

Stormwater Report 2

Prepared by the WRA Stormwater Working Party

Purpose of report: Provide community lead response to flooding events in Whangamata.

This is the second report prepared by the working group. Members of the working group attended a TCDC working group and are preparing this report as a follow up report following that meeting.

This report includes essential policy the working group has identified as being required to create a sustainable stormwater management plan. The policy is intended to lay out what the community sees as important steps towards a more resilient management plan for addressing current stormwater deficiencies. Readers are directed to the recent Local Government Reforms to promote the wellbeing of communities and for the call for greater participatory democracy within Local Government. The working group thanks Council for the engagement currently taking place.

Meeting TCDC Strategy

1. Policy: TCDC will review the following policies against the TCDC Coastal Management Strategy (undated but assume 2017) to ensure all stormwater outcomes/decisions either fall within the CMS or where not amend the CMS accordingly. It is TCDC responsibility to align the CMS to the Ministry of Environments current version of titled publications 'Coastal Hazards and Climate Change'. NB: The resilience plan requires all future stormwater assets to remain functional (ie protected against Hazard) for the next 100 years.

Meeting TCDC Regulatory Requirements

2. Policy: TCDC to re-start its Resource Consent Certificate 105667 by updating this to current settings and taking into account the policies below. The timeline to achieve this is to be completed and signed off with WRC for the TCDC June 2025 annual plan.
3. Policy: TCDC as part of the new resource consent create and maintain an official and consented stormwater sediment disposal site. NB: During quoting for sump maintenance one of the cost constraints for outside contractors was Whangamata has no official dump site so trucks as they became full, they had to travel to Hamilton to discharge. This site to receive:
 - a. Sediments removed from soak pits, cesspits and sumps
 - b. Sediments removed from new stormwater treatment plants
 - c. Rubbish collected from carriageway curb cleaning
4. Policy: Decommission all Coastal stormwater discharges except where the discharge originates from a catchment area no greater than before settlement at Whangamata began. To make this clear view the arial images between 1944-1953. Any area being decommissioned will be returned to its prior natural state and fit within the character of the proximity coastline.
5. Policy: TCDC to take immediate steps to implement s44 of LGA and sections 71-73 of the Building Act 2004. This to include what is commonly referred to as Hazard Tags covering:

- a. Sea level rise hazard predictions. Noted this is in general all dwellings on the sand belt plus dwellings around the Harbour and Coastline that are within the designation of the CMS
- b. Sea surges hazard limited to dwellings exposed to waterways and Coastlines subject to sea surges.
- c. Coastal erosion hazard on any structure or dwellings within 60-100m of the sand dunes (TCDC policy on this is confusing)
- d. Inundation by sea level rise hazard.
- e. Flooding of low lying areas or basins hazard.
- f. Properties flooded during the 2003, 2006, 2017 and/or 2023 floods
- g. Properties FENZ were called to pump out flood waters

This is not an optional 'opt out policy' for council. It is a regulatory requirement as it has serious implications to insurers, EQC pay-outs and property valuations. Failure to comply will result in property owners being affected by loss of value or loss of opportunity to develop the property or unforeseen costs not envisaged at purchase to comply with existing regulations.

NB: Please read this policy in conjunction with policy solutions to remove tags.

6. Immediate implementation of the Building Act 2004 approved document E1/AS1 requiring:
 - a. Floor levels to be a minimum of 150mm above the crown of the road and/or
 - b. Where the FFL is below the crown of the road the property has an unobstructed natural overland flow path at a slope of not less than 1:25 to a waterway.

This is not an optional policy. It is accepted alternate solutions are available but they cannot perform to a lesser degree than the Acceptable Solution. Simply relying on the soakage rate of the sand is not a proven replacement.

NB: Failure to comply will result in property owners being affected by loss of value or loss of opportunity to develop the property.

7. Immediate implementation of the Building Act 2004 approved document E1/AS1 requiring:
 - a. Public soak pit design to comply with E1/AS1
 - b. Private soak pit design to comply with E1/AS1

It is noted TCDC has approved an alternate solution but in doing so has failed to properly assess the performance requirements of the alternate solutions to E1/VM1 by failing to test percolation rates or to keep records of the water table depths to ensure the base of the soak pits is at all times 1 meter above the water table.

