Te Kaunihera-ā-Rohe o Taratahi
CARTERTON
DISTRICT COUNCIL

AGENDA

Policy and Projects Committee meeting

Date: **Wednesday, 22 April 2026**

Time: **9:00 am**

Location: **Carterton Events Centre**
50 Holloway St
Carterton

Cr R Round (Chair)
Cr S Gallon (Deputy Chair)
Deputy Mayor G Ayling
Mayor S Cretney
Cr B Deller
Cr L Newman
Cr S Laurence
Cr S Casey
Cr J Burns
J Ngātuere (Ngāti Kahukuraāwhitia)

Notice is hereby given that a Policy and Projects Committee meeting of the Carterton District Council will be held in the Carterton Events Centre, 50 Holloway St, Carterton on:

Wednesday, 22 April 2026 at 9:00 am

Order Of Business

1 KARAKIA TIMATANGA

Mai i te pae maunga, raro ki te tai

Mai i te awa tonga, raro ki te awa raki

Tēnei te hapori awhi ai e Taratahi.

Whano whano, haramai te toki

Haumi ē, hui ē, tāiki ē!

2 APOLOGIES

3 CONFLICTS OF INTERESTS DECLARATION

4 PUBLIC FORUM

5 DISCUSSION OF THE PUBLIC FORUM

VIDEOCONFERENCE DETAILS

Microsoft Teams Need help?

Join the meeting now

Meeting ID: 464 763 437 375 56

Passcode: KK7xv6UH

Te Kaunihera-ā-Rohe o Taratahi
CARTERTON DISTRICT COUNCIL

---

6 CONFIRMATION OF THE MINUTES

6.1 MINUTES OF THE POLICY AND PROJECTS COMMITTEE MEETING HELD ON 18 FEBRUARY 2026

1. RECOMMENDATION

1. That the Minutes of the Policy and Projects Committee Meeting held on 18 February 2026 are true and correct.

File Number: **509077**

Author: **Katrina King, Democratic Services Officer**

Attachments: **1. Minutes of the Policy and Projects Committee Meeting held on 18 February 2026**

MINUTES OF CARTERTON DISTRICT COUNCIL
POLICY AND PROJECTS COMMITTEE MEETING
HELD AT THE CARTERTON EVENTS CENTRE, 50 HOLLOWAY ST, CARTERTON
ON WEDNESDAY, 18 FEBRUARY 2026 AT 9:00 AM

PRESENT: Cr Rachel Round (Chair), Cr Steve Gallon (Deputy Chair), Deputy Mayor Grace Ayling, Mayor Steve Cretney, Cr Brian Deller (via videoconference), Cr Lou Newman, Cr Steve Laurence, Cr Simon Casey, Cr Jane Burns

IN ATTENDANCE: Staff

Geoff Hamilton (Chief Executive), Lawrence Stephenson (Group Manager Infrastructure), Solitaire Robertson (Group Manager Planning and Regulatory), Marc Ferguson (Chief Financial Officer), Jeet Kiran (Waters Compliance and Monitoring Officer), Sarvesh Tiwari (Waste Management and Minimisation Officer), Christo Heyns (Project Manager), Victoria Ross (Events Centre Team Leader), Matt Peterken (Senior Water Treatment Operator), Sara Renall (Senior Communications and Engagement Advisor), Katrina King (Democratic Services Officer)

1 KARAKIA TIMATANGA

The meeting opened with a karakia by all members.

2 APOLOGIES

MOVED

That an apology be accepted from Joel Ngātuere (Ngāti Kahukuraāwhitia).

Cr R Round/Mayor S Cretney

CARRIED

3 CONFLICTS OF INTERESTS DECLARATION

There were no conflicts on interest declared.

4 PUBLIC FORUM

There was no public forum.

5 DISCUSSION OF THE PUBLIC FORUM

Not applicable.

6 CONFIRMATION OF THE MINUTES

6.1 MINUTES OF THE POLICY AND PROJECTS COMMITTEE MEETING HELD ON 3 DECEMBER 2025

MOVED

1. That the Minutes of the Policy and Projects Committee Meeting held on 3 December 2025 are true and correct.

Mayor S Cretney/Cr J Burns

CARRIED

7 REPORTS

7.1 WASTE MANAGEMENT AND MINIMISATION UPDATE

1. PURPOSE

For the Committee to be updated on Carterton District's Waste Management and Minimisation services.

NOTED

1. Officers will work with Phoenix recycling to install buckets at the Events Centre for battery collection.
2. Officers will investigate Jib board recycling.

MOVED

That the Committee:

1. **Receives** the report.

Deputy Mayor G Ayling/Cr S Gallon

CARRIED

7.2 UPDATE ON MAJOR PROJECTS

1. PURPOSE

To update the Committee on the progress of major projects.

MOVED

That the Committee:

1. **Receives** the report.

Cr J Burns/Cr S Laurence

CARRIED

2. **Recommend to Council to** bring forward $800,000 of the 2026/27 budget as discussed in the report to allow continuation of work.
3. **Recommend to Council to** the transfer of $540,362 from Backflow Prevention budget (WSC25Boundrybackflow) to the Water Supply network renewal budget. (WSC25Mainsreplace)**.**
4. **Recommend to Council to** the transfer of $132,230 from Condition Assessment budget (WSC25Conditionassess) to the Water Supply network renewal budget (WSC25Mainsreplace).

Mayor S Cretney/Cr S Gallon.
CARRIED

7.3 UPDATE ON OPERATIONAL CONSENTS

1. PURPOSE

To update the Committee on the status of the existing consents.

MOVED

That the Committee:

1. **Receives** the report.

Cr S Gallon/Mayor S Cretney

CARRIED

7.4 RUAMĀHANGA ROADS AND CORRIDOR ACCESS REPORT

1. PURPOSE

For the Committee to be updated on Ruamāhanga Roads and Corridor Access activities.

MOVED

That the Committee:

1. **Receives** the report.

Cr J Burns/Mayor S Cretney

CARRIED

7.5 WATER OPERATIONS REPORT

1. PURPOSE

For the Committee to be updated on the water operations.

MOVED

That the Committee:

1. **Receives** the report.

Deputy Mayor G Ayling/Cr S Laurence

CARRIED

7.6 EVENTS CENTRE ACTIVITY REPORT

1. PURPOSE

For the Committee to receive the activities report for the Wairarapa Events Centre.

MOVED

That the Committee:

1. **Receives** the report.

Cr L Newman/Cr S Casey

CARRIED

7.7 UPDATE ON PLANNING RESOURCE CONSENTS

1. PURPOSE

The purpose of this report is to update the Committee on the resource consents issued since the previous update.

MOVED

That the Committee:

1. **Receives** the report.

Mayor S Cretney/Cr J Burns

CARRIED

7.8 REVIEW OF SENSITIVE EXPENDITURE POLICY

1. PURPOSE

For the Committee to adopt the reviewed Sensitive Expenditure Policy.

