

Monday, 1 September 2025

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council

Hastings District Rural Community Board Meeting

Kaupapataka

Agenda

Te Rā Hui:
Meeting date: **Monday, 1 September 2025**

Te Wā:
Time: **2.00pm**

Te Wāhi:
Venue: **Council Chamber
Ground Floor
Civic Administration Building
Lyndon Road East
Hastings**

Te Hoapā:
Contact: **Democracy and Governance Services
P: 06 871 5000 | E: democracy@hdc.govt.nz**

Te Āpiha Matua:
Responsible
Officer: **Transportation Manager - Jag Pannu**

Hastings District Rural Community Board – Terms of Reference

The Community Board is a separate entity to the Council. The role of the Community Board is set out in Section 52 of the Local Government Act 2002. The Council is authorised to delegate powers to the Community Board.

Membership (7 members)

- Chair (elected by the Board).
- Deputy Chair (elected by the Board).
- 4 Elected Community Board Members.
- 1 Mōhaka Ward Councillor.
- 1 Kahuranaki Ward Councillor.
- 1 Takitimu Ward Councillor.
- 1 non-voting Youth Council appointee.

Quorum – 4 members

DELEGATED POWERS

General

- 1) To maintain an overview of services provided by Council within the Community Board's area.
- 2) To represent, and act as an advocate for, the interests of the community represented.
- 3) To consider and report on all matters referred to the Board by Council, or any matter of interest or concern to the Community Board.
- 4) To communicate with community organisations and special interest groups within the community.
- 5) To undertake any other responsibilities that are delegated to it by Council.
- 6) To appoint a member of the Community Board to organisations approved by the Council from time to time.

Long Term Plan/Annual Plan/Policy Issues

Authority to make a submission to the Long Term Plan/Annual Plan process on activities, service levels and expenditure (including capital works priorities) within the Board's area or to make a submission in relation to any policy matter which may have an effect within the Board's area.

Roading and Traffic

Authority to exercise the Council's powers and functions in relation to roads within the Board's area under the following sections of the Local Government Act 1974:

- Section 335 (vehicle crossings);
- Section 344 (gates and cattle stops);
- Section 355 (overhanging trees).

Authority to exercise the Council's statutory powers in accordance with Council policy (including any relevant powers conferred by bylaw) over roads within the Board's area in respect of;

- Road user behaviour at intersections.
- Controls on stopping or overtaking.
- Controls on turning.

- Pedestrian safety.
- Footpath maintenance and improvements.
- Accident investigation studies, lighting and other safety works.

For the avoidance of doubt, nothing in this delegation authorises a Community Board to deal with a matter, in the exercise of delegated authority, in a manner which is in conflict with any policy or decision of Council or any standing committee of Council in relation to the same matter.

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Hastings District Council

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Kaupapataka

Agenda

Heamana

Chair: Isabelle Crawshaw

Deputy Chair: Jonathan Stockley

Vicki Scoular and Abby Morley

Mematanga:

Committee Members:

Ngā KaiKaunihera

Councillors: Ana Apatu, Marcus Buddo and Tania Kerr

Youth Council appointee: - *this position will be vacant in 2025*

Tokamatua:

Quorum:

4 members

Apiha Matua:

Officer Responsible:

Kaiwhakahaere Rōpū

Transportation Manager: Jag Pannu

Te Rōpū Manapori me te

Kāwanatanga:

Democracy & Governance

Services:

Louise Stettner (Ext 5543)

Te Rārangi Take

Order of Business

Apologies – Ngā Whakapāhatanga

- 1.0** At the close of the agenda no apologies had been received.
At the close of the agenda no requests for leave of absence had been received.
-

2.0 *Conflict of Interest – He Ngākau Kōnatunatu*

Members need to be vigilant to stand aside from decision-making when a conflict arises between their role as a Member of the Council and any private or other external interest they might have. This note is provided as a reminder to Members to scan the agenda and assess their own private interests and identify where they may have a pecuniary or other conflict of interest, or where there may be perceptions of conflict of interest.

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the relevant item of business and withdraw from participating in the meeting. If a Member thinks they may have a conflict of interest, they can seek advice from the General Counsel or the Manager: Democracy and Governance (preferably before the meeting).

It is noted that while Members can seek advice and discuss these matters, the final decision as to whether a conflict exists rests with the member.

Confirmation of Minutes – Te Whakamana i Ngā Minitī

- 3.0** Minutes of the Hastings District Rural Community Board held Monday 28 April 2025.
(Previously circulated)
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| 4.0 | Rural Transportation Activity Report | 9 |
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| 5.0 | Transportation Cyclone Recovery Update | 15 |
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| 6.0 | Te Pōhue Rural Recycling Request | 27 |
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| 7.0 | Minor Items – Ngā Take Iti | |
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8.0 Urgent Items – *Ngā Take Whakahihiri*

Monday, 1 September 2025

Item 4

*Te Hui o Te Kaunihera ā-Rohe o Heretaunga***Hastings District Council: Hastings District Rural Community Board***Te Rārangi Take*

Report to Hastings District Rural Community Board

Nā:

From: **Adam Jackson, Transportation Operations Manager**

Te Take:

Subject: **Rural Transportation Activity Report**

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 This report is to update the Hastings District Rural Community Board with the Rural Transportation Programmed Project Status and Activities Report.
- 1.2 This report concludes by recommending that the report be received.