NB: See alternative designs proposed within policy solutions

8. Immediate implementation of the Building Act 2004 approved document E1/AS1 requiring:
 - a. A method to manage up to the 10%AEP on streets and carriageways without stormwater pipe systems
 - b. Overland flow paths to manage up to the 2%AEP on streets and carriageways with and without storm water pipe systems

NB: See alternative designs proposed within policy solutions

9. Immediate implementation of the Building Act 2004 approved document E1/AS1 and within B2 Durability requiring a maintenance plan to conduct 'normal maintenance' to maintain in good order and meet the required performance objectives of stormwater assets including
 - a. Maintaining carriageway cesspits and soak pits by removing sediment and blockages
 - b. Maintaining carriageway soak pits by removing sediment and flushing walls and floors
 - c. Requiring private soak pits to include in the design a way to conduct maintenance including removing sediment and flushing walls and floors

NB: See alternative designs proposed within policy solutions

10. Change within the RFS system to impartial parties responding. In regards to flood complaints this falls within Certificate 105667 so responses must be made within the regulatory framework of that certificate. It is inappropriate for TCDC staff to be engaged in this important complaint process whilst TCDC is in default of its regulatory duties. Any response by TCDC staff would be seen as less than impartial.
11. TCDC adopt a policy for trespass water. It is noted TCDC adopted much of the roading and stormwater assets from previous councils in 1986. We believe it has had sufficient time to improve what was then defective. Instead of improvements many new dwellings, commercial buildings and other structures have been built under building consents that are subject to natural hazards that were required to be managed by TCDC. The result is trespass waters causing damage, nuisance and loss of value. We require TCDC to adopt policy on:
 - a. Removing the 5/1000 acceptable dwelling floor flood policy to no floors within the 2%AEP and replacing it with 0/1000 acceptable floors being flooded up to the 2%AEP
 - b. This 0/1000 must take account of the recent modelling which sees many hundreds of dwelling floors being flooded at sea level rise
 - c. Pay compensation to dwelling owners of floors flooding similar to leaky buildings distress pay-outs (\$25,000)
 - d. Offer rate rebates of at least 50% to any property owner with flooded floors
 - e. Offer rate rebates of up to 25% to any property with ponding water higher than 5cm or from trespass water from carriageways
 - f. Offer rate rebates of up to 25% to any property with ponding water higher than 5cm where the natural overland flow path has been obstructed in any way
 - g. Offer subsidies to lift wooden floor homes and fill low lying basins NB: This can be added to rates or/and paid off at sale.

NB1: Whilst this may not seem a regulatory response the concept it has been caused by a failure of council to comply with its regulatory duties. We as ratepayers believe it is unfair for TCDC to collect rates for our wellbeing, but for then TCDC and its staff to fail TCDC's regulatory duties. These losses, stress and damage are insurable matters TCDC insurers have allowed for in premiums ratepayers rates get applied to.

NB2: For continuing offences like prolonged ponding, or for periods more than just a 10%AEP like we are experiencing now this means the stormwater system is totally failed

then affected owners should be getting compensation for each event. This policy is to encourage TCDC to take appropriate action under urgency.

Meeting TCDC Building Compliance Requirements

12. Policy: TCDC to immediately train its inspectors to comply with the regulatory requirements above. This includes vetting building consents for compliance to E1/AS1 and B2 for E1 building work.
13. Policy: TCDC to prepare literature and undertake a road trip to advise all builders and designers that as from 1 June 2023 all building consents FFL and building work of stormwater will be required to meet the regulatory requirements as above by way of compliance to E1 and B2.

NB: it is noted TCDC has ignored s36 of the 1991 Building Act, s71-73 of the 2004 Building Act, in at least part the 1997 Woodward Clyde report and Airey report (we have not seen these as yet), section 1.5 Statutory Framework outlined in extreme detail in the Opus 2005 report, section 4 waivers and modifications of the MBIE 2009 technical review and I understand ongoing educational training by a building surveyor to implement the required knowledge about s71-s73 of the Building Act 2004.