MOVED

That the Committee:

1. **Receives** the report.
2. **Adopts** the reviewed Sensitive Expenditure Policy.

Deputy Mayor G Ayling/Cr J Burns

CARRIED

7.9 UPDATED POLICY ON ELECTED MEMBERS ALLOWANCES AND EXPENSES

1. PURPOSE

For the Council to adopt the updated Elected Members' Allowances and Expenses Policy.

MOVED

That the Council:

1. **Receives** the report.

Deputy Mayor G Ayling/Mayor S Cretney

CARRIED

2. **Agrees** to the addition of quarterly payment options for the Communications Allowance.

Mayor S Cretney/Cr S Gallon

CARRIED

3. **Notes** the Remuneration Authority consideration to remove out of district restrictions.

4. **Adopts** the updated Elected Members' Allowances and Expenses Policy 2025/26.

Mayor S Cretney/Deputy Mayor G Ayling

CARRIED

8 KARAKIA WHAKAMUTUNGA

The meeting closed with a karakia by all members.

The Meeting closed at 10.31am

.

Minutes confirmed: ……

Date: ……

7 REPORTS

7.1 NEW ROAD NAME

1. PURPOSE

For Council to give consideration to a proposal for a new road name.

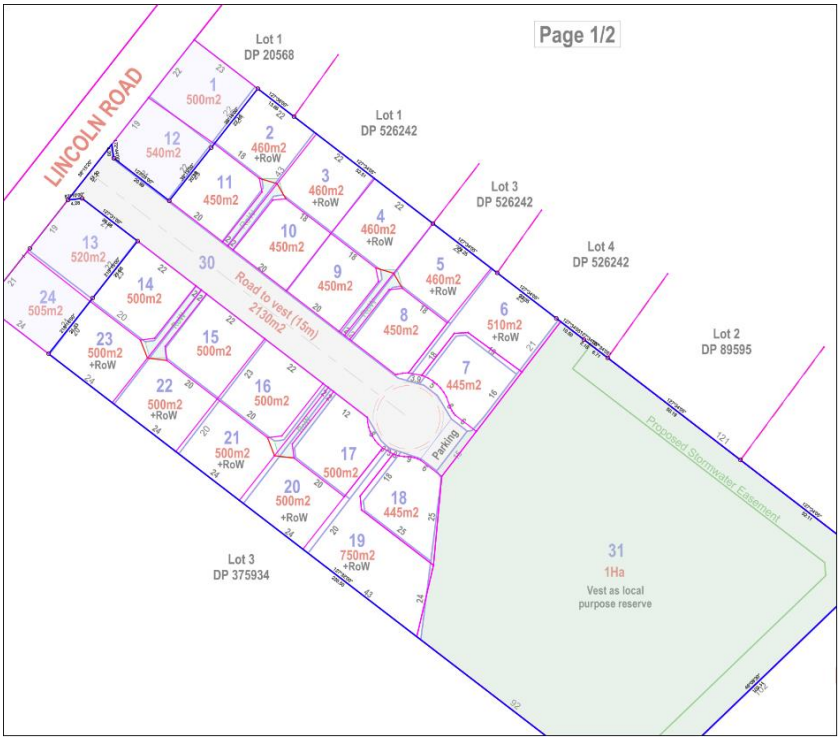
2. SIGNIFICANCE

The matters for decision in this report are not considered to be of significance under the Significance and Engagement Policy.

3. BACKGROUND

On 20 February 2026 Council officers received suggestions from a developer to name a road to be vested in Council as part of their development.

67 Lincoln Limited undertook a 26 lot residential subdivision located at Lincoln. Due to the number of lots being created it was proposed to vest the road to Council. As such, the road is required to be formally named. Approval of new road/street names is delegated to Policy and Projects Committee or full Council. This delegation enables efficient decision-making within legislative timeframes. The exception to this is if the recommended road/street name is likely to be controversial. A copy of the subdivision is shown below.



4. DISCUSSION

Under the Local Government Act 1974 (s.319A), Carterton District Council is responsible for naming roads and streets in the district. Council reviewed its road naming policy on 9 September 2023 and determined the following:

Preference is given to road/street names that, in relation to the site concerned, meet one of the defined criteria. The criteria, in order of preference, are:

- recognition of Māori cultural significance;
- recognition of cultural significance other than Māori; reflection of the landscape or topographical features;
- recognition of historical events that have a significant impact on the community; or
- honouring local residents who have made significant contributions to the Carterton district (alive or deceased).

Road/street names are also required to be unique and not duplicated in the Carterton district (in spelling or sound).

Where new roads need to be named as a result of a new subdivision or development, the developer shall be given the opportunity of suggesting up to three options, in order of preference.

On 9 February the developer engaged with Hurunui-o-Rangi who suggested three names being, Tunuiarangi, Nukutaimemeha and Puanani. All three names were endorsed by Kahungunu ki Wairarapa at their meeting on 10 February 2026, with their preference being Nukutaimemeha. The preference of the Developer is that of Puanani and this is what was requested by the developer to the Council.

As noted above, Council adopted a criterion that was based on an order of preference. The proposed name fits with Council's first criteria being Māori cultural significance.

> *An old Māori settlement on the west side of Carterton. Pūrakau Maika was the editor of the Māori newspaper Te Puke ki Hikurangi based at Papawai. The first issue was published 21 December 1897. He was a member of the Rongokako Māori Council and the Tāne-nui-a-rangi Committee and one of the meetings was held at his home at Puanani, Carterton, in 1913*

Council officers are suggesting the suffix of Green to be used as under our policy this is a Roadway often leading to a grassed public recreation area, which fits this development well.

5. NEXT STEPS

Should the Council resolve to adopt the names as proposed by the developer then officers will notify the District Land Registrar and Chief Surveyor, in accordance with Section 319A Local Government Act 1974.

6. CONSIDERATIONS

6.1 Climate change

N/A

6.2 Tāngata whenua

Council Policy sets out the requirement for consultation with Mana Whenua if a road/street is located in or near an area of significance to tāngata whenua. If a developer proposes names for a road/street located in or near an area of significance to tāngata whenua, they are required to consult with local iwi prior to submitting name options to CDC.

On 9 February the developer engaged with Hurunui-o-Rangi who suggested three names being, Tunuiarangi, Nukutaimemeha and Puanani. All three names were endorsed by Kahungunu ki Wairarapa at their meeting on 10 February 2026, with their preference being Nukutaimemeha. The developer's preference as noted earlier is that of Puanani. All three names are included in Appendix 2 of the policy.

6.3 Financial impact

The full cost of the signs and their erection are to be paid for by the developer.

6.4 Community Engagement requirements

The policy notes that if a developer proposes names for a road/street, evidence of consultation with affected property owners is required. No property owners are considered affected and consultation has been undertaken with local hapu and iwi.

