

Wednesday, 27 May 2026

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

**Hastings District Council**

**Infrastructure Delivery Subcommittee Meeting**

*Kaupapataka*

# Agenda

*Te Rā Hui:*  
Meeting date: **Wednesday, 27 May 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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# 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): Zander Peterson and Dominic Goodenough (members for Open (Public) agenda items)

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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

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*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.

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### **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** Minutes of the Infrastructure Delivery Subcommittee Meeting held Thursday 26 March 2026.  
*(Previously circulated)*

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- 4.0** **Endorsement of Transport Procurement Strategy 2026 - 2029** **7**

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- 5.0** **Programme Overview - Wastewater/ Stormwater** **13**

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- 6.0** **Programme Overview - Drinking Water** **27**

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- 7.0** **Programme Overview - Growth Related Projects** **35**
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<b>8.0</b>	<b>Programme Overview - Transport BAU</b>	<b>41</b>
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<b>9.0</b>	<b>Programme Overview - Transport Structures</b>	<b>47</b>
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<b>10.0</b>	<b>Programme Overview - Transport Recovery</b>	<b>57</b>
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<b>11.0</b>	<b>Minor Items – <i>Ngā Take Iti</i></b>	
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<b>12.0</b>	<b>Urgent Items – <i>Ngā Take Whakahihiri</i></b>	
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<b>13.0</b>	<b>Recommendation to Exclude the Public from Items 14, 15 and 16</b>	<b>65</b>
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<b>14.0</b>	<b>Infrastructure Supplier Panels - Delivery and Performance Overview</b>	
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<b>15.0</b>	<b>Infrastructure Procurement Overview</b>	
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<b>16.0</b>	<b>Infrastructure - Market Cost Trends and Analysis</b>	
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Wednesday, 27 May 2026

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*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:**  
**From:** Danielle Rolls, Strategic Procurement Advisor - Infrastructure

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**Te Take:**  
**Subject:** Endorsement of Transport Procurement Strategy 2026 - 2029

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## 1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this report is to seek endorsement from the Infrastructure Delivery Subcommittee for Council's updated three-year Transport Procurement Strategy.
- 1.2 Subcommittee endorsement will enable the strategy to be submitted to the New Zealand Transport Agency – Waka Kotahi (NZTA) for formal approval. NZTA approval is required to ensure Council's transport procurement activities remain compliant with the NZTA Procurement Manual and eligible for National Land Transport Fund (NLTF) co-funding.
- 1.3 The Strategy sets out Council's approach to procuring transport works, goods, and services for 2026–2029, reflecting programme scale, market conditions, and lessons learned. It includes a mix of delivery models, identifies proposed procurement deviations, and supports value for money, sustainability, and efficient delivery.

## 2.0 Recommendations - *Ngā Tūhonga*

- A) That the Infrastructure Delivery Subcommittee receive the report titled Endorsement of Transport Procurement Strategy 2026 - 2029 dated 27 May 2026.
- B) That the Infrastructure Delivery Subcommittee endorse the Transport Procurement Strategy 2026–2029 for submission to NZTA for approval.
  - i. That the Infrastructure Delivery Subcommittee note that Council will also seek NZTA approval for the procurement deviations and advanced procurement methods outlined within the Strategy.

### 3.0 Background – *Te Horopaki*

- 3.1 Council is required, as an Approved Organisation under the Land Transport Management Act 2003, to maintain a current and NZTA-endorsed Transport Procurement Strategy that sets out how transport-related goods, services, and works will be procured over a multi-year period where NLTF funding is involved.
- 3.2 The Transport Procurement Strategy provides NZTA with assurance that Council’s procurement approach:
- Delivers value for money
  - Supports fair and open competition
  - Maintains a sustainable and capable supplier market
  - Complies with the NZTA Procurement Manual and associated approval requirements.
- 3.3 Council’s current strategy is being refreshed to cover the next three-year period, aligning with:
- Council’s approved and emerging transport investment priorities
  - The scale and complexity of the forward transport programme
  - Market capacity and capability considerations
  - Lessons learned from recent procurement activity, including recovery and resilience-related works.

### 4.0 Discussion – *Te Matapakitanga*

- 4.1 The strategy sets out the procurement approaches and delivery models Council intends to use, including open tendering, supplier panels, and procurement procedures tailored to project scale and risk. It also identifies specific procurement deviations and advanced methods that will require NZTA approval, as they depart from the rules outlined in the NZTA Procurement Manual, ensuring any departures are transparently approved and applied to support efficient and timely delivery.
- 4.2 Consideration is given to current supplier market conditions, including capacity constraints and the importance of maintaining a sustainable and competitive supplier environment. The strategy also reinforces Council’s approach to supplier relationship management and performance monitoring.
- 4.3 The strategy outlines how spend categorisation and contract bundling are applied to support value for money and efficient transport delivery. It highlights how categorisation improves visibility of expenditure and decision-making, while bundling can deliver efficiencies and consistency. These approaches are applied in a balanced way, considering market conditions, project complexity, and maintaining opportunities for local and specialist suppliers.
- 4.4 Development of the Strategy has been undertaken collaboratively across Council teams, with guidance from NZTA to ensure alignment with national procurement requirements. Key considerations—including financial implications, sustainability, Māori impact, engagement, and risk—are summarised in the Summary of Considerations.
- 4.5 Endorsement by the Infrastructure Delivery Subcommittee is required prior to submission to NZTA and provides governance oversight that the strategy is appropriate, proportionate, and aligned with Council’s broader infrastructure delivery objectives.

### 5.0 Options – *Ngā Kōwhiringa*

- 5.1 Not applicable.

## 6.0 Next steps – *Te Anga Whakamua*

6.1 Subject to endorsement from the Infrastructure Delivery Subcommittee, the following steps will be undertaken to progress the Transport Procurement Strategy 2026–2029:

- Submit the strategy to NZTA for consideration and approval.
- Seek approval for the procurement deviations and advanced methods outlined in the Strategy.
- Respond to any feedback received from NZTA and update the document if required.
- Prepare for implementation by updating internal guidance and briefing relevant teams.
- Inform suppliers and partners of the approved procurement approach for the 2026–2029 period.

### Attachments:

1 <a href="#">↔</a>	Transport - Roads General (See notes) - DRAFT - Transport Procurement Strategy 2026 - 2029	CG-18-17-00019	Under Separate Cover
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## Summary of Considerations - *He Whakarāpopoto Whakaarohanga*

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### 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 strategy contributes to Council's community outcomes by providing a transparent and strategic procurement framework that supports safe and resilient transport infrastructure, encourages local participation, promotes sustainable delivery models, and strengthens supplier relationships across Heretaunga Hastings. Through these measures, the strategy supports long-term community wellbeing across the district.

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### Māori Impact Statement - *Te Tauākī Kaupapa Māori*

The strategy actively incorporates kaupapa Māori considerations and reflects Te Tiriti o Waitangi commitments. It supports meaningful partnerships with Mana Whenua at all project stages and aligns with the Te Aranga Design Principles, Te Hā o Waiaroha environmental principles, and Heretaunga Ararau Te Reo Māori Policy. Procurement approaches enable cultural input, including the use of cultural monitors, cultural impact assessments, tikanga-led processes, integration of local narratives, and opportunities for Māori suppliers where appropriate.

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### Sustainability - *Te Toitūtanga*

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The strategy embeds sustainable procurement practices, including long-term planning, bundling where efficient, and encouraging local capability growth. It supports environmental sustainability through improved network resilience, reduced reactive procurement, better asset data, and structured contract models that enable environmentally responsible delivery. This approach aligns with the sustainability objectives of the Hawke’s Bay Regional Land Transport Plan, including reducing carbon emissions, supporting material reuse, and minimising waste. Supplier expectations are reinforced through the new Supplier Code of Conduct, which promotes ethical, social, and environmental stewardship.

### Financial considerations - *Ngā Whakaarohanga Ahumoni*

Transport is expected to remain one of Council’s largest areas of infrastructure expenditure, with an annual procurement forecast of approximately \$40–45 million, excluding emergency works. The strategy supports efficient and prudent financial management by aligning procurement with approved NZTA funding levels and Council’s Long-Term Plan. It strengthens commercial oversight, encourages value for money through appropriate evaluation methods, and reduces administrative effort through panels, planned procurement pipelines, and standardised contract approaches.

### Significance and Engagement - *Te Hiranga me te Tūhonotanga*

This decision/report has been assessed under the Council’s Significance and Engagement Policy as being of low to moderate significance. The strategy guides internal procurement practice rather than making direct changes to levels of service. Any specific projects resulting from the procurement programme will be subject to appropriate consultation and engagement as required.

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

The strategy was developed through collaboration between the Transport, Procurement, Programme Delivery Office, and Finance teams. External engagement also took place with NZTA as the co-funding partner, who provided guidance on the content and structure of the strategy. The following staff have been consulted regarding this strategy:

Name	Position
Darren de Klerk	Deputy Group Manager and Director Infrastructure Delivery
Jag Pannu	Transportation Manager – Infrastructure
Dawn Spence	Transportation Asset Manager – Infrastructure
Adam Jackson	Transportation Operations Manager – Infrastructure
Angela Hirst	Procurement and Corporate Services Manager – Finance and Procurement
Cynthia Lane	Senior Procurement Advisor – Finance and Procurement
Cambell Thorsen	Business Analyst – Finance and Procurement
Jess Callister	Community Liaison Officer - Infrastructure
Rob Whaitiri	Pou Hononga - Infrastructure
James Lyver	Pou Hononga - Infrastructure
Petera Hakiwai	Pou Ahurea Matua Principal Advisor - Relationships, Responsiveness and Heritage

Charlie Ropitini	Pou Ahurea - Advisor Relationships, Responsiveness and Heritage
Will Kelsey	Marketing and Engagement Advisor - Marketing and Communications and Engagement
Bruce Allen Craig Thew Graham Watson Regan Smith Darren de Klerk	Procurement Governance Group

### Risks

Updates to the strategy can be accommodated as needed; however, extended timeframes in obtaining endorsement may introduce a low to medium level of risk. As the strategy is required to receive NZTA funding, delays could have flow-on effects on timeframes and programme delivery.