2.0 Recommendations - *Ngā Tūtohunga*

That the Hastings District Rural Community Board receive the report titled Rural Transportation Activity Report dated 1 September 2025.

3.0 2025/2026 Major Works Programme

- 3.1 The 2025/26 financial year is the second portion of the 2024-27 Long Term Plan programme.
- 3.2 The following is the status of the final Area Wide Pavement Treatment programme for the 2025/26 financial year and beyond.

Road	Section	Status/Impact
Kererū Road	Maraekakaho to Aorangi Road – 5km	Large section of this road partially affected by the effects of TC Gabrielle, predominantly significantly increased quarry loadings. Design is complete, and contractor has

Road	Section	Status/Impact
		been selected. Due to risk of working during winter, construction has been postponed until Spring 2025.
Matapiro Road	Km 0 to km2	Construction commenced. Due date for completion is end of Feb 2026
	Km7 to km10	Construction commenced. Due date for completion is end of Feb 2026
Mangaroa Road	0 to 880m	Design finalised, works to start in October.
Soldiers Settlement Road	Puketitiri Road to Pekapeka Stream	The designs have reached an advanced stage with a technical review outstanding. The works are planned to be completed by May 2026
Waipunga Road	State Highway 5 to bridge	The investigations and designs are in progress – Works are planned to be completed by May 2026
Raukawa Road	Various sections	Designs are completed – moving to procurement the week of the 25th of August 2025. Work to be completed by May 2026.
Puketitiri Road	Various sections	The investigations and designs are in progress – Works are planned to be completed by May 2026
Others	various	Many other sections of damaged road are in the design process. Advanced design is critical to enable works to be delivered in a timely manner and during optimum conditions each construction season.

3.3 The 2025/26 reseal programme is finalised and pre-reseal repairs have started. Designs for all 25/26 reseals are also complete.

4.0 Bridge Maintenance/Renewals Update

4.1 Moteo-Puketapu Bridge Replacement (Kaweka Ward)

The new bridge was opened on 23 August. Improvements include two vehicle live lanes as opposed to one and a shared pathway accommodating cycles and pedestrians, separated from vehicular traffic.

4.2 Waitata Bridge Deck Replacement (Kaweka Ward)

The broken concrete deck was replaced with a thicker, stronger precast deck. The former load restrictions have been lifted. The bridge is now capable of carrying General Access (46 t), 50MAX (50 t), and High Productivity Motor Vehicles (HPMV, up to 62 t) BAU project.

4.3 Waikoau Gorge Bridge (Tutira Ward)

The cyclone damage has been repaired and the bridge strengthened. Former weight restrictions have been lifted. The bridge is now capable of carrying General Access (46 t), 50MAX (50 t), and High Productivity Motor Vehicles (HPMV, up to 62 t)

4.4 Waikoau Road Slips (Tutira Ward)

The cyclone created nine slips within the 1km long gorge section of the road. Two slips near the bridge have been repaired as part of the bridge repair contract. Seven slips remain. We are proposing a

realignment around the hairpin to “get away from the problem.” The slips repairs will be procured as a package to be awarded to a single panel contractor. Price comparisons are underway as we speak.

4.5 **Rissington Bridge Replacement**

Final stages of procurement. Possible addition of Dartmoor Bridge, linked to take advantage of efficiencies to be found in similar geographic area, bridge geometry, and structural type. Bridge is a 2 lane 8.5m wide bridge able to carry over dimension and overweight vehicles (with appropriate permits).

4.6 **Aropaoanui Low-Level Bridge Repair**

Detailed design to commence this financial year.

4.7 **Bridge Inspections**

Next round of annual inspections is being planned for November.

5.0 **Rural Maintenance Contract Procurement**

- 5.1 The rural road maintenance contract expires on 31 June 2026. A report went to Council in May advising of procurement options, contract models, and major changes that will be included in the rewritten contracts
- 5.2 The contract was due to expire in June 2022 however Tropical Cyclone Gabrielle put a halt to the contract procurement despite it being written, and advertised.
- 5.3 The changes to the 2022 written contract are considered to be relatively minor in nature, and are primarily due to industry changes, legislative changes, and opportunities for continual improvement which is business as usual for operation contracts.
- 5.4 The rural contract is expected to be tendered in mid November 2025 with tenders closing late January 2026.

6.0 **Speed Limit Review**

- 6.1 As part of the setting o speed limits for schools programme, significant work has taken place and is further planned in installing new speed limit signs for rural school areas. To date the following schools have had new signs installed:
 - Bridge Pa School
 - Maraekakaho School
 - Omahu School
 - Puketapu School
 - Te Pohue School
 - Waimarama School
- 6.2 Sherenden and Districts School is pending, and Pukehamoamo School is partially completed.
- 6.3 All remaining rural schools will have signs installed by mid-September.

- 6.4 Signs installed are a mixture of static signs and electronic variable speed signs. The electronic ones are installed in the higher speed areas.

