



## AGENDA

**The Agenda of the Water Race Committee Meeting  
of the Carterton District Council to be held at the  
Hurunui o Rangī Meeting Room, Carterton Event Centre  
on Wednesday 15 February 2017 at 9.30am**

1. **Apologies**
2. **Public Forum**
3. **Notification of General Business / Late Items**
4. **Conflict of Interest Declaration**
5. **Operations Report – *page 1-3***
6. **Financial Performance to 31 December 2016 – *page 4-6***
7. **Combining Water Race Rates – *page 7-9***
8. **Progress report on GIS – Rates Reconciliation – *page 10-11***
9. **General Business / Late Items**
10. **Confirmation of the Minutes**
  - 10.1 Minutes of the Water Race Committee meeting held on 6 December 2016 – *page 12-14*

Marty Sebire  
Corporate Services Manager





8 February 2017

Water Race Committee

## **WATER RACE OPERATIONS REPORT: NOVEMBER 2016 – JANUARY 2017**

### **1. PURPOSE OF THE REPORT**

The purpose of this report is to provide an update on the management of the water races for the period November 2016 to January 2017.

### **2. SIGNIFICANCE**

The matters for decision in this report are not considered to be of significance under the Significance and Engagement Policy.

### **3. TRAFFIC MANAGEMENT BESIDE ROADS**

At its last meeting, the Water Race Committee was informed by the Water Race Overseer, Melvin Pike, of the difficulty in getting a Traffic Management Plan for cleaning water races in the road reserves. He suggested that the culverts under the road should extend to the boundary fences to avoid having to clean races next to the road.

I have since looked into this and after having some discussions with Opus and Selwyn Osborne our STMS (Site Traffic Management Supervisor) I understand that we could apply for a generic traffic management plan, which needs updating annually. Aron Woodcock, from Rural Works, is a current Traffic Controller. He told us that we could carry out this sort of work out at any time as long as we have the correct signage and a Traffic Controller on site. We could still look at piping to the boundaries as old culverts are upgraded.

### **4. CLEANING PLAN**

A management plan is being prepared for the cleaning the bulk of the water races through the months of December and January, depending on the seasons and weed growth. This may need 3–4 diggers working at one time. Looking to be more proactive than reactive, and hopefully this will help to prevent low flows during summer.

## 5. CLEANING PROGRESS

Water races on the following properties were cleaned during the three months to January 2017—

### **Taratahi Water Race Scheme**

- Tulloch/Searle Somerset Road
- Neville Taylor
- Taratahi Pub
- Abbott
- Waihākeke Road – line from Engels through Johnsons Road to Jason Road
- Pinfolds
- Campers
- Jones
- Jepson
- Joe Layton
- Grant Smiths
- Jamie Ellisons
- Noel Reids–house garden
- Waingawa Stream
- Golf Course
- Ellisons
- Melvin Herrick
- Preston/Didsbury
- Van Barnesveld
- Todd
- Golf course
- Osbornes
- Donkey Doo, Chester Road.
- Shaun Rose–run off
- Shane Grays
- JNL
- Fisher Block
- Goodins
- Ellison.

### **Carrington Water Race Scheme**

- Fensham Reserve right through to the intake auto gate
- Reids – piggery block though to Mangatārere Road
- Daysh
- Grant
- Carter
- Reid
- G Daysh – Hill

- C Page
- J McFadzean
- K Coker.

**Little Digger**

- Keith Hay
- Wairarapa A&P
- J Campbell
- R Dick
- A Smith
- J Camerson
- Hine Max
- Fred Burling
- Turton Yard
- Di Lands
- A Van Barneveld.

**6. RECOMMENDATIONS**

That the Committee:

1. **Receives** the report.

Garry Baker  
**Operations Manager**



8 February 2017

Water Race Committee

## **FINANCIAL PERFORMANCE TO 31 DECEMBER 2016**

### **1. PURPOSE OF THE REPORT**

The purpose of this paper is to provide financial information on the water races for the 2016/17 financial year to 31 December 2016.