REWARD – <i>Te Utu</i>	RISK – <i>Te Tūraru</i>
<ul style="list-style-type: none"> <li>• Improved value for money through strategic procurement and better market engagement.</li> <li>• Greater resilience and faster response capability through established panels for emergency works and professional services.</li> <li>• Strengthening local and regional economic activity through tailored procurement approaches.</li> <li>• More consistent delivery, better asset information, and enhanced supplier performance through structured contract management.</li> <li>• Supports social and cultural outcomes aligned with community expectations.</li> </ul>	<ul style="list-style-type: none"> <li>• Market capacity constraints may impact competition and pricing.</li> <li>• Supplier shortages in the region may affect programme delivery timelines.</li> <li>• Dependency on panel structures may limit participation if not actively managed.</li> <li>• Cost volatility in construction and consultancy markets may impact budget forecasts.</li> <li>• Significant weather events may reprioritise programmed works and place pressure on procurement timeframes.</li> </ul>

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

The strategy supports long-term resilience and service levels for rural communities and enables responsive procurement in isolated areas. However, this report does not require input from, or consultation with, the Rural Community Board.

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Wednesday, 27 May 2026

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

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

**Item 5**

*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: Actuals for FY25/26 and Budget for FY25/26 → FY29/30

Project	Asset Type	Status	Budget	Spend to Date	Total Forecast	Notes
East Clive Outfall Pump Station Upgrade and Strategy	WW	Procurement	\$42.04M	\$3.65M	\$42.04M	Negotiations with preferred tenderer concluded. Award recommendation approved 1 May 2026. Pre-start workshops with contractor planned June 2026.  WWTP Strategy Stage 2 Evaluation Complete tender recommendation being finalised.
Trunk Investigations and Renewals Term Contract	WW	Construction	\$14.65M	\$2.28M	\$14.75M	Trunk 1 (Industrial) – 99% Renewed  Trunk 2 (Storage/Domestic) and Trunk 3 – Prioritised CCTV investigations due end of FY25/26 to inform future renewal investment.
Flaxmere WW Pump Station and Rising Main	WW	Concept Design	\$17.41M	\$0.49M	\$16.71M	Preferred site identified. Master plan required to coordinate design for Wastewater Pump Station and Drinking Water Booster Pumpstation.
Havelock North Streams 2C works	SW	Construction	\$9.90M	\$3.15M	\$9.00M	100% Externally funded. Stage 1 Stream Bank Remediation complete (April 2026). Stage 2 tender awarded and progressing to construction. Bridge upgrade package awarded. Work continuing into FY26/27.
Havelock North Streams CMP	SW	Pre-Construction	\$6.74M	\$1.54M	\$6.50M	100% council funded. Various work packages underway across Havelock dams and streams. Delivering ahead of planned this financial year.
Scada & Telemetry upgrades	3W	Construction	\$7.46M	\$2.72M	\$7.41M	35 of 110 sites complete (32%). On track for completion by end of FY26/27.
Pump Station Renewal	WW	Planning	\$0.97M	\$0.01M	\$0.90M	Investigation and Design progressing at Oliphant and Murdoch. Prioritisation work

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						to inform long term investment.
Park Road North WWPS Capacity Improvement	WW	Detailed Design	\$6.79M	\$0.12M	\$6.11M	Growth split. Further optioneering required at existing site to confirm feasibility.
Collection Network Planned Renewals	WW	Design	\$16.16M	\$0.28M	\$16.18M	CCTV-informed renewals design progressing to build pipeline of shovel-ready forward works for FY26/27. Pakowhai Stage 1 & 2 planned for next Financial Year.
Karamu Pipe Bridge Renewal	WW	Investigations	\$0.25M	\$0.04M	\$0.25M	Survey, potholing, geotechnical, geophysical and condition assessment investigations initiated.
Aintree Road WW Renewal	WW	Construction	\$1.98M	\$0.21M	\$1.98M	Interim solution complete. All existing historic infrastructure abandoned. Permanent pump station construction start May 2026 — delayed ~4 weeks due to retaining wall design. Budget rephasing into FY26/27 likely.
Diversion Chambers	WW	Investigations	\$2.15M	\$0.01M	\$2.15M	Condition assessments and LTP reset due June 2026
Wastewater CCTV investigations	WW	Construction	\$1.47M	\$0.11M	\$1.41M	On going SW/WW pipe condition assessments progressing through to June
Caroline Road Extension	SW	Design	\$1.45M	\$0.05M	\$1.45M	Preliminary design in progress. Construction next financial year
Main Road Clive Renewal	WW	Pre-Construction	\$0.55M	\$0.01M	\$0.50M	Construction progressing well April – May 2026
Emerald Hill	SW	Pre-Construction	\$0.50M	\$0.09M	\$0.50M	Construction progressing well for April – May 2026
TOTAL High value projects			\$130.48M	\$14.77M	\$122.9M	Represents approximately 80% of total annual programme value.
Remaining projects in programme			\$39.07M	\$4.35M	\$38.25M	
Total Full programme			\$169.55M	\$19.12M	\$161.15M	

Item 5

## 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 Tūtohunga

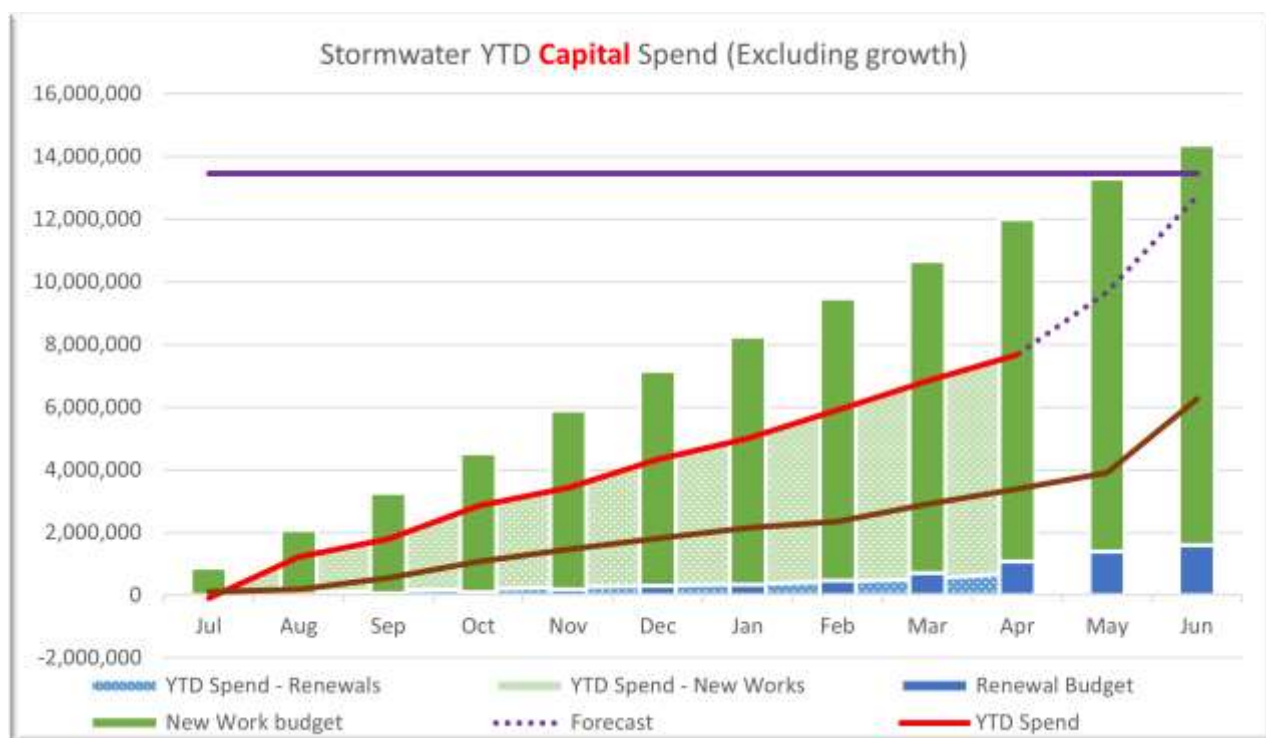
That the Infrastructure Delivery Subcommittee receive the report titled Programme Overview - Wastewater/ Stormwater dated 27 May 2026.

## 4.0 Discussion

### 4.1 Key Programme Highlights

#### 4.1.1 Stormwater Programme Highlights

- 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.
- Financially, the revised FY25/26 programme budget is \$13.57M (growth-removed), with \$7.34M actual expenditure year-to-date to April 2026. The year-end forecast of \$12.64M is 7% under revised budget. Actual spend remains behind the planned curve and will require firm monitoring as construction activity accelerates. Cashflow performance is depicted in the accompanying Stormwater Capex graph. This is depicted in the figure below.



- It should be noted Whakatū West SW Pump Station has roughly \$800,000 remaining spend this financial year which if doesn't eventuate will further contribute to the underspend.
- 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.
- Construction commenced in April 2026 on the Emerald Hill Stormwater Improvement and is currently tracking on programme.
- Design work is progressing for several upgrade projects, with construction largely planned for next financial year, unless otherwise noted:
  - 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.

**4.2 Wastewater Programme Highlights:**

- The wastewater programme is generally progressing well. Financially, the revised FY25/26 programme budget is \$25.91M (growth-removed), with \$11.48M actual expenditure year-to-date to April 2026. The year-end forecast of \$18.45M is \$7.47M or 29% below revised budget. This variance is largely driven by the Outfall Upgrade construction phasing falling in next financial year rather than this financial year.
- Cashflow performance is depicted in the accompanying Wastewater Capex graph.