7.0 Hawke's Bay Regional Council Projects Ohiti Road and North Shore Road Stopbanks

- 7.1 The Hawke's Bay Regional Council have two projects underway that have impacts on Councils roads. The two projects are Ohiti Road, and North Shore stopbanks.
- 7.2 **Ohiti Road Stopbank**
- 7.3 The Ohiti Road stopbank project initiates a 1.0m (approx) lift on part of Ohiti Road and Taihape Road. Detailed design is underway with construction expected to commence in November 2025.
- 7.4 Investigations were done by HBRC to determine the effects of the flood bank on Taihape Road. The effects are noted in the table below. HDC's asset managers will need to consider lifting the bridge as and when it reaches it's end of life, as well as raise the road over time when road rehabilitations become required.

Case	Typical Depth over road crown (m)	Typical Velocity over road crown (m/s)	Comment
5yr base case	0.18	0.3	
5yr with stopbank	0.29	0.3-0.35	Increase of about 100mm, very small increase in velocity
20yr with base case	0.35	0.4	
20yr with stopbank	0.7	0.3-0.4	Increase of about 300mm, negligible change in velocity
100 yr base case	0.5-1.0	0.3-0.5	
100 yr with stopbank	1-1.5	0.5-1.0	Large increase in flood depth, of about 500mm, slight increase in flood velocities, more pronounced adjacent to Taihape Rd bridge

Table: Effects on water levels over Taihape Road with varying storm return periods

- 7.5 **North Shore Road Stopbank**
- 7.6 The North Shore Road stopbank project initiates a 1.0m (approx) lift on part of North Shore Rad and State Highway 2. Detailed design is underway with construction expected to commence in November 2025.

8.0 Waka Kotahi Update

- 8.1 Verbal update provided by Waka Kotahi staff.

9.0 Works Update

- 9.1 **Attachment 1** will provide the Board with a photographic snapshot of activities undertaken between June 2025 and August 2025.

Attachments:

Summary of Considerations - *He Whakarāpopoto Whakaarohanga*

Fit with purpose of Local Government - *E noho hāngai pū ai ki te Rangatōpū-ā-Rohe*

The Council is required to give effect to the purpose of local government as set out in section 10 of the Local Government Act 2002. That purpose is to enable democratic local decision-making and action by (and on behalf of) communities, and to promote the social, economic, environmental, and cultural wellbeing of communities in the present and for the future.

Link to the Council's Community Outcomes – *Ngā Hononga ki Ngā Putanga ā-Hapori*

This report promotes the performance of regulatory functions for the purpose of providing safe, reliable, and efficient transport networks.

Māori Impact Statement - *Te Tauākī Kaupapa Māori*

No known impacts for tangata whenua over and above the impact on the rural district.

Sustainability - *Te Toitūtanga*

This is a progress report and sustainability issues are not addressed.

Financial considerations - *Ngā Whakaarohanga Ahumoni*

The works identified within this report are within existing budgets.

Significance and Engagement - *Te Hiranga me te Tūhonotanga*

This report has been assessed under the Council's Significance and Engagement Policy as being of minor significance. Individual projects will have been addressed under the significance and engagement policy during the planning and decision-making phase of those projects.

Consultation – internal and/or external - *Whakawhiti Whakaaro-ā-roto / ā-waho*

No consultation is required as part of this report.

Risks

Risk management and mitigation issues have been addressed in project planning and organisational health and safety policies. The major risk noted in this report is the potential for increase in tender costs in the maintenance contract rewrite. There are many ways to manage this risk such as decreased level of service, increased funding (and rate take), loan funding projects and negotiations with successful tenderer.

Rural Community Board – *Te Poari Tuawhenua-ā-Hāpori*

The Rural Community Board will have an interest in the operations and transportation activities within the DRA2 rating area.

Monday, 1 September 2025

*Te Hui o Te Kaunihera ā-Rohe o Heretaunga***Hastings District Council: Hastings District Rural Community Board***Te Rārangi Take*

Report to Hastings District Rural Community Board

Nā:
From: Anthony Van Rensburg, Transportation: Project Delivery Manager

Te Take:
Subject: Transportation Cyclone Recovery Update

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 Cyclone Gabrielle Recovery Programme has made substantial progress across the Hastings District, restoring critical infrastructure impacted by the cyclone.
- 1.2 Over 140 sites have been awarded, with many more in design, procurement, or construction phases.
- 1.3 Key achievements include:
 - Completion of major bridge and culvert rebuilds, restoring rural connectivity.
 - Delivery of slip repairs across multiple sites, improving road safety and resilience.
 - Acceleration of road renewal works, with strategic upgrades to key transport routes.
- 1.4 The programme is supported by NZTA and National Infrastructure Funding and Financing (NIFF), with active collaboration between contractors, consultants, and HDC teams.
- 1.5 Procurement momentum remains strong, with a mix of ECI, managed, and challenged sites progressing.
- 1.6 Several sites have transitioned to defects liability or close-out stages, indicating successful delivery.
- 1.7 Continued focus is placed on winter delivery planning, variation management, and community engagement.

2.0 Recommendations - *Ngā Tūtohunga*

That the Hastings District Rural Community Board receive the report titled Transportation Cyclone Recovery Update dated 1 September 2025.

