



# Ashburton District Council

## AGENDA

A **MEETING** of the **OPERATIONS COMMITTEE** will be held as follows:

**Date:** Thursday 3 July 2008

**Time:** 1.30 pm

**Venue:** Council Chamber  
5 Baring Square West  
Ashburton

B LESTER  
Chief Executive

### **MEMBERS:**

Cr B A Tasker (Chairman)  
Cr L J Leadley  
Cr N A Brown  
Cr I J Burgess  
Cr J A Everest  
Cr K L Holmes  
Cr K W P Lowe  
Cr P W Reveley  
Mayor M B O'Malley (ex officio)

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# AGENDA

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27 June 2008

## ASHBURTON DISTRICT COUNCIL REPORT

FILE NO: 0560-40  
DATE: 3 July 2008  
REPORT TO: Operations  
FROM: Water Services Manager  
SUBJECT: Draft Water Race Management Plan – Adoption by Council

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### 5. DRAFT WATER RACE MANAGEMENT PLAN – ADOPTION BY COUNCIL

#### 5.1 SUMMARY

The purpose of this report is to seek formal Council adoption of the Draft Water Race Management Plan. **Attached**

#### 5.2 RECOMMENDATION TO COUNCIL

“That Council adopts the Ashburton District Council Water Race Management Plan – March 2008.”
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#### 5.3 BACKGROUND

The water race network in Mid Canterbury began operation approximately 120 years ago and was established to provide a reliable water source for agriculture. The primary purpose of the water race network today is essentially the same, although the network faces increased pressure from other resource users such as recreational, cultural, fisheries and wildlife interests.

The existing consents for the operation of the race network expired on 1 October 2001 and new consents are required under the Resource Management Act 1991. Renewal of water race consents is by no means guaranteed. To obtain consents it will be necessary to demonstrate that the schemes have:

- Significant social and economic benefits for the Ashburton district;
- No significant adverse environmental effects; or
- That any significant adverse effects can be avoided, remedied or mitigated.

The water race system must be able to function and co-exist alongside other competing water users. Management and operation of the network must now also recognise and reflect the values of other water users. This requires a more structured and effective management process which is outlined in the draft water race management plan (WRMP).

The purpose of WRMP is to set out the key principles and guidelines to be followed in managing the water race network. The WRMP starts by giving a specific **statement of intent** for the network, details key objectives / outcomes and outlines best practice guidelines to be followed in managing and operating the network.

The statement of intent is set out below:

*To operate and maintain an efficient water race network that:*

- *Supplies all users with an acceptable level of service;*
- *Operates at the lowest economic cost to users, Ashburton District and the community;*  
*and*

- *Minimises significant adverse environmental impact.*

This statement provides a clear indication to race users and to the wider community of Council's primary objective in operating and managing the network.

For the WRMP to have the highest value in terms of projecting to the community, external agencies, and key stakeholders our intentions in regard to stockwater network management it is important that the document status is elevated. This can only be achieved through formal adoption by Council.

This report seeks adoption of the draft WRMP. As detailed in the plan, the intention is that the draft plan status become "Final" at the time when replacement consents are secured and can be included in the document.

#### **5.4 STATUTORY IMPLICATIONS**

Statutory implications arise from the following:

##### Resource Management Act 1991

The stockwater network is reliant on consents that existed before the Resource Management Act came into force. The RMA contains a "grandfathering" clause that captured pre-existing consents and meant they expired 10 years after the RMA came into force. The requirement to obtain new consents for the stockwater network has led to a need to update processes, prove efficiencies and generally ensure that the stockwater network is being managed and operated in such a way as to limit its impact on the environment. It is considered that the WRMP is an important tool in achieving this goal.

#### **5.5 OPTIONS AND RISKS CONSIDERED**

The options are set out below:

##### Option One – Adopt the Draft Water Race Management Plan

Council formally adopts the draft water race management plan. This will raise the status of the document and provide external agencies / stakeholders more confidence of our intentions in regard to network management.

There are no cost implications or risks arising from adoption of the WRMP.

##### Option Two – Do Not Adopt the Draft Water Race Management Plan

Council does not adopt the draft water race management plan. Staff will continue to use the document as a basis of good practice but its importance (and value) externally is lessened.

There are no cost implications arising from not adopting the WRMP. There is risk associated with not adopting the WRMP in that the document has a lower status and does not demonstrate to the community and key stakeholders the importance Council places on meeting its responsibilities.

The recommended option is **Option One**.

#### **5.6 STRATEGIC LINKS**

The WRMP is consistent with current Council policies and bylaws. There is nothing fundamentally new contained in the WRMP. It primarily documents how the network will be managed and operated. This information has been collated from staff knowledge; current and best practice; policies; bylaws; current resource consents conditions; agreements etc.

## **5.7 CONSULTATION**

The WRMP is effectively an internal document for management purposes. The document has therefore not been consulted on at this point in time.

As part of the implementation of the WRMP there is a requirement to engage with water users and key stakeholders (refer Section 13 – Communication Plan & Section 14 – Stakeholder Consultation and Reporting). As iterations of the engagement and consultation process occur, the value and importance of WRMP will increase. It is envisaged that changes and improvements to the document will be made (where appropriate) over time with customer and wider community input.

## **5.8 FINANCIAL**

There are no cost implications arising from the recommendations contained in this report. The management and operation of the stockwater network is covered by specific budget provisions. The operating budgets for 2008/09 are based on the network being managed using the principles contained within the Draft Water Race Management Plan.

