



Whakatāne-Tauranga Rivers Scheme Advisory Group

**Monday 02 May 2022
10:00am**

Mātaatua Room, Bay of Plenty
Regional Council Office

5 Quay Street
Whakatāne

Whakatāne-Tauranga Rivers Scheme Advisory Group Meeting

Monday 02 May 2022 at 10am

Agenda

- 1 Welcome / karakia**
- 2 Apologies**
- 3 Notes of previous meeting held 15 September 2021**
- 4 Engineering update**
- 5 Operations update**
- 6 Changes to the way BOPRC collects its rates**
- 7 Finance report**
- 8 Community group updates**
- 9 Online survey findings and terms of reference review**
- 10 General business**
 - a. Gravel management
 - b. Asset management general business report
 - c. Whakatāne boat harbour update
 - d. Communications update
 - e. Feedback on status report
- 11 Public forum**
- 12 Meeting close / karakia**

Notes of the Whakatāne-Tauranga Rivers Scheme Advisory Group meeting held at Bay of Plenty Regional Council, Whakatāne, on Wednesday 15 September 2021, commencing at 10am

- Chair:** Councillor Toi Iti
- Advisory Group:** Bernie Clark, Boots McNaught, Brian Power, Fraser McGougan, Geoff Mercer, Scottie McLeod
- BOPRC Councillors:** Councillor Bill Clark
- BOPRC Staff:** Chris Ingle (General Manager Integrated Catchments), Kirsty Brown (Rivers and Drainage Assets Manager), Jo Heath (Rivers and Drainage Asset Management Coordinator), Bruce Crabbe (Rivers and Drainage Operations Manager), Geoff Stone (Area Engineer), Mark Townsend (Engineering Manager), Charles Harley (Team Leader Eastern Catchments), Laura Albrey (Communications Partner), Paula Chapman (Contract Project Manager)
- Public:** Brian Akurangi (Whakatāne District Council Transformation Director), Paki Nikora (Rūātoki landowner)
- Apologies:** Andrew Iles (Whakatāne District Council), Jim Finlay (Whakatāne District Council)
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1 **Welcome**

Councillor Iti welcomed everyone to the meeting and invited Paki Nikora to say a karakia.

Kirsty Brown gave a Health and Safety briefing, including a reminder of the COVID-19 requirements for the meeting, and within the Regional Council building.

Geoff Mercer advised members he had notified Council staff that he had moved outside of the River Scheme area and was happy to continue as a member of the advisory group for the rest of the term if appropriate. Council staff had supported his continued involvement and he wanted to check if members were also supportive. Members agreed to this approach.

2 **Apologies**

Apologies received as recorded above.

3 **Notes of previous meeting held 17 March 2021**

Resolved

That the Whakatāne-Tauranga Rivers Scheme Advisory Group:

Confirm the notes of the meeting held 17 March 2021 as a true and correct record.

**Clark/McLeod
CARRIED**

4 **Matters arising from previous meeting**

Stock exclusion from waterways (National Policy Statement for Freshwater Management) – Charles Harley updated the group on the new stock exclusion rules. Council have submitted to Ministry for the Environment (MfE) on the rules and have asked for a clear definition of a stock crossing. Still in the process of identifying stock crossings in the region, and over the next couple of years will be reviewing the Regional Natural Resources Plan to meet the requirements of the National Policy Statement.

Kopeopeo West Canal remediation – rather than a large scale remediation project like the Kopeopeo Canal Remediation Project the approach with the Kopeopeo West will be based around conversations with affected landowners, as the canal is on private land. The site is not high on the Ministry for the Environment's (MfE) list of contaminated site and is unlikely to get MfE funding. The level of contamination is relatively low and at a level permitted, under the standards, for a rural lifestyle properties.

Whakatāne Boat Harbour – Brian Armstrong (Whakatāne District Council) explained that the project team is still working through the contract between the partners (two iwi groups, central government (funding) and Whakatāne District Council) before starting the project. Chris Ingle added that there are plans to follow a fast-tracked regulatory process for resource consent. Chris also assured members that there is regular contact between Regional Council and the project manager to ensure that any scheme issues are identified and addressed.

5 **Scheme annual report 2020-2021**

Kirsty Brown spoke to the agenda report.

Key points:

- The 2020-2021 Whakatāne-Tauranga maintenance programme was delivered generally on budget and to programme.
- The 2020-2021 Whakatāne-Tauranga capital programme includes large multi-year projects which are largely on track with some programme slippage provided for through budget carry forward funding recommendations.
- **Operating revenue** was generally on budget, with lower than forecast interest rates (the call rate sat at 1.5% for the year) being counteracted by higher revenue generated from grazing licenses.
- **Operating expenditure** was \$157,000 higher than budget, mainly due to additional flood damage, assets defects work, and the effects of increased asset valuation.
- This resulted in an **operating deficit** of \$170,000.
- **Capital revenue** was \$842,000 lower than the budget of \$1,400,000.
- **Capital expenditure** was \$2,057,000 lower than budget of \$3,812,000, with the Flood Repair Project significantly under budget, and carry forwards into 2021-2022 proposed for a number of the multi-year projects.
- **Total reserve fund** opening balance of \$466,000 and closing balance of \$1,099,000 (increased by \$632,000).
- **Loan** opening balance of \$7,370,000 and closing balance of \$8,141,000 (increased by \$771,000).

- **Asset valuation** as at 1 July 2020 of \$82,517,000, with the 2021 annual valuation currently underway.

Discussion:

- Members asked for an explanation for the overspend on the Te Rahu Pump Station project (actual cost was almost double the budgeted amount). Staff responded that once work started additional issues were found and these needed to be addressed as part of the repair programme.

6 Capital work programme

Mark Townsend spoke to the agenda report and delivered a presentation on the 2021-2022 capital projects. As an introduction he reminded members of the River Scheme Sustainability Project's vision of having a 100-year sustainable river management strategy.

Key points:

- The Whakatāne River Capacity Review is running a year behind schedule due to issues with calibrating the model against recorded events. Once the model is calibrated the various flood event scenarios can be modelled and any required upgrades to flood defence systems determined.
- Several locations in the upper catchment are being investigated for detention dams. The dams work by slowing the flow of water into the river system and potentially reducing the level of the peak flow.
- Investigative and option assessment work has been undertaken for the Whakatāne Future Proof project, looking at stopbank raising from McAlister Street to the Muriwai Drive boat ramp and seepage remediation along Kakaharoa Drive and Quay Street. The estimated cost to upgrade the flood defences over the 1.8 km section, to provide protection for climate change estimates to 2040, is \$20 million. Currently have \$4 million budgeted over the next three financial years, with \$3 million of additional funding coming from central government. Feedback from central government is that they need to see currently funded projects delivered before providing any further funding. All options are currently on the table including raising stopbanks/floodwalls, upper catchment options, reducing the level of service and retreat. An engagement plan is being developed.
- Currently investigating options for the upgrade of the Eastern Drain stopbanks. The stopbank is very close to the drain which runs next to the road, and is steep on the drain side. Investigating a number of options including moving the stopbank, lifting the road, moving the drain. None of the options can be funded within the amount currently budgeted for the project.

7 Maintenance work programme

The report provided in the agenda pack was taken as read, with no questions raised by members. Geoff Stone delivered a presentation highlighting a range of operational and maintenance work being undertaken within the scheme.

