

Thursday, 26 March 2026

*Te Hui o Te Kaunihera ā-Rohe o Heretaunga*

**Hastings District Council**

**Infrastructure Delivery Subcommittee Meeting**

*Kaupapataka*

# Agenda

*Te Rā Hui:*  
Meeting date: **Thursday, 26 March 2026**

*Te Wā:*  
Time: **9.00am**

*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](mailto:democracy@hdc.govt.nz)**

*Te Āpiha Matua:*  
Responsible  
Officer: **Deputy Group Manager & Director Infrastructure Delivery -  
Darren de Klerk**

## Infrastructure Delivery Subcommittee

A Subcommittee of the Performance and Monitoring Committee.

### Fields of Activity

The Infrastructure Delivery Subcommittee is to support the Performance and Monitoring Committee by focusing on the programme delivery of Council's adopted Infrastructure Strategy and Long Term Plan. The Subcommittee will:

- 1) Provide oversight of the planning for the delivery of capital programme.
- 2) Provide oversight of the delivery of the capital programme
- 3) Provide oversight of procurement strategy for the capital programme.
- 4) Assist Council in its general overview of procurement and tender activity by accepting tenders which exceed the Chief Executive's delegated authority to approve, for projects previously approved by Council or a Standing Committee within the delegated authority.
- 5) Provide guidance and oversight to Council Officers on the development of complex or innovative procurement processes.
- 6) Provide guidance and oversight to Council Officers in the delivery of major Council capital projects (projects as assigned to the Subcommittee).
- 7) Provide comprehensive six monthly (and as required) Council capital project delivery progress reports to the Performance and Monitoring Committee.

### Membership

- 10 Councillors.
- 1 Heretaunga Takoto Noa Māori Standing Committee (non-Council) Member appointed by Council.
- 1 Rural Community Board (non-Council) Member appointed by Council.
- The Chief Executive to be a member only when the Subcommittee is making a decision on tendering and procurement matters.
- The Group Manager Asset Management (currently seconded to the role of Group Manager: Infrastructure) to be a member only when the Subcommittee is making a decision on tendering and procurement matters.
- 2 Youth Council Members appointed by Council (non-voting)

Chair appointed by the Mayor or Council.

### Quorum

A minimum of 6 members.

#### DELEGATED POWERS

Authority to accept tenders for individual projects previously approved by the Council or a Standing Committee of the Council up to a value of \$10,000,000.

Responsibility to provide oversight and direction on tendering processes in general and/or specific issues relating to a particular project.

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Thursday, 26 March 2026

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**Hastings District Council**

**Infrastructure Delivery Subcommittee Meeting**

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# Agenda

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*Mematanga:*

Membership:

*Koromatua*

**Chair:** Councillor Kevin Watkins

*Ngā KaiKaunihera*

**Councillors:** Alwyn Corban, Siiam Daniel, Michael Fowler, Stephen Gibson, Hana Montaperto-Hendry, Simon Nixon, Nicholas Ratcliffe, Callum Ross (Deputy Chair) and Derek Nowell-Usticke

Mayor Wendy Schollum

Heretaunga Takoto Noa Māori Standing Committee appointee: Vacancy

RCB appointee: Peter Maclennan

Two Youth Council appointees (non-voting): Vacancies

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*Tokamatua:*

Quorum:

6 members

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*Apiha Matua*

Officer Responsible:

Darren de Klerk – Deputy Group Manager & Director Infrastructure Delivery

---

*Te Rōpū Manapori me te Kāwanatanga*

Democracy &

Governance Services:

Christine Hilton (Extn 5633)

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## *Te Rārangi Take*

# Order of Business

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### *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.

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### *Confirmation of Minutes – Te Whakamana i Ngā Miniti*

- 3.0** There is the first meeting of this Subcommittee and so there are no previous minutes to be confirmed.
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- 4.0** **Programme Overview - Wastewater/ Stormwater** **7**
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- 5.0** **Programme Overview - Drinking Water** **22**
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- 6.0** **Programme Overview - Growth Related Projects** **31**
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- 7.0** **Programme Overview - Transport BAU** **37**
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**8.0 Programme Overview - Transport Structures** **43**

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**9.0 Programme Overview - Transport Recovery** **53**

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**10.0 Minor Items – Ngā Take Iti**

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**11.0 Urgent Items – Ngā Take Whakahihiri**

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**12.0 Recommendation to Exclude the Public from Items 13, 14 and 15** **57**

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**13.0 Procurement Plan - Waipatu Local Servicing**

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**14.0 Infrastructure - Market Cost Trends and Analysis**

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**15.0 Infrastructure Procurement Overview**

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Thursday, 26 March 2026

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Item 4

*Te Hui o Te Kaunihera ā-Rohe o Heretaunga*

**Hastings District Council: Infrastructure Delivery Subcommittee Meeting**

*Te Rārangi Take*

# Report to Infrastructure Delivery Subcommittee

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**Nā:** Jeff Landsberg, Programme Delivery Manager -  
**From:** Wastewater/Stormwater

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**Te Take:**  
**Subject:** Programme Overview - Wastewater/ Stormwater

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## **1.0 Purpose and summary - Te Kaupapa Me Te Whakarāpopototanga**

- 1.1 The purpose of this report is to provide the Infrastructure Delivery Subcommittee with a high-level overview of the Wastewater and Stormwater capital programmes, including the current status of programme delivery, key areas of focus, and overall progress across the reporting period.
- 1.2 This overview is intended to support the Subcommittee's governance and oversight role by providing visibility of programme performance, delivery confidence, and emerging considerations relevant to Council's wastewater and stormwater infrastructure.
- 1.3 **Financial overview**
- 1.4 The following projects make up the bulk of the programme, and we are reporting on their financial progress accordingly. The balances are of lower value.
- 1.5 The programme is made up of various multi-year projects and budget lines; therefore, for clarity, this report will focus on the current financial year.

**Notes:**

WW = Wastewater, SW = Stormwater, 3W = Three Waters

Covers 5 Year Capex Programme, ie Budget FY25/26 → FY29/30

Project	Asset Type	Status	Budget	Spend to Date	Total Forecast	Notes
<b>East Clive Outfall Pump Station Upgrade and Strategy</b>	<b>WW</b>	<b>Procurement</b>	\$44.40M	\$5.90M	<b>\$44.40M</b>	Penstocks Replacements complete.  Outfall Upgrade contract anticipated contract award on April 2026 subject to council approval  WWTP Strategy anticipated contract award in April 2026, subject to eval to proceed in March.
<b>Trunk Investigations and Renewals Term Contract</b>	<b>WW</b>	<b>Construction</b>	\$26.39M	\$8.81M	<b>\$26.39M</b>	CCTV investigations largely complete for this year.  Trenchless Renewals programme progressing through to June.
<b>Flaxmere WW Pump Station and Rising Main</b>	<b>WW</b>	<b>Concept Design</b>	\$13.25M	\$1.63M	<b>\$13.25M</b>	Preferred site identified for new pump station, concept design to inform land acquisition discussions.  Growth Split
<b>Havelock North Streams 2C works</b>	<b>SW</b>	<b>Construction</b>	\$10.13M	\$3.45M	<b>\$10.13M</b>	100% Externally funded.  Construction progressing over Q3 and Q4 on stream bank remediation, bridge upliftment and WW pipe bridge removal. Work continuing into FY26/27
<b>Havelock North Streams CMP</b>	<b>SW</b>	<b>Pre-Construction</b>	\$8.21M	\$3.01M	<b>\$8.21M</b>	100% council funded various work packages across havelock dams and streams.

Scada & Telemetry upgrades	3W	Construction	\$8.81M	\$3.58M	<b>\$8.81M</b>	17 of 110 sites complete on track for completion by end of FY26/27
Pump Station Renewal	WW	Planning	\$7.23M	\$0.61	<b>\$7.23M</b>	17 of 110 sites complete on track for completion by end of FY26/27
Park Road North WWPS Capacity Improvement	WW	Detailed Design	\$7M	\$0.32M	<b>\$7M</b>	Growth split MCA for preferred site option underway due end of March.
Collection Network Planned Renewals	WW	Design	\$6.85M	\$0.4M	<b>\$6.85M</b>	
Karamu Pipe Bridge Renewal	WW	Investigations	\$0.45M	\$0.2M	<b>\$2.75M</b>	
Aintree Road WW Renewal	WW	Construction	\$2.58M	\$0.69M	<b>\$2.6M</b>	Interim solution complete. Construction commencement in Q3 and completion by end of Q4.
Diversion Chambers	WW	Investigations	\$2.3M	\$0.15M	<b>\$2.3M</b>	Condition assessments and LTP reset due June 2026
Wastewater CCTV investigations	WW	Construction	\$1.5M	\$0.12M	<b>\$1.5M</b>	On going SW/WW pipe condition assessments progressing through to June
Caroline Road Extension	SW	Design	\$1.49M	\$0.07M	<b>\$1.49M</b>	Final stages of design
Main Road Clive Renewal	WW	Pre-Construction	\$0.55M	\$0.01M	<b>\$0.50M</b>	Construction planned April – May 2026
Emerald Hill	SW	Pre-Construction	\$0.50M	\$0.07M	<b>\$0.51M</b>	Construction planned for April – May 2026
<b>TOTAL High value projects</b>			<b>\$142.46M</b>	<b>\$28.76M</b>	<b>\$142.46M</b>	<b>Represents approximately 80% of total annual programme value.</b>
<b>Remaining projects in programme</b>			<b>\$51.96M</b>	<b>\$10.77M</b>	<b>\$51.96M</b>	
<b>Total Full programme</b>			<b>\$194.42M</b>	<b>\$39.53M</b>	<b>\$194.42M</b>	

## 2.0 Background

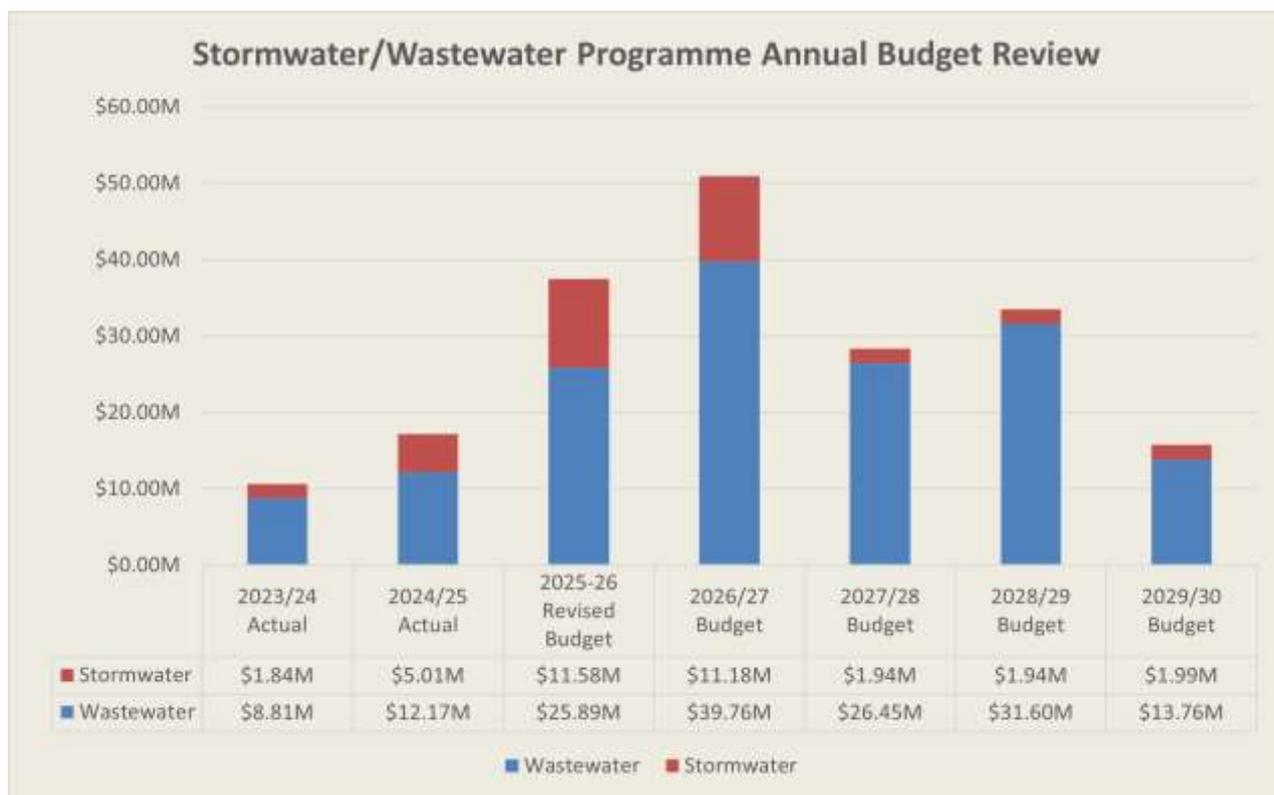
- 2.1 Council’s Wastewater and Stormwater programmes form a significant component of the broader Three Waters capital programme and are critical to protecting public health, supporting growth, managing environmental impacts, and improving network resilience.
- 2.2 The programmes comprise a mix of renewal, upgrade, capacity, and resilience projects delivered across the wastewater and stormwater networks. These include investigations, planning and design activities, procurement, construction, and close-out phases, reflecting a continuous pipeline of work at varying stages of delivery.
- 2.3 This report provides a consolidated, high-level snapshot of programme activity and performance to inform the Infrastructure Delivery Subcommittee, complementing more detailed operational and financial reporting provided through internal management and quarterly reporting processes.
- 2.4 This report is provided for information and does not seek a decision.