6.5 Risks

N/A

+

7. RECOMMENDATION

That the Council:

1. **Receives** the report.
2. **Adopts** the proposed public road names for the subdivision by 67 Lincoln Limited off Lincoln Road to be known as Puanani Green.
3. **Instructs** officers to notify the District Land Registrar and Chief Surveyor, in accordance with Section 319A Local Government Act 1974.

File Number: **513118**

Author: **Solitaire Robertson, Planning and Regulatory Services Manager**

Attachments: **1. Road naming Policy ⇩**

Road and Street Naming Policy

9th September 2020

125186

CONTENTS

125186

PURPOSE

The purpose of the Road and Street Naming Policy is to ensure that the approach to naming roads and streets follows a consistent process and that road names reflect the unique identity of the Carterton district.

SCOPE

This policy applies to all roads and streets in the Carterton district. It does not apply to unformed or paper roads, unless Carterton District Council (CDC) deems it necessary. There may be circumstances which fall outside this policy, where decision-making discretion will need to be applied.

OBJECTIVE

This policy is designed to

- provide guidance and support in order to ensure that names moving forward reflect our district's history and tell our stories, ensuring that under-represented groups, such as mana whenua and women, that have played an important part in Carterton's history are given appropriate prominence.
- To encourage locally significant Maori names for roads in Carterton, promote te reo Maori, and enable greater visibility of mana whenua connections to Carterton.

ROAD AND STREET NAMING

Under the Local Government Act 1974 (s.319A), CDC is responsible for naming roads and streets in the district. Refer to Appendix 1 for an overview of the process to name a new road/street.

Road and Street Naming Criteria

Preference is given to road/street names that, in relation to the site concerned, meet one of the defined criteria. The criteria, in order of preference, are:

- recognition of Māori cultural significance; refer to appendix 2
- recognition of cultural significance other than Māori; reflection of the landscape or topographical features;
- recognition of historical events that have a significant impact on the community; or
- honouring local residents who have made significant contributions to the Carterton district (alive or deceased) refer to appendix 3

Road/street names are also required to be unique and not duplicated in the Carterton district (in spelling or sound).

Style Guide for Road and Street Names

To ensure a consistent standard, road/street names are required to:

- be easy to spell and pronounce;
- be correctly spelt;
- not include diacritical marks such as hyphens and apostrophes (with the exception of macrons in Māori names in order to aid pronunciation and preserve the correct interpretation);
- not be offensive or named after any commercial organisation;

- In general short roads will be given short names to avoid cartographic problems. Ie; road/street names in proportion to the length of the road, to ensure the name will be displayed correctly on maps.

For roads/streets named after a person, the full name of the person will be used where the full name is of a reasonable length. If the full name is too long, consideration may be given to using the surname only.

The suffix used must be appropriate to the form of the road/street. Refer to Appendix 1 for a list of road/street name suffixes and descriptions.

Approval Delegation

Approval of new road/street names is delegated to the Policy and Strategy Committee. This delegation enables efficient decision-making within legislative timeframes.

The recommendation for changing the name will be submitted to the Policy and Strategy Committee for approval.

Any proposed additions or deletions to either Appendix 1, 2 or 3 shall be submitted to the Policy and Strategy Committee for approval.

The exception to this is if the recommended road/street name is likely to be controversial. In this circumstance, the recommendation will be submitted to CDC's full Council for approval.

Request to Name a Road

Where new roads need to be named as a result of a new subdivision or development the developer shall be given the opportunity of suggesting up to three options, in order of preference. When submitting the preferred options supportive comment should be given on why the names have been chosen, including any meaning and/or historical background.

The full costs of the signs and their erection are to be paid for by the developer.

Changing Existing Road And Street Names

Existing road/street names may be changed at CDC's discretion, if the amendment will result in a clear and significant benefit to the community. This may include:

- rectifying a misspelt or known incorrect name (including the suffix);
- or avoiding confusion, duplication or ambiguity.

A member of the public, emergency services, Council or a Councillor can request that a road name be changed. Council will usually only consider changing the name if a significant majority of the residents or business owners in the road support the proposed change or there is significant public benefit in making the change, especially for emergency services.

A recommendation on whether to change the road/street name will be made after undertaking appropriate consultation.

Requests from the Public

If a request to change a road/street name is initiated by a member of the public, the request must:

- be in writing;

- include a clear and evidenced justification for the change; and
- be supported by a petition signed by at least 80% of property owners in the relevant road/street.

Private Rights of Way

A development using one right of way that accommodates several dwellings can have a Court, Lane, or Way name formally identified. The Council does not have statutory power to name private ways but this does not preclude Council from either:

- Formally identifying names in well accepted usage ;or
- Formally recording the name agreed to by property owners.

Where a name can be formally recorded against a Right-of-Way, numbering proceeds as for new roads.

CONSULTATION

Consultation with Mana Whenua

If a road/street is located in or near an area of significance to tangata whenua, the local Mana Whenua will be consulted. Preference will be given to a name identified by Mana Whenua.

If a developer proposes names for a road/street located in or near an area of significance to tangata whenua, they are required to consult with local iwi prior to submitting name options to CDC. Evidence of the consultation must be provided.

If a Māori name is proposed for any road/street in the district, local iwi will be consulted to ensure the name is correct and appropriate.

Consultation with Affected Property Owners

Affected property owners will be consulted, including those who own property on the road/street being named or those who own property on roads that will be serviced by the road being named.

If a developer proposes names for a road/street, evidence of consultation with affected property owners is required.

Consultation with Related People

If a road/street is proposed to be named after a person, the relations of that person will be consulted (where possible).

REVIEW OF POLICY

This policy will be reviewed every five years.

DEFINITIONS

Road: As defined in the Local Government Act 1974 (s.315). This includes all ÇDC roads, streets, access ways, service lanes and state highways.