Key points:

- Refurbishment of cracked and delaminated concrete, and exposed steel work, at the Kope-Orini floodgate is now complete. The work has extended the structures life by 20 years, and at about a tenth of the estimated replacement cost.
- The team is trialling polyethylene flood gates as an alternative to timber floodgates with the aim to achieve longer floodgate life expectancy. The polyethylene flood gates are made in-house by members of the Operations team.
- Te Rahu Pump Station has had a face lift following the completion of the flood damage repairs. This included additional emergency pumping ports, improved drainage and resurfacing around the station.

8 April 2017 Flood Repair Project

Paula Chapman spoke to the agenda report.

Key points:

- The programme of erosion repair work is almost complete with 20 repair sites remaining across the Whakatāne-Tauranga (15 sites) and Rangitāiki-Tarawera (5 sites) schemes.
- Of the 108 sites originally identified for the Whakatāne-Tauranga scheme, work has been completed on 74 sites. A further 19 lower priority sites have been reassessed as no longer requiring work, and 15 sites remain to be reconsidered for completion by 30 June 2022.
- The 15 remaining sites are all on the Whakatāne River above Tāneatua, where there has been ongoing negotiations between Council and the iwi authority for approval to access the areas and undertake the work. Landowners are concerned about the delays undertaking the repairs and that another event could exacerbate existing areas of erosion.
- The claiming of eligible costs from central government has been ongoing as the programme has progressed, with Claim 14 recently submitted. The total amount received from central government to date is over \$10 million. There will be one final claim made in July 2022.
- Three Infrastructure Insurance progress payments have been approved totalling \$3,600,000. In the next couple of months the claim will be finalised and final payment received.
- Material Damage and Business Interruption Insurance claim for all the pump damage has been settled and a total of \$1,501,719 received.

9 Members forum

- Fraser McGougan suggested removing areas of aggradation in the lower catchment to give the river more capacity during high flows. Staff responded that all options are on the table, however the removal of sediment from the lower catchment would only be a small fix and the sources of the sediment would also need management.
- Brian Power asked what affect COVID-19 was having on the maintenance programme. Staff responded that flood protection and land drainage are considered essential services and the work programme has mostly continued as normal, with some less urgent work put on hold. Some supply chain issues has impacted some of the larger capital projects.

10 Public forum

Paki Nikora raised concerns about flood repair work on the Whakatāne River, above Tāneatua, not being undertaken because of political interference by an iwi authority. Mr Nikora asked why an iwi authority is being recognised when the flood damage is on private land, the landowners are scheme ratepayers, and the sites are identified as part of the agreed repair programme.

Councillor Iti responded that this is a complex and changing situation. Iwi and hapū are stakeholders in river management and under legislation Council must grow partnerships with iwi/hapū and acknowledge their relationship with the awa and whenua.

Councillor Iti thanked Mr Nikora for his kōrero and kaupapa and explained that the way forward is to continue listening to, and working with, all parties to agree on access to enable agreed management of the awa and repair of the flood damage sites.

11 General business

11.1 General business report

Kirsty Brown spoke to the report provided in the agenda pack.

Key points:

Infrastructure Insurance Review

- Since the agenda report was written a draft review report has been received from Aon Ltd and will be discussed by Council at the next Risk and Assurance Committee meeting.
- Indications from the review is that the current insurance system is the best fit.
- Members commented that that scheme can't afford not to have insurance and asked how the insurance recoveries process has been for the April 2017 Flood Repair project. Paula Chapman responded that Council got to where they needed to be with the insurers, however the process was a challenge.

Safeguarding Our Stopbanks Project

- An urban focused project with the purpose of maintaining community safety by resolving situations where encroaching land use may have affected the structural integrity and performance of our flood protection assets. The project addresses situations where landowners have developed land beyond their legal property boundary in areas where there are stopbanks and floodwalls. Work is scheduled to commence along Henderson Street and Riverside Drive this financial year.
- Council will work with landowners to address the encroachment issues identified during the condition and performance assessment work carried over the last few years.
- The cost of the work will be shared between landowners and Council (including District and City Councils where their land is involved).
- Members asked how 'hardnosed' Council was going to be with the encroachments. In response members were advised that the project is a community safety project and where there is risk to the structural integrity of a flood defence the encroachments would be removed and the stopbank remediated.

11.2 River scheme website demonstration

Laura Albrey demonstrated the new look river scheme page on the Regional Council website and asked for members' feedback either after the meeting or via email/phone.

<https://www.boprc.govt.nz/environment/climate-change/flood-protection/rivers-and-drainage>

The new page pulls scheme information into one place with the aim of building knowledge about scheme management through updates on work within the scheme (news stories, videos, photos). Site will be a useful tool for advisory group members to refer members of the public to for information on capital projects in the area. A registration process is being investigated so people can receive notifications when a page is updated.

11.3 Gravel management

Paula Chapman spoke to the agenda report, advising there has been no gravel extractions from the Whakatāne-Tauranga Rivers Scheme since the Advisory Group meeting in March.

The updated Natural Environmental Regional Monitoring Network (NERMN) Report for River and Stream Channel Monitoring (2011-2018) is to be published this month and will be available on the Council's website <https://www.boprc.govt.nz/your-council/documents-and-publications/publications> (look under environmental publications 2021).

11.4 Environmental data portal demonstration

Mark Townsend demonstrated the new Environment Data Portal on the Regional Council website <https://www.boprc.govt.nz/environment/maps-and-data/environmental-data>

Paki Nikora closed the meeting with a karakia.

Meeting ended: 12:08pm

Whakatāne-Tauranga Rivers Scheme

Capital Works Programme 2021-2022

The following table outlines the Whakatāne-Tauranga Rivers Scheme capital work programme for 2021-2022

Budget figures are from the Long Term Plan 2021-2031 and revised figures incorporate carry forward funding from 2020-2021 or deferred funding to 2022-2023.

Whakatāne-Tauranga Rivers Scheme Capital Budget revised budget for 2021-2022 is 2,567,600

Project name and background	LTP Year 1 Budget 2021-2022	Revised budget 2021-2022	Milestones 2021-2022	Update February 2022
<p>April 2017 Flood Repair Project</p> <p>All flood repair works were planned to be completed by 30 June 2021, however 15 repair sites remain on the Whakatāne River and these will be reassessed and completed by 30 June 2022.</p> <p>For information and updates visit the Project Page or www.boprc.govt.nz/our-projects/april-2017-flood-repair-project</p>	\$716,800		<ul style="list-style-type: none"> Remaining Whakatāne River flood repair sites completed by 30 June 2022 	<ul style="list-style-type: none"> New drone footage captured February 2022 to inform works required. Work pending staff recommendations and decisions from Council/Iwi.
<p>Whakatāne-Tauranga Culvert Renewals</p> <ul style="list-style-type: none"> Kope-Orini floodgate – health and safety upgrade of the floodgate lifting gantry and access platform. Fortune’s Road pump station – floodgate replacement. Any culvert repairs required as a result of tree removals from stopbanks associated with the Safeguarding our Stopbanks Project. 	\$51,200	\$188,200 (includes \$137,000 carried forward from 2020-2021)		<ul style="list-style-type: none"> Ferry Road Culvert upgraded and extended. Fortunes Road floodgate replacement – completed. Kope-Orini floodgate – health and safety upgrade of the floodgate lifting gantry and access platform - works underway and programmed for installation in March. Improvements to the Paroa Road

