



# **Whakatāne-Tauranga Rivers Scheme Advisory Group**

**20 March 2024  
10:00am**

Mātaatua Room, Bay of Plenty  
Regional Council, 5 Quay Street,  
Whakatane



# Whakatāne-Tauranga Rivers Scheme Advisory Group Meeting

Wednesday 20 March 2024 at 10am

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## Agenda

- 1 **Welcome**
- 2 **Apologies**
- 3 **Notes of previous meeting held on 4 October 2023**
- 4 **Matters arising from previous meeting**
- 5 **Long Term Plan and Rivers and Drainage Asset Management Plan proposed changes and budget**
- 6 **Capital Works Programme Update**
- 7 **Maintenance Works Programme Update**
- 8 **Essential Freshwater Update**
- 9 **Finance Report**
- 10 **Safeguarding our Stopbanks Project Update**
- 11 **Gravel Management Update**
- 12 **General business**
- 13 **Public forum**
- 14 **Meeting closure**

# Whakatane-Tauranga Rivers Scheme Advisory Group

## Meeting notes

<b>Commencing:</b>	Wednesday, 4 October 2023, 10.00 am
<b>Venue:</b>	Council Chambers, BOPRC Whakatāne office, 5 Quay Street, Whakatane
<b>Chairperson:</b>	Cr Ken Shirley
<b>Members:</b>	Scottie McLeod (Rangitāiki Plains), Brian Power (Rangitāiki Plains), Fraser McGougan (Middle Catchment Whakatāne River), Councillor Andrew Iles (WDC Councillor representative)
<b>BOPRC staff:</b>	Chris Ingle (General Manager Integrated Catchments Group), Kirsty Brown (Rivers and Drainage Assets Manager), Dan Batten (Rivers and Drainage Operations Manager), Mark Townsend (Engineering Manager), Bruce Crabbe (Principal Advisor), Geoff Stone (Area Engineer), Paula Chapman (Project Manager), Cleo Hanlon (RAD Coordinator), Laura Boucher (Comms Partner), Hemi Barsdell (Asset Management Specialist)
<b>Apologies:</b>	Geoff Mercer, Councillor T Iti, Loris Hastie, Patrick McGarvey, Toni Boynton (for lateness), Boots McNaught (for lateness),
<b>Absent:</b>	Bernie Clark, Jim Finlay, Malcolm Campbell

### 1. Welcome

The Chair opened the meeting and acknowledged the passing of Paki Nikora.

### 2. Apologies

Apologies were noted as above.

### 3. Previous Meeting Notes

#### 3.1 Resolved

**That the Whakatāne-Tauranga Rivers Scheme Advisory Group:**

**Confirms the notes from the previous meeting held 29 March 2023 are a true**

**and correct record.**

**Andrew Iles/Fraser McGougan  
CARRIED**

### **3.2 Matters Arising:**

- There were no matters arising from the previous meeting notes.
- In agreement with landowners' observations, sheetpiles have been removed at Kopeopeo Canal. Discussion continued regarding the need for remediation at the western end of the Kopeopeo Drain, despite low contamination levels reported to the Advisory Group. It was advised that this would be a larger-scale project without central government co-funding, making it cost-prohibitive. Alternatives such as capping the area as a wetland or exploring in situ bioremediation techniques are under consideration. Any future action would require resource consent.

## **4. Agenda items**

### **4.1 Long Term Plan 2024-34 and Rivers and Drainage Asset Management Plan 2024-74**

Presented by: Kirsty Brown, Hemi Barsdell and Laura Boucher.  
Agenda report taken as read.

#### **Key Points:**

- The proposed budget figures are currently in their initial stages and will undergo further refinement following group feedback.
- External pressures such as Central Government regulations, inflation and climate change contributing to unavoidable cost increases.
- Budget forecasts aim to achieve an appropriate balance between affordability and service provision, including appropriate risk management and alignment with national standards.
- The proposed operational expenditure is comparative to previous years, with proposed increases for asset defect remediation, Bylaws compliance and monitoring, ecological offset work, electricity, and diesel.
- Potential future financial impacts to be aware of:
  - Changes to the BOPRC Regional Natural resources Plan to implement the National Policy Statement for Freshwater Management may impose significant additional expenditure requirements for the scheme, particularly regarding drainage water discharge quality and scheme maintenance.
  - Aon Ltd has indicated that there could be a significant increase in infrastructure insurance premiums due to recent national and international weather events.
- Room for the River - entering a period of change for river management, with evolving principles and best practices, along with central government reforms and policy changes. Room for the Rivers is used globally to restore the natural flow path of rivers. It is expected that, overtime, this approach will play a pivotal role in future decision making for river management.
- Detailed comprehensive budgets with rating implications will be

- presented to the Advisory Group during the March 2024 meeting.
- Chris – staff are conscious of increases in rates and are looking at all options to reduce these increases, whilst maintaining our level of service.
- Laura – acknowledge that affordability for communities is top of mind. Focusing on core deliveries. Spoke through the comms plan for LTP.

### **Discussion:**

- The Rangitāiki Drainage scheme is part of the AMP, and undergoes a cycle of condition assessments, including visual inspections. Observed defects are triaged and passed onto the R&D Operations team for repair. Previously, there has been no budget for the removal of trees and other repairs so additional baseline budget has been proposed.
- The Flood Protection and Drainage Bylaw review in the previous triennium increased bylaw applicable areas, so this will capture more defects (ie trees) than had been previously identified.
- There will be the need to deliver ecological offset type work once the Regional Natural Resources Plan is updated as a result of the essential freshwaters program. This is expected to be finalised in 2025. Budget is being proposed to enable this work in the interim at a small scale and to begin to develop a 'catalogue' of offset type opportunities.
- Council is only in the initial stages of investigation into potential Room for the River approaches. Information will be provided as it comes available. Part of the investigation will include where erosion has already occurred, and where some sites may be healing naturally. Learnings and information will be provided at future meetings.
- Resource consent costs are provided for in years 3 to 5 of LTP2024-2034. This budget is based off actual figures from previous consent application costs. These figures are placeholders only in the event that the Regional Natural Resources Plan review requires the scheme to obtain resource consents for currently permitted activities.
- It was noted by some members when consultation periods fall in spring time, it is not always possible for farmers to engage due to their busy period.
- The group was asked to consider if the current stopbank levels of service need to be reviewed. If current levels of service remain, modelling may eventually show that an upgrading of stopbanks will be required, however if stopbank level of service is reduced, then these upgrades may not be required.

### **Actions:**

- It was requested that a full breakdown of costs, and where budget is to be spent, is presented to this group.
- The digital pulse survey is to be circulated amongst members.

## **4.2 Capital Works Programme Update**

Presented by: Mark Townsend. Agenda report taken as read.

**Key Points:**

- Project Future Proof will occur over four stages, from the McAlister St pump station to Muriwai Drive.
- Stage 1 of the project is out to tender, with tenders closing in November. Hapū engagement is nearing the end. Consents with WDC and BOPRC are progressing but are dependent on a cultural impact assessment report. Procurement will be confirmed in December, and construction to begin in January.

**Discussion:**

- BOPRC and WDC have been working together on Project Future Proof for five years. The Steering Group meets monthly (including CEO's from both Councils and Ngāti Awa). Stage 1 has been signed off by all three parties, and remaining stages are still being worked through.
- The Fishing Club is working through options with WDC and keeping BOPRC informed.
- Boots McNaught raised concerns over consultation with the community.

**Actions**

- Boots McNaught to be invited to attend an information day to communicate any concerns within the urban area.

**4.3 Maintenance Works Programme Update**

Presented by: Dan Batten, Geoff Stone and Bruce Crabbe.  
Agenda report taken as read.

**Key Points:**

- The Operations team are streamlining efficiencies. Maintenance sites are assessed on a case-by-case basis, working alongside landowners as much as possible.
- The Orini floodgate gantry has been replaced, for efficiencies and health and safety purposes.
- Proactive gravel maintenance assists with costs savings, and overflow depressions can also assist with pampas management.