REFERENCES

Local Government Act 1974

Appendix 1: Road/Street Name Suffix Guide

Type	Suffix	Description/usage
Alley	Aly	Usually narrow roadway in a city or town
Arcade	Arc	Covered walkway with shops along the sides
Avenue	Ave	Broad roadway, usually planted wither side with trees
Boulevard	Blvd	Wide Roadway, well paged, usually ornamented with trees and grass plots
Circle	Cir	Roadway that generally forms a circle
Close	Cl	Short enclosed roadway
Court	Ct	Short enclosed roadway, usually surrounded by buildings
Crescent	Cred	Crescent shaped roadway, especially where both ends join the same thoroughfare
Crest	Crest	A roadway running along the top or summit of a hill
Drive	Dr	Wide main roadway without many crossing streets
Esplanade	Esp	Level roadway alongside the sea, a lake or river
End	End	A no exit street
Glade	Gld	Roadway usually in a valley of trees
Glen	Glen	In narrow valley
Green	Grn	Roadway often leading to a grassed public recreation area
Grove	Grv	Roadway that features a group of trees standing together
Heights	Hts	A roadway traversing high ground
Hill*	Hill	Applies to a feature rather than a route
Highway	Hwy	Highway Only
Lane	Ln	Narrow roadway between walls, buildings or a narrow country roadway
Lookout*	Lookout	A roadway leading to or having a view of fine natural scenery
Loop	Loop	Roadway that diverges from and rejoins the main thoroughfare
Mall	Mall	Wide walkway, usually with shops along the sides
Mead	Mead	Mowed land
Meadows	Meadows	Mowed land
Mews	Mews	Roadway in a group of houses; traditionally rural residential area converted to a residential area
Parade	Pde	Public roadway or promenade that has food pedestrian facilities along the side
Place	Pl	Short, sometimes narrow, enclosed roadway
Promenade	Prom	Wide flat walkway, usually along the water's edge

Adopted: 9th September 2020

Quay	Qy	Roadway alongside or projecting into water
Ridge	Rdge	A roadway along the top of a hill.
Rise	Rise	Roadway going to a higher place or position
Road	Rd	Open roadway primarily for vehicles; route between places
Square	Sq	Roadway which generally forms a square shape, or an area of roadway bounded by four sides
Straight	Straight	Rural road
Street	St	An urban road
Terrace	Tce	Roadway on a hilly area that is mainly flat
Track	Trk	Walkway in natural setting; narrow country street that may end in pedestrian access
View	View	Street with a view of significance
Vista	Vista	Street with an outlook of significance
Walk	Walk	Thoroughfare for pedestrians
Way	Way	Only to be used for private roads
Wharf	Whrf	A roadway on a wharf or pier

Adopted: 9th September 2020

Appendix 2: List of Culturally Significant Names

Schedule of preferred road names

Name	Reason
Ngai Tahu	Significant subtribe
Tūnuiārangi	Representative for Wairarapa during the Kotahitanga movement
Hikarahui	Subtribe that settled near the Wainuioru River
Te Raekaumoana	Significant chief
Okahu	Pā site near the Kourarau stream
Nukutaimemeha	Pā site on the west side of Carterton
Taneroroa	Significant subtribe
Tirohanga	Translates as 'views from the hill tops'
Kaiparuparu	Significant subtribe
Rangitataia	Subtribe that settled near Kourarau
Kirikohatu	Significant person
Hikarahui	Subtribe
Te Atawha	Subtribe
Waipuhoro	Subtribe
Ngāmanga	Describes all the streams in the area
Ngāngara	Taniwha formed as hills and cliffs
Mangahuia	Pā site
Taipo	Goblin that is seen on rocky hills
Maurioho	The awakening of the waterfall
Mokonui	Translates as 'giant lizard'
Hine Paewai	A woman devoted to her people of Hurunui o Rangi
Waikoko	Settlement near Gladstone
Parera	Subtribe
Rangi-te-Hewea	subtribe
Rangi-te-taia	Subtribe
Te-Kai	Important person, also a subtribe
Nepia	Significant chief
Ihaka	Important person in education
Purakau	Significant person
Waimana	Natural springs on the hills of Gladstone
Pehikatea	Defensive site
Hinewaka	Marae in the Kourarau area
Ngatuere	Chief who was born in the Mangatarere Stream
Pāteika	Significant land area
Waikokoutauanui	Maori land block
Hinana	Maori land block
Puanani	Settlement on the west side of Carterton
Houhoupounamu	Settlement southwest of Carterton
Tekupenga	The net of the people of Gladstone
Rongomaiwhakateka	The naming of Hurunui o Rangi

Adopted: 9th September 2020

Appendix 3: List of Significant Names

Schedule of preferred road names	
Name	Reason
Warrington	Historic Identity
Elizabeth	Previous reigning monarch
Kaio	WW1 Veteran
Van Baarle	Developer
Wolters	First Town Clerk
Lipinski	Early settlers
Te Aroha	Heart of Carterton
Daysh	Historic Identity
Former County Chairs	
Gilligan	County Chair 1877-1878
Pharazyn	County Chair 1878-1882
Bunny	County Chair 1887-1904
Perry	County Chair 1904-1920
McGregor	County Chair 1933-1940
Court	County Chair 1940-1943
Scott	County Chair 1971-1976
Lukies	County Chair 1976-1983
Monk	County Chair 1983-1989
Former Mayors	
Keys	Past Mayor 1984-1995
Beyer	Past Mayor 1995-2000
Tankersley	Past Mayor 2000-2004
McPhee	Past Mayor 2004-2010
Hart	WW1 veteran – Brigadier General
Lawrence	Historic Identity
Patterson	Current resident's fondness of Carterton
Goodin	Historic Identity
Routhan	Historic Identity - gifted land to Council
Maunsell	Historic Identity
Mark	Former Mayor
Knutson	Historic Identity
Knowles	Historic Identity
Pankhurst	Historic Identity
Kiddie	Historic Identity
Francis Love	Historic Identity
Koers	Local Business Identity

Adopted: 9th September 2020

7.2 EVENTS CENTRE REPORT

1. PURPOSE

For the Committee to receive the activities report for the Wairarapa Events Centre.

2. SIGNIFICANCE

The matters for decision in this report are not considered to be of significance under the Significance and Engagement Policy.

3. DISCUSSION

There have been several staffing changes at the Events Centre. Victoria Ross replaced Erin Banks as Events Centre Manager on 9 February and is settling in well, and Victoria Bates resigned on 8 April. Katrina King has replaced Victoria as the Events Coordinator, which leaves a vacancy for an Events Assistant which we are currently recruiting for. Team morale is high despite all the changes. Katrina has enrolled in a Business Events Industry Aotearoa course and when completed will have a New Zealand Certificate in Business Events (Level 4). The team is excited to begin supporting her through her learning journey.

Victoria attended the PANNZ Arts Market in March. It was a fantastic week with ample opportunities to network and see some amazing theatre and performance, some of which we're in now discussions with to bring to the Events Centre.

We have a full programme lined up for the term one school holidays. The Royal New Zealand Ballet is performing 'Dazzlehands' as well as Mr, Fungus, 'The Ice-Cream is Melting' and The Pantaloons presenting 'The Wizard of Oz'. All shows are selling well – it's lovely to have such a variety of shows on offer for our tamariki.

We have had a very diverse range of events on over the last two months, with Avalanche City, The Good Lives Disability Expo, BATS Incredible fundraiser, Laura Collins and the Big Blues Band, The Holloway Hoopla and The Warratahs among some of the incredible and diverse range of events we've presented to our community. We've also been busy with community and commercial hireage, and a large number of internal bookings. It should be noted, that moving forward a focus will be on making sure our Māori/Pasifika and youth communities are being represented and offered a range of events attractive to them.

