

Date: Tuesday 23 June 2015
Time: 10.00am
Meeting Room: Claris Conference Centre
Venue: 19 Whangaparapara Road
Claris
Great Barrier Island

Great Barrier Environment Committee OPEN MINUTE ITEM ATTACHMENTS

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New DOC structure

On Friday the 19th of June, the new DOC structure was announced to staff. We have not had the official release to media or the ok to share this with the public yet, hopefully by the meeting on Tuesday I will be able to enlighten you.

Bring Back Kokako

This is an iwi led initiative to return this taonga species to Aotea. The Department is fully supportive and thanks the local board for its continued support. Ngati Rehua NgatiWai ki Aotea Trust Board have appointed Noelene Ngawaka for the role of co-ordinator for this kaupapa. The funding streams that have been applied for are looking promising and I can update a bit more at the meeting on Tuesday.

Glenfern purchase

After two years of funding applications and a significant amount of work from dedicated folk, it seems a shame that the end of the financial year is approaching rapidly, with no deal completed.

Infrastructure rebuild

Geoff Woodhouse is working hard to get these works underway and completely funded in the new financial year. I have asked Fenella to work on a communications plan for this, with the input of the project manager, Shaughan Anderson (DOC Whangarei) to keep the community and staff up to date on the progress and design plans.

Rakitu

We are still working on a resolution for the weka going forward. It is complex and there are many aspects to be considered. This is a partnership with Ngati Rehua Ngati Wai ki Aotea. And amongst other things, we have not had the resourcing to focus on this kaupapa.

Rabbits

We have had a few night shoots on the station over the past 2 weeks, with up to 70 shot. Louise, Jeremy and Envirokiwi have been carrying out rabbit counts over the past 3 nights, so will be interesting to see the data. Numbers are visibly declining from my view from home. Geoff advised the rabbit tally at 376 up til Sunday night, the 21st of June. The intention is to night shoot each week from now until the end of September.

Tabled at the
Environment Committee
23/6/15



10/06/15 1.5

First communication for the new office build for DOC at Okiwi Station

1. The Electronic Vehicle Gate at new office at Okiwi Station

When the new office is built an electronic gate will be installed to manage access to the private and some business areas of DOC. It is recognised that this is a significant and perhaps unexpected change for those accustomed to visiting the DOC on Aotea/Great Barrier Island and it is about recognising that the DOC here needs to be in line with the department's practices elsewhere. As DOC is about to build a new office it seemed the best time to include the gate changes in the upgrade.

The gate is being put in to:

- Stop the public from gaining access to workshops and dangerous areas of the DOC operations, so that we can be seen to have taken "all reasonable steps" to ensure the safety of staff and visitors to the site.
- Protect DOC assets to a higher level from theft and or damage, in line with national requirements.
- Give staff and their families on Okiwi Station, especially at weekends, the privacy needed to sustain a healthy work/life balance.

Islanders and mainland visitors will not be excluded from the new DOC office and when it is built there will be an entrance and reception area for visitors. People will be given access through the gate by reception after they have signed in and been appropriately briefed. There will be public space i.e. car park, reception areas and meeting rooms.

There is a large meeting room planned as part of the build and this will be available for community use e.g. Incident Control Point if there were a fire or other emergency in the northern part of the island, community meetings etc..

Approved contractors, islanders with specific and close roles e.g. rural fire that need unhindered access will have their own pin numbers. This will enable them to gain access to the Okiwi Station and the DOC as deemed appropriate.

Visitors to members of staff will also be provided with pin numbers and that staff member will be accountable for their guests.

- Pin numbers will be personal and it will be possible to check who entered and when on what pin.
- Pedestrians can still walk up the road or across the paddocks and it is important to remember that this is a working farm and a DOC operational base and that hazards do exist. Visitors will need to be briefed and children accompanied.

2. The Auckland Transport (AT) Storm Waste Problem

By-way of clarification of a few points, the following facts as they presented to the department are outlined below.

DOC entered into discussions early on with AT, when there was pressure to remove the storm road waste from the temporary dump at the Okiwi Airport. We signed a MOU with AT and both parties agreed to look closely at the opportunity to:

*tabled at the
Environment Committee
23/6/15*

- Dispose of the waste on Okiwi station near the temporary store site. Initially DOC was advised 1900-2000 cubic metres. This volume more than trebled.
- Minimise cost to the community both financial (direct cost to shift and compact but also indirect costs such as damage to roads etc) and also disruption to transport
- To use Richardson and Stevens Engineers (R&S) to design the solution.

DOC could not allow the dumping of material in some circumstances that a private landowner may e.g.

- Not in low or wetlands that our many threatened and endangered native species rely on as habitat
- Not on sloping paddocks without engineering conditions that would ensure that it would stay there.

A dump and run approach was not possible as DOC has to uphold professional standards and protect the public interest. So the DOC and AT entered into a design phase with R&S.

Many design changes were discussed between Downers and Fulton Hogan and DOC, from the very stringent to designs too difficult or too stringent to achieve. Shaughan Anderson (Snr Works Officer DOC) met with the contractors to understand their concerns and also with not only the design engineer but with a director of the engineering company to reduce the standards required. In rough terms the standards regarding testing were agreed to be halved in the redesign. This was a major concession by the engineering firm.

A new design was submitted to the AT contractors who still deemed it too difficult to adhere to. The standard was not in itself unreasonable, nor was it impractical to achieve and it could be described as generally best practise for deposition at sites where no building is planned.

The contractors were concerned at the costs of screening out the material ie larger rocks and vegetative material. They were also contractually required (via their standard AT contract) to assure the job which they deemed they couldn't.

DOC suggested that given the nature of the job (ie not roading or similar) that AT may wish to release the contractors from this obligation. DOC also suggested:

- AT may wish to shoulder the risk of subsidence themselves.
- DOC additionally offered that it would not require remedial works for minor slumping or slippage ie the proposed bunds would be landscape planted and an irregular shape was no big issue

Regrettably despite delaying the DOC works schedule substantially, a solution at Okiwi was not found that the parties could agree on and AT has pursued a different approach.

At no stage was there an agreement to pay incentives or an inducement part of the reason for the DOC option not proceeding.

Draft April 2015

Voluntary Code Of Fishing Conduct for Great Barrier Waters

Supported by the Aotea Local Board of Auckland Council

The marine and freshwater resources of Great Barrier Island waters are depleted, some severely. It is time to begin to restore the lost resource to a healthy state. A restored ecology will assist greatly to create a sustainable economy for residents and enhance enjoyment of the Island's environment for residents and visitors alike.

The coastal waters of Great Barrier, for the purpose of this proposal, are to be within 2 kilometres of the coastline including all offshore islands and outside of harbour headlands.

To begin the process of recovery the following code of conservation has been adopted.

1. Large snapper and crayfish will be returned to the water to assist breeding and recruitment.
2. Gill nets will not be used.
3. Long lines for recreational use will have no more than 20 hooks.
4. Commercial longlines allowed only for local sale and consumption
5. Whitebait will not be taken from Barrier streams and estuaries.
6. Eels will not be taken from Great Barrier streams and estuaries.
7. Fish will not be gutted or filleted ^{and dumped on} inshore areas or estuaries and streams.
8. No commercial crayfish pot will be laid in the following harbours- Tryphena, Schooner Bay, Okupu (Blind Bay), Whangaparapara, Fitzroy and Katherine Bay.
9. Bottom or mid- water trawling will not be used in Great Barrier waters.
10. Commercial dredging will not be used in Great barrier waters

tabled at the
Environment Committee
22/6/15