- At the Wastewater Treatment Plant, the Outfall Pump Station Upgrade has reached a key commercial milestone. Negotiations with the preferred tenderer were concluded in late April 2026, resolving all outstanding tender tags. The award recommendation was approved on the 5<sup>th</sup> of May 2026. WWTP Long Term Strategy evaluation is complete, and the tender recommendation report is being finalised.
- 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.

- Wastewater Trunk Renewals are currently in progress and due to complete in June. A defective liner was identified post-installation at the Kenilworth site, causing a 12-week delay to one re-lining site. Mitigation options including accelerated CCTV investigations are being actively pursued. 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 Trunks No. 2 and No. 3 next financial year.
- Reticulation Network (Pipes <375mm Diameter) 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 Pakowhai Road Wastewater Renewal Stage 1 & 2 to progress over the next two financial years.
- 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.
- Networkwide SCADA and telemetry upgrades are progressing well, with 35 of 110 sites now installed and commissioned on the new GeoSCADA system (32% complete). The project remains on track for completion by end of FY26/27.
- 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.
- Main Road Clive (SH51) Wastewater Renewal is progressing well and remains on programme. Positive feedback has been received from a customer regarding the quality of engagement, as well as the site tidy-up undertaken to enable the ANZAC ceremony.
- Aintree Road is experiencing some programme slippage due to design delays. Construction is now programmed to commence imminently; however, works will extend into the next financial year.

#### 4.3 Key Programme Risks and Opportunities

##### 4.3.1 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.

#### 4.3.2 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.

#### 4.4 Looking Ahead – Next Quarter

##### 4.4.1 A notable shift of focus to construction with the following projects progressing:

- Aintree Road Wastewater Pump Station – Some slippage design finalisation. Construction commencement in May.
- Main Road Clive SH51 Wastewater Renewal – Construction progressing well on track.
- Havelock Streams Stage 2 Stream Remediation – Construction progressing well on track.
- Havelock Streams Bridge Upgrades – Construction progressing well on track.
- Emerald Hill Stormwater Upgrade– Construction progressing well on track.
- Wastewater trunk Investigations and Renewals – Defective liner has resulted in 12-week delay on one site.

##### 4.4.2 Other notable milestones/focus points next period:

- Award of East Clive Outfall Contract in May, lock in order of long lead items 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.

- Stage 1 - Stream Bank Remediation practical completion walkover in early May
- Stage 2 - construction underway across 8 packages by Fulton Hogan

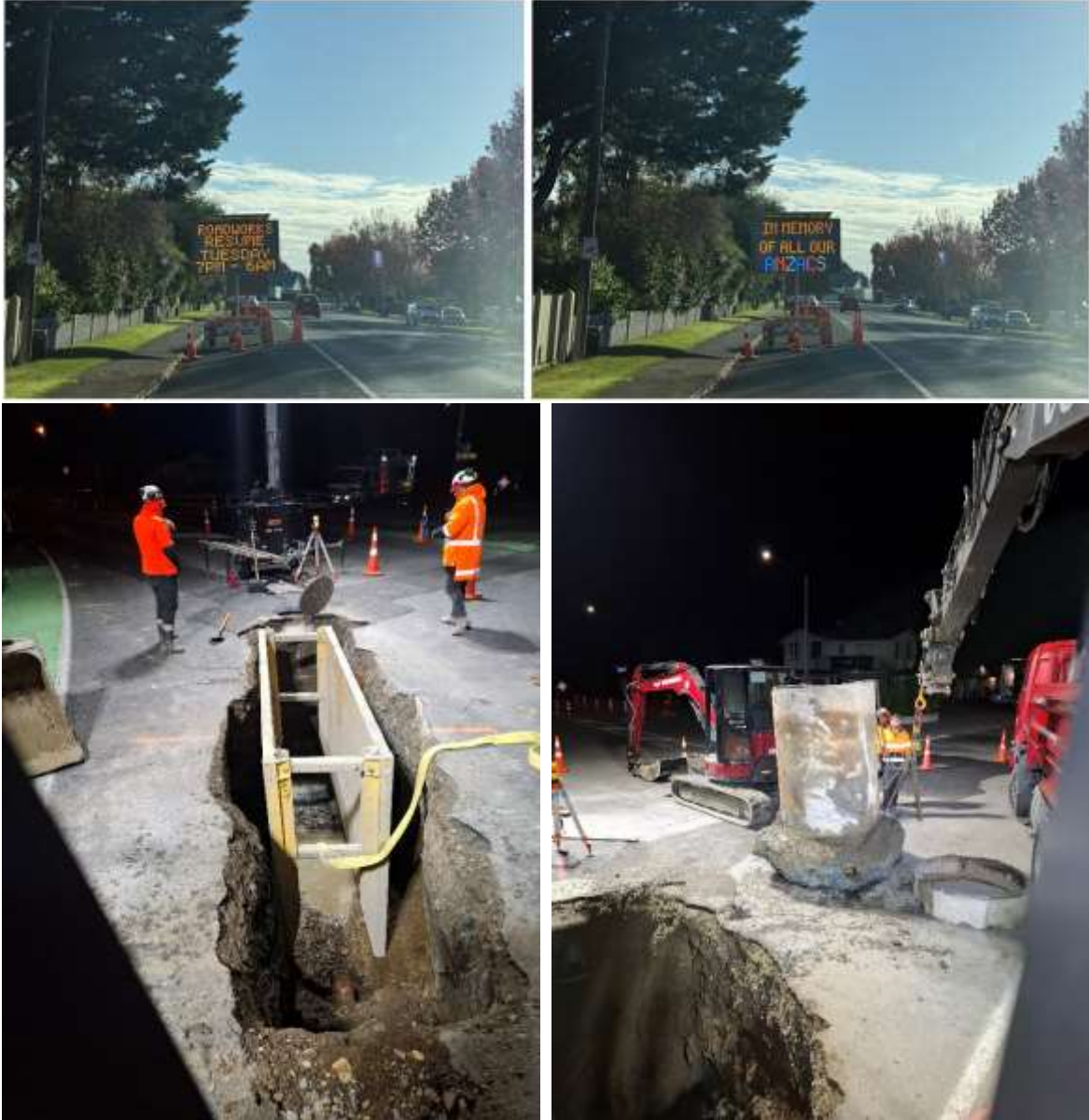
- Stage 3 - Plassey Street and Joll Road Bridges upgrade package has been awarded and progressing to construction.

#### 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: Te Aute Road bank remediation completed. Various work packages are underway or planned to progress across streams, landowner engagement this financial year with construction planned for next financial year.

## 6.0 Photos/Graphics

### 6.1 Main Road Clive Wastewater Renewal



Item 5

6.2 Emerald Hill Stormwater Improvement – Pipe Welding and Drill Entry Pit



Item 5

6.3 Havelock Streams Stage 1 Stream Remediation Progress



Figure 1: Work in progress on Stage 1 - Seperable Portion 1 – Bank Remediation 13 April 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 Complete at 13 Apr 2026



Figure 4: Stage 2 works under construction at 4 May 2026

6.4 Inland Trunk Relining (Trenchless Renewal)



Item 5



**Attachments:**

There are no attachments for this report.

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Wednesday, 27 May 2026

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

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

**Item 6**

*Te Rārangi Take*

# Report to Infrastructure Delivery Subcommittee

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

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

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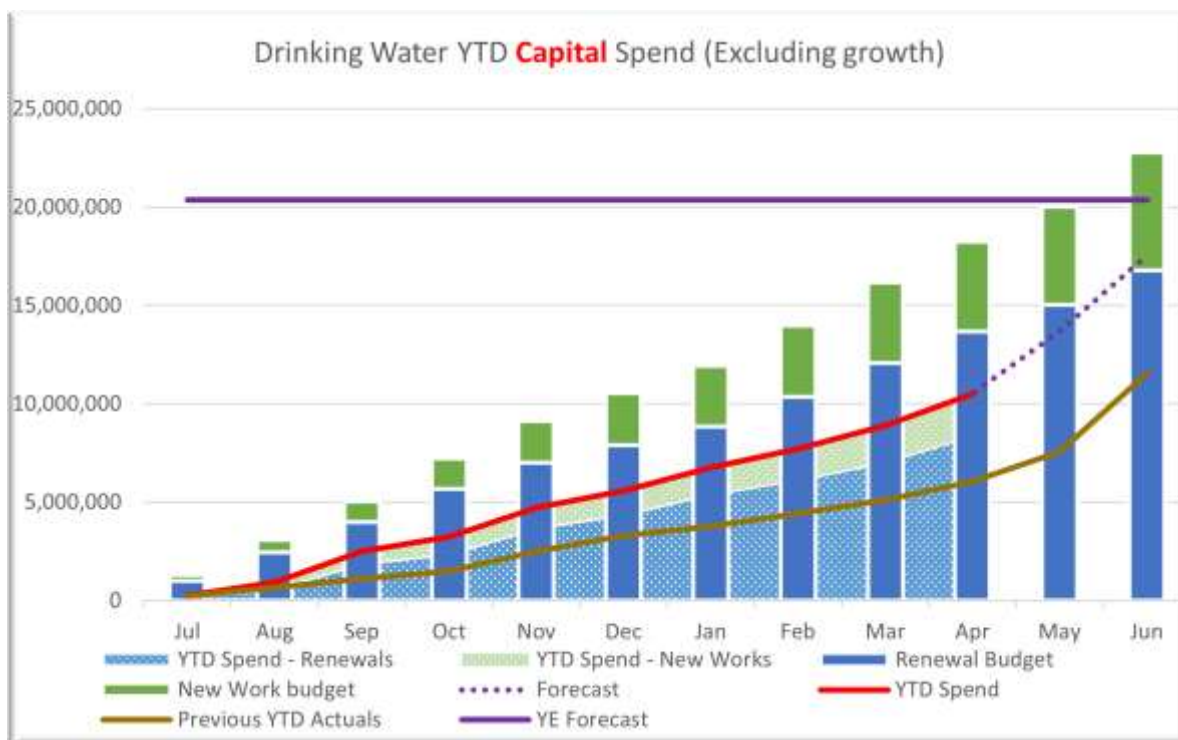
## **1.0 Purpose and summary - Te Kaupapa Me Te Whakarāpopototanga**

- 1.1 The purpose of this report is to provide the Infrastructure Delivery Subcommittee with a high-level overview of Council's Drinking Water capital programme, including current programme 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 delivery performance, programme priorities, and matters of significance associated with the drinking water infrastructure portfolio.