We're thrilled to announce that the Events Centre has been gifted a new name by local iwi. We plan to announce the name and roll out the rebranding in June.

Facility Maintenance

The roof is completely finished and is working well with no issues. Routine maintenance of the building is showing no cause for concern. The draft AMP has been received and is currently being read through and considered. The discussion to move solar panels to parts of the Events Centre roof is ongoing among various council departments.

Financial Reporting

The Income and Expenditure report is included in **Attachment 1**.

4. STATISTICS

Ticket sales Percentage Change

	Audience	MoM % change	YoY % change
Mar-23	420		
Apr-23	1521	262%	
May-23	368	-76%	
Jun-23	1191	224%	
Jul-23	752	-37%	
Aug-23	644	-14%	
Sept-23	890	38%	
Oct-23	1872	110%	
Nov-23	1171	-37%	
Dec-23	382	-67%	
Jan-24	100	-74%	
Feb-24	457	357%	
Mar-24	390	-15%	-7%
Apr-24	599	54%	-61%
May-24	787	31%	114%
Jun-24	1383	76%	16%
Jul-24	1747	26%	132%
Aug-24	940	-46%	46%
Sept-24	761	-19%	-14%
Oct-24	2125	179%	14%
Nov-24	1443	-32%	23%
Dec-24	140	-90%	-63%
Jan-25	603	331%	503%
Feb-25	1	-100%	-100%
Mar-25	2345	234400%	501%
Apr-25	423	-82%	-29%
May-25	2376	462%	202%
Jun-25	696	-71%	-50%
Jul-25	968	39%	-45%
Aug-25	597	-38%	-36%
Sept-25	921	54%	21%
Oct-25	1547	68%	-27%
Dec-25	341	-78%	-76%
Jan-26	155	-55%	11%
Feb-26	280	81%	-54%
Mar-26	211	-25%	21000%

						Event Numbers Percentage Change MoM					Event Numbers Percentage Change YoY				
Month	Public/ Ticketed	Commercial	Community	Internal	total	Public/ Ticketed	Commercial	Community	Internal	total	Public/ Ticketed	Commercial	Community	Internal	total
Mar-23	5	25	73	56	159										
Apr-23	12	21	66	49	148	140%	-16%	-10%	-13%	-7%					
May-23	7	29	73	76	185	-42%	38%	11%	55%	25%					
Jun-23	8	32	78	64	182	14%	10%	7%	-16%	-2%					
Jul-23	4	21	71	73	169	-50%	-34%	-9%	14%	-7%					
Aug-23	5	23	85	67	180	25%	10%	20%	-8%	7%					
Sept-23	3	22	83	66	174	-40%	-4%	-2%	-1%	-3%					
Oct-23	6	36	82	66	190	100%	64%	-1%	0%	9%					
Nov-23	9	15	102	67	193	50%	-58%	24%	2%	2%					
Dec-23	3	14	77	41	135	-67%	-7%	-25%	-39%	-30%					
Jan-24	1	3	28	15	47	-67%	-79%	-64%	-63%	-65%					
Feb-24	4	3	69	63	139	300%	0%	146%	320%	196%					
Mar-24	5	17	92	77	191	25%	467%	33%	22%	37%	0%	-32%	26%	38%	20%
Apr-24	5	5	91	72	173	0%	-71%	-1%	-6%	-9%	-58%	-76%	38%	47%	17%
May-24	8	13	97	92	210	60%	160%	7%	28%	21%	14%	-55%	33%	21%	14%
Jun-24	8	10	75	114	207	0%	-23%	-23%	24%	-1%	0%	-69%	-4%	78%	14%
Jul-24	9	16	70	85	180	13%	60%	-7%	-25%	-13%	125%	-24%	-1%	16%	7%
Aug-24	5	8	78	129	220	-44%	-50%	11%	52%	22%	0%	-65%	-8%	93%	22%
Sept-24	6	14	104	60	184	20%	75%	33%	-53%	-16%	100%	-36%	25%	-9%	6%
Oct-24	19	13	86	95	213	217%	-7%	-17%	58%	16%	217%	-64%	5%	44%	12%
Nov-24	7	16	81	86	190	-63%	23%	-6%	-9%	-11%	-22%	7%	-21%	28%	-2%
Dec-24	1	5	60	65	131	-86%	-69%	-26%	-24%	-31%	-67%	-64%	-22%	59%	-3%
Jan-25	2	5	11	33	51	100%	0%	-82%	-49%	-61%	100%	67%	-61%	120%	9%
Feb-25	1	8	57	55	121	-50%	60%	418%	67%	137%	-75%	167%	-17%	-13%	-13%
Mar-25	8	11	76	82	177	700%	38%	33%	49%	46%	60%	-35%	-17%	6%	-7%
Apr-25	3	16	70	77	166	-63%	45%	-8%	-6%	-6%	-40%	220%	-23%	7%	-4%
May-25	5	13	83	100	201	67%	-19%	19%	30%	21%	-38%	0%	-14%	9%	-4%
Jun-25	4	14	82	83	183	-20%	8%	-1%	-17%	-9%	-50%	40%	9%	-27%	-12%
Jul-25	8	13	71	70	162	100%	-7%	-13%	-16%	-11%	-11%	-19%	1%	-18%	-10%
Aug-25	4	8	85	97	194	-50%	-38%	20%	39%	20%	-20%	0%	9%	-25%	-12%
Sept-25	12	9	73	86	180	200%	13%	-14%	-11%	-7%	100%	-36%	-30%	43%	-2%
Oct-25	6	13	77	74	170	-50%	44%	5%	-14%	-6%	-68%	0%	-10%	-22%	-20%
Dec-25	2	15	41	69	127	-67%	15%	-47%	-7%	-25%	-71%	-6%	-49%	-20%	-33%
Jan-26	1	11	20	51	83	-50%	-27%	-51%	-26%	-35%	0%	120%	-67%	-22%	-37%
Feb-26	1	18	37	71	127	0%	64%	85%	39%	53%	-50%	260%	236%	115%	149%
Mar-26	5	19	46	93	163	400%	6%	24%	31%	28%	400%	138%	-19%	69%	35%

5. SALES AND MARKETING

Wairarapa Events Centre Social Media Insights

Facebook	Views	Viewers	New Likes & Follows
1 February to 28 February	76,300 (up 12%)	20,200 (up 59.4%)	33
1 March to 31 March	105,000 (up 30 %)	20,600 (up 0.4%)	34

Instagram	Views	Reach	New Likes & Follows
1 February to 28 February	2400 (down 22%)	478 (down 15%)	5
1 March to 31 March	6500 (up 140%)	4000 (up 685%)	14

Mailchimp Analytics

Date	Open Rate
1 February to 28 February	20% Open Rate
1 March to 31 March	20.1% Open Rate

Summary

At present our eDM open rate is stable and typical in our industry. We've seen social media interactions ramp up in March largely due to the higher frequency of events leading up to mid-year and the school holidays.