Project name and background	LTP Year 1 Budget 2021-2022	Revised budget 2021-2022	Milestones 2021-2022	Update February 2022
<p>Eastern Drain Stopbank Upgrade</p> <p>The Eastern Drain stopbanks have been identified as being of high risk of failure. This is predominately due to the lack of space available. Investigations will determine the optimum location and design of the stopbanks.</p> <p><i>There is also budget for this project in 2022-2023.</i></p>		\$153,600	<ul style="list-style-type: none"> • Geotechnical investigations. • Upgrade options. • Concept design. 	<p>culvert.</p> <ul style="list-style-type: none"> • Survey data capture underway. • Hydrological information to inform upgrades underway.
<p>Whakatāne Urban Flood Protection - Whakatāne Town Centre Flood Defence Upgrade</p> <p>This programme of work is to ensure that river scheme assets within the Whakatāne town centre (from Kakaharoa Drive to the boat ramp) will continue to protect the community from flooding in the coming decades. The work involves upgrades to stopbanks, floodwalls and stoplogs (temporary flood barriers), including geotechnical seepage control measures. This project is being undertaken alongside the Whakatāne District Council's Town Revitalisation Project.</p> <p>The budget for the wider project is broken into two areas in the budget information:</p> <ul style="list-style-type: none"> • Whakatāne River Stopbanks (Stage 2) • Whakatāne Floodwalls <p><i>There is also budget for this project in 2022-2023 and 2023-2024.</i></p> <p><i>The Quay Street/Kakahoroa Drive seepage remediation component of this work has attracted Central Government Climate Resilience Funding.</i></p> <p>For information and updates visit the Project Page or www.boprc.govt.nz/our-</p>	\$1,024,000	\$1,509,000 (including \$485,000 Whakatāne Floodwall budget carried forward from 2020-2021)	<ul style="list-style-type: none"> • Ongoing consultation with iwi, stakeholders and the community on preferred options. • Resource consent application. • Detailed design. 	<ul style="list-style-type: none"> • Engineering detailed design is underway (BECA). • Some material purchased for seepage control works. • Consultation continuing. • Council considering additional funding for inclusion in draft AP 22/23 for Kakahoroa Dr + Quay St 1 and AP 23/24 for Quay St 2 + Boat Ramp Carpark.

Project name and background	LTP Year 1 Budget 2021-2022	Revised budget 2021-2022	Milestones 2021-2022	Update February 2022
projects/whakatane-town-centre-flood-defence-upgrade				



Legend: Stopbank Floodwall

Whakatāne-Tauranga Rivers Scheme

Maintenance Programme 2021-2022

The purpose of this report is to provide an overview of the Whakatāne-Tauranga Rivers Scheme maintenance work programme for 2021-2022

Maintenance programme

Maintenance works comprise of activities that ensure the drainage and river flood protection networks are operational and providing the agreed level of service. These activities are programmed through the Rivers and Drainage Asset Management Plan, taking into account asset lifecycles, maintenance and inspection schedules. Maintenance programme budgets are set during the Long Term Plan and Annual Plan processes.

Scheme maintenance work includes:

- Pump stations - operation, inspections, and maintenance (Kope-Orini, Fortunes and Te Rahu pump stations)
- Culverts and floodgates - inspections and maintenance
- Stopbanks - inspections, maintenance, repairs, pest control
- River maintenance - pest plant control, vegetation maintenance, gravel beach shaping and overflow depressions, and habitat enhancement
- Erosion control - rock refurbishment, edge planting, trenched willows, willow maintenance
- Annual flood damage repairs
- Repairs to defects identified through asset condition inspections and assessment

Key projects in 2021-2022:

- Repairing high priority defects identified through asset condition assessments including tree and stump removals where trees have died or are unsuitable species
- Kope-Orini floodgates – erosion repairs upstream and downstream of the structure, and an upgrade of the floodgate opening gantry
- Safeguarding our Stopbanks project works, within the Whakatāne urban area, to remediate structures, trees and vegetation that could impair the integrity of community flood protection stopbanks. Currently working on the section from 48 Henderson Street up to Ferry Road.
- Repairs to eight annual flood damage sites – two on the Whakatāne River and six on the Tauranga River
- Desilting of tributary streams and canals, and ongoing monitoring and desilting of floodgated outlets
- Native planting and follow up release spraying at Orini/Kopeopeo confluence, Ferry Road and Awatapu
- Focusing on pest plant and animal control e.g. combating the proliferation of pampas in the river floodway, and rabbits
- Stopbank mowing upstream of Landing Road bridge
- Inanga spawning area enhancement at Awatapu Lagoon outlet channel confluence with Whakatāne River

Rock procurement to support community resilience

Last year Council approved a procurement plan for quarried rock material that resulted from a strategic review of Council's existing rock procurement practices. The purpose of the plan was to consider fixed term contracts for rock supply chain components to build community resilience and more certainty of supply at

an agreed price. The initial stage proposed the establishment and supply of flood event safety stockpiles.

An Invitation to Negotiate (ITN) process was adopted and this invited suppliers to submit best prices to supply and maintain designated Regional Council stockpiles, and also stockpiles at supplier recommended sites. The process concluded with resolutions from Council to enter into stockpile arrangements for the most cost effective options.

In the case of the Whakatāne-Tauranga Rivers Scheme an appropriate stockpile location is yet to be identified. Council will now look at the feasibility of establishing a permanent stockpile at a Council site on Paroa Road. The purpose of the stockpile will be to support community resilience by having material on hand in flood events and allowing time for staff to plan subsequent work should it be needed. The material will also be available to support renewal and capital works as required.

As part of the rock procurement plan implementation all ITN participating suppliers will be invited to enter into the Rivers and Drainage Panel Supplier Contracts for rock supply and transportation.

Maintenance programme budget 2021-2022

A budget summary table for the Whakatāne-Tauranga Rivers Scheme maintenance and operation programme is shown below. The annual budget figures include operational costs only and exclude non-operational costs (e.g. debt servicing and infrastructural asset insurance).

Whakatāne-Tauranga Rivers Scheme Maintenance Works Programme Budget 2021-2022	
Annual Maintenance	\$779,100
Annual Flood Damage	\$213,000
TOTAL	\$992,100

MEMORANDUM



To: Whakatane-Tauranga Rivers Scheme
Advisory Group

From: Kirsty Brown
Rivers and Drainage Assets Manager

Date: 8 March 2022

File Ref: A4051543

Subject: **Changes to the way BOPRC collects its rates**

Since the Bay of Plenty Regional Council was established in 1989, its rates have been invoiced and collected by the seven city and district councils across the region.

From August 2022, Council will start collecting its own rates. The priority reason for the change is to become more transparent and accountable for the work we do.

Ratepayers will receive one invoice from Council in late August-September 2022, which will be due 20 October.

Andy Dixon, Council's Treasury and Tax Specialist, will be presenting an outline of the project to the group. This will include:

- Why Council is moving to rates self-collection.
- The changes ratepayers will see and the expected effect of those changes.
- Advantages of rates self-collection in the future.



Kirsty Brown
Rivers and Drainage Asset Manager

Kia rite mai i te panonitanga

Get ready for change



From July 2022 how your Bay of Plenty Regional Council rates are invoiced and paid is changing.