### **2. SIGNIFICANCE**

The matters for decision in this report are not considered to be of significance under the Significance and Engagement Policy.

### **3. COMMENT ON VARIANCES**

In the six months to date, the water races have returned an operating surplus of \$13,278, a favourable variance of \$13,688. Overall, there are no significant financial issues.

Revenue for Taratahi has been \$12,223 under budget, mainly due to industrial water race fees being uncollected to date. The Committee has decided to recommend change to the basis for charging. Now that the January meter readings are completed, the proposed changes will be discussed with users and appropriate recommendations made to Council. After this, users will be invoiced for this year's fees. We have also started reading meters and billing on a quarterly basis.

Expenditure for Taratahi was \$13,583 under budget. No work has been done on the intake maintenance, although work has now started on the table top weir. Over-expenditure on race maintenance and under-expenditure on materials are timing differences and will correct before the year-end.

Expenditure for Carrington was \$25,891 under budget. Under-expenditure on race maintenance and on materials are timing differences and will correct before the year-end.

There was considerable cleaning done in January yet to be billed. Carrington maintenance is usually later than Taratahi.

Capital expenditure is \$7,518 under budget. These are timing differences and will self-correct. Culvert headwall work will start when the flows drop sufficiently. Other capital work will be undertaken later in the financial year.

#### **4. RECOMMENDATIONS**

That the Committee:

1. **Receives** the report.



Marty Sebire  
**Corporate Services Manager**

## WATER RACES

### STATEMENT OF FINANCIAL PERFORMANCE FOR THE FINANCIAL YEAR TO 31 DECEMBER 2016

Annual Plan Full year \$		Year to date Actual \$	Year to date Budget \$	Year to date Variance \$	U/F
<b>TARATAHI</b>					
<b>Revenue</b>					
27,068	Rates - General	13,812	13,536	276	F
243,609	Rates - Water Races	124,307	121,806	2,501	F
30,000	Fees - industrial water races	-	15,000	15,000	U
-	Miscellaneous revenue	-	-	-	F
<b>300,677</b>	<b>Total revenue</b>	<b>138,119</b>	<b>150,342</b>	<b>12,223</b>	<b>U</b>
<b>Expenditure</b>					
28,759	Internal charges	15,312	14,394	918	U
8,000	Consultancy	1,990	4,002	2,012	F
20,000	Maintenance - intake	-	10,002	10,002	F
106,000	Maintenance - water races	71,074	53,004	18,070	U
25,000	Materials	7,782	11,500	3,718	F
5,000	Monitoring	1,979	2,400	421	F
11,000	Resource consents	12,774	11,000	1,774	U
14,000	Vehicles	1,721	7,002	5,281	F
58,686	Personnel	29,132	29,300	168	F
7,532	Depreciation	9,386	3,768	5,618	U
6,500	Other	838	4,256	3,418	F
<b>290,477</b>	<b>Total expenditure</b>	<b>151,988</b>	<b>150,628</b>	<b>1,360</b>	<b>U</b>
<b>10,200</b>	<b>Surplus/(deficit)</b>	<b>(13,869)</b>	<b>(286)</b>	<b>13,583</b>	<b>U</b>
<b>CARRINGTON</b>					
<b>Revenue</b>					
10,477	Rates - General	5,378	5,244	134	F
94,297	Rates - Water Races	48,400	47,154	1,246	F
-	Fees - industrial water races	-	-	-	F
-	Miscellaneous revenue	-	-	-	F
<b>104,774</b>	<b>Total revenue</b>	<b>53,778</b>	<b>52,398</b>	<b>1,380</b>	<b>F</b>
<b>Expenditure</b>					
12,014	Internal charges	6,337	6,018	319	U
3,000	Consultancy	-	1,500	1,500	F
4,000	Maintenance - intake	-	2,004	2,004	F
33,000	Maintenance - water races	817	16,500	15,683	F
7,000	Materials	170	3,504	3,334	F
4,000	Monitoring	-	2,004	2,004	F
7,000	Resource consents	7,308	7,000	308	U
2,000	Vehicles	-	1,002	1,002	F
23,570	Personnel	10,413	11,790	1,377	F
432	Depreciation	1,586	216	1,370	U
1,960	Other	-	984	984	F
<b>97,976</b>	<b>Total expenditure</b>	<b>26,631</b>	<b>52,522</b>	<b>25,891</b>	<b>F</b>
<b>6,798</b>	<b>Surplus/(deficit)</b>	<b>27,147</b>	<b>(124)</b>	<b>27,271</b>	<b>F</b>
<b>CAPITAL EXPENDITURE</b>					
15,000	Water race culvert headwalls	882	8,000	7,118	F
400	Taratahi - pruning chainsaw	-	400	400	F
60,000	Taratahi - box culvert under rail	-	-	-	F
7,000	Carrington - rocks at intake	-	-	-	F
<b>82,400</b>	<b>Total capital expenditure</b>	<b>882</b>	<b>8,400</b>	<b>7,518</b>	<b>F</b>





