



**KAIKOURA
DISTRICT COUNCIL**

WORKS

AND

SERVICES

COMPLIANCE WITH LOCAL GOVERNMENT ACT 2002 DECISION-MAKING REQUIREMENTS

Except as below, a statement of compliance and a completed decision checklist is required for any agenda item on a council committee or the council recommending that a decision be made. This will be the responsibility of the person signing off the agenda item.

The compliance statement and checklist will not be used for:

- Recommendations that information be received or that the Council make a decision.
- Decisions taken under the Resource Management Act 1991 or the Biosecurity Act 1993 in relation to resource consents, decisions required when following the procedures set out in Schedule 1 of the Resource Management Act 1991, other permissions, submissions on plans, or references to the Environment Court.
- Decisions taken to proceed with enforcement procedures under various primary or secondary legislation or regulations, including procedures under the Resource Management Act 1991, the Biosecurity Act 1993, the Local Government Act 2002, and Kaikoura District Council Bylaws.
- Administrative and personnel decisions that are entirely internal to Kaikoura District Council.
- Other decisions where the procedures to be followed are set out in Legislation.

COMPLIANCE STATEMENT

The council committee (or the council) must formally certify that:

- (a) It is satisfied that it has sufficient information about the options and their benefits and costs, in terms of the district's social, economic, environmental and cultural well-being and the effects on community outcomes, bearing in mind the significance of the decisions.
- (b) It is satisfied that it knows enough about and has given adequate consideration to the views and preferences of affected and interested parties bearing in mind the significance of the decision.

INFORMATION CHECKLIST

(a)	A Statement of the Proposed Decision
(b)	A Statement of the Objective of the Proposed Decision and the Issue or Problem being addressed
(c)	A list of all reasonably practicable options, (including doing nothing).
(d)	For each option in (c): An evaluation of the Benefits and Costs, in terms of the district's social, economic, environmental and cultural well-being.
(e)	For each option in (c): A statement of the extent to which community outcomes would be promoted or achieved in an integrated and efficient manner.
(f)	For each option in (c): A statement of the Impact, if any, on Kaikoura District Council's capacity to undertake its statutory responsibilities
(g)	If the Proposed Decision is a significant decision in relation to land or a body of water, a statement of how Maori values have been taken into account
(h)	A Statement of significant inconsistencies, if any, with any Existing Policy, Plan or Legislation arising from the Proposed Decision.
(i)	A statement how the views and preferences of affected or interested persons have been given adequate consideration during the definition of the problem or issue, the objective, the assessment of options and the development of the proposed decision, including the particular contribution of Maori to the decision-making process.

Notes:

The significance of proposals and decisions determines how much time, money and effort is put into exploring and evaluating options and obtaining the views of affected and interested parties. The significance of proposals and decisions is determined through reference to criteria contained in the policy on significance.

The policy on significance together with Section 76 of the Local Government Act 2002 set out the Council's requirements in relation to decisions. Some decisions can only be made through the Long-Term Council Community Plan, or after the Special Consultative Procedures set out in the Act have been used, (refer to the policy on significance and the Act).

All decisions of Kaikoura District Council are subject to the decision-making requirements of section 76 of the Act unless inconsistent with specific requirements of other legislation.

**KAIKOURA DISTRICT COUNCIL WORKS AND SERVICES COMMITTEE
MEETING HELD AT 9.00AM ON WEDNESDAY 16 NOVEMBER 2005 IN
MEMORIAL HALL SUPPER ROOM, ESPLANADE, KAIKOURA.**

AGENDA

1. Apologies

2. Matters of Importance to be raised as Urgent Business.

3. Matters Arising from Report of 19/10/2005

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4. Minutes Action and Issues List Update

MEETING	ACTION REQUIRED	BY	DATE ACTIONED
	18 MAY 2005		
Works	Meeting with local farmers re stock effluent	Murray	In Progress
	17 AUGUST 2005		
Works & Services	Investigate the costs of a close circuit camera at the West End toilet facility	Marlene	In Progress
	21 SEPTEMBER 2005		
Works & Services	Report on product for use on shingle roads to reduce dust, including cost of product, and on-going cost of administering. Supply fact sheet/pamphlet	Murray	Page 13
	19 OCTOBER 2005		
Works & Services	M Fletcher to speak with Chief Executive Officer regarding stock effluent on Rorrison's Road	M Fletcher	In Progress
Works & Services	Check size of Seafest banners in relation to size of existing banner arms	M Fletcher	In Progress
Works & Services	Report on Setting of Speed Limits criteria	M Fletcher	In Progress
Works & Services	Inspect grass growing through footpath sealing at Beach Rd & Kiwi Street and arrange to be sprayed.	M Fletcher	See Roding Report