He aha ngā pānga o te panonitanga ki a koe

What the change means for you.

If you are a ratepayer, your Bay of Plenty Regional Council rates will no longer be invoiced by your city or district council. Instead, you will be invoiced by Bay of Plenty Regional Council and you will pay your rates directly to us.

He aha te take o te panonitanga?

Why the change?

We want to be more transparent and accountable for the work we do for you using your rates.

By invoicing you directly, you will have better visibility of where your money is spent to create a healthy environment, freshwater for life, safe and resilient communities, and a vibrant Bay of Plenty region.

He aha e whai ake nei? What happens next?



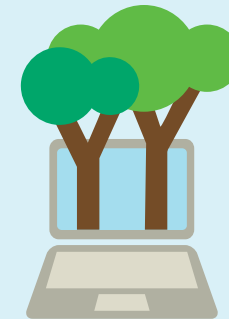
You can sign-up to pay by direct debit or get your rates invoice by email at any time

Your city or district council will continue to send you rates invoices for the services that they provide.

You can keep updated about the change in rates collection by going to boprc.govt.nz/rates or call our Contact Centre on 0800 884 880

Be green, go paperless.

Get your rates invoice by email.

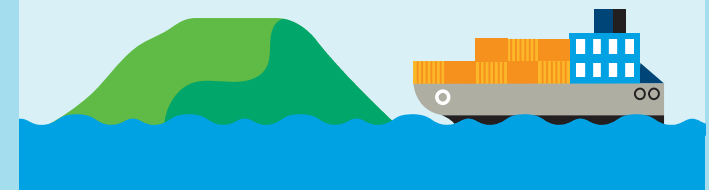


You can help us reduce the impacts of climate change by receiving your rates invoice and communications by email rather than via post. If you don't already get your invoice by email visit boprc.govt.nz/rates to sign up now.

Did you know...

Our work is funded by a mix of rates, fees, charges, grants and investment income. Through our investment in Quayside Holdings Limited

the average rates bill in 2021/22 was reduced by around \$350 per property, a significant saving for ratepayers across the region.



Ngā kaupapa e tautokohia e āu reiti

The work your rates help fund



Catfish removed from Rotorua Te Arawa Lakes

60,000*



Number of public transport trips taken

2.66M*



Water quality testing sites

270+



Natives planted for environmental protection

870,000*



Visitors to Regional Parks

120,000*



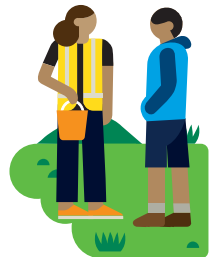
Spoke with

14,800*

harbour and lake users to educate them and keep them safe

Pollution hotline calls investigated

3,736*



Support of volunteer groups

50+



Inspections for pests

4,725*



Environmental consent checks

4,861*

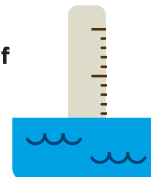


Stopbanks for flood protection

380km

Water level monitoring sites to protect against the impact of both flooding and droughts

680+



* Latest annual figures

What's the difference between the Regional Council and city and district councils?

We look after the environmental management of the region, including protection of the region's land, air and water. We also respond to pollution events and take a lead role in animal and plant pest management. We have an active role in minimising risks from natural hazards, making sure you're safe when on the water along our coast and on our lakes and rivers, and we provide public transport.

City and district councils deliver the services you use day to day. This includes quality drinking water, wastewater and stormwater, roads and rubbish collection, as well as providing community facilities such as parks, cycleways, community halls, libraries, swimming pools and sports fields.

Why do I have to pay rates to two councils?

Every council in New Zealand, including regional councils and city and district councils, collect rates income to help fund the work they're required to do by law.

Do I need to do anything right now?

The first Bay of Plenty Regional Council rates payment isn't due **until the end of October 2022**. If you already receive a city or district rates invoice by email you don't need to do anything. If you want to receive your invoice by email sign up at boprc.govt.nz/rates otherwise your rates invoice will be delivered by mail.

You can keep updated about the change in rates collection by going to boprc.govt.nz/rates or call our Contact Centre on **0800 884 880**



Bay of Plenty Regional Council - Toi Moana

Statement of revenue and expense: Whakatane-Tauranga Rivers Scheme

For the 6 months ending 31 December 2021

	Year to date		Variance		Variance commentary	Annual		Variance	
	Budget	Actual	\$	Variance indicator		Revised Budget	Forecast	\$	Variance indicator
	\$000					\$000			
Line	Operating revenue by class								
1	General rates	95	95	0	-	189	189	0	-
2	Targeted rates	956	956	0	-	1,912	1,912	0	-
3	External interest income	11	0	(11)	Lower	22	11	(11)	Lower
4	Other revenue	25	39	14	Higher	61	75	14	Higher
5	Investment income	161	161	0	-	322	322	0	-
6	Total revenue	1,248	1,251	3	Higher	2,506	2,509	3	Higher
7	Operating expenditure by class								
8	Administration expenses	4	10	6	Higher	8	14	6	Higher
9	Other expenses	189	224	35	Higher	406	395	(11)	Lower
10	Consultancy fees	0	2	2	Higher	0	2	2	Higher
11	Contract work	189	284	95	Higher	542	687	145	Higher
12	Depreciation and Amortisation	136	136	0	-	272	272	0	-
13	Subtotal - expenditure	518	656	138	Higher	1,228	1,370	142	Higher
14	Net overhead charges and recoveries	503	586	83	Higher	1,006	1,089	83	Higher
15	Total operating expenditure	1,021	1,242	221	Higher	2,234	2,459	225	Higher
16	Total operating surplus (deficit)	227	9	(218)	Unfavourable	272	50	(222)	Unfavourable

Expected to be over budget at year end due to condition/performance defects remediation works.

Bay of Plenty Regional Council - Toi Moana

Statement of revenue and expense: Whakatane-Tauranga Rivers Scheme

For the 6 months ending 31 December 2021

	Year to date		Variance		Variance commentary	Annual		Variance		
	Budget	Actual	\$	Variance indicator		Revised Budget	Forecast	\$	Variance indicator	
	\$000					\$000				
17	Capital revenue by class									
18	Capital funding	689	411	(278)	Lower	Central government funding for floodwalls/stopbanks and flood damage recoveries lower due to delays in works commencing.	1,678	920	(758)	Lower
19	Total capital revenue	689	411	(278)	Lower		1,678	920	(758)	Lower
20	Total surplus (deficit)	916	420	(496)	Unfavourable		1,950	970	(980)	Unfavourable
21	Capital expenditure by project									
23	Whakatane Tauranga Flood Damage Repairs	358	3	(355)	Lower	Programme for 2021/22 construction season (depending on access)	717	110	(607)	Lower
24	Te Rahu Pump Station	0	14	14	Higher	Completion of work in 2021/22	0	15	15	Higher
25	Whakatane Tauranga culvert renewals	26	0	(26)	Lower		51	141	90	Higher
26	Whakatane River stopbanks and floodwalls (Project Future Proof)	512	231	(281)	Lower	Design procurement underway.	1,024	849	(175)	Lower
28	Total capital expenditure	896	248	(648)	Unfavourable		1,792	1,115	(677)	Unfavourable
29	Reserves									
		Opening Balance	Movement	Closing Balance						
30	Flood Damage Reserve	392	111	503	Funds available					
31	Asset Replacement Reserve	(506)	(115)	(621)	Due to changes in loan method					
32	Works Reserve	932	(82)	850	Funds available					
33	Total reserves	818	(86)	732						
34	Loans									
		Opening Balance	Movement	Closing Balance						
35		8,141	(658)	7,483						
36	Asset Valuation									
		Balance 01/07/2020	Movement	Balance 01/07/2021						
37		82,550	4,486	87,036						

MEMORANDUM



To: Whakatāne-Tauranga Rivers Scheme
Advisory Group

From: Kirsty Brown
Rivers and Drainage Assets Manager

Date: 2 March 2022

File Ref: A4045364

Subject: **Findings from an online survey and Advisory Group's Terms of Reference Review**

The purpose of this memo is to provide advisory group members with summarised findings from the recent online survey and to advise that the current Terms of Reference (TOR) for the advisory groups are under review.