**Discussion:**

- The Rūātoki water intake has been sheet piled by WDC. This is working, however it also requires some gravel management to help with the overflow.
- A spray programme in conjunction with TUT is to be restarted to get on top of pest plants that are re-establishing.
- BOPRC is working with WDC on the Ohutu Bridge abutments, and BOPRC will address the upstream erosion issues.

There were no matters arising.

#### **4.4 Finance Report Update**

Presented by: Kirsty Brown. Agenda report taken as read.

##### **Key Points:**

- Revenue and expenditure update for the 12 months ending 30 June 2023. Draft until adopted by Council.
- Total operating revenue is \$487,000 higher than budget due to data improvement with found assets, noting this is an accounting entry and does not impact operating reserves.
- Contract work expenditure was \$549,000 higher than budget due to weather events and the SOS project.
- Depreciation \$720,000 higher due to the unbudgeted depreciation for Kopeopeo Canal which will be removed as an end of year adjustment.
- Total operation expenditure \$650,000 higher than budget.
- Total operating deficit of \$1.1 million higher than budget.
- Total capital revenue \$366,000 lower than budget. This has resulted in an operating deficit of \$1.1M.
- Total capital expenditure was \$7million lower than budget due to prolong weather events and delays in community consultation for the Whakatāne River Stopbank (Project Future Proof) Project.
- Total funds available in reserves as at 30 June was in deficit \$261,000 as capital works were funded from the asset replacement reserve instead of borrowings.
- Internal loans had a closing balance of \$7.7 million.
- Asset valuation as of 1 July 2022 of \$99M.

There were no matters arising.

#### **4.5 Safeguarding our Stopbanks (SOS) Project Update**

Presented by: Paula Chapman. Agenda report was taken as read.

##### **Key Points:**

- Stage 2 update. 2a stopbank work complete. 2b stopbank works substantially complete due to delays with weather events. Some finishing work is to be carried over to the new financial year.
- Budget estimate is \$490k. The actual YTD costs are \$535k, due to a change to methodology, weather and ground conditions etc.
- Stage 3 includes the stopbank from properties 75 - 113 Riverside Drive.
- Geotechnical testing is being undertaken in this stage.
- Budget estimate \$700k. Spend YTD is \$50k, which has been for preliminary and Geotech works.
- Comms are ongoing via various mediums, including a newsletter, community reference group, the Whakatāne Beacon, website and direct communications.

##### **Discussion:**

- Ongoing maintenance of the stopbanks will include mowing. These costs were included in the LTP paper.
- Cut and carry will result in revenue over time, which will offset mowing costs.
- Stage 4 will complete the area from Landing Road to Riverside Drive. There may be other areas that will need to be completed after Stage 4. Stage 4 costs have been included in the LTP paper.
- Land drainage issues in the Apanui Ave catchment is a WDC issue, and concerns raised by residents should be directed to WDC.

#### **4.6 Gravel Extraction Update**

Presented by: Mark Townsend and Paula Chapman. Agenda report taken as read.

##### **Key Points:**

- The average gravel supply rate into the Tauranga River is estimated to be 20,000m<sup>3</sup> per year. While this indicates extraction is generally sustainable, extraction is purposefully directed towards specific locations are reaches where it is beneficial to the river system.
- There has been no extraction from the Tauranga River over the past 15 months.
- There was one extraction by WDC at Ōwhakatoro Stream this year, to remove the build up of gravel at bridge 105.
- There have been no extractions from the Whakatāne River since 2018.

There were no matters arising.

#### **4.7 General Business**

Presented by: Kirsty Brown. Agenda report taken as read.

##### **Key Points:**

- 2023 Terms of Reference for all river scheme advisory groups was adopted at the 9 August 2023 Council meeting.
- Second three-year term of ratepayer membership is due to conclude in October 2023. The public nomination process is scheduled for November.

##### **Additional General Business items:**

- A new Project Manager has been appointed to the Eastern Drain stopbank upgrade, and the project will start to progress soon.
- BOPRC are working with the Boat Harbour Project team on a peer review.

**12.37 pm - the meeting closed.**



## Action Sheet

### Whakatane-Tauranga Rivers Scheme Advisory Group Meeting 4 October 2023

Action	Person Responsible	Completed	Comment
1. It was requested that a full breakdown of costs, and where budget is to be spent, is presented to this group.	Kirsty Brown	Underway	Will be covered in item 1.
2. The digital pulse survey is to be circulated amongst members.	Laura	Completed	
3. Boots McNaught to be invited to attend an information day to communicate any concerns within the urban area.	Mark	Completed	

# MEMORANDUM

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**To:** Whakatāne-Tauranga Rivers Scheme  
Advisory Group

**From:** Hemi Barsdell  
**Assets Management Specialist**

**Date:** 28-02-2024

**File Ref:** A4611176

**Subject: Long Term Plan 2024-34 and the Rivers and Drainage Assets Management Plan 2024-74**

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The purpose of this memo is to provide information on the proposed draft budgets for the Long Term Plan 2024-34 and the Rivers and Drainage Asset Management Plan 2024-74. These budgets were revised following the October 2023 advisory group meeting and will be open for public consultation as part of Long Term Plan 2024-34 between 8 March and 6 April 2024.

A presentation on the proposed budget and its rating implications will be given at the meeting on 20 March 2024.

## Background

The Long Term Plan (LTP) is Council's key strategic document. It sets out Council's priorities for the next 10 years, including what will be done, how much it will cost and how it will be funded.

The Rivers and Drainage Asset Management Plan (AMP) is a 50-year plan that provides information about the assets and how they are maintained and managed to provide levels of service. Information from the AMP feeds into the LTP.

Both plans are reviewed every three years alongside each other to make sure they are relevant and accurate.

## Proposed LTP 2024-2034 Budget - key messages

- Investment in capital programmes over the next 10 years will enhance community resilience and wellbeing. Planned expenditure is reflective of the current costs associated with infrastructure construction and renewal.
- The Rivers and Drainage Operations Team is exploring and implementing cost-saving initiatives, such as conducting more work in-house, dry hiring equipment, the cost/benefit in owning machinery and plant, and nature-

based solutions for erosion management. These initiatives will/have result in cost efficiencies in the future.

- The rock replenishment rate was reduced in non-critical areas to 25% every 25 years (from 25% every 15 years) resulting in an annual saving to the scheme of \$64,000.
- In addition, the Rivers and Drainage Assets team will undertake a 'phase 2' of the previous infrastructure review to further investigate self-insurance, increasing the deductible for each claim (currently \$600,000), not insuring low-risk assets, etc., to minimise the impact of rising insurance costs.
- External cost factors - such as costs for materials, suppliers, and contractors, as well as central government regulations - are influencing some costs.
- In recent years there has been significant capital investment in new or upgraded flood control and protection assets, which has significantly enhanced resilience.
- The majority of capital works completed were funded through loans, with a forecasted \$14.9 million loan balance by 1 July 2024. Loan interest rates are set to rise to 4% in years 1 and 2 (2024/25 and 2025/26), up from the current 2.5%, leading to an additional annual cost of approximately \$223,000 compared to the current year. The loan balance is forecast to rise to \$29.8 million in 2026/27 and reduce to 22.5 million in 2033/34.
- As discussed at the September 2023 meeting, the proposed defects budget of \$90,000 and the Flood Protection and Drainage Bylaws budget of \$88,000 has increased the annual contract budget. This work is necessary to appropriately manage risks to flood protection and drainage asset integrity and to adopt best practice methodologies.
- Operating and capital expenditure varies between years, but the implication of expenditure on targeted rating is reflected in the table below under 'operating revenue by class'.
- Members are invited to provide submissions on the proposed budgets through the LTP process, described below.
- The appended table below details the proposed budget for LTP2024-2034.

### **LTP 2024-2034 Public Consultation Timeline and Process**

- Submissions open Friday 8 March and close Tuesday 9 April 2024.
  - o Submissions can be made online through BOPRC's website: [www.boprc.govt.nz/ltp-2024](http://www.boprc.govt.nz/ltp-2024), via email [LTP@boprc.govt.nz](mailto:LTP@boprc.govt.nz), or by posting a hard copy submission form to *Freepost Number 122076*,

*Long Term Plan Submissions, Bay of Plenty Regional Council, PO Box 364, Whakatāne 3158*

- Staff will also be present at several community events around the region with information and consultation packs.
  