Following a question raised at last Policy and Projects Committee meeting, the low numbers in Sales and Marketing for the last report period were due to a limited number of events being promoted the period. The holiday period often impacts sales and engagement, which is reflective in our open rates. It should be noted that our social media engagement rates have increased significantly over this reporting period, and we anticipate our eDM open rates will do the same in April.

Comments from events over the period

Avalanche City – 20 February – Taratahi Auditorium

Was AWESOME! Well done to the centre for hosting this event! Looking forward to many more like this!! You do an amazing job arranging all the shows and events. Love the options of local entertainment.

It was a fantastic night!

The quality of the musicians was fantastic!

6. CONSIDERATIONS

6.1 Climate change

As a high consumption facility, ongoing monitoring of heating, cooling, and lighting systems continues to identify opportunities for improved energy efficiency. Long-term considerations relate to the energy use of the Events Centre, such as the use of solar panels.

6.2 Tāngata whenua

A new name for the Events Centre has been gratefully received from local hapu who will be consulted and involved in the launch/rebrand in June.

6.3 Financial impact

The financial matters covered in this report are within existing budgets and no additional funding is required at this time.

6.4 Community Engagement requirements

There are no matters arising from this report requiring community engagement.

6.5 Risks

Ther are no specific risks identified.

6.6 Wellbeings

The Events Centre contributes positively to broader social, cultural and economic wellbeing outcomes, and supports CDC's vision of 'a welcoming and vibrant community where we all enjoy living'.

7. RECOMMENDATION

That the Committee:

1. **Receives** the report.

File Number: **512641**

Author: **Victoria Ross, Events Centre Manager**

Attachments: **1. FInancial Report Events Centre Feb March 2026** ⇩

Carterton DC*	183 Event Centre and 694 Miscellaneous Properties						
Account Details							
For Period 2025/26 - March							
GL ID	Cost Centre	Account	2025/26 YTD Actuals March	2025/26 YTD Budgets March	2025/26 YTD Variance March	2025/26 Full Year Budget	Budget Monies Left	Variance Comments
		Grand Total	**(935,198)**	**(1,030,623)**	**(95,425)**	**(1,374,207)**		
		Community Support	(935,198)	(1,030,623)	(95,425)	(1,374,207)		
		Events Centre	**(934,801)**	**(990,582)**	**(55,781)**	**(1,320,807)**		
		Income	**(1,284,190)**	**(1,383,045)**	**(98,855)**	**(1,844,062)**		
183513	Events Centre	183513. Ext Work Recovery Charges	276	0	(276)	0		
183534	Events Centre	183534. Ticket Sales	(142,940)	(254,997)	(112,057)	(340,000)		
183574	Events Centre	183574. Room Hire - Internal Charge Recovery	(13,808)	(11,250)	2,558	(15,000)		
183585	Events Centre	183585. Miscellaneous Income	(1,247)	(29,997)	(28,750)	(40,000)		Change of coding - Bar Sales have moved to their own code for better recognition. Misc income should be only for actual misc income.
183586	Events Centre	183586. Bar Sales	(19,219)	0	19,219	0		Change of coding - Bar Sales code is new so budget for this still sits in 183585 Misc Income.
183590	Events Centre	183590. Lease & Right of Use Income	(4,829)	(86,283)	(81,454)	(115,040)		Change of coding - Budget here is for 183591. New code created to differentiate between venue hires and lease of spaces.
183591	Events Centre	183591. Venue and Equipment Hire	(99,012)	0	99,012	0		Change of coding - Budget sits in 183590. New code created to differentiate between venue hires and lease of spaces.
183700	Events Centre	183700. Rates Income - General	(1,003,412)	(1,000,518)	2,894	(1,334,022)		
		Expense	**237,803**	**271,944**	**34,141**	**362,566**		
183110	Events Centre	183110. Ceremonies	120	0	(120)	0	(120)	
183112	Events Centre	183112. Advertising	3,478	4,500	1,022	6,000	2,522	
183115	Events Centre	183115. Marketing & Promotion	15,136	22,500	7,364	30,000	14,864	
183116	Events Centre	183116. Event proceeds distribution - pmts to promoter, performer or	140,457	150,003	9,546	200,000	59,543	
183117	Events Centre	183117. Event support	13,420	15,003	1,583	20,000	6,580	
183118	Events Centre	183118. Computer Support	4,417	7,254	2,837	9,676	5,259	
183121	Events Centre	183121. Conference & Seminars	2,042	3,753	1,711	5,000	2,958	
183127	Events Centre	183127. Contract - Cleaning	0	3,753	3,753	5,000	5,000	
183131	Events Centre	183131. Contract - Building Security	299	765	466	1,020	721	

Carterton DC* | **183 Event Centre and 694 Miscellaneous Properties**

Account Details

For Period 2025/26 - March

GL ID	Cost Centre	Account	2025/26 YTD Actuals March	2025/26 YTD Budgets March	2025/26 YTD Variance March	2025/26 Full Year Budget	Budget Monies Left	Variance Comments
183144	Events Centre	183144. General Expenses	1,047	0	(1,047)	0	(1,047)	
183152	Events Centre	183152. Internal Charge Offset - Room Hire (Event Centre)	780	0	(780)	0	(780)	EC booking of rooms
183154	Events Centre	183154. Lease - Photocopier & Eftpos	0	1,503	1,503	2,000	2,000	
183156	Events Centre	183156. Maintenance - General	1,548	2,250	702	3,000	1,452	
183159	Events Centre	183159. Equipment hire	2,075	1,503	(572)	2,000	(75)	
183164	Events Centre	183164. Maintenance - Buildings	27,829	22,500	(5,329)	30,000	2,171	
183165	Events Centre	183165. Repairs and Maintenance - Furniture & Fittings	5,102	6,120	1,018	8,160	3,058	
183174	Events Centre	183174. Materials - General	5,970	5,247	(723)	7,000	1,030	
183183	Events Centre	183183. Photocopying expense	0	1,125	1,125	1,500	1,500	
183186	Events Centre	183186. Postage	0	1,125	1,125	1,500	1,500	
183197	Events Centre	183197. Purchases - low value assets	1,546	3,123	1,577	4,160	2,614	
183200	Events Centre	183200. Repairs & Maintenance	1,885	7,722	5,837	10,300	8,415	
183222	Events Centre	183222. Stationery	767	2,250	1,483	3,000	2,233	
183225	Events Centre	183225. Subscriptions	1,013	3,753	2,740	5,000	3,987	
183230	Events Centre	183230. Telephone & Tolls	1,497	3,942	2,445	5,250	3,753	
183238	Events Centre	183238. Motor vehicle expenses	160	0	(160)	0	(160)	Car track for the EC portion - not budgeted
183248	Events Centre	183248. Staff Training	1,810	0	(1,810)	0	(1,810)	2x course and RedSeed Training
183249	Events Centre	183249. Travel Costs - Staff	5,408	2,250	(3,158)	3,000	(2,408)	
		Asset	**111,586**	**120,519**	**8,934**	**160,689**		
9008822	Events Centre	9008822. ECA - Lighting & Sound	38,078	54,414	16,336	72,554	34,476	
9008825	Events Centre	9008825. ECA - Other equipment	1,760	7,794	6,034	10,395	8,635	
9008831	Events Centre	9008831. ECF - Non-specified equipment	2,777	3,753	976	5,000	2,223	