1.1 Online Survey Findings

Members feedback regarding the advisory groups was recently sought via an online survey.

18 of the 34 members across all four advisory groups completed the survey, a 53% response rate. 5 out of the 7 members completed the survey for this advisory group.

Across all advisory groups, the summarised findings are as follows:

- 72% strongly agree that the advisory groups are working well.
- 67% strongly agree they are happy with the information received (via email) outside of meetings but to extend the information so that it is accessible to the wider community.
- About 66% agreed with the statement that mana whenua should be welcomed on the Rivers Scheme Advisory Groups.
- Comments were received regarding having to take time off work to attend meetings. Currently, members are volunteers without compensation.

For more information regarding the survey findings, see Appendix 1.

1.2 Terms of Reference (TOR) Review

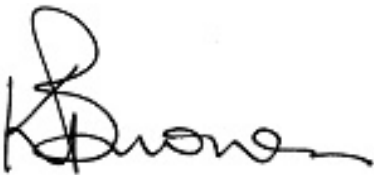
The primary purpose of our river scheme advisory groups is to provide for scheme ratepayer input into decisions around annual maintenance operations, scheme rating, capital programme delivery, and management of scheme assets.

Council adopted the current advisory group terms of reference in December 2016, following an extensive review and consultation process with stakeholders including the previous liaison group members. At its meeting held 30 September 2021, Council endorsed commencing a review of the 2016 TOR for the four-river scheme advisory groups. A working group consisting of Councillors Nees, Bruning, MacDonald, Clark, and Iti was established to support the review.

The purpose of the review is to:

- Confirm the purpose of the advisory groups remains appropriate in 2022.
- Consider how the groups might assist in achieving our Long Term Plan strategic impact areas: Partnerships with Māori, Climate Change and Community Participation.
- Address any other concerns from members on how the meetings currently work.

Advisory group members will be kept informed with the review's progress.



Kirsty Brown
Rivers and Drainage Assets Manager

Rivers Scheme Advisory Groups Online Survey Findings

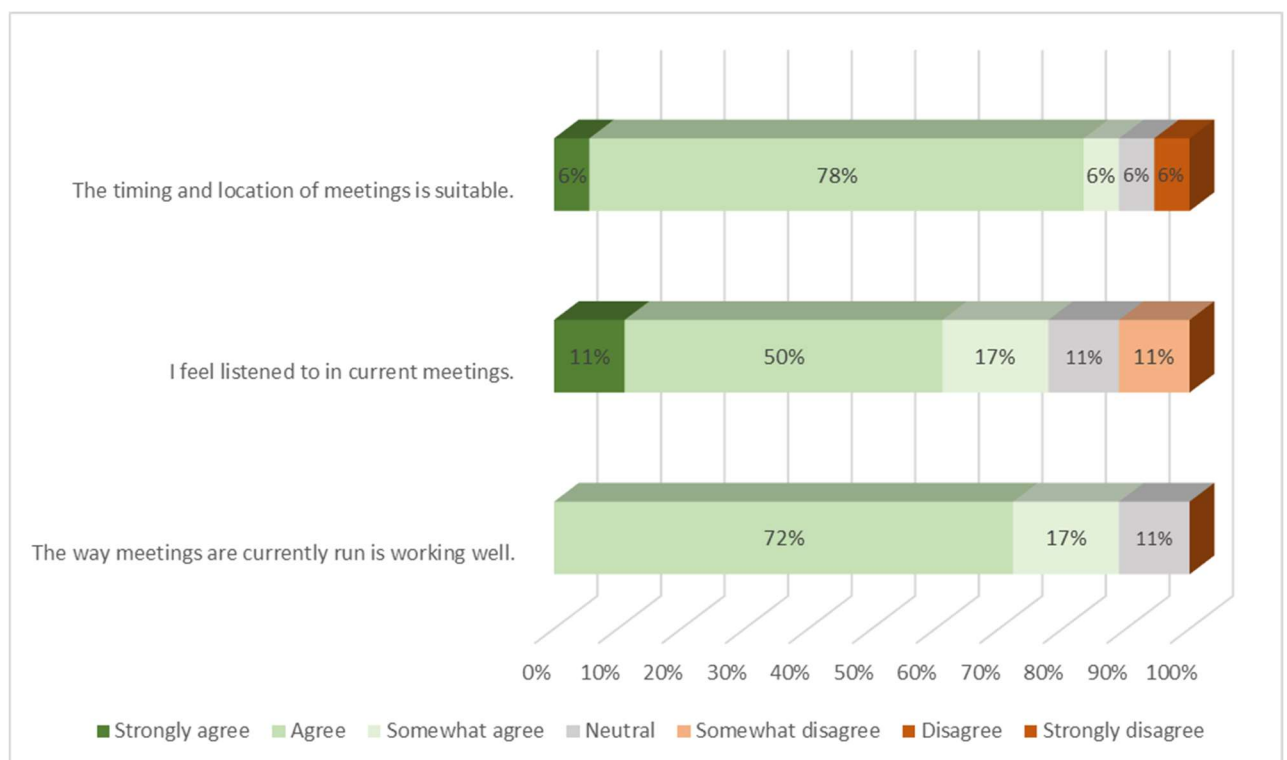
December 2021

Findings

An online survey was distributed to all River Advisory Group members, with the overall response rate of 53% (18/34 current members). Some questions were asked about the current (2016) Terms of Reference for the purpose of feeding into a review of these. Findings are presented below.