## 3.0 Recommendations - Ngā Tūhunga

That the Infrastructure Delivery Subcommittee receive the report titled Programme Overview - Wastewater/ Stormwater dated 26 March 2026.

## 4.0 Discussion

- 4.1 **Programme Overview**
- 4.2 The Wastewater and Stormwater Capital Programme currently has 59 active projects in varying stages of delivery. The chart below includes the past two financial year’s total spend and the next five year’s indicative budgets for both wastewater and stormwater.



4.3 This figure shows that the annual investment is forecasted to increase quite significantly from approximately \$10–\$17M to \$25–\$50M per year, driven primarily by the \$35M+ Wastewater Treatment Plant Outfall Upgrade and the \$15M+ Havelock Streams Programme (partly externally funded), along with several multi-year projects scheduled for construction over the next four financial years. This increase in investment has been accompanied by targeted improvements to resourcing and governance. These include the appointment of a Project Director for the wastewater treatment plant capital works and the establishment of project control groups. The programme is predominantly wastewater-focused, although the proportion of stormwater investment is expected to increase through the Long-Term Plan, subject to the outcomes of asset planning work currently underway.

4.4 Key Programme Highlights

4.4.1 Stormwater Programme Highlights

4.4.2 The stormwater programme continues to progress steadily, with delivery performance supported by strong coordination across projects and clear forward planning. Several programme elements are entering higher-activity phases, placing greater emphasis on cashflow management and risk control as the financial year advances.

4.4.3 Financially, the annual programme budget remains at \$13.10M, with \$6.46M budgeted year to-date and \$4.15M actual expenditure. The year-end forecast of \$13.11M continues to align closely with budget, although actual spend remains behind the planned curve and will require firm monitoring as construction activity accelerates. This is depicted in the figure below.



4.4.4 Progress is being made on catchment management planning, system performance assessments, and hydraulic model improvements, which together will inform future investment priorities and the Long-Term Plan process. This includes capacity improvement options for the 5 Havelock dams and the upper Te Awanga Detention Dam.

4.4.5 Design work is progressing for several upgrade projects, with construction largely planned for next financial year, unless otherwise noted:

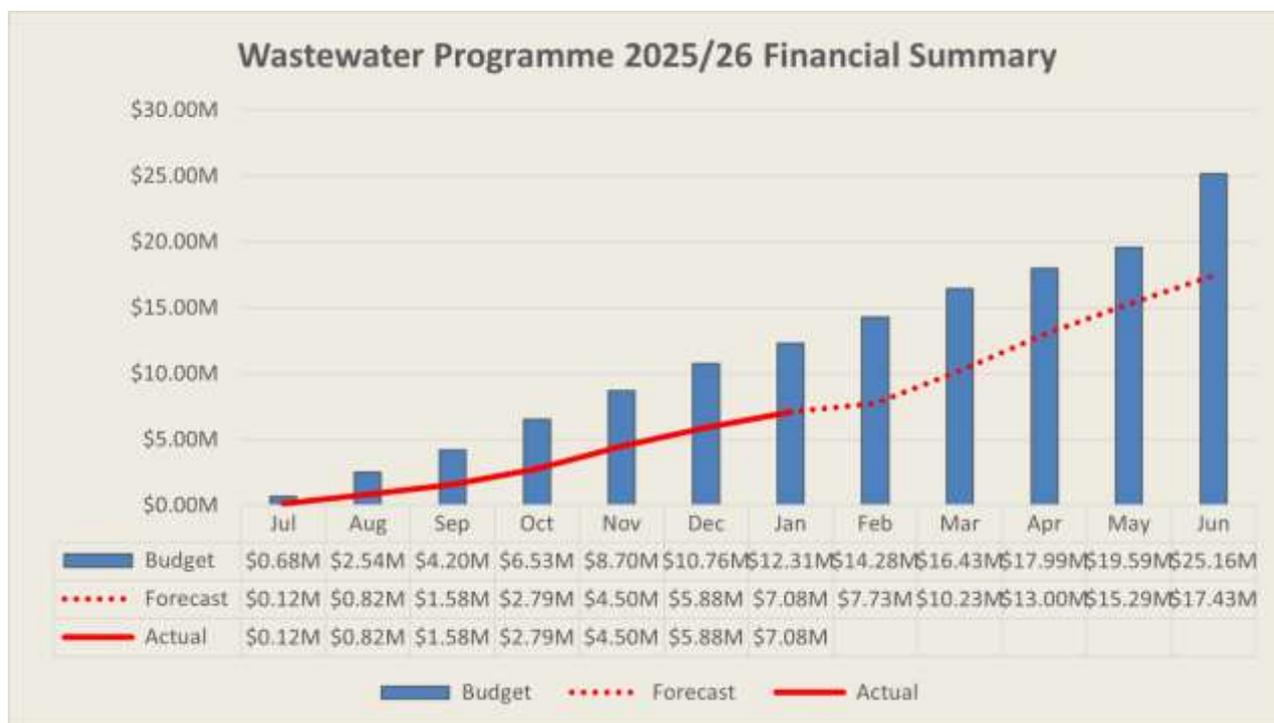
- Emerald Hill Upgrade – improving discharge conditions through private property; construction planned for later this financial year.
- Caroline Road Flood Mitigation – upgrades at the end of Caroline Road through the showgrounds area.
- Kauri Street Improvements – targeted local stormwater network upgrades.
- Napier Road / St Hill Lane Improvements – upgrades to address localised flooding.

4.4.6 Construction completed in the previous period on Ōmāhu North Infiltration Basin and Ballantyne Street Raised vehicle crossing.

4.5 Wastewater Programme Highlights:

4.5.1 The wastewater programme is generally progressing well. Financially, the programme is tracking behind initial phasing with \$13.31M budgeted year to-date and \$7.08M actual expenditure. This variance is largely due to phasing accuracy at the start of the financial year.

4.5.2 The year-end forecast of \$17.43M which is \$7.73M or 30% below budget of \$25.16M. This variance is largely driven by the outfall upgrade project construction phasing falling in next financial year rather than this financial year.



4.5.3 At the Wastewater Treatment Plant, key penstock replacement enabling works have been completed which improve operational control and enable the next stage of the Outfall Pump Station Upgrade. Procurement for the Outfall Pump Station is well advanced with anticipated award on the 1<sup>st</sup> of April 2026. The project is being supported by heightened project governance and leadership arrangements. WWTP strategy work is currently in the second stage of a two-stage tender process to engage a consultant expecting to close late March.

4.5.4 Across the pump station network, design and investigation work is progressing at several sites, including Oliphant Road, Murdoch Road, Park Road North, and Wilson Road, focus is on forward works planning and establishing a clearer pipeline of upgrades and renewals.

4.5.5 Wastewater Trunk Renewals are currently in progress and due to be completed in June. Closed-Circuit Television (CCTV) Investigations are complete for this financial year. At the end of this year’s

renewals, 99% of Trunk No 1 (Industrial trunk) will be relined further investigations will inform renewal priorities for Trunk No 2 and 3 (Domestic trunks) next financial year.

4.5.6 Retic CCTV pipe condition assessment term contract is progressing well the outputs will be used to inform renewals planning. Design work is also in progress for future renewal sites to improve pipeline of shovel-ready forward works.

4.5.7 Inflow & Infiltration (I&I) Planning work is underway to deliver the I&I Strategy. Early work will involve developing a dynamic dashboard to combine various data inputs to inform the programme and track progress. Target to advertise tender for a contract for targeted I&I investigations later this financial year.

4.5.8 Network-wide Supervisory Control and Data Acquisition ((SCADA) which is a system of software and hardware used to monitor and control equipment and processes in real- time), and telemetry upgrades are also progressing well, with 17 of 110 sites installed and on the new SCADA system.

4.5.9 While year-to-date expenditure is behind budget due to procurement lead times and programme phasing annual plan alignment, forecast spend reflects a concentration of delivery activity in the second half of the year as multiple projects transition into construction including the Aintree Road Wastewater Pump Station and Main Road Clive SH51 Wastewater Renewal.

#### 4.6 Key Programme Risks and Opportunities

##### 4.6.1 Key Risks:

- Concentrated Construction Period: A large portion of capital delivery is scheduled for the remainder of the financial year increasing exposure to timing, weather, and contractor availability risks. Close monitoring is required.
- Recent increases in fuel price have the potential risk of unforeseen cost increases on active construction projects. We are working with our Contract Management staff to determine our contractual position, following which we may consider some additional support over and above our contractual obligations. Our Chief Engineer and Chief Risk Officer are monitoring the risk.
- Wastewater Outfall Condition: The fragile condition of the outfall pump station manifold poses risk during adjacent construction works and during periods of increased flow during large wet weather events. Risk reduction is expected following completion of the additional pump station in April 2027.
- Forecast Accuracy and Programme Budget alignment: Forecast accuracy continues to be a risk with multiple external consultants delivering projects. Introduction of a cost manager under the Programme Delivery Office and the migration to a centralised Project Management System are some notable mitigations being implemented to manage this risk.

##### 4.6.2 Key Opportunities:

- Resourcing Model Shift: Transitioning from a fully outsourced client-side PM and construction monitoring model to increased internal capability will support improved risk management, programme control, and delivery efficiency.
- Strengthened Project Governance: The establishment of project control and governance groups, supported by additional resourcing and leadership from the Deputy Group Manager, is improving project oversight, decision-making, and alignment across the Programme Delivery Office.

#### 4.7 Looking Ahead – Next Quarter

4.7.1 A notable shift of focus to construction in the next quarter with the following projects progressing through construction:

- Aintree Road Wastewater Pump Station
- Main Road Clive SH51 Wastewater Renewal
- Havelock Streams Stage 2 Stream Remediation
- Havelock Streams Bridge Upgrades
- Emerald Hill Stormwater Upgrade
- Wastewater trunk Renewals

4.7.2 Other notable milestones/focus points next quarter:

- Award of East Clive Outfall Contract in April and progress with collaborative workshops by June.
- Development of Three Waters Asset Management Plans to support the Long-Term Plan.
- Ongoing refinement of programme sequencing, budgets, and delivery confidence.