### **Prepared By:**

A G GUTHRIE  
**Water Services Manager**

### **Approved by:**

R ROUSE  
**Operations Manager**

## ASHBURTON DISTRICT COUNCIL REPORT

**FILE NO:** 0200-07-02  
**DATE:** 3 July 2008  
**REPORT TO:** Operations Committee  
**FROM:** Emergency Management Officer  
**SUBJECT:** Retention of EMO Mazda Bounty for Volunteer Rural Fire Force Use

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### **6. RETENTION OF EMERGENCY MANAGEMENT OFFICER'S MAZDA BOUNTY FOR VOLUNTEER RURAL FIRE FORCE USE**

#### **6.1 SUMMARY**

The Ashburton Volunteer Rural Fire Force based at South Street currently has an issue with transportation of fire fighters to the fireground due to the fact that the single vehicle operated by the unit has a maximum crew carrying capacity of only three people.

A vehicle recently taken out of service from the Council fleet but not yet disposed of could be used to address the issue if it were to be retained in service through redeployment to the Ashburton Volunteer Rural Fire Force.

#### **6.2 RECOMMENDATION TO COUNCIL**

- |   |
|---|
| <ol style="list-style-type: none"><li>“1. That Council retains the Emergency Management Officer’s (EMO) Mazda Bounty double cab 4x4 utility, registration EAS125 in the rural fire fleet for use by the Ashburton Volunteer Rural Fire Force for fire fighter and equipment transport.</li><li>2. That the Mazda Bounty be garaged in the South Street Fire Station and that the existing doorway be widened to accommodate it at an approximate cost of \$1500.”</li></ol> |
|---|

#### **6.3 BACKGROUND**

The Ashburton Volunteer Rural Fire Force currently operates an Isuzu 4x4 fire appliance from its station in South Street. This vehicle carries a wide range of equipment and is the only 4x4 appliance in the District, meaning that it is often tasked outside the normal operational area of the Fire Force based at South Street to various locations throughout the District.

This is only a single cab vehicle however and carries a maximum crew, including the driver, of three people. Currently when other fire fighters from this Fire Force respond to fires they must do so in their own vehicles.

The current Isuzu 4x4 appliance is scheduled for replacement in the 2009-2010 financial years. In order to replace this vehicle with another that will have the same versatility and 4x4 capabilities and still carry all the current range of equipment it will most likely be necessary to retain the single cab configuration, with the ongoing issue of other fire fighters having to travel to the fireground in private vehicles.

A solution to this problem would be to provide a second vehicle for the fire force that is capable of carrying extra personnel but also having the ability to carry additional equipment such as a wajax pump kit.

An added bonus of having such a vehicle in the Council's fire fleet would be the ability to distribute equipment and personnel around the fireground freeing other dedicated appliances and water tankers from this task and allowing them to stay with their core roles.

Currently the EMO vehicle is also often used in this role. This situation is less than desirable due to the fact that the EMO normally requires it as a mobile incident control point.

The EMO's Mazda Bounty double cab 4x4 utility has recently been replaced and is available for disposal. This vehicle has currently travelled 170,000 kilometres and is in good running order and would provide an adequate solution to the issue.

From time to time fire fighters from Ashburton District travel to other districts for the purpose of training or attendance at major fires on behalf of another fire authority. An added benefit of retaining the Mazda Bounty is that it would be available to transport these fire fighters negating the need for them to use private vehicles as is the current situation.

There is adequate room for housing this vehicle in the existing station but it would be desirable for the main vehicle door to be widened to allow easier vehicle access if this option were to be adopted. The existing door has been scheduled for replacement due to wind and other damage and normal wear and tear over time, and it would be a relatively simple matter to widen the doorway and provide a larger door.

An alternative option for housing the vehicle would be to use a bay in the Council's garage block on the Terrace. There would be no financial implications with this option for storage although it would be less convenient than the former option.

#### **6.4 STATUTORY IMPLICATIONS**

Not applicable.

#### **6.5 OPTIONS AND RISKS CONSIDERED**

##### **Vehicle Retention**

##### **Option 1**

Council retains the Emergency Management Officer's (EMO) Mazda Bounty double cab 4x4 utility, registration EAS125 in the rural fire fleet for use by the Ashburton Volunteer Rural Fire Force for fire fighter and equipment transport.

##### **Option 2**

Attempt to source a double cab 4x4 fire appliance when the current vehicle comes due for replacement in the 2009-2010 financial year. This could prove difficult as such vehicles are rare and may be impossible to obtain. Cost could also be prohibitive.

##### **Option 3**

Continue with the status quo, with fire fighters travelling to the fireground in their own vehicles.

## **Garaging**

### **Option A – South Street Fire Station**

There would be room to fit both the Isuzu and the Bounty side by side in the South Street Station, however this would require some modification to the doorway and the installation of a wider door.

Replacement of the existing door on the South Street fire station as normal repair and maintenance work is already planned. The additional cost associated with the proposal that is the subject of this report would only be for the difference between the replacement cost for the existing door and the cost of providing a larger one, plus the additional work required to widen the doorway. This cost is estimated to be in the vicinity of \$1000 - \$1500.

### **Option B – The Terrace Garage Block**

A bay could be made available in the Council's garage block on the Terrace. This would be less convenient but there would be no financial implication with regard to garaging.

## **6.6 STRATEGIC LINKS**

Not applicable.

## **6.7 CONSULTATION**

The proposal for retaining the vehicle has been discussed with the Plant Manager and has his support.

The proposal for widening the doorway on the South Street station has been discussed with the Property Manager and has his support.

## **6.8 FINANCIAL IMPLICATIONS**

Potential loss of income of approximately \$10,000 from the sale of the Mazda Bounty.

There are two options for housing the vehicle. One has a financial implication, the other doesn't.

Option A above would require the widening of the existing garage doorway and installation of a wider door.

