
Asset Manager's Report - June 2007



WATER/WASTEWATER

Water and Wastewater Assets Valuation and Asset Management Planning

The three yearly valuation and asset management planning reports for potable water and wastewater assets are due this year. OPUS and BECA consultants have been commissioned to do the work for potable water and wastewater respectively, and are on track for a timely finish in the third quarter of this year.

Wastewater

New Sewer Extensions:

After a long interval, the urban sewer network saw some significant expansion this month. There were two sewer extensions:

- (1) The sewer main was extended by 80m along the paper road starting from the manhole at the junction of William Street and John Street, to enable a new connection for Rooney's office building. This extension was 100% user-paid, as there are no other properties benefiting from it.
- (2) The sewer main along Edinburgh Street was extended by 110m to a new manhole at the junction of Princes Street, and a further 88m along Princes Street to terminate at another new manhole. This extension is part of the conditions of approval for the proposed sub-division by Mr Warrick Brown. The Council is to take ownership of the new infrastructure along the road and the sewer layout within the property is to remain private. The Council's commitment towards this extension is based on the benefit to other properties, and was worked out as \$ 21,360, equalling the approximate total additional rates revenue that the new infrastructure will attract during a period of 12 years.

In connection with this work, a 66 metre-long section of 150mm earthenware sewer main along Edinburgh Street was renewed, as the earlier CCTV survey revealed that this section was in a sub-standard condition.

The properties that have access to the new sewer main have been offered the option of connecting to the sewer system, and one property is already connected. Regrettably, the invitation to take advantage of the availability of the construction machinery on-site, and thereby save on the cost of connection was misunderstood. Following a public meeting, a standardised offer has now been made available to these residents.

Further Extension of Sewer along Princes Street: Two property-owners had expressed interest on this possibility. It is technically possible to extend the sewer main by a further 350m along Princes Street, thereby providing another 16 properties with access to the sewer network. The estimated capital cost for this is approximately \$85,000 when allowing for physical works, pipes, materials, and necessary manholes.

Under the same guidelines used for the Edinburgh Street sewer extension the Council's contribution towards this capital cost would be a maximum of \$24,000, recoverable partially through connection fees in future. Any commitment would also be subject to availability of funds in the budget.

The balance would have to be met by the beneficiaries, through a development contribution. The project would be considered viable if there was enough interest to

collectively contribute an amount of [\$85,000 less \$24,000 from the Council] = \$61,000. This information has been conveyed to the owners of properties along Princes Street.

Sewer Extension Along Timaru Road: There were several submissions to the 07/08 Annual Plan on the subject of failing septic tanks in this area, and it is recognised that the problem has been of concern for some time in recent years. Steps are being taken to prepare a preliminary engineering plan and estimate for extending the urban sewer network to address the problem in this area. This report is expected in approximately 6 months.

Sewer Network & Treatment Plant

The sewer network and treatment plant continued to operate satisfactorily. During the month there has been one complaint about the odour from the treatment pond.

Water

Meridian's North Bank Tunnel Concept (NBTC) & Hunter Downs Irrigation project

The deadline for submissions to ECan on the application for Resource Consents for water use for the two projects is extended to 25th June 2007.

On behalf of Meridian, Glasson Potts Fowler Ltd did an evaluation of the possible impact of the diversion of water for NBTC, on the Waikakahi scheme's water intake. A brief report that identifies the anticipated effects and proposes the mitigation & monitoring measures (in the short term as well as long term) has been submitted to Waimate DC by Mark Racle, the Stakeholder Liaison Manager for NBTC.

- a. The report identifies insufficient water over the Waikakahi pump's suction as a likely effect.
- b. In the short term, proposes monitoring and building a database on the performance of the intake during different flow conditions in the river.
- c. Recommends a number of alternatives if the worst case scenario of insufficient water at the point of intake occurs.
- d. Identifies the likelihood of direct interference effects during the construction of the outfall, for which further mitigation may be required.
- e. In the long term, recommends the monitoring of the performance of the water take for a period of two years from the date of commissioning of the North Bank Tunnel, and the tailoring of solutions if any negative effects are identified.

