF - REFER TO FRR
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 GAS PURGED
 LOW E COATED
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 NOTES: 4mm SAFETY GLASS
 MANIFESTATION REQUIRED
 WALL THICKNESS: 10mm LININGS + 140mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



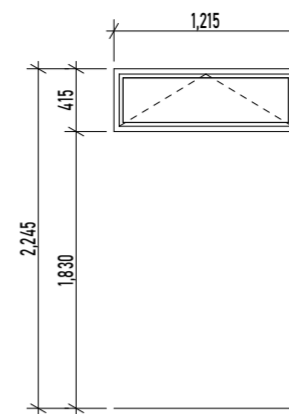
W02
 SOLID PANEL DOOR LEAVES
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 WALL THICKNESS: 10mm LININGS + 90mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



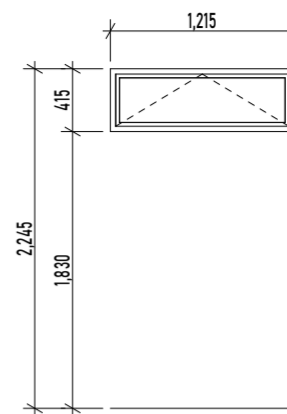
W03
 LOUVERED DOOR LEAVES FOR VENTILATION
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 WALL THICKNESS: 10mm LININGS + 90mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



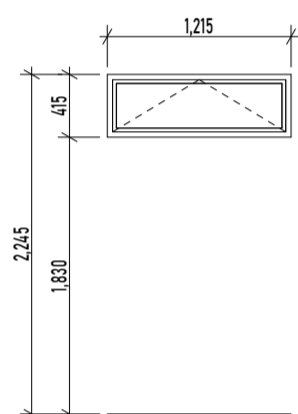
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 GAS PURGED
 LOW E COATED
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 NOTES: 4mm SAFETY GLASS
 OBSCURED GLAZING
 WALL THICKNESS: 10mm LININGS + 140mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



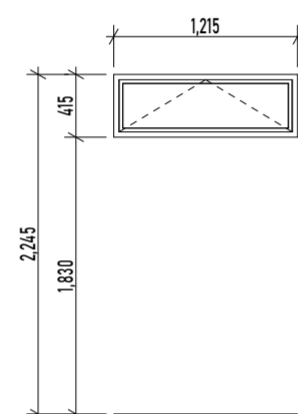
W05
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 GAS PURGED
 LOW E COATED
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 NOTES: 4mm SAFETY GLASS
 OBSCURED GLAZING
 WALL THICKNESS: 10mm LININGS + 140mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



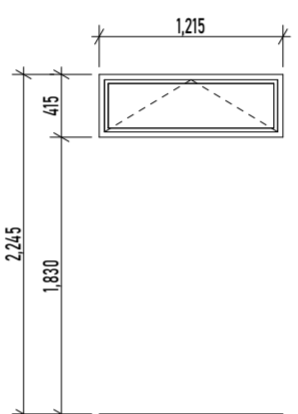
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 GAS PURGED
 LOW E COATED
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 NOTES: 4mm SAFETY GLASS
 OBSCURED GLAZING
 WALL THICKNESS: 10mm LININGS + 140mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



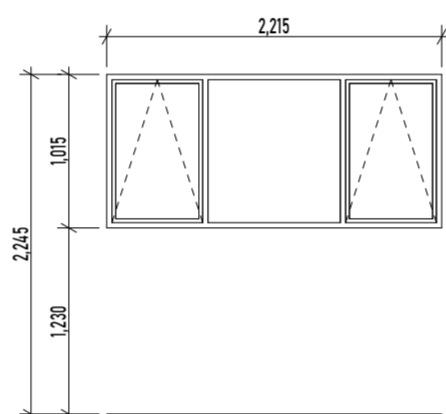
W07
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 LOW E COATED
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 NOTES: 4mm SAFETY GLASS
 OBSCURED GLAZING
 WALL THICKNESS: 10mm LININGS + 140mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