5. Reports:

- **Works and Services Report**
- **Roding Report**
- **Works and Services Budget Report**

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6. Urgent Business

Works & Services Reports

WATER SUPPLY

Urban Water

The water demand for October 2005 decreased when compared to the previous months averaging 1479.88m³/day which can be attributed to the heavy rains. It must be noted that this water demand is based on the chlorine shed flow and does not represent the supplemented flows from the alternate bore. The attached graph shows the water demand trend from April 2004 to October 2005.

New Water Source

A flow test was carried out on the new water source bore and the results show that the bore has a yield capacity of 70l/s which is equivalent to 6078m³/day (24hrs pumping). Work is currently underway and the target is to get the new source commissioned by 30th December 2005.

Kincaid Water Supply

Works is in progress for the installation of an automated chlorinating unit at this facility which is anticipated to be completed by the 18th November 2005.

SEWER SYSTEM

Urban Reticulation

The sewage flow averaged 1341m³/day a slight increase from the previous month. There were no major spikes in the flows.

The measured Dissolved Oxygen continues to meet the resource consent conditions averaging 4.9mg/l during the reporting month as is shown in the attached graph.

There were no major malfunctions occurring during the month.

STORMWATER

Urban Stormwater

There were no significant problems with the town's stormwater system for the month of October 2005 however complaints were received that the grass in Ludstone Road drain and the Phairs drain is over grown. The contractor Fulton Hogan is aware of this and has scheduled to get these drains cleared.

PARKS & RESERVES

Works continue on these areas however the schedule fell behind which resulted from the rains. The Contractor is however working tirelessly to get the schedule back on track.

PUBLIC TOILETS

The facilities are being fairly maintained with few minor malfunctions during the reporting month however there were two incidents of vandalism at the Gooches Bay facility.