This is an entirely unsatisfactory performance of TCDC duties to its ratepayers and dwelling owners now affected.

Working towards Formulating a LTP for stormwater

Background: Whangamata is a coastal township not unlike many other around New Zealand. With the predicted sea level rise and warming Ocean currents we have already experienced significant changes to rainfall intensities and sea levels. Government and TCDC have spent much time and money working out what the warnings and predictions mean and how that translates into policies of defence to retreat.

It is more than obvious to everyone that if sea levels do rise and if we get more cyclones things will definitely change. The working group has now had more time to research and gauge owners concerns and receive many useful suggestions.

We are hoping to put these to TCDC within what we see as a useful 50 year plan.

14. Policy: Every stormwater improvement must be designed to a satisfactory standard that TCDC will remove the hazard tag on all the affected nearby properties.

NB1: The kpi for stormwater improvements is the number of tags removed from properties per year. The working group believes it is fair for **'all tags to be removed within 5 years'**. This is a very important policy for ratepayers because if it's the legal requirement for council to tag it is or must be the minimum performance of TCDC to work towards removing all of the tags that should not have been required but for councils omissions.

NB2: For owners who cannot wait the 5 years TCDC must provide in the LTP all of the projects required to then have the tags removed.

NB3: If TCDC determines it will not remove the tags then the work must not proceed.

NB4: It is noted both s44 of LGA and s71-s73 of the Building Act use the word 'likely'. Court precedent is yet to be settled but what we have so far is courts are saying councils must be conservative in applying hazard tags but not over conservative. In the authors words the meaning of likely is conservative as it is impending in certain circumstances but unlikely or just might happen is over conservative.

15. Policy: Create 5 stormwater economic zones within Whangamata. These zones are created by the fundamentals of economics and height above existing sea levels. Economics will eventually govern what can be done to protect properties from flooding. Obviously low lying land will become flooded first. These may also be the least economic to protect. The zones are:

- a. Zone A: Land sufficiently above sea level that pipes can be installed to drain stormwater away by gravity.
- b. Zone B: Land that will be capable of being drained with pipes now but not within 50 years. This zone will transition from pipes to pipes and pumping whilst that remains economic.
- c. Zone C: Land that is sufficiently beside the sea or waterway that can temporarily remain piped without the need for new infrastructure but must pass the economic test to become pumped as the last defence. It is highly likely this land will fail the economic test
- d. Zone D: Land set aside or to be acquired to be set aside for hard wall defence. This will be designated as such and become acquired as and when economics determine hard wall is needed.
- e. Zone E: Land set aside to pump water tables and maintain stormwater assets like treatment and discharge. NB: we have much of that land currently designated as parks and reserves.

NB: Within each of the zones infrastructure changes will be required. These are laid out in the policy below. We expect significant public debate about this. Debate will be far better than abandoning any opportunity of defence.

16. Policy: TCDC to adopt a 'wooden floor' requirement for every new dwelling. Garages with concrete floors are not to be attached or if they are they must be demountable. The purpose of this policy is at some stage within the next 50 years owners will be making their own decisions to retreat or defend. If retreat is the 'last option' property values will be hurt. With wooden floors at least the building proper will remain an asset to be removed with any retreat.

NB: This sounds like a doomsday policy. What this policy does is provide all of the community hope that there is and always will be a long term plan even if that is to retreat together. It may be useful for TCDC to create the land use resource for the eventuality of retreat rather than speculators gaining from the demise of current owners.