3.0 Background – *Te Horopaki*

- 3.1 Cyclone Gabrielle had a devastating impact on our rural communities, damaging roads, bridges, culverts, and hillsides across the Hastings District. Many families and farms were cut off, and essential services were disrupted, making recovery a top priority.
- 3.2 In response, Hastings District Council, alongside national partners like the New Zealand Transport Agency (NZTA) and the Crown through National Infrastructure Funding and Financing (NIFF) formally known as Crown Infrastructure Partners (CIP), launched the Cyclone Gabrielle Recovery Programme. This programme is focused on rebuilding the infrastructure that connects our communities—ensuring safe access to homes, schools, farms, and emergency services.
- 3.3 The recovery effort has involved:
 - Engaging with the community and prioritizing the most urgent repairs.
 - Working with local contractors and consultants to design and deliver solutions.
 - Securing funding to support long-term resilience and futureproofing.
 - Coordinating across agencies to ensure efficient and transparent delivery.
 - This programme is not just about fixing what was broken—it’s about building back better, with stronger, safer infrastructure that supports the wellbeing and livelihoods of our rural residents.

4.0 Discussion – *Te Matapakitanga*

- 4.1 The Cyclone Gabrielle Recovery Programme continues to advance across a wide range of funded infrastructure sites. Analysis of the current dataset reveals key insights into both construction and design progress.
- 4.2 The estimated cost for the Cyclone Gabrielle Recovery Phase is estimated to be \$437 million which is currently known, the team continues to monitor and update the scope. Some works were unseen following the cyclone and prior to the cleanup. It should be noted that this value excludes the initial response phase of the cyclone.
- 4.3 Section 4 provides a high level perceptive of the cyclone recovery work to date. The figures below are reported for sites where funding has been agreed. The funding requirements are being discussed with funding partners on a continuing basis.

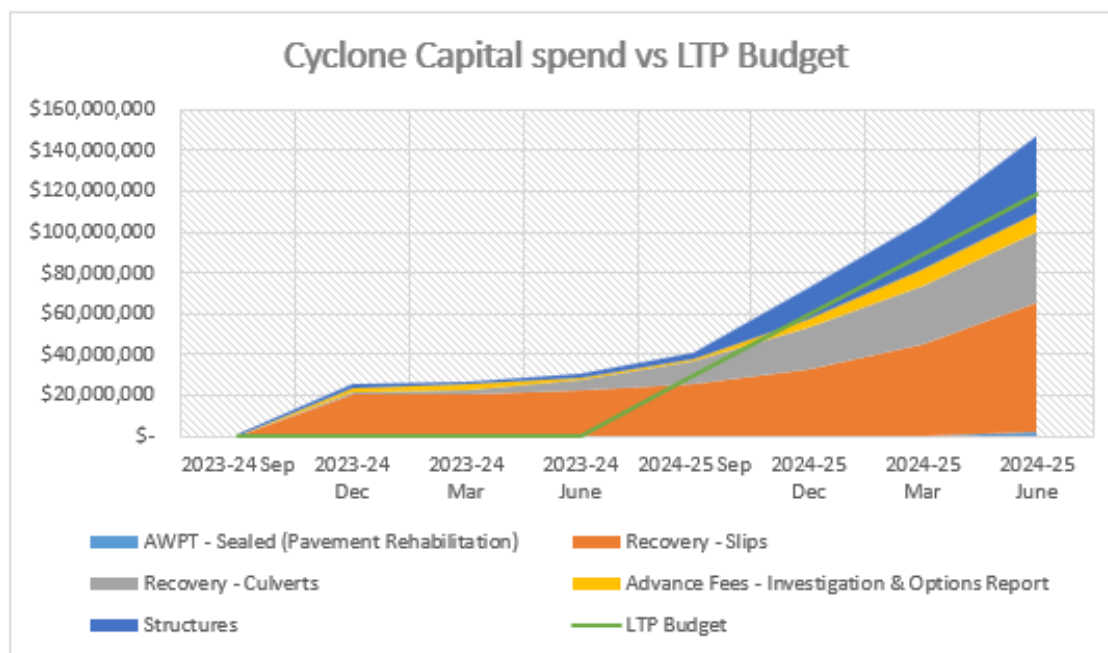
5.0 Funding for cyclone recovery work

- 5.1 Funding to complete the Cyclone Gabrielle Recovery Programme has been secured through four key sources. The largest contribution comes from the National Infrastructure Funding and Financing (NIFF), formerly known as Crown Infrastructure Partners (CIP), which provided NZD \$224 million at a 100% subsidy, enabling full coverage of eligible recovery works.
- 5.2 The second major source is the New Zealand Transport Authority (NZTA), which initially committed NZD \$52 million, later increased to NZD \$62.3 million, delivered at a subsidy rate of 83%.

- 5.3 A third funding stream is the Capability Fund, also referred to as the Prime Minister’s Fund, which allocated NZD \$1.4 million at a 100% subsidy to support programme acceleration and Mana Whenua engagement.
- 5.4 The final component of funding is the ratepayer contribution, which complements the external funding sources and ensures local investment in the district’s long-term resilience and infrastructure recovery.

