

Notes of the Kaituna Catchment Control Scheme Advisory Group meeting held at Comvita NZ Ltd, Paengaroa, on Wednesday, 4 September 2019, commencing at 10am

Chair: Councillor Bill Clark

Advisory Group: Graham Thompson, Richard Weld, Barry Roderick, Dave Hurst, Nick Chater, Roger Hintz, Peter Dine (Rotorua Lakes Council), Warren Webber

BOPRC Councillors: Councillor Norm Bruning, Councillor Jane Nees

BOPRC Staff: Bruce Crabbe (Rivers and Drainage Operations Manager), Cleo Hanlon (Rivers and Drainage Coordinator), Kerry Smith (Area Engineer), Pim De Monchy (Eastern Catchments Manager), Mark Townsend (Engineering Manager), Chris Ingle (General Manager Integrated Catchments), Paula Chapman (Flood Repair Project Manager)

Public: Noel McLeod

Apologies: Kirsty Brown (Rivers and Drainage Asset Manager), Jo Heath (Rivers and Drainage Asset Management Coordinator)

Tabled Item 1: Kaituna River Scheme: 2019-2020 Maintenance Works Programme
Tabled Item 2: Bell Road and Te Puke Area Flooding Issues

1 **Welcome**

Councillor Clark welcomed everyone to the meeting.

Bruce Crabbe updated the group on the recent staff changes within the organisation:

- Kirsty Brown appointed as Rivers and Drainage Assets Manager
- Daniel Batten promoted to Works Foreman for Upper Kaituna works.
- Matt Eru appointed as Machine Operator for Kaituna.
- Cleo Hanlon appointed as Rivers and Drainage Coordinator.

2 **Apologies**

Apologies were received for Kirsty Brown and Jo Heath.

3 **Notes of previous meeting held 13 March 2019**

The minutes of the 13 March 2019 meeting were accepted as a true and correct record with the following amendment:

Item 9.2 – The Ford Road and Maketū pump stations discharge into the Coastal Marine Area is not a permitted activity.

Resolved

That the Kaituna Catchment Control Scheme Advisory Group:

- 1 Confirm the notes of the meeting held 13 March 2019, with the amendment noted above, as a true and correct record.**

**Chater/Hintz
CARRIED**

4 **Matters arising from previous meeting**

Bruce Crabbe provided an update on the five actions from the previous meeting as follows:

- Co-governance and Community Group update has been included in this agenda (Item 10) as a standing item.
- The Bell Road landowners meeting actions document (Bell Road and Te Puke Area Flooding Issues) was tabled, and circulated amongst members.
- Cruickshank's Drain floodgate: Cruickshank's culvert was replaced with a larger diameter culvert in 2014. Consultation with affected landowners and the Liaison Group at the time agreed to not replace the floodgate. Bruce Crabbe advised the cost to install a new wooden gate would be approximately \$5,000, however it would be ineffective as there is a path for water to backflow around from Pah Road. It has been left to the Advisory Group to make a decision on whether the floodgate should be replaced.
- Floodgates not opening: Kerry Smith to present an option for sluicing flood-gated outlets during his Operations report.
- Geotechnical investigation: Mark Townsend will present the geotechnical assessment of stopbank seepage in the Engineering update.

Discussion:

- Councillor Bruning enquired about progress with the Pukepine resource consent hearing. Bruce Crabbe responded that a hearing was held last week, and Roger Waugh presented on behalf of the scheme. Barry Roderick advised that he attended the hearing, and noted that Roger made a good submission on behalf of the scheme. A decision from the Commissioner is awaited.

5 **Review of the Floodway and Drainage Bylaw 2008**

Bruce Crabbe spoke to the report provided in the agenda pack.

Information on the review and the upcoming workshops will be circulated to the Advisory Group in October 2019, and the revised Bylaw will be adopted mid-2020.

Discussion:

- It was asked if ploughing or fencing next to stopbanks will be restricted. Bruce responded that these activities are an issue and control mechanisms are being investigated mainly for areas with underlying pumice soils. Modelling is currently underway to inform these decisions.
- There was discussion about public access along stopbanks, and if this would be included in the bylaw. Bruce advised that in most situations stopbanks are on private property and public access is decided by the landowner. In lease areas pedestrian access is permitted on public land, and there are no restrictions during calving times.

6 Operations report**Tabled Item 1: Kaituna River Scheme: 2019-2020 Maintenance Works Programme****6.1 Kaituna Scheme Works update**

Kerry Smith spoke to the report provided in the agenda pack and delivered a presentation.

Key points included:

- Photos and videos of current works at the Bell Road pump station A were presented. Designed to enable three additional pumps to operate during periods of flooding.
- Additional new culvert installed at McLeod's discharging into Kopuaroa Canal.
- Desilting works completed at Bell Road No.2 drain.
- The new Kaituna depot is now located at Bill Webb Contracting on Wilson Road. Two bays have been rented and a building has been transported from the Whakatāne office.
- Erosion works have been carried out in Ngongotahā Stream and other Rotorua streams. There have been some rock integrity failures. Another supply of rock that stacks well has been used.
- Native grass species are predominantly used in the Ngongotahā area to get dense vegetation cover without compromising access.
- There have been some rock integrity failures. Another supply of rock that stacks well has been used.
- Rivers and Drainage Operations team visited Waikato Regional Council, Hauraki depot. It was a beneficial visit with a lot of learnings and takeaways, particularly with safety and security measures around pump stations.
- A photo of the Hauraki outlet desilting vessel (African Queen) was shown, and the Operations team are considering whether it may be beneficial for clearing some Kaituna floodgates.