## 5.0 High Risk Projects

### 5.1 Wastewater - WWTP Upgrade

\$35M+ Upgrade at the Wastewater Treatment Plant Outfall Pump Station aimed at the replacement of critical infrastructure in a failing state. Practical completion for the penstocks was achieved in February 2026, enabling key flow diversions required for the construction of the new pump station. A Council workshop is scheduled for 24<sup>th</sup> of March on site at the treatment plant to brief council on the project, followed by a Council report recommending tender award for the Outfall Pump Station Upgrade at the council meeting on the 2<sup>nd</sup> of April.

### 5.2 Wastewater – Aintree Pump Station

Interim wastewater servicing via Aintree Road has been operational since 19 December 2025, removing wastewater flows from private slip-affected land, which has enabled private landowner earthworks to proceed. Several incidents of wastewater spills involving the historic line have occurred before and after commissioning. A permanent solution to install a pumpstation in Aintree Road is to be constructed and completed by June 2026.

### 5.3 Stormwater – Havelock North Streams 2c Programme

A big shift in delivery focus to construction over the next quarter. Stage 1 Stream Bank Remediation construction started in August 2025 and has progressed well; it is set to be completed in September 2026.

- Stage 2 Stream Bank Remediation tender has been awarded.
- Plassey Street and Joll Road Bridges upgrade package has been awarded and progressing to construction.
- Wastewater Regrade at Tanner Street to decommission an existing stream crossing pipe bridge programmed to begin in April.

### 5.4 Stormwater - Havelock North Streams Wider Programme

- Flood Risk Minimisation further system performance assessments progressing to inform AMP and Long-Term planning.

- Strategy, Policy and Plans development of catchment management plan and asset management plan.
- Dams on going work to address dam safety recommendations. Investigations and optioneering for capacity and spillway improvements on all 5 Havelock Dams is underway to inform investment decision-making.
- Flood Recovery 92 Te Aute Road bank remediation completed. Various work packages are underway across streams and dams under the Havelock Streams Maintenance Contract.

## 6.0 Photos/Graphics

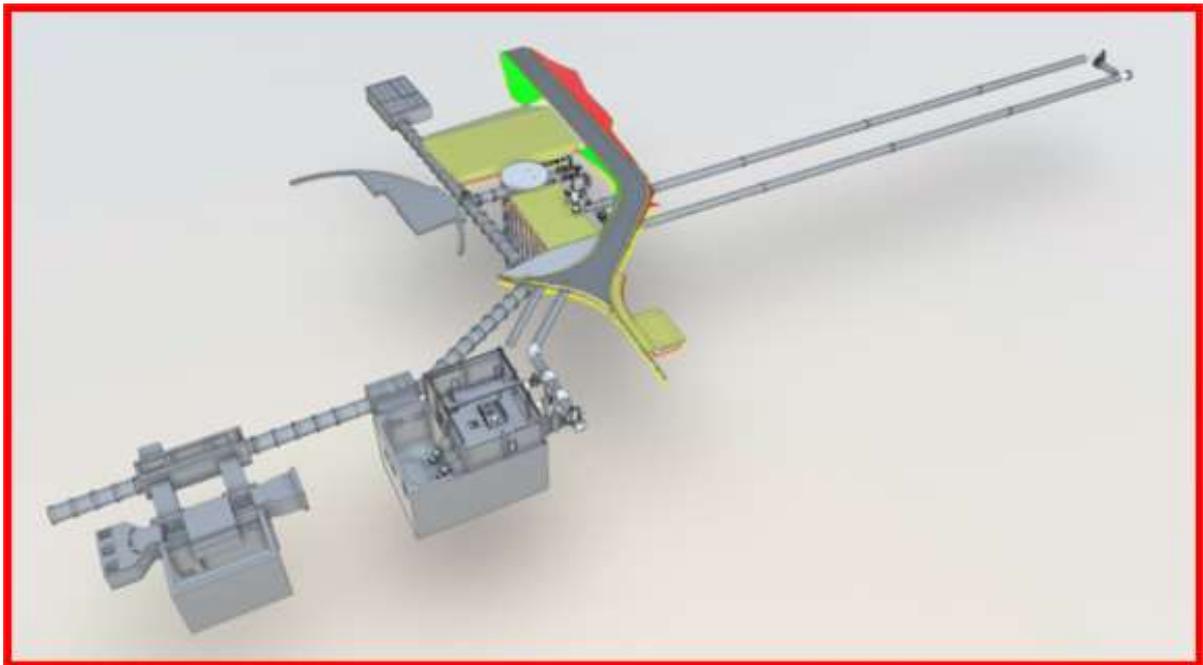
### 6.1 Penstock Replacements at East Clive WWTP



6.2 3D Model Graphics of East Clive WWTP Outfall Upgrade



Item 4



**Havelock Streams Stage 1 Stream Remediation Progress**



*Figure 1: Work in progress on Stage 1 - Seperable Portion 1 - Access ramp and bank remediation Joll Road at 9-12 March 2026*



Figure 2: Completion of Stage - Sep Portion 2 Plassey Access and Bank Remediation at 7 March 2026

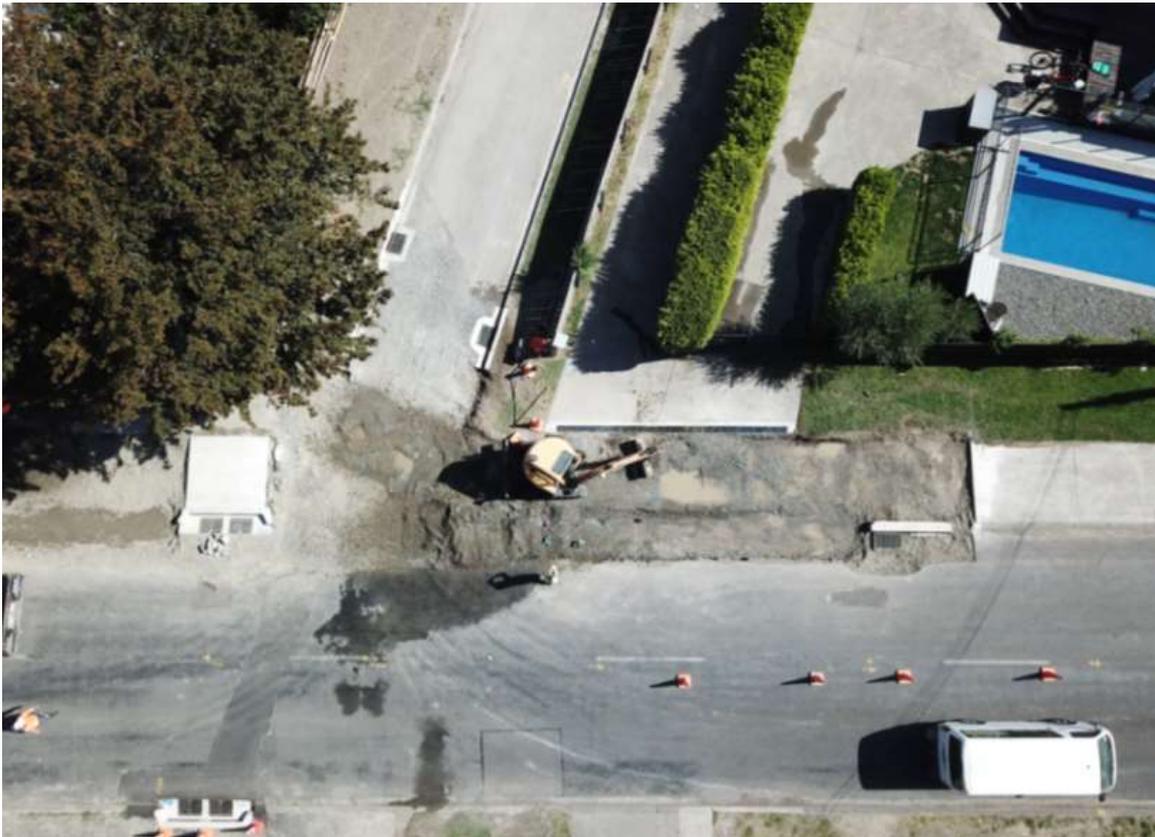


Figure 3: Stage 1 - Seperable Portion 3 - SW Pipe Upgrades and Road Recontouring Feb / Mar 2026

### Completion of Ōmāhu Infiltration Basin



Ōmāhu Infiltration Basin Construction Complete

### Inland and Uban Trunk Investigations and Renewals Progress Maps



**Inland Trunk Main 1**  
 Hastings, New Zealand  
 Project Code: 220802719  
 Drawn By: JLS  
 Date: 2023-02-14  
 Revision: 1.0

**Legend**  
 - Pipes removed as part of CON202294  
 - Pipes removed between 2009-2018  
 - Inland Trunk 1

**Notes**  
 1. Map digitised in A2021 2000 New Zealand Projection  
 (NZM2001)  
 2. Sewer main provided by Hastings District Council  
**References**  
 1. Asset imagery supplied by LINZ Viewer's Map of the United Kingdom  
 Photos (2024-2025)



**Inland Trunk Main 2**  
 Hastings, New Zealand  
 Project Code: 220802719  
 Drawn By: JLS  
 Date: 2023-02-19  
 Revision: 1.0

**Legend**  
 - Pipes which have been CCTV'd (access between 2.00 - 3.02)  
 - CCTV V1.4 (2009-21)  
 - Inland Trunk 2

**Notes**  
 1. Map digitised in A2021 2000 New Zealand Projection  
 (NZM2001)  
 2. Sewer main provided by Hastings District Council  
**References**  
 1. Asset imagery supplied by LINZ Viewer's Map of the United Kingdom  
 Photos (2024-2025)





**Island Trunk Main 3**  
Hastings, New Zealand

Project Code: 24/000178  
Drawn By: VCB  
Date: 2024/12/16  
Revision: 1.0

**Legend**

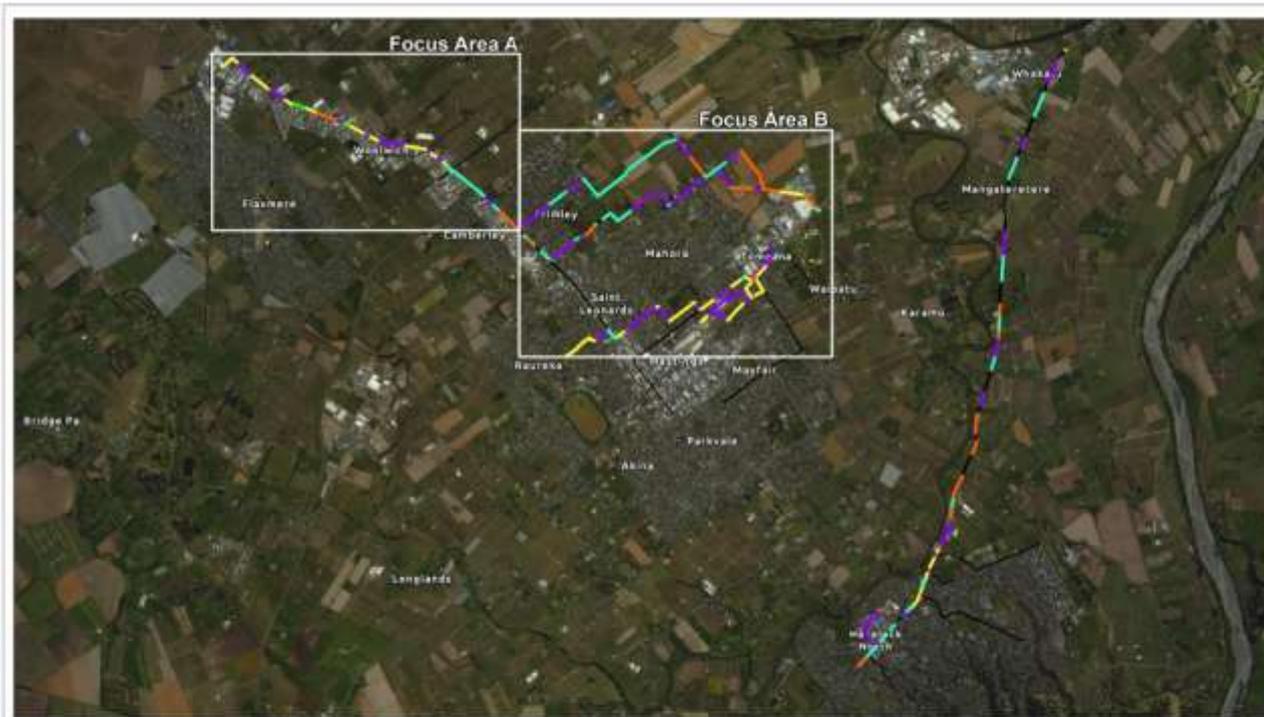
- Yellow line: Pipex which have been CCTV'd (access between 3 – 3.26)
- Green line: CCTV Y4 (2026-27)
- Black line: Island Trunk 3

**Notes:**

- Map displayed in NZ2011 New Zealand Reference Ellipsoid
- Street names provided by Hastings District Council

**References:**

- Aerial imagery supplied by LID (Hastings Bay & Ōhākeke Area) Photos (2024-2025)



**Overview of Urban Trunk Mains**  
Hastings, New Zealand

Project Code: 24/001179  
Drawn By: VCB, Checked by: SP  
Date: 2024/12/16  
Revision: 1.0

**Legend**

- Yellow line: Planned CCTV Y1 3 (2025/2026)
- Red line: Planned CCTV Y1 4 (2026/2027)
- Green line: Planned CCTV Y1 5 (2027/2028)
- Blue line: Trunks reviewed as part of CON0022054
- Purple line: Trunks CCTV'd as part of CON0022055 or CON0020091
- Black line: Wastewater Trunk Lines

**Notes:**

- Map displayed in NZ2011 New Zealand Reference Ellipsoid
- Street names provided by Hastings District Council

**References:**

- Aerial imagery supplied by LID (Hastings Bay & Ōhākeke Area) Photos (2024-2025)



**Attachments:**

There are no attachments for this report.