KAIKOURA AIRPORT

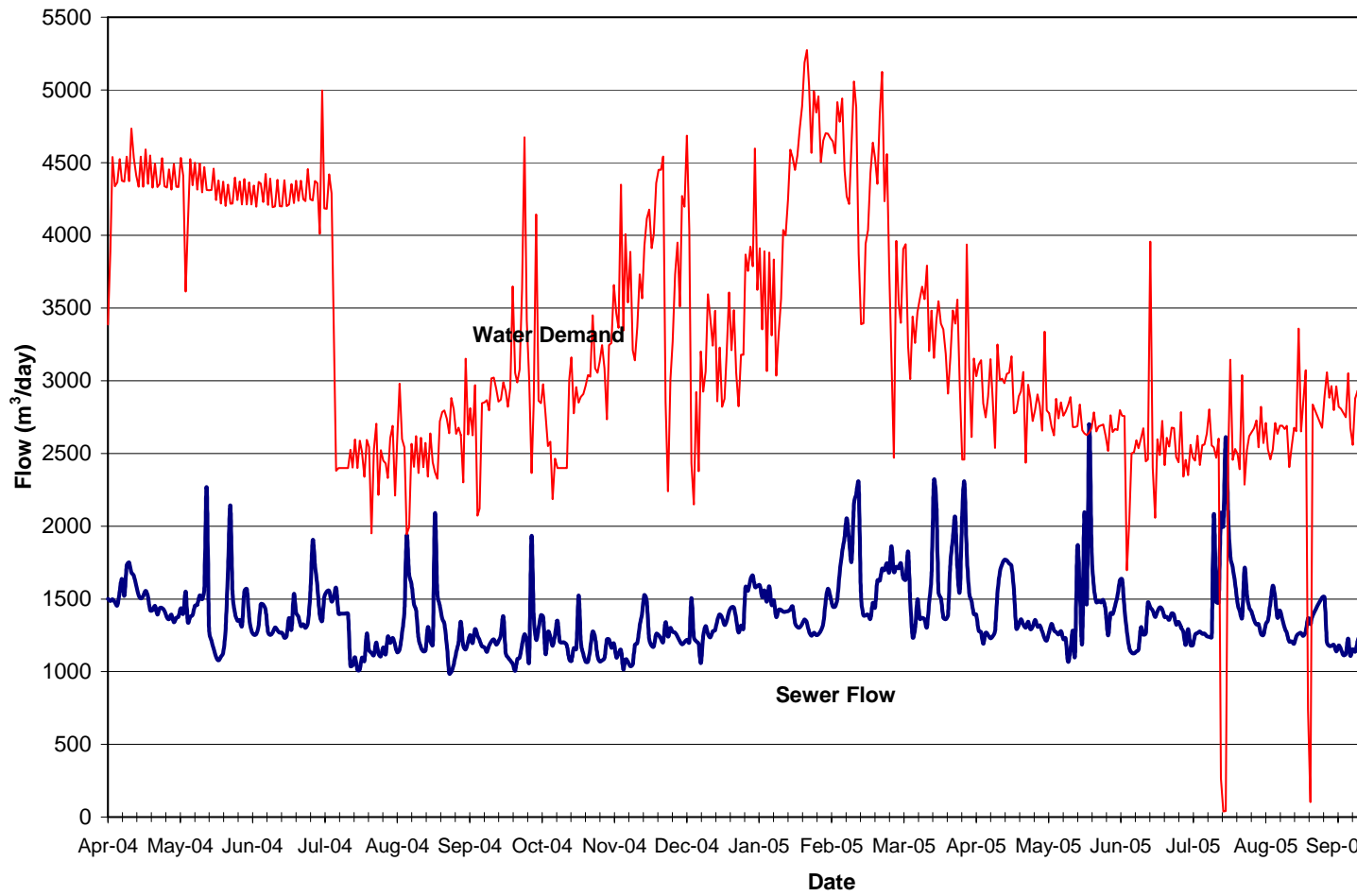
Sealing of Taxiway

Works have been implemented for the sealing of the taxi-way and is slated to be completed by third week of November.