### **Financial overview**

- 1.3 The following projects represent the majority of the Drinking Water capital programme expenditure and delivery activity for FY25/26 based on March actuals.

Project	Status	Budget	Spend to date	Forecast at Completion	Notes
Omahu Road Drinking Water Renewal	Construction	\$5.3M	\$2.8M	\$5.3M	Trunk main renewal now in active construction (SP3 & SP4).
Whirinaki Reservoir Replacement	Construction	\$2.0M	\$1.0M	\$2.0M	Storage upgrade now in active construction.
Wilson Road WTP Fluoridation	Design / Procurement	\$1.22M	0.3M	1.22M	Regulatory compliance project. MOH funded.
Portsmouth WTP UV Upgrade	Design	\$1.0M	\$0.1M	\$1.0M	Treatment compliance upgrade. MOH funded.
Eastbourne to Sylvan Main	Procurement	\$6.2M	\$0.2M	\$6.2M	Growth and resilience project. Procurement now progressing to market for advertising.
Drinking Water Renewals Programme	Construction	\$8.5M	\$2.0M	\$8.5M	Multi-site renewals programme delivering consistently across network.
TOTAL High value projects			\$6.4M	\$19.4M	88% of the FY25.26 programme budget
Remaining projects in programme:			\$1.7M	\$2.4M	The majority of programme expenditure is concentrated across a small number of major infrastructure projects, with the remaining spend distributed across renewals, minor capital works, and investigation activities contributing to overall programme delivery.
• 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				
Total Full programme			\$8.3M	\$21.9M	



## 2.0 Background – Te Horopaki

- 2.1 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.
- 2.2 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.
- 2.3 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.
- 2.4 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.
- 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 - Drinking Water dated 27 May 2026.

## 4.0 Discussion – Te Matapakitanga Key Programme Highlights

### 4.1 Key Highlights

- Delivery of the Drinking Water capital programme continues to progress, with key projects now transitioning into active construction.
- Key highlights include commencement of Ōmāhu Road SP3 & SP4, continued progress on the Whirinaki Reservoir Replacement, and completion of construction at Te Pōhue, now progressing through commissioning.
- The Drinking Water renewals programme continues to deliver across multiple sites, including Brookvale Road, Bale Place, Everest Avenue, Belmont, and McHardy Street, supporting consistent delivery momentum.
- Planning and procurement activities continue across key projects including Eastbourne to Sylvan, Wilson Road Fluoridation, and the Source & Bore Programme, maintaining a strong forward delivery pipeline.
- The programme has an approved FY25/26 budget of approximately \$21.9M.
- Year-to-date expenditure of approximately \$8.3M (March actuals) remains behind the phased budget profile and most recent forecast, reflecting construction mobilisation timing, procurement sequencing, and commissioning dependencies rather than delivery underperformance.
- With major construction activities now underway, capital delivery is expected to accelerate through Q3 and Q4, with forecast year-end delivery of approximately \$19.0M–\$19.5M.

### 4.2 Opportunities

- Key risks are concentrated in procurement sequencing, equipment lead times, and programme interfaces across treatment, source, and storage projects.
- Projects contributing to programme risk include Wilson Road Fluoridation, Portsmouth UV, and source investigation works, where delivery remains dependent on procurement, design, and integration sequencing.
- An increasing volume of commissioning, shutdown, and live network integration activities presents a key delivery risk, requiring close coordination with operations.
- External market conditions, including supply chain and cost pressures, continue to present potential delivery risks across infrastructure projects.
- Opportunities exist through coordinated programme delivery, strengthened internal programme management, and increased construction activity supporting improved delivery momentum.

### 4.3 Looking Ahead – Next Quarter

- Construction delivery is expected to increase as key projects progress through active construction and commissioning phases.
- Focus areas include:
  - Continued delivery of Ōmāhu Road SP3 & SP4
  - Progression of Whirinaki Reservoir Replacement
  - Ongoing Watermain Renewals programme delivery
  - Procurement and early works for Eastbourne to Sylvan
  - Continued design and procurement for treatment projects

- Programme delivery focus will be on maximising construction output, accelerating commissioning and close-out activities, and aligning procurement and operational integration to support delivery within the financial year.
- Key Programme Highlights
- Delivery of the Drinking Water capital programme continues to progress, with several projects now in active construction.
- Commencement of Ōmāhu Road SP3 & SP4, continued progress on the Whirinaki Reservoir Replacement, and completion of construction at Te Pōhue, now progressing through commissioning.
- The Drinking Water renewals programme continues to deliver across multiple sites, including Brookvale Road, Bale Place, Everest Avenue, Belmont, and McHardy Street, supporting consistent delivery momentum.
- Planning and procurement work is progressing across key projects, including Eastbourne to Sylvan, Wilson Road Fluoridation, and the Source & Bore Programme, supporting the forward delivery pipeline.
- Overall programme delivery remains on track, with activity transitioning into sustained construction.

#### 4.4 Financial Performance

- The Drinking Water capital programme has an approved FY25/26 budget of approximately \$21.9M.
- Year-to-date expenditure is approximately \$8.3M (March actuals), currently behind the phased budget profile. This variance reflects the timing of procurement, design dependencies, and construction mobilisation 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 \$19.0M–\$19.5M.

#### 4.5 Programme Cashflow Profile

- The programme remains behind the phased budget profile, reflecting the timing of construction start-up and procurement sequencing across multiple projects.
- With major construction activities now underway, including Ōmāhu Road SP3 & SP4, Whirinaki Reservoir Replacement, and the Watermain Renewals Programme, expenditure is expected to increase through Q3 and Q4 in line with forecast delivery.
- Key Programme Risks and Opportunities
- Key programme risks relate to procurement sequencing, equipment lead times, and scope confirmation across projects in planning and design phases.
- Projects contributing to programme risk include Wilson Road WTP Fluoridation, Frimley Bore, and Durham Drive DWPS. These risks are typical for this stage and are being actively managed, with no current impact to projects in construction.

#### 4.6 Looking Ahead – Next Quarter

- Construction delivery is expected to increase as projects progress through active construction and commissioning phases.
- Key focus areas include:
  - Continued construction of Ōmāhu Road SP3 & SP4

- Ongoing delivery of the Drinking Water Renewals Programme
- Progression of Whirinaki Reservoir Replacement
- Procurement progression for Eastbourne to Sylvan
- Continued design and procurement for Wilson Road Fluoridation and Portsmouth UV Upgrade
- These activities will support increased capital delivery through the remainder of the financial year.

#### 4.7 High Risk Projects

#### 4.8 Whirinaki/Esk Water

- Investigations are underway to understand future supply requirements and infrastructure needs for the Whirinaki and Esk water supply areas. Pilot bore has progressed to physical works following the formal agreement of LTO with the landowner.

#### 4.9 Fluoridation projects

- The Wilson Road WTP Fluoridation project is progressing through design and procurement, with the reservoir contract now awarded and construction sequencing aligned to programme requirements.
- Updated contractor programmes reflect revised construction durations, with additional time required for design review, tank assembly, curing, and disinfection prior to commissioning. The reservoir remains on the critical path.
- As a result, key milestones have shifted, with completion now forecast to extend into December 2026.
- Key risks being actively managed include:
  - Coordination between reservoir, civil, and treatment works
  - Equipment lead times and contractor interface management
  - Alignment of commissioning, testing, and operational integration activities
- Programme coordination and sequencing are being actively managed to maintain alignment with the revised delivery timeline.

#### 4.10 Drinking Water Renewals Programme

- The Drinking Water renewals programme continues to deliver targeted watermain replacements across the district, addressing ageing infrastructure and reducing network failure risk.
- Works are progressing across multiple sites, including Belmont Avenue, Everest Avenue, Ashford Avenue, Brookvale Road, and Bale Place, supporting consistent delivery and programme momentum.



#### 4.11 Omaha Main Upgrade

- The Ōmāhu Road Drinking Water Renewal project is a key trunk main upgrade within the capital programme, supporting improved network resilience and long-term service reliability.
- Earlier stages have been completed, with SP3 and SP4 now in active construction following contractor mobilisation. Works include trunk main installation, network connections, and reinstatement along the Ōmāhu Road corridor.
- Construction is progressing in line with programme sequencing, with coordination across traffic management, construction staging, and network operations actively managed.



#### 4.12 Eastbourne to Sylvan Main Upgrade

- The Eastbourne to Sylvan trunk main project is progressing through procurement, with delivery aligned to forward programme sequencing and construction expected to follow procurement completion.

#### 4.13 Reservoir Replacements

- Reservoir upgrade works are progressing, including the Whirinaki Reservoir Replacement, which is now in active construction and supporting improved storage capacity and network resilience.

#### Attachments:

There are no attachments for this report.



Wednesday, 27 May 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:** **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. Smaller projects are aggregated under the Remaining Projects line.

Project	Status	Budget	Spend to date	Forecast at Completion of Project	Notes
Pāharakeke / Flaxmere WW	Construction	\$12.6m	\$4.1m	\$5.8m	Infrastructure Acceleration Fund (IAF) funded. Stage 2 Practical Completion June 2026.
Wairatahi WW	Construction	\$2.9m	\$1.9m	\$2.3m	IAF funded. Separable Portion 1–5 Practical Completion planned in June 2026.