Thursday, 26 March 2026

*Te Hui o Te Kaunihera ā-Rohe o Heretaunga*

**Hastings District Council: Infrastructure Delivery Subcommittee Meeting**

*Te Rārangi Take*

# Report to Infrastructure Delivery Subcommittee

**Nā:** Joe Symonds, Programme Delivery Manager - Drinking Water  
**From:**

**Te Take:** Programme Overview - Drinking Water  
**Subject:**

**Purpose and summary - Te Kaupapa Me Te Whakarāpopototanga**

The purpose of this report is to provide the Infrastructure Delivery Subcommittee with a high-level overview of Council’s Drinking Water capital programme, including current programme status, key areas of focus, and overall progress across the reporting period.

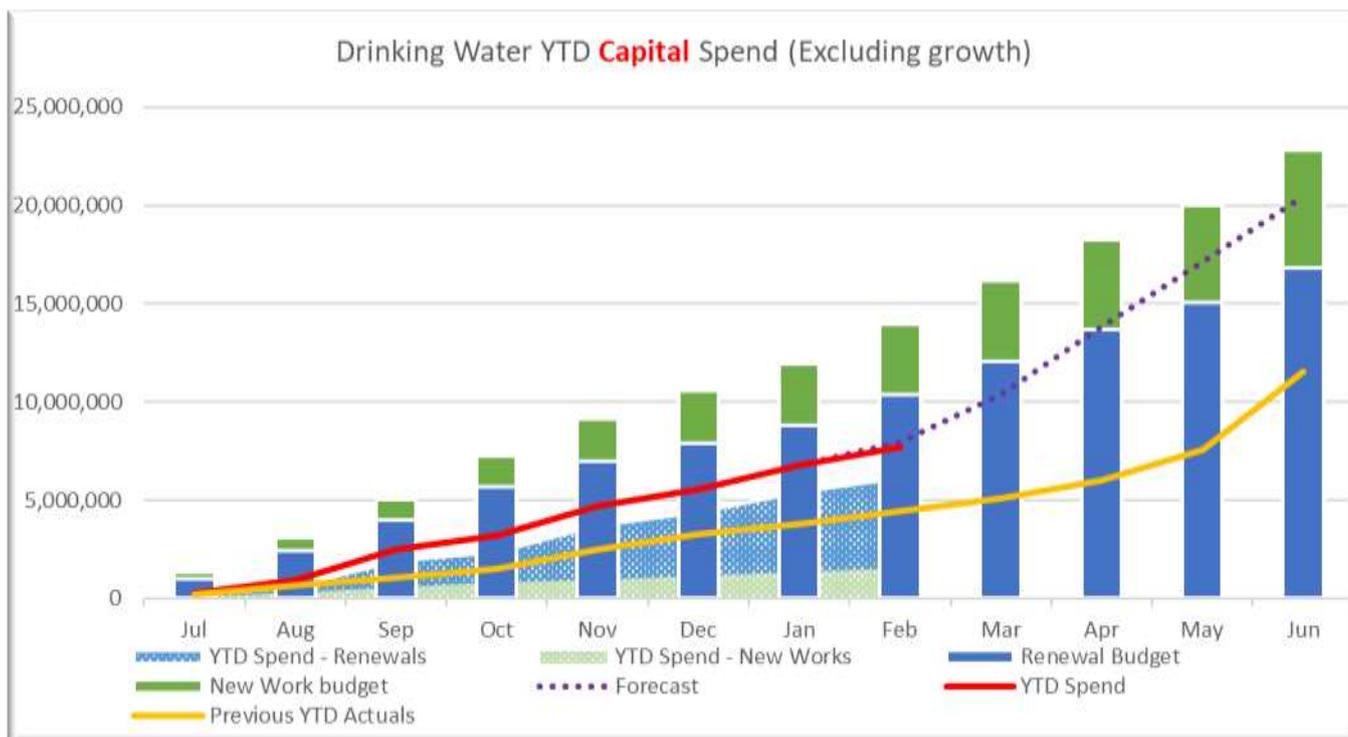
This overview supports the Subcommittee’s governance and oversight role by providing visibility of delivery performance, programme priorities, and matters of significance associated with the drinking water infrastructure portfolio.

**Financial overview**

1.3.1 The following projects represent the majority of the Drinking Water capital programme expenditure for FY25/26.

Project	Status	Budget	Spend to date	Forecast at Completion	Notes
Omahu Road Drinking Water Renewal	Construction	\$5.3M	\$2.8M	\$5.3M	Strategic trunk main renewal supporting network resilience and service reliability.
Whirinaki Reservoir Replacement	Construction	\$2.0M	\$1.0M	\$2.0M	storage upgrade improving supply resilience and

					operational flexibility.
Wilson Road WTP Fluoridation	Design / Procurement	\$1.22M	0.3M	1.22M	Regulatory compliance project. Ministry of Health (MOH) funding contribution confirmed.
Portsmouth WTP UV Upgrade	Design	\$1.0M	\$0.1M	\$1.0M	Treatment compliance upgrade supporting Drinking Water Standards.
Eastbourne to Sylvan Main	Procurement	\$6.2M	\$0.2M	\$6.2M	Growth and resilience upgrade supporting network capacity and supply reliability.
Drinking Water Renewals Programme	Construction	\$8.5M	\$2.0M	\$8.5M	Funded through Council renewals CAPEX programme targeting assets with higher failure history.
<b>TOTAL High value projects</b>			<b>\$6.6M</b>	<b>\$19.4M</b>	<b>88% of the FY25.26 programme budget</b>
<b>Remaining projects in programme:</b>			<b>\$0.5M</b>	<b>\$2.4M</b>	The majority of programme expenditure is concentrated across a small number of major infrastructure projects, with the remaining programme comprising smaller planning, investigation and renewal activities.
• Frimley Bore investigations and modelling	Scope				
• Bore Decommissioning Programme (aquifer protection works)	Procurement				
• Durham Drive DWPS investigation and design	Scope				
• Tanker Filling Points (Napier Rd, Copeland Rd, Kenilworth Rd)	Scope/Design				
• Minor network renewals and operational improvements	Construction				
<b>Total Full programme</b>			<b>\$7.1M</b>	<b>\$21.9M</b>	



### Background

Council’s Drinking Water programme is focused on the renewal, upgrade, and resilience of the district’s drinking water supply infrastructure to ensure safe, reliable, and compliant water services for the community. The programme includes a mix of source, treatment, storage, and reticulation projects delivered alongside planned renewals and maintenance activities.

The programme is delivered through an established programme management framework that monitors progress across cost, schedule, risk, and safety. Current delivery activity includes trunk main renewals, reservoir upgrades, source infrastructure improvements, and ongoing reticulation renewals across multiple locations, with projects at varying stages of planning, design, procurement, construction, and close-out.

The Drinking Water programme plays a critical role in improving network resilience and reliability, supporting long-term water supply security, and progressing compliance with drinking water standards. Active management of sequencing, resourcing, and funding dependencies is required to maintain delivery confidence while sustaining a strong forward pipeline of work.

This report provides a consolidated, high-level snapshot of the Drinking Water programme to inform the Infrastructure Delivery Subcommittee, complementing more detailed operational, compliance, and financial reporting provided through internal management and quarterly reporting processes.

This report is provided for information and does not seek a decision.

### 3.0 Recommendations - Ngā Tūtohunga

That the Infrastructure Delivery Subcommittee receive the report titled Programme Overview - Drinking Water dated 26 March 2026.

## Discussion

### Key Programme Highlights

- 4.1.1 Delivery of the Drinking Water capital programme continues to progress well, with several projects now in active construction.
- 4.1.2 Key highlights during the reporting period include the commencement of Omahu Road SP3 and SP4 construction, continued progress on the Whirinaki Reservoir Replacement, and completion of construction works at the Te Pohue Drinking Water Upgrade, which is now progressing through commissioning.
- 4.1.3 The Drinking Water renewals programme also continues to deliver network renewal works across multiple locations including Brookvale Road, Bale Place, Everest Avenue, Belmont, and McHardy Street.
- 4.1.4 Planning and procurement work is continuing across several projects including Eastbourne to Sylvan Road, Wilson Road Fluoridation, and Omahu Source Renewal & Bore decommissioning, supporting the future delivery pipeline.
- 4.1.5 The Drinking Water capital programme has an approved FY25/26 budget of approximately \$21.9M.
- 4.1.6 Year-to-date expenditure is \$6.28M, which is currently behind the phased budget profile. This variance primarily reflects the timing of procurement, design dependencies, and deferred construction starts across several projects rather than delivery underperformance.
- 4.1.7 With several projects now in active construction, capital expenditure is expected to accelerate through Q3 and Q4, with current forecasts indicating year-end delivery of approximately \$19.7M.
- 4.1.8 The Drinking Water capital programme is currently tracking behind the phased budget profile, with **\$6.28M spent year-to-date** compared to the planned expenditure profile. This variance primarily reflects the timing of procurement and construction start dates across several projects.
- 4.1.9 With major construction activities now underway, including **Omahu Road SP3 & SP4, Whirinaki Reservoir Replacement, and the Watermain Renewals Programme**, programme expenditure is expected to accelerate through **Q3 and Q4**, supporting the forecast year-end delivery of approximately **\$19.7M**.

### Key Programme Risks and Opportunities

- 4.2.1 The main programme risks relate to procurement sequencing, equipment lead times, and scope confirmation across several projects currently in planning or design.
- 4.2.2 Projects affected include Wilson Road WTP Fluoridation, Frimley Bore, and Durham Drive DWPS.
- 4.2.3 These risks are typical for projects at this stage of development and are being actively managed. They do not currently affect projects under construction.
- 4.2.4 External market conditions may also present potential programme risks. In particular, recent global fuel market volatility has the potential to influence construction delivery costs and supply chain logistics across infrastructure projects. This may affect contractor operating costs, transport of pipe materials, equipment, and delivery timelines for key projects including the Omahu Road truck main renewal, and upcoming works such as the Eastbourne to Sylvan trunk main and Wilson Road Fluoridation project.
- 4.2.5 While no direct programme impacts have been identified to date, these market conditions will continue to be monitored throughout the projects.

### Looking Ahead – Next Quarter

- 4.3.1 Construction delivery is expected to increase over the coming months as several projects continue or move into construction.