8 February 2017

Water Race Committee

## COMBINING WATER RACE RATES

### 1. PURPOSE OF THE REPORT

The purpose of this paper is to provide further information in relation to the Committee's decision to recommend that Council combine the water races for rating purposes.

### 2. SIGNIFICANCE

The matters for decision in this report are not considered to be of significance under the Significance and Engagement Policy.

### 3. DECISIONS TO DATE

At its August meeting, the Committee discussed combining the water races budgets and setting rates as one water race network. The following table was presented, showing the impact if one rate was applied for 2016/17:

Rate type	Factor	Taratahi	Carrington	Combined	Taratahi	Carrington	Combined
					\$ incl GST	\$ incl GST	\$ incl GST
Rural Water Services	Ratepayer	476	68	544	209.32	240.65	213.24
Class A	Ha within 200m	7,249	1,092	8,340	16.28615	72.60811	23.65792
Class B	Ha within 500m	3,360	589	3,949	3.361262	14.73454	5.05839
Class C	Ha equiv	470	54	524	121.1151	129.8735	122.01769

The Committee agreed to "recommend to Council both water race networks be combined for rating purposes".

#### 4. FURTHER INFORMATION

The following table presents some examples of the dollar impact for some representative properties if the rates had been combined for 2016/17.

Rate type	Factor	Taratahi \$ incl GST	Carrington \$ incl GST	Combined \$ incl GST
Rural Water Services	Ratepayer	209.32	240.65	213.24
Class A	Ha within 200m	16.29	72.61	23.66
Class B	Ha within 500m	3.36	14.73	5.06
Class C	Ha equiv	121.12	129.87	122.02

  

Examples		Taratahi \$ incl GST	Carrington \$ incl GST	Combined \$ incl GST	Change \$ incl GST
<b>Taratahi - median property</b>					
Class A Ha	5	81.43		118.29	36.86
Class B Ha	1	3.36		5.06	1.70
Class C Ha					
<b>Total</b>		<b>84.79</b>		<b>123.35</b>	<b>38.56</b>
<b>Taratahi - average property</b>					
Class A Ha	16	260.58		378.53	117.95
Class B Ha	7	23.53		35.41	11.88
Class C Ha					
<b>Total</b>		<b>284.11</b>		<b>413.94</b>	<b>129.83</b>
<b>Taratahi - large operation</b>					
Class A Ha	50	814.31		1,182.90	368.59
Class B Ha	20	67.23		101.17	33.94
Class C Ha					
<b>Total</b>		<b>881.54</b>		<b>1,284.07</b>	<b>402.53</b>
<b>Carrington - median property</b>					
Class A Ha	7		508.26	165.61	(342.65)
Class B Ha	1		14.73	5.06	(9.67)
Class C Ha					
<b>Total</b>			<b>522.99</b>	<b>170.67</b>	<b>(352.32)</b>
<b>Carrington - average property</b>					
Class A Ha	15		1,089.12	354.87	(734.25)
Class B Ha	8		117.88	40.47	(77.41)
Class C Ha					
<b>Total</b>			<b>1,207.00</b>	<b>395.34</b>	<b>(811.66)</b>
<b>Carrington - large operation</b>					
Class A Ha	30		2,178.24	709.74	(1,468.50)
Class B Ha	15		221.02	75.88	(145.14)
Class C Ha					
<b>Total</b>			<b>2,399.26</b>	<b>785.62</b>	<b>(1,613.64)</b>