6.2 Works Programme

Kerry Smith presented the Tabled Item 1, Kaituna River Scheme: 2019-2020 Maintenance Works Programme.

Key points included:

- Flax that is being removed will be replaced with smaller native grass species or hydroseeding.
- The spray boat is due for replacement and research has found that an air boat is likely to be a suitable replacement that is also versatile for other tasks.
- Pest willows (e.g crack willows) are being removed. The new willows selected for planting are hybrid species that don't seed.

ACTION:

Kaituna Catchment Control Scheme 2019-2020 Maintenance Works Programme to be circulated to Advisory Group members.

7 April 2017 Flood Repair Project update

Paula Chapman provided a verbal update on the April 2017 Flood Repair Project to date.

Key points included:

- Two years through the four year project and 50% of sites have been completed.
- 60% of the cost of repair has been recovered through claims.
- 11 of the 45 sites associated with the Kaituna River have been completed.
- In the coming financial year it is expected that 19 sites in the Kaituna Catchment Control Scheme area will be completed.
- \$1.5m has been spent on Kaituna flood repairs to date.
- Due to constrained rock supply, some major rivers repairs have fallen behind schedule.

8 Engineering update

Mark Townsend spoke to the agenda report and delivered a presentation.

Key points included:

- The Ford Road pump station upgrade at location 6a does not make the shortlist due to cost.
- Resource Consent is required before Engineering can move to the detailed design phase.
- Outlet desilting of Bell Road Drain, Waiari Canal, Kopuaroa Canal and Raparapahoe Canal planned. Silt will be remobilised and sent back down the river. A separate investigation involves testing the sediment for potential use as fill material for housing developments.
- A section of stopbank in the Lower Kaituna needs upgrading to meet the scheme's level of service. Recommendation to Council to undertake this work in conjunction with the Rediversion Project contract and to complete this construction season.
- Plans for the new boat ramp design were presented. Most of this has been paid for through general rates. There is an area currently being used as a construction depot, which will be used as overflow car parking.
- Geotechnical investigations into seepage issues have identified a course sand layer at Vercoe's near the Waiari/Kaituna confluence. Further investigations are to be undertaken at the Pamment property.
- Bell Road catchment modelling is now complete. Shows that the Bell Road catchment is not currently meeting its level of service (removal of water within three days in a 5 year return period event). A number of options are being investigated to meet the existing level of service or to increase the level of service (remove water within 36 hours, in summer months, during a 5 year return period event). It can't be demonstrated that the mowing culvert is causing the issue as flow in the main drain is reduced when the floodgate is closed (i.e. when the river is elevated). Mark reassured the group that this is high priority, however it will take some time to investigate remedial options.

ACTION:

Mark to present Bell Road catchment design options and costs at March 2020 meeting.

9 Finance report

Bruce Crabbe presented the finance report.

Key points included:

- Reminded members that it is a draft annual report, which is still to be audited and adopted by Council.
- Revenue has been lower than expected, due to lower interest rates and lower insurance recoveries due to delays with flood repair works. However there have been contributions from Rotorua Lakes Council for erosion repairs after the April 2018 event.
- Infrastructure insurance costs have increased, as have asset values, as a result of completed flood repair works.
- Contract work on routine maintenance has been lower than expected, mainly as works have been performed in conjunction with flood repairs.

ACTION:

Finance team to investigate, and report back on, the NZTA and Re-diversion remediation reserve balances, which have not shown any interest revenue since the 31 January 2019 report.

10 Co-governance/community group updates

Nick Chater reported that the Te Maru o Kaituna River Authority action plan is currently out for consultation, with the eight key areas identified.

Barry Roderick reported that the Freshwater Futures group is frustrated with the amount of time the Maketū estuary is taking. Pim de Monchy provided an update on the estuary and explained that the net effect of the diversion will be positive for the estuary.

Key points included:

- Bay of Plenty Regional Council has identified that contaminant loads into the Maketū Estuary will need to reduce by between 35% and 65% to return the estuary to a healthy state. Further investigations and modelling required.
- Ministry for the Environment is to release the Essential Freshwater discussion document on 5 September for consultation. This is likely to include proposals to strengthen the National Policy Statement on Freshwater Management and a new set of National Environmental Standards for freshwater management.
- The pump stations and gravity outlets discharging into the Coastal Marine Area will need resource consents to operate under Rule CD-8 in the Regional Coastal Environment Plan.
- Ford Road and Waitepuia catchments have been chosen as priority catchments for Council grants and advice to improve water quality. Chris McKay is the Land Management Officer responsible for these catchments.

11 **General business**

11.1 **Ngongotahā flood event review update**

Mark Townsend provided an update on the Ngongotahā Flood Review.

There was a suggestion that there should be a scheme for the entire length of the Ngongotahā and this will be considered.

Key points included:

- The Project Steering Group and representation has been decided.
- Stream repairs and maintenance are a focus.
- 12 options were initially proposed and these have been reduced to six:
 1. Raise Western Road
 2. Construct an overflow channel to the south
 3. Upper catchment detention
 4. Create ecological corridors
 5. Land use change
 6. Stream straightening/high flow overland flow paths.

11.2 **Stopbank damage from grazing**

Bruce Crabbe and Kerry Smith presented some photos of stopbank damage caused by over-grazing and vehicle access over the different scheme areas.

Key points included:

- Damage is difficult to repair during the winter, and there is risk that more damage can be caused.
- Farmers are required to pay for any repairs. Damage to stopbanks is covered by the Floodway and Drainage Bylaw 2008.
- The example of damaged caused by public/vehicle access provides justification for restricting vehicular access to stopbanks.

Meeting closed at 12:15 pm