6.0 Capital Spend against the Long-Term Plan (LTP)

- 6.1 The visual titled “Cyclone Capital Spend vs LTP Budget” illustrates capital expenditure compared to the Long-Term Plan (LTP) through to the end of June 2025.
- 6.2 A significant acceleration in delivery is evident during the September 2024–25 period, which aligns with the injection of NZTA funding. Overall, actual delivery has outpaced the forecasted phasing outlined in the LTP, as indicated by the green line. This surge in activity reflects the programme’s commitment to restoring the roading network as quickly as possible.
- 6.3 While current spend levels are elevated due to the recovery effort, they are expected to stabilise and return to normal levels in future.
- 6.4 Notably, the current costs of NIFF projects are being delivered at 14% under the awarded funding, thanks to strategic procurement and competitive tendering. Major bridge rebuilds—such as Rissington Bridge, Matapiro Bridge, and Moteo-Puketapu Bridge are being actively managed and completed below budget. These savings are expected to be reinvested to deliver additional projects at the **100% subsidy rate**, maximising value for ratepayers and accelerating recovery outcomes.



7.0 Work allocation and progress to finalisation

- 7.1 The visual titled “Contract Value by Quarter and the Number of Sites in Construction” presents a quarterly breakdown of tendered contract values per contractor, alongside the number of sites commencing construction.
- 7.2 Each bar represents the cumulative contract value awarded or expected to be awarded, with color coding distinguishing individual contractors. Notably, the orange bars indicate work that has not yet been assigned and will be tendered outside the contractor panel or into the open market. A purple line overlays the chart, showing the number of sites starting construction each quarter.

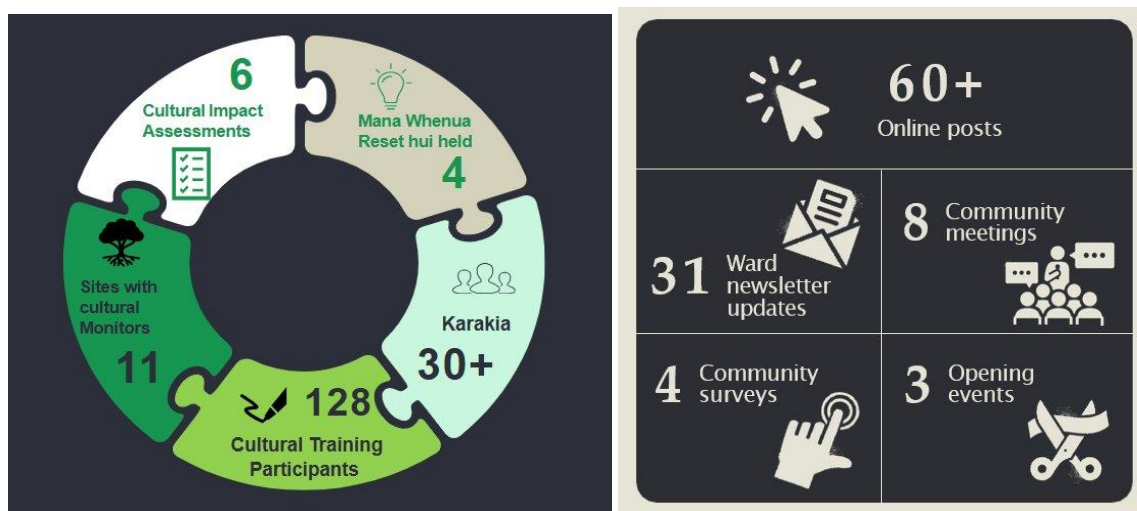
- 7.3 The data reveals a peak in construction activity through 2025 and early 2026, followed by a sharp decline in project volume beginning at the end of that year. Despite this drop in quantity, spending continues to grow beyond Q2 2026, driven largely by major bridge rebuilds—such as Brookfield and Redclyffe bridges—which are predominantly outside the contractor panel.
- 7.4 This trend reflects a shift toward fewer but significantly larger and more complex infrastructure sites in the latter stages of the recovery programme.

Contract Value by Quarter and the number of sites in Construction



8.0 Mana Whenua Engagement and Communication

- 8.1 The visual highlights the depth and breadth of engagement efforts across two key areas: Mana Whenua Engagement and Community Communications.
- 8.2 In terms of Mana Whenua Engagement, the project has actively collaborated with iwi and hapū through six Cultural Impact Assessments, ensuring that cultural values are respected in planning and execution. Four Reset Hui were held to realign and strengthen relationships, while over 30 Karakia were conducted to spiritually ground key milestones. Cultural understanding was further promoted through training, with 128 participants completing cultural competency sessions. Additionally, 11 sites were supported by cultural monitors to safeguard heritage and tikanga during works.
- 8.3 On the Communications front, the team maintained strong public engagement through 60+ online posts, 31 ward newsletter updates, and 8 community meetings. Feedback and inclusivity were prioritized via 4 community surveys, and 3 opening events celebrated project milestones with the public. These figures reflect a comprehensive and proactive approach to both cultural partnership and community transparency.
- 8.4 Key highlights include:



- Ceremonial openings such as the Kererū Gorge Bridge, where Mayor Hazlehurst and Kererū School children participated in a community-led event.
- Ongoing collaboration with iwi representatives through project reference groups, including for major infrastructure like the Redclyffe/Waiohiki Bridge.
- Community engagement sessions held across affected areas to share updates, gather feedback, and co-design solutions.
- Cultural monitoring and karakia incorporated into construction milestones, ensuring tikanga Māori is upheld throughout the programme.