**5. RECOMMENDATIONS**

That the Committee:

1. **Receives** the report.

A handwritten signature in black ink, appearing to read "Marty Sebire". The signature is fluid and cursive, with a large initial "M" and a long, sweeping underline.

Marty Sebire  
**Corporate Services Manager**



8 February 2017

Water Race Committee

## **PROGRESS REPORT ON GIS-RATES RECONCILIATION**

### **1. PURPOSE OF THE REPORT**

The purpose of this paper is to update the Committee on progress reconciling the rates database to information held on the GIS system.

### **2. SIGNIFICANCE**

The matters for decision in this report are not considered to be of significance under the Significance and Engagement Policy.

### **3. WORK TO DATE**

Last year the Committee was informed of the work planned to upgrade the information in the rates database based on a review of property data held in our geographical information systems (GIS).

The GIS data must be credible, as it is the basis for setting rates as well as a number of other uses. Spatial data representing the Taratahi Water Race was copied from historical cloth maps assisted by the Water Race Overseer's experience approximately 18 years ago into a database held within the Council's GIS.

This data set appears to have had limited maintenance since its initial construction date. When viewing the data now it is frequently inaccurate when matched to the actual locations of the races as shown by the aerial photography. This has shown up the possibilities for misinformation when used for rating, the subdivision of land parcels, and the classification of sections of the water race by type and usage.

At that stage, a number of issues had been identified that needed addressing before the 2017/18 rating year. Initially, the water race per the GIS was updated to match the Overseer's understanding of the water race, the depiction of the races on other maps, and the

categorisation of the various water channels and courses. Further, a desktop audit to match water race lineage to races shown on photography was undertaken.

It was expected to be completed by September, but has taken considerably longer and been interrupted by other priorities. It is now complete and includes a reconfigured representation of the 200 metre and 500 metre zones for each property. This is a huge leap forward in information kept on the GIS and on its accuracy and reliability.

#### 4. NEXT STEPS

The next step is to compare, for each and every property, the GIS information with the rates database information and against the rating policy. This is a big exercise and must be done once and done well or we risk our credibility.

I propose sending a letter to all existing water race ratepayers in March explaining the process over the next four months. This will include:

- comparing the GIS to the rates database
- informing ratepayers of the outcome of that review for their property and what will be used for setting their rates in 2017/18
- providing an opportunity for feedback
- updating our systems if required
- finalising rates factors for the 2017/18 year.

There is likely to be an effect on the total number of hectares over which the costs of the water race system is spread. The initial analysis shows GIS has more than 10 percent less area in the 200 metre and 500 metre zones than is in the rates database. If this is confirmed, there would need to be an increase in the rate.

#### 5. RECOMMENDATIONS

That the Committee:

1. **Notes** the progress on reconciling water race data on the GIS and rates systems and the work planned over the next four months.
2. **Notes** there is potentially an impact on water race rates.