Replacement of the existing door on the South Street fire station as normal repair and maintenance work is already planned. The additional cost associated with the proposal that is the subject of this report would only be for the difference between the replacement cost for the current sized door and the cost of providing a larger one, plus the additional work required to widen the doorway. This cost is estimated to be in the vicinity of \$1000 - \$1500.

### **Prepared By:**

D GEDDES  
**Emergency Services Manager**

### **Approved by:**

R ROUSE  
**Operations Manager**

## ACTIVITY REPORTS

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### 7. Activity Reports

#### 7.1 General

##### 7.1.1 Financial Reports

Financial reports for the period 1 July 2007 to 31 May 2008 are attached. **Pages 25-36**

##### 7.1.2 Development in the Ashburton District

Work on the Museum and Art Gallery resource consent is now being combined with the design of the new facility.

The results of the technical work carried out on a number of potential sites for a new aquatic centre / stadium were presented to the Stadium Trust on 10 June. Detailed information relating to this work has been forwarded to the Trust for formal consideration.

A detailed stand-alone report from the Trust, recommending a shortlist of sites for further detailed investigation, will be submitted to an extraordinary meeting of Council on 24 July.

Work on the Parking Study is progressing. A meeting to update the Parking Reference Group will be arranged for late July / early August.

Detailed design work is progressing on the NE Ashburton Business Park. Progress is summarised below:

- Concept design work is complete for water, wastewater and roading.
- Detailed design of the external potable water supply is complete and negotiations on a preferred service provider basis have been concluded and were the subject of a report to Council on 26 June. Site possession will be on 4 July, with work programmed for completion on 12 December 2008.
- Detailed potable water design is based on 41 lots of various sizes within the business park footprint and a future 1065 lots in the NE Ashburton residential area.
- The report to identify the most cost effective approach to providing wastewater servicing external to the business footprint is currently in the final review stage. The preferred option will be the subject of a separate report to an extraordinary meeting of Council on 24 July.
- Roading cross sections are being finalised and incorporate parking on both sides of all roads internal to the business park footprint. Some of the internal secondary roads will need to be widened to allow for parking on both sides. Draft cross sections will be forwarded for approval shortly.
- The stormwater consent application has been lodged with Environment Canterbury. We will make contact with ECan for a processing update.
- An investigation into the possibility of crushing gravel using material excavated from the stormwater pond area for road construction. There are potentially significant cost savings for roading construction materials if this is feasible.
- Two claims for professional services have been received; these are summarised below:
  - Fee proposal \$1,800,000 excluding GST
  - Claims to date

May	193,900
June	<u>41,190</u>
Total	\$235,090

- The only financial issue identified to date relates to the stormwater resource consent application. The provisional sum for the work is \$35,000 and the estimated final cost is \$40,000.
- There are currently no financial or technical issues regarding this project.

### **7.1.3 Acton Stockwater Race – possible combined stockwater irrigation system**

A site visit and project team meeting were held on 30 May. The purpose of the meeting was to gather background information and agree the next step to be taken to progress the project.

A legal opinion has been prepared providing information on our ability to access water for irrigation purposes. A meeting to consider this information and a way forward was held on Thursday 26 June. The Committee will be updated at the meeting on the outcome of these discussions.

## **7.2 Roding**

### **7.2.1 State Highway Work 2007/ 2008**

1. SH 1, South St intersection: paving of intersection.
2. SH1, Tinwald. Construction of 3 parking bays on west side, underway. Road marking to form flush median to be completed by 30 June 2008.
3. SH 1/Maronan Rd intersection. Paving of intersection.
4. SH 1 Hinds Township. 630 m of AWPT and remarked with flush median. Includes some further work at south end of Hinds with tree pruning at south town entrance that will be done in 2008/09. North end work complete.
5. SH 77 Andrew St west. 220 m of k&c replacement. Some drainage improvement works to be carried out at same time. Underway.

### **7.2.2 Crash Reports**

A record of other crashes that have occurred in Ashburton district on state highways and local roads since last report is appended.

***Pages 37-38***

### **7.2.3 General Maintenance**

With the snowfalls on 7 and 24 June, and sharply declining temperatures, gritting of the roads has become a priority for the maintenance contractor. On both dates, the snowfalls had been forecast and on each date snow ploughs were fitted to several trucks prior to the event but in the end only had limited use.

Ashburton Staveley Road, between Driscolls Road and Thompsons Track, has shown a significant deterioration in the last three months. This section began to show evidence of widespread pavement failure following the June 2006 snowfall but the failures have increased in quantum and severity recently. The maintenance contractor has been trying to hold these with light maintenance repairs in the hope that the whole section could be overlaid with new pavement similar to the work carried out on Tinwald Westerfield Mayfield Road in 2004.

Because the failures on Ashburton Staveley Road are spread over a total length of 9km, overlaying this length of road would be very expensive. Fulton Hogan will soon be undertaking a series of digouts and stabilizations to hold the road together in the short term.

The total cost of this treatment will be in the order of \$60,000 to \$70,000. Detailed investigation of the existing road strength over the whole 9 km has commenced and it is anticipated that rehabilitation work will be spread over 2-3 years as pavement overlay.

#### **7.2.4 Area Wide Pavement Treatment**

Pavement investigation and design work is due to commence shortly with respect to the sections of unsealed roads scheduled for rehabilitation in 2008/09. Once this is complete, tenders will be called by the end of July 2008, for the work to be completed by the end of November 2008.

As mentioned above, investigation work is underway on the pavement rehabilitation of Ashburton Staveley Road, as well as several other sections of sealed road in the district. Once the sections to be treated have been identified, a schedule of these sections will be reported to this Committee. Initial investigation has shown that there is very little base course aggregate in these roads and a significant layer of new aggregate will be required to strengthen the roads to carry the required traffic loading for the design period, generally 25 years minimum. The investigation work has some urgency as adequate funding provision for this work will need to be built into the LTCCP and the three year roading programme to be prepared over the next 2-3 months.