Further, Mark Racle assured Waimate DC Asset Management staff on 28th May that the NBTC will not have any impact on the Lower Waihao intake, as this intake is downstream of the outfall from the tunnel, by which time all water has been returned to the river.

The likely impacts arising from the Hunter Downs Irrigation Scheme were discussed with Brian Ellwood, the Project Manager for Hunter Downs Irrigation on 30th May 2007.

- a. The water requirement for HDI will be 20 cubic metres/sec.
- b. Waikakahi RWS Intake. B Ellwood acknowledged that we had received nothing specific in writing, and that he would address that. He suggested that it was necessary to sustain the gallery weir height so that the spring water source height would be maintained. The HDI intake would be adjacent the Morven-Glenavy intake where the bend in the State Highway

meets the river at the Stone Wall, east end. The Waikakahi intake was about 3km further upstream beyond the stone wall.

- c. Lower Waihao RWS Intake. This site could be impacted by lower river flows, theoretically. B Ellwood stated that the water table was sustained in this area, particularly in summer, partially by the irrigation runoff i.e. the water table was not entirely dependent on the river flow, in his opinion.

In conclusion, B Ellwood stated that he would address these two sources (i.e., Waikakahi and Lower Waihao) and write formally to Waimate DC well before the submission date of 25th June.

It is our considered opinion that we should also submit to the Resource Consent process to ensure that these mitigation measures become a necessary part of any approval process, so that the best possible protection can be afforded these two Rural Water Scheme intakes for current and future needs.

Water Schemes

Urban Water Scheme

A new 90m-long, 100mm dia. PVC water main was installed along the paper road from the junction of William Street and John Street, to facilitate a new water connection. The installation of the pipe was at the applicant's cost. A new fire hydrant was installed at the end of this new pipe line.

There were two pipe breakages in the network during the month, both occurring at locations where the cast iron water main was repaired in the not-so-recent past using A/C pipe sections to patch up.

Rural Water Schemes

Cannington-Motukaika

No problems were reported in water quality or the distribution network.

Hook Waituna

The scheme functioned generally trouble-free.

Lower Waihao

The Waikakahi link is now operational and consequently the pumping hours at the intake have increased marginally. The new SCADA system upgrade is also a key component of this new supply and its control system.

A direct link to Glenavy via a 5.4 km long, 65mm diameter pipe line along Glenavy-Tawai Road is to be installed in the next few months. The cost of this pipe line is to be recovered via capital contributions.

Otaio-Makikihi

No problems were reported in the network or water quality.

Waihaorunga

No problems were reported in the network or water quality.

Waikakahi

The Lower Waihao link to the Dog Kennel Hill reservoir is now operational, with the eastern section of the scheme now served with water from the Lower Waihao intake.

Approximately half of the total increase in flow applied for by the consumers has been supplied so far. Remaining connections are dependent on network updates to the farm supplies.

No problems were reported in the network or water quality.

Downlands

Nothing to report on the Downlands scheme.

ROADING

Work Completed

Drainage

Galways, Cannington, Neals, Moa, Backline and Pareora Gorge Roads

Pavement Repair

Cannington Road, Pentland Hill Road, William Street.

Area Wide Pavement Treatment

Serpentine Valley Road 300m West of Armstrongs Road, Shape Correction of a curve for a length 180m

Kaiwarua Road, Shape and metal last 500m section

Unsealed Road Metalling

The Metalling programme in the Pareora and Waihaorunga area has been completed and the Hakataramea area is in progress.

Seal Widening

Morven Glenavy Road (Archibald to McLeays) is in progress.

Minor Safety Project Pareora Gorge Road

This work included minor seal widening on the inside of curves, extending culverts and installing gabion baskets to support the road shoulder

Bridge Repairs

Lanes Bridge Kaiwarua Road, Repair Handrail and widen approach

Signs

Ice Warning signs have been installed.

Additional destination signs have been installed on the Hakataramea Pass Road

Pavement Marking

General remarking work has been completed.