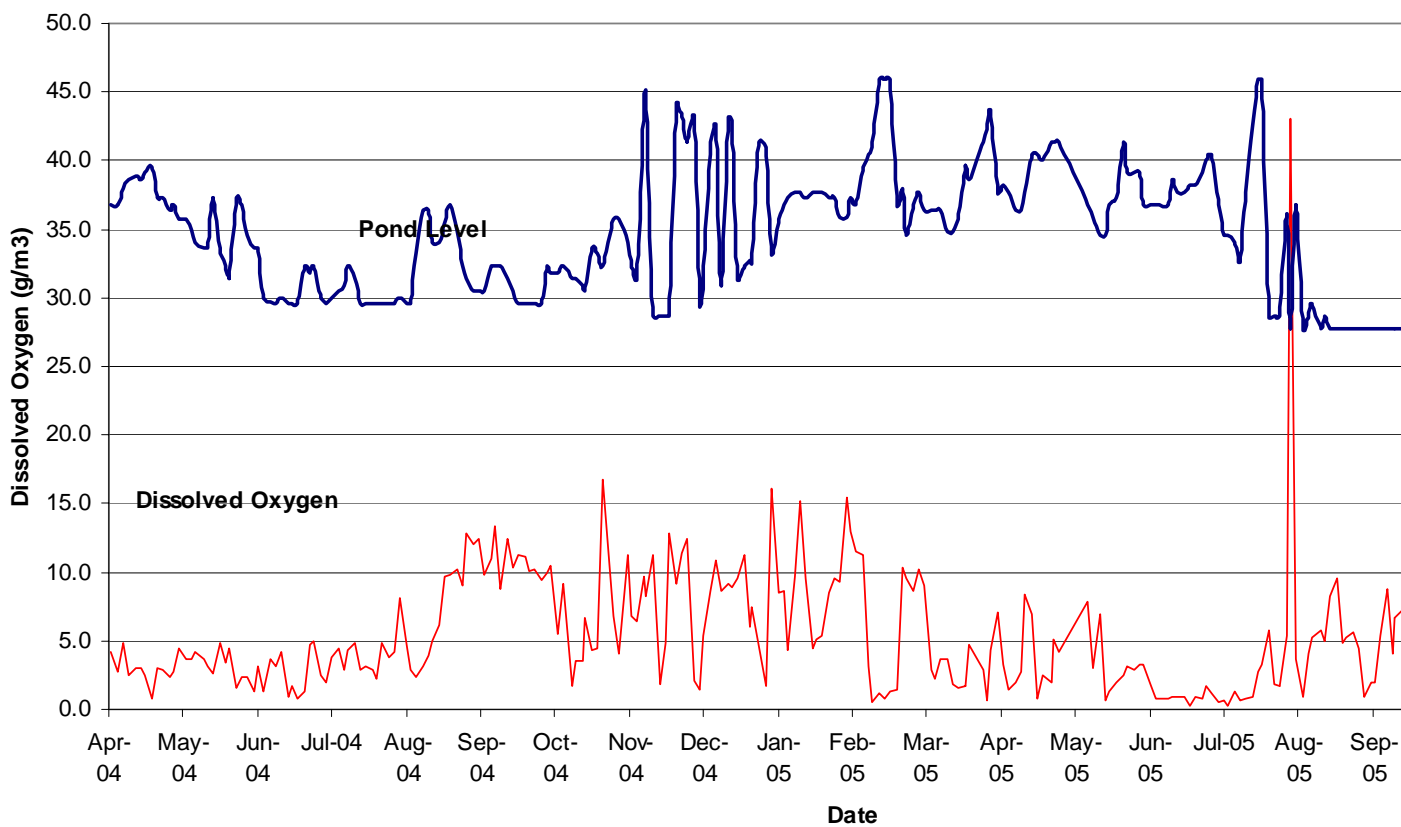
OTHER

Works continue on the processing of resource consents.

**Water Demands & Sewer Flows
(April 2004 - October 2005)**



**Kaikoura Oxidation Pond
DO & Water Levels
(April 2004 to October 2005)**



Roading Report

LAND TRANSPORT PROGRAMMES/RECORDS

Returns and information are being supplied to Transfund New Zealand as requested.

We are currently preparing Kaikoura's 2006/2007 Land Transport Programme, which is to be submitted by 11 November 2005.

ROUTINE ROAD AND BRIDGE INSPECTIONS

Routine road and bridge inspections are continuing with the roads in the northern area inspected on 2 November 2005. (A copy of the record of inspection is attached.) Roads in the Clarence Valley were in good condition following recent grading, the majority of other unsealed roads required grading. A number of items of work are required as noted in the Inspection Report including clearing of small slips and debris on Kekepengu Valley Road and carrying out drop out and slip repairs on Blue Duck Valley Road.

Tree, shrub and grass cutting is being carried out during the month of November.

RAMM SYSTEM UPGRADE

Maintenance of the RAMM system is ongoing and will be updated as more information becomes available.

TRAFFIC COUNTING PROGRAMME

Traffic counts for the month of October were on the following road:

- 1) Inland Road (State Highway 1 end)

The count for the Inland Road is the second count taken this year and shows an increase from both the count taken earlier in the year and the counts taken in 2004. However the latest count is about the same as counts taken between 2001 and 2003 and lower than the November 2003 count.

As requested, we are continuing to forward copies of the traffic counts and speed matrices to the Kaikoura Police.

The traffic counting programme is now completed for the year. We have updated the graphs of all data collected and calculated the growth rates. This information will be forwarded to Council under separate cover.

FOOTPATH UPGRADES

Outstanding work to complete the contract is to be carried out this week. This includes chip sealing on Adelphi Terrace and finishing the asphaltic concrete footpaths on Beach Road (outside new Caltex station) and Ludstone Road (outside no. 69).

We have inspected the concerns regarding grass growing through the footpaths in Kiwi Street and Beach Road. We believe this to be over spreading of the grass seed which will be easily controlled by spraying. The Contractor has been instructed to spray and kill all grass within the footpaths and has started this week.

RESEALING 2005/2006

The work is programmed to commence in early February 2006. The Contractor is T.C. Nicholls.

MAINTENANCE GRAVELLING 2005/2006

A list of the roads to be maintenance gravelled in the 2005/2006 financial year is being prepared. At this stage we are considering the following roads:

1. Puhi Puhi Road. Between RP 5.1 and RP 10.1.
2. Blue Duck Road. Between RP 8.0 and RP 10.8.
3. Grange Road. 1.1km unsealed section.
4. Southern unsealed roads (possibility) including Glencrece, Rakanui and Waitane.