#### **7.2.5 Major Drainage Control**

Contract C543 - New and Replacement Kerb and Channel, 2008/09: Work on this contract is substantially complete with only some minor footpath and road sealing required to be finished.

A schedule of rural roads to be upgraded with the excavation of roadside swale drainage is being prepared and this work will be tendered in July for completion by October. Sections within this contract are generally, but not exclusively, those rural roads to be resealed in 2008/09.

#### **7.2.6 Reseals of District Roads**

A schedule of rural roads to be resealed is attached. These road sections are being analysed as to condition and type of surface treatment required. This list may be varied slightly before going out to tender. The schedule of urban roads is being prepared and a schedule will be circulated to Councillors early in July. The tender for the 2008/09 resealing contract will be called in August.

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#### **7.2.7 Bridges**

Contract C544: Replacement of Bridge 83 on Rawles Crossing Rd: Blakely Construction Ltd has commenced work on site and should have all work complete by the end of June. The adjacent property owner and Electricity Ashburton were provided with good liaison during the pile driving operation in allowing power to be disconnected from the line running diagonally across the new bridge. This allowed the work to be completed within one day and significantly expedited the bridge construction.

### **7.2.8 Seal Extensions**

Contract C542, Seal Extension Works, 2007/08. The contractor has been constructing the amenity sealing length of road on Alford Forest Settlement Road and the intersection approaches to Arundel Rakaia Gorge Road, Alford Forest Settlement Road and Carneys Road.

Work has also commenced on the Blands Road seal extension. In addition, aggregate is being crushed for the other sections of intersection sealing and amenity sealing in this contract. These sections will be sealed once prepared as soon as weather conditions allow. Uncompleted work at the end of June will be completed early in 2008/09.

### **7.2.9 Street Cleaning**

Routine street cleaning is continuing on the specified cycles, as well as irregular but frequent calls for the clearing of other material left on the district's roads, urban and rural. Council is receiving increasing number of calls to have broken glass cleaned off roads and footpaths. What is obvious is that the glass results from vehicle accidents, but increasingly it is the result of careless or wilful glass breaking in public areas. This is becoming increasingly expensive to clean up but of more concern is the public safety aspect.

### **7.2.10 Traffic Services**

Maintenance of signs continues throughout the district with the ongoing replacement of damaged and vandalised signs as reported to previous meetings. For the three months to 31 May 2008, Council spent almost \$22,000 on missing or damaged road signs.

### **7.2.11 Carriageway Lighting**

Maintenance of the district's street lights continues to be carried out by Electricity Ashburton. This work covers regular and routine inspections and checks and attends to lamp maintenance requests.

Work is almost complete on the upgrading of street lighting in conjunction with power undergrounding for 2007/08. Streets where lighting has been upgraded in association with power line undergrounding in 2007/08 are Smallbone Dr, Harrison St, Smitheram St, Cavendish St, Farm Rd, Buckleys Tce and Melcombe St.

### **7.2.12 Minor Improvements**

Contract C531 – Stranges Road/Grahams Road/Boundary Road Intersection Upgrade: The owners have agreed to the new layout and associated land work requirements, however, the land owner has not yet signed off the agreement for the land requirements and we cannot proceed until this happened. A contract has been let to carry out the reconstruction of this intersection and work will commence in July. This work will be funded from the subsidised roading minor improvements budget.

Sealing of unsealed approaches to rural intersections is being carried out as part of the seal extension contract C542 as included above.

Designs for intersection upgrade work at Arundel Rakaia Gorge Rd/Mayfield Klondyke Rd (Mayfield), Allens Rd/Harrison St (Ashburton) and East St/Kermode St (Ashburton) have been completed and prices are currently being sought for this work. As provided for in Land Transport New Zealand's Procedures, the tendering process is being expedited on these minor projects by inviting and negotiating tenders. This work will carry over to 2008/2009.

### **7.2.13 New Cycleway**

Work is due to commence on the work to extend the cycleway from the south side of SH1 near the railway crossing to Moore Street. As a part of this, a new pedestrian/cyclist phase will be included in the traffic lights at Moore Street on the west side of East Street. Transit New Zealand have agreed to fund the work on modifying the existing median island in the middle of SH1 just south of the railway crossing, and also to provide a new traffic light phase for pedestrians/cyclists at Havelock Street on the east side of West Street.

### **7.2.14 New Kerb & Channel and Footpaths**

Contract C543 - New and Replacement Kerb and Channel, 2008/09. Work on the scheduled sections of new kerb and channel is substantially complete with only minor finishing of some sites required.

### **7.2.15 Footpath Maintenance**

Ongoing routine maintenance and cleaning of the urban footpaths continues. Minor improvements have been carried out at a number of sites throughout the district during 2007/08.

Contract C537 - Footpath Resurfacing, 2007/08. All work in this contract has been completed.

### **7.2.16 Minor Township Maintenance Contracts**

Normal seasonal operations are underway for the Rakaia and Methven contracts. No issues of any note have been reported in the last period. Substantial leaf clean-up work has been carried out in the reporting period in both areas.

On the night of Saturday 14 June, vandals committed serious damage to the Rakaia public toilets. Internal panels and some external fittings were damaged and litter bins outside were overturned. Temporary repairs to the toilets were carried out and options for permanent repairs are being examined with the total cost of this incident being more than \$3,000.

### **7.2.17 Public conveniences**

Maintenance and cleaning of public toilets has continued as required. There is regular vandalism damage being inflicted on the toilets and this damage is cleaned up as soon as it appears. There were some project works planned for 2007/08 that have not been completed by 30 June. These projects will be carried over to 2008/09 to be completed.