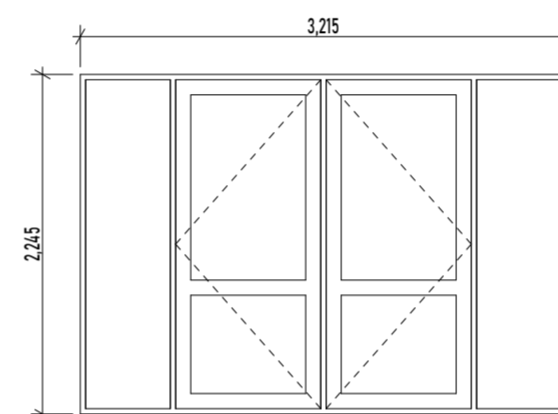
W08
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 GAS PURGED
 LOW E COATED
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 NOTES: 4mm SAFETY GLASS
 OBSCURED GLAZING
 WALL THICKNESS: 10mm LININGS + 140mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



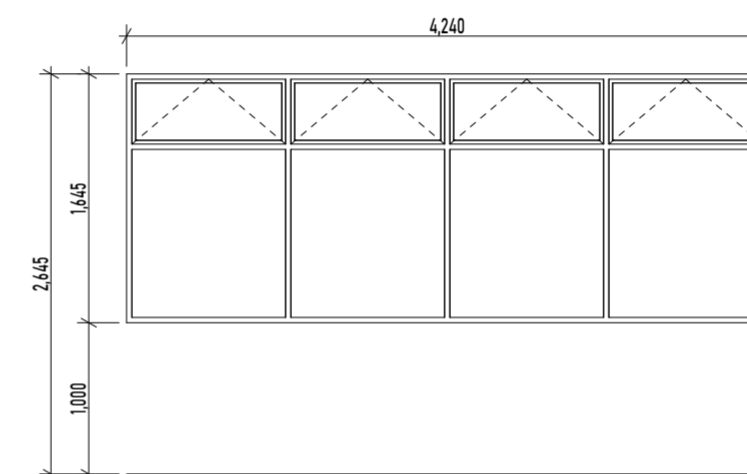
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 LOW E COATED
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 NOTES: 4mm SAFETY GLASS
 OBSCURED GLAZING
 WALL THICKNESS: 10mm LININGS + 140mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



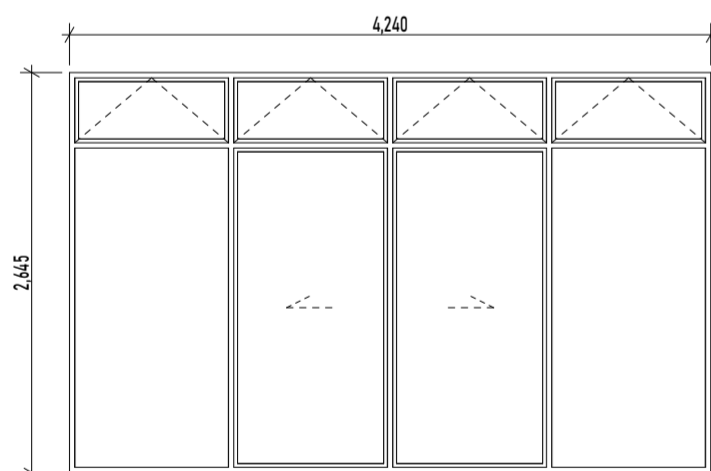
W10
 GLAZING TYPE: DOUBLE GLAZED
 GAS PURGED
 LOW E COATED
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 NOTES: 4mm SAFETY GLASS
 WALL THICKNESS: 10mm LININGS + 140mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



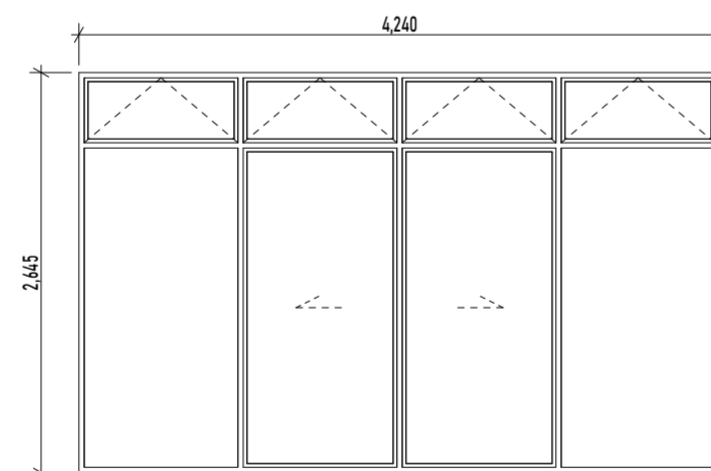
W11
 NOTE: 960 DOOR LEAF - REFER TO FRR
 GLAZING TYPE: DOUBLE GLAZED
 GAS PURGED
 LOW E COATED
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 NOTES: 4mm SAFETY GLASS
 MANIFESTATION REQUIRED
 WALL THICKNESS: 10mm LININGS + 140mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



