



**SOUTH WAIRARAPA
DISTRICT COUNCIL**

Kia Reretahi Tātau

AGENDA

Infrastructure Committee Meeting Thursday, 18 June 2026

I hereby give notice that a Infrastructure Committee Meeting will be held on:

Date: Thursday, 18 June 2026

Time: 1:30 pm

**Location: Supper Room, Waihinga Centre, Texas Street
Martinborough**

**Janice Smith
Chief Executive Officer**

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1 KARAKIA TIMATANGA – OPENING

Kia hora te marino
Kia whakapapa pounamu te moana
Hei huarahi mā tātou i te rangi nei
Aroha atu, aroha mai
Tātou i ā tātou katoa
Hui ē! Tāiki ē!

May peace be widespread
May the seas be like greenstone
A pathway for us all this day
Let us show respect for each other
For one another
Bind us all together!

2 APOLOGIES**3 CONFLICTS OF INTEREST****4 ACKNOWLEDGEMENTS AND TRIBUTES****5 PUBLIC PARTICIPATION****6 ACTIONS FROM PUBLIC PARTICIPATION****7 URGENT BUSINESS**

8 CONFIRMATION OF MINUTES

8.1 MINUTES OF THE INFRASTRUCTURE COMMITTEE MEETING HELD ON 16 APRIL 2026

Author: Amy Andersen, Lead Advisor, Democracy and Committees

Authoriser: Janice Smith, Chief Executive Officer

File Number: N/A

RECOMMENDATIONS

1. That the minutes of the Infrastructure Committee meeting held on 16 April 2026 are confirmed as a true and correct record.

APPENDICES

Appendix 1 Minutes of the Infrastructure Committee Meeting held on 16 April 2026

**MINUTES OF SOUTH WAIRARAPA DISTRICT COUNCIL
INFRASTRUCTURE COMMITTEE MEETING
HELD AT THE SUPPER ROOM, WAIHINGA CENTRE, TEXAS STREET, MARTINBOROUGH
ON THURSDAY, 16 APRIL 2026 AT 1:30 PM**

- PRESENT:** Cr Colin Olds (Chair), Cr Aidan Ellims (via MS Teams), Cr Rachel Clarke, Deputy Mayor Rob Taylor, Cr Martin Bosley, and Mayor Fran Wilde.
- APOLOGIES:** Cr Collier Isaacs.
- IN ATTENDANCE:** Cr Chris Archer, James O'Connor (Group Manager, Infrastructure and Community Operations, Stefan Corbett (Group Manager, Corporate Services), Graham Carson (Manager, Roding), Peter Trafford (Principal Engineer, 3 Waters), Tim Langley (Principal Advisor, Roding), Charly Clarke (Chief Financial Officer), Elisa Romani (Lead Advisor Projects, Community Operation), Alex Pigou (Manager, Communications), Melissa Stockley (Manager, Community Operations), Shanin Bridger (Advisor, Community Governance), Hayley Gastmeier (Advisor, Digital Communications), Greg Lee (Project Management and Planning Advisor), Genevieve Drake (Water Services Advisor), Katherine Meerman (Programme Director, Local Water Done Well) and Amy Andersen (Lead Advisor, Democracy and Committees).
- CONDUCT OF BUSINESS:** This meeting was held in the Supper Room, Waihinga Centre, Texas Street, Martinborough and via audio-visual conference. This meeting was live-streamed is available to view on our YouTube channel. The meeting was held in public under the above provisions from 1:30pm to 3:39pm except where expressly noted.

OPEN SECTION

1 KARAKIA TIMATANGA – OPENING

All in attendance opened the meeting.

Cr Ellims arrived online at 1:30pm.

2 APOLOGIES

2.1 APOLOGIES

COMMITTEE RESOLUTION IC2026/09

Moved: Cr C Olds

Seconded: Mayor F Wilde

The Infrastructure Committee resolved to receive an apology from Cr Isaacs.

CARRIED

3 CONFLICTS OF INTEREST

No interests were disclosed relating to items on the agenda or interests not already recorded on a relevant register.

4 ACKNOWLEDGEMENTS AND TRIBUTES

There were no acknowledgements and tributes.

5 PUBLIC PARTICIPATION

There was no public participation.

6 ACTIONS FROM PUBLIC PARTICIPATION

There was no public participation.

7 URGENT BUSINESS

7.1 URGENT BUSINESS - REPORT

COMMITTEE RESOLUTION IC2026/10

Moved: Mayor F Wilde

Seconded: Cr R Clarke

The Infrastructure Committee resolved to add the Martinborough Wastewater Treatment Plant - Stage 2 Improvements - Engagement Update report to the agenda as item 10.6. This was not included in the agenda release because of timing - the engagement period recently closed on 31 March and it cannot be delayed until the next meeting of the Infrastructure Committee due to the project team's plan to lodge Council's resource consent application as soon as possible in May on the completion of requisite information collation.

CARRIED

8 CONFIRMATION OF MINUTES

8.1 MINUTES OF THE INFRASTRUCTURE COMMITTEE MEETING HELD ON 12 FEBRUARY 2026

COMMITTEE RESOLUTION IC2026/11

Moved: Deputy Mayor R Taylor

Seconded: Cr A Ellims

The Infrastructure Committee resolved that the minutes of the Infrastructure Committee meeting held on 12 February 2026 are confirmed as a true and correct record.

Abstained: Cr Bosley

CARRIED

9 MATTERS ARISING FROM PREVIOUS MEETINGS

There were no matters arising.

10 INFORMATION REPORTS FROM CHIEF EXECUTIVE AND STAFF

10.1 INFRASTRUCTURE AND COMMUNITY OPERATIONS GROUP REPORTS

Infrastructure / Roading

Mr O'Connor, provided a high level with regards to the following:

- Responses to the February storm event (15–16 February) – members acknowledged the work of the team.
- Tauwharenikau pipeline project is nearing completion.
- Lake Ferry Playground completion and nomination for an award at Green Pavlova for the Joy Cowley Playground.
- Mr Carson further advised:
 - All residential speed signage installed following speed management changes.
 - Bridge condition issues and NZTA claims discussed; limited funding identified as a constraint.
 - Options reports underway for future bridge repair/planning.
 - Eco-reef coastal protection works programmed to commence next month, expected to take around six weeks.
 - Gluepot and slope stability issues being monitored; further update to be provided in coming months.
 - Ponatahi Road safety improvements nearing completion, including bridge works, willow clearance and shoulder extension.
- Member discussion included:
 - Flooding issues in the lower valley and debris build-up following diver clearance.
 - Possible engineering interventions (e.g. debris capture systems), noting uncertainty around feasibility and funding.
 - Clarification that special purpose road funding includes NZTA contributions.
 - Explanation of “vested roads” in subdivisions—developers retain costs until Council ownership is taken once standards are met.
 - Request for clearer reporting on the cumulative financial impact of bridge works

Action IC2026/12 - Request the CE to provide clearer reporting on the cumulative financial impact of bridge works at the next meeting of the Committee in June.

Assigned to J O'Connor / G Carson

- Vandalism and graffiti were highlighted as an increasing cost pressure, particularly affecting signage.

Action IC2026/13 - Request CE to work with Communications on a stronger response and future options regarding the issues relating to vandalism and graffiti; and report back to the Committee at the next meeting in June.

Assigned to J O'Connor / A Pigou

Community Operations

- Good month of asset delivery reported.
- Recruitment completed for asset management and data analyst roles.
- Key updates:
 - “Welcome to Featherston” signage being installed.
 - Lake Ferry playground opened for Easter; remaining works scheduled post-ANZAC Day.
 - Heights compliance programme progressing.
 - Pain Farm House works underway.
 - Greytown centre repiling completed; pool upgrades ongoing.
 - Carkeek Observatory works to commence pending archaeological input.
- Financial summary shows spend tracking below budget, with an expected increase in coming months.
- Resource recovery:
 - Recycling contamination rate currently lowest in NZ.
 - Joint waste contract closed in March, announcements are pending.
 - Waste levy increase noted as a future pressure.

Water Services

- Several projects likely to transfer to the new CCO.
- Tauwharenikau pipeline to be submitted for Civil Contractors NZ Awards.
- Martinborough, Greytown and Featherston wastewater treatment plant tenders under evaluation.
- Greytown desludging continuing; Featherston wastewater work as an outcome of the consent is progressing, including riparian planting.
- Officers managing a high volume of consultation and LGOIMA requests.

Action IC2026/14

Request follow up concerns raised regarding Wellington Water project planning – Greytown bore.

Assigned to J O'Connor / P Trafford

COMMITTEE RESOLUTION IC2026/15

Moved: Mayor F Wilde

Seconded: Cr A Ellims

The Infrastructure Committee resolved to:

1. Receive the Infrastructure and Community Operations reports.
2. Note the information included in this report.

[Items 1 & 2 read together]

CARRIED

10.2 LAND TRANSPORT SECTION 17A REVIEW

Mr O'Connor presented the statutory Section 17A review, advising:

- The review complies with legislative requirements.
- No material changes to the current delivery model are proposed.
- Contractor performance has improved notably over the past eight months, supported by the PACE process.

Members questioned weighting methodologies, whether a terms of reference was applied (not required as this is a legislative process), performance measurement, funding sufficiency for roads and bridges, and co-governance arrangements.

COMMITTEE RESOLUTION IC2026/16

Moved: Cr A Ellims

Seconded: Cr R Clarke

The Infrastructure Committee resolved to:

1. Receive the Land Transport Section 17A Review report.
2. Note the information included in this report.

[Items 1 & 2 read together]

CARRIED

10.3 WAIRARAPA TARARUA WATER ESTABLISHMENT AND TRANSITION UPDATE

Ms Meerman provided an update on:

- Completion of the first phase of establishment.
- Upcoming board induction.
- Development of a Statement of Expectations.
- Key decisions around debt transfer and digital systems.

Members emphasised the importance of accountability and clear reporting relationships between Council and the Council Controlled Organisation (CCO).