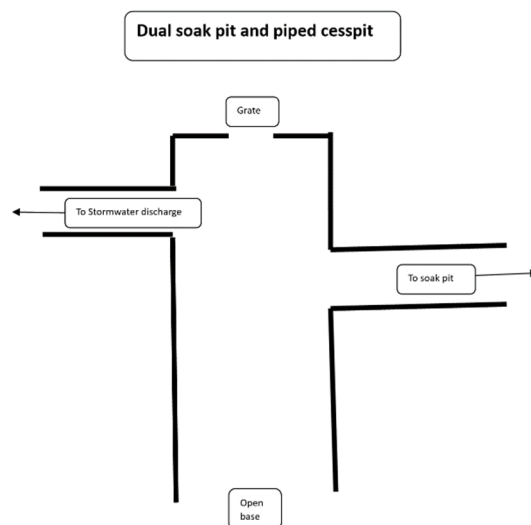
17. Policy: **‘Adopt or explain’** all the Opus 2005 recommendations. TCDC engaged at what would be great cost at the time to get expert opinion from Opus as to the current state, condition and function of the then current stormwater assets and to make recommendations on necessary improvements following cyclone Zoe. The Opus report lays out detailed improvements to about 25 streets by certain carriageway improvements to pipe diameters, verges, maintenance and designs. Members of the working group cannot find project numbers or on the ground improvements as described in the Opus report. Kiwi Road is one of the improvements in the Opus report. Opus required a 375mm diameter pipe with curb and channel. A please explain is required because the project omitted the pipes. Flooding to some properties beside the soak pits is far worse as discharge has increased at central points. Before all the verges discharged, now just 3 properties take all the road water.

NB: The working group is of the opinion that no further engineering work be considered except for an **‘adopt or explain’** response. For example if some of the recommendations are now out of date or needed better modelling then fine. But what we see is a **‘do nothing’** in response to an expert report so get another expert report is not constructive but a diversion and waste of money and delay. It is obvious to the working group that if Opus was re-engaged they would have come back with a ‘report card’ and list almost all of the same recommendations with a ‘do now’ or don’t waste our money on yet more reports.

18. Policy: New Solutions are needed:

Background: We are unsure if what we see of the Whangamata stormwater assets are current failures of existing technology or failures because of under specifying of the technology of the day now becoming overwhelmed by weather events. We have received many suggestions on what might work better and what might provide the resilience we are striving for. What we do know is the cyclones tried to keep an open mind to adopt current technology. The following is a summary of the ideas we felt had merit.

- a. Upgrading current carriageway cesspit and sumps which are piped into dual receiving systems. Where roads already have piped systems the existing cesspits and sumps be upgraded to combination soak pit with overflow to pipes. One of the issues dealing with storm water is roads with cesspits and sumps connected to pipes removes all of the rainwater from every rain event to a waterway. This means rain water is lost to the aquifer completely. Whilst we want to focus on removing the 10%AEP we need to remain focussed on the drier periods with less rain. IN the 1:250 weather events pipes won’t cope anyway but in summer we must retain and recharge the aquifer for plant and ground health. We don’t want all the engineering design to focus solely on pipe flow rates for the 10%AEP and



2%AEP events as these are rare in proportion to smaller rain events essential during drier periods. We experienced much longer drought conditions after the 2017 flooding as we went into 2 years of drought. The water table shrunk away and only deep rooted trees survived. What we believe is needed is the water table to be recharged and to fill to a certain level before surplus rainwater is piped away. That way lesser AEP will be discharged into the water table not removed to the sea.

NB: see drawing attached. This does not require pipes to be lifted or cesspits or sumps to be replaced.

- b. Install more soak pits along roads without pipes. Roads like Kiwi, Tui, Bellona, Sylvia, Mary etc need more soak pits so the rainwater has more places to soak into the aquifer. What this will do is allow more water collected on verges to escape shortly after rain events. The current placement policy of 1 for every 95m or sometimes 1 for 125 meters means flat verges will stay ponding for days and weeks after a rain event as the verges are flat and surface water cannot drain to the soak pits.
- c. Install NovaFlow drains along existing pipes. Normally a piped system is designed to capture and transport rainwater to a discharge point. Often this is because soils are clay based and need total water removal. Our ground is sand based so one way to lower the water table down to a certain depth is to have series of NovaFlow pipes running above or next to the main pipes and puncturing them to remove overloaded water tables. The dig up areas to coincide with unpaved verges to cause the least disturbance.
- d. Drill series of holes into existing pipes by removing the fill and drilling the holes, cover with filter material and scoria type material and allow the water table excess to drain away out the pipes. Particular care needs to be taken to avoid TOMO.
- e. When installing new piped systems specify pipes with holes already drilled. These pipes will operate to capacity in the 10%AEP but in summer will allow all the rain water to soak out into the sand recharging the aquifer in drier less frequent rain event times. Particular care needs to be taken to avoid TOMO.
- f. Create overland flow paths for the 10%AEP for non-piped streets and the 2%AEP for all other areas. This policy to consider:



NB: Members of the working group found many low-lying properties without any ponding. This is believed to be because these properties received no trespass water. On that basis this means even with all the rainfall the sand was capable of absorbing all the rainwater. It is only when the properties receive trespass water that they flood. Trespass water requires overland flow paths to reduce the depth of flooding whilst rain continues and build ups of water find natural ways to flow. These are some of the suggestions we have received.