## **7.3 Water Supplies**

### **7.3.1 General**

The schemes are operating satisfactorily.

- **AM-AE10 Water Pipeline Renewals**

Work commenced in Wakanui Road on Monday 7 April. All pipe-laying has been completed and pipes successfully tested on 3 June. All trenches have been sealed. Work on the Dobson Street water main commenced on 1 May. All pipe-laying has been completed and pipes successfully tested on 15 May. All trenches have been sealed. Work commenced on Main Street on 10 June. All pipe-laying has been completed with testing to come. Trenches are being prepared for sealing. All works on all sites under this contract are expected to be complete on 27 June 2008.

- **Installation of Standby Generators**

The Methven and Mayfield generators were commissioned on 13 June 2008. The Mount Somers generator remains in storage at this point but can be deployed to the site at short notice if required.

### 7.3.2 Ashburton

- **DW-AE10 - Water main Extensions Northwest Ashburton**

Formal practical completion was issued on this contract on 30 April. A letter has been forwarded to all property owners in this area advising of completion of the work. Those who requested a connection have been advised that the connection is available for use, provided with advice on how to complete the on property portion of the work and have been invoiced for the cost.

- **DW-AP10 – Allenton Booster Pump Station**

Formal practical completion was issued on this contract on 5 May 2008. The pressure zone is expected to be commissioned formally on or about 30 June 2008.

- **Tinwald Borefield**

Consultation with the Tinwald Reserves Board has been completed with written approval received in June. Our preferred drilling contractor has confirmed a start date for drilling of mid-July.

### 7.3.3 Chertsey

The standby generator enclosure was broken into over the weekend of 21/22 June. The enclosure gates were damaged and a chain and padlock removed. A panel on the generator was also damaged and a quantity of fuel stolen. The incident has been reported to the Police. The genset and enclosure have been re-secured. Additional security measures such as lighting, and/or forced entry alarms through the existing telemetry are being investigated.

### 7.3.2 Mount Somers

- **Reservoir Installation**

A legal opinion has been obtained. In summary, the opinion confirms that our position is relatively strong with the current landowner but presents uncertainty should the property change ownership.

The opinion suggests that it would be in Council's interests to renegotiate the easement to address the present "grey areas" such as the existence of the treatment plant building and control cabling within the pipeline easement. It is proposed to commence negotiations with the landowner as soon as possible.

- **Intake Investigations**

The installation of an observation bore to investigate the sustainability of the existing intake is programmed to commence on the 25 June. This bore is to be drilled to 8 metres initially with the possibility of being extended if conditions are favourable at a later date. The investigations will include pump testing the bore to determine the groundwater characteristics in around the infiltration gallery. This information is essential to confirm whether this source is viable for future needs of the water supply.

### 7.3.2 Rakaia

- **CAP Funding**

Contract documentation covering the funding agreement has been received. It will be reviewed and signed up in the few weeks.

- **New Water Take Consent**

The hearing date for this application is 3 July. The investigating officer's report was received on 19 June. The report is still not favourable to granting the consent and therefore proceeding to a hearing at this point may carry significant risk. A meeting was to be held on 25 June with key ECan staff to establish a way forward.

- **Physical Works**

The design and contract documentation is now complete and is being reviewed. It is expected that tendering of this work could proceed at any time after the consent is issued.

## 7.4 Wastewater

### 7.4.1 General

The schemes are operating satisfactorily.

- **AM-AE15 Sewer and Stormwater Pipeline Renewals**

Work commenced in Havelock Street on Monday 7 April. The contractor has completed 1,160 m of the total length of 1,310 metres. Acceptance testing to date has been successful. All work on this street is expected to be completed by 18 July. Work on Dolma Street is programmed to commence on 25 June. The stormwater main replacement in Chalmers Avenue is programmed to commence on 14 July. The forecast completion date for all works is 26 August 2008.

### 7.4.3 Ashburton Wastewater Upgrade

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- **Contract 501 Treatment Plant**

Practical completion was issued on 18 March. There are some minor items to be completed once contract 503 is fully complete. These are –

- Pond baffles
- Reinstatement of the borrow area
- Completion of roading works
- Alterations to pond 3 outlet structure.

**Financial**

- Tendered sum \$5,459,469
- Forecast final construction cost \$6,519,828.75

- **Contract 502 Transfer Pipeline**

Contract is complete.

**Financial**

- Tendered sum \$3,677,320.00
- Forecast final construction cost \$3,707,312.60

- **Contract 503 Land Disposal**

There has been intermittent failure of solenoid opening irrigation areas on the main lines. The cause is being investigated and a contingency sum of \$30,000 is to be set aside to deal with this issue.

There have also been a small number of pipe failures on some irrigation zones which is also being investigated.

## **Financial**

- Tendered sum \$15,178,758.74
- Forecast final construction cost \$4,955,617.39

## **Project Financial Summary**

- Forecast final construction cost \$15,178,758.74
- Budget for construction \$14,850,601
- Forecast over expenditure \$328,157.74

*Note:* At the 13 September meeting of the Finance and Community Services Committee, the Committee approved a recommendation to Council “*That the forecast favourable variance in the sum of \$304,870 for the 06/07 waste water cyclic renewals programme be carried over into the 07/08 financial year to offset the above over expenditure and farm development costs*”. The recommendation was approved by Council on 27 September 2007.

### **7.4.4 Ocean Farm**

#### **• Fencing**

The second stage of the fencing project was completed late March. Work on gates has been completed. The majority of flood gates below Croys Road have been completed. Work is continuing on flood gates above Croys Road, with some requiring specific design.

#### **• Pasture Development**

Weed spraying will proceed shortly. Heavy rolling has been delayed due to unfavourable ground conditions.

#### **• House Bore**

The majority of this work has been completed. The only outstanding items are the construction of a concrete pad around the bore head and small shed over.