Members acknowledged the considerable work completed and level of commitment by Ms Meerman.

COMMITTEE RESOLUTION IC2026/17**Moved: Cr R Clarke****Seconded: Cr M Bosley**

The Infrastructure Committee resolved to:

1. Receive the Wairarapa Tararua Water Establishment and Transition Updates report.
2. Note the information included in this report.

[Items 1 & 2 read together]

CARRIED**10.4 ROADING CONTRACT MANAGEMENT - USE OF PACE TOOL**

Mr O'Connor explained the application of the PACE (Performance and Contract Evaluation) tool, noting:

- It provides a structured mechanism for driving contractor improvement.
- Scores show an improving trend over time.
- Evaluation is undertaken collaboratively by multiple parties.

Levels of service were identified as an issue to be further considered through the LTP process.

COMMITTEE RESOLUTION IC2026/18**Moved: Cr M Bosley****Seconded: Mayor F Wilde**

The Infrastructure Committee resolved to receive the Roading Contract Management – use of PACE tool information report.

CARRIED**10.5 ACTION ITEMS**

Actions 04/05: All Councillors are to receive briefings on the identified issues. A site visit to the Otaki Transfer Station is to be considered in Action 2026/05.

10.6 MARTINBOROUGH WASTEWATER TREATMENT PLANT STAGE 2 IMPROVEMENTS – ENGAGEMENT UPDATE

Mr Lee and Ms Drake spoke to the report and advised:

- Community engagement has been extensive and unprecedented.

- Feedback has resulted in design changes, including pipe routing and mitigation measures.
- Council previously reaffirmed its decision to move from river discharge to irrigation to land.
- RMA applications are planned for May/June 2026.

Cr Ellims requested sensitivity around how the affected land block is named publicly.

COMMITTEE RESOLUTION IC2026/19

Moved: Deputy Mayor R Taylor

Seconded: Cr A Ellims

The Infrastructure Committee resolved to:

1. Receive the Martinborough Wastewater Treatment Plant stage 2 improvements – engagement update report.
2. Notes the changes to the concept design, the issues raised by the community and that the RMA applications are due to be lodged by June 2026.

[Items 1 & 2 read together]

CARRIED

11 PUBLIC EXCLUDED BUSINESS

RESOLUTION TO EXCLUDE THE PUBLIC

COMMITTEE RESOLUTION IC2026/20

Moved: Mayor F Wilde

Seconded: Cr M Bosley

The Infrastructure Committee resolved that the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution	Plain English reason for passing this resolution in relation to each matter
11.1 - Waters Capital Projects Budget Savings	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of	This report discloses Council's financial position prior to negotiation to achieve the recommendations

	disadvantage, commercial activities	information for which good reason for withholding would exist under section 6 or section 7	
CARRIED			

Meeting adjourned at 3:19pm.

Meeting resumed at 3:31pm

12 KARAKIA WHAKAMUTUNGA – CLOSING

All in attendance closed the meeting with a karakia.

The meeting closed at 3:39pm.

Confirmed as a true and correct record.

..... (Chair)

..... (Date)

..... (Chief Executive)

..... (Date)

9 MATTERS ARISING FROM PREVIOUS MEETINGS

10 INFORMATION REPORTS FROM CHIEF EXECUTIVE AND STAFF

10.1 INFRASTRUCTURE AND COMMUNITY OPERATIONS GROUP REPORTS

Author: James O'Connor, Group Manager, Infrastructure and Community Operations

Authoriser: Janice Smith, Chief Executive Officer

File Number:

PURPOSE

This report is an information update report from the Infrastructure and Community Operations Group covering Three Waters; Roothing; and Community Operations.

EXECUTIVE SUMMARY

The Infrastructure and Community Operations Group reports to the Committee on the current matters underway in their area and any outstanding issues that officers believe need to be brought to the Committee's attention.

RECOMMENDATIONS

Officers recommend that the Infrastructure Committee:

1. Receive the Infrastructure and Community Operations reports.
2. Note the information included in this report.

BACKGROUND

The Infrastructure and Community Operations Team has prepared information for the Committee's review, which includes updates regarding key projects, amenities, roading and water services.

DISCUSSION

The attached appendices provide detailed updates of the work programmes for each of the three business units that make up the Infrastructure and Community Operations Group. The following provides a high-level summary and strategic perspective. The business units are focussed on delivery of a number of capital projects, along with operational activity. Across the business but in particular within the Group we are reviewing business continuity plans, contract delivery, and project delivery regarding fuel cost and availability.

Roothing

Some key highlights from the Team include:

- The annual roading reseal target has been met with just over 19km's completed.

- The speed management plan is nearing completion with some review work taking place.
- Critical bridge strength assessments are continuing.
- Majority of Low-Cost-Low-Risk capital projects expected to be delivered this financial year.

Water

Some key highlights from the Team include:

- Greytown, Martinborough, and Featherston WWTP upgrade tender evaluation has been completed and the tender is soon to be awarded.
- Featherston watermains project is nearing completion of the planned work. Additional work on this project has been enabled by project underspend.
- Waiohine WTP upgrades are nearing completion.
- The transition work away from Wellington Water is making good progress.

Community Operations

Some key highlights from the Team include:

- Asset management framework and systems development progressing well.
- Greytown Town Centre partial re-piling completed.
- Parks and Open spaces tender under evaluation.

APPENDICES

Appendix 1 Capex Dashboard Infrastructure June 2026

Appendix 2 Ruamahanga Roads Report April and May 2026

Community Operations



**SOUTH WAIRARAPA
DISTRICT COUNCIL**
Kia Reretahi Tātau



Community Operations

June 2026

Executive Summary

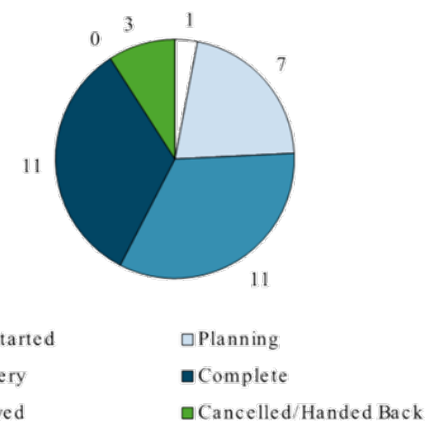
We are gathering information on our assets at pace and have already been able to inform some early LTP briefings with the intelligence being gathered in this discovery phase.

We're approaching financial year end, so are focussing on closing out projects, and identifying where funds will need to be carried over to the next financial year. Capex Projects completed include, Anzac Hall upgrades, Greytown Town Centre Repiling, Emergency Management upgrades, Westhaven Flat upgrades, Martinborough Square Lighting Fixes, Car Park resurfacing, Otairua Road refresh, Featherston Memorial Dome Lighting, Featherston & Lake Ferry Playgrounds, work at Greytown Rugby Grounds, and the Greytown Wheels Park.

A further 11 of these projects have been moved into a delivery phase, meaning works have been scheduled with contractors, or they are nearing completion. We have 7 projects in an early planning phase, meaning they're in a process of scoping, quoting, or EOLs.

These works are carried out alongside our BAU and reactive works.

Capex Project Phase



Highlights

Area	Commentary
Parks & Reserves	Quiet season for grass growth, so using time to get ahead of some tree maintenance, new plantings. Playground auditing recently completed.
	Open Spaces Tender progressing well. Initial evaluations complete, workshops on 2 June, decision made soon after.
	Featherston Memorial Lighting used for Anzac Day & Featherston Booktown, great public feedback.
Community Buildings	Heights Safety project underway 8-19 June. Greytown Town Centre Repiling completed without issue.

Key Upcoming Activities

Project	Activity
Greytown Town Centre Repiling	Completed without issue.
Swimming Pool Upgrades	Tank levelling at Greytown Pool underway to stop leaks and repair long standing issue.
Carkeek Observatory	Work progressing well, some good media and public interest, and interest from festivals and tourism avenues. Almost ready for concrete, silo has been delivered for installation.



CAPEX Project Dashboard

June 2026

Project	Delivery RAG	Objectives	Implication of Non-Delivery	Update
Martinborough Campground: Drainage solution \$42,390 July 2026		Reduce flooding around campground during adverse weather.	Possible relationship/reputation damage.	Full cost of works is more than allocated budget, but we are attempting a different solution on advice of contractor. If this is successful, further work will not be required. Contractor has been engaged to continue this work.
Greytown Campground Driveway Redo \$150,000 June 2026		Repair damaged driveway.	Possible relationship/reputation damage.	Some underspend across the programme has enabled completion this financial year. Quote received for \$88000, and work will be completed before the end of June.
Greytown Town Centre Upgrades \$205,000 July 2026		Repair leaks and broken fixtures such as windows, doors, heat/cooling works.	Possible asset and reputational risk if asset deteriorates.	Awaiting further quotes from contractors then work can progress.
Greytown Town Centre Repiling \$151,121 June 2026		Repair piling under WBS room.	Safety issue, possible reputation damage, delay to general upgrade and repair delivery.	Works completed, under budget (final figure to be confirmed).
Paint Exteriors of Public Buildings \$205,000 September 2026		Regular asset management cycle.	Possible asset and reputational risk if asset deteriorates.	Rescheduled to September as we missed the painting window due to severe weather events.
Featherston Stadium Climbing Wall \$19,906 TBC		Support the addition of a wall climbing structure in Featherston Stadium.	This has been in discussion for many years, and stakeholders are patient and working through different solutions. Non-delivery may result in some frustration/reputational damage, but relationship is very good.	Moved to red. Asset management discovery phase has identified significant concerns with the stadium building overall. It is proposed that this work is postponed until we have a full understanding of works required at the stadium.
Waihinga Centre Acoustic Dampening \$39,813		Reduce cafe noise for library staff.	Possible impact to staff well-being/productivity, however this has been a project line for several years.	Budget insufficient for any meaningful solution, and most appropriate solutions would alter appearance of the Waihinga Centre. Suggest this project is cancelled and money reallocated/returned.