Work Programmed

Drainage Maintenance and Culvert Replacement

Drainage maintenance is programmed for Old Ferry Road and a new box culvert will be installed near the end of Englebrechts to alleviate a flooding problem.

Pavement Repair

Morven Glenavy area.

Unsealed Road Metalling

The metalling programme in the Otaio, Makikihi area will be completed in June

Contract 06/2 Footpath and Kerb and Channel Construction

The contract for the construction of footpath and kerb and channel on Queen Street and footpath renewal on Wilkin Street is in progress.

Contract 04/1 Road Maintenance Renewal

The contract for Road Maintenance with Works Infrastructure Ltd has been extended for a one year period following the satisfactory renegotiation of the contract price.

Land Transport Sector: Next Steps Review (25/05/2007).

State Services Minister Annette King today released a Land Transport Sector Review that recommends the establishment of the Government's short to medium term funding and investment priorities for the sector and the merger of Transit New Zealand and Land Transport New Zealand.

Finance Minister Dr Michael Cullen and Ms King, as Transport as well as State Services Minister, asked the State Services Commission in January this year to lead the Next Steps review, the final in a series of reviews designed to ensure value for money in the land transport sector. The review involved the Ministry of Transport, Treasury and Department of the Prime Minister and Cabinet (DPMC).

Earlier reviews included the Ministerial Advisory Group on Rooding Costs (released in February) and the Review of Value for Money in the Land Transport Sector (released in April).

"The Cabinet has agreed to all the key recommendations in Next Steps regarding changes to the national planning and funding system and structure with the exception of completely ring-fencing fuel excise duty, road user charges and motor vehicle registration fees for land transport expenditure," Ms King said. "More work has been commissioned in that area."

Ms King said that the review "confirmed that, despite recent improvements, transport agencies need to work more collaboratively and with a common purpose. It has recommended a package of changes designed to support a cohesive and efficient sector.

"The review also focused on ways to improve value for money. Changes to both the planning and funding system and the structure of the sector have been recommended to achieve improvements in these areas."

Key recommendations in the report are:

- That the Government establish the funding policy and investment priorities for the land transport sector, for the short-medium term, through a Government Policy Statement.
- That regular reviews of funding levels are undertaken to ascertain whether the balance between investment priorities are sufficient to achieve the desired outcomes. These reviews will feed into the development of the Government Policy Statement,
- Extension of the land transport planning cycle to a three-yearly basis.
- All Fuel Excise Duty, Road User Charges and motor vehicle registration fees to be directed into the dedicated National Land Transport Fund, and effectively ring-fenced for land transport expenditure.
- Land Transport New Zealand and Transit New Zealand to be merged, and some policy capability to be transferred to the Ministry.

Ms King says further work and consultation has also been commissioned on recommendations in the report regarding the local and regional interfaces with the proposed new planning and funding system.

“These recommendations need to be considered as an inter-related package of measures and will need some time to take effect. The decision to merge two Crown entities, with its subsequent impact on staff, has not been taken lightly, but Next Steps provides us with an opportunity to improve the performance of the government land transport sector and as a result improve its impact on the New Zealand economy and environment.

“The Ministry of Transport will lead a well structured implementation phase, with on-going support from SSC, Treasury and DPMC, and will report back to Ministers later this year. The Government is also committed to consulting with key stakeholders on how these changes can best be implemented.”

Contact: John Harvey (04) 471 9305; John Saunders (04) 470 6851.

Frequently Asked Questions

Why did the government ask for a review of the land transport sector?

While there have been many improvements in the transport sector in recent years, the Ministers of Transport and Finance had on-going concerns that the Government land transport sector was not fully achieving value for money nor fully delivering on the New Zealand Transport Strategy. These concerns were affirmed by the recent findings of the Ministerial Advisory Group on Rooding Costs and EXG Review of Value for Money in the Land Transport Sector.

They also had concerns that the sector was not fully delivering on the Government's wider agenda and was not sufficiently responsive. Lastly, they were concerned that the current system was creating ongoing fiscal risk for the Government.

But didn't the government review the sector just recently?

The focus for the Next Steps review was on whether changes are needed to enhance responsiveness, performance, capability and value for money in the land transport sector.