Marty Sebire  
Corporate Services Manager



**The minutes of the Water Race Committee Meeting of Carterton District Council  
held in the Hurunui o Rangi Meeting Room, Carterton Events Centre,  
50 Holloway Street, Carterton on Tuesday 6 December 2016 at 10.00am.**

**Present:** Mayor Booth (Chair),  
D Ellison, G Smith, J McFadzean, M Hewison

**In Attendance:** J Davis (Chief Executive)  
G Baker (Operations Manager)  
M Pike (Water Race Supervisor)  
T Pritchard (Engineer)  
D Gittings (Planning and Regulatory)  
M Sebire (Corporate Services Manager)  
S Robertson (Resource Management Planner)

**1. Apologies**

Apologies received from N Wadham and Cr B Deller.

**Moved**

That the apologies be accepted.

Smith / Ellison  
CARRIED

**2. Conflicts of interest**

No conflict of interest was declared.

**3. Water Wairarapa**

Michael Bassett-Foss spoke to the committee giving an overview of what their proposed scheme is. They are looking at a Dam at the Black Creek site, to provide reservoirs from which water could be distributed for a range of uses including Masterton's urban water, Carterton's Water Races and the current irrigator users. For Carterton water races this would help supplement low summer flows. Water Wairarapa are aware they will need to discuss this with the community and are happy to work with the community, committees and staff for further assistance and ideas to help get a reliable source of stored water.

**4. Draft Code of Practice / Strategy**

**Purpose**

To seek the water race committee's agreement to circulate the draft Code of Practice / Water Race Strategy to the following parties: The Manager, Environmental Regulation, Wellington Regional Council, Wairarapa Public Health, Masterton District Council, Kahungunu ki Wairarapa, Federated Farmers of New Zealand, Wellington Fish and Game Council, and Ted Taylor.

**Moved**

The Committee receives the report.

Smith / McFadzean

CARRIED

**Moved**

The committee adopts the draft Code of Practice/Strategy for feedback purposes with the changes as discussed.

Addition to Minimising Race Water Contamination, runoff from roads and highways.

Remove line from Landowner Checklist to read as follows:

This Code of Practice/Strategy provides an opportunity for the farming industry, to demonstrate their ability to voluntarily adopt common sense and workable solutions to a common problem, and ensure the continuance of the races for the benefit of the community as a whole.

Water Race Planting Strategy, merge 4.3, f & g to read:

Trees and shrubs can be planted on the opposite side of the race from which it is maintained.

McFadzean / Ellison

CARRIED

**Moved**

The committee agrees to send a copy of the Code of Practice/Strategy for the Carrington and Taratahi water races to the parties' listed in condition 3 of WAR010202 and WAR010227.

Ellison / Smith

CARRIED

**5. Financial Performance to 31 October 2016**

**Purpose**

The purpose of this paper is to provide financial information on the water races for the 2016/17 financial year to 31 October 2016.

**Moved**

The committee receives the report.

McFadzean / Smith

CARRIED

**6. Water Race Operations August – November 2016**

**Purpose**

The purpose of this paper is to provide the Water Race Committee with information in the operations of the water races for the period August to November 2016.

**Moved**

The committee receives the report.

Smith / McFadzean

CARRIED

**Moved**

The committee agrees that a digger and truck are not to be purchased.

Cr Booth / Smith

CARRIED

**7. Minutes for August Meeting – confirmed at the last council meeting**

All members checked for accurate recording.

Minutes were confirmed at the last council meeting on the 5 October 2016.

**8. General Business**

The Chief Executive will look into the water races on the road reserve and put a report together for the next Water Race committee meeting.

At the moment all work has to be planned as it is on the road side and it requires a Traffic Management Plan to be lodged. This can be difficult for times when there is flooding due to culverts getting blocked and for cleaning purposes.

Melvin Pike proposed piping to the other side of road reserve so a Traffic Management Plan wouldn't be required and cleaning and issues from flooding can be resolved quickly.

**The Meeting concluded at 11.50am**

**Minutes confirmed.....**

**Date.....**