STOCK EFFLUENT ON COUNCIL ROADS

Further meetings with the individual land owners will continue over the coming months.

MOA POINT SEAWALL

We have received a letter from Environment Canterbury requesting further information. We believe that the request is unnecessary and unreasonable. We are arranging a meeting with the Consents Officer to discuss.

STREET LIGHT UPGRADES

MainPower have scheduled and priced Stage 3, being the area from Yarmouth Street to Deal Street to Ludstone Road. We have received the quote and it is within the budget. Stage 3 includes the installation of new lighting columns on Hastings Street which will need to be coordinated with new lighting to be installed as part of the Seaview Subdivision.

BAYVIEW STREET UPGRADE

Work has commenced and is proceeding well with excavation of the old kerb and channel and hardstanding areas ready for setting out and construction of the new kerb and channel.

SPEED LIMITS

Following on from handing over of the control of speed limits to Local Councils, Speed Limits New Zealand have developed guidelines to be used for assessing an appropriate speed limit for a section of road. The process consists of a survey of the road to record all roadside features and development, preparing a rating diagram and calculating the appropriate speed limit.

A report on a trial section will be available at the Works and Services meeting.

BANNER ARMS

The banner arms on the Esplanade lighting columns can be easily unscrewed and replaced. New arms can be either fabricated locally or once again sourced from Kendelier Lighting Ltd for around \$150 each.

SEALING/DUST SUPPRESSION OF PORTION OF OLD BEACH ROAD

We have looked at various options for sealing or spraying for dust suppression on Old Beach Road and provide a brief report on page 13

Infrastructure Works Timetable 2005/2006

Project	Awarded	Contractor	Start Date	Completed
Resealing 2005/2006	Yes	T.C. Nicholls	February 2006	-
Footpath Upgrading	Yes	Fulton Hogan	January 2005	Yes
Street Light Upgrades	Yes	MainPower	January 2005	-
Maintenance Gravelling	Yes	Works Infrastructure	April 2006	-
West End Redevelopment Stage I	Yes	Works Infrastructure	February 2004	Yes
Road Marking	No	-	March 2006	-
Watermain Renewals 2005/2006	No	-		-
Sewage Treatment Upgrade	Yes	City Care Limited	February 2005	Yes
Moa Point Seawall	No	-	??	-
Bayview Street Upgrade	Yes	Works Infrastructure	September 2005	-

RECORD OF INSPECTION ROAD MAINTENANCE CONTRACT

RECORD OF INSPECTION

2 November 2005

1 Kekerengu Valley Road

- i) Grading required on unsealed section. Potholes, corrugations, losing shape in wheel tracks.
- ii) Bridge repairs 04/05 and 05/06 completed. General maintenance items from bridge report not yet done (eg Clean bridge decks).
- iii) Clear small slips and loose rocks from carriageway and surface water channel.
- iv) Clear larger slip and dispose of material.
- v) Remove build up of gravel from concrete pad at Ford.

2 Sunrise Place

- i) New surface of river gravel has been placed.

3 Wiffens Road

- i) Grading required. Potholes, corrugations.

4 East Lane

- ii) Grading required to tidy up and reshape/clear surface water channels.
- iii) Straighten 'No Exit' sign.

5 Ellerton-Valhalla Road

- i) Apply seal coat to old repair.
- ii) Grading required. Corrugated, edges to be reclaimed.
- iii) Request price for dropout repair at culvert no.10. To be priced in conjunction with other work in area.

5. Clarence Valley Road

- i) Recently graded. Grading has reclaimed edges and reformed surface water channels. Loose material to be tidied up with next grade.

7. Silver Springs Road

- i) Recently graded as far as letterboxes. Grading has reclaimed edges and reformed surface water channels. Loose material to be tidied up with next grade.

8. Matariki Road

- i) Good condition.

9. Waipapa Road

- i) Requires grading. Hill section in reasonable condition.

10. Blue Duck

- i) Requires grading to remove corrugations. Grass in centreline and edges, some scouring.
- ii) Slip repairs to be programmed for earliest possible date.
- iii) Surface water channels at requested locations to be cleaned out ASAP.
- iv) Remaining surface water channels also require work to clear and reshape. To be carried out over summer months

11. Kiwa Road

- i) Road in satisfactory condition, minor corrugations appearing.
- ii) Repair to road shoulder at culvert completed. Extended culvert inlet to be monitored for effectiveness.

