

REPORT OF THE KAIKOURA DISTRICT COUNCIL WORKS & SERVICES MEETING HELD AT 9.00AM ON WEDNESDAY 20 FEBRUARY 2008 IN THE MEMORIAL HALL SUPPER ROOM, ESPLANADE, KAIKOURA.

PRESENT: Councillor D Holmes (Chair), Mayor K Heays, Councillors J Macphail, J Diver, B Woods, M McChesney, N Pablecheque, J Ransley.

IN ATTENDANCE: L Copping (Executive Officer), G Saidy (Asset Manager), A Clifford (Engineering Technical Support Officer), M Rogers (Fulton Hogan).

1. MINUTES ACTION LIST UPDATE

Motorbikes at South Bay

The Asset Manager advised a taskgroup had been formed which included Department of Conservation, Police, Councillors Macphail, Woods and McChesney and himself.

The Asset Manager advised Environment Canterbury had indicated they were not interested in joining the group as they did not believe the issue related to them. Mayor Heays advised he had corresponded with two Environment Canterbury Councillors as he had found their lack of interest disappointing. A response had been received from one Councillor who had reiterated Environment Canterbury were not interested in being part of the taskgroup as they felt it was not an Environment Canterbury issue.

A positive meeting of the taskgroup was held on 19 February and the next stage was to consult with the users and affected parties in South Bay.

Priority Programme of Underground Power

The Asset Manager advised he was awaiting feedback from Mainpower as to what areas they saw as a priority for underground power in the district.

2. REPORTS

a) Works & Services

The Asset Manager presented the report. Low water levels were experienced at the Fords reservoir in January, however no further problems were experienced following water conservation letters being distributed to users.

Capital Assistance Programme (CAP Funding)

Varying levels of funding from Ministry of Health had been approved for upgrade works at some of the districts small water supplies as follows:

| | <i>Project Cost</i> | <i>Funding Applied For</i> | <i>Funding Received</i> |
|---------|---------------------|--------------------------------|-----------------------------|
| Kincaid | \$151,031.25 | \$120,825.00 | \$53,700.00 |

| | | | |
|------------|--------------|--------------|-------------|
| East Coast | \$ 11,954.02 | \$ 9,563.22 | \$ 783.00 |
| Peketa | \$ 17,773.88 | \$ 14,219.50 | \$ 9,479.00 |
| Oaro | \$ 28,830.38 | \$ 23,064.30 | \$10,537.00 |

The Asset Manager advised the condition of the funding was that the money received must be spent only on the project it was requested for, regardless of the level of funding received and that the funding would only be received if the project was undertaken.

Pensioner Units

Construction works on four new pensioner cottages was scheduled to commence on 4th March. Councillor Holmes requested the pergola that was donated by the Lions Club some years ago be passed back to the Lions for storage if it was in the way of building works.

b) Roothing

The Asset Manager presented the Roothing Report. He advised the draft maintenance budget for 2008/09 had been submitted to Land Transport New Zealand and included the proposed kerb and channeling along the Esplanade.

Bridges

Slight changes to the original design of the replacement Middle Creek bridge were taking place following recent analysis of soil and ground conditions. It was noted the changes were within the budget for the bridge.

Dust Suppression Trial

A presentation was given by Fulton Hogan on a dust suppression trial being implemented on McInnes Road and Maui Street in February using the OTTA seal technique.

The project goals were to identify a cost effective dust minimization technique that was environmentally friendly and provided minimal disruption.

M Rogers of Fulton Hogan advised the OTTA seal technique had been used in the following countries:

- Norway since 1963
- Kenya since mid 1970's
- Botswana since mid 1970's
- Iceland since 1978
- Sweden since 1985
- Zimbabwe since 1990
- Bangladesh since 1992
- Australia since 1999
- New Zealand since 2004

The advantages and disadvantages were outlined as follows:

Advantages

- No routine grading required.
- Reduced environmental impact (No dust)
- Improves quality of life for residents.
- No loss of aggregate
- No annual metalling
(40m³ saved each year)
- Reduces vehicle operating costs
- Could last 5 or more years

Disadvantages

- Costs more than normal maintenance regime
- Good for one resident good for all
- No scientific design method
- Unsure of life cycle and maintenance methods
- Extra gravel is used in construction.
- Require a roller spreader or fantail for metal application

The Asset Manager advised the trial would not be entirely funded by Council as Land Transport New Zealand were funding a component of it.

Moved by Councillor Macphail, seconded by Councillor McChesney and resolved that the Works & Services Report, Roading Report and Budget Report be received.

There being no further business the meeting closed at 10.25am.