- Hearings 14 and 16 May 2024, for those submitters that wish to speak to their submission.
- Council deliberations will take place on 29 May 2024.
- Long-Term Plan 2024-2034 adopted 30 June 2024.



Hemi Barsdell  
**Assets Management Specialist**

# Draft Long Term Plan 2024-2034

## Sub Activity 212 - Whakatane-Tauranga Rivers Scheme by Class

Run audit: 07-Dec-2023 @ 13:36:39 - Long-Term Plan Ledger: 25PJL04

Version: 4

	Annual Plan	2024-2034 Long Term Plan									
	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
	\$0	Year 1 \$0	Year 2 \$0	Year 3 \$0	Year 4 \$0	Year 5 \$0	Year 6 \$0	Year 7 \$0	Year 8 \$0	Year 9 \$0	Year 10 \$0
<b>OPERATING</b>											
<b>Operating revenue by class</b>											
Targeted rates	2,273	3,250	3,688	4,340	4,662	4,789	4,916	5,018	5,075	5,111	4,721
External interest income	9	22	9	13	24	24	24	24	24	24	24
Other revenue	69	70	71	73	74	75	76	76	77	78	77
General rates	284	377	431	529	579	593	591	600	612	624	583
Investment income	348	432	469	559	600	618	638	655	657	654	597
<b>Total operating revenue</b>	<b>2,983</b>	<b>4,152</b>	<b>4,668</b>	<b>5,513</b>	<b>5,939</b>	<b>6,099</b>	<b>6,245</b>	<b>6,372</b>	<b>6,444</b>	<b>6,491</b>	<b>6,003</b>
<b>Expenditure by class</b>											
Administration expenses	9	9	9	9	9	9	10	10	10	10	10
Other expenses	2,125	520	560	606	657	1,458	776	845	859	873	864
Contract work	573	851	865	882	898	915	931	947	964	980	979
Depreciation and Amortisation	306	1,109	1,142	1,184	1,226	1,278	1,326	1,362	1,394	1,426	1,450
<b>Expenditure (before charges and recoveries)</b>	<b>3,013</b>	<b>2,488</b>	<b>2,576</b>	<b>2,682</b>	<b>2,791</b>	<b>3,660</b>	<b>3,043</b>	<b>3,163</b>	<b>3,226</b>	<b>3,289</b>	<b>3,303</b>
<b>Net overhead charges and recoveries</b>	<b>1,314</b>	<b>1,769</b>	<b>1,988</b>	<b>2,419</b>	<b>2,560</b>	<b>2,553</b>	<b>2,539</b>	<b>2,498</b>	<b>2,456</b>	<b>2,384</b>	<b>2,388</b>
<b>Total operating expenditure</b>	<b>4,327</b>	<b>4,257</b>	<b>4,564</b>	<b>5,100</b>	<b>5,351</b>	<b>6,213</b>	<b>5,581</b>	<b>5,661</b>	<b>5,682</b>	<b>5,673</b>	<b>5,692</b>
<b>Total operating surplus (deficit)</b>	<b>(1,344)</b>	<b>(105)</b>	<b>105</b>	<b>413</b>	<b>588</b>	<b>(114)</b>	<b>664</b>	<b>711</b>	<b>763</b>	<b>818</b>	<b>311</b>
<b>Operating funding</b>											
Operating transfer from reserve	(1,871)	(800)	(819)	(797)	(797)	(1,541)	(797)	(797)	(797)	(797)	(797)
Operating transfer to reserve	527	695	924	1,209	1,385	1,427	1,461	1,507	1,559	1,615	1,108
<b>Total operating funding</b>	<b>(1,344)</b>	<b>(105)</b>	<b>105</b>	<b>413</b>	<b>588</b>	<b>(114)</b>	<b>664</b>	<b>711</b>	<b>763</b>	<b>818</b>	<b>311</b>
<b>CAPITAL EXPENDITURE</b>											
Whakatane Tauranga culvert renewals	58	0	0	0	484	0	0	0	0	0	0
Whakatane River (modelling)	0	0	0	0	0	0	0	174	178	0	0
Whakatane River stopbanks Future Proof project	2,933	3,042	5,744	7,147	0	0	0	0	0	0	0
Trident stopbank design	174	51	2,530	0	0	0	0	0	0	0	0
Whakatane Tauranga river hydrology	0	0	0	0	0	0	57	0	0	0	0

Whakatane Tauranga river design	0	0	0	0	0	0	0	0	0	181	0
Whakatane Tauranga canal modelling	58	0	0	0	0	0	0	0	0	0	0
Whakatane Tauranga canal construction	0	51	1,623	0	0	0	0	0	0	0	0
Safeguard our Stopbanks Whakatane Tauranga	698	924	0	0	0	0	0	0	0	0	0
Whakatane structure renewals	0	103	105	107	0	0	0	0	0	0	62
Whakatane Tauranga fish passage	0	21	21	21	0	0	0	0	0	0	0
Whakatane Tauranga consent new	0	0	0	31	57	145	0	0	0	0	0
Te Rahu floodgate replacement	0	0	0	0	0	963	0	0	0	0	0
Awatapu Lagoon culvert replacement	0	0	0	0	0	0	232	0	0	0	0
Whakatane River stopbank construction	0	0	0	0	0	0	0	0	0	0	2,464
<b>Total Capital Expenditure</b>	<b>3,921</b>	<b>4,193</b>	<b>10,024</b>	<b>7,307</b>	<b>541</b>	<b>1,108</b>	<b>289</b>	<b>174</b>	<b>178</b>	<b>181</b>	<b>2,525</b>
<b>Capital cost of borrowing</b>											
New loans - clean heat programme	0	0	0	0	0	0	0	0	0	0	0
Clean heat loan repayments	0	0	0	0	0	0	0	0	0	0	0
Capital expenditure loan repayments	2,555	774	1,049	1,370	1,566	1,660	1,755	1,838	1,922	2,009	1,527
<b>Total Other Capital Costs</b>	<b>2,555</b>	<b>774</b>	<b>1,049</b>	<b>1,370</b>	<b>1,566</b>	<b>1,660</b>	<b>1,755</b>	<b>1,838</b>	<b>1,922</b>	<b>2,009</b>	<b>1,527</b>
<b>Total capital expenditure</b>	<b>6,476</b>	<b>4,967</b>	<b>11,073</b>	<b>8,677</b>	<b>2,107</b>	<b>2,768</b>	<b>2,044</b>	<b>2,012</b>	<b>2,100</b>	<b>2,191</b>	<b>4,052</b>
<b>CAPITAL FUNDING</b>											
<b>Funding of Capital Expenditure</b>											
Capital grants received	(1,944)	0	0	0	0	0	0	0	0	0	0
Capital Disposals	0	0	0	0	0	0	0	0	0	0	0
Increase in debt	(1,977)	(4,193)	(10,024)	(7,307)	(541)	(1,108)	(289)	(174)	(178)	(181)	(2,525)
<b>Funding of capital expenditure</b>	<b>(3,921)</b>	<b>(4,193)</b>	<b>(10,024)</b>	<b>(7,307)</b>	<b>(541)</b>	<b>(1,108)</b>	<b>(289)</b>	<b>(174)</b>	<b>(178)</b>	<b>(181)</b>	<b>(2,525)</b>
<b>Funding of borrowing costs</b>											
Clean heat programme	0	0	0	0	0	0	0	0	0	0	0
Clean heat loan repayments	0	0	0	0	0	0	0	0	0	0	0
Capital expenditure loan repayments	(2,555)	(774)	(1,049)	(1,370)	(1,566)	(1,660)	(1,755)	(1,838)	(1,922)	(2,009)	(1,527)
<b>Total loan</b>	<b>(2,555)</b>	<b>(774)</b>	<b>(1,049)</b>	<b>(1,370)</b>	<b>(1,566)</b>	<b>(1,660)</b>	<b>(1,755)</b>	<b>(1,838)</b>	<b>(1,922)</b>	<b>(2,009)</b>	<b>(1,527)</b>
<b>Total capital funding</b>	<b>(6,476)</b>	<b>(4,967)</b>	<b>(11,073)</b>	<b>(8,677)</b>	<b>(2,107)</b>	<b>(2,768)</b>	<b>(2,044)</b>	<b>(2,012)</b>	<b>(2,100)</b>	<b>(2,191)</b>	<b>(4,052)</b>