12. Puhi Puhi Road

- i) Requires grading. Potholes, corrugations.
- ii) Slip around bluffs just past reserve. Work to re-camber road so that all cross-fall is away from the guard rail side not done.

13. Old Beach Road

- i) Deteriorating after recent grade. Corrugations.
- ii) Pre-reseal edgebreak repairs completed.

14. Hapuku Settlement / Factory Road

- i) Grading required. Potholes.

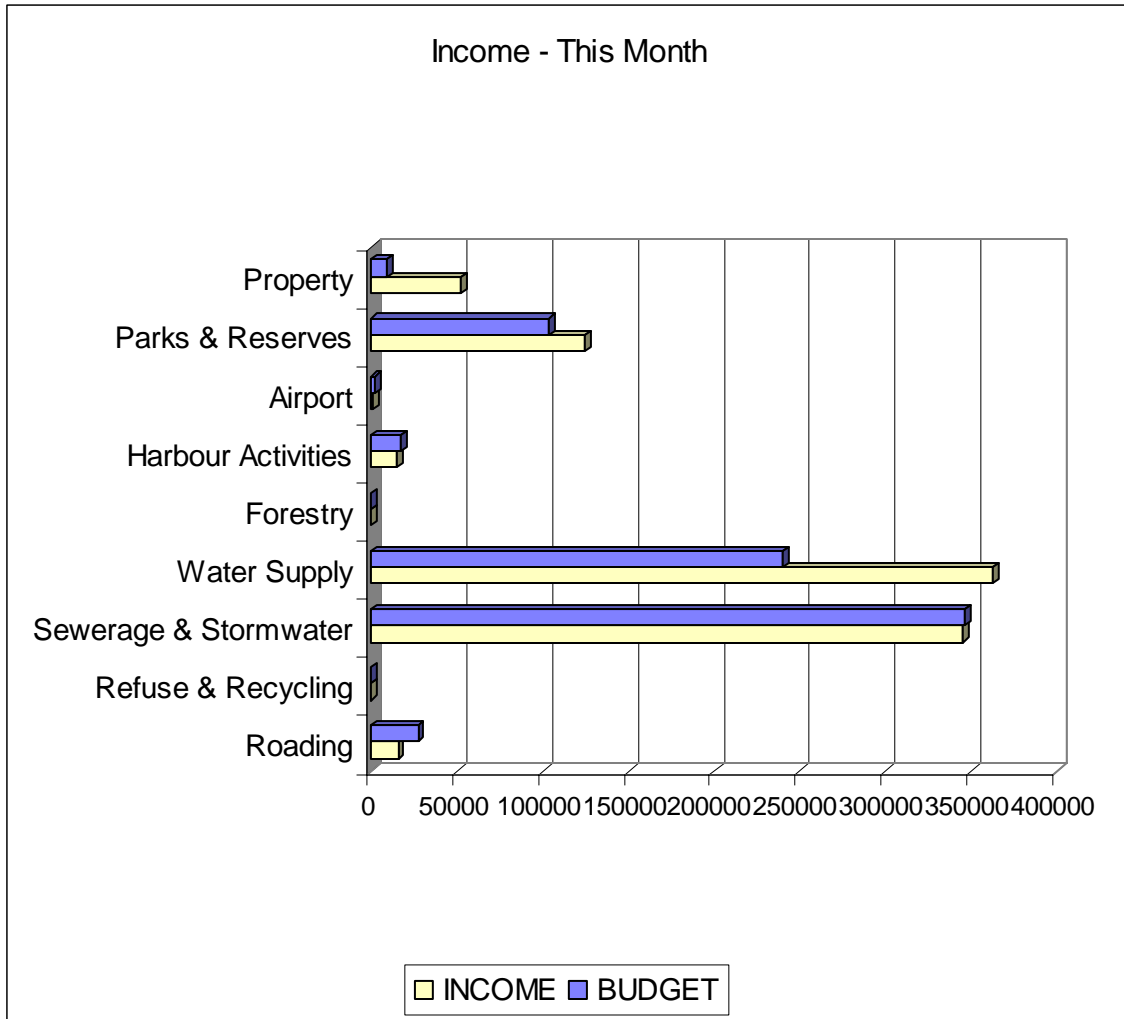
15. Harnetts Road

- i) Satisfactory condition.
- ii) Edgebreak repairs completed.