8.5 These efforts have strengthened relationships, built trust, and ensured that recovery is not only about rebuilding infrastructure, but also about restoring community wellbeing and resilience.

9.0 Design Status

- 9.1 The table provides a snapshot of the design status across 221 sites. Most sites 151 in total have reached the Completed stage, representing a significant portion at \$192.7 million, indicating strong delivery momentum.
- 9.2 Meanwhile, 43 sites have Not Started, yet they account for a substantial \$159.9 million, these relate to large ticket items like bridge rebuilds which are progressing through feasibility stages
- 9.3 A smaller group of 12 sites are In Progress, valued at \$80.5 million. 10 sites fall under No Design Required – Maintenance, with a modest value of \$4.1 million, these sites are of a low complexity covering routine or minor works. Lastly, 5 sites are On Hold – Review, totalling \$360,000, which indicates that the delivery team are reviewing the designs are potentially investigating alternate and more cost effective solutions.

Design Status	No of Projects	Total Programme Value NZD
Completed	151	\$192,746,862
Not started	43	\$159,932,553
In progress	12	\$80,465,451
No design required - Maintenance	10	\$4,122,946
On hold - Review	5	\$360,000
Total	221	\$437,627,812

- Most sites have completed design, enabling procurement and construction.
- A significant number are not yet designed, often due to complexity or seasonal constraints.
- A small group is on hold or under review, pending further scope clarification or funding

10.0 Procurement Status

- 10.1 The procurement status table outlines the current progress of 221 sites, offering insight into how far each initiative has advanced through the procurement pipeline. The majority, 140 sites—have reached the Awarded stage, representing \$188.5 million, indicating that contracts have been finalised.
- 10.2 In some cases, the work has been awarded but the physical work is yet to start. 46 sites are in the Early Contractor Involvement (ECI) phase, valued at \$17.7 million, this in a new initiative introduced to involve the constructor at an early stage to participate in the design process thus reducing the costs of extensive design work.

- 10.3 Thirty sites have Not Started, yet they account for the largest value at \$206 million NZD, while the value is high the quantity is relatively low, and this is due to these sites mostly being bridges.
- 10.4 Meanwhile, 3 sites are On Hold, with value of \$238,000, these sites are On Hold awaiting other external dependencies not being met. One project is at the Recommendation Memo stage, valued at \$25 million NZD, this project is a bridge rebuild which will be awarded in the next two weeks, the value of the award will be adjusted at the time of the award. Another project is currently in the Tender Process, the value is withheld at this stage due to commercial sensitivity. This distribution reflects a healthy pipeline with a strong focus on delivery.

Procurement Status	No of Projects	Total Programme Value NZD
Awarded	140	\$188,486,121
ECI	46	\$17,650,641
Not started	30	\$205,956,290
On Hold	3	\$238,000
Recommendation Memo	1	\$25,000,000
Tender Process	1	\$296,760
Total	221	\$437,627,812

- 10.5 Procurement activity within the Cyclone Gabrielle Recovery Programme reflects a diverse and active pipeline of infrastructure delivery.
- Awarded contracts represent the bulk of procurement activity, indicating strong engagement with contractors and readiness for delivery.
 - ECI sites show a collaborative approach to early planning and risk management.
 - Recommendation Memos and Tender Processes are progressing, reflecting active procurement planning.
 - A small number of sites are on hold, typically due to scope clarification or external dependencies.
 - This procurement spread demonstrates the programme's strategic balance between immediate delivery and long-term planning, ensuring resilience and responsiveness across the recovery effort.

11.0 Construction Status

- 11.1 The construction status table provides a clear overview of construction progress.
- 11.2 Fifty-six sites have been completed, representing \$90.3 million, showcasing substantial progress in restoring infrastructure. 49 sites are currently in construction, with a combined value of \$43.5 million, indicating active delivery across the region.
- 11.3 Additionally, 3 sites have reached the stage of being open for public access, valued at \$33.8 million, marking key milestones in community recovery and accessibility.
- 11.4 A portion, 109 sites, have not yet started construction, with 34 sites already been awarded. These sites are strategically timed to begin during the spring and summer construction season, particularly at high-altitude sites where colder winter temperatures pose challenges for efficient delivery. 44 sites are undergoing Early Contractor Engagement, 5 sites of these are on hold or in recommendation memo phase and 27 the procurement has not started.
- 11.5 This distribution reflects a well-paced programme that balances seasonal constraints with delivery momentum, ensuring that awarded sites are mobilised at the most opportune time while maintaining steady progress across the network.

Construction Status	No of Projects	Total Programme Value NZD
Construction not started	109	\$270,062,415
Completed	56	\$90,310,051
In Construction	49	\$43,492,692
Open for Public Access	3	\$33,762,654
Total	217	\$437,627,812

11.6 Key Insights:

- Completed sites reflect successful delivery and restored infrastructure.
- In-construction sites show active delivery across the district.

12.0 Progress in pictures

Moteo-Puketapu Bridge – Complete and open to the public 23 August.



Rissington Bridge

The new bridge is about 1.3 m higher than the old one, and considerably longer and wider. It's designed for two full traffic lanes and modern heavy vehicles.