## **7.5 Stormwater**

### **7.5.1 General**

The schemes are operating satisfactorily.

### **7.5.2 Ashburton**

#### **• Trevors Road Gross Pollutant Trap (GPT)**

The debris interceptor has been installed and the site reinstated. Practical completion is expected to be issued on or about 27 June 2008.

## **7.6 Stockwater**

### **7.6.1 Network**

Intake rivers remain lower than normal for this time of year which has required a higher level of flow management by ranger staff. The settling pond at Klondyke intake has been emptied to allow silt removal. Movement of dairy cows around district (for grazing) is placing greater demand for water different parts of the network. Ranger staff are monitoring the movement of stock and managing race flows as appropriate.

## **7.6.2 Water Race Applications / Closures**

Since 1 July 2007, a total of 77 applications have been received. One application has been withdrawn, one has been declined, seven are awaiting further information, and the remainder has been approved. The length of race closed since 1 July 2007 is 72,992 metres.

## **7.6.3 Installation of Remote Monitoring Equipment**

New remote monitoring equipment is being installed at the Pudding Hill and Winchmore intake sites. These intakes are strategically important to the water race network and are unlikely to change in structure (as a result of any new consenting requirements).

The monitoring equipment provides for the collection of flow level data and periodic (typically 6 hourly) transfer of the data back to Council offices. The system also permits the set up of real time alarms which will alert ranger staff of any issues at the sites. This project is a follow-on from the successful pilot project completed on the Cracroft intake last year. All work is expected to be completed by 30 June.

## **7.6.4 Stockwater Consents Replacement**

The hearing has been set for the week commencing 4 August at Ashburton. Work is continuing on preparation of evidence and supporting documentation. Draft consent conditions are being prepared by our consultant and will be forwarded to ECan and the submitters prior to the hearing.

## **7.6.5 Stockwater Network Bus Tour**

A bus tour to visit key sites around the stockwater network was undertaken on 5 June. The tour was an opportunity for submitters on our stockwater consents to gain an appreciation of the scale of the network and see first hand how some of the larger intakes operate. The tour was received positively by all those in attendance.

## **7.7 Solid Waste Management**

### **7.7.1 Residual Waste Management at the Ashburton Resource Recovery Park**

Quantities of material recovered from the residual waste disposal area for reuse or recycling are shown below:

February: 4.2 tonnes, March: 4.04 tonnes, April: 2.26 tonnes and May: 3.8 tonnes.

Operation of the residual waste management contract at the Ashburton RRP is proceeding satisfactorily.

### **7.7.2 Green Waste and Construction and Demolition Waste Management at the Ashburton Resource Recovery Park**

The green waste and demolition waste contract is operating satisfactorily.

During March 1666 vehicles visited the site, 1587 with green waste and 79 with demolition materials; 416.25m<sup>3</sup> of green waste was shredded. In April, vehicles numbers dropped to 1470 vehicles, 1391 with green waste and 79 with demolition materials; 551.25m<sup>3</sup> of green waste was shredded. During May vehicle numbers dropped to 1293 vehicles visiting, 1224 with green waste and 69 with demolition materials; 596.25m<sup>3</sup> of green waste shredded.

The new shingle surface and improved layout is working well and contributes to more efficient manoeuvring of vehicles and tidier storage of materials.

### 7.7.3 Refuse and Recycling Collection

The kerbside recycling and refuse collection contract is operating satisfactorily. The quantity of residual waste and recycling has decreased. Figures are indicated in the table below:

All Areas	Kerbside - tonnes	Litter Bins - tonnes	Total Residual Waste- tonnes	Recycling - tonnes
January	187.67	8.45	196.12	115.86
February	170.14	9.78	179.92	99.5
March	160.41	8.99	169.4	97.46
April	170.86	8.04	178.9	113.52
May	160.35	5.71	166.06	108.06

### 7.7.4 Waste Minimisation

A total of 332.304 tonnes of recyclable materials were processed and transported off-site during March and 323.289 tonnes for April and a rise to 362.33 tonnes for May. **Page 41**

To relieve the problem of the large stockpile of glass, the contractor is engaged in the following initiatives:

- The “beach” at Lake Hood has been created from 100% of locally crushed glass.
- On-site research is underway at a subdivision in Rolleston to use crushed glass as solid fill for house foundations. Test results look promising, however, it costs over \$100 per tonne to crush, screen and clean glass.

### 7.7.5 Transport Waste to Kate Valley

The volume of waste transported to Kate Valley for disposal is shown on the attachment. Tonnages remain moderately high. **Page 42**

### 7.7.6 Management of Waste Processing Sites

- **Ashburton resource recovery park**

The Contract for the Ashburton resource recovery park operation is operating satisfactorily.

- **Fees and Charges**

Contractors have been advised about the increases to fees and charges. Pre-paid refuse bags increase from \$6.30 for a roll of five official black bags to \$7.50. Disposal costs have increased as follows:

- green waste from \$60 to \$80
- concrete and demolition from \$90 to \$110
- residual waste from \$110 to \$130 - figures are per tonne.

Price increases take effect from 1 July 2008. These amounts are GST inclusive.

- **Methven green waste site and drop-off centre and collection**

13.23 tonnes of residual waste has been sent to Kate Valley from Methven for February, 15.85 tonnes for March, 11.79 tonnes in April and 12.47 tonnes in May.

Use of the cleanfill and green waste disposal site at Vaughans Road was as follows:  
21 vehicle movements were recorded in February, 26 in March, 40 in April and 25 vehicles in May.

### **7.7.7 Rakaia Resource Recovery Park**

This contract is operating satisfactorily.