CAPEX Project Dashboard

June 2026

Project	Delivery RAG	Objectives	Implication of Non-Delivery	Risks/Mitigations
Heights Access for Buildings \$70,173 June 2026		Install hooks for contractors working at height on community buildings.	May be non-compliant with works at height. Could be liable for injury if fall occurs.	Worked begin 8 June, will complete by end of following week (weather permitting). Final cost likely to be higher than allocated budget (\$88k) but this worked out cheaper than doing some buildings now and some in out years. Costs may reduce if we don't proceed with Kitchener Street offices.
Carkeek Observatory \$157,000 June 26		Build a protective structure over Carkeek Observatory remains.	Degradation to structure. Possible reputational/stakeholder damage.	Works to begin first week of May. Expected to complete before the end of June.
Riparian Planting \$20,500 June 26		Restorative planting. Regular works.	Possible reputational damage as working with community group on Tora for this work.	Some plantings carried out with community.
Farley Ave, Greytown Lineal Reserve Planting \$48,789 June 26		Complete planting in reserve (berm) area of Farley Avenue as per obligations.	None.	Planting scheduled to be completed by the end of this month.
Greytown Rugby Grounds \$102,500 Ongoing		Increase access to/use of facilities for more users.	Reputational risk.	Planned works completed for 2025-26 FY.
Playgrounds Refurbishment \$126,000 Apr 26		Refurbish playgrounds in district (annual works).	Health and Safety, reputational damage.	Planned works completed for 2025-26 FY.



CAPEX Project Dashboard

June 2026

Project	Delivery RAG	Objectives	Implication of Non-Delivery	Risks/Mitigations
Farm Rental Property Upgrades (Hodder Farm & Longwood) \$110,022 June 26		Meet Healthy Homes obligations, upgrade facilities for rental properties.	Non-compliance with healthy homes. Reputational risk.	Recommended that we do not proceed with required upgrades to Longwood Property, due to proximity to Waste Treatment Plant and minimal return on investment. Significant works and asbestos removal required to bring it up to renting standard.
Featherston Toilet Upgrades \$307,500 TBC		Upgrade Featherston Toilet (interior).	Reputational damage.	Awaiting return of EOI and contractor availability. Will update delivery schedule when this is received.
Refuse/Recycling Upgrades \$102,500 May 26		Install new kiosk and weighbridge software at Martinborough Transfer station to improve facilities for staff and improving weighing and payment processes.	Minimal – kiosk will better support contracted staff, and software will streamline processing and payment, but currently still operational.	WeighBridge software quote received, electrician scheduled to confirm site can power and support new system, then will be installed if so.
Swimming Pool Upgrades \$102,500 October 26		Reseal Greytown & Martinborough pools, and identify and fix leak in Greytown.	Minimal.	Moved from red to green, works underway and expected to complete before the end of the financial year. Later completion date allows for any identified extra works before pools reopen.
Greytown Greenspace \$2,011,972		Purchase of land for new open spaces.	Reputational damage.	Unclear on whether appropriate space exists to align with obligation to "Purchase Land for New Open Spaces". Opportunities may exist to develop existing spaces but would likely need consultation if not land purchase. Reputational risk relating to perceptions of investment in some towns over others for another high budget line. Also requests for toilet solution at Greytown Wheels Park, and spend in other areas may look unfavourable.

Water



**SOUTH WAIRARAPA
DISTRICT COUNCIL**
Kia Reretahi Tātau



CAPEX Project Dashboard — key projects

June 2026

Water

Coming up to the first year into the SWDC Waters Capex programme we expect to have completed:

1. Tauwharenikau Pipeline Replacement C1266
2. Featherston Watermain Renewals C1268
3. Waiohine WTP pH Dosing upgrade C1275
4. Pirinoa water take consent renewal

Challenges include accuracy of as-built information, managing the diverse programme during construction, fuel costs and material prices.

 SOUTH WAIRARAPA DISTRICT COUNCIL <i>Kia Reretahi Tātau</i>	CAPEX Project Dashboard — key projects June 2026		
Project	Commentary	Objectives	Key Risks/Opportunities
Tauwharenikau River Pipeline Renewal Budget \$2,147,323 Forecast \$1,491,970 May 2026 CLOSURE	Construction is 100% complete. The pipeline is in service awaiting final handover to Operations. The old pipe was removed from the river and a post-construction blessing by local iwi held.	Replace pipe crossing Tauwharenikau River because it is exposed to damage during wet weather event by debris or is undermined by river. Renewal proposed is 300NB PE pipeline trenched below riverbed within protective concrete pipe sections as sleeve.	Incomplete handover results in low asset data accuracy - Follow asset data template and maintain focus on closing out the contract properly
Martinborough and Greytown WWTP Plant Compliance & Growth Budget \$14,424,347 Forecast \$TBC November 2027 (beyond LTP funding and SWDC responsibility date) DELIVERY	Greytown WWTP desludging has restarted progress after powhiri at Papawai. A design change has been submitted for GWRC approval. A consent application and community consultation for Martinborough irrigation is in final stages	Meeting resource consent obligations that have been previously committed to by SWDC in 2016 consents. WWTP upgrades proposed are desludging bund for geobags, inlet screen, effluent pump station, pipeline, land purchase and pivot irrigators	Project scope will extend over the SWDC/Wai+T handover. - Discussions continue with Transition team Concerns from neighbours about land use - This risk has become an issue for both Greytown and Martinborough.
Featherston WWTP Upgrade Budget \$3,740,920 Forecast \$TBC November 2027 (beyond LTP funding and SWDC responsibility date) DELIVERY	Riparian planting has started with initial clearing and a planting plan to provide to GWRC is being prepared.	A 10 year consent term has been applied for because the current consent has expired. WWTP upgrades proposed are riparian planting, inlet screens, clarifier (DAF), polymer dosing, geobags, dewatering bund, irrigation trial.	Management plans need to be written progressively. These have been delayed - Risk of regulator Opportunity to get riparian planting underway Opportunity to begin works in same contract as Martinborough and Greytown WWTPs.
Greytown WTP Upgrade Stage 3 Budget \$4,232,967 Forecast \$850,000 August 2026 DESIGN	A tender for the design and construction of the bore pump, pipework, chemical delivery, chemical storage and treatment container is being drafted. This has been delayed due to shortage of staff and to await the outcome of a replacement of the existing bore pump and inspection of the bore	Upgrade existing plant because of a very poor condition of the existing single bore pump and lack of multiple barriers for water treatment. Upgrade proposed is new bore pump, new containerised water treatment plant, chemical storage and spill containment bund.	SWDC has contacted the neighbouring community activity clubs to inform them of likely disruption during construction. This will be tendered in this financial year.



CAPEX Project Dashboard — key projects

June 2026

Project	Commentary	Objectives	Key Risks/Opportunities
Featherston Watermain Renewals Budget \$2,560,000 Forecast \$2,149,666 May 2026 DELIVERY	Elite Drainage, supervised by C&F Projects, has completed 90% of the planned work. Some minor works will be removed from scope due to delays applying to KiwiRail. Additional scope of asbestos cement pipe replacement being prepared from age and leakage records. 2-3 L/s reduced midnight demand compared with March 2026	To replace Featherston AC and RC water mains because they frequently fail and/or have high water loss. Renewal proposed is full replacement with new PE/PVC pipework	KiwiRail Deed of Grant may delay the Fox St works - This minor work will be removed from scope. Noise of construction at night - Reset the work programme with Wellington Transport Alliance approval - Global consent applied for from Council
Lake Ferry WWTP Resource Consent Renewal Budget \$303,152 Forecast \$104,766 September 2026 DELIVERY	The consent application was lodged September 2025, so operation is secured. CCTV inspection of the network has been reviewed for high flows likely from inflow and their associated address. A wet day inspection will be done of these points. Wellington Water has fixed some leaks found on the disposal field.	Renew resource consent because current consent expires in 2025. Upgrades proposed are add anoxic tank, reduce inflow and infiltration, extra control valves.	GWRC has requested a cultural impact assessment, and SWDC are seeking an independent facilitator as agreed with iwi for this. - This will be mitigated by an engagement of a facilitator each for Ngati Kahungunu and Rangitane o Wairarapa
Waiohine WTP Stage 2 and 3 Upgrades Budget \$1,723,485 Forecast \$1,127,376 June 2026 DELIVERY	Tarros, supervised by SWDC, has completed 75% of the planned work. Site security fencing is in place, hazardous substance inspection was done with some compliance paperwork to follow prior to first fill and commissioning in late June.	A permanent, reliable and safe caustic dosing system because the existing temporary system does not have bulk storage, causes H&S hazards and significant opex costs. Upgrades proposed are road and fence upgrade, bulk caustic storage for tanker delivery and dose pumps and control.	Opportunity to use budget savings to provide a booster pump to Greytown Reservoir - Approval received from Council
Brandon St Wastewater Repair \$450,000 CONSENTING	The road-stopping of Brandon St and Bell St will then create the KiwiRail site works situation to be able to have them trench a replacement pipe. KiwiRail has asked SWDC if a trenchless method on the old pipe could be an alternative.	Replace the sewer that has a deformed alignment because of a boulder during installation.	Stopping two roads that cross railways in Featherston creates less options to get around town, which could be feedback during the road-stopping consultation.