Project	Status	Budget	Spend to date	Forecast at Completion of Project	Notes
Portsmouth Road	Construction	\$3.3m	\$2.6m	\$3.3m	Practical Completion planned 7 June 2026.
Romanes Drive	Close-out	\$3.94m	\$2.0m	\$2.2m	Practical Completion achieved April 2026. In defect liability. Final budget reduced by \$900K (water supply tender below estimate).
Waipatu WW Trunk Main and Local Servicing	Procurement	\$3.57m	\$0.9m	\$12m	Trunk Main construction Request for Tender (RFT) live on Government Electronic Tenders Service (GETS) April 2026; tender closes in May, award in May/June. Local Services RFT advertised in June 2026.
Brookvale Road SW and WW	Design	\$4.88m	\$1.9m	\$5.9m	Land acquisition unresolved.
<b>TOTAL: High Value Projects</b>		<b>\$31.19m</b>	<b>\$13.4m</b>	<b>\$32.5m</b>	
Remaining Projects (Whakatū PS, Clifton Revetment and Lyndhurst Extension SW Basin)		\$8m	\$0.9m	\$6.7m	Whakatū subject to community consultation and Annual Plan decisions by Council. Lyndhurst SW Basin is at Concept Stage.
<b>TOTAL: Full Programme</b>		<b>\$39.19m</b>	<b>\$14.3m</b>	<b>\$39.10m</b>	

## 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 27 May 2026.

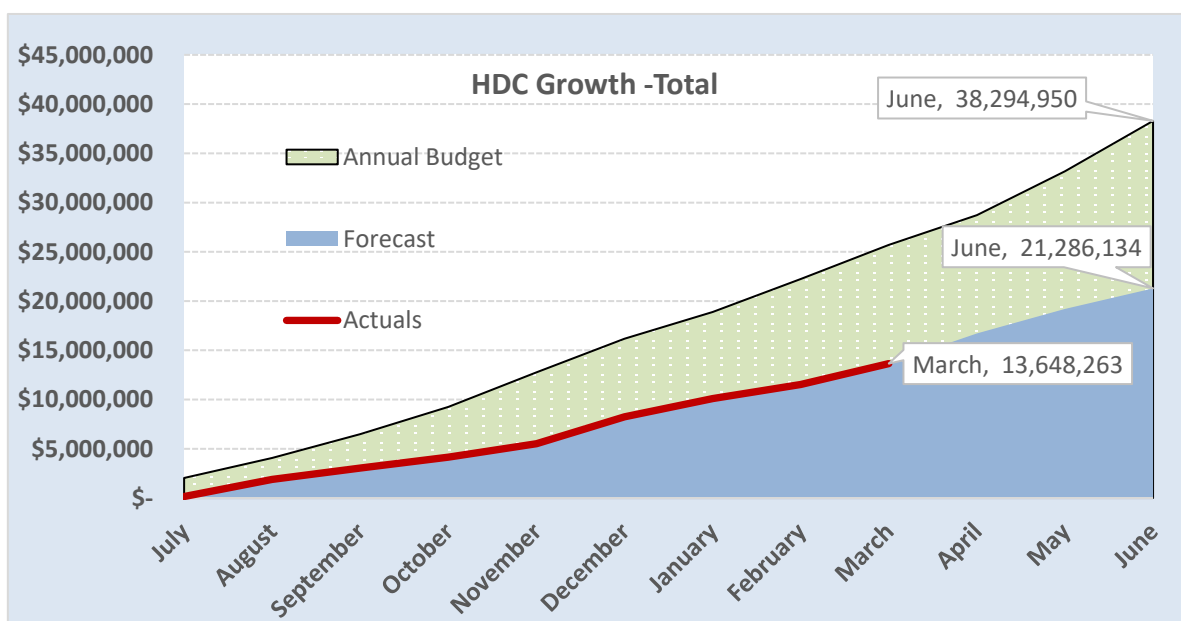
### 4.0 Discussion – Te Matapakitanga

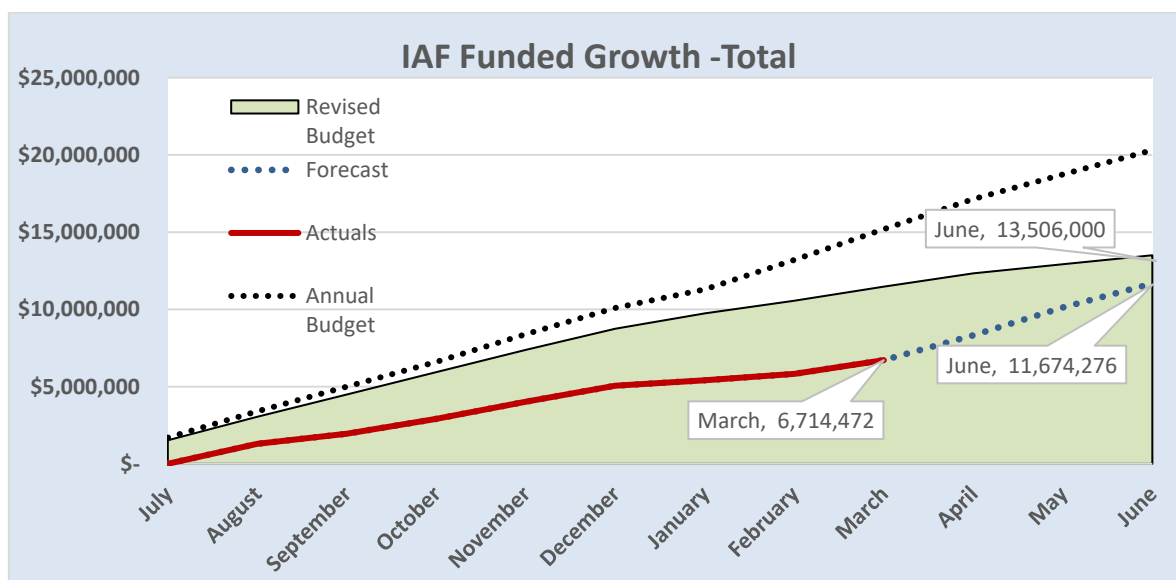
#### 4.1 Key Programme Highlights

- 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, enabling approximately 4,000 future homes.
- The IAF-funded projects collectively increase Hastings' wastewater network capacity by the equivalent of an area the size of Flaxmere.
- Romanes Drive and Clifton Revetment achieved Practical Completion in April 2026 and are in defects liability. Construction continues across Pāharakeke / Flaxmere (Wairatahi Separable Portion 1–5, Pāharakeke Stage 2 and Portsmouth Road).
- All remaining IAF-funded projects must reach Practical Completion by December 2026 (FY26/27 Q2).
- Lyndhurst Extension Stormwater Basin has commenced concept design.

#### 4.2 Growth Programme – Financial Overview

- The FY25/26 budget is \$38M, with \$13.6 M spent to March and \$21M forecast at financial year end.
- The \$17M underspend reflects re-profiling to FY26/27: Whakatū PS (\$1M) and Brookvale (\$5M) pending land acquisition, \$8M of Waipatu spend driven by procurement timing, \$1M of savings across several projects, and \$2M of planning initiatives yet to commence.





- The IAF-funded programme has an annual budget of \$20M, revised to \$13.5M for FY25/26 following reallocation of Pāharakeke and Wairatahi savings to Waipatu in FY26/27.
- Forecast year-end spend is \$11.67M, with \$6.71M actuals in March.
- Total funding recoverable from National Infrastructure Funding and Financing (NIFF) is \$18.5M, of which \$7.64M has been recovered to date.

#### 4.3 Key Programme Risks and Opportunities

- Land acquisition remains the programme's most significant delivery risk, and the majority of spend has been re-profiled to FY26/27.
- Whakatū Pump Station is subject to community consultation. To address the cost concern, Council will test the market through an open tender to establish a firm price. Tendered prices will then inform either funding confirmation at the higher estimate or scope adjustment to bring the cost back toward the Quantity Surveyor assessment.
- The IAF funding deadline (December 2026) remains the critical path. The Waipatu Local Services tender in June 2026 has elevated this risk, and the construction window is highly compressed. Council has notified NIFF of the risk, and they are tracking it.

#### 4.4 Looking Ahead – Next Quarter

- Award Waipatu Trunk Main construction contract (May/June 2026) and mobilise to site.
- Advertise Waipatu Local Services construction RFT in June 2026. Construction mobilisation targeted July/August 2026.
- Achieve Practical Completion on Wairatahi SP5, Pāharakeke / Flaxmere Stage 2 (June 2026), and Portsmouth Road (7 June 2026).
- Progress Whakatū Pump Station through community consultation. Issue an open tender to test the market and establish a firm price ahead of any approval.
- Progress Frimley Park Wastewater Pump Station (WWPS) concept and detailed design drawings.
- Complete Lyndhurst Extension Stormwater Detention concept.

4.5 **High Risk Projects**

4.6 **Wairatahi Wastewater Programme**

- Five separable portions (SP1–5), 90 per cent complete. Practical Completion targeted June 2026. No budget or schedule risk.

4.7 **Pāharakeke / Flaxmere Wastewater Programme**

- Four stages. Stages 1, 3 and 4 at Practical Completion. Stage 2 at 75 per cent. Stage 2 Practical Completion targeted for June 2026. No material budget risk.

4.8 **Portsmouth Stormwater Improvements**

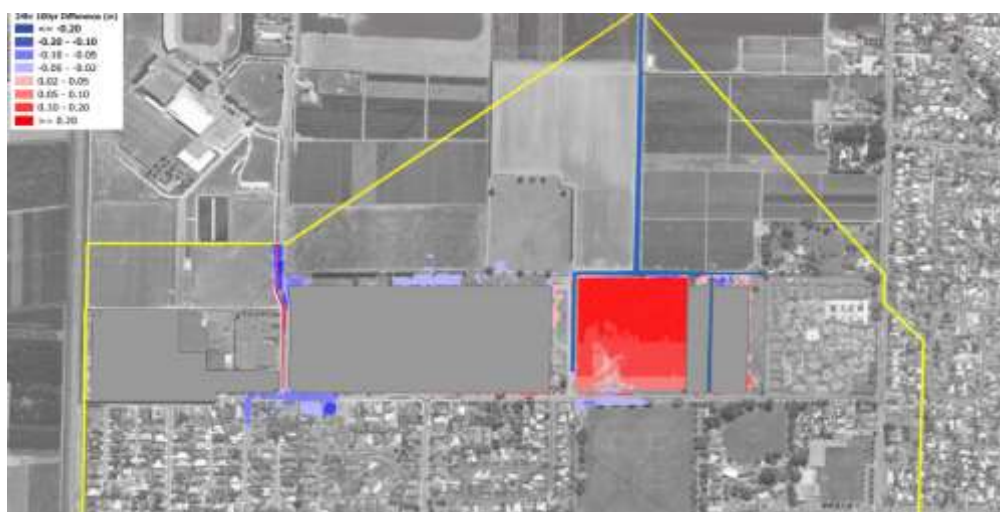
- Practical Completion 7 June 2026. No material overspend anticipated.