This was quite different to the Government Transport Sector Review in June 2004 which looked at the Government's transport sector as a whole (including civil aviation and maritime) with a view to improving alignment of agency roles, responsibilities and legislation with the vision and objectives of the New Zealand Transport Strategy. That review sought to broaden the safety focus of the Crown entities.

What did the Next Steps review cover?

The review focussed on ways to increase the value for money achieved by New Zealand's investment in land transport as well as considering possible changes to, governance and funding arrangements and the structure of the sector. Its goal was to make recommendations to Ministers on what changes to investment planning, funding and structure may be needed to enhance agency responsiveness, performance, capability and value for money. The scope covered the Ministry of Transport, the two Crown entities - Land Transport New Zealand and Transit New Zealand - and the Treasury, with regard to Rail. ONTRACK was considered outside the scope of the review pending passage of the Rail Network Bill. The review process was lead by the State Services Commission.

What were the key findings by Next Steps?

Next Steps identified a number of underlying causes of the issues Ministers were concerned about, these were:

- gaps in the interpretation of the New Zealand Transport Strategy objectives;
- the Ministry has yet to acquire sufficient capability to fulfil the leadership role envisaged by the Government Transport Sector Review in 2004;
- expenditure pressures that are not being addressed strategically;
- the roles of some government agencies remain unclear, and some functions are duplicated;
- inconsistent planning and funding policies distort incentives within the sector; and
- inefficient churn in planning and limited sector collaboration fails to align central, regional and local land transport plans.

What were the recommendations from Next Steps to address these issues?

The key Next Steps recommendations include that:

- a Government Policy Statement be issued by the Minister of Transport on a three-yearly basis setting out the government's funding policy and priorities for the next three to six years;
- the National Land Transport Programme becomes a three-yearly, as opposed to an annual, document;
- approval of individual activities continues to be carried out on a statutorily independent basis by the agency responsible for developing the National Land Transport Programme, which must give effect to the Government Policy Statement;
- Fuel Excise Duty and Road User Charge levels for the next three years be set as part of the Government Policy Statement process;
- all Fuel Excise Duty, Road User Charges and Motor Vehicle Registration fees would be ring fenced for the National Land Transport Fund; and
- a single statutory Crown entity be established through a merger of Land Transport New Zealand and Transit NZ

How will these recommendations make a difference?

These recommendations will provide the wider sector with additional guidance by setting out Government's funding and policy priorities for the next three to six years through a Government Policy Statement, leading to improved agency responsiveness. The proposed clarification of roles and responsibilities for the central Government agencies should also result in improved communication and information sharing. Reduced duplication, reduced 'churn' by extending the planning cycle and improved collaboration and cooperation will also lift the sector's performance. It is also clear that the Ministry of Transport must boost its capability and fulfil its sector leadership role.

The recommendations would ensure that value for money becomes a more prominent consideration in the development of the National Land Transport Programme and its delivery. The proposed changes to the planning and funding system would address most of the issues currently facing the sector. The implementation of these measures would necessitate changes to the current roles, functions and nature of the government institutions in the sector.

What was the thinking behind merging Land Transport NZ and Transit NZ?

The review considered a number of structural options in detail. Two viable options emerged - the first retained the existing three agency model, but with changes to their roles and functions in keeping with the planning and funding recommendations. The other option merged the two Crown entities (Land Transport NZ and Transit NZ) to form one land transport agency. Next Steps concluded that both options would be viable. However, on balance it recommended the more significant structural change to disestablish Land Transport NZ and Transit NZ as separate agencies and merge their new functions into a new statutory Crown entity (which would retain the statutorily independent functions currently held by Land Transport NZ).

The reasons for the Review's preference for a merger include the following:

- the benefits of integration would be greater than the benefits of retaining separately focused entities;
- one Crown entity would be required to consider all transport modes and activities and ensure that appropriate trade-offs are made;
- one Crown entity would be accountable to the Minister;
- one Crown entity would be required to focus on cost-effective delivery of its activities; and
- one Crown entity should facilitate more easily the transition, over time, to the fully implemented new planning and funding arrangements.