CAPEX Project Dashboard — other projects

June 2026

Other Projects

Project Name	Brief summary	Project Execution Plan
Reservoir Water Quality Renewals	To address drinking water contamination risks at reservoirs. H&S improvements for access. Elevated risk of drinking water contamination due to missing vermin controls, roof sealants and operator H&S risks due to poor access	Discuss with WWL contractor - COMPLETE Negotiate price based on WWL contract tendered sum - COMPLETE Obtain permission from WWL Operations to work on reservoir - COMPLETE Construction - IN PROGRESS Hand over to WWL
Consenting of Water Races (Moroa)	To renew resource consent for 5 years because it expires in 2025. Proposed to use 5 years to gather good information ahead of next resource consent application, similarly to Longwood Water Race consent. WAR010200 is now reinstated and the consent term extended until 31 December 2027.	Obtain resource consent - IN PROGRESS/ ON HOLD. Handover to WWL Set-up monitoring programme
WTP Wellfield Security	Work to improve condition and integrity of existing bores to reduce contamination risk because of non-compliance with Taumata Arowai's drinking water assurance rules. Proposed upgrade is property easement changes, stock and public exclusion fencing, sanitary borehead requirements.	Discuss with landowner at Pirinoa - COMPLETE Considering re-scope of this - COMPLETE Property arrangement - CANCELLED Fencing and civil works - CANCELLED
WW Pump Station Renewals	To renew sewer pump station equipment such as pumps, lifting chains, level sensors, telemetry, foot valves.	Discuss with WWL/TH - COMPLETE Assemble scope of renewal items discovered - COMPLETE Obtain prices from local contractors - IN PROGRESS
Pirinoa Water Take Consent	The Pirinoa WTP has been consented for a further 30 years out to 2055	Obtain resource consent - COMPLETE Handover to WWL - COMPLETE Set-up monitoring programme - COMPLETE

Land Transport



**SOUTH WAIRARAPA
DISTRICT COUNCIL**
Kia Reretahi Tātau



CAPEX Project Dashboard — key projects

June 2026

Land Transport

Low cost low risk projects have been identified as project specific along with a project status update. There is a split in delivery with some projects being delivered through Ruamahanga Roads and others tendered on the open market.

 SOUTH WAIRARAPA DISTRICT COUNCIL Kia Reretahi Tātau	CAPEX Project Dashboard — key projects June 2026		
Project	Commentary	Objectives	Benefits/Key Risks
Walkway/Cycleway Improvements \$112,500 June 2026 PLANNING	Shared path along Huangarua and Puruatanga Roads. Aligns with the Government Policy Statement strategic priority of safety by providing walking and cycling improvements. Design under way delivery before July 2026	Share pedestrian cycle path to link vineyards on the urban fringe. Reduction of Death and Serious Injury (DSI) accidents.	Primary benefit is an impact to perception of safety and security and avoids conflict with different modes of transport. Risk is that budget will allow only partial completion of full length. Fuel shortage impacts on efficient and affordable tender price
Kerb and Channel and footpath additions \$450,000 April -June 2026 DELIVERY	New kerb and channel along a section of Watts Street Featherston, and new Kerb and channel plus new footpath along Lyons and Harrison Streets in Featherston along with a section of Regent Street in Martinborough. Featherston streets are completed only Regent Street in Martinborough left to complete	To infill missing links within the Kerb/channel and foot paths assets to provide urban connectivity and drainage improvements.	Primary benefit is to provide a safe walking mode of transport for residents along with enhanced drainage Fuel shortage impacts on contract delivery
Guard Rail installation along Lake Ferry and Cape Palliser Roads \$165,000 April 2026 COMPLETE	Bridge approach guard rail installation. Aligns with the Government Policy Statement strategic priority of Safety options by providing local road improvements. Come in under budget	The guardrail beam deflects and absorbs the energy of vehicle which would normally impact with the solid concrete parapet headwalls. Reduction of Death and Serious Injury (DSI) accidents.	Primary benefit is to provide a safe impact system on the network. Risk are low but access to Cape Palliser must be reinstated
East Cost Resilience study \$85,000 March to May 2026 COMPLETE	To produce a management Plan for Whakapuni and Ushers Hill on White Rock Road. Aligns with the Government Policy Statement strategic priority Increased Maintenance and Resilience by providing options that reduce unplanned closures and whole of life cost savings. Under budget additional works approved to improve level	Increasing resilience studies enables effective management to reduce future risk of unplanned closures	Primary benefit is to have road network reliability.

 SOUTH WAIRARAPA DISTRICT COUNCIL <i>Kia Reretahi Tātau</i>	CAPEX Project Dashboard — key projects June 2026		
Project	Commentary	Objectives	Benefits/Key Risks
Birdwood /Fox Street intersection improvements \$ 400,000 April/May 2026 DELIVERY	Safety improvements works include kerb build outs, splitter islands, marking and signage improvements together with a raised platform along with improved access to the Birdwood Street pedestrian crossing. Noting increased movements due to Bell Street Railway crossing closure. Works commenced planned delivery June -July 2026	Providing and safer road network for vehicles and pedestrians within the urban roading network.	Primary benefit is to reduce the impact on social costs and incidents of accidents. The perceived risks are, the tender price is higher than budgets and fuel shortage impacts on contract pricing.
Rock supply to Cape Palliser Road \$300,000 COMPLETE	Supply of large Rip Rap Rock to meet the requirements of the Boulder Beach Resource Consents, which allows rock to be stockpiled on site. NZTA have funded this activity. Delivery commenced January 2026 , additional budget approved for 26/27 year	To provide a resilient network and enables an immediate response if required.	Primary benefit is to have a positive impact on perceptions on safety and security of Cape Palliser Road. Fuel shortage impacts on contract delivery and price variation.
Riddiford Bridge Pier Remediation \$482,600 July 2026 DELIVERY	Remediate the western pier which has vertical cracks running almost the entire height of the pier. Riddiford's bridge is a one lane bridge with 3 piers, 4 span steel castellated girder bridge on Te Awaiti Road. Work commenced February 2026 on track for end of June completion	To provide a safe network for vehicles	Primary benefit is to have road network reliability. The key risks are environmental working with chemical and concrete within natural waterways
Glue Pot Stability \$500,000 PLANNING	Initial Investigation has been carried out by Stantec. Ruamahanga Roads are now instructing work to place bore holes and start the monitoring of slip. The design to remedy the slip is being considered when more data is available.	Stabilize this venerable East coastal road.	Local community impacted if this active slip closes the road.

 SOUTH WAIRARAPA DISTRICT COUNCIL <i>Kia Reretahi Tātau</i>	CAPEX Project Dashboard — key projects June 2026		
Project	Commentary	Objectives	Benefits/Key Risks
Speed Review \$537,000 DELIVERY	School review completed. The remaining speed review is nearing completion.	Deliver the two phases of the speed review and implement in 2026.	Speed reduction. Improve road safety.
Ponatahi Road and Huangarua Bridge safety improvements \$100,000 COMPLETE	Safety measures have been identified and the work has been completed. It was confirmed by council the bridge will be reduced to a one lane bridge	Improve road safety.	Improve road safety for all road users.
Bridge Strengthening \$225,000 PLANNING	Inspection have been done. Six bridges have been identified Ruamahanga Roads have started to priorities the work. First bridge Lower Valley started. Option reports are being written by Stantec and consultation with GWRC is ongoing.	The objective for this bridge strengthening work is to remove any posted restriction and increase resilience for key bridges used by SWDC residents.	Remove restrictions on bridges where possible and to ensure bridges are safe.
Eco Reef Extension (SPR) \$990,000 PLANNING	Resource Consent has been granted inclusive of visual impact reports and detailed design for a section of emergency works damage and a number of ECOREEF pods have been delivered to site.	Improve coastal resilience due to the impact of sea level rise, coastal erosion and reduce unplanned closures.	Improve network reliability, reduce vulnerabilities, and provide reliable access to tourist and cultural sites



Ruamāhanga Roads – Council Report

Section A SWDC

April, May 2026



Section A SWDC

1. Purpose

The purpose of this report is to update and inform the Committee on roading operations for the period of April, May 2026. This report covers the physical work undertaken by the Contractor Fulton Hogan on the South Wairarapa Districts roading network.

2. Finance Summary

Local Roads	April (expenditure to date and programmed work)	Total Remaining
SWDC LR	\$8,818,465	\$2,439,519
SWDC Special Purpose Rd (SPR)	\$498,926	\$263,259

The figures above show expenditure to the month of April 2026 and the total remaining shows what is left to be spent for the financial year.

3. PACE Score

- April 2026 Total score 95
- May 2026 to be issued.

4. Health & Safety

The Fulton Hogan (FH) maintenance contract monthly report lists no major incidences for the period. Where minor safety issues have been highlighted, they have been addressed by FH.

The overall H&S was good for April 2026. Audits and notifications were lodged into CAMs and are provided with the EOM reporting. Two H&S incidents recorded in CAMs for April were as follows: -

- TTM truck driver did not stop crossing as Railway crossing alarms started - investigation complete (driver committed to crossing tracks when red signal activated/stopping would have required reversing).
- Subcontractor traffic truck reversed into FH Ute while completing 3-point turn. Safety improvements were recorded. Weekly audits completed & TTM for April excellent.

All H&S matters are highlighted in the monthly PACE report.

5. Work Programme

Works Completed

The following major items of work were completed for the period.

Sealed Road Pavement Maintenance

- Edge break repairs completed – 30 metres
- Repaired 135 potholes

Unsealed Maintenance



- Unsealed roads graded 215.70 km
- **Drainage Maintenance**
- Carried out 90.40 km of street sweeping and cleaned 623 m of unlined surface water channels
- Cleaned sumps - 81

Structures Maintenance

- Debris clear waterway x 2 bridges
- Side rails repair 23 m

Environmental Maintenance

- High cut trimming - Nil
- Tree removal/trimming x 30 trees
- Chemical control – 203 km

6. Minor Events

- Fulton Hogan undertook emergency fallen trees clearance during high windstorm events affecting Lake Ferry Rd, Lake Dominion Rd, Western Lake Rd and Martinborough/Masterton Rd.

7. Reseals

- The target for this year's resealing programme has been successfully achieved, and site drive-overs are now underway to finalise next FY year's reseal programme.
 - Current Year completed Resealing length – 19.157 km
- **Completed sites include:**
 - Boundary Rd, Brandon St, Daniel St, Hart St, Hickson St, Humphries St, Kahutara Rd, Lake Ferry Rd, Longwood Rd East, Murphys Line, No1 Line, Oakview Place, Renall St, South Featherston Rd, Wallace St, Wood St, and Cape Palliser Rd.