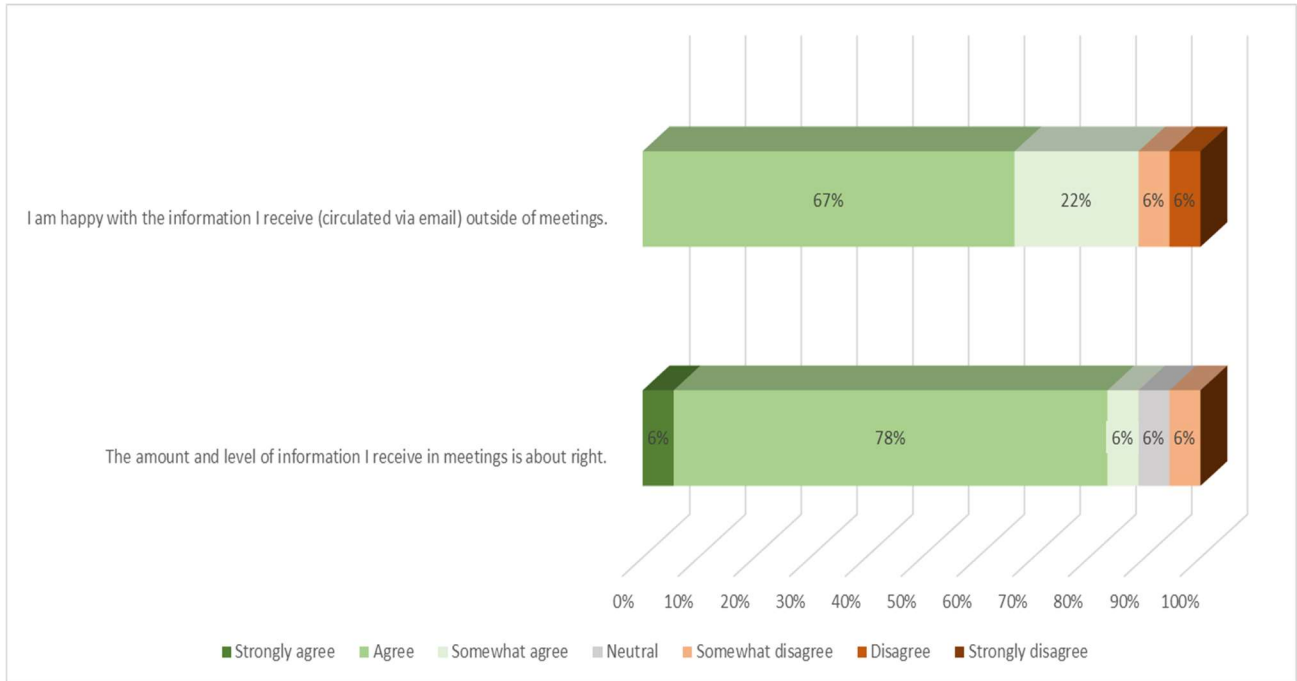
Satisfaction with meetings

The first three questions asked about the way meetings are currently run. Generally they were seen as “working well” (72% agree), the timing and locations was suitable (84% strongly agree or agree), and members felt listened to (61% strongly agree or agree). Other feedback was varied. Respondents highlighted that plenty of advance notice is given, there are respectful discussions even when views differ, good chairs and facilitation of group. Concerns were expressed about the time taken away from employment to attend and whether their input was making a difference.



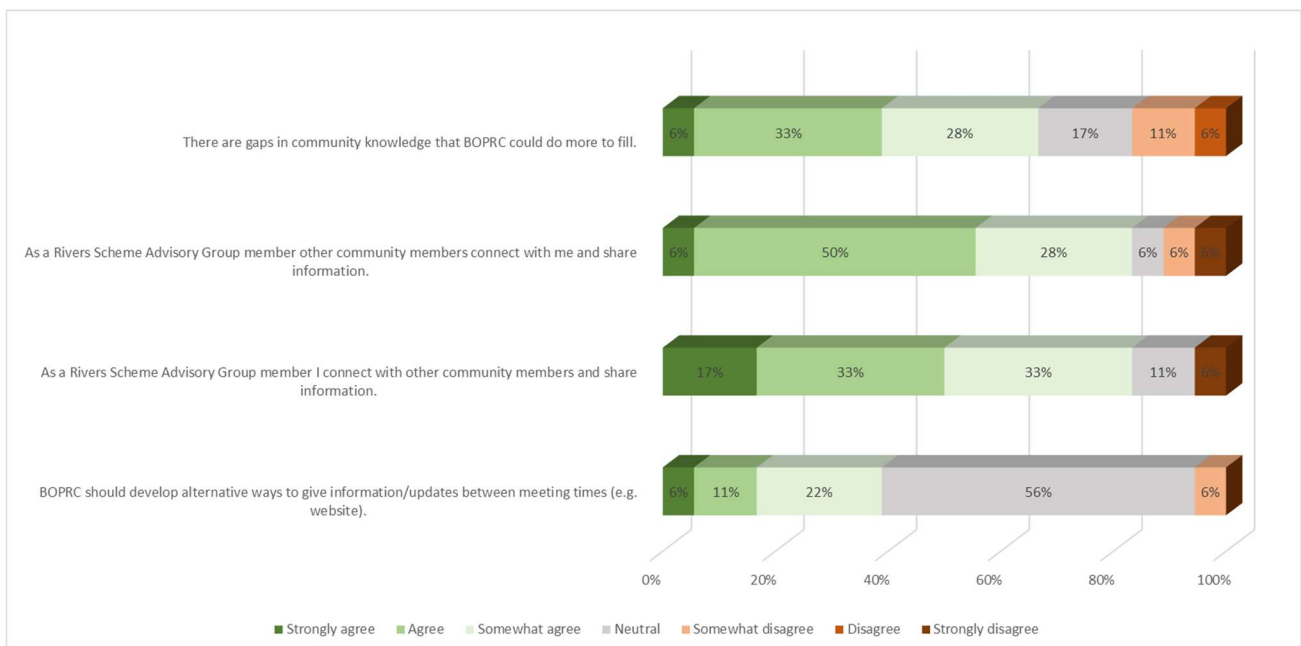
Information received

The next questions asked members to consider information flow. 67% strongly agreed that they were “happy with the information received (circulated via email) outside of meetings”. Additionally 84%, agreed that the amount and level of information received in meetings is “about right”.