A collaborative culture needs to be embedded throughout the Government land transport sector. The proposed new planning and funding arrangements and the proposed merger of the current two Crown entities to establish new institutional arrangements would contribute to this.

What happens now?

Implementation will be crucial to the success of the proposed changes. The Ministry of Transport will lead the implementation process with support from a multi-agency team which will include the Ministries of Transport, Finance and State Services. The Minister of Transport has instructed officials to consult the land transport sector and local government before finalising other recommendations. The recommendations requiring further consultation are that:

- regional councils through arrangements such as Regional Land Transport Committees be responsible for prioritising all regional and local land transport funding proposals, including State highway proposals, in Regional Land Transport Programmes on a three-yearly basis;
- Regional Land Transport Programmes must be consistent with the Government Policy Statement;
- only activities included in a Regional Land Transport Programme be eligible for funding through the National Land Transport Fund, with the exclusion of nationally-led expenditure and other central expenditure such as Police funding;
- the Ministry of Transport be enhanced through having responsibility for the new functions of providing advice on evaluation procedures and design standards and monitoring and reviewing a selection of activities funding through the National Land Transport Programme; and
- the Ministry of Transport consider how it will enhance its capability and capacity to deliver on its strategic leadership functions;

When will we see the outcome of this further work?

Officials will provide a detailed implementation plan with milestones to the Ministers of Transport, Finance and State Services by 31 May 2007, and it will provide regular reports on progress to these Ministers starting 30 June 2007. Any changes to organisational structure and planning processes that involve multiple organisations always take time to implement and bed-in. The implementation plan will work out what changes should take place at what time.

What are the financial implications of all of this?

The financial implications of the recommendations have not yet been fully analysed as the details of these are still under development. There are likely to be three resource and fiscal implications in implementing the proposed changes:

- short-term implementation costs;
- structural change costs and savings; and
- fiscal impacts of ring fencing the Fuel Excise Duty.

Officials will be providing advice to Ministers on the likely costs as part of the implementation process.

What are the legislative implications of these changes?

A number of the recommendations in the Next Steps report will require legislative change. Officials are working to map out the legislative implications in detail and will report back following the proposed consultation.

What does this mean for public transport investment?

The role of public transport should be enhanced with the proposed changes. The new Government Policy Statement will provide the opportunity for the Government to signal its expectations for public transport as well as its desired share of the transport expenditure pool.

What does this mean for coastal shipping?

The Government Policy Statement will be the place for the government to signal its expectation with respect to domestic shipping. The role that shipping could play in helping to meet New Zealand's needs will start to be identified in a domestic shipping strategy that is being prepared.

What does this mean for the state highway guarantee as announced in Budget 2006, and continued in Budget 2007?

The state highway guarantee will be superseded by the changes recommended in Next Steps. By linking revenue to expenditure the sector will be able to ensure the delivery of key projects without the need for the guarantee.

What is the timeline for passage of legislation and passing of the Bill?

It is hoped that legislation can be introduced into the House either later this year, or early in the New Year. While the Review team addressed the key issues asked of them, there is a series of details that need to be worked through before legislation is drafted. A follow-up team will work through those issues, in conjunction with the land transport agencies, local government and other affected and interested parties.

Is the government still committed to the objectives in the New Zealand Transport Strategy (NZTS)?

Absolutely. The Next Steps recommendations and other actions being taken by the Government will enhance the ability to deliver on those objectives. The Government Policy Statement will provide the opportunity to provide enhanced guidance on the best ways to move towards the objectives.

Is the government doing anything more to achieve NZTS objectives?

The Government is doing many things. The recent Budget announcement on Auckland electrification is seen as a significant contribution towards improving environmental sustainability while supporting economic development and improving access and mobility. The Government has also instigated a project around the Implementation of the NZTS that will address the best ways to achieve the objectives. A Discussion Document is planned for late July/August with the target date of March 2008 for the Implementation Plan.

Will there be job losses?