8. Area Wide Pavement Treatment (AWPT)

The AWPT programme target for this year, covering pavement renewal at the following four sites, has been successfully completed.

- Bidwells Cutting Road (600 m) - completed
- Ponatahi Road (460 m) - Completed
- White Rock Road (577 m) - Completed
- Number 1 line (875 m) - Completed

List of next year AWPT potential sites has been handed over to maintenance contractor, and Pavement investigation works by contractor is underway.



9. Speed Management Plan

The Speed Management Plan has been implemented and completed across the South Wairarapa District Council (SWDC) road network. However, a review of school sign locations is currently underway to ensure compliance with the relevant guidelines and standards.

As part of this review, several sign relocations and additional installations have been identified as necessary to complete the programme. Works have been scheduled with Harding Traffic Signs, and we are currently awaiting the delivery of additional speed signs and new sockets for the Electronic Variable Speed Signs (EVSS).

In addition, threshold speed signs are planned for installation on the main approach roads into the towns, in accordance with the Speed Management Guide requirements.

The school speed sign layout associated with Kuranui College on Bidwills Cutting Road has been identified as potentially confusing for road users. This matter is currently being reviewed to determine the most appropriate solution.

The proposed variable speed sign for Lake Ferry Marae has been discussed, the design has been confirmed, and the approved concept has been forwarded to FH for implementation.

10. Emergency Works

April 2026 Storm event

A second wave of the storm occurred on 19, 20, and 21 April 2026, affecting many of the same areas along the eastern and southern coasts of the Wairarapa region. The event was caused by a slow-moving subtropical low-pressure system located east of New Zealand, which brought high winds and heavy rainfall to the region.

The storm caused significant damage across the lower and eastern parts of the North Island. Within the Carterton and South Wairarapa districts, the primary impacts were localised to:

- Te Rata Road
- Lake Ferry Road (between Pirinoa and Lake Ferry)
- Raho Ruru Road

Additional damage resulting from the high winds included:

- Multiple locations along White Rock Road where fallen trees caused damage
- Numerous road signs damaged by falling trees and debris

The initial response focused on clearing debris and ensuring the road network was safe and accessible. Retrospective consents from GWRC are now being sought prior to commencing the second phase of work required to complete the repairs.

A Response Claim for financial assistance has been lodged with NZTA to cover emergency response costs associated with the storm event. Preparation of the Recovery Phase claim is currently underway.



May 2025 Heavy Swell Event – Cape Palliser Road

Following the heavy swell event in May 2025, significant damage occurred along Cape Palliser Road. Ruamahanga Roads submitted a funding claim of \$1.86 million to NZTA to cover additional costs associated with Special Purpose Road (SPR) arising from the May event. Remedial works valued at \$1.55 million are currently underway and are being delivered by Fulton Hogan.

These works include:

- Rock revetment protection at Te Kopi and Mangatoetoe
- Repairs to ECO Reef damage at Whatarangi and Turners Bay

The final activity under the May Swell Recovery budget involves extending the ECO Reef retaining system at the Whatarangi site, where approximately half of the carriageway was lost due to heavy coastal swell.

The resource consent for the work to commence on the ECCOREEF extension has now been issued. Planning works including EMP compliance and Iwi meetings in line with consent requirements are completed. The construction work is currently scheduled to begin June 2026.

11. Developments

	SWDC
Subdivisions	
New application	12
Engineering approval	4
Pre-seal inspection	8
S224 sign off	9
Vehicle crossing	2
Rapid number	4

On going Vested Road subdivisions

SWDC

Brookside Developments Featherston

Stage 1 is completed Shooting Butts Road, Martinborough

Stage 2 is completed and stage 3 is ongoing Orchard Retirement Village, Greytown

Papawai Development, Greytown

Wood Street subdivision, Greytown

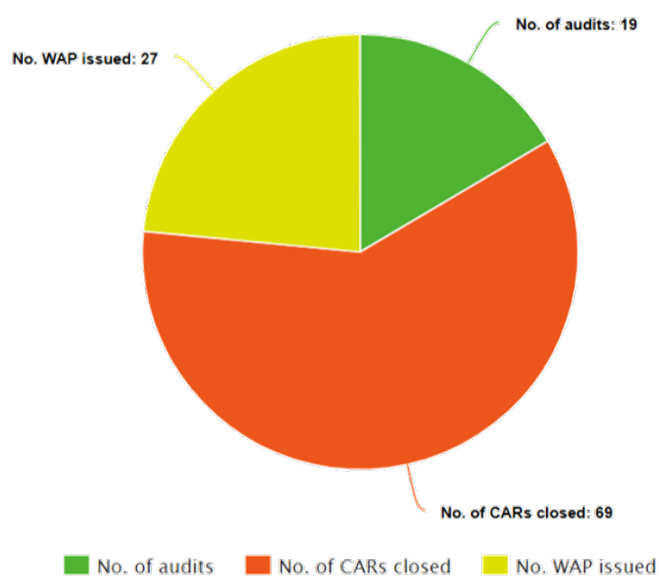
12. Corridor Management

Corridor officers manage Corridor Access Requests (CARs) using the Submitica software and issue work access permits. Once the work is completed, officers carry out inspections to ensure the reinstatement meets Council standards before signing off and closing the CAR. Officers also conduct



Traffic Management (TTM) audits while the work is in progress. The table below summarises the number of CARs processed during the reporting period in each of the two districts.

	SWDC
Number of Work Access Permits (WAPs) Issued:	27
Number of CARs Closed:	69
Number of Audits:	19



13. Current ongoing works

1. Structure Works (Maintenance and Renewal) – Bridges and Geotechnical Structures

Fulton Hogan is currently progressing with structural maintenance, and renewal works for this financial year. These works are based on the bridge, geotechnical, structural, and other relevant reports received from Stantec.

All activities will be undertaken in accordance with the consultant's recommendations, with Fulton Hogan commencing work according to the agreed priorities and available budget.

- Critical Bridges and Bridge Strength Assessment



- o **Tawaha Bridge (Te Maire Road)** - The Ruamahanga Roads team is currently working with FH, Stantec, and several precast box-culvert suppliers to assess a range of options. We expect to shortly identify the most suitable solution that addresses all safety concerns raised in previous reports, along with indicative cost implications. Weight and speed restrictions will remain in place until a final resolution is confirmed.
- o **Lower Valley Bridge (Kahutara Road)** - Ruamahanga Roads has engaged a surveyor to install marker pegs to monitor and record any movement at the structure. Our bridge consultant, Stantec, is currently undertaking investigations for options assessment and outline the cost implications for addressing the wider issues affecting this bridge, with the goal of identifying a permanent solution. FH has installed flood gates at the bridge, which will be closed during flood events. Weight and speed restrictions remain in place until a final resolution is achieved.
- o **Wairongamai Bridge (Western Lake Road)** - Stantec is preparing an option assessment report including any consent requirements to address all Safety concerns as identified during recent event to be presented to council for further review and approvals. Weight and speed restrictions remain in place until a final resolution is achieved.
- **Budget Constraints:**
 - o Ruamahanga Roads wishes to highlight that the current budget allocated by SWDC is insufficient to address all maintenance needs identified through previous years' inspections. This shortfall is being further compounded by the increasing costs associated with retaining wall structures, which are placing additional pressure on the existing structural budget.
 - o Ruamahanga Roads will continue to prioritise critical works and deliver maintenance activities within the available annual budget.
 - o As part of the upcoming Long Term Plan (LTP) and Asset Management Plan (AMP), Ruamahanga Roads is working towards developing new strategies to mitigate the existing maintenance backlog. This includes addressing the growing demand and cost pressures associated with retaining wall structures, as well as improving the condition and integrity of ageing assets to build a more resilient structures network across the region into the future.

2. Resource Consents:

a. Existing Consent:

GWRC Consent No. WAR 170016 – Discharge and Coastal Permit for bridge beam painting. This covers the global discharge of contaminants to water and the coastal marine area during bridge cleaning, and discharge to air during spray painting of 75 bridges, which Ruamahanga Roads is currently undertaking. To date, repainting activities have been limited to structures confirmed as having lead-free paint systems. However, several bridges within the network have been identified as



containing existing lead-based paint systems. In response, Ruamahanga Roads intends to engage a specialist consultant to either:

- i. Amend the existing consent, or
- ii. Prepare and lodge a new resource consent application to appropriately manage and mitigate the environmental and health risks associated with working on lead-painted structures. This work is necessary to address the findings of the bridge consultant and to ensure the ongoing structural integrity and serviceability of these assets across the network.

b. Additional Global Consent Requirements:

To prevent future disruptions, Ruamāhanga Roads requires and will prepare a new resource consent application aligned with the latest consultant recommendations and forward work planning. This application for Global Consents will broadly cover:

- i. Rock protection works along bridge abutments and banks
 - ii. Clearance of gravel and flood debris
 - iii. River crossings
 - iv. Construction of access ramps
 - v. Disturbance or deposition of bed material during works
 - vi. Water permits for temporary stream flow diversion during bridge and culvert maintenance
 - vii. Removal of Lead paint from Primary or Secondary elements
- c. The above Resource consent application process has become a staff resource issue for Ruamahanaga Roads. The cost, time delays, and manpower required is significantly impacting the department.

3. Slumps, Landslides and Emergency Works

• **The Gluepot Stability – Te Awaiti Road**

Geotechnical investigations are currently underway to assess and address the historic landslide issues at this site. Stantec, the appointed geotechnical consultant, with support from subconsultants Griffith Drilling and Geotechnics, is undertaking third-stage investigations. These include drilling and the installation of inclinometers and piezometers to monitor ground movement and collect cyclic data.

As initial readings are obtained and supplemented with further data over the coming weeks, Stantec will be able to develop appropriate mitigation solutions for the slip issues.