#### 4.3.2 Key focus areas include:

- Continued construction of Omaha Road SP3 and SP4
- Ongoing delivery of the Drinking Water Renewals Programme
- Progressing construction of the Whirinaki Reservoir Replacement
- Procurement of the Eastbourne to Sylvan Road trunk main
- Continued design and procurement for Wilson Road Fluoridation and Portsmouth UV Upgrade

4.3.3 These projects will support continued delivery of the Drinking Water capital programme through the remainder of the financial year.

## Discussion

### Key Programme Highlights

Delivery of the Drinking Water capital programme continues to progress well, with several projects now in active construction.

Key highlights during the reporting period include the commencement of **Omaha Road SP3 and SP4 construction**, continued progress on the **Whirinaki Reservoir Replacement**, and completion of construction works at the **Te Pohue Drinking Water Upgrade**, which is now progressing through commissioning.

The Drinking Water renewals programme also continues to deliver network renewal works across multiple locations including Brookvale Road, Bale Place, Everest Avenue, Belmont, and McHardy Street.

Planning and procurement work is continuing across several projects including **Eastbourne to Sylvan Road, Wilson Road Fluoridation**, and **Omaha Source Renewal & Bore decommissioning**, supporting the future delivery pipeline.

Overall programme delivery remains on track.

### Financial Performance

The Drinking Water capital programme has an approved **FY25/26 budget of approximately \$21.9M**.

Year-to-date expenditure is **\$6.28M**, which is currently behind the phased budget profile. This variance primarily reflects the timing of procurement, design dependencies, and deferred construction starts across several projects rather than delivery underperformance.

With several projects now in active construction, capital expenditure is expected to **accelerate through Q3 and Q4**, with current forecasts indicating **year-end delivery of approximately \$19.7M**.

### Programme Cashflow Profile

The Drinking Water capital programme is currently tracking behind the phased budget profile, with **\$6.28M spent year-to-date** compared to the planned expenditure profile. This variance primarily reflects the timing of procurement and construction start dates across several projects.

With major construction activities now underway, including **Omahu Road SP3 & SP4, Whirinaki Reservoir Replacement, and the Watermain Renewals Programme**, programme expenditure is expected to accelerate through **Q3 and Q4**, supporting the forecast year-end delivery of approximately **\$19.7M**.

### Key Programme Risks and Opportunities

The main programme risks relate to procurement sequencing, equipment lead times, and scope confirmation across several projects currently in planning or design.

Projects affected include **Wilson Road WTP Fluoridation, Frimley Bore, and Durham Drive DWPS**.

These risks are typical for projects at this stage of development and are being actively managed. They do not currently affect projects under construction.

### Looking Ahead – Next Quarter

Construction delivery is expected to increase over the coming months as several projects continue or move into construction.

Key focus areas include:

- Continued construction of **Omahu Road SP3 and SP4**
- Ongoing delivery of the **Drinking Water Renewals Programme**
- Progressing construction of the **Whirinaki Reservoir Replacement**
- Procurement of the **Eastbourne to Sylvan Road trunk main**
- Continued design and procurement for **Wilson Road Fluoridation and Portsmouth UV Upgrade**

These projects will support continued delivery of the Drinking Water capital programme through the remainder of the financial year.

### High Risk Projects

#### Whirinaki/ Esk Water

Investigations are underway to understand future supply requirements and infrastructure needs for the Whirinaki and Esk water supply areas.

#### Fluoridation projects

The **Wilson Road Water Treatment Plant Fluoridation project** is progressing through design, procurement, and construction planning to enable fluoridation capability at the treatment plant in line with national drinking water fluoridation requirements.

Following award of the reservoir contract, the project programme has been updated and the **reservoir construction is now on the critical path for the project delivery**. Updated contractor programme information has resulted in adjustments to key construction durations, including additional time for design review, tank assembly, curing, and disinfection prior to commissioning.

As a result of these changes, the reservoir water testing milestone has moved from **16 October to 2 November**, with overall project completion now forecast to extend into **December 2026**.

Key risks currently being managed include:

- Coordination of construction sequencing between reservoir, civil, and treatment works.
- Equipment lead times and contractor interface management.
- Alignment of commissioning, disinfection, and testing activities following reservoir completion.

Programme sequencing and contractor coordination meetings are being undertaken to refine the construction programme and ensure works remain aligned with the revised delivery timeline.

### **Drinking Water Renewals Programme**

The Drinking Water renewals programme continues to deliver targeted watermain replacement works across the district to address ageing infrastructure and reduce network failure risk. Current works include Belmont Avenue, Everest Avenue, Ashford Avenue, Brookvale Road and Bale Place.

### **Omahu Main Upgrade**

**The Omahu Road Drinking Water Renewal project is a key trunk main replacement project within the Drinking Water capital programme. The project involves the staged replacement of ageing trunk watermain infrastructure to improve network resilience, reliability, and long-term service performance within the Omahu supply area.**

**Earlier stages of the project have been completed, with Stages Separable Portion (SP) 3 and SP4 now in active construction following contractor mobilisation earlier in 2026. These works include installation of new trunk watermain pipework, associated network connections, and reinstatement works along the Omahu Road corridor.**

**Once completed, the project will provide improved reliability for the drinking water network servicing the Omahu supply area and reduce the risk of failures associated with ageing infrastructure.**

**Construction works are progressing in accordance with the project delivery programme, with continued coordination required to manage traffic impacts, construction sequencing, and network operations during installation works.**



#### **Eastbourne to Sylvan Main Upgrade**

The **Eastbourne to Sylvan trunk main project** is progressing through procurement and is expected to move into construction later in the financial year.

#### **Reservoir Replacements**

Reservoir replacement works are progressing, including the **Whirinaki Reservoir Replacement**, which is currently under construction.



#### **Attachments:**

There are no attachments for this report.



*Te Hui o Te Kaunihera ā-Rohe o Heretaunga*

**Hastings District Council: Infrastructure Delivery Subcommittee Meeting**

*Te Rārangi Take*

# Report to Infrastructure Delivery Subcommittee

**Nā:**  
**From:** **Juan-Pierre Neethling, Programme Delivery Manager - Growth**

**Te Take:**  
**Subject:** **Programme Overview - Growth Related Projects**

## 1.0 Purpose and Summary – *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this report is to provide the Infrastructure Delivery Subcommittee with a high-level overview of Council’s infrastructure projects that are being delivered to support growth, including the status of growth-related projects and overall programme progress for the reporting period.
- 1.2 This overview is intended to support the Subcommittee’s governance and oversight role by providing visibility of programme performance, delivery confidence, and emerging considerations relevant to Council’s growth infrastructure.
- 1.3 **Financial overview**
- 1.4 The following projects make up the bulk of the programme, and we are reporting on their financial progress; accordingly, the balances are of lower value.

Project	Status	Budget	Spend to date	Forecast at Completion of Project	Notes
<b>Pāharakeke WW</b>	Construction	\$12.6m	\$3.4m	\$5.8m	Infrastructure Acceleration Fund (IAF) funded. Saving of ~\$6.79M vs annual budget to be reallocated to Waipatu.
<b>Wairatahi WW</b>	Construction	\$2.9m	\$1.8m	\$2.3m	IAF funded. Saving of ~\$612K vs annual budget

Project	Status	Budget	Spend to date	Forecast at Completion of Project	Notes
					to be reallocated to Waipatu.
<b>Portsmouth Road</b>	Construction	\$3.3m	\$1.7m	\$3.3m	Practical Completion expected FY25/26.
<b>Romanes Drive</b>	Construction	\$3.94m	\$1.4m	\$3.1m	Budget reduced \$900K as water supply tender came in below estimate.
<b>Waipatu WW Trunk Main &amp; Local Servicing</b>	Design	\$3.57m	\$0.6m	\$12m	IAF funded. Forecast reflects expanded scope, and reallocated savings from Pāharakeke (~\$6.79M) and Wairatahi (~\$612K). Majority of spend FY26/27.
<b>Brookvale Road SW &amp; WW</b>	Design	\$4.88m	\$1.9m	\$5.9m	Budget increased \$900K (Reimbursement from water supply). Land acquisition ongoing, majority re-profiled to FY26/27.
<b>TOTAL — High Value Projects</b>		\$31.19m	\$10.8m	\$32.4m	
<b>Remaining Projects (Whakatū PS, Portsmouth Enabling Infra &amp; Lyndhurst)</b>		\$6m	\$0.8m	\$3.7m	<b>Whakatū subject to Council adoption</b>
<b>TOTAL — Full Programme</b>		\$37.19m	\$11.6m	\$36.1m	

## 2.0 Background – Te Horopaki

- 2.1 Council’s growth-related infrastructure programme comprises projects that are required to enable and service new development, support planned urban expansion and give effect to Council’s growth and spatial strategies. These projects span multiple infrastructure asset classes and are delivered alongside the Council’s renewals, resilience, and recovery programmes.
- 2.2 Growth-related projects are managed as a distinct programme, recognising the unique delivery drivers and risks associated with growth infrastructure, including alignment with development timing, land access, funding dependencies, and coordination with external stakeholders such as developers and funding partners.
- 2.3 The programme includes projects at varying stages of delivery, including planning, design, procurement, construction, and close-out. Active management of sequencing and cash flow is required to ensure infrastructure is delivered at the right time to support growth while maintaining overall programme affordability and delivery confidence.
- 2.4 This report provides a consolidated, high-level snapshot of the growth-related infrastructure programme, including current delivery status and emerging considerations, to inform the Infrastructure Delivery Subcommittee and complement more detailed operational and financial reporting provided through internal management processes.
- 2.5 This report is provided for information and does not seek a decision.

### 3.0 Recommendations - Ngā Tūtohunga

That the Infrastructure Delivery Subcommittee receive the report titled Programme Overview - Growth Related Projects dated 26 March 2026.

## 4.0 Discussion – Te Matapakitanga

### 4.1 Key Programme Highlights

- The programme is targeting delivery of 11 km of wastewater mains, 2.6 km of watermains, 2 wastewater pump stations, 1 stormwater pump station, 3 stormwater basins, 0.6 km of stormwater main, and 0.5 km of road improvements this calendar year.
- The IAF-funded projects collectively increase Hastings' wastewater network capacity by the equivalent of an area the size of Flaxmere.
- Construction is active across four sites with all four on track for Practical Completion by end of FY25/26.
- All remaining IAF-funded projects are programmed to reach Practical Completion by FY26/27 Q2.

### 4.2 Key Programme Risks and Opportunities

- Land acquisition remains the programme's most significant delivery risk, with Whakatū Pump Station and Brookvale Road SW & WW both directly affected and majority spend re-profiled to FY26/27. It should be noted that Whakatū Pump Station is subject to Community consultation and Annual Plan decisions by Council.
- All IAF-funded projects must reach Practical Completion by FY26/27 Q2 or funding conditions will not be met.

### 4.3 Looking Ahead – Next Quarter

- Complete community engagement with Waipatu ahead of construction commencement.
- Advertise construction RFTs for Waipatu Trunk Main and Local Servicing in March & April 2026.
- Mobilise construction on Waipatu Trunk Main April 2026.
- Whakatū engagement and if progresses, finalise the Whakatū procurement pathway for pump station supply and construction project.
- Achieve Practical Completion on Pāharakeke Stage 2, remaining Wairatahi separable portions, Portsmouth Road, and Romanes Drive.