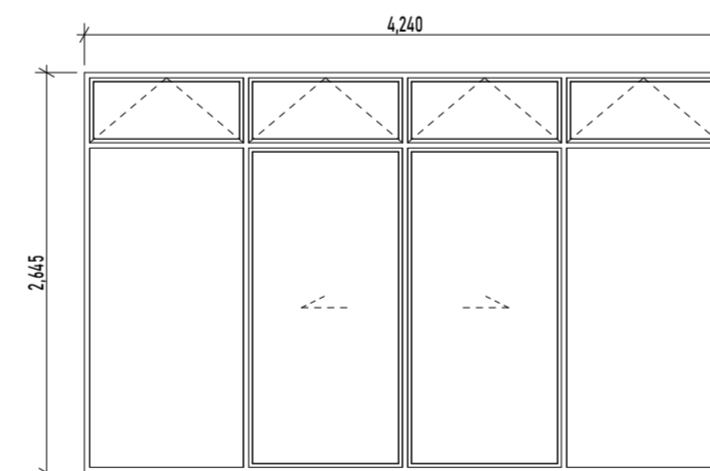
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 LOW E COATED
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 NOTES: 4mm SAFETY GLASS
 MANIFESTATION REQUIRED
 WALL THICKNESS: 10mm LININGS + 140mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



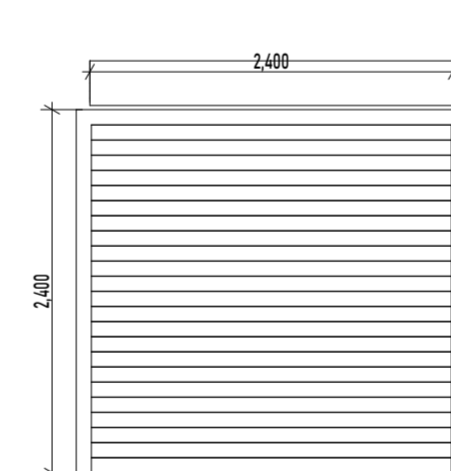
W13
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 LOW E COATED
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 NOTES: 4mm SAFETY GLASS
 MANIFESTATION REQUIRED
 WALL THICKNESS: 10mm LININGS + 140mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



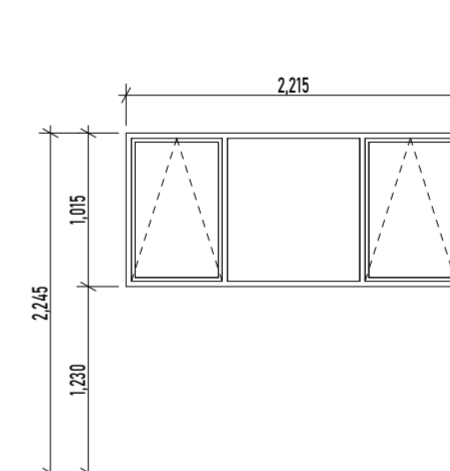
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 GAS PURGED
 LOW E COATED
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 NOTES: 4mm SAFETY GLASS
 MANIFESTATION REQUIRED
 WALL THICKNESS: 10mm LININGS + 140mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



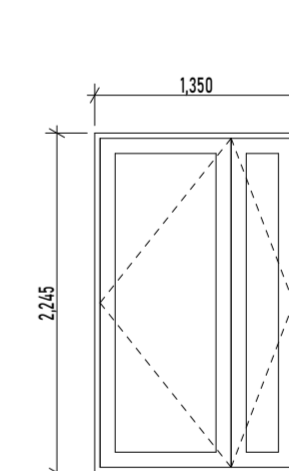
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 GAS PURGED
 LOW E COATED
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 NOTES: 4mm SAFETY GLASS
 MANIFESTATION REQUIRED
 WALL THICKNESS: 10mm LININGS + 140mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



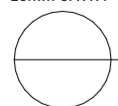
W16
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 WALL THICKNESS: 10mm LININGS + 90mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