Ruamahanga Roads is expecting an immediate drainage design from Stantec as a short-term measure. This will be followed by a comprehensive design in the coming months, once sufficient monitoring data has been collected, to deliver a long-term, resilient solution to stabilise the site.

14. Footpath Renewals Works

Yearly Footpath Renewal works has been accomplished now based on the available funding for the current financial year LTP cycle.



- o **SWDC Worked Completed** - Broadway Street (Martinborough), East Street (Greytown), Wood Street (Greytown) and Fox Street (Featherston)

15. Ponatahi Road - Safe Network Program

- **Delineation Improvements**

The works have been successfully delivered and provide a strong primary benefit toward enhancing road safety across the local network. Improvements include upgraded curve warning and chevron signage, enhancement of edge marker posts (EMPs) to meet current standards, installation of additional no-passing line markings, raised reflective pavement markers (RRPMs), and upgraded edge line and associated road markings along the entire SWDC network.

- **Huangarau Bridge – Two Lane to One Lane Bridge (Safety Improvements)**

The works have been successfully delivered and provide a strong primary benefit toward enhancing road safety across the local network.

Threshold Speed signs on town feeding Road and school zone speed signs

- School signs relocation and additional speed signs implementation is ongoing.
- The plan is to provide bigger speed signs of Jellicoe Street, Ponatahi Road, and Hinakura Road when we enter the town. Also, Western Lake Road in Featherston, Lake ferry, Ngawi town, Pirinoa town, Bidwills Cutting Road on Greytown



10.2 TRANSITION TO ALTERNATIVE THREE WATERS SERVICE PROVISION (2026/27)

Author: James O'Connor, Group Manager, Infrastructure and Community Operations

Authoriser: Janice Smith, Chief Executive Officer

File Number: N/A

PURPOSE

This paper provides an update on progress since the last Infrastructure Committee briefing on the transition from Wellington Water to alternative three waters service arrangements for the 2026/27 financial year.

EXECUTIVE SUMMARY

- Since the last update the programme has moved into active mobilisation phase with the Operations & Maintenance contract signed and implementation underway across operations, workforce, systems and data domains.
- Confidence is improving across most areas particularly operational systems and regulatory assurance. The primary focus areas remain workforce stabilisation, asset data integration and maintaining operational resilience through the transition period.
- An additional area of note is that internal operational and regulatory support requirements for the transition period are progressing and being assessed with the CE and GM Infrastructure & Community Operations.
- No decisions are required from the Committee at this time.

RECOMMENDATIONS

Officers recommend that the Infrastructure Committee:

Receive the *Transition to alternative Three Waters Service Provision (2026/27)* report.

BACKGROUND

For background information please refer to item 11.3 in the February 2026 Infrastructure Committee agenda: https://swdc.govt.nz/wp-content/uploads/IC_Agenda_12-February-2026.pdf

DISCUSSION**KEY CHANGES SINCE LAST BRIEF**

Since the previous update:

- O&M contract signed and transition team established
- Mobilisation activities underway (including PPE, vehicles, and organisational structure implementation)

- SCADA systems transitioned to SWDC servers; testing and stabilisation underway
- Workforce recruitment progressed, with majority of roles secured or in final recruitment stages
- Asset data transfer and integration underway with dedicated support resources
- Regulatory assurance and laboratory support contracts implemented (Lutra and Eurofins)
- Internal discussions underway with CE and GM Infrastructure & Community Operations regarding transition-period operational and regulatory support requirements

KEY RISKS AND ISSUES

Availability of crane truck (Service delivery risk)

- Risk relates to ensuring continuity of access to specialist crane truck capability during the transition period
- Lease novation process is underway to transfer the asset into SWDC control
- This is being actively managed through operational transition planning
- Residual risk is limited to timing of lease completion

Workforce operating model (Workforce / operational uncertainty)

- Risk relates to the offboarding of staff from Wellington Water Ltd and onboarding into SWDC and Citycare Water operating arrangements, including clarity of depot processes, roles, Citycare Water systems and processes and ways of working
- Engagement has been completed with WWL and Citycare Water and a flexible onboarding and transition plan is now in place

SCADA operational model transition (Water safety / regulatory assurance)

- Risk relates to the change in SCADA operational model and associated implications for water safety assurance, operational continuity, and regulatory compliance during transition
- Systems transition is substantially complete and is being monitored by Wellington Water ready for transition to SWDC. SWDC has secured ongoing SCADA support via AFI. Handover processes to AFI have been established.
- Internal server support is proposed to be maintained by TechPlanet under a service level agreement (including after hours)
- Testing, validation, and monitoring are underway to confirm stable operation under the new model
- Procurement of new laptops is underway, with standard ICT procurement processes in progress
- Residual risk is limited to stabilisation of the new operating model and completion of enabling ICT procurement and deployment activities.

Asset data management and GIS integration (Knowledge continuity)

- Risk relates to continuity of asset data integrity, GIS alignment, and integration across systems during transition
- Specialist support has been procured and integration is underway
- A structured project plan is being developed to sequence data migration and system alignment activities
- Risk is being actively managed through dedicated resources and defined integration programme

Staff attrition and capability continuity (Operational resilience)

- Historical reliance on operational crews and external partners continues during transition
- Short-term support options being explored with Citycare Water if required
- Residual risk remains during stabilisation phase

Organisational transition impacts (Customer / planning / HR / Finance / contract interfaces)

- Risk relates to changes in operational interfaces across customer services, planning, HR, and contract management functions during transition
- Planning are working with third parties to ensure continuity of service provision
- Customer services and Finance engagement with CCW is underway, with functional transition sequencing being implemented post-contract signing
- Residual risk is limited to early-stage operating model embedding and interface refinement
- Internal resource requirements for operations and regulatory functions during the transition period are currently being assessed with the CE and senior leadership team
- No decisions are required at this stage
- This is being managed as an emerging dependency aligned to transition planning

NEXT STEPS

Over the next period, focus will be on:

- Finalising remaining workforce recruitment and role stabilisation
- Completing SCADA testing and operational assurance activities
- Advancing asset data and GIS integration
- Completing lease novation for key operational assets (e.g. crane truck)
- Continuing stabilisation of depot and field operating arrangements
- Progressing internal assessment of operational and regulatory support requirements with CE and senior leadership
- Embedding new operational interfaces across customer, planning, and contract functions

APPENDICES

Nil

10.3 WAITĪ WATERS TRANSITION UPDATE

Author: Katherine Meerman, Programme Director, Local Water Done Well

Authoriser: James O'Connor, Group Manager, Infrastructure and Community Operations

File Number: N/A

PURPOSE

This report is an information update for the Committee on the Waitī Waters establishment and transition programme.

EXECUTIVE SUMMARY

- This is part of a regular series of updates for the Committee on the Waitī Waters establishment and transition programme. It updates the Committee on progress made since April 2026.
- The establishment programme reached a major milestone on 17 April, with the completion of the stand up of the governance of the new company, and announcement of the Board members and company name, Waitī Waters. Following the launch, Waitī Waters has now been incorporated and Shareholders' Agreement signed. This completes stage 1 of the programme.
- Board induction has been completed, and the Board has had their first three meetings and made several critical decisions to keep the programme on track.
- Substantial work is underway in all six programme workstreams and this report provides an update on activity in each workstream.

RECOMMENDATIONS

This report is for noting.

BACKGROUND

Following the Government's approval of the four Councils' Water Service Deliver Plans (WSDPs) in October last year, the transition programme for Waitī Waters was established.

Regular updates are set up for each Council over the course of the programme to ensure all elected members are kept up to date with progress.

There are two major stages to the establishment of the new company:

- **Stage 1 – legal establishment (September 2025 to March 2026) – now complete:** This stage of the programme is focused on the establishment of company governance structures, preparation for Board member arrival and company incorporation.
- **Stage 2 – operational transition (April 2026 to June 2027):** This stage of the programme is focused on detailed design and set up of the new organisation and transition of Council services, assets, debt, staff and operations prior to go live. It will be complete by 30 June 2027.

The Programme has been set up in six key workstreams to support delivery:

- Governance, regulatory and partnerships
- Organisation, people and change
- Finance and commercial
- Digital and systems
- Service delivery and operations
- Communications and customer.

DISCUSSION

Stage 1 delivery progress

Delivery of Stage 1 of the programme has been successfully completed, with the completion of the stand up of the governance of the new company and company incorporation. Board induction has been completed, and the Board is well underway with its work, working alongside the programme team and Councils on the next stage of the programme.

Programme workstream updates

Following is a summary of key progress updates in each workstream as at early-June 2026.

Governance, Regulatory and Partnerships

- The Board programme of meetings for the year ahead is set and the Board will move around the region's four districts for its monthly meetings, to enable the Board to visit key sites, and meet staff and stakeholders. To date they have met in Carterton, Martinborough and Pahiatua.
- The Board Chair has had initial meetings with Mayors and Chief Executives at Carterton, Tararua and South Wairarapa to understand the issues in each district (with Masterton scheduled for June) and has regular meetings scheduled with the Chair of the Stakeholders' Forum.
- The Stakeholder Forum is well advanced in the development of the Statement of Expectations. The Statement is being developed according to the process below, and the Council will be briefed on the draft on 25 June:
 - April/May – Stakeholder Forum develops drafts of the Statement and issued to the Board at the end of May
 - June – Stakeholder Forum and Board have met to discuss the draft on 5 June, and the Board will provide any further feedback by the end of the month. Councils will be briefed on the work-in-progress draft at this point
 - July – Stakeholder Forum approves the final statement and recommends its adoption to shareholding Councils
 - July/early August – four Council meetings to adopt final Statement and issue to Board.
- We have recently begun scoping work for the development of the Transfer Agreements, which each Council will have to have as the means to transfer assets, debt, staff, consents, contracts etc. We are also scoping the work on the Water Services Strategy, which will be

Waiti Waters major delivery strategy that sets out how it will meet the requirements in the Statement of Expectations and all regulatory requirements.