- i. Use of Parks and Reserves land as receiving areas to retain and redirect and then discharge surface water into man made overland flow paths
 - ii. Form better verges on roads to create definite waterways along roads. ie raise the edges of boundaries to prevent trespass waters
 - iii. Rebuild certain strategic wider roads into dual waterways and roadways. Examples would be Chartwell and Barrowclough. These both flood but have wide enough carriage ways to incorporate both road and overland flow paths.
 - iv. Open existing or historical overland flow paths. Over the years property owners and council have lifted ground, blocked off existing flow paths and obstructed natural drainage. These should be returned to provide relief to those adversely affected.
 - v. Create open channels along certain streets that are of sufficient width to accommodate overland flow paths. Examples are Chartwell and Barrowclough
 - vi. Reform the Williamson Golf Course as a specific case to take water from Kiwi, Archilles, Bellona and Williamson to retain whilst the rain subsides and then to drain out.
 - vii. Reform the sports field now blocking Lincoln and Aickin drainage. This will mean ripping up the netball courts to reshape the ground. Then these can be rebuilt onto higher ground so they don't flood.
 - viii. Reform Island View reserve to form a channel through to the dunes to drain Rangi Avenue and the roads feeding into it
 - ix. Purchasing properties to create channels, redeveloping the land and reselling it with the overland flow paths integrated in them examples Riverview
 - x. Extending and expanding the exit channel of Park Avenue Reserve perimeter and though to the Otahu estuary
 - xi. Reforming crowns in road to become minor overland flow paths within the roads. This would seem weird to drive down but would work well. Example is The Esplanade
 - xii. Creating small minor depressions to hold temporary water examples are Lowe Street behind Blackies.
 - xiii. Some homes may need lifting when flow paths cannot be formed to current FFL
 - xiv. Other ideas will come to light when a full survey is done
19. Policy. Adopt Opus recommendation to encourage owners to take necessary steps to prevent flooding of their properties. This should already be part of the District Plan so resource or consent is not required. This obviously has greater significance once affected properties are tagged as all the owners will have a common objective – and join forces to stop the flooding 'of all the group of properties to remove the tag. A good example would be for the Aickin and Lincoln owners to jointly work what land between them could be designated as overland flow paths as they would all benefit. This can include:
- a. Filling with sand
 - b. Lifting wooden floors

- c. Isolating garages like lifting storage items above flood lines NB: Objectively all flooding must be prevented but as interim measures protection is the necessity
 - d. Pumping – however these can be subject to nuisance, power cuts, petrol rationing, diversion of water to somewhere else that will be overwhelmed.
20. Policy. Maintenance of soak pits and carriageway cesspits and sumps. This has been laid out above under regulatory but needs special mention as Opus brought this to TCDC attention in 2005 using the word '**regrettably**' maintenance has been overlooked. Soak pits will not function as required unless the walls and floor are capable of percolation into the sand. When cesspits and sumps have sediment up to the pipe inverts that means all the road rubbish enters the pipes and ends up in the Ocean.
 - a. Soak pits by sand dunes need pumping every 3 months and after storms
 - b. Single soak pits pumping each year
 - c. Cesspit to sump to soak pit every year but tandem systems could remain free for up to 3 years?
 - d. Private soak pits need new designs.
21. Policy. New improved private soak pits. These need bubble up chambers that can be opened for cleaning. Engineers should examine if the design should incorporate a type of bore hole in the bottom of the pit to encourage soakage into the lower parts of the sand. Eg below the iron sedimentary layer
22. Policy. Property owners should encouraged to install bores deeper down into the rhyolite formations of the artesian waterways. These are essential to bring up water during dry spells to retain the health of trees and plants. NB: not the aquifer of the sea level but much deeper down. The policy of stopping this was to justify the fresh water spend by the number of connections. This was the wrong message.
23. Policy. The current modelling study to firstly focus and examine the Opus recommendations with either a 'support' or 'decline' to each of the outstanding recommendations. The study will also examine the improvements that were done and determine whether the work achieved the Opus recommendation. Each should be given a score of money to benefit. Those methods that score low should be last resort. Those that score high should be the preferred solutions.
24. Policy. The working group wishes to single out the Williamson 9 hole Golf Course to be used as an important asset to the stormwater plan. Currently it is designated (albeit not in the Deed of Lease) as a flood plain. This is a false label but with good intent. Unfortunately the golf course topography has a raised swale right along Bellona, Kiwi, most of Williamson and down Archilles. The swale height is well above many of the surrounding properties. This means when trespass water arrives on individual properties it cannot escape to the designated flood plain. At present the only overland flow path for flood water to enter is the walkway along Williamson Road or through the carpark and neighbouring property at 419 Archilles. What this means is these properties were intentionally the designated recipient of the inflow or outflow to the flood plain. These properties therefore have or ought to have tags with the hazard flooding they cannot remove. If they did by lifting there land that would prevent escape and make things worse for all the properties.