A total of 23.14 tonnes of waste material has been transported to Kate Valley from Rakaia during February, 16.8 tonnes in March, 20.67 tonnes in April and 24.38 tonnes in May 2008.

### **7.8 Contracts Awarded**

No contracts have been awarded in the reporting period.

### **7.9 Customer Service Request Reports**

CRM reports for the year to date and the reporting period are attached.

**Pages 43-45**

### **7.10 Emergency Management**

#### **7.10.1 Fire Season Status**

An Open Fire Season is currently in place across the District other than State land.

#### **7.10.2 Fire Incidents**

Seventeen incidents have been attended by rural fire parties from the time of the last Committee meeting and up to 24 June 2008, with a breakdown as follows:

Vegetation	1
Vegetation arson	1
Structure	1
Vehicle	3
Vehicle arson	3
Electrical	3
Police assist	1
False alarm	4

#### **7.10.3 Annual Fire Returns**

Statistical data on vegetation fires is required annually at the end of each fire season by the National Rural Fire Authority. The official fire season runs from 1 May to 30 April.

A copy of the spreadsheet showing local incidents and responses is attached to this report.

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#### **7.10.4 Fire Season Status during the Fire Year**

##### **Ashburton Plains**

Open Season	1 May 2007	21 December 2007
Restricted Season	22 December 2007	18 February 2008
Open Season	19 February 2008	

### **Ashburton Lakes and Rakaia Gorge**

Open Season	1 May 2007	21 December 2007
Prohibited Season	21 December 2007	23 February 2008
Restricted Season	24 February 2008	9 April 2008
Open Season	10 April 2008	

#### **7.10.5 Suppression Cost Recovery**

A total of \$7592 in fire suppression costs has been recovered from 12 individuals or companies.

Additional to this, a further \$19615 was recovered from other rural fire authorities (South Canterbury Rural Fire District and Department of Conservation) for assistance given by Ashburton District Council at fires at Mt Cook Station, Mt Winterslow and Rakaia riverbed at Rakaia.

#### **7.10.6 Fire Permits**

Thirty one fire permits were issued during the Restricted Fire Season mainly for major land clearing activities. All permits were implemented without problem.

#### **7.10.7 Stubble Fire Escapes**

No stubble fires escaped and required suppression measures during the Restricted Fire Season, however there was one fire in the Methven area later in the season which escaped as a result of no firebreak being prepared. Had this fire occurred when restrictions were in place it would have resulted in legal action being taken against the farmer.

No prosecutions eventuated from the fire season.

#### **7.10.8 NRFA Subsidies**

A total of \$15,736 has been recovered in subsidies through the NRFA Grant Assistance scheme for pipe, hose and waterway equipment and communications equipment.

An additional \$8570 has been recovered as subsidy for the Mt Somers tanker. This is an interim payment as work on the tanker is not yet complete.

#### **7.10.9 NRFA Research**

The National Rural Fire Authority has recently commissioned a consultant to conduct a review of issues surrounding volunteer firefighter training. The brief includes conducting interviews with 30 rural fire authorities.

Ashburton was randomly selected to participate in the review and the EMO was interviewed last Thursday followed by interviews with a selection of volunteers in the evening.

The results of the review, once completed, will be made available to all rural fire authorities

#### **7.10.10 CDEM Presentation**

The EMO delivered a presentation on Civil Defence Emergency Management awareness and preparedness on 12 June to 20 members of Rakaia Scouts and Cubs and their leaders and parents.

### **7.10.11 CDEM Training**

The annual Canterbury Region CDEM exercise is fast approaching with the Northern cluster (Kaikoura, Hurunui, Waimakariri, Christchurch City and Selwyn) exercising on 29 August and the Southern cluster (Ashburton, Timaru, Mackenzie and Waimate) exercising on 10 September.

The key tasks prior to the exercise are to identify those staff who will be participating and providing training for them. The training is to be delivered by the Canterbury CDEM Group Training Coordinator and it is hoped that in excess of 30 staff, representatives from partner agencies and volunteers will have completed the training prior to the exercise date.

The delivery of this training is planned to be extended to further staff during the following year.

### **7.11 Methven Community Board**

A meeting of the Methven Community Board is scheduled for Monday 30 June 2008; any matters for the Committee's consideration will be reported.

### **7.12 Ashburton District Road Safety Coordinating Committee**

#### **7.12.1 Ashburton District Road Safety Issues Report 2008**

The Ashburton District Issues Report advises that in 2007 there were six fatalities, 26 serious casualties and 67 minor casualties on our roads. This includes both local roads and State Highways.

Information recorded over the 2003–07 period indicates that the major road safety issues for our district were intersection crashes and loss of control on straight roads, however most of the intersections listed in the report with high crash numbers have had work completed on them as follows:

- West Street / East Street North – Reconstruction of intersection completed.
- West Street / Walnut Avenue – Reconstruction of this intersection and traffic lights are planned in the TRIP programme in about four years.
- West Street / Moore Street – Recent improvement to left hand turning SH1 completed in 07/08.
- Oak Grove / Elizabeth Avenue – Re-marking of this intersection was carried out 06/07.
- East Street / Walnut Avenue – This will be upgraded to traffic lights at the same time as West Street/Walnut Avenue.
- East Street / Moore Street – Any improvement here will be delayed until completion of the town centre upgrade.
- Moore Cass / Cass Street – Moore Street, between Cass and Williams Street is to be upgraded and intersections improvement will be carried out when this is done in 09/10.

Over the past four years intersection crashes have continued to increase in spite of these improvements and road safety campaigns. The average annual increase for this type of crash since 2003 has been calculated as:

Injury crashes 16%      Non injury crashes 4%      Total increase 8%

These are recorded crashes only and it is likely many more occur that are not formally notified. For this reason, intersections will continue to be a major focus in the 2008/09 year in an effort to reduce the number and severity of these crashes.