# Draft Long Term Plan 2024-2034

## Sub Activity 214 - Rangitaiki Drainage Schemes by Class

Run audit: 07-Dec-2023 @ 13:37:14 - Long-Term Plan Ledger: 25PJL.04

Version: 4

	Annual Plan	2024-2034 Long Term Plan									
	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
	\$0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
<b>OPERATING</b>											
<b>Operating revenue by class</b>											
Targeted rates	1,393	1,566	1,654	1,762	1,826	1,873	1,923	1,972	2,014	2,031	1,946
External interest income	3	5	7	6	6	6	6	6	6	6	6
<b>Total operating revenue</b>	<b>1,396</b>	<b>1,571</b>	<b>1,661</b>	<b>1,769</b>	<b>1,832</b>	<b>1,879</b>	<b>1,929</b>	<b>1,978</b>	<b>2,020</b>	<b>2,037</b>	<b>1,952</b>
<b>Expenditure by class</b>											
Administration expenses	7	8	8	9	11	11	11	11	11	11	11
Other expenses	99	126	134	144	252	166	179	192	196	199	198
Contract work	459	526	534	544	554	564	574	585	595	605	601
Depreciation and Amortisation	48	42	48	55	61	65	68	72	76	81	85
<b>Expenditure (before charges and recoveries)</b>	<b>613</b>	<b>701</b>	<b>724</b>	<b>753</b>	<b>877</b>	<b>806</b>	<b>833</b>	<b>860</b>	<b>878</b>	<b>895</b>	<b>895</b>
<b>Net overhead charges and recoveries</b>	<b>633</b>	<b>748</b>	<b>787</b>	<b>842</b>	<b>869</b>	<b>882</b>	<b>895</b>	<b>907</b>	<b>922</b>	<b>910</b>	<b>923</b>
<b>Total operating expenditure</b>	<b>1,246</b>	<b>1,449</b>	<b>1,512</b>	<b>1,595</b>	<b>1,746</b>	<b>1,688</b>	<b>1,728</b>	<b>1,767</b>	<b>1,799</b>	<b>1,805</b>	<b>1,818</b>
<b>Total operating surplus (deficit)</b>	<b>149</b>	<b>122</b>	<b>149</b>	<b>174</b>	<b>86</b>	<b>191</b>	<b>201</b>	<b>210</b>	<b>221</b>	<b>232</b>	<b>134</b>
<b>Operating funding</b>											
Operating transfer from reserve	0	0	0	0	(97)	0	0	0	0	0	0
Operating transfer to reserve	149	122	149	174	183	191	201	210	221	232	134
<b>Total operating funding</b>	<b>149</b>	<b>122</b>	<b>149</b>	<b>174</b>	<b>86</b>	<b>191</b>	<b>201</b>	<b>210</b>	<b>221</b>	<b>232</b>	<b>134</b>
<b>CAPITAL EXPENDITURE</b>											
Rangitaiki Drainage Schemes Renewals	581	237	241	246	0	0	0	0	0	0	0
Rangitaiki Drainage consent new	0	0	0	5	11	0	0	0	0	0	0
Rangitaiki Drainage Canal stopbank construction	0	0	1,047	0	0	0	0	0	0	0	0
Rangitaiki Drainage structure renewals	0	21	21	21	109	112	114	116	119	121	123
<b>Total Capital Expenditure</b>	<b>581</b>	<b>258</b>	<b>1,309</b>	<b>273</b>	<b>120</b>	<b>112</b>	<b>114</b>	<b>116</b>	<b>119</b>	<b>121</b>	<b>123</b>
<b>Capital cost of borrowing</b>											
New loans - clean heat programme	0	0	0	0	0	0	0	0	0	0	0
Clean heat loan repayments	0	0	0	0	0	0	0	0	0	0	0
Capital expenditure loan repayments	106	129	160	192	207	220	233	247	261	276	183
<b>Total Other Capital Costs</b>	<b>106</b>	<b>129</b>	<b>160</b>	<b>192</b>	<b>207</b>	<b>220</b>	<b>233</b>	<b>247</b>	<b>261</b>	<b>276</b>	<b>183</b>

## Sub Activity 214 - Rangitaiki Drainage Schemes by Class

Run audit: 07-Dec-2023 @ 13:37:14 - Long-Term Plan Ledger: 25PJL.04

Version: 4

	Annual Plan	2024-2034 Long Term Plan									
	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
	\$0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
<b>Total capital expenditure</b>	<b>686</b>	<b>387</b>	<b>1,470</b>	<b>465</b>	<b>327</b>	<b>332</b>	<b>347</b>	<b>363</b>	<b>380</b>	<b>397</b>	<b>306</b>
<b>CAPITAL FUNDING</b>											
<b>Funding of Capital Expenditure</b>											
Capital Disposals	0	0	0	0	0	0	0	0	0	0	0
Increase in debt	(581)	(258)	(1,309)	(273)	(120)	(112)	(114)	(116)	(119)	(121)	(123)
<b>Funding of capital expenditure</b>	<b>(581)</b>	<b>(258)</b>	<b>(1,309)</b>	<b>(273)</b>	<b>(120)</b>	<b>(112)</b>	<b>(114)</b>	<b>(116)</b>	<b>(119)</b>	<b>(121)</b>	<b>(123)</b>
<b>Funding of borrowing costs</b>											
Clean heat pogramme	0	0	0	0	0	0	0	0	0	0	0
Clean heat loan repayments	0	0	0	0	0	0	0	0	0	0	0
Capital expenditure loan repayments	(106)	(129)	(160)	(192)	(207)	(220)	(233)	(247)	(261)	(276)	(183)
<b>Total loan</b>	<b>(106)</b>	<b>(129)</b>	<b>(160)</b>	<b>(192)</b>	<b>(207)</b>	<b>(220)</b>	<b>(233)</b>	<b>(247)</b>	<b>(261)</b>	<b>(276)</b>	<b>(183)</b>
<b>Total capital funding</b>	<b>(686)</b>	<b>(387)</b>	<b>(1,470)</b>	<b>(465)</b>	<b>(327)</b>	<b>(332)</b>	<b>(347)</b>	<b>(363)</b>	<b>(380)</b>	<b>(397)</b>	<b>(306)</b>



# Whakatāne-Tauranga Rivers Scheme

## Capital Works Programme 2023-2024

The following table outlines the Whakatane-Tauranga Rivers Scheme capital work programme for 2023-2024.

Budget figures are from the Annual Plan 2023-2024 and do not include approved carry forwards from the previous financial year.

Whakatane-Tauranga Rivers Scheme Capital Budget for 2023-2024 is \$10,945,742 this is exclusive of carry forward funding.

Project name and background	Budget Annual Plan 2023-2024	Update	Milestones 2023-2024
<p><b>Project Future Proof - Whakatāne Town Centre flood defence upgrade</b></p> <p>Programme of work to ensure river scheme assets within Whakatāne town will continue to protect the community from flooding in coming decades. The work involves upgrades to stopbanks, floodwalls and stop-logs, and includes geotechnical seepage control measures.</p> <p>The current focus of the project is on upgrading stopbanks, floodwalls, and remediating seepage issues, within Whakatāne town centre (from the McAllister Street Pump Station to the Whakatāne iSite along Kakahoroa Drive.</p> <p>This work has attracted Central Government Climate Resilience Funding.</p> <p>For information and updates visit the Project Page or <a href="http://www.boprc.govt.nz/our-projects/whakatane-town-centre-flood-defence-upgrade">www.boprc.govt.nz/our-projects/whakatane-town-centre-flood-defence-upgrade</a></p>	<p>\$8,582,896 (\$5,872,000)</p> <p>Includes carry forward funding from 2023-24.</p>	<p>Public consultation on the wider Project Future Proof project is underway.</p> <p>Kakahoroa East and West Stage One works are underway.</p> <p>Detailed design for Stage Two works are underway.</p>	<p><b>Stage One</b></p> <ul style="list-style-type: none"> <li>Construction works commence December 2023.</li> <li>Works complete June 2024.</li> </ul>
<p><b>Eastern Drain Stopbank Upgrade</b></p> <p>The Eastern Drain stopbanks have been identified as being a high risk of failure. Construction works are planned for 2023/24.</p>	<p><b>\$ 780,000</b></p> <p>Includes carry forward funding from 2023-24.</p>	<p>Modelling completed. Concepts being finalised and landowner consultation about to begin.</p>	<ul style="list-style-type: none"> <li>Works complete June 2024.</li> </ul>