The bridge is designed for the heaviest trucks and loads allowed on NZ roads, including overweight vehicles with special permit, ensuring its future-proofed for modern freight and farm traffic.

The bridge is built to handle a 1-in-50-year flood and is much more resilient to debris and extreme weather. Maintenance should be minimal for the first 25+ years (steel barriers), and 100+ years for the main structure.



McVicars Culvert – Completion in August 2025



Aerial image of McVicars Culvert damage



McVicars Road Slipway – July 2025

Patoka Culvert – Completion in September 2025



Culvert washout. Utilised repurposed pipe from Chrystal Twin Culvert.



First of its kind fish ramp designed in collaboration with mana whenua, ecology and WSP consultants to accommodate safe passage through the culvert fish.

Dartmoor Bridge

- Construction starts late 2025, with an estimated build time of nine months.

- Rissington tender allows for Council to negotiate with the successful tenderer for this project.
- Four spans, 104m total length. Temporary bridge remains open during works.



Redclyffe/Waiohiki Bridge

- Funding has been secured for site investigation and detailed design.
- Project Reference Group established and met for the first time early August.
- Span is 220-240m depending on alignment option.



Dartmoor Road RP7.69 – 100% complete



Before: Two major slips spanning 40m each in length



After: Reinforced earth wall and new 2.1m culvert with rip-rap protection.

Taihape Road – 10 Slip package of works complete



Consisted of four under slips in proximity. Fix involved building four steel piled anchored retaining walls, stormwater improvement and lengthening the existing guardrail.

Puketitiri Road Slip Package



Scope of works:

- Gabion retaining wall construction
- Reinstatement of the road shoulder
- Hydroseeding
- Fish passage management

Sustainable outcome:

Local Hapu group participated in fish relocation and caught a koura (freshwater crayfish) for breeding programme.
Use of local river boulder to fill gabions.

Attachments:

There are no attachments for this report.

Monday, 1 September 2025

*Te Hui o Te Kaunihera ā-Rohe o Heretaunga***Hastings District Council: Hastings District Rural Community Board***Te Rārangi Take*

Report to Hastings District Rural Community Board

Nā:
From: **Danny McClure, Solid Waste Operations & Contract Manager**

Te Take:
Subject: **Te Pōhue Rural Recycling Request**

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this report is to seek support from the Rural Community Board to install a permanent rural recycling facility at Te Pōhue.
- 1.2 This matter arises from a Te Pōhue community request to increase the recycling level of service and is in line with the Joint Waste Management Minimise Plan.

2.0 Recommendations - *Ngā Tūtohunga*

- A) That the Hastings District Rural Community Board receive the report titled Te Pōhue Rural Recycling Request dated 1 September 2025.
- B) That the Board approve the establishment of a rural recycling facility at Te Pōhue for a 12 month trial period. The success of the trial will be measured on participation, contamination and illegal dumping at the site.

3.0 Background – *Te Horopaki*

- 3.1 In the 2014/2015 Annual Plan, Council resolved to proceed with the development of rural recycling facilities, looking at a potential eight sites across the district. Since then, six permanent sites have been established.
- 3.2 In 2019 a new recycling service contract was procured, and this new contract allows for additional sites to be serviced under the contract.

- 3.3 Rural recycling facilities provide a drop off service for common recyclables, glass, plastics, cans, paper and cardboard.
- 3.4 Several requests have been received by Council Officers from the residents in the Te Pōhue Community to have access to a recycling service/facility year-round.
- 3.4.1 The 2020 closure of the public drop off facility in Onekawa, Napier requires northern Hastings District Residents to travel further to another Napier City Council facility (Redcliffe Refuse Transfer Station) – currently there are no Hastings recycling services for residents in this area of the district.
- 3.5 The current annual budget for servicing the six rural recycling sites is \$60,000 per annum. There are sufficient funds to cover estimated additional servicing costs in the 25/26 budget for rural recycling.
- 3.6 There have been several previous attempts to install a rural recycling drop-off facility in Te Pōhue:
- 2015 – discussions were held with Maungaharuru-Tangitū Trust regarding the possibility of installing a facility on the same land.
 - 2020 – after community consultation, indicating support, a consent application lodged to install the facility next to the Te Pōhue water supply facility which was being constructed at the time. However, a neighbouring property changed hands, and the new owner opposed the setting up of the site.
 - 2023 – a private residential request was made to set up a drop-off facility on a paper road behind the Te Pōhue golf course. The access was via a private road owned by Rainer Matariki Forests and indemnity was not provided to use as access.

4.0 Discussion – *Te Matapakitanga*

- 4.1 A potential site has been identified within Te Pōhue, located on leased Iwi land for the local community and camp site users. Council officers have completed a site visit to determine the feasibility of the location and agree the site could be used with little construction costs for the trial.
- 4.2 The recycling container configuration would consist of 1 x 20ft container with 4 cells – same set up as the Tūtira site.
- 4.3 Norm Brown (camp custodian) has engaged with Iwi and confirmed they are open to the idea of a rural recycling facility onsite. Norm also confirmed there is CCTV to monitor the site at his cost.
- 4.4 Imagery below highlights the agreed area onsite for an initial trial, with minimal cost impact initially.