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

- The Trunk Main pipe supply contract was awarded in February 2026 and is now complete, with pipe delivered to the Showgrounds and stored until the construction contract is awarded in May. This was a deliberate move to stay ahead of Forex and supply cost increases driven by the Middle East Conflict.
- Trunk Main construction RFT live on GETS April 2026 (tender close May, award May/June).
- Local Services Construction RFT June 2026 advertisement (construction mobilisation July/August 2026). Community engagement ongoing. Most capital expenditure is forecast in FY26/27.

4.10 **Lyndhurst Extension Stormwater Detention**

- The project will deliver a 41,500 m<sup>3</sup> stormwater storage basin within Ranui Sports Field. The basin manages runoff from the future Lyndhurst extension development and captures runoff from the existing Lyndhurst Stage 2 subdivision, reducing road flooding at the Lyndhurst Road and Percival Road intersection and peak flows in the Mahora Drain during major rainfall events.
- The concept design phase will end in June 2026. Detailed design and procurement timing will depend on the outcomes of the concept phase.
- Extent of the work shown in red below



**Attachments:**

There are no attachments for this report.



Wednesday, 27 May 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	Planned Completion	Notes
Te Mata Rd / Waimarama Rd RAB	Construction	\$2.7m	\$1.18m	June 2026	Major Safety project NZTA 53%
Puketitiri Road (RP 15.85-16.80) site 2	Construction	\$1.7m	\$1.43m	June 2026	Cyclone damaged NIFF 100%
Puketitiri Road (RP 21.086-22.163) site 4	Procurement	\$2.0m	\$<0.1m	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	\$ 0.3m	June 2026	Cyclone damaged NIFF 100%
Soldiers Settlement Road (RP 46- 670)	Construction	\$1.8m	\$ 0.29m	June 2026	Cyclone damaged NZTA 83%
Kereru Road (4 sites)	Construction	\$4.2m	\$4.2m	Late May 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%
Heathcote Road (RP 1 - 1150)	Construction	\$1.2m	\$1.14m	May 2026	Road renewal NZTA 53%
Kahuranaki Road (RP 7486 - 8463)	Construction	\$1.2m	\$0.89m	March 2026	Road renewal NZTA 53%
TOTAL High value projects		\$19.7m	\$9.5m		Forecast \$14.2m for FY25/26 \$5,5m deferred to FY26/27 68% spent
Remaining projects (27) in programme		\$6.2m	\$5.9m		95% spent
Total Full programme		\$26.6m	\$14.05m		

## 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 27 May 2026.

## 4.0 Discussion

### 4.1 Key Programme Highlights

Part 1 Programme Overview by Status			
Part 2 Project Stage	Part 3 TOTAL # of Projects	Part 4 Commentary	
Part 5 Planning	Part 6 9	Part 7 Resilience projects assigned to designer. Kick-off meeting held on 1 May 2026. These projects are scheduled for design and construction in FY26/27 as budgeted.	
Part 8 Design	Part 9 8	Part 10 Projects in design to be constructed during FY26/27 or later pending budget confirmation.	
Part 11 Procurement	Part 12 3	Part 13 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.	
Part 14 Construction	Part 15 7	Part 16 Projects are in various stages of construction and will progress to completion between end of May to late mid-June 2026. Part 17 Significant project in the <b>urban</b> area is Te Mata Rd / Waimarama Rd RAB (Jan-Jun 2026). Part 18 Significant projects in the <b>rural</b> area are Kereru Road reconstruction (Oct 2025 – May 2026), Puketitiri Road reconstruction (Feb- Jun 2026) and Soldier settlement Road Mar -Jun 2026)	
Part 19 Close Out	Part 20 13	Part 21 7 sites completed during April 2026 - 2 Kahuranaki sites, Napier road, 1 Kereru site and 3 Raukawa sites	
Part 22 TOTAL	Part 23 40	Part 24	

### 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 Another 7 construction projects will progress to completion by end of June 2026
- 4.3.2 3 Projects will progress into procurement in May/June 2026
- 4.3.3 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.

#### 5.2 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: Napier Rd AWPT



Figure 3: Te Mata/ Waimaramā Roundabout

**Attachments:**

There are no attachments for this report.

Wednesday, 27 May 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.

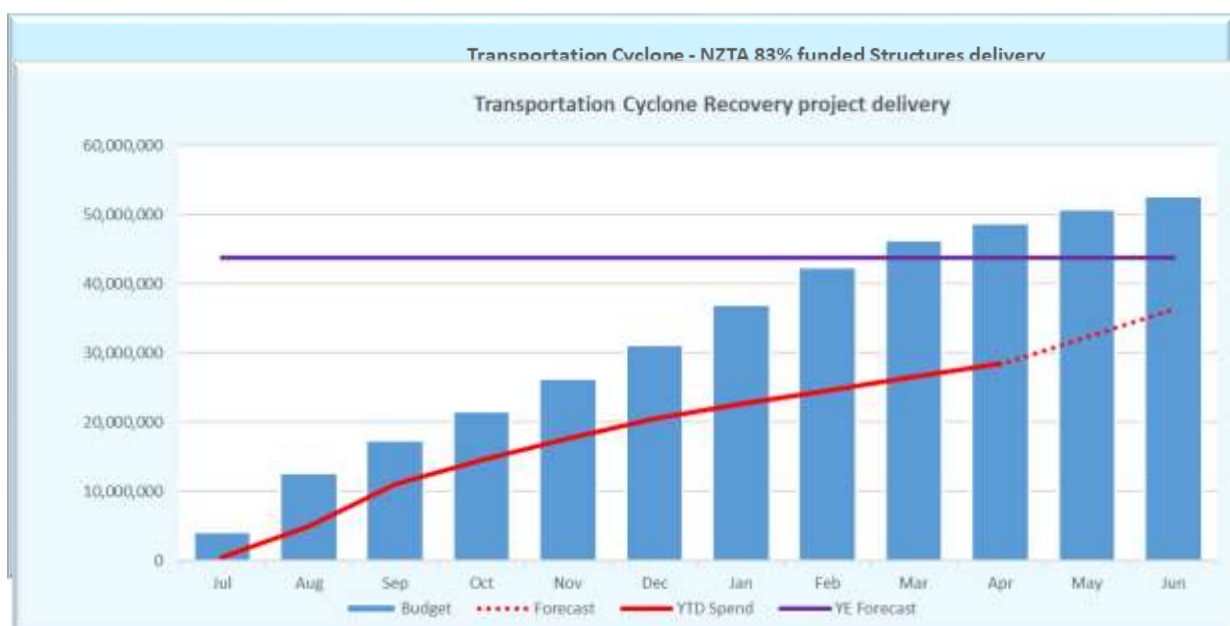
### 1.3 Financial overview

The following projects (in the table below) make up the bulk of the programme and we are reporting on their financial progress; accordingly, the remaining project balances are of lower value and are reported as a group.