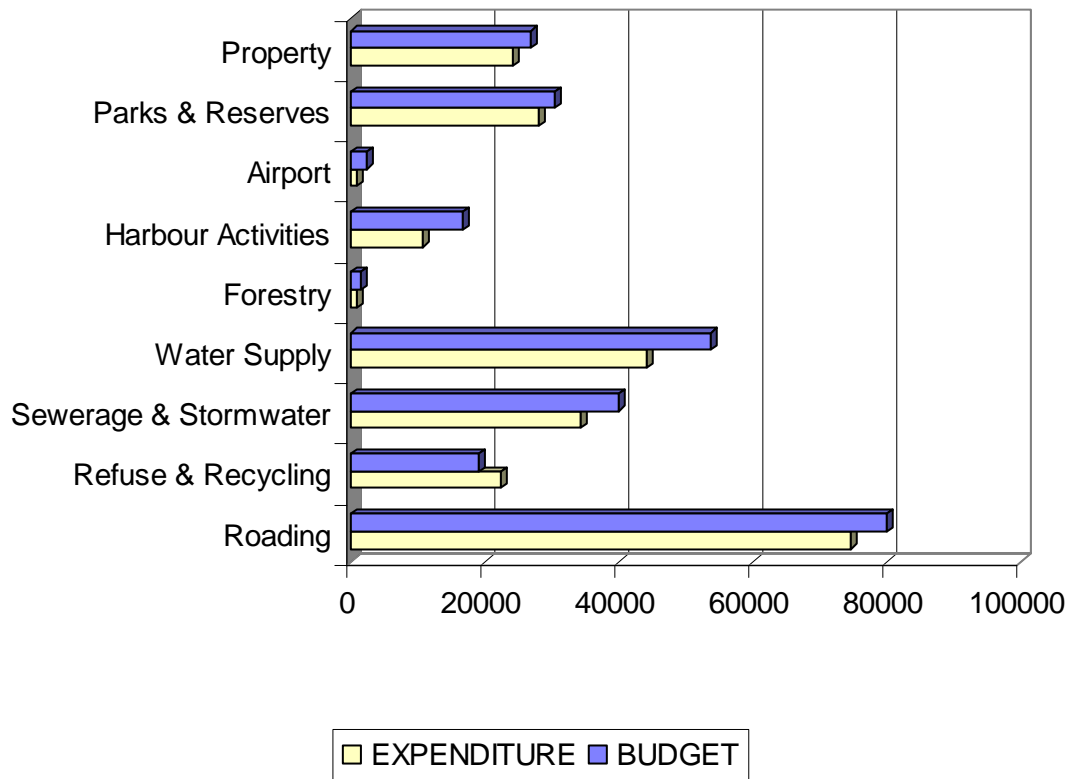
Note: Grass mowing and shrub and tree cutting commenced on Beach Road only.

The date of the next road inspection is 7 December 2005.

Works & Services Budget Report



Expenditure - This Month



SEALING/DUST SUPPRESSION – OLD BEACH ROAD

We have looked at the various options for the above and now provide a brief as outlined below

CHIP SEALING

Firstly the original idea was for chip sealing of the 345m long area. A price was received from Works for sealing 5.5m wide and totalled \$29,500.78.

However the desired width at this location is 6.5m, this would have to be narrowed to 5.5m at a point due to a culvert headwall, road narrow signs would be needed at both approaches and possibly sight rail / markings. Using Works rates the price would now be approximately \$38,000.

Another issue is at the large intersection with Factory Road where apparently the road base is often saturated (possibly due to a spring) and would require work such as subsoil drainage prior to sealing. Alternatively as no dwellings are near this area it could be left and the seal started south of the Factory Road intersection. This would have the advantage of avoiding edgebreak and pothole problems where it meets the two splits of factory road and would bring the price down to around \$30,000. The disadvantage is there would not be a continuous length of seal into Hapuku village and would look unfinished with a short length of gravel.

DUST SUPPRESSION

There are several available products, these are listed in order of preference

Dustgrip Emulsion - a bitumen product mixed with water and sprayed on to the road using a water cart. See attached documents from Works for more info.