### 4.4 High Risk Projects

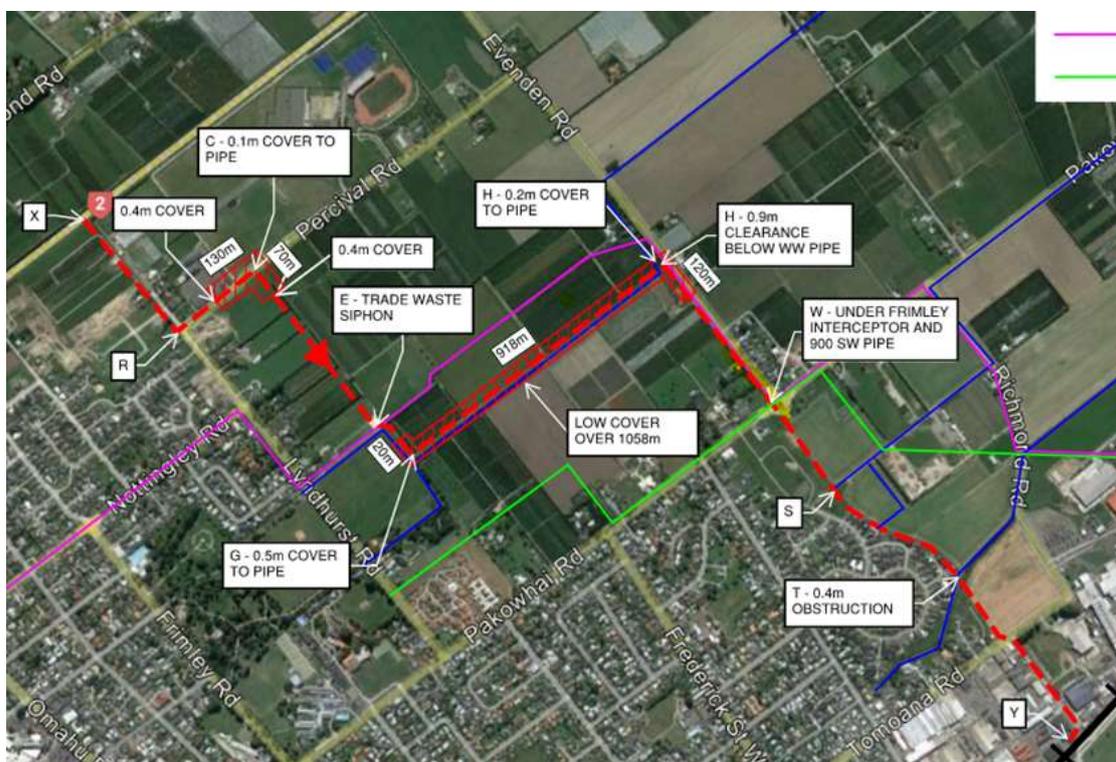
#### 4.5 Wairatahi Wastewater Programme

- Five separable portions (SP1–5), 85% complete. Practical Completion targeted Q4 FY25/26. No budget or schedule risk.
- Extent of the project is shown below:



#### 4.6 Pāharakeke Wastewater Programme

- Four stages. Stages 1, 3 & 4 at Practical Completion and Stage 2 at 55%. No material budget risk.
- Extent of the project is shown below:



#### 4.7 Portsmouth Stormwater Improvements

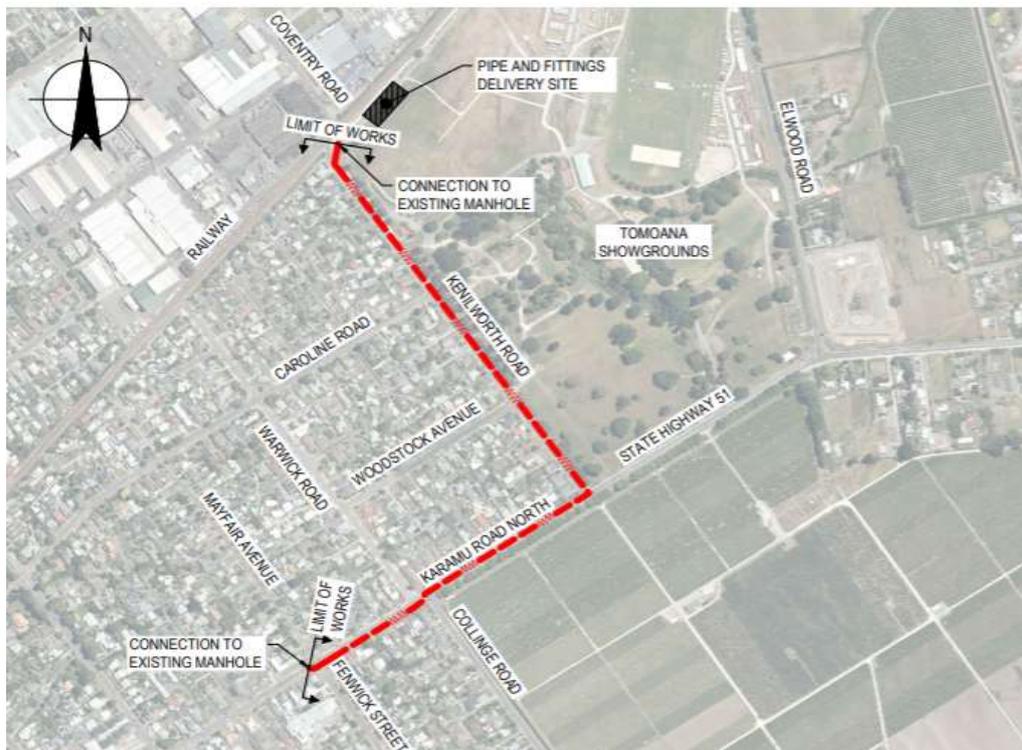
- On programme and within budget. Practical Completion targeted Q4 FY25/26. No issues to report.

- Extent of works is shown below:



4.8 **Waipatu Wastewater Trunk Main and Local servicing**

- Two projects: Trunk Main and Local Servicing. The Trunk Main Pipe supply contract awarded February 2026. Must reach Practical Completion by FY26/27 Q2.
- Construction RFT documentation being finalised; tenders expected in Q4 FY25/26. Community engagement planned. Majority of capital expenditure forecast in FY26/27
- Extent of Works for trunk main is shown below.



- Extent of works for local services is shown below.



**Attachments:**

There are no attachments for this report.

Thursday, 26 March 2026

*Te Hui o Te Kaunihera ā-Rohe o Heretaunga*

**Hastings District Council: Infrastructure Delivery Subcommittee Meeting**

*Te Rārangi Take*

# Report to Infrastructure Delivery Subcommittee

**Nā:**  
**From:** Francois Blay, Project Delivery Manager Transport BAU

**Te Take:**  
**Subject:** Programme Overview - Transport BAU

## 1.0 Purpose and summary - *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this report is to provide the Infrastructure Delivery Subcommittee with a high-level overview of Council’s Transport Business-as-Usual (BAU) programme, including the current status of BAU delivery activities and overall programme progress for the reporting period.
- 1.2 This overview supports the Subcommittee’s governance and oversight role by providing visibility of how Council is maintaining, renewing, and operating the transport network outside of growth-related and cyclone recovery programmes.

### 1.3 Financial overview

**1.3.1** The following projects make up the bulk of the programme and we are reporting on their financial progress accordingly, the balances are of lower value.

Project	Status	Budget	Spend to date	Forecast at Completion	Notes
Te Mata Rd / Waimarama Rd RAB	Construction	\$2.7m	\$0.7m	June 2026	Major Safety project NZTA 53%
Puketitiri Road (RP 15.85-16.80) site 2	Construction	\$1.8m	\$0.4m	June 2026	Cyclone damaged NIFF 100%
Puketitiri Road (RP 21.086-22.163) site 4	Procurement	\$2.0m	\$ -	Dec 2026	Cyclone damaged Deferred to next construction season

					NIFF 100%
Puketitiri Road (RP 18.608-19.66) site 3	Procurement	\$1.9m	\$ <0.1m	Dec 2026	Cyclone damaged Deferred to next construction season NIFF 100%
Puketitiri Road (RP 25600 - 26020) site 5	Construction	\$1.3m	\$ -	June 2026	Cyclone damaged NIFF 100%
Soldiers Settlement Road (RP 46- 670)	Construction	\$1.8m	\$<0.2m	June 2026	Cyclone damaged NZTA 83%
Kereru Road (RP 2950 - 3400) Section 1C	Construction	\$1.8m	\$0.5m	Mid Feb 2026	Cyclone damaged NIFF 100%
Havelock Road (RP 551 - 699) & (RP 699 - 1146)	Procurement	\$1.7m	\$<0.1m	December 2026	Road renewal Deferred to next construction season NZTA 53%
Kereru Road (RP 3900 - 5090) Section 2	Construction	\$1.6m	\$1.3m	February 2026	Cyclone damaged NIFF 100%
Kereru Road (RP 500 - 1200) Section 1A	Construction	\$1.5m	\$1.3m	April 2026	Cyclone damaged NIFF 100%
Heathcote Road (RP 1 - 1150)	Construction	\$1.2m	\$0.5	April 2026	Road renewal NZTA 53%
Kahuranaki Road (RP 7486 - 8463)	Construction	\$1.8m	\$0.8	March 2026	Road renewal NZTA 53%
<b>TOTAL High value projects</b>		<b>\$21.1m</b>	<b>\$5.9m</b>		<b>\$4,6m deferred to FY26/27</b>
<b>Remaining projects in programme</b>		<b>\$6.9m</b>	<b>\$5.1m</b>		
<b>Total Full programme</b>		<b>\$28m</b>	<b>\$11m</b>		

## 2.0 Background

- 2.1 The Transport BAU programme comprises the ongoing capital works required to maintain the safety, resilience, and functionality of Council's transport network. The BAU programme typically covers area wide pavement treatments (AWPTs), resilience projects and safety projects.
- 2.2 The BAU capital programme does not include reseals, and maintenance which are covered through operational activities, and are typically reported through to the rural community board (RCB) and performance and monitoring committees.
- 2.3 The BAU programme is delivered within Council's approved transport investment framework and is closely aligned with the Transport Activity Management Plan and the NZTA-endorsed Transport Procurement Strategy. Together, these set funding levels, priorities, and delivery approaches for BAU activities over the programme period.

- 2.4 BAU delivery is managed alongside Council’s growth and recovery programmes, requiring careful coordination of resources, contractor capacity, and funding claims. Programme-level reporting is used to monitor performance across cost, schedule, and delivery outcomes, with active management of cashflow and phasing to reflect the timing of maintenance and renewals activities.
- 2.5 This report provides a consolidated, high-level snapshot of Transport BAU activity to inform the Infrastructure Delivery Committee, complementing more detailed operational and financial reporting provided through internal management processes.
- 2.6 This report is provided for information and does not seek a decision.

### 3.0 Recommendations - Ngā Tūtohunga

That the Infrastructure Delivery Subcommittee receive the report titled Programme Overview - Transport BAU dated 26 March 2026.

## 4.0 Discussion

### 4.1 Key Programme Highlights

Programme Overview by Status		
Project Stage	TOTAL # of Projects	Commentary
Planning	10	Resilience projects assessed in consideration with close recovery projects. These projects are scheduled for design and construction in FY26/27 as budgeted.
Design	9	Projects in design to be constructed during FY26/27 or later pending budget confirmation.
Procurement	3	Procurement of all this year’s construction projects now concluded. Projects in this stage are scheduled for construction in FY26/27. The most significant project is the pavement reconstruction of a section of Havelock Road.
Construction	16	Projects are in various stages of construction and will progress to completion between end of March to mid-June 2026. Significant projects in the <b>urban</b> area are Te Mata Rd / Waimarama Rd RAB (Jan-Jun 2026) & Napier Road renewal (Mar-Apr 2026). Significant projects in the <b>rural</b> area are Kereru Road reconstruction (Oct 2025 – Apr 2026), Puketitiri Road reconstruction (Feb- Jun 2026) and Soldier settlement Road Mar -Jun 2026)
Close Out	2	Richmond Rd and Waimarama Rd RP10.5
<b>TOTAL</b>	<b>40</b>	

### 4.2 Key Programme Risks and Opportunities

- 4.2.1 Projects with late pavement construction and sealing during May at risk of adverse weather condition. Project progress is monitored closely and opportunities for fast tracking are being encouraged.
- 4.2.2 Adverse ground conditions and weather might have time delays and / or cost implications.