Project name and background	Budget Annual Plan 2023-2024	Update	Milestones 2023-2024
<p><b>Whakatāne River Capacity Review – modelling</b></p> <p>The purpose of the capacity review is to assess current flood protection and determine whether upgrades are required to meet and maintain the agreed level of service.</p> <p>The focus in 2022/23 was on hydraulic modelling of the Whakatāne and Tauranga Rivers. Some work remaining.</p>	<p><b>\$ 0</b></p>	<p>Modelling works underway expected completion December 2024.</p>	<ul style="list-style-type: none"> <li>• Modelling and design work completed June 2024.</li> </ul>
<p><b>Whakatāne Canals – modelling</b></p> <p>Hydraulic modelling of the Whakatāne canals (Te Rahu, Waioho, Kopeopeo and Orini) to be undertaken (construction recommended for 2024/25).</p>	<p><b>\$58,000</b></p> <p>Includes carry forward funding from 2023-24.</p>	<p>Modelling works underway expected completion December 2024. .</p>	<ul style="list-style-type: none"> <li>• Whakatāne Canal – modelling completed June 2024.</li> </ul>
<p><b>Trident High School Stopbank - Design</b></p> <p>Various sections of the stopbank beside Trident high school require upgrading. The work will include removal of tree roots and stumps on the road side.</p> <p>Investigation and design are planned for 2023/24, consenting in 2024/25 with construction provided for in 2025/26.</p>	<p><b>\$174,000</b></p>	<p>Project scoping work is underway. Geotechnical and design consultancy awarded.</p>	<ul style="list-style-type: none"> <li>• Detailed design completed by June 2024</li> <li>• Consultation with affected parties undertaken.</li> </ul>
<p><b>Whakatāne-Tauranga Culvert Renewals</b></p> <p>Renewal of culverts in keeping with asset management planning. The work this year involves a number of locations in Poroporo and Tāneatua.</p>	<p><b>\$58,000</b></p>	<p>Project scoping work underway.</p>	<ul style="list-style-type: none"> <li>• Works complete June 2024.</li> </ul>
<p><b>Whakatane Tauranga Flood Damage Repairs</b></p> <p>Completion of flood damage erosion at three sites remaining from 2017 flood event.</p>	<p><b>\$595,000</b></p>	<p>Works completed at the Ngati Rongo (Tatai Whetu), and Tangohau Trust sites.</p>	<ul style="list-style-type: none"> <li>• Works complete June 2024.</li> </ul>

Project name and background	Budget Annual Plan 2023-2024	Update	Milestones 2023-2024
<p><b>Safeguarding our Stopbanks</b></p> <p>The Safeguarding our Stopbanks work involves removing vegetation and structures on flood protection land, along with the repair and remediation of those flood protection assets.</p> <p>The work this year is focused on Stage 3 southern end of Riverside Drive.</p>	<p><b>\$698,000</b></p>	<p>Stopbank repair works are underway approximately 60% complete.</p> <p>Some permanent fences have been completed.</p> <p>Engagement and communication ongoing.</p>	<ul style="list-style-type: none"> <li>• Works underway October 2023.</li> <li>• Works completed by June 2024.</li> </ul>

# Maintenance Programme Update 2023-2024

**The purpose of this report is to provide an overview of the Whakatāne-Tauranga Rivers Scheme maintenance work programme for 2023-2024**

## Maintenance programme

Maintenance works comprise 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, considering 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 2023-2024:

- Multiple erosion sites and river gravel management works have been underway on both banks of the Whakatāne River. Trenched willows, rock groynes, willow layering and pole planting works above the Ohotu Bridge have now been completed. We have been employing softer engineering techniques and applying a 'room for the river' corridor for decision making on repair priorities.
- We are extending our Te Rahu Willow nursery. There will be more species of high quality, specialist cultivars to ensure we have stocks of the right species for use at river and stream bank stabilisation sites.
- Repairing priority defects identified through asset condition assessments – priority sites on the Whakatāne River are currently underway.
- Culvert, headwall, and erosion repairs at Rewatu Road outlet have been completed.
- Gravel beach maintenance and overflow depressions to keep the gravel mobile and avoid constriction of the river floodway has been carried out with BOPRC staff operating dry hire machinery.
- Working collaboratively with iwi and hapū on maintenance work, flood repairs and enhancement projects is ongoing.
- Ongoing maintenance and enhancement work on the Paekoau Stream to take place this winter.
- Focus on pest plant control e.g. combating the proliferation of pampas in the river floodway. Drone spraying trials have been completed and have proven to be a cost effective, non-invasive way to control gravel beach pest vegetation.



*Example photo, Drone spraying operation*

## Maintenance programme budget 2023-2024

A budget summary table for the Whakatāne-Tauranga Rivers Scheme maintenance 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 Programme Budget 2023-2024	
Annual Maintenance Budget	\$904,500
Annual Flood Damage Allowance	\$247,300
<b>TOTAL</b>	<b>\$1,151,800</b>

# Bay of Plenty Regional Council - Toi Moana

## Statement of revenue and expense: Whakatane-Tauranga Rivers Scheme

For the 6 months ending 31 December 2023

Year to date		Variance		Annual			Variance	
Budget	Actual	\$	Variance indicator	Variance Commentary	Budget	Forecast	\$	Variance indicator
\$000				\$000				

### Operating revenue by class

General rates	142	142	0	-		284	284	0	-
Targeted rates	1,136	1,136	0	-		2,273	2,273	0	-
External interest income	5	24	19	Higher	Additional interest received due to higher interest rates	9	29	20	Higher
Other revenue	50	33	(17)	Lower	Grazing licence invoicing underway	69	52	(17)	Lower
Investment income	174	174	(0)	-		348	348	(0)	-
<b>Total revenue</b>	<b>1,507</b>	<b>1,510</b>	<b>3</b>	Higher		<b>2,983</b>	<b>2,986</b>	<b>3</b>	Higher

### Operating expenditure by class

Administration expenses	4	10	6	Higher		9	14	5	Higher
Grants and subsidies	0	3	3	Higher		0	3	3	Higher
Other expenses	244	292	48	Higher	It is expected to slightly under budget at year end	2,125	2,100	(25)	Lower
Consultancy fees	0	16	16	Higher		0	16	16	Higher
Contract work	172	507	335	Higher	Work has been undertaken earlier than expected for the SoS project. It is expected that contract work overall will be slightly over budget at year end.	573	664	91	Higher
Depreciation and Amortisation	153	153	0	-		306	306	0	-
<b>Subtotal - expenditure</b>	<b>572</b>	<b>980</b>	<b>408</b>	Higher		<b>3,013</b>	<b>3,103</b>	<b>90</b>	Higher
<b>Net overhead charges and recoveries</b>	<b>657</b>	<b>575</b>	<b>(82)</b>	Lower		<b>1,314</b>	<b>1,232</b>	<b>(82)</b>	Lower
<b>Total operating expenditure</b>	<b>1,229</b>	<b>1,555</b>	<b>326</b>	Higher		<b>4,327</b>	<b>4,335</b>	<b>8</b>	Higher
<b>Total operating surplus (deficit)</b>	<b>278</b>	<b>(45)</b>	<b>(323)</b>			<b>(1,344)</b>	<b>(1,349)</b>	<b>(5)</b>	

### Capital revenue by class

Capital funding	972	594	(378)	Lower	Some central government funding for Whakatane's Project Future Proof from Climate Resilience fund has been received.	1,944	2,368	424	Higher
<b>Total capital revenue</b>	<b>972</b>	<b>594</b>	<b>(378)</b>	Lower		<b>1,944</b>	<b>2,368</b>	<b>424</b>	Higher
<b>Total surplus (deficit)</b>	<b>1,250</b>	<b>549</b>	<b>(701)</b>			<b>600</b>	<b>1,019</b>	<b>419</b>	