LIFE - for a summer season would likely need 2 applications a month apart, also possibly a third if grading was required after a few months. over the years less applications needed.

COST - for the Beach Road area approximately \$1700 for the emulsion, adding transport and application looking at \$2500 to \$3000 per application

DustDown from ChemColour A salt/calcium chloride based product. Salt attracts and holds moisture in the morning which provides the dust suppression. Is also sprayed onto road using water cart. Relatively new product, has been used in Nelson orchards and by FH in Canterbury so Ecan aware of this but could be issues with Waterway.

LIFE - 1 application should last a season however second application would likely be needed following grading.

COST - need 1ltr per 1.8m². 1ltr is \$1.50 so looking at \$2000 for Beach Road area, adding transport and application could be looking at \$3000 to \$3500 per application (Not supplied through Works Canterbury so assuming overheads a little higher than emulsion)

Other products

Oil Spraying - Brian Perriam of Works Canterbury prefers the Dustgrip product. Need to follow Ecan condition, these are attached. Problems are the increased cost of approved oil used, can not spray near the waterway which crosses road, restriction on number of sprays a year.

Westlaic, paper / wood product, very limited life

Soil Cement from Chem colour - not yet available but possible good future option. lasts 3 times longer than Dustdown. Stabilised road with partial seal, road is scarified rolled etc

Would need to inform Ecan prior to application of any dust suppression products.



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Your Partner in Progress

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SUBJECT = Water cart Emulsion for base stabilising

HISTORY = The system of adding bitumen to base materials to assist in stabilising them has been used for many years. By adding the bitumen, in an emulsified form, to the water that is applied during construction, there is no significant disruption to the normal construction process. Depending on the type of material and the amount of bitumen residue applied, a sound traffic resistant surface can be produced.

TECHNIQUE = The Emulsion is supplied as a pre-stabilised slow breaking emulsion ready for addition into the water cart. Simply pour in the desired amount and mix in. (Driving to site normally does this.)

The dilution rate depends on the type of material being used. For very clean open aggregate a dilution of 5/1 is sufficient. For very silty aggregates a dilution of 15/1 may be required to get the emulsion to absorb into the material.

The aim is to get approximately 0.5 Ltr /m² of bitumen into the top 25mm of the base material. To do this we need a dilution rate that will give approx 1 Ltr / m² of stabilising emulsion. This is very dependent on the water requirements of the material being used and the weather conditions at the time of construction. If the material is too wet it may be impractical to apply sufficient emulsion to get good stability.

Due to the reduced stability of the diluted emulsion, it is advisable to only mix sufficient into the water cart for a days use and allow the water cart to be emptied at the completion of each day.

If higher application rates are being used on the top surface of the material, it may be advantageous to have clean water available on the roller to prevent the risks of material picking up.

GENERAL = Once the plant operators has gained experience with the products, a significant improvement can be achieved in the strength and traffic resistance of the base material.

This can be reflected in considerable cost savings in construction time and reduced re-work.

Regards

Brian Perriam REA

Manager;

Sales & Development

DUSTGRIP EMULSION

Dustgrip is a proprietary Emulsion designed to assist in the settling of dust on gravel roads. It is easy to use with conventional equipment and leaves a soft residue that penetrates the metal and remains pliable enough to withstand maintenance grading, (although it's effectiveness will be reduced).

Being Bitumen based it leaves a residue that is less slippery and more weather resistant than oils.

Also if it is used over successive years the residue builds up, improving the stability of the material and reducing the frequency of applications required.

Dustgrip can be supplied in drums to be mixed into a water cart and applied over the existing surface. Once soaked into the road, it can be trafficked again, usually within a few minutes. It can also be supplied in bulk.

Application Rates: of diluted produce is 2 litres/m². Sprayed twice on consecutive occasions.

The water required is calculated at a dilution of 10:1 of the base Emulsion, hence 200 litres emulsion = 2,000 litres water.

The filling procedure for a 200 litres base:

1. Fill 2,000 litres into water container
2. Add 200ltr emulsion and circulate
3. Spray at 2 litres/m²

Total area covered = 500m²

For high use areas, a further single application may be required at regular intervals until sufficient binder has built up within the material.

Regards
Brian Perriam R.E.A

Also attached are quotes received by Mayor Heays for sealing of this section of Old Beach Road.