### 4.3 Looking Ahead – Next Quarter

- 4.3.1 16 Construction project will progress to completion by June 2026
- 4.3.2 3 Projects will progress into procurement in May/June 2026
- 4.3.3 10 Design projects will be issued to consultants
- 4.3.4 Develop further design and construction programmes with asset owners for delivery in FY26/27

## 5.0 High Risk Projects

### 5.1 AWPTs

- 5.1.1 Havelock Road – Reduced from High risk to Medium risk with the postponement of construction post winter - Medium risk due to high profile and high traffic.
- 5.1.2 Napier Road is medium due to high profile, traffic and safety components. Short construction period of one month.

### 5.2 Te Mata/ Waimaramā roundabout

- 5.2.1 Te Mata/ Waimaramā roundabout, this project is medium due to high public interest, traffic and safety components. Project is progressing on the programme. Recent media release published outlining project cost and progress to date.

## 6.0 Photos



Figure 1: Kererū AWPT



Figure 2: Kahuranaki AWPT

**Attachments:**

There are no attachments for this report.



Thursday, 26 March 2026

*Te Hui o Te Kaunihera ā-Rohe o Heretaunga*

**Hastings District Council: Infrastructure Delivery Subcommittee Meeting**

*Te Rārangi Take*

# Report to Infrastructure Delivery Subcommittee

**Nā:**  
**From:** David Scrimgeour, Programme Delivery Manager - Structures

**Te Take:**  
**Subject:** Programme Overview - Transport Structures

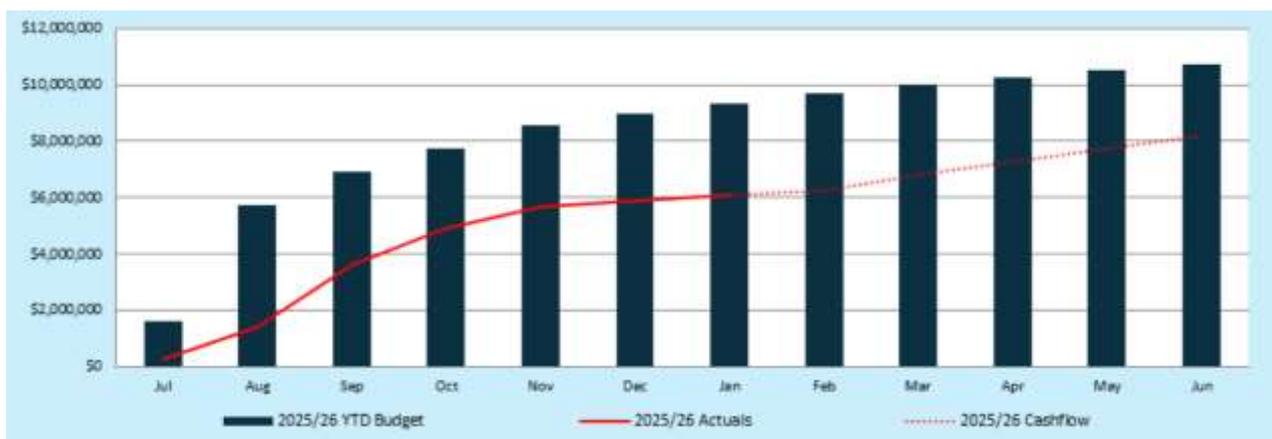
## 1.0 Purpose and summary - *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this report is to provide the Infrastructure Delivery Subcommittee with a high-level overview of Council’s Transport Structures programme, including the current status of bridge and large-culvert projects and overall programme progress for the reporting period.
- 1.2 This overview is intended to support the Subcommittee’s governance and oversight role by providing visibility of delivery progress, upcoming works, and key considerations associated with the transport structures portfolio.
- 1.3 **Financial overview**
  - 1.3.1 The following projects make up the bulk of the programme and we are reporting on their financial progress accordingly, the remaining projects balance are of lower value and are reported as a group.

Project	Funded by	Status	Budget	Spend to date	Forecast at Completion	Notes
Bridge 108 Arapawanui	NIFF 100%	Construction	\$3.42M	\$0.4M	\$3.4M	Consenting challenges Construction deferred to September
Bridge 120 Kahika No.1	NIFF 100%	Construction	\$1.48M	\$0.9M	\$2.2M	Challenge with culvert deformation being worked through redesign

Bridge 122 Moeangiangi	NZTA 83%	50% Design	\$4M	\$0.4M	\$4M	Commencing peer review
Bridge 144 Ellis Wallace	NZTA 83%	Feasibility	\$7-9M			Confirming preferred option with NZTA
Bridge 207 Dartmoor	NIFF 100%	Construction	\$22.5M	\$1.9M	\$15.1M	Piling underway, on target for December opening
Bridge 210 Follies	NZTA 83%	Design	\$5.7M			
Bridge 225 Mangatutu	NZTA 83%	Design	\$7.5M	\$0.2k	\$7.5M	D&C
Bridge 237 Whanawhana	NIFF 100%	85% Design	\$7.86M	\$0.7k	\$5.9M	Tender in April
Bridge 248 Rissington	NIFF 100%	Construction	\$25M	\$3.5M	\$13.9M	On target for August completion
Bridge 805 Brookfields	NZTA 83%	Feasibility	\$60M	\$0.2M		Independent cost estimate at \$69m
Bridge 816 Redclyffe	NZTA 83%	Design	\$83M	\$0.4M		Geotechnical investigation complete, Independent cost estimate at \$63.3m
TOTAL High value projects			\$229.5M	\$8.6M	\$51M	
Remaining projects in programme			\$14.7M			
Total Full programme			\$244.2M			

1.3.2 The below graph shows a summary of the NZTA funded projects tracking the 2025/26 budget forecast vs actuals and cashflow forecast as of February.



1.3.3 The below graph shows a summary of the NIFF funded projects tracking the 2025/26 budget forecast vs actuals and cashflow forecast as of February.



1.3.4 Spend across the programme was anticipated to accelerate into financial year end with additional projects moving into construction. However, since compiling this report a number of projects have been deferred to Spring and it is therefore anticipated that there will be an underspend across the structures programme for FY25/26. This does not represent a programme savings as the costs will still be incurred in FY 26/27 to complete construction.

## 2.0 Background

- 2.1 Council's Transport Structures programme comprises the planning, design, construction, and renewal of bridges and large culverts across the district. These assets are critical to maintaining network connectivity, safety, and resilience, particularly for rural communities and strategic transport corridors.
- 2.2 The programme includes a mix of completed works, projects currently under construction, and a forward pipeline of structures at various stages of design and development. Recent delivery has focused on rebuilding and strengthening structures affected by severe weather events, alongside addressing historic resilience and condition risks within the network.
- 2.3 Transport structures projects are typically complex, high-value assets that require careful coordination with funding partners, particularly Waka Kotahi – NZ Transport Agency and are delivered within a robust governance and assurance framework. Programme-level reporting is used to monitor progress, manage risk, and support informed decision-making across the lifecycle of these assets.
- 2.4 This report provides a consolidated, high-level snapshot of the Transport Structures programme to inform the Infrastructure Delivery Subcommittee, complementing more detailed project-level reporting and business case approvals considered separately.
- 2.5 This report is provided for information and does not seek a decision.

## 3.0 Recommendations - Ngā Tūtohunga

That the Infrastructure Delivery Subcommittee receive the report titled Programme Overview - Transport Structures dated 26 March 2026.

## 4.0 Discussion

### 4.1 Key Programme Highlights

4.1.1 All repair projects on track for completion by December 2026.

4.1.2 All bridge rebuilds except for Redclyffe/ Brookfields aiming for completion by December 2027.

4.1.3 Rissington Bridge all beams installed, on track for early completion.

4.1.4 Dartmoor Bridge piling commenced, on track for December completion.

4.1.5 Redclyffe Bridge geotechnical investigation complete, detailed design underway.

4.1.6 Construction funding secured for all projects except Redclyffe, Brookfields & Ellis Wallace

#### 4.2 Key Programme Risks and Opportunities

4.2.1 Professional services panel capacity – ability to complete designs, peer review, consenting, procurement and MSQA functions within forecast timeframes; moving some projects to D&C mitigates this risk.

4.2.2 Construction market capacity – pursuing different procurement pathways targeting different tier contractors within the HDC prequalification system depending on project risk, complexity and funding ensures projects are ‘right sized’ to achieve best value outcomes.

4.2.3 Construction activities in and around waterways throughout the winter period when flow rates typically higher – deferred construction in the case of Arapawanui & Whanawhana

4.2.4 Funding Risk – Ellis Wallace (detailed design & construction funding), Redclyffe (construction funding), Brookfields (detailed design and construction funding) – decisions sit with NZTA.

4.2.5 Funding Opportunity – Project Development Plan submitted seeking underspends in NIFF programme to be transferred to Redclyffe and Brookfields rebuilds to offset circa \$20M in local share.

4.2.6 Emerging Risk – Middle East conflict impacting fuel supply for an extended period:

A. Price escalations related to fuel supply or

B. Possible emergency measures related to voluntary or mandated demand restraint

#### 4.3 Looking Ahead – Next Quarter

4.3.1 Whanawhana (traditional) and Mangatutu (D&C) to progress to market

4.3.2 Arapawanui consenting to be resolved and confirm construction start date

4.3.3 Rissington structure completed, pavements progressed

4.3.4 Dartmoor piling completed

### 5.0 High Risk Projects

#### 5.1 Rissington Bridge Replacement

5.1.1 Construction is progressing well and remains ahead of the contractual completion programme. Recent construction milestones include superstructure works, with remaining activities tracking within available float. No material safety or quality issues have been identified, and delivery remains forecast within approved funding. Project risk has reduced as major structural elements are now in place and river levels related to significant rain events therefore unlikely to impact the site.



## 5.2 Dartmoor Bridge Replacement

- 5.2.1 Construction commenced in February 2026 and early works are underway, including site establishment, access formation, earthworks, with piling to commence mid March. The project remains aligned with the approved programme, with completion anticipated in late 2026. No material changes to scope, budget, or risk profile are currently identified, but pile depths have increased due to ground conditions.



### 5.3 Ellis Wallace Bridge Replacement

- 5.3.1 Ellis Wallace Bridge remains a complex recovery project due to significant post-cyclone river realignment, ground conditions, and funding constraints. Optioneering has identified a preferred two-span low-level option which sees a funding application pathway with NZTA balancing resilience, constructability, cost, and programme considerations for this critical lifeline route. A temporary bailey bridge remains in place to maintain access while design, funding, and consenting activities continue, alongside Cultural Impact Assessment work to support mana whenua engagement and future consenting requirements.

### 5.4 Whanawhana Bridge Replacement

- 5.4.1 The replacement project is progressing following the loss of the original structure during Cyclone Gabrielle and the installation of a temporary bailey bridge to maintain access. Design for the permanent single-lane replacement has been completed, incorporating a minor alignment shift to improve approach geometry while maintaining the existing level of service for this critical lifeline route. The project will be advertised to the open market shortly for construction to start later in 2026.



### 5.5 Kahika No.1 Culvert Replacement

- 5.5.1 The Kahika No.1 design intentionally retained the original 1965 twin 2.44 × 2.44 m concrete box culverts, adding the HDPE pipe as additional conveyance rather than replacing the entire structure. Using HDPE for the “additional” culvert allowed the design to be met without replacing the whole system.

- 5.5.2 The project stalled because multiple defects were discovered in the new large-diameter HDPE culvert soon after installation. Investigations found internal gouges caused by oversized rock being used to satisfy fish passage requirements, leaving scratches deeper than the 10% wall-thickness limit and voiding the supplier warranty. Further, ovality issues were identified likely the result of insufficient compaction of bedding (beneath the pipe) and haunching (side wall and trench backfill) aggregates.
- 5.5.3 A preferred repair option for replacement with concrete pipe has been confirmed and is compliant with applicable standards. Detailed re-design is progressing, with procurement underway to manage programme risk associated with long-lead materials.
- 5.5.4 An independent assessment is underway to allocate costs for the rework across various parties.