What our research has shown is the Golf Course has several low spots – lower than the surrounding properties low lying land and basins. As the general water table rises it inundates the low basins on the golf course. Without these low lying areas within the golf course flooding would be much worse across a wide area of Whangamata. Water would remain ponded for longer and depth of ponding would increase. This would mean more floors get flooded.

Oddly enough what is happening right now is what is predicted to happen as sea level rises and more cyclones hit. The current water table height is also being affected by the retained water level in the Williamson Pond. When that is drained we can have a review of how much impact this has had.

We now have a 5 year study of water table measurements between 2008 and 2012. Further logging was done in 2015 to 2017. We are still digesting the results.

Our objectives for the Williamson Golf Course are therefore:

- a. Create 7 new entry points for overland flow pathways to flush out into the golf course. These will become the overland exist points for approximately 40 properties along Kiwi Rd, 20 along Bellona and a minor number bordering Achilles and Williamson
NB1: we are currently measuring GIS of road crown heights to determine how much fall and what quantities of overland flow would be possible to divert into the Golf Course.
NB2: The extra water will need discharging. To do this the land needs contouring to promote drainage to central areas so these can then act as temporary storage retention areas, be piped, or be pumped.
- b. Create new lower points within the Golf Course terrain to promote earlier inundation areas for the purpose of promoting release of the water table so the surrounding properties soak pits and road soak pits will perform better
- c. Drain and/or pump the ponding that will occur in the lower basins being created.
- d. Install water table monitoring systems to gather factual evidence of how fast the water table releases
NB1: As the Williamson pond will be gone its influence will be removed.
NB2: These monitoring systems will become the future aquifer controllers as sea level rises and when more pumping stations are installed
NB3: We are promoting the concept of well pointing techniques with pumping stations that would be activated a week before a cyclone struck to lower the water table to sufficient depth so rain water would be absorbed into the aquifer which will lower the incidents of surface flooding. ie prepare the sand to receive the rain by removing the water.
- e. Change the overall topography of the golf course to promote drainage and restrict random nuisance ponding. This to be done in conjunction with the new layout to complete the new layout to reduce the chances of ball strike.
- f. Prepare for the new central pipe system as the Williamson, Ocean and Archilles network of pipes get redirected away from Williamson Pond.
NB: Williamson Pond is an illegal structure. It is not part of the resource consent. It serves no written purpose.

NB1. The working group intends providing a completed plan now the GIS ground lines have been plotted and water table investigations are started. We will be using the Opus reports on water tables over Whangamata. We now have the report TCDC said earlier did not exist.

NB2. Depending on the success of this work it could be used to model other areas like the Sports Field and behind the Marina.

How the Improvements works will be achieved

Background: The required work is extensive. It includes decommissioning illegal structures, digging up old and inadequate drains, changing the fall direction of pipes, new pipe systems, new discharge and treatment facilities and widespread localised works.