# Bay of Plenty Regional Council - Toi Moana

## Statement of revenue and expense: Whakatane-Tauranga Rivers Scheme

For the 6 months ending 31 December 2023

Year to date		Variance		Annual		Variance		
Budget	Actual	\$	Variance indicator	Variance Commentary	Budget	Forecast	\$	Variance indicator
\$000				\$000				

### Capital expenditure by project

Whakatane Tauranga Flood Damage Repairs	0	503	503	Higher	Flood damage repair works are continuing in the upper sections of the scheme	595	566	(29)	Lower
Whakatane Tauranga culvert renewals	29	0	(29)	Lower		58	29	(29)	Lower
Whakatane River (modelling)	0	3	3	Higher		0	3	3	Higher
Whakatane River Project Future Proof	1,466	214	(1,252)	Lower	Stage 1 is currently underway.	8,583	5,513	(3,070)	Lower
Trident stopbank design	87	0	(87)	Lower		174	87	(87)	Lower
Whakatane Tauranga canal modelling	29	3	(26)	Lower		58	32	(26)	Lower
Eastern Drain	0	0	0	-		780	780	0	-
Safeguard our Stopbanks Whakatane Tauranga	349	269	(79)	Lower		698	698	1	Higher
<b>Total capital expenditure</b>	<b>1,960</b>	<b>993</b>	<b>(967)</b>			<b>10,946</b>	<b>7,708</b>	<b>(3,237)</b>	

# MEETING REPORT



**To:** Whakatāne-Tauranga Rivers Scheme  
Advisory Group – 20 March 2024.

**Author:** Paula Chapman  
Project Manager

**Date:** 29 February 2024

**Subject:** Safeguarding our Stopbanks Update

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## **1. Safeguarding Our Stopbanks Project – Background**

The Safeguarding our Stopbanks (SOS) project began in 2020/21. The purpose of the project is to maintain community safety by resolving situations where encroaching land use may have affected the integrity of flood protection assets.

Over time residents have established vegetation, landscaping and fencing on public land and in many cases onto the adjoining stopbank batter and crest. The encroachments on the Whakatāne River were identified as a risk to the stopbank as far back as 2007 and were highlighted in the 2019 Asset Performance Assessment work as high risk.

The work is needed to ensure community flood protection assets (stopbank and floodwall) can be maintained in the future and to remediate potentially defective areas caused by the encroachments.

Residents are now aware of the land ownership and the need to remediate the stopbank asset to support community flood protection. Some residents have had private use of the public land for many years and are apprehensive about the change.

## **2. Whakatāne River – Stage One**

Stage 1 of the Project on the Whakatāne River stopbank was completed in 2022. This involved 17 properties and encroachments on and into the stopbank on Whakatāne District Council (WDC) land in the area 50 Henderson Street through to 9 Ferry Road.

## **3. Whakatāne River – Stage Two**

Stage 2A of the project involved 10 properties in the area 48 Henderson Street through to 36 Henderson Street and 2-6 Mananui Crescent, Whakatāne.

This work was similar to that undertaken as part of Stage 1 involving stopbank remediation and was completed in 2023.



Stage 2B of the project involved the section of stopbank where the floodwall is present on top of the bank, 32 Henderson Street through to 109 Landing Road. This work was substantially completed in 2023. The stumps and roots of the trees located at the Whakatāne Rowing Club were also removed as part of this section.

There remains some minor permanent fencing work to be done.

#### 4. Whakatāne River - Stage Three

Stage 3 of the project involves the stopbank at the southern end of Riverside Drive being properties at 75 -113 Riverside Drive. This work is progressing well.

The major tree and vegetation removal was completed by December 2023 and the earthworks are approximately 70% complete. Some new permanent fencing work is underway and grass cover is establishing on the completed areas.

This stage has highlighted numerous over boundary and concealed structures. These have included garden sheds, green houses, pools, decks, buildings, sumps, drains and old tree stumps.



The team is working closely with owners, geotechnical engineers, contractors and WDC to ensure stopbank integrity and ongoing stopbank maintenance/upgrade are at the forefront of removal or alteration decisions.

#### 4.1 Safeguarding our Stopbanks - Field Maps

Council’s Engineering team has been instrumental in developing a Field Maps based system to collect construction information (as built records, sketches, photos, compaction testing, equipment, weather conditions, timing, location, and personnel) as part of the SOS Stage 3 works.

The electronic system allows for contractors and consultants on site to record and upload information as and where it occurs (using an iPad or iPhone). The resulting dashboard can be accessed by management, geotechnical consultants and the contractor live, assisting with timely advice and decision making to support the works.

For as-built and historical purposes the system provides a more accurate and detailed record of works undertaken. Similar information had been collected as a paper-based exercise through Stages 1 and 2. This information is now being loaded into the dashboard to produce a complete record of all stages.



#### 5. Safeguarding our Stopbanks - Stage 4

Stage 4 of the project involves remaining Riverside Drive properties and this work is scheduled for the 2024/25 construction season.

#### 6. Riverside Drive Residents Group

To help support the community and enable ongoing conversations between Regional Council and impacted residents, a Community Reference Group has been established. This group meets regularly for the purpose of sharing

information from the Regional Council and for local community representatives to have a voice. The concerns and interest of the group is wide ranging and involves information sharing and education beyond the SOS project.

## 7. Communications

The community newsletter has been a valuable method to update the local residents on the project including those areas that have been completed. This is sent out every approximately 6-8 weeks. The most recent newsletter is attached for members information.

The communications team are also working on some positive project progress communications to a wider audience.

## 8. Financials

	Estimate/budget	YTD (Feb 2024)
Stage 2	\$490,000	\$507,000
Stage 3	\$698,000	\$406,830

### Stage 2 Costs

- Change to compaction methodology.
- Poor weather and ground conditions (very wet spring, summer, and autumn period).
- Timing of work programme extended.
- Work required on other assets (flood wall and WDC cesspit).

### Stage 3 Costs

- Geotechnical Engineering
- Concealed items



# Safeguarding our Stopbanks



FEBRUARY 2024

## PROJECT UPDATE #9

Happy new year and welcome to 2024. We hope you're having a great summer so far and enjoyed what the festive season had to offer.

It's been a busy year already as works on **Stage 3** began w/c 8 January and, thanks to good weather days, have been making good progress – read more about this below.

Our engineering team will soon be starting works in the CBD with Project Future Proof. This is a large-scale project to replace and upgrade the stopbanks and floodwalls in town to meet the needs of a changing climate.

Throughout SOS project, our team are always contactable. If you have any feedback, queries or concerns, please contact us on **riversanddrains@boprc.govt.nz**

*The Safeguarding our Stopbanks project team*

### A quick recap on why this work is happening

Stopbanks are only as strong as their weakest link and are vulnerable to damage.

Over the years non-approved structures, trees and gardens have been established on public land. This can create weakness in the stopbank, which can cause water to flow through and lead to the stopbank failing.

This work involves removing some of the vegetation and structures to enable the repair and strengthening of the stopbank.