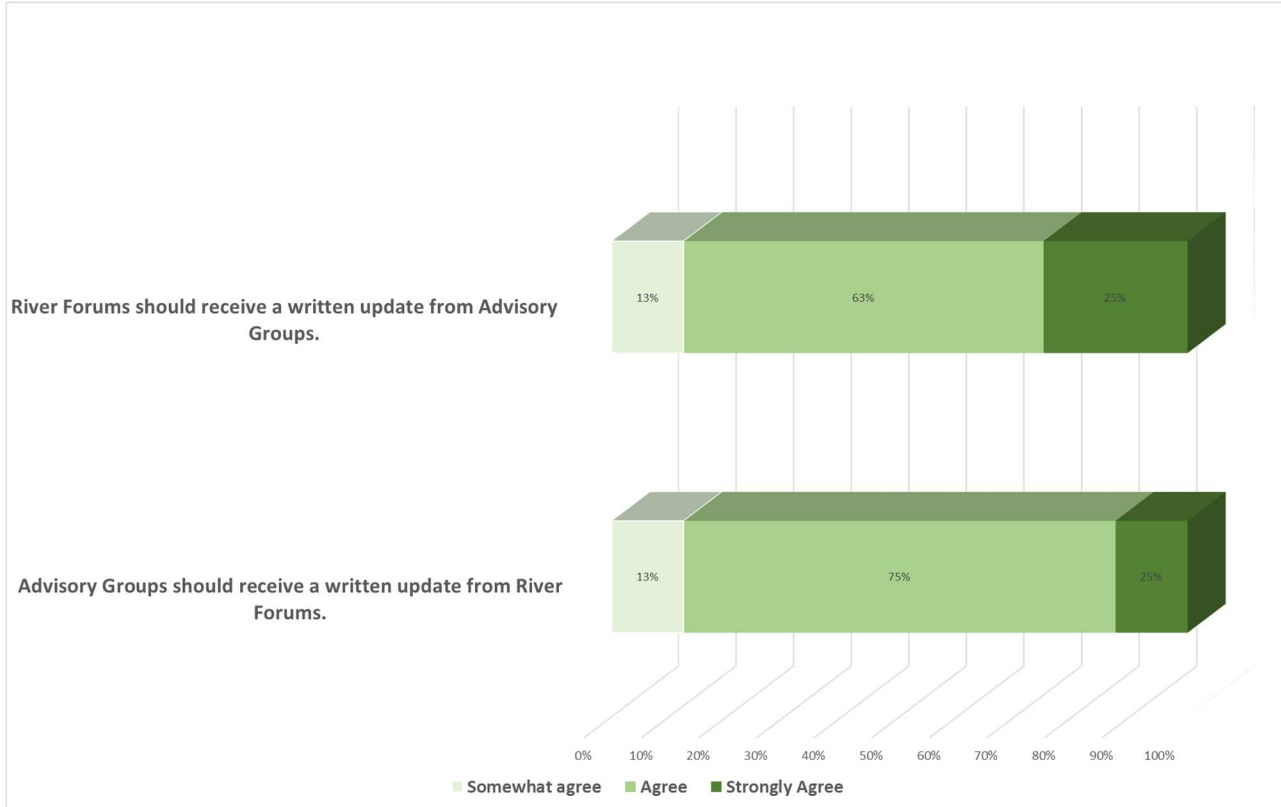
Information sharing

The next set of questions asked about sharing information. The responses showed sharing information is a key role of the River Advisory Group work and that there is an appetite for further extending the ways information is given out between meeting times, so that it is perhaps accessible to the wider community. While comments included affirmation of the sharing Bay of Plenty Regional Council currently does, other ideas included a website, a mail out of information, in order to allow wider understanding of the Schemes.

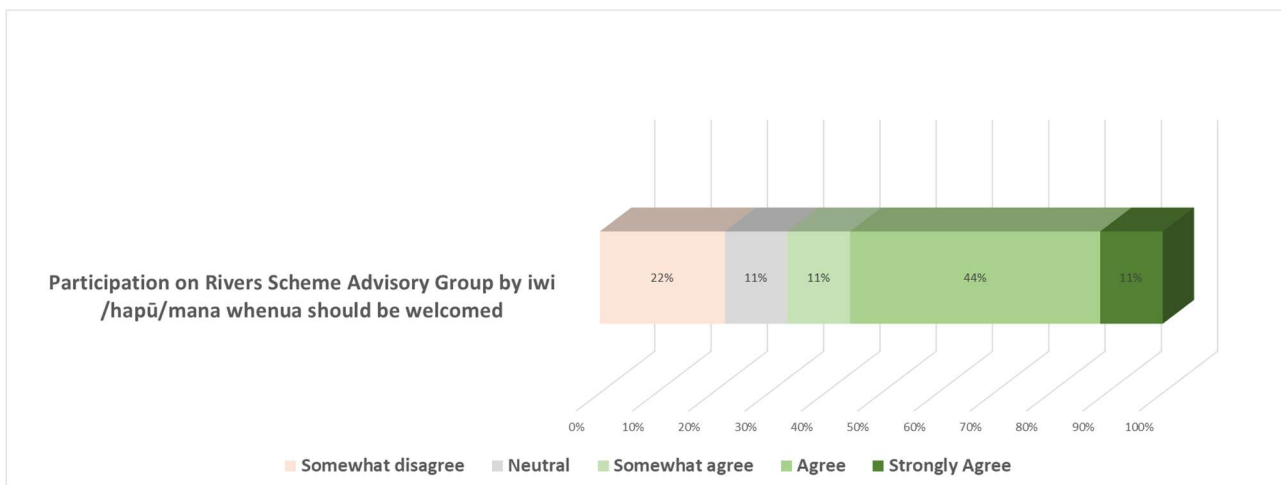


Engagement with River Forums

Kaituna Catchment Control and Rangitāiki-Tarawera Rivers Scheme Advisory Group members were asked specific questions about their engagement with the River Forums. They indicated a desire to improve and increase flow of information. 100% either somewhat agree/agree or strongly agree that Bay of Plenty Regional Council should ensure written updates are shared back and forth between the entities (see graph below).



Additionally, 66% agree (somewhat agree/agree or strongly agree) with the statement “participation on Rivers Scheme Advisory Groups by mana whenua should be welcomed”.



MEMORANDUM



To: Whakatāne-Tauranga Rivers Scheme
Advisory Group

From: Mark Townsend
Engineering Manager

Date: 28 February 2022

File Ref: A4043177

Subject: Gravel Management Update

1 Tauranga River Extractions 2018 - 2022

Year	Site	Allocation m3	Extraction m3
2018-19	Browns Pit XS 28-29	24,500	23,890
2019-20	Chase Takao	15,838	6,260
2020-21	Wardlaws Reach 6	2,500	2,513
2021-22	Wardlaws Reach 6	3,000	0

The average gravel supply rate into the Tauranga River is estimated to be 20,000m³ per year. While this indicates extraction is generally sustainable, extraction is purposefully directed towards specific locations or reaches where it is considered to be beneficial to the river system.

2 Whakatāne River Extractions 2018 - 2022

There have been no extractions from the Whakatāne River since 2018 in keeping with decisions in April 2018 to limit extractions due to declining bed levels in the top section of the reach above Ohotū Bridge. When bed levels are too low, banks are high and have to take the full force of the flow during a flood which means banks can erode and protection works are undermined.

The most recent Natural Environmental Regional Monitoring Network (NERMN) Report 2011-2018 published last year recommends the following;

“An annual extraction quantity of up to 30,000 m³/year be undertaken within the reach from Pekatahi Bridge to Ohotū Bridge (XS47), but extraction should be limited to locations where mean annual bed levels exceed the guideline envelope.

“Due to bed level degradation, extractions in the section of reach between Ohotū Bridge and Limeworks (XS47 to XS57) extractions should be available only where works are for river management purposes and will generally be in conjunction with other river management operations.”

Land access issues have also influenced potential extractions with concerns from both Iwi and Hapū about extraction activity in the Whakatāne River.

3 **Consents**

The Central Freight Lines Ltd (CFL) consent to extract 20,000m³ pa from the Whakatāne River from defined locations is currently on hold at the request of the applicant.

Mark Townsend
Engineering Manager

MEMORANDUM



To: Whakatāne-Tauranga Rivers Scheme
Advisory Group

From: Kirsty Brown
Rivers and Drainage Assets Manager

Date: 7 April 2022

File Ref:

Subject: General Business Update

1. Infrastructure Insurance

Findings from the recent flood risk assessment, undertaken by Aon and Tonkin & Taylor Ltd, was provided to group members via email on 12 November 2021. In summary:

- Council's current infrastructure insurance premium of approximately \$0.8M is currently the most cost-effective risk financing for flood losses.
- The actual 2021/22 premium was \$734,876.97. The proportion for the Whakatāne-Tauranga Rivers Scheme was \$138,156 (split between the schemes by asset value).
- The current premium also provides cover for other natural hazard events (earthquake, tsunami, tornado, volcanic eruption).
- To self-insure, the modelling determined the minimum amount to self-insure for flood risk would be \$1M per year, but a more prudent reserve contribution would be \$1.5M per year.
- This would provide a 90% confidence level that retained risk can be financed over the long run.
- Based on this information the conclusion is to currently remain with the status quo, with professional insurers.