## 5.6 Arawapanui Bridge Replacement

- 5.6.1 Design development and consenting remain active. A design change implemented during detailed design for rock rip rap extent, driven by the identification of significant scour risk, has created challenges. Resource consent is currently on hold pending a response to a request for further information.
- 5.6.2 Programme risk is being managed through coordinated technical, ecological, and mana whenua engagement. Alternative structural options remain technically feasible but carry cost, programme, and consenting implications.
- 5.6.3 Mana whenua challenges exist with supporting the current design related to the amount of rock rip rap proposed in the waterway to manage the scour risk, this is being reviewed by the design team, with a hui planned for late March 2026.
- 5.6.4 A preferred contractor is in place, but construction has been deferred to start Spring 2026 to allow consent issues to be resolved and to not work in a sensitive waterway through winter.



- *Figure 1: Design at 50%, latest design for tender, included more scour protection to the central pier*

## 5.7 Redclyffe / Waiohiki Bridge Replacement

5.7.1 Design and consenting activities continue to progress. Latest reporting has identified project risks more explicitly, particularly around consenting requirements, geotechnical complexity, and cost escalation pressures. Work plans to progress additional design, geotechnical investigation, and consenting scope through to construction-ready documentation. Engagement with mana whenua and key stakeholders is ongoing. The project remains on the critical path for future construction commencing in late 2026, subject to completion of consenting and funding approvals.



• *Figure 2: Redclyffe Bridge Option 2C artists impression*

## 5.8 Brookfields Bridge Replacement

5.8.1 Demolition is complete, feasibility and design development continues in coordination with Napier City Council and NZTA. Funding approvals are being managed through existing programme mechanisms while formal approvals are finalised. No change to the overall project intent has been identified, but noting it is very early in the programme, with geotechnical and other investigations to commence shortly.

### **Attachments:**

There are no attachments for this report.



*Te Hui o Te Kaunihera ā-Rohe o Heretaunga*

**Hastings District Council: Infrastructure Delivery Subcommittee Meeting**

*Te Rārangi Take*

# Report to Infrastructure Delivery Subcommittee

**Nā: Reuben George, Programme Delivery Manager: Transportation  
From: Recovery**

**Te Take: Programme Overview - Transport Recovery  
Subject:**

## 1.0 Purpose and summary - *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this report is to provide the Infrastructure Delivery Subcommittee with a high-level overview of Council’s Transport Recovery programme, including current delivery status, key areas of focus, and overall progress across the reporting period.
- 1.2 This overview supports the Subcommittee’s governance and oversight role by providing visibility of recovery activity being undertaken to restore and improve the district’s transport network following Cyclone Gabrielle.

### 1.3 Financial overview

- 1.3.1 The following projects make up the bulk of the programme (slips/ repairs) and officers are reporting on their financial progress accordingly; the balance is of lower value.

Project	Status	Budget	Spend to date	Forecast at Completion	Notes
Dartmoor Rd Slips	In construction	\$25M	\$18.1M	\$20.2M	NIFF - proposing to reduce budget at completion, includes numerous slips
Crownthorpe Settlement Rd	Completion	\$1.7M	\$1.5M	\$1.7M	NZTA 83 - Funding decrease - original budget of \$2.2m
Duff Rd	In progress	\$1.4M	\$0.1M	\$1.4M	NZTA 83 – 3 sites

Ellis Wallace Rd	To begin	\$1.4M	\$<0.1M	\$1.4M	NZTA 83 - Funding decrease - original budget \$1.6m, includes numerous slips
Glengarry Rd	Complete	\$4.6M	\$4.0M	\$4.1M	NIFF - proposing to reduce budget at completion
Heays Access Rd	To be started	\$1.8M	\$<0.1M	\$1.8M	NZTA 83 - includes numerous slips
Kahuranaki Rd Slips	In construction	\$2M	\$1.2M	\$2M	NIFF – scope increase, initial scope completed for \$1.26m
Kereru Rd Slips	Complete	\$3.5M	\$3.2M	\$3.2M	NIFF – estimated to be below budget, work done around Orlig bridge
Makahu Rd	In construction	\$1.2M	\$0.8M	\$1.2M	NZTA 83 - Funding decrease - original budget \$1.8m
Matahorua Rd Slips	In progress	\$4.4M	\$2.3M	\$4.4M	NZTA 83 - Funding decrease - original budget \$5.9m (8 sites)
Ohurakura Rd	In progress	\$1.9M	\$0.4M	\$1.9M	NZTA 83 - Funding increase from \$1.8m
Puketiritiri Rd	In construction	\$11.3M	\$9.4m	\$11.3M	NIFF - Funding increase – original budget \$11.22m
Ridgemount Rd	In construction	\$2.4M	\$0.9M	\$2.4M	NZTA 83
Tangoio Settlement Rd	Not started	\$1M	\$0	\$1M	NZTA 83 - Funding decrease - original budget \$1.07m (-\$53k) multiple small sites
Taihape Rd Slips	Complete	\$8.6M	\$6.8M	\$7.2M	NIFF - proposing to reduce budget at completion, includes numerous slips – approx. 12 sites
Te Waka Rd	In construction	\$1.5M	\$<0.1M	\$1.5M	NZTA 83 - Funding decrease - original budget \$1.84m (-\$298k) x 4 sites
Tier 0 & 1	Complete	\$20M	\$20M	n/a	NIFF – recovery of response works
Waihau Rd Slips	In construction	\$7.2M	\$2.5M	\$2.9M	NIFF – reduced scope and work required
Waikoau Rd Slips	In construction	\$5.9M	\$1.7M	\$5.4M	NZTA 83 - Funding increase from \$4.3m – 6-8 sites
Waimarama Rd Slips	In construction	\$1.8M	\$0.9M	\$0.9M	NIFF
<b>TOTAL High value projects</b>		<b>\$108.6M</b>	<b>\$74.1M</b>	<b>\$75.9M</b>	
<b>Remaining projects</b>					
Minor Culvert projects (9) minor <\$250 thousand		\$1.4M			NZTA 83 - Presently working through the delivery philosophy with partners

Culvert projects (6) <\$1million	\$3.6M	NZTA 83 - Presently working through the delivery philosophy with partners
Slip projects (20) <\$1million	\$10.6M	NZTA 83 - Presently working through the delivery philosophy with partners
TOTAL remaining projects	\$11.6M	
Total Full programme	\$120.2M	

## 2.0 Background

- 2.1 The Transport Recovery programme was established in response to the widespread damage caused to the district's roading network by Cyclone Gabrielle. The event resulted in significant damage to bridges, culverts, road formations, and associated infrastructure, leaving parts of the network vulnerable and, in some locations, reliant on temporary or weather-dependent access.
- 2.2 Council's Transport Recovery programme focuses on restoring safe and reliable access, improving network resilience, and delivering long-term recovery solutions. The programme includes a large and diverse portfolio of recovery projects, ranging from bridge and culvert rebuilds through to slip remediation and network resilience improvements, delivered over multiple years.
- 2.3 Recovery works are delivered through a dedicated recovery delivery structure, supported by specialised procurement and governance arrangements, and in close coordination with funding partners, particularly Waka Kotahi – NZ Transport Agency and central government recovery funding mechanisms. Programme-level reporting is used to monitor progress, manage risk, and support prioritisation across a constrained and complex delivery environment.
- 2.4 This report provides a consolidated, high-level snapshot of Transport Recovery activity to inform the Infrastructure Delivery Committee, complementing more detailed project-level reporting and funding approvals considered separately.
- 2.5 This report is provided for information and does not seek a decision.

## 3.0 Recommendations - *Ngā Tūhunga*

That the Infrastructure Delivery Subcommittee receive the report titled Programme Overview - Transport Recovery dated 26 March 2026.

## 4.0 Discussion

### 4.1 Key Programme Highlights

- 4.1.1 A large portion of the programme has been delivered in a high-pressure environment with funding challenges around NZTA funding uncertainty.
- 4.1.2 68 slip sites have been completed with 28 in the later stages of construction now nearing completion.
- 4.1.3 Work with NZTA over the past 6 months has meant that approval, and agreement in principle has been reached on further packages of sites with a total approximate value of \$23.4 million remaining where construction has not started, this is for 115 sites.

4.1.4 \$13.4 million of the \$23.4 million has been agreed in principle and requires a paper to the NZTA board for final approval, our investment advisor is confident in the funding however requires this formal approval.

#### 4.2 Key Programme Risks and Opportunities

4.2.1 Changes in what NZTA will fund under the WC141 (Emergency works) criteria have meant the latter portion of the programme has seen a drive for more simplistic solutions for sites on lower volume portions of the road network.

4.2.2 Recent work with NZTA has meant we are agreeing on lower value, which in some cases what might be perceived as higher risk solutions, the recovery team continues to work with the transport team to make them aware of the solutions that align with the funding being approved.

4.2.3 Changes to the value of the remaining programme means the team are needing to shift the delivery model to make the most of the funding available.

4.2.4 The impacts of the conflict in the Middle East affecting fuel prices is being watched closely by the team, and considerations are being considered by the wider organisation.

#### 4.3 Looking Ahead – Next Quarter

4.3.1 The main focus for the next quarter is to agree on how we deliver multiple smaller sites using a corridor approach, this provides efficiencies associated with work being completed in unison providing value for money working with both our design / MSQA (professional services) and contracting partners

### 5.0 Slip Sites Overview

#### 5.1 Slip Repairs (higher value portion of the work)

5.1.1 Total Sites: 206

5.1.2 Completed: 77 – value \$87.2 million

5.1.3 In Construction: 26 – value \$23.8 million

5.1.4 In Design OR Awaiting Funding Review: 103 sites, \$23.96 million

5.2 Investment to Date: \$111 million.

### 6.0 Photos

6.1 Refer to recent update provided to community: <https://www.hastingsdc.govt.nz/assets/Document-Library/Cyclone-Gabrielle-updates/CycloneRecovery-Feb26Update-FINAL.pdf>

#### Attachments:

There are no attachments for this report.

# HASTINGS DISTRICT COUNCIL

## INFRASTRUCTURE DELIVERY SUBCOMMITTEE MEETING

THURSDAY, 26 MARCH 2026

Item 12

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### RECOMMENDATION TO EXCLUDE THE PUBLIC

#### SECTION 48, LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

THAT the public now be excluded from the following part of the meeting, namely:

- 13 Procurement Plan - Waipatu Local Servicing
- 14 Infrastructure - Market Cost Trends and Analysis
- 15 Infrastructure Procurement Overview

The general subject of the matter to be considered while the public is excluded, the reason for passing this Resolution in relation to the matter and the specific grounds under Section 48 (1) of the Local Government Official Information and Meetings Act 1987 for the passing of this Resolution is as follows:

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<i>GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED</i>	<i>REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER, AND PARTICULAR INTERESTS PROTECTED</i>	<i>GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF EACH RESOLUTION</i>
13 Procurement Plan - Waipatu Local Servicing	<p><b>Section 7 (2) (h)</b> The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</p> <p><b>Section 7 (2) (i)</b> The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p> <p><b>Section 7 (2) (j)</b> The withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage. Part of a procurement process whereby open information may impact negotiations or offer advantage.</p>	<p><b>Section 48(1)(a)(i)</b> Where the Local Authority is named or specified in the First Schedule to this Act under Section 6 or 7 (except Section 7(2)(f)(i)) of this Act.</p>

**14 Infrastructure - Market Cost Trends and Analysis**

**Section 7 (2) (h)**

The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.

**Section 7 (2) (j)**

The withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage.

Cost information is presented to council to understand trends and risks, may be perceived to benefit contractors.

**Section 48(1)(a)(i)**

Where the Local Authority is named or specified in the First Schedule to this Act under Section 6 or 7 (except Section 7(2)(f)(i)) of this Act.

**15 Infrastructure Procurement Overview**

**Section 7 (2) (h)**

The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. Commercially sensitive information (contract actuals and tender estimates that are not released prior to going to market).

**Section 48(1)(a)(i)**

Where the Local Authority is named or specified in the First Schedule to this Act under Section 6 or 7 (except Section 7(2)(f)(i)) of this Act.