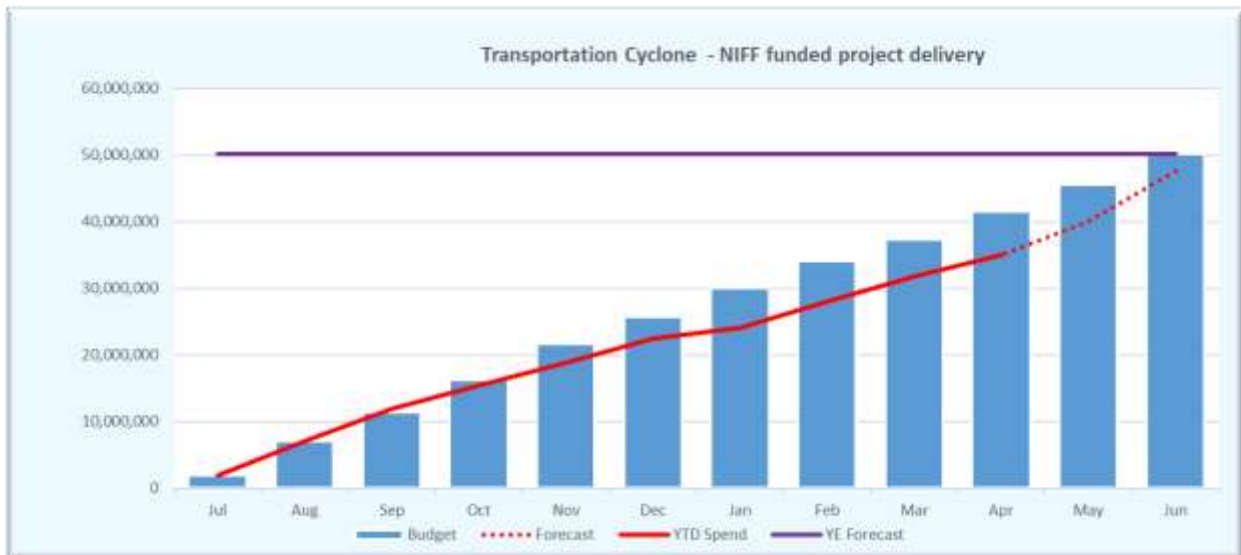
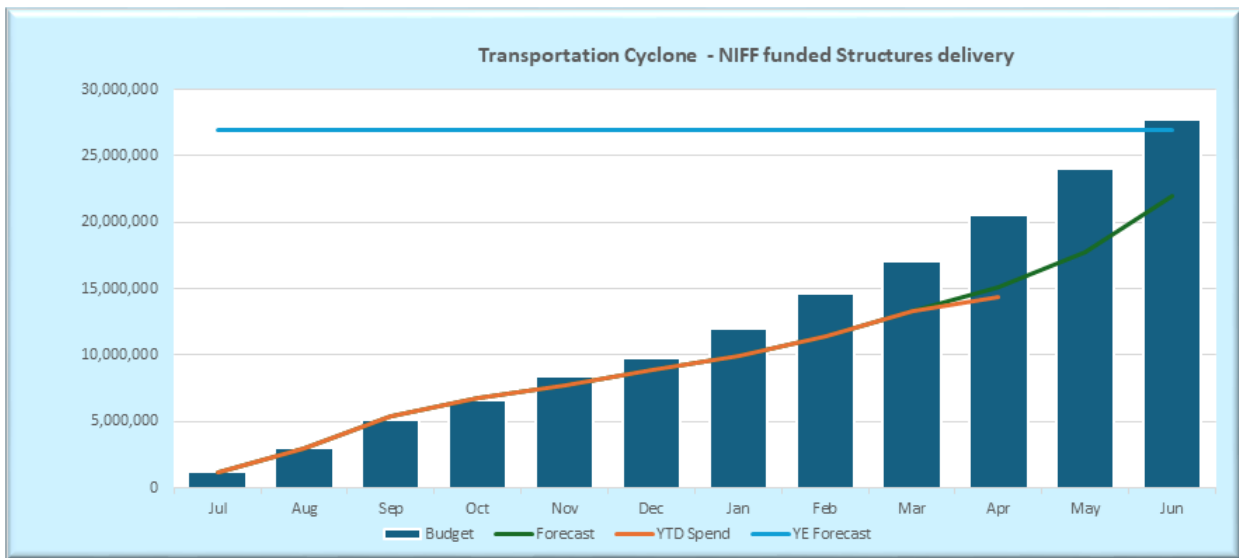
Project	Funded by	Status	Budget	Spend to date	Forecast at Completion	Notes
Bridge 108 Arapawanui	NIFF 100%	Construction	\$3.42M	\$0.6M	\$3.4M	Consenting challenges Construction deferred to September
Bridge 120 Kahika No.1	NIFF 100%	Construction	\$1.48M	\$1.1M	\$2.2M	Challenge with culvert deformation being worked through redesign

Bridge 122 Moeangi	NZTA 83%	50% Design	\$4M	\$0.5M	\$4M	Peer review ongoing
Bridge 144 Ellis Wallace	NZTA 83%	Feasibility	\$7M	\$0.15M		Await NZTA funding decision
Bridge 207 Dartmoor	NIFF 100%	Construction	\$22.5M	\$2.8M	\$15.1M	Piling 30% complete, target December opening
Bridge 210 Follies	NZTA 83%	Design	\$5.7M	\$0.3M		30% Design
Bridge 225 Mangatutu	NZTA 83%	Design	\$7.5M	\$0.3M	\$7.5M	D&C
Bridge 237 Whanawhana	NIFF 100%	85% Design	\$7.86M	\$1.3M	\$5.9M	Tender mid-May
Bridge 248 Rissington	NIFF 100%	Construction	\$25M	\$6.5M	\$13.9M	On target for September completion
Bridge 805 Brookfields	NZTA 83%	Feasibility	\$60M	\$0.4M		Independent cost estimate at \$69m; await NZTA funding decision for design phase
Bridge 816 Redclyffe	NZTA 83%	Design	\$83M	\$0.7M		NZTA endorsed 30% design review. 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			

1.4 The following graphs show a summary of the NZTA-funded projects tracking the 2025/26 budget forecast vs actuals and cashflow forecast as of April, split into Structures and Transport as a whole.



1.5 The following graphs show a summary of the NIFF funded projects tracking the 2025/26 budget forecast vs actuals and cashflow forecast as of April, split into Structures and transport.



1.6 Spend across the structures programme was anticipated to accelerate into the financial year-end, with additional projects moving into construction. However, several projects have been deferred to Spring, and underspend across the structures programme for FY25/26 will occur.

1.7 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 27 May 2026.

## 4.0 Discussion

### 4.1 Key Programme Highlights

- All repair projects on track for completion by December 2026.
- All bridge rebuilds except for Redclyffe/Brookfields aiming for completion by December 2027.
- Rissington Bridge all structural elements complete, drainage and approach work commencing, on track for September completion subject to weather and winter sealing.
- Dartmoor Bridge piling nearing 50% advanced, has been impacted by causeway inundation, remains on track for December completion.
- Redclyffe Bridge detailed design progressing well, 30% design workshop with NZTA was successful but await formalisation of construction funding. Structural form confirmed as 1225 Super Tee beams - seeking to optimise substructure as detailed design progresses.
- Brookfields Bridge being advanced for geotechnical investigation.
- Construction funding secured for all projects except Redclyffe, Brookfields & Ellis Wallace.

### 4.2 Key Programme Risks and Opportunities

- Professional services panel capacity – ability to complete designs, peer review, consenting, procurement and MSQA functions within forecast timeframes. To mitigate, Council are actively moving some projects to D&C pathways as opposed to traditional.
- 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.
- Construction activities in and around waterways throughout the winter period when flow rates typically higher – deferred construction in the case of Arapawanui & Whanawhana
- Funding Risk – Ellis Wallace (detailed design & construction funding), Redclyffe (construction funding), Brookfields (detailed design and construction funding) – decisions sit with NZTA.
- 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; nearing final gateway with decision due mid-May.

- Middle East conflict impacting fuel supply for an extended period remains a risk but appears to be reducing in potential impacts linked to:
  - Price escalations related to fuel supply or
  - Possible emergency measures related to voluntary or mandated demand restraint

#### 4.3 Looking Ahead – Next Quarter

- Whanawhana (traditional) and Mangatutu (D&C) to progress to market
- Arapawanui consenting to be resolved and confirm construction start date
- Rissington pavements progressed and opening date confirmed
- Dartmoor piling completed
- Moeangiangi and Follies detailed designs to 85% and ready to go to market

### 5.0 High Risk Projects

#### 5.1 Rissington Bridge Replacement

- Construction is progressing well and remains on target for a September completion. Recent construction milestones include completion of stitch pours, shear keys and commencement of settlement slabs and approach drainage. Remaining activities are tracking within available float, subject to weather and winter sealing protocols. 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 complete; therefore, river levels related to significant rain events are unlikely to impact the site. Remaining risks are related to the coordination of linked activities within the approach corridor.





## 5.2 Dartmoor Bridge Replacement

- Construction is advancing well, with piling close to 50% complete. Ground conditions and technical design elements resulted in rock sockets being extended an additional two metres across the site, which delayed reinforcing cage manufacture and delivery. The weather has also impacted the site, with the causeway being submerged twice during high flows. Despite these setbacks, 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.

### 5.3 Ellis Wallace Bridge Replacement

- 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. Engagement with a potentially impacted stakeholder is commencing (ahead of funding approval) with a view to best mitigating any construction or realignment effects as reasonably practicable. 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

- 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 mid-May for construction to start later in 2026.



### 5.5 Kahika No.1 Culvert Replacement

- 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.
- 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.
- A preferred repair option for replacement with concrete pipe has been confirmed and is compliant with applicable standards. Detailed re-design has been completed, with procurement underway to manage programme risk associated with long-lead materials.
- An independent assessment is still ongoing to allocate costs for the rework across various parties with resolution expected in the next reporting period.



#### 5.6 Arawapanui Bridge Replacement

- 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.
- 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.
- 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.
- 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.



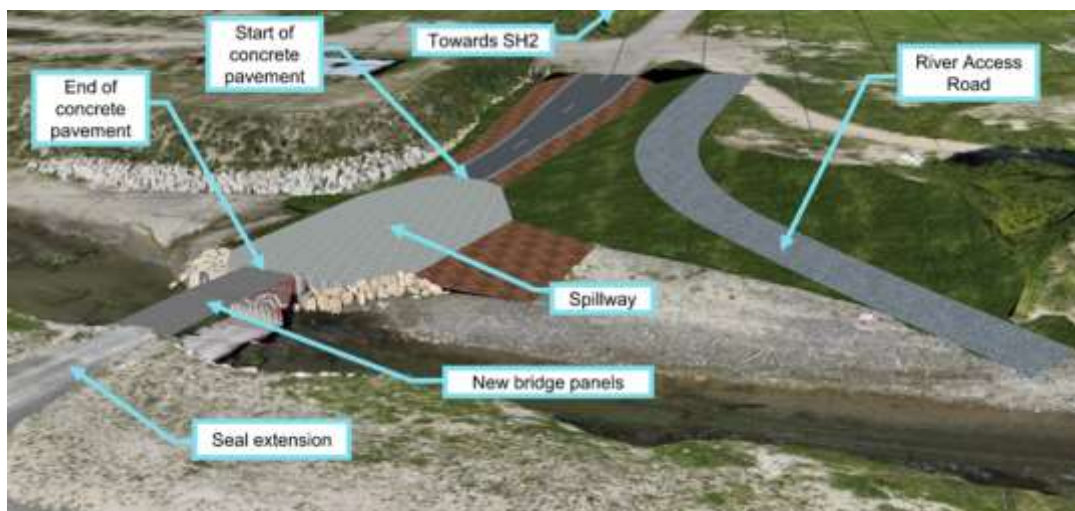


Figure 1: Design at 50%, latest design for tender, included more scour protection to the central pier

### 5.7 Redclyffe / Waiohiki Bridge Replacement

- 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. A draft procurement plan is being prepared early in recognition of the constrained timeline. Given the value of this project, this will be tabled at full council in due course prior to approaching the market.