The working group is not impressed with the current structure of allocating work as used by TCDC. The evidence we use to make this statement are:

- a. The Kiwi Road nib and channel debacle. The project failed to implement the Opus recommendation. Somewhere pipes were deleted. The nib was apparently done poorly and redone. The soak pit designs is completely inadequate. The catchment areas as all out of proportion to the discharge positions. We understand it went well over budget and has an outcome causing flooding.
- b. The Island Road new carparks are a similar waste of money. Without disputing the validity of whether they were needed or not the fact is the rumoured cost is probably 3-4 times what local contractors could have built. The contractor for the job is based in Cambridge. None of any of the designers, contractors or likely estimators are local first. It is rumoured the project cost is in excess of \$300,000 which is money that must stay in the region.
- c. We understand the walkway project has spent close to \$600,000 as a design without one board purchased.
- d. The location of the Esplanade soak pit and drains is in the sand blow out area of the beach and fills up with every storm.
- e. We understand the recent changes to the footpath onto Ocean Road from Williamson Park are due to errors in the original design not being safe. There has been no notification to anyone about this project or whether the costs are to be recovered from the designer or contractor. This is unacceptable waste of money.

The working group believes this is indicative of current TCDC incompetency to design and manage jobs through the current structure. We therefore propose going back to what worked in the past.

The scope of works for this project are extensive. The recommendations by Opus came to between \$7M to \$9M without new treatment plant, without overland flow paths, without decommissioning of the pond and without getting a new resource certificate. The estimated total spend could be \$25M.

25. Policy. TCDC responsible for the resource certificate with WRC.

26. Policy. Directly employ an engineer to live locally to be the head designer and manager of contractors. Role to include delegation and approval of projects based on 'local first' as

depicted and lead by Mayor Len Salt in the recent submission (2023) into the review of the future for local Government. The aim is for 85% of the contract works to be local first. One of the drivers of this is the Whangamata Ratepayers Association and the working group are not impressed about how 'clipping the ticket' is being accepted by council.

27. Policy. The engineer will be the inspector to complete a review of all stormwater projects for the last 20 years followed by inspections to then prepare the following:

- a. Location and description of each stormwater asset
- b. Function, performance and maintenance of each of the stormwater assets
- c. Improvements that could enhance each of the assets without major rebuilding

NB1: this to include a cost review and audit of each project to determine if value for money was achieved. It is accepted this is going over the past however the serious concern in Whangamata is that the past is being constantly repeated. Properties are still flooding even after professional engineers reports and work completed.

NB2. The engineer is responsible for removing tags. During this review his role is to include which properties tags can be removed

NB3. Provide a final asset register to TCDC for the new resource consent. This to satisfy the 2021 deficiencies.

28. Policy. Engineer to formulate a proper maintenance program and implement that into local first and what cannot be achieved locally to be outsourced. The following is part of this work:

- a. List all soak pits and determine from the cleaning results the required frequency maintenance is required
- b. Determine frequency of curb sweeping and implement local first contractors
- c. Determine priority of the 50 year work program – noted within financial restraints
- d. Keep records and report to the Community Board

29. Policy. Engineer to specifically examine the Kiwi Road project from the Opus report through to the 2023 flooding. This is required because the cause of the design being changed to an inadequate one must be found and prevented from happening again.

30. Policy. How to pay for this. The Whangamata Ratepayers Association sees the recent review of the LGA as a positive move which will benefit the wellbeing of our community. The TCDC submission is promoting local first and better community engagement. Currently the majority of TCDC spend on projects and maintenance goes to overseas and out of TCDC territory. Local companies miss out on all of this. We are not impressed with the current method of setting expenses by TCDC staff, or by staff having the authority to allocate funds to overseas and out of area companies. We want to support our mayor and work with him to lead his councillors and community board to bring back the CAPEX and maintenance to Whangamata.

NB1: Our proposal of local engineer and local companies will install pride and respect in ourselves.

NB2: Local first will means more local business without needing to advertise for tourists

NB3: More work to local business reduces traffic and adverse effects to our roads

NB4: More contracts to locals means less clip the tickets which means more bang for the buck

NB5: More locals with work means more responsibility because if they are not they will be chased out of town