Next Steps is about more effective ways of working to deliver the Government's considerable investment in land transport. Given the scale of work underway and planned, New Zealand needs to retain its transport expertise. While there might be changes to some positions within the sector, it is expected that the size of the sector will remain roughly the same.

What about the road policing programme?

The road policing programme is a vital component of the transport sector. It is expected that, as an Activity Class, the size of the road policing programme will be set

through the Government Policy Statement. The precise details are being worked out in the follow-up work.

What about membership of regional land transport committees?

The implementation team following-up on the Next Steps review will be having discussions with local government representatives and other stakeholders as to the appropriate composition of Regional Land Transport Committees to address their augmented role. The Minister is aware that in some parts of the country the Committees are seen as unwieldy.

Will this legislation be passed at the same time as the legislation which will enable regional fuel tax (as announced in Budget 2007), or will it be later?

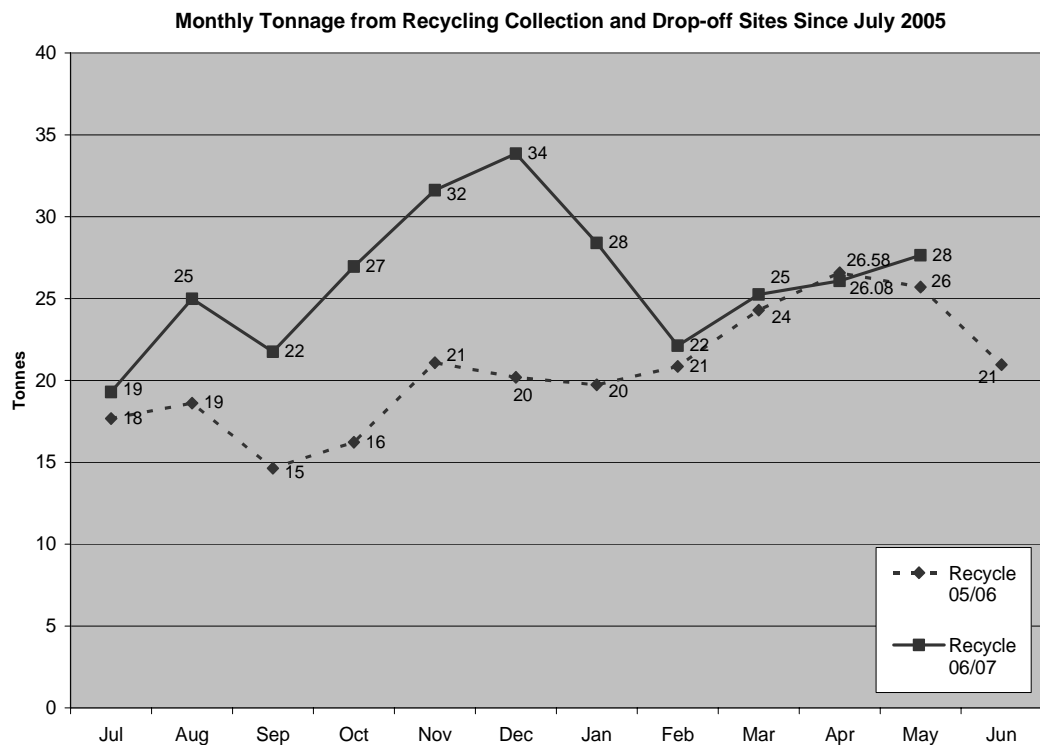
The regional fuel tax is an urgently needed measure for getting important projects like Auckland's rail electrification moving. The Next Steps work contains a number of issues that need to be resolved - including with consultation. There is therefore likely to be a gap between the two pieces of legislation.