W17
 GLAZING TYPE: DOUBLE GLAZED
 GAS PURGED
 LOW E COATED
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 NOTES: 4mm SAFETY GLASS
 WALL THICKNESS: 10mm LININGS + 90mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



W18
 SOLID PANEL DOOR LEAVES
 JOINERY TYPE: METRO SERIES
 LINER TYPE: 18mm P/P PINE - ARCHITRAVE
 WALL THICKNESS: 10mm LININGS + 90mm + 10mm EPS THERMAL BREAK + 20mm CAVITY



DOOR & WINDOW SCHEDULE
 1:50

NOTES:
 -ALL DIMENSIONS ARE INDICATIVE OF TRIM SIZE ONLY
 -ALL GLAZING TO MEET THE REQUIREMENTS OF NZS:4223/2016
 CONFIRM HI REQUIREMENTS TO ALLOW FOR FUTURE FITOUT

Information only reports

Ngā pūrongo mōhiohio anake

There were no reports.

Public excluded

Take matatapu

DISCLAIMER: The reports attached to this Open Agenda set out recommendations and suggested resolutions only. Those recommendations and suggested resolutions DO NOT represent Ōtorohanga District Council policy until such time as they might be adopted by formal resolution. This Open Agenda may be subject to amendment either by the addition or withdrawal of items contained therein.

Item 191 Resolution to exclude the public for Item PE17: C1157 Ōtorohanga District Council Reseal 2024-2027 tender award

To Ōtorohanga District Council

From Kaia King, Governance Manager

Type **DECISION REPORT**

Date 12 November 2024



1. Purpose | Te kaupapa

1.1. To exclude the public from parts of the proceedings of the Ōtorohanga District Council meeting.

2. Executive summary | Whakarāpopoto matua

2.1. All formal meetings are open to the public however, there are some parts of the meeting where the public can be excluded. Council must provide a good reason if to exclude the public from a Council or committee meeting - this also includes the media. A resolution must be made at a time when the meeting is open to the public stating the general subject of each matter, the reason for passing that resolution in relation to the matter, and the grounds on which the resolution is based.

3. Staff recommendation | Tūtohutanga a ngā kaimahi

That the Ōtorohanga District Council exclude the public from the following parts of the proceedings of this meeting confirming:

a This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 7 of that Act where a risk of prejudice is minimised by the holding of the whole or the relevant part of the proceedings of the meeting in public; and

b The general subject of each matter to be considered while the public is excluded and the reason for passing this resolution in relation to each matter and the specific grounds for the passing of this resolution are as follows:

General subject of each matter to be considered	Ground(s) under section 48(1) for the passing of this resolution	Interest
--	---	-----------------

Item PE1: C1157 Ōtorohanga District Council Reseal 2024-20277

Section 9(2)(b)(ii)

Protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who

4. Context | Horopaki

- 4.1. Public excluded agendas and minutes are not available to the public. Where possible, Council will release public information which has been considered during the public excluded part of a meeting.

5. Considerations | Ngā whai whakaarotanga

Significance and engagement

- 5.1. No community consultation is required under the Significance and Engagement Policy.

Impacts on Māori

- 5.2. Staff consider this report does not have a direct impact on Iwi/Māori greater than any other member of the public.

Risk analysis

- 5.3. This report seeks to reduce the risks associated with protecting the privacy of a person.

Policy and plans

- 5.4. There are no policies or plans relevant to this report.

Legal

- 5.5. Resolutions to exclude the public are made under Section 48 of the Local Government Official Information and Meetings Act 1987.

Financial

- 5.6. There are no financial impacts resulting from the recommendation.

6. Discussion | He kōrerorero

Option 1: To exclude the public form the meeting

- 6.1. This option seeks to reduce the risk of commercial information breaches by the holding of the relevant part of the proceedings of the meeting with the public excluded.

Option 2: To decline to exclude the public

- 6.2. This option may potentially expose Ōtorohanga District Council to greater risk of commercial information breaches.

Recommended option and rationale

- 6.3. To exclude the public for the parts of the meeting outlined in the recommendation.

Closing prayer/reflection/words of wisdom**Karakia/huritaō/whakataukī**

The Chairperson will invite a Member to provide the closing words and/or prayer/karakia.

Meeting closure**Katinga o te hui**

The Chairperson will declare the meeting closed.