4.5 The estimated costs for a one-year trial are:

4.6 Servicing costs \$3,185 (based on servicing every 6-8 weeks).

4.7 Bin configuration set up costs \$4,500

4.8 Site set up costs \$1,000

4.9 Signage costs \$2,000

4.10 Total estimated costs \$10,685

4.11 The 25/26 rural recycling R&M budget is \$34,900 and has funds to cover these costs in the repair and maintenance portion of this budget

4.12 The establishment of permanent sites have historically been funded using Council's Waste Disposal Levy funds, however servicing and operational costs are funded through the Community & Resource Management Rate.

5.0 Options – Ngā Kōwhiringa

Option One - Recommended Option - Te Kōwhiringa Tuatahi – Te Kōwhiringa Tūtohunga

5.1 Install a rural recycling drop off facility at Te Pōhue on the Te Pohue Camp property, at 22 Ohurakura Road, Te Pohue.

5.2 The facility will be installed for a 12-month trial period during which time participation, contamination and illegal dumping will be monitored and assessed.

Advantages

- Provides a 12-month service to residents in the Te Pōhue and wider rural community.
- Community to monitor and “own” to ensure the site is looked after.
- Bin provision will be covered using the existing fleet of green bins and with no purchase required.

Disadvantages

- Additional cost to service, not budgeted for in the 25/26 Annual Plan, circa \$3,185.00 per annum (funds are available within this budget)
- Contamination of product within bins with passing travellers using site/bin as dumping ground for rubbish (as it's unmanned).

- The site may have to be closed if contamination levels become a problem.

Success of the trial will be assessed on the following points.

- Participation / use of the facility measured through number of times the bin is serviced over the quiet winter period.
- Contamination of recycling material, to always be less than 2%.
- No illegal dumping of rubbish at the site.

Option Two – Status Quo - Te Kōwhiringa Tuarua – Te Āhuetanga o nāiane

5.3 Not support the request to trial a rural recycling drop-off facility at Te Pōhue.

Advantages

- No additional costs

Disadvantages

- Rural residents do not have recycling service
- Recycling continues to go to landfill

6.0 Next steps – *Te Anga Whakamua*

- 6.1 Works will commence after input and approval has been obtained by the Rural Community Board.
- 6.2 Advise Te Pōhue Camp Ltd – Norm Brown and Henry Tahu who are the lease holders on the site and have fully endorsed this initiative, along with Mark Rutene from Maungaharuru-Tangitū Trust.
- 6.3 If a permanent site was to be established after this initial trial period, a more formalised lease to occupy the camp site would need to be implemented and investment would need to be applied in the form of a concrete pad, static foundations for steps, bin stop and guide.

Attachments:

There are no attachments for this report.

Summary of Considerations - *He Whakarāpopoto Whakaarohanga*

Fit with purpose of Local Government - *E noho hāngai pū ai ki te Rangatōpū-ā-Rohe*

The Council is required to give effect to the purpose of local government as set out in section 10 of the Local Government Act 2002. That purpose is to enable democratic local decision-making and action by (and on behalf of) communities, and to promote the social, economic, environmental, and cultural wellbeing of communities in the present and for the future.

Link to the Council's Community Outcomes – *Ngā Hononga ki Ngā Putanga ā-Hapori*

This proposal promotes the local public services wellbeing of communities in the present and for the future supporting a community which wastes less.

Māori Impact Statement - *Te Tauākī Kaupapa Māori*

This initiative will have no direct impact on the Maori community.

Sustainability - *Te Toitūtanga*

The establishment of a permanent rural recycling facility at Waipatiki aligns with Action 1.7 of the Joint Waste Management and Minimisation Plan 2025-31; Provide kerbside, transfer station and rural recycling services to recover materials in line with standardisation requirements set by central government, or where viable end markets exist and there is no product stewardship schemes i.e. e-waste. This may also include capital and plant expenditure costs.

Financial considerations - *Ngā Whakaarohanga Ahumoni*

Servicing of the bin for a 12mth period is estimated to be \$3185.00, this coupled with set up costs of \$10,685.00 are covered within the 25/26 budget and Community & Resource Management rate revenue.

Significance and Engagement - *Te Hiranga me te Tūhonotanga*

This decision/report has been assessed under the Council's Significance and Engagement Policy as being not of significance.

Consultation – internal and/or external - *Whakawhiti Whakaaro-ā-roto / ā-waho*

Consultation regarding rural recycling facilities was undertaken as part of the 2014/2015 Annual Plan, no further consultation is required.

Risks

Opportunity: to extend rural recycling services in line with action 1.7 of the Joint Waste Management and Minimisation Plan.

REWARD – <i>Te Utu</i>	RISK – <i>Te Tūrarua</i>
Increased accessibility to recycling facilities to support the goals, objectives and targets of the Joint Waste Management and Minimisation Plan.	There is a risk that the site may be subjected to dumping of rubbish or contamination of recyclable material. There is no higher risk at this site than any other rural recycling site. The community will be responsible for the management and oversight of use of a daily basis. Additional cost to service may exceed existing budget.

Rural Community Board – *Te Poari Tuawhenua-ā-Hāpori*

This request is being presented to the Rural Community Board for consideration.