Carterton DC* | **183 Event Centre and 694 Miscellaneous Properties**

Account Details

For Period 2025/26 - March

GL ID	Cost Centre	Account	2025/26 YTD Actuals March	2025/26 YTD Budgets March	2025/26 YTD Variance March	2025/26 Full Year Budget	Budget Monies Left	Variance Comments
9008834	Events Centre	9008834. ECF - Other requirements	68,971	54,558	(14,413)	72,740	3,769	
		Community Services	**(397)**	**(40,041)**	**(39,644)**	**(53,400)**		
		Income	**(84,252)**	**(86,580)**	**(2,328)**	**(115,446)**		
694502	Miscellaneous Properties	694502. Cost recovery	0	0	0	0		
694585	Miscellaneous Properties	694585. Miscellaneous	(404)	(2,997)	(2,593)	(4,000)		
694586	Miscellaneous Properties	694586. Rent - Salvation Army	(7,200)	(7,200)	0	(9,600)		
694591	Miscellaneous Properties	694591. Rent - Wai Art No 23	(2,374)	(2,322)	52	(3,100)		
694700	Miscellaneous Properties	694700. Rates Income - General	(74,274)	(74,061)	213	(98,746)		
		Expense	**49,356**	**22,140**	**(27,216)**	**29,510**		
694123	Miscellaneous Properties	694123. Consultancy Services	22,940	4,500	(18,440)	6,000	(16,940)	
694164	Miscellaneous Properties	694164. Maintenance - Buildings	20,296	11,250	(9,046)	15,000	(5,296)	
694165	Miscellaneous Properties	694165. Maintenance - Vandalism	0	387	387	510	510	
694196	Miscellaneous Properties	694196. Rates - Wgtn Regional Council	6,120	6,003	(117)	8,000	1,880	
		Asset	**34,499**	**24,399**	**(10,100)**	**32,536**		
9008843	Miscellaneous Properties	9008843. CB - services	34,499	24,399	(10,100)	32,536	(1,963)	

7.3 2024/25 COUNCIL EMISSIONS REPORT

1. PURPOSE

To provide the Council with visibility of the 2024/25 emissions report, a new baseline for Council.

2. SIGNIFICANCE

The matters for decision in this report are not considered to be of significance under the Significance and Engagement Policy.

3. BACKGROUND

CDC has been measuring its annual greenhouse gas emissions since 2018. This is the latest CDC emissions report, and the first done by financial year rather than calendar year. This shift will enable our emissions reports to become part of annual measurements in the annual report.

4. DISCUSSION

CDC continues to remain carbon negative (removing more carbon than emitted) due to sequestration by the Kaipaitangata Forest.

Gross emissions (the emissions we produce) are within an expected range, consistent with previous calendar years. We are not making significant reductions.

Wastewater is by far the largest source of CDC's greenhouse gas (GHG) emissions, and our water treatment and pumps are also the greatest user of CDC's electricity. Amalgamation of the Wairarapa Councils' water services under a new entity by July 2027 will see big changes to CDC's scope and emissions after that transition.

Electricity and fuel emissions (our second and third highest sources of emissions) are slightly lower than previous calendar years, but don't yet signal a trend.

5. OPTIONS

The report identifies a range of potential emissions reduction initiatives. The timing and prioritisation of implementation will be influenced by funding availability and the appetite of decision-makers and stakeholders.

6. NEXT STEPS

This report becomes the baseline for comparison against our 2025/26 report that is planned to be completed in September 2026.

7. CONSIDERATIONS

7.1 Climate change

Reducing emissions is one of the actions CDC can take (mitigation). This has the benefit of reducing our reliance on fossil fuels, and fossil fuel-generated electricity.

7.2 Tāngata whenua

There are no direct engagement requirements or impact relating to the decision in this report.

7.3 Financial impact

There is no financial impact from the report, but some of the suggestions could require funding and would in turn, offset operating costs.

7.4 Community Engagement requirements

There are no community engagement requirements. The report will be put on the CDC website alongside earlier emissions reports.

7.5 Risks

There are no major risks identified.

7.6 Wellbeings

There are no direct impacts on any of the well-beings from the report.

8. RECOMMENDATION

That the Committee:

1. **Receives** the report.
2. **Notes** the contents of the report.
3. **Notes** that this report becomes the baseline for comparison for the 2025/26 financial year.

File Number: **513145**

Author: **Ricky Utting, Climate Change Coordinator**

Attachments: **1. CDC Draft Emmisions Report 2024/2025** ⇩

Emissions Report 2024/25 Carterton District Council

Final draft v1

Preface

This is Carterton District Council's (CDC) eighth Emissions Report. It marks a change from previous reports and sets a new baseline year for comparison. The major changes are:

- This report is the first to be done by CDC's financial year (July 2024 to June 2025). Previous reports were by calendar year. This will allow year-on-year emission changes to be used as performance measures in annual reports.
- The decision by the four district Wairarapa councils to create a combined new water entity will mean significant changes to the structure of CDC and its emissions profile when the entity starts (July 2027). The impact on CDC's emissions will be large and these are signalled in this report.
- It is the first report where CDC generated electricity from its solar array in Gallon Road. This reduces our operating electricity costs at the wastewater treatment plant, and offsets our power costs by the electricity sold electricity back to the National Grid. It also reduces our electricity emissions.
- It is also the first report to signal transition pathways to lower emissions for CDC's major emissions areas (wastewater, fuel, electricity) and its forest.

Executive Summary

This is the first CDC emissions inventory report by financial year, which will allow us to report on emissions reduction progress in future annual reports. It resets 2024/25 to being our base year for comparison, and we have included results from previous calendar year emissions inventories in this report for comparison.

CDC continues to remain carbon negative (removing more carbon than emitted) due to sequestration by the Kaipaitangata forest.

Gross emissions (the emissions we produce) are within an expected range, consistent with previous calendar years.

Wastewater is by far the largest source of CDC's greenhouse gas (GHG) emissions, and our water treatment and pumps are also the greatest user of CDC's electricity.
The amalgamation of the Wairarapa Councils' water services under a new entity by July 2027 will see big changes to CDC's scope and emissions over that transition.

Electricity and fuel emissions (our second and third highest sources of emissions) are slightly lower than previous calendar years, but don't yet signal a trend. There are various suggestions for reducing emissions throughout the report. The timing and prioritisation of implementation will be influenced by funding availability and the appetite of decision-makers and stakeholders.