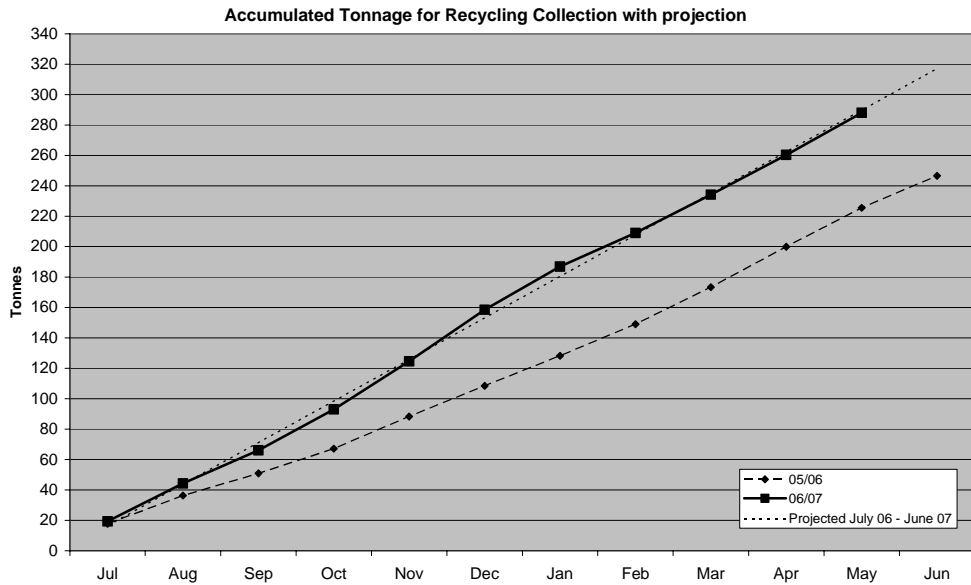
WASTE

Monthly Tonnage for Recycling Collection

The tonnage of recyclables collected this month exceeded the comparable month last year: 27.7 tonnes vs. 25.7 tonnes.

Tonnage from the recycling collection for the first 11 months of this financial year now stands at 288 tonnes i.e. an increase of 28% from the comparable period last financial year. A projected figure of approximately 320 tonnes for the July 06 – June 07 period is anticipated (see charts below):





The additional tonnage of recyclables being dropped-off direct to the RRP by businesses and residents is approximately 5 tonnes per week.

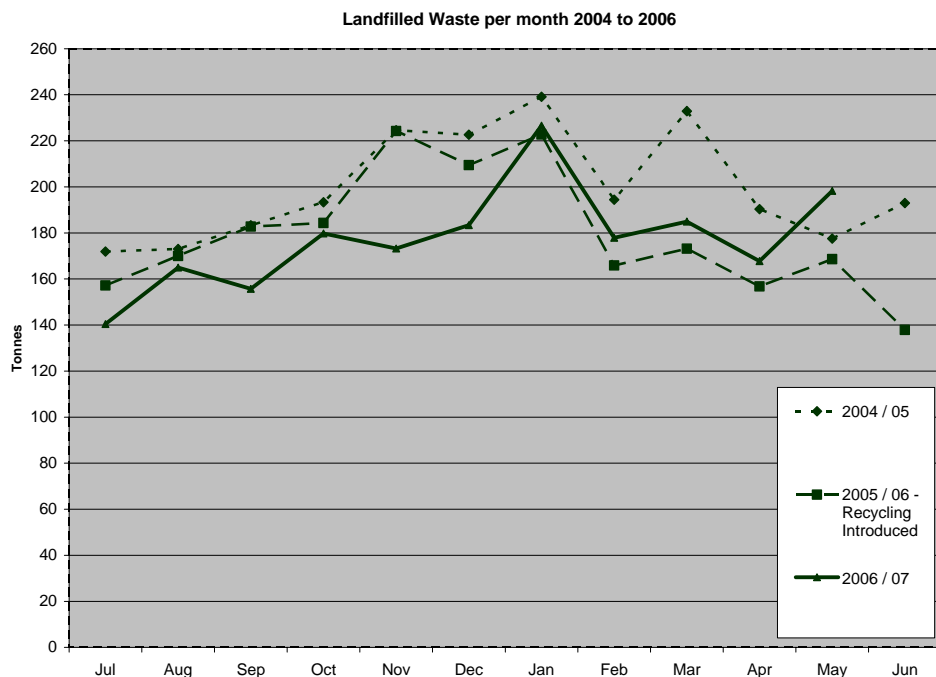
Tonnage to Landfill

Tonnage to landfill for the month of April 2007 was 198.3 tonnes compared to 168.6 for the comparable period last year. (See chart below).