The briefing notes from Land Transport NZ for the Ashburton District are included in this report. **Pages 47-51**

### **7.12.2 Environment Canterbury Road Safety Forum**

The 2008 forum was called “The Road Ahead – How do we reduce the road toll?”

The forum was held on Friday 13 June, with over 60 people attending from a wide cross section of road safety partners. There was an excellent range of speakers including Luke Burgess, Senior Fireman; Dave Cliff, District Commander for the Canterbury Police District; Jonathon Black, Psychologist with the New Zealand Police, and Sam Charlton, Associate Professor of University of Waikato.

### **7.12.3 Fatigue**

A driver reviver stop was held at Dromore rest area on Queens Birthday weekend. The numbers of motorists using the stop were low in comparison to last Queens Birthday. This may have been contributed to by the lighter traffic flow and the unfavourable weather.

### **7.12.4 Community Youth Crash Consequences Forum**

A full day forum has been held for both Mount Hutt College and Ashburton College recently.

Participation from Mount Hutt College increased to 60 students this year, and the programme included a mock crash, workshops from the Police, Roger Paterson, Jess Stringer (Students Against Driving Drunk Coordinator) and the Fire Service. Maureen Bishop arranged the seatbelt sled which created a lot of interest amongst the students. The Ashburton College students had a similar programme, with the inclusion of Victim Support, St John Ambulance and a visit to the Ashburton Police Station and the morgue. Due to the wet weather we were unable to have the seatbelt sled activity.

Both forums are held in conjunction with a SADD week and also included other activities to encourage student awareness to road safety and in particular, the consequences of drink driving.

R ROUSE  
**Operations Manager**

**RECYCLING MATERIALS TRANSPORTED OFF-SITE INCLUDING  
THE MONTH OF MAY 2008**

Month	Cardbd (tonne)	Paper (t)	Metal cans (t)	Alum cans (t)	Batt. (t)	Recycl metals (t)	Plastic Film (t)	PET plastic s (t)	HDPE plastic (t)	Glass (t)	Re-usables (t)	Waste oil (litres)
Tot 02/3	616.50	500.90	44.38	9.821	2.99	4.992		39.178	22.208	302.38	66.53	7,420
Tot 03/ 4	743.74	624.67	48.42	12.63	1.745	19.129		39.293	28.485	416.80	174.74	
Tot 04/05	395.459	601.708	65.478	10.939	1.819	96.993		9.716	29.381	475.46	181.906	3,600
Tot 05/06	544.614	848.9	77.248	13.011	7.28	28.253	45.033	49.81	33.641	490.32	482.369	6,691
Tot 06/07	627.067	885.153	53.043	11.598	10.56	80.162	64.991	43.287	51.788	648.65	679.59	8160
<b>Totals from July 07</b>												
July 07	57.856	80.94	4.7	0.1356	0	13.55	3.774	0	0	66.36	42.97	0
Aug 07	52.04	79.06	4.8	0.582	1.6	3.31	20.706	0	0	40.7	77.609	2150
Sep 07	43.6	80.24	4.68	1.053	0.98	10.1	32.26	0	0	59.22	92.005	0
Oct 07	59.54	80.46	0	0.649	0	8.95	10.74	0	0	77.52	75.88	0
Nov 07	57.52	104.14	14.84	0.893	2.445	13.61	3.6	0	0	92.9	81.15	2300
Dec 07	47.5	102.04	3.28	1.097	0	9.861	52.312	18.6	8.948	76.62	80.107	0
Jan 08	86.245	74.2	4.1	1702	0	15.769	1.935	0	0	59.6	87.877	0
Feb 08	59.752	76.48	6.3	0.819	3.06	26.276	25.528	0	0	79.38	79.853	0
Mar 08	55.14	78.96	6.26	1.03	0	26.984	24.62	0	0	60.14	79.17	2700
Apr 08	58.2	81.06	0	0.905		13.479	45.7		0	38.9	85.045	
May 08	54.08	96.36	7.4	1.13	1.9	20.41	28.533			80.98	71.537	54.08
<b>Tot 07/08 to date</b>	<b>631.473</b>	<b>933.94</b>	<b>56.36</b>	<b>9.9956</b>	<b>9.985</b>	<b>162.3</b>	<b>249.8</b>	<b>18.6</b>	<b>8.948</b>	<b>732.32</b>	<b>853.203</b>	<b>631.473</b>

The recycling tonnages for February, March, April & May 2008 are consistent at 357.448, 332.304, 323.289 and 362.33 tonnes respectively.

**Note 1:** Products are only weighed when transported off-site.

### Residual Waste Volumes – Kate Valley

<u>Month</u>	Transported 07/08	Transported 06/07	Transported 05/06	Transported 04/05	Transported 03/04	Transported 02/03	Transported 01/02
July	627	611	616	528	532	502	507
August	682	680	665	538	536	434	541
September	605	605	581	615	600	499	480
October	691	652	586	618	637	522	568
November	693	696	649	701	606	529	678
December	626	696	716	722	693	628	656
January	746	713	619	670	621	554	781
February	695	610	627	602	640	558	589
March	667	718	668	670	675	554	573
April	684	618	562	668	595	579	566
May	691	721	690	677	582	565	567
June		576	558	600	525	499	486
<b>Annual Total</b>	<b>7408</b>	<b>7895</b>	<b>7,537</b>	<b>7609</b>	<b>7,242</b>	<b>6,423</b>	<b>6,992</b>

Budget for contracts	\$785,550	7,879 tonnes
Contract to Mar 2008 (transport and disposal)	\$738,896	7408 tonnes
<b>Projected expenditure and tonnages 30 June 2008</b>	<b>\$800,471</b>	<b>8076 tonnes</b>