To find out more about our latest projects visit: **boprc.govt.nz/flood-defences**

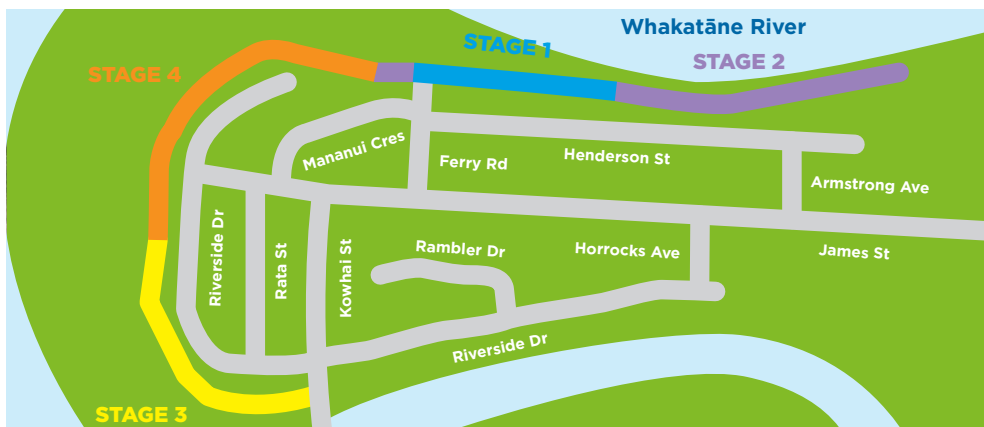
**VISIT:** 5 Quay Street, Whakatāne **OPEN:** 8.30am - 5pm Monday - Friday  
**PHONE:** 0800 884 880 | 6am - 6pm **7 DAYS A WEEK** or **EMAIL:** info@boprc.govt.nz



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# Project update



- **STAGE 1:**  
**COMPLETE**
- **STAGE 2:**  
**COMPLETE**
- **STAGE 3:**  
October 2023  
- April 2024
- **STAGE 4:**  
October 2024  
- April 2025

## Stage 3

Good weather and ground conditions have aided contractors to make steady progress on the stopbank works in the first section of **Stage 3** (some fencing work next to the completed sections has also begun). This section (adjacent to 75 - 91 Riverside Drive) is expected to be complete by early February. The second section of stopbank (adjacent to 93 - 113 Riverside Drive) will follow.

These works include removing all tree stumps, tree roots, inground structures and stopbank repairs, and are on track for completion by the end of April (if weather and ground conditions remain stable). Some tidy up, reseeding and fencing work may carry through to May.

A reminder that this area is an active work site; please be mindful of this and avoid the area at all times for the safety of both you and the contractors. We acknowledge residents may experience some disruption while construction is happening (weekdays from 7.30am to 6.30pm), including noise and possible dust (dust mitigations will be in place).

We have also been notified that several wasp nests have been uncovered during the works. Please contact us if you have any concerns about nests near your property.

We thank you for your patience and understanding.



Before works paused for the festive season, our contractor notified us that some fuel and gear were stolen. This occurred at night with the offenders cutting the chain on a gate to gain access and specifically targeting contractor equipment.

While every precaution is taken by our team and the contractors to make sure the site is left in a way that deters criminal activity (for example, loose tools and valuable items are removed from the area) it is not viable for machinery to be moved off site each day. The contractor has put steps in place to reduce the likelihood of future thefts.

Thefts like this are extremely unfortunate for the community and contractors. If you hear or see anything of concern in the area, please contact Whakatāne Police as they are aware of the recent thefts and are monitoring the situation.

## Next Reference Group Meeting

The SOS Community Reference Group provides a platform for residents to connect with Council's project team, have input on how we communicate to residents in the project area, and provide feedback on the process or project to us directly.

Our next meeting is being held at the end of February. If you'd like to learn about the reference group or get involved please contact Kirsty Brown, Rivers and Drainage Asset Manager, via email on [riversanddrains@boprc.govt.nz](mailto:riversanddrains@boprc.govt.nz)



# What's on near you?

## Works notice: Surveying around Awatapu Outlet

We have contractors doing surveying work and ground investigations around the Awatapu Outlet in the coming months. This survey work is not related to SOS, but it is part of our ongoing work to improve flood protection around the rohe. This survey will help inform our review of the stopbanks on the southern side of Whakatāne.



## Draft management plan for the river berms

While the SOS project focuses on the flood defences, it has also presented an opportunity to think about environmental enhancement improvements in the adjacent Whakatāne river berm, to make this a thriving habitat and a more user-friendly space.

We have already undertaken work like this in past years, for example when we created the Ferry Road inanga ponds, we not only created a new inanga spawning site, but we also used some of the soil removed from the site to top-up the nearby stopbanks as part of SOS.



We're now looking at what other improvements could be made to the area – including adjusting the steepness of riverbanks to allow spawning sites and habitat for native fish; enhancing persistent wet areas and introducing native vegetation planting.

This draft management plan is in its infancy, and while this is an early 'head's up', we're planning to have further discussions with residents about what the area could look like.

If you're interested to know more, keep an eye out for future communications on this, including a future on-site opportunity for you to provide feedback.

# Other council news

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## Project Future Proof: Works to start in February

This summer, Regional Council is starting a multi-stage, multi-year project to upgrade the stopbanks and floodwalls in the Whakatāne CBD. This is called Project Future Proof. We'll be starting along the Warren Cole Walkway between the skate park and the iSite, and working our way downstream over the coming years.

While we're improving the flood defences, we will also improve pedestrian and accessibility access onto the Warren Cole Walkway from the shopping area across the road, as well as vehicle access into the Yacht Club car park.

During construction, parts of the walkway will require detours and Kakahoroa Drive will be reduced to a single lane around the work site. This will be signposted.

Flooding is the most common natural hazard in Aotearoa, and one of our core roles is to help minimise the risk this poses to people, property and livelihoods. You can keep updated about the project via our website: [www.boprc.govt.nz/future-proof](http://www.boprc.govt.nz/future-proof)

## Reminder: Help keep bikes and quads off stopbanks

Whakatāne District Council bylaws prohibit the riding of motorbikes and quad bikes on park and reserve areas, as they can cause damage and be dangerous to other users.

Whakatāne District Council and Whakatāne Police are aware of an increase in activity around Riverside Drive and across the river. To help reduce this behaviour, your assistance is required. If you see vehicles in the area, please immediately report and provide details to Whakatāne District Council on **07 306 0500** or via email [info@whakatane.govt.nz](mailto:info@whakatane.govt.nz)

If you suspect that the vehicles are being dangerous, and pose a risk to people or property, please call Whakatāne Police by dialling **105**.

## Cut and carry: Contractor notifications

Previously, our cut and carry contractors have been putting notices in residents' letterboxes to let them know when the work is due to happen. However, this hasn't always worked well as the contractor's schedule can change (largely due to wet weather).

To ensure communications are more timely and efficient, we have moved to an email and text notification system for those neighbours who would like notification of pending cut and carry operations. The email and text notifications replace the letter drop notices.

Residents who would like to receive the notification, please email [riversanddrains@boprc.govt.nz](mailto:riversanddrains@boprc.govt.nz), and give us your email address and cellphone number.

# MEETING REPORT



**To:** Whakatāne-Tauranga Rivers Scheme  
Advisory Group - 20 March 2024  
Meeting

**Author:** Mark Townsend, Engineering Manager

**Date:** 29 February 2024

**Subject:** Gravel Management Update

## 1 Tauranga River Extractions 2019-2024

Year	Site	Allocation (m <sup>3</sup> )	Extraction (m <sup>3</sup> )
2019-20	Chase Takao	15,838	6,260
2020-21	Wardlaw's Reach 6	2,500	2,513
2021-22	Wardlaw's Reach 6	3,000	2,725
2021-22	Brown's Lower beach	7,500	6,716
2021-22	Brown's Upper beach	7,500	848
2022-23	Wardlaw's Lower Beach	3,000	0

The average gravel supply rate into the Tauranga River is estimated to be 20,000m<sup>3</sup> 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.

There has been no extraction from the Tauranga River over the past 21 months.

## 2 Ōwhakatoro Stream 2022-2023

Year	Site	Allocation (m <sup>3</sup> )	Extraction (m <sup>3</sup> )
2022-23	Ōwhakatoro Bridge (RD 15.8 -15.9)	2,000	2,300

An extraction by Whakatāne District Council was approved at Ōwhakatoro Stream this year. The purpose of the extraction was to remove the build-up of gravel at Bridge 105.



### 3 **Whakatāne River Extractions 2018-2024**

There have been no extractions from the Whakatāne River since 2018. This is in keeping with previous decisions 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 must 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 in 2021 recommends the following:

*“An annual extraction quantity of up to 30,000 m<sup>3</sup>/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) should be available only where works are for river management purposes and will generally be in conjunction with other river management operations.”*

More recent bed level surveys were undertaken over the last two years. Lower Whakatāne 2023 and upper Whakatāne and Tauranga Rivers 2021. The analysis of this information is yet to be included in the NERMN report but there are early signs of gravel build up in some locations.