The last 5 monthly tonnages have exceeded the previous years comparable period, reversing the recent trend of lower tonnages. The lowest tonnage for a 12 month period, since Waimate’s waste began to be landfilled at Timaru, is 2,022.4 tonnes for the Jan – Dec 2006 period.

Tonnage Landfilled for the 12 month period ending:

| | | |
|------------------------------|-----------------------------|------------------------|
| 30 June 2005 2,396 | 31 May 2007 2,091 | Decrease 14% |
|------------------------------|-----------------------------|------------------------|



St Andrews Waste Options

It has been agreed with the St Andrews Ratepayers Association to maintain the recycling drop-off site at the Village Green. WDC will erect screen fencing, by the end of June, to a similar standard to the existing boundary fencing. Additional bins will be put in place as necessary to lessen the likelihood of overloading.

Details of the greenwaste drop-off site have now been finalised. A local business has agreed to accept suitable greenwaste from local residents free of charge. Council is having a sign made, outlining conditions of service, to be placed on-site. A brochure has been designed, in conjunction with the business, to publicise the service to the local community. It is expected to distribute the brochure before the end of June. At this stage, the service will only be offered to residents within the St Andrews township.

Waimate Creek Remediation

Minor tree planting is being undertaken on the banks of the Waimate Creek that bounds the Waimate Resource Recovery and Closed Landfill sites. This work aids in strengthening the steep creek banks, in this locality, and was budgeted within the Landfill Aftercare ledger account, and is an ECan requirement to assist in bank protection adjacent the Waimate Stream.

GENERAL

Proposed Canterbury Natural Resources Regional Plan (NRRP) Hearings.

Ashburton District Council is taking the initiative for a collective effort on submissions on matters of common interest by a group of stakeholders to the proposed National Resources Regional Plan Variation 1 – Chapter 5, relating to water augmentation / storage. Waimate DC was invited to participate in the process, and Waimate DC staff attended two of the working group meetings held to discuss the issue.

The support of Waimate DC is being sought for submissions by the following organizations:

1. Ashburton District Council
2. Hurunui District Council
3. Ashburton Community Water Trust
4. Federated Farmers
5. Rangitata Diversion Race Management Ltd
6. Rangitata Diversion Race Irrigator Forum
7. TrustPower Limited
8. Hurunui Community Water Development Project Working Group

Other organisations that are in support of the submissions and evidence of the above organisations, include:

1. Selwyn District Council
2. Mackenzie District Council
3. Irrigation New Zealand
4. Waimakariri Irrigation Company

It is intended that Waimate DC would be included in this second group.

Summary of the submissions:

- Reiterate that water is vital to any community's economic, social, cultural and environmental well-being and access to and wise use of water is essential for continued sustainable development.
- Advocate a regional approach to policy matters in the Canterbury region, considering that the Canterbury Strategic Water Study is yet to be completed.
- Recommend that the prohibited activity status in the proposed NRRP for water storage/augmentation in areas of 'high naturalness' be removed, to allow potential resource users the opportunity to submit resource consent applications while enabling the Regional Council to evaluate the proposal.
- Recognise the need to respond to climate change: the likely impacts for Canterbury being less rainfall, increased evaporation, increase in drought prone areas and increased irrigation demand, water storage/augmentation provides greater reliability of water supply and distribution.
- Highlight the necessity to present a balanced view of the potential effects associated with water use, with due consideration given for positive effects associated with dams and lakes, as it is contended that the proposed NRRP as written does not present a balanced view of the potential effects. The wider positive benefits include the certainty and reliability that water storage/augmentation would provide to communities versus uncertainty.

The Hearings on the submissions is to start in the first week of July. At the start of the hearings, the Mayor of Ashburton will present a broad introduction of the issues on behalf of all the organisations. This will provide the clear context in which the individual groups may present their own more specific evidence, or merely be silent supporters of the broader permissive approach to water management, rather than a controlled approach.

GD Hamilton
Asset Manager - 11th June 2007