Organisation, People and Change

- Major components of work are underway in this workstream, and the Board has taken several significant early decisions to keep the programme on track. Key areas of current work include:
 - Applications for the Chief Executive closed at the end of May and an appointment is expected to be made by end of July. Depending on notice periods, the successful candidate is expected to be in role by September or early October.
 - Guidelines for staff transfer have been developed and consultation with staff has been completed. These guidelines provide four pathways for staff to move into roles at Waiti Waters and aim to provide as much certainty as possible to Council staff about the transition and how it will affect them. The Board has made changes on the guidelines in response to staff feedback, and these have now been finalised. With these guidelines confirmed, the programme team will now work through a process to map all staff to one of the pathways providing certainty for people about how they can move into a role at Waiti Waters.
 - We have undertaken a search for an office location and have a preferred location. We are now undertaking lease negotiation with the landlord and expect to be able to notify staff and Councils on the outcome shortly.

Finance and Commercial

- Major components of work are underway in this workstream, and the Board has taken several significant early decisions to keep the programme on track. Key areas of current work include:
 - The Board has initiated the process of joining the LGFA in May and anticipate that Waiti Waters will have completed this process by September 2026.
 - The Board has agreed on two approaches to explore further to the transfer of debt from Councils to Waiti Waters. Discussions with the LGFA are occurring as part of this work and we are seeking an option that enables straightforward and efficient execution of the transfer and provides necessary flexibility for Councils with respect to the management of their existing debt portfolios (i.e., avoiding costs to unwind or break arrangements).
 - Determination of the approach to pricing, in particular developing the detailed approach to implementing cost-to-serve pricing and determining how to transition from the many different pricing structures in the four Councils to a common basis or structure of pricing.

Digital and Systems

- The Board has taken a decision on the preferred way forward for the digital transition. This will include reuse of existing Council systems (with new configurations to make them suitable for a water organisation) and going to market for new systems in some cases. We have released a procurement to the market in early June for new finance, customer and billing, and asset management systems. We intend to reuse HR, Payroll, Health and Safety and GIS solutions that are in place at at least one of the Councils.

- We have explored the opportunities of sharing systems with other water transitions but have not been able to confirm a way forward within the available timeframe.
- Other work underway in this workstream includes:
 - Implementation of core corporate technology set up which will be complete in time for the Chief Executive's arrival
 - Exploratory work on the options for operational technology (e.g. SCADA systems).

Operations, Service Delivery and Risk

- This workstream is working closely with the organisational workstream to develop the service delivery models for the new organisation. Once the service delivery model is agreed (along with the approach to staff transfer (above)), this enables detailed work on the organisational structure and roles to begin.
- An important early deliverable in this workstream is a combined approach to asset management and a combined (regional) capital investment programme. This was a priority piece of work identified by DIA in their assessment of our Water Services Delivery Plans. We have contracted AECOM for this project and work is well underway. It will be completed by September.
- We are beginning the work on the delivery model for stormwater services, which will require close collaboration between Councils and Waiti Waters. While transfer of stormwater to Waiti Waters will involve the transfer of urban stormwater assets, legal ownership and control of other parts of the stormwater infrastructure (e.g., roading related infrastructure) is required to remain with the roading manager. This will mean Councils and Waiti Waters will need to put in place relationship or service level agreements to clarify who does what.
- Due diligence work is also underway on Councils' contracts, resource consents, assets, and property as the first step in the development of Councils' Transfer Agreements.

Communications and customer

- This workstream completed a successful launch of Waiti Waters in April, along with the development of the Waiti Waters website, name and brand. This marked the completion of stage one of the programme and planning is now underway for a programme of customer, community and stakeholder communications for stage two of the programme to ensure customers and the community are ready for operational transition next year.
- Development of advice on the customer strategy for day one is underway – this work will determine the key aspects of the customer experience that must be in place for day one to ensure customers have confidence in the company, understand how to make contact, pay bills, lodge jobs and make complaints.

APPENDICES

Nil

10.4 CAPE PALLISER ROAD UPDATES

Author: Tim Langley, Principal Advisor - Roading

Authoriser: Janice Smith, Chief Executive Officer

File Number: N/A

PURPOSE

To inform the Infrastructure Committee of the drafting and submission of the future funding of Cape Palliser Road Business Case and implementation of the Cape Pallier Paper Road bylaw.

EXECUTIVE SUMMARY

- **CAPE PALLISER ROAD FUNDING**

NZ Transport Agency (NZTA) funding at 100% for all activities along Cape Palliser Road is scheduled to end in July 2027. NZTA has proposed that the Financial Assistance Rate (FAR) then revert to 51%, aligning with the standard rate applied to other Council Road funding. However, the Council's business case submitted to NZTA demonstrates that a 51% FAR is not financially sustainable. As a result, the Council's preferred option is a hybrid approach, featuring a split FAR. This model would include increased NZTA funding targeted specifically at the most vulnerable sections of the road.

- **CAPE PALLISER UNFORMED LEGAL ROAD**

Access to the Cape Palliser Unformed Legal Road (ULR) beyond the lighthouse is governed by a bylaw restricting use to pedestrians, cyclists, and horse riders. To support Council's October 2025 resolution and progress work on securing long-term public access along the ULR (from the lighthouse to the DOC Scenic Reserve/Stone Wall), a Cape Palliser Access Group has been established. The group provides guidance and input on access options, alignment challenges, and management approaches, and includes representatives from Council (officers and elected members), Herenga ā Nuku Aotearoa- the Outdoor Access Commission, Federated Mountain Clubs, 4WD user groups, surfing representatives, and local community members.

RECOMMENDATIONS

Officers recommend that the Infrastructure Committee:

Receive the Cape Palliser Road Updates Report

BACKGROUND

The Cape Palliser Road is currently categorised as a special purpose road, along with several other roads across the country. These roads are 100% funded by NZTA until July 2027 when they will transition to the regular FAR which is 51% for South Wairarapa District Council (SWDC). NZTA have provided an opportunity for Council to present a proposed bespoke funding approach for consideration. A business case has been developed and submitted to NZTA.

Further along Cape Palliser Road beyond the lighthouse is an Unformed Legal Road (ULR). The ULR crosses several land parcels owned by different parties and has a number of cultural sites of significance. Over many years the ULR and adjoining land has sustained damage from users which has caused concern from landowners. As a result, Council carried out a process and developed a bylaw to limit access to allow discussion to occur around future access along this route..

DISCUSSION

Cape Palliser Road Business Case

The business case has been submitted to NZTA's Director Regional Relationships for Greater Wellington and Top of the South for consideration.

The business case clearly articulates three major core problems:

1. Resilience risk: Escalating coastal erosion, landslides, and storm impacts are creating an increasing likelihood of prolonged closures on a sole-access route.
2. Corridor uniqueness: The road serves nationally significant tourism, cultural, and economic functions and does not operate as a typical local road.
3. Structural funding inequity: There is a fundamental and enduring mismatch between nationally derived benefits and the limited local rating base, which cannot sustainably support the level of investment required.

It concludes that under a standard 51% FAR model Cape Palliser Road is not financially viable for the Council to maintain at an acceptable level of service, with local share implications that are materially unaffordable.

Council's preferred programme is a staged hybrid programme supported by a split-FAR funding model, which is considered essential rather than optional.

This approach:

- Targets investment to the highest-risk and highest-value components of the corridor,
- Applies 100% NZTA FAR to coastal protection, ECOREEF rollout, landslip mitigation, structures, and emergency response, and
- Retains standard FAR treatment for local maintenance, operations, and renewals.

This model provides a clear and defensible alignment between beneficiary and funding source, while ensuring the programme remains deliverable within both NZTA's investment framework and Council's financial constraints.

Cape Palliser Paper Road Bylaw

The Paper Road Bylaw is operating effectively with no negative feedback received from the public or user groups to date.

The installed gate has been vandalised on two occasions this calendar year. The second incident caused significant damage, requiring full replacement of both the gate and padlock. This work has now been completed in conjunction with the adjacent landowner. Both incidents have been reported to New Zealand Police.

The Access Group continues to meet monthly to work through issues and support progress towards agreed long-term access outcomes.

Survey work undertaken to date has confirmed that, in several locations, the legal road alignment is affected by significant natural features and coastal processes, resulting in practical access constraints and at points a restricted passage. Council is committed to working collaboratively with all stakeholders to address these challenges and identify appropriate solutions.

Council officers and Access Group members will be meeting on site with representatives of Ngāti Hinewaka to better understand their aspirations and proposed works in the adjoining area. This discussion will include consideration of potential aggregate extraction from local stream sources to support remediation of damaged sections of the ULR and adjacent land.

APPENDICES

Appendix 1 Cape Palliser Road Business Case - One pager

Cape Palliser Road — Programme Business Case

Te Ara o Matakītiki-a-Kupe · Supporting whānau, hapū and iwi of Ngāti Hinewaka, Ngāti Kahukuraawhitia me ngā hapū o Wairarapa

Prepared by TTAP Ltd for South Wairarapa District Council · NZTA submission deadline 29 May 2026 V1.5 April 2026

“A nationally significant road is at a funding cliff just as its physical resilience challenges are becoming most urgent.”

SPR expires 30 Jun 2027

FAR drops 100% → 51%

SWDC's ~3,200 ratepayers cannot fund a road serving the nation

THE CORRIDOR AT RISK — 38 KM (37.8 KM ACTUAL), 4 SECTIONS



S1 · 0–12 km Lake Ferry Rd to Hurupi Bridge — inland farmland; Whāngaimoana Beach community

S2 · 12–24 km Hurupi Bridge to Turners Bay — coastal fringe; Pinnacles Reserve, Whatarangi Bluff, baches

S3 · 24–30 km Turners Bay to Ngāwi — fishing fleet, one-way bridge, campground

S4 · 30–38 km Ngāwi to Lighthouse — Aorangi Crossing, Mangatoetoe, sealed-to-unsealed transition

53%
Average visitor share of all trips

82%
Peak-day visitor share

150K+
Visitor vehicle journeys / year

\$85–95M
Regional tourism spend / year

13
Iwi & hapū entities supporting

235
Stakeholder rateable properties

PROBLEMS & EVIDENCE

PS1 — Resilience Threat
Short to long-term corridor access is threatened by active coastal erosion, two major landslides and increasing storm frequency.