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

### 4 **Gravel Extraction Fee**

In conjunction with the upcoming Long Term Plan 2024 - 2034 consultation process, Regional Council will be consulting on a proposed increase to its gravel management fee. This fee is currently 90c / m<sup>3</sup> and has remained unchanged for more than 14 years. Council is proposing an increased rate of \$2.70/m<sup>3</sup> to adjust for inflation and to meet current resourcing costs.

This fee is being included in the Fees and Charges Policy, which is going out for public consultation at the same time as the Long Term Plan 2024 - 2034.

The review of the fee was an action from an internal audit undertaken in 2021 and adopted by the Risk and Assurance Committee.

A frequently asked questions (FAQ) sheet has been developed and has been included with consultation material. The consultation process has included direct letter communication with gravel extraction contractors and key iwi/hapū gravel contacts ahead of the public consultation period.

Written submissions are invited on the proposed change throughout the consultation process by making a submission online at [www.participate.boprc.govt.nz/fees-and-charges](http://www.participate.boprc.govt.nz/fees-and-charges) or by email to [feesandcharges@boprc.govt.nz](mailto:feesandcharges@boprc.govt.nz).

Key dates are as follows:

- Long Term Plan and Fees and Charges Policy submission period opens on Friday 8 March and closes Tuesday 9 April.
- Hearings will be held between 14 and 16 May.
- Council deliberations will take place on 29 May.

- Any changes to the Long Term Plan / Fees and Charges Policy are adopted by 30 June and become operative from 1 July 2024.

Mark Townsend  
**Engineering Manager**

Attachment – FAQ Sheet Gravel Extraction Fee Increase

# Gravel Management Fee



## Gravel management:

### Why does Regional Council support gravel extraction?

Gravel extraction is required on certain rivers and locations around the rohe where excess gravel in the riverbed can cause an increased risk of erosion or flooding. For example, along with the naturally occurring gravel supply from upper catchment headwaters, extreme weather events that result in increased river flows can cause large gravel deposits downstream. This may then divert the flow of the river into riverbanks (and increase the risk of erosion), or greatly reduce the amount of water the river can hold (and increase the risk of flooding).

By removing controlled quantities of gravel as part of scheme maintenance, we can manage these risks for neighbouring communities.

Regional Council plays a critical role in ensuring that gravel extraction does not adversely effect the river system, and works closely with relevant organisations and tangata whenua to achieve this. Our river engineers manage extraction rates to maintain the flood capacity of the river, by seeking a balance between extraction rates and the

naturally occurring gravel supply. It is important that any proposed extraction is assessed, approved, and monitored as over extraction can degrade the riverbed and increase erosion risk.

*We operate under a Regional River Gravel Management Plan, which was developed to assist Regional Council in carrying out its role effectively. This plan is informed by the Resource Management Act and the Soil Conservation and Rivers Control Act 1941.*

You can view the full document on our website:  
[www.boprc.govt.nz/gravel-management](http://www.boprc.govt.nz/gravel-management)

## **Do we need to remove gravel? What would happen if we didn't remove it?**

Controlled gravel removal in key areas stops the riverbed from becoming perched (meaning the main channel of the river is higher than the surrounding floodplains). If this happens, it can cause flooding and erosion on the surrounding land.

By incorporating controlled gravel removal into our scheme maintenance programme for some rivers, we can manage this more effectively. We call this soft engineering, where we work with the natural environment to manage the potential for flooding and erosion (instead of building artificial structures).



## **The management fee:**

### **Why is there a gravel management fee and what does it cover?**

The fee helps cover the cost of Regional Council staff time required to ensure that any gravel extracted from the rivers is meeting our responsibilities under the Soil Conservation and Rivers Control Act 1941 (SCRCA) for river control and flood management.

This work programme includes ongoing surveying of the river (for example, riverbed cross sections, field work, information collection, aerial surveys, environmental data monitoring, allocation assessments and review), physical site inspection, relationship management with contractors and stakeholders, reporting and general administration.

## Why is it increasing?



The fee has remained unchanged for more than 14 years. It needs to adjust for inflation and to meet current resourcing costs.

### The proposed fee is based on:

- The resources needed to deliver the gravel management work programme. For example, the surveys we complete for the rivers have increased and the technical equipment we use to complete these has become more sophisticated. This gives us a more comprehensive picture of what's happening in and around the riverbeds, so we can more effectively manage gravel removal.
- Increases to staff charge-out rates over the past 14-plus years, which we need to account for in our fee. These charge-out rates can be viewed through Schedule A of the Fees and Charges Policy.

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## Why is this fee being included in the Fees and Charges Policy?

Including this fee in the policy gives us an opportunity to be increasingly transparent with the community by ensuring the fee is open for regular review and consultation. This will also support a more robust process around how the fee is set and what it is being used for.

To date, the gravel management fee has been in place either through consent conditions of gravel extraction or site allocation agreements (between Regional Council and contractors).

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## Does a change in fee change the process / rules?

No. If you are extracting gravel, you will still need to adhere to resource consent conditions in the consent or site allocation agreements, including engagement and discussion with local iwi/ hapū.

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## How does this fee compare to other councils who manage gravel extraction?

The fees vary widely across the country as it is impacted by the management approach and work programme required to reduce the risk of flood protection and erosion. Several councils charge their administration and monitoring separately to their gravel extraction fee, which means direct comparison is not possible. Through our research, and discussions with other councils, the fee varies from 0.15c through to \$7.70.

# The consultation process:

## How can I provide feedback on this change?

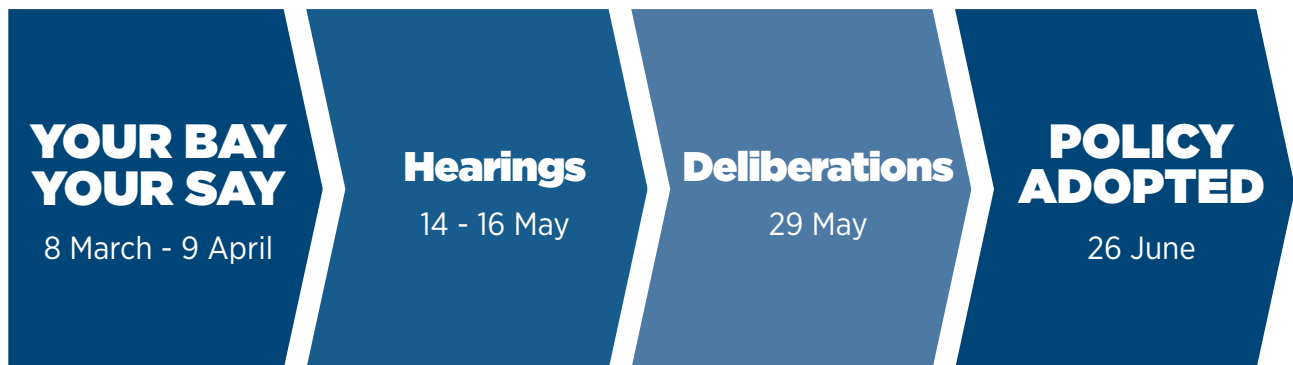
Consultation on the Fees and Charges Policy is being held in conjunction with the Long Term Plan 2024-2034 consultation process. There will be a dedicated section on the Fees and Charges Policy, which includes the proposed increase to the gravel management fee.

Council will receive feedback through written submissions.

You can make a submission online at [www.participate.boprc.govt.nz](http://www.participate.boprc.govt.nz) or by email to [feesand.charges@boprc.govt.nz](mailto:feesand.charges@boprc.govt.nz)

**Submissions close at 5pm on Tuesday 9 April 2024.**

*Please note, any conversations with staff are not considered part of the consultation process, and won't be recorded as a formal submission.*



## What is the process after I have made a submission?

People who make a written submission can choose to speak to their submission at hearings scheduled for May 2024.

Following submissions, Council will make final decisions on the policy in June 2024. Any changes made through those decisions will be reflected in the final Fees and Charges Policy and published on Council's website, effective from 1 July 2024.

Full details on the Fees and Charges Policy (as well as supporting documents) can be found here: [www.participate.boprc.govt.nz](http://www.participate.boprc.govt.nz)