Careful monitoring and ongoing analysis of Council's asset risk, central government policies and local government reforms will be required. Updates to advisory group members will continue.

2. Grazing licence renewal

Rivers and Drainage Assets staff are currently reviewing the 32 grazing licences the Council has in place in the lower reaches of the Whakatāne, Rangitāiki, and Kaituna Rivers. The licenses are a cost-effective way of managing the land use and maintenance of large river berms.

For this scheme, there are currently 19 licences in place covering a total of 135 hectares in the lower Whakatāne River, Te Rahu Canal and Waioho Canal areas.

The licence agreements support the ability of the land to convey flood waters while also supporting local farm production. Current licences expire in June 2022 and will be renewed for a further nine-year term. Negotiations with current licensees have commenced and it is likely that some licences will be tendered if they remain available after the negotiation process.

3. Safeguarding Our Stopbanks Project - Update

One of the key factors that affects the performance of flood protection assets like stopbanks or floodwalls, is landowner encroachments of unauthorised structures and plantings. This is particularly concerning on the Whakatāne River where unauthorised structures like pools, sheds, fences, and large trees may have reduced the intrinsic strength of the critical asset (stopbank or floodwall).

A project titled “Safeguarding our Stopbanks” kicked off this year. The purpose of this project is to maintain community safety by resolving situations where encroaching land use may have affected the integrity of the asset. Over time residents have established vegetation, landscaping and fencing on the public land and in many cases on the stopbank batter. The work is needed to ensure community flood protection assets can be maintained in the future and to remediate any potentially defective areas caused by the encroachments. The project has an urban focus and prior to this construction season, work had focused on gaining an understanding of:

- Legal and policy basis for BOPRC to undertake the project.
- Rights of property owners (building legislation, existing use rights, and boundary and fencing regulations, structural vs non-structural improvements).
- Ability for BOPRC to potentially undertake works on private property (should there be high-risk situations that owners will not/cannot resolve).
- Liaison with Local Authorities to align communications and community engagement.

The first stage of physical works on Whakatāne River stopbank land is underway and involves 17 properties. The section comprises encroachments on and into the stopbank on Whakatāne District Council land in the area of 50 Henderson Street through to 9 Ferry Road.

For the most part residents and property owners have been understanding of the need to remediate the stopbank asset to support community flood protection assets. Some residents have had private use of the public land for many years and are apprehensive about the change.

The work to date has reinforced the need for the project with numerous concerning encroachments being removed from the stopbank batter and near the toe of the stopbank. The encroachment situation is particularly extensive from those properties where subdivision has occurred.

In this first tranche of work Whakatāne District Council will be contributing to the fencing and greenwaste costs. Projects costs are currently being funded

from savings in other operational areas.



Photo 1 -Large phoenix palm in the stopbank batter to be removed.



Photo 2 - Stopbank previously heavily planted and within a private fence line being remediated

4. Review of the April 2017 Flood Repair Project

Christensen Consulting has been engaged by Council to review the programme of flood repair work completed following the April 2017 flood event.

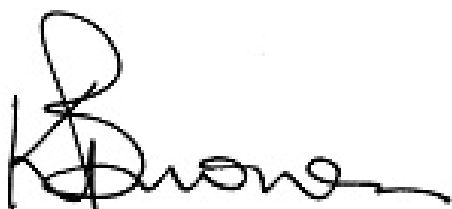
A thorough review had been undertaken of the repair project which included meetings with elected representatives and Council staff, stakeholders, and the review of more than 25 reports and documents relevant to the project.

A draft report has now been received with the following key findings and recommendations:

- The project management processes, reporting and communication was found to be very thorough and was fundamental in the recovery of costs from insurers and Central Government funding sources.
- More involvement from wider stakeholders and technical disciplines including ecologists could have resulted in more consideration of mitigation requirements and different approaches being taken.
- The specifically mandated requirements for working with iwi partners in freshwater and river management has evolved significantly in recent years; especially through Te Mana o Te Wai and if a project of the scale was being undertaken today iwi would have much greater role in all aspects of the project.
- There is a greater appreciation and understanding of the tools available for providing more room for the river and using natural and nature-based flood risk management solutions for achieving effective and sustainable river management solutions.
- These solutions including levels of service and clear guidelines on triggers and scales of intervention need to be agreed with iwi partners, landowners, and wider stakeholders. This information would fit within the scope of the Rivers and Drainage Asset Management Plan, and it is recommended that this is updated to include specific details on the space the river can occupy and the levels of service for managing the position of riverbanks.

5. Te Rāhui Herenga Waka (Whakatāne Harbour Project) Update

For the group members information, Phil Wardale, Project Director has provided the attached update on Te Rāhui Herenga Waka (Whakatāne Harbour Project).



Kirsty Brown
Rivers and Drainage Assets Manager

TE RĀHUI

HERENGA WAKA WHAKATĀNE

The following provides an update on the proposed Boat Harbour to be constructed on the Whakatane River as at 4 March 2022.

Project Element	Outline of Planned Work (for next quarter)
Completion of the Boat Harbour Partnership	The boat harbour project announced the establishment of a limited partnership to develop and operate the facility on 28 th January, which allowed the project to move to its next phase of filing its resource consents.
Consent application	<p>The project was approved to use the COVID-19 (Fast Track Consenting) Act by the Ministry for the Environment in 2021. This allowed the project to refer their consent application to the Environmental Protection Agency (EPA) for consideration.</p> <p>Post the partnership announcement at the end of January the project filed its consent application with the EPA on 2nd February. A week later the EPA informed the project that it had assessed the application for completeness and had approved the application for processing.</p> <p>The consent application has now been referred to a panel to consider the application, with the panel including a BOPRC and WDC nomination. The panel membership has not yet been named publicly.</p>
Board Establishment	<p>The project will announce its governance board publicly over the next week, with the board having met in Whakatane for their first board meeting on the 1st March.</p> <p>Then board will be focused on the delivery of the project, with Phil Wardale appointed as the Project Director, overseeing a project delivery team.</p>

Detailed Design	In parallel to the consent application being processed the project team will now focus on some of the boat harbour's detailed design. This will include the linkage with a potential WDC project to upgrade Keepa Road and will include the BOPRC as the detailed design includes the Boat Harbour access channel crossing the Keepa Road flood protection structure.
Timber Peelings	In addition to some detailed design that the team will progress over the next few months, the project team will be seeking to secure agreement for the disposal of all existing (clean fill) timber peeling waste on the site. This will include one or more sites for the relocation of both the clean timber peelings but also the topsoil and other sands to be removed from the site.
Department of Conservation - Concession	Recent engagement with the Department of Conservation (DoC) has included a confirmation as to the process for seeking a concession to cross the DoC land adjacent the boat harbour site to enable the connection with the river. This will include references to the areas of the DoC estate that the boat harbour project will undertake remediation works to which includes areas of the BOPRC and holding held for the neighbouring (now completed) canal remediation project.
Community Engagement	Further conversations with the community are underway now that the project crossed the milestone of the formation of the partnership. Then project is running small group drop-in sessions, allowing members of the wider community to meet to understand more about the project. Information is being shared via a new website, the traditional media and social media.

TE RĀHUI

HERENGA WAKA WHAKATĀNE