PS2 — No Corridor Management Plan
Absence of a clear 0–10 and 10–30 year plan to optimise planning and investment across the 38 km corridor.

Johnsons Hill + Te Kopi landslides: staged — Stage 1 Optioneering \$2–4M (prioritised), Stage 2 Mitigation \$12–20M · Coastal — 4 consented sites (champion case, 100% NZTA FAR): Hurupi–Te Mahi, Turners Bay, Kupes Sall, KiriKiri Ford (WAR09032, WAR150017) · EcoReef expedited rollout · Feb 2026 Hurupi Bridge washout: \$100k event cost

INVESTMENT OBJECTIVES

1 Reduce risk of road closure
Reduce closure risk from natural hazards (coastal erosion, landslides, storm events).

2 Maintain level of service
Maintain or improve LoS for residents and 150k+ annual visitors.

3 Sustain iwi & hapū access
Protect access to wāhi tapu, marae and mahinga kai. 13 iwi & hapū letters of support.

GPS 2024: Resilience · Economic growth & productivity · Safety · Value for money — all four engaged.

SPLIT-FAR FUNDING MODEL (Council position — for discussion)

NZTA — 100% (BESPOKE / SPLIT-FAR)
Ngā mahi ā-motu · Six national-benefit workstreams

- Coastal protection — 4 consented sites ★ **Champion**
- EcoReef — expedited rollout
- Landslip Stage 1 — Optioneering (JH + Te Kopi)
- Landslip Stage 2 — Mitigation (staged)
- Bridge structural renewals
- Emergency response

~\$38–\$64M / 10 yrs

SWDC — 51% FAR · MOR
Ngā mahi ā-rohe · Maintenance, Ops & Renewals

- Pavement renewals & reseals
- Routine maintenance & drainage
- Safety (guardrails, speed)
- Corridor monitoring & consents

\$6–\$8M / 10 yrs (= \$700k/yr)

Split-FAR — SWDC share = \$3–\$4M / 10 yrs — affordable.

Blanket 51% FAR → \$22–\$35M — not affordable.

PROGRAMME COMPONENTS (10-YEAR)

COMPONENT	COST	FUNDING
Coastal protection — 4 consented sites ★	\$8–\$12M	NZTA 100%
EcoReef — expedited rollout	\$12–\$20M	NZTA 100%
Landslip — Stage 1 Optioneering*	\$2–\$4M	NZTA 100%
Landslip — Stage 2 Mitigation (staged)*	\$12–\$20M	NZTA 100%
Bridge — structural renewals†	\$2–\$4M	NZTA 100%
Emergency response	\$2–\$4M	NZTA 100%
MOR — pavement, drainage, safety, monitoring	\$6–\$8M	51% FAR
Total programme (10-year)	\$44–\$72M	Option D

★ Four consented sites tabled with the Resource Practitioners — championed as fully funded coastal protection going forward. * Stage 1 Optioneering prioritised; Stage 2 staged subject to Stage 1 outcomes (long-term WSP option range \$80–180M for engineered solutions). † Structural renewals only; minor bridge works in MOR. EcoReef manufactured in Masterton (rimurimu-inspired). Maintenance Contractor: Fulton Hogan.

OPTIONS — MCA ASSESSMENT

OPTION	SCORE
A Status Quo (reference only)	—
B Maintain Alignment (full protection)	+5
C Inland Realignment	+1
D Hybrid Programme (RECOMMENDED)	+11

Option D — scoring breakdown
Closure risk +2 · LoS +2 · Cultural access +2 · Afford/deliver +1 · Consenting +1 · Adaptability +3
B and C also carry the common Option D baseline (MOR, bridge, safety, emergency)

SIX WORKSTREAMS

WS1 · Coastal — 4 sites ★ **\$8–\$12M**
Champion case · Hurupi–Te Mahi, Turners Bay, Kupes Sall, KiriKiri Ford (WAR09032, WAR150017) · 100% NZTA FAR

WS2 · EcoReef expedited rollout **\$12–\$20M**
Rimurimu-inspired nature-based protection; Masterton-manufactured

WS3 · Landslip (staged) **\$14–\$24M**
Stage 1 Optioneering \$2–\$4M (prioritised) + Stage 2 Mitigation \$12–\$20M

WS4 · Bridge structural renewals **\$2–\$4M**
Subject to confirmation through WSP bridge inspection

WS5 · Emergency response **\$2–\$4M**
Emergency-works allowance (~\$100k per event)

WS6 · MOR & Monitoring **\$6–\$8M**
Pavement, reseals, drainage, safety, monitoring (= \$700k/yr) · SWDC 51% FAR

DECISION SOUGHT

1. Endorse Option D (Hybrid — staged) in principle

2. Agree bespoke Split-FAR: 100% NZTA for coastal (4 sites — champion), EcoReef, landslip, bridge and emergency; 51% FAR for MOR

3. Progress activity-level BCs — 4 consented coastal sites + EcoReef + landslip optioneering first

4. Include in 2027–2030 NLTP allocation

FUNDING SCENARIOS COMPARISON

SCENARIO	NZTA	SWDC 10YR	VIABLE?
100% FAR (current SPR)	100%	\$0	Ends Jun 2027
Split-FAR (proposed)	100% items 1–6 / 51% MOR	\$3–\$4M	Affordable ✓
Standard 51% FAR	51%	\$22–\$35M	Not affordable ✗

KEY MILESTONES

End Apr '26
NZTA Board update

29 May '26
NZTA submission

30 Jun '27
SPR expires

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10.5 WATER RACES UPDATE

Author: James O'Connor, Group Manager, Infrastructure and Community Operations

Authoriser: Janice Smith, Chief Executive Officer

File Number:

PURPOSE

To inform *councillors/members* about the water race network via a verbal update that will be presented at the meeting.

EXECUTIVE SUMMARY

- Council manages two water races – Greytown and Featherston
- Water races will not directly transfer to the new WaiTi water entity. They will remain the responsibility of Council.

RECOMMENDATIONS

Officers recommend that the Infrastructure Committee:

Receive the Water Races Update Report.

BACKGROUND

Water races were specifically excluded from the water reform discussions and will remain a council function.

Council could contract the new entity to manage the races in the future.

As we are approaching 30 June and the transfer of service delivery from Wellington Water Ltd to City Care Water Ltd, it was felt appropriate to advise the committee about the races and how they operate.

DISCUSSION

A verbal report will be given at the meeting

APPENDICES

Nil

10.6 ACTION ITEMS

Author: Amy Andersen, Lead Advisor, Democracy and Committees

Authoriser: Janice Smith, Chief Executive Officer

File Number: Not applicable

PURPOSE

To present the Infrastructure Committee with updates on actions and resolutions.

EXECUTIVE SUMMARY

Action items from recent meetings are presented to the Committee for information.

BACKGROUND

The Chair may ask the Chief Executive for comment and all members may ask the Chief Executive for clarification and information through the Chair.

If the action has been completed between meetings it will be shown as 'actioned' for one meeting and then will remain in a master register but no longer reported on. Procedural resolutions are not reported on.

DISCUSSION

Please refer to the report appendix.

APPENDICES

Appendix 1 **Action Items - June 2026**

Number/Item	Raised Date	Manager / Assigned Officers	Action or Task details	Status	Notes
Action IC2026/04	12 Feb 2026	J O'Connor / P Trafford and P Gardiner	Officers to provide Council with a briefing on the Moroa and Longwood water race systems.	Actioned	28/04/2026: Referred to Water team for scheduling.
Action IC2026/05	12 Feb 2026	J O'Connor / M Stockley	Officers to provide Council with a briefing on waste management and a site visit to the Otaki Transfer Station.	Actioned	28/04/2026: Action updated and referred to Community Operations team for scheduling.
Action IC2026/12	16 Apr 2026	J O'Connor / G Carson	Request the CE to provide clearer reporting on the cumulative financial impact of bridge works at the next meeting of the Committee in June.	Open	28/04/2026: Reminder re: action sent to officers 05/06/2026: Due to staff absence, this will be completed for the next committee meeting.
Action IC2026/13	16 Apr 2026	J O'Connor / A Pigou	Request CE to work with Communications on a stronger response and future options regarding the issues relating to vandalism and graffiti; and report back to the Committee at the next meeting in June.	Actioned	28/04/2026: Reminder re: action sent to officers 05/06/2026: After some investigation there isn't an easy way to consistently measure vandalism across the Group, especially as it is not always reported to us, we do not always have specific financial coding, or it does not relate to Council property. The Comms Team are developing a wider plan that will speak to vandalism and how we communicate about it.
Action IC2026/14	16 Apr 2026	J O'Connor / P Trafford	Request follow up concerns raised regarding Wellington Water project planning – Greytown bore.	Actioned	28/04/2026: Reminder re: action sent to officers 05/06/2026: Wellington Water are replacing the bore pump in the week commencing 8 June. The Greytown WTP capital project is underway as per the capital dashboard report.

11 PUBLIC EXCLUDED BUSINESS**RESOLUTION TO EXCLUDE THE PUBLIC****RECOMMENDATIONS**

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution	Plain English reason for passing this resolution in relation to each matter
11.1 - Public Excluded Minutes of the Infrastructure Committee Meeting held on 16 April 2026	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7	The minutes of the meeting relate to item 11.1 - Waters Capital Projects Budget Savings report.

12 KARAKIA WHAKAMUTUNGA – CLOSING

Kua mutu ā mātou mahi
Mō tēnei wā
Manaakitia mai mātou katoa
O mātou hoa
O mātou whānau
Aio ki te Aorangi

Our work is finished
For the moment
Blessing upon us all
Our friends
Our families
Peace to the Universe