Figure 2: Redclyffe Bridge Option 2C artists impression

### 5.8 Brookfields Bridge Replacement

- Demolition is complete, feasibility and design development continue in coordination with Napier City Council and NZTA. Funding approvals are being managed through existing programme mechanisms while formal approvals are finalised. Advancement of the geotechnical investigation has been endorsed by NZTA prior to design funding being confirmed. No change to the overall project intent has been identified but noting it remains

early in the programme, however the closer this project can track Redclyffe, the more opportunity for value outcomes there are to Council with respect to procurement pathways e.g. coupling the tender, duplicate beam designs or other scales of economy.

**Attachments:**

There are no attachments for this report.

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Wednesday, 27 May 2026

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

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

Item 10

*Te Rārangi Take*

# Report to Infrastructure Delivery Subcommittee

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

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

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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 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.

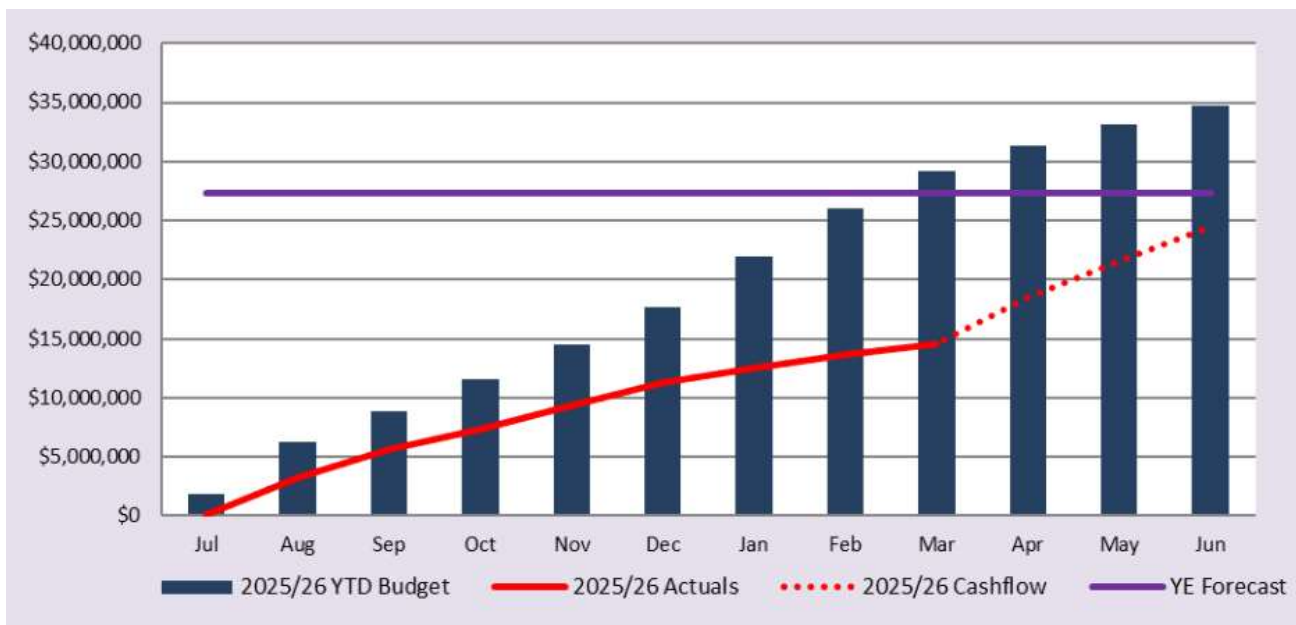
Project	Status	Budget	Spend to date	Forecast at Completion	Notes
Dartmoor Rd Slips	In construction	\$25M	\$20.9M	\$21.5M	NIFF - proposing to reduce budget at completion, includes numerous slips
Crownthorpe Settlement Rd	Completion	\$1.7M	\$1.5M	\$1.7M	NZTA 83 - Funding decrease - original budget of \$2.2m
Duff Rd	In progress	\$1.4M	\$0.15M	\$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 Olrig 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	\$1.9M	\$1.9M	NZTA 83 - Funding increase from \$1.8m
Puketitiri Rd	In construction	\$11.3M	\$9.8m	\$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	\$1.5M	\$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	\$3.5M	\$5.4M	NZTA 83 - Funding increase from \$4.3m – 6-8 sites
Waimarama Rd Slips	In construction	\$1.8M	\$0.9M	\$0.9M	NIFF
TOTAL High value projects		\$108.6M	\$82.05M	\$97.2M	
Remaining projects					
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		\$135.8M			

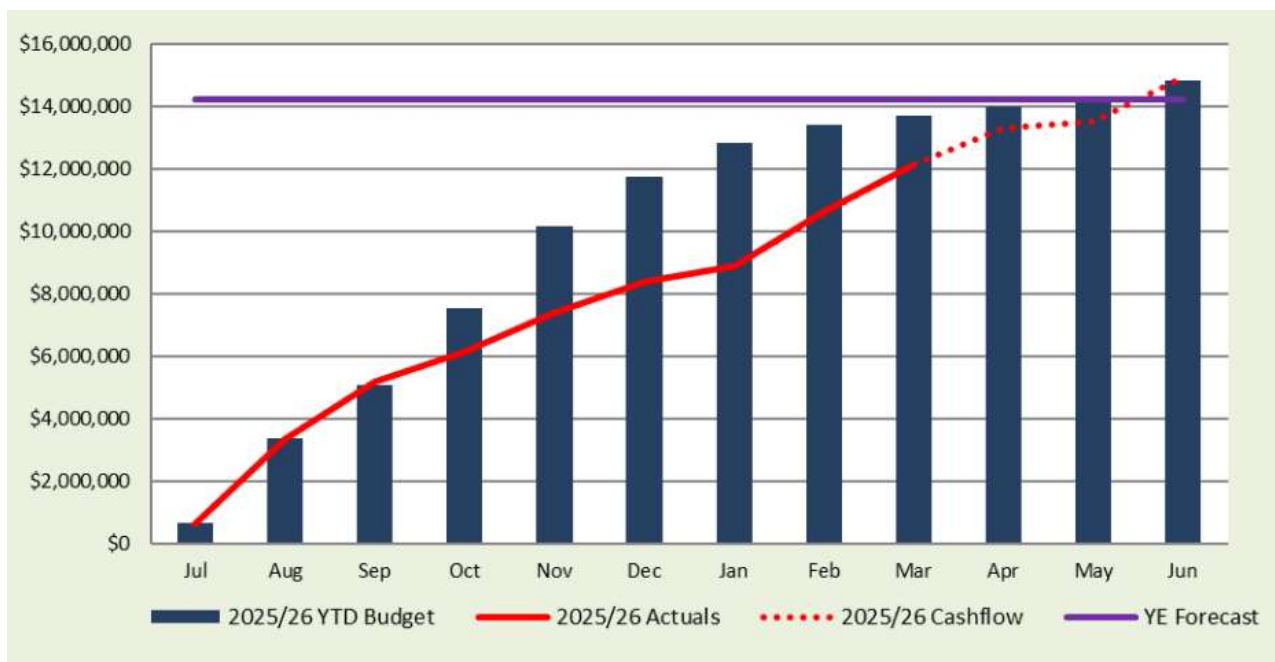
1.4 The table below outlines the NZTA and NIFF funded programmes for the FY 2025/26 budget compared to the forecast.

Progress is currently behind forecast, largely due to a strategic focus on achieving value for money by packaging works together, this has resulted in sites not advancing to completion simultaneously while we await final approval of the remaining sites.

**NZTA Funded work**



## NIFF Funded projects



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## 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 Tūtohunga

That the Infrastructure Delivery Subcommittee receive the report titled Programme Overview - Transport Recovery dated 27 May 2026.

## 4.0 Discussion

### 4.1 Key Programme Highlights

- A large portion of the programme has been delivered in a high-pressure environment with funding challenges around NZTA funding uncertainty.
- 107 slip sites have been completed with 20 in the later stages of construction now nearing completion, three sites have been completed in the period between committee meetings.
- We have continued to work with NZTA, and all sites that had funding agreement in principle have now been formally submitted to NZTA and are pending final approval, this was for 73 sites with a construction budget of \$13.4 million (\$18.4 million including contingency).
- An estimated \$20.9 million worth of work, covering 115 sites, remains where construction has yet to commence.
- \$13.4 million of the \$20.9 million has been agreed in principle and has been formally submitted to NZTA for final approval, this follows a robust process that has been worked through between HDC and NZTA's investment team to provide evidence and confidence in the approach and funding requested.

### 4.2 Key Programme Risks and Opportunities

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

- The main focus for the next quarter is to focus on a robust plan for delivery of the remaining work in the 2026/27 FY.
- We remain focused on right sizing the delivery approach for 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)

- Total Sites: 206
- Completed: 77 – value \$87.2 million
- In Construction: 23 – value \$19.6 million
- In Design OR Awaiting Funding Review: 103 sites, \$23.96 million
- Spend to date: \$98.6
- Awarded to Date: \$111 million.

## 6.0 Photos

### 6.1 Taihape Road slips



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6.2 Waikoau Road slips



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**Attachments:**

There are no attachments for this report.

# HASTINGS DISTRICT COUNCIL

## INFRASTRUCTURE DELIVERY SUBCOMMITTEE MEETING

WEDNESDAY, 27 MAY 2026

Item 13

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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:

- 14 Infrastructure Supplier Panels - Delivery and Performance Overview**
- 15 Infrastructure Procurement Overview**
- 16 Infrastructure - Market Cost Trends and Analysis**

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>
<b>14 Infrastructure Supplier Panels - Delivery and Performance Overview</b>	<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. <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. Commercial contracts whereby information could offer advantage and could be private.	<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.
<b>15 Infrastructure Procurement Overview</b>	<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. Commerically sensitive information (contract actuals and tender estimates that are not released prior to going to market).	<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.

**16 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.