What is this report?

This report is a summary of the greenhouse gas (GHG) emissions and carbon captured by Carterton District Council (CDC) over the 2024/2025 financial year. It is put together to understand how CDC's GHG emissions and any reductions compare to previous years.

CDC is expected to contribute to the goal of net-zero New Zealand greenhouse gas emissions (other than biogenic methane) by 2050, and have regard to various emission reduction plans and commitments.

CDC has been undertaking greenhouse gas (GHG) emissions inventories and reports since 2018. Our inventories are developed to meet the ISO 14064-1 international standard for GHG quantification and reporting, and they use emissions factors supplied by the Ministry for the Environment (MfE) to calculate GHG emissions based on the volumes of different emissions or sequestration (carbon capture) sources in the year. This gives us a formalised, and consistent way to measure GHG emissions year on year.

This report is the first that measures emissions over a financial year (rather than a calendar year) and will enable us to report on year-on-year changes in our annual reports. It becomes our new baseline year.

We use an operational control approach to account for emissions, as we have done in previous inventories. It means we only count the emissions we have some direct control over (directly attributed to the organisation's operations), rather than including everything we out-source or have a financial interest in (this doesn't mean we are disinterested in the carbon footprints of our suppliers).

Throughout the report we talk about gross and net emissions. Gross emissions are the quantity of greenhouse gas emissions created by CDC in a year as it goes about its operations. Gross emissions do not include any GHG captured such as in growing forests. Net emissions are the gross emissions created by CDC in a year, less any emissions captured and removed such as trees growing in our forest (the forest absorbs carbon).

This report forms part of Carterton District Council's commitment to measure and manage our emissions. What is included and what is excluded is set out in Appendix A.

The report has not been verified by an external party. There is no requirement for CDC to do so.

Greenhouse gases

Emissions refer to greenhouse gasses released into the atmosphere. Greenhouse gases are atmospheric components that trap heat, preventing it from escaping Earth and contributing to a warming effect.

The dominant cause of our rapidly changing climate over recent decades is human-caused global warming as a result of greenhouse gas emissions into the atmosphere. Global emissions are continuing to rise.

We measure seven GHGs:

- Carbon dioxide: CO_2
- Methane: CH_4
- Nitrous oxide: N_2O
- Hydrofluorocarbons: HFCs
- Perfluorocarbons: PFCs
- Sulphur hexafluoride: SF_6
- Nitrogen trifluoride: NF_3

Different gasses have different global warming potentials, so are converted to the common measure of 'tonnes of Carbon Dioxide equivalent' (tCO_2e). For example methane has 28 times more warming potential than carbon dioxide, and nitrous oxide 265 times more than carbon dioxide.

Note that this inventory report does not currently contain information on our refrigerant use over 2024/25. This is a small component in the inventory, rounding to 0% in each of the previous inventories. We will update and re-publish this report once we have the refrigerant material from our supplier.

Note too that we have plans to automate the collection of private vehicle use information.

Carterton District Council's emissions

CDC continues to sequester more carbon dioxide than it emits due to growth in the Council's Kaipaitangata forest. We are carbon negative but note that this will change in the 2030's when the trees mature, and when the forest is planned to be harvested.

Wastewater emissions continue to account for the highest proportion of CDC emissions by far. These are in an expected range, and below the high wastewater flows of 2022 and 2023 (due to increased rainfall).

Our electricity use and emissions are lower than previous reports, partly due to CDC's solar array in Gallon Road becoming operational in December 2024. We expect this to show further reductions in 2025/26 reporting as the energy generated will cover a full year. We also returned renewably generated electricity to the national grid, lowering the need for fossil fuel generated electricity.

Our fuel use remains around the same low as in our 2024 emissions report. The purchase of an electric van for the Events Centre occurred in this 2024/25 reporting period, but this alone would have little impact on changing the overall fuel usage.

We reinstituted composting of organic waste from CDC locations in Holloway Street at the end of this 2024/25 reporting period, and this shows a small increase in green waste/compost figures.

Chart 1: Organisation emissions percentage breakdown

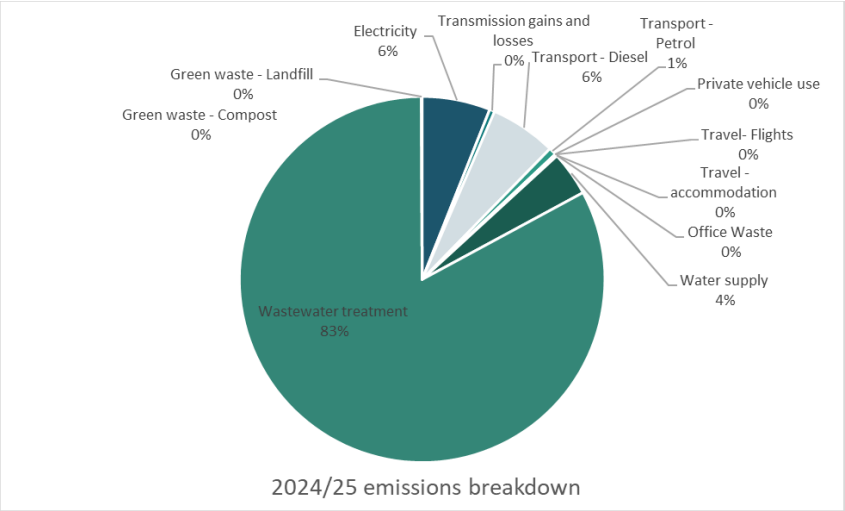


Table 1: Organisation emissions by source and scope

		2018	2019	2020	2021	2022	2023	2024	2024/25
Electricity	Scope 2	182.24	201.37	76.41	88.97	87.01	85.78	124.53	112.59
Transmission gains and losses	Scope 3	13.8	17.27	6.55	8.08	10.08	6.27	9.86	8.56
Transport - Diesel	Scope 1	127.25	130.47	113.02	119.19	131.01	135.64	106.95	108.91
Transport - Petrol	Scope 1	21.87	27.27	23.86	21.75	133.28	135.08	24.49	12.59
Private vehicle/rentals									0.10
Travel- Flights	Scope 3	0.6	0.75	0.83	0.87	1.59	1.17	0.58	2.00
Travel - accom								0.40	0.57
Office Waste	Scope 3	0.48	0.61	0.78	0.95	1.07	0.37	0.93	0.93
Refrigerant	Scope 1	0	0	0	0	0	0	0.00	
Water supply	Scope 1	21.64	24.97	25.55	25.71	18.28	27.41	45.15	73.47
Wastewater treatment	Scope 1	1,092.83	1,117.08	1,134.95	1,140.91	2002.42	1754.59	1378.06	1545.78
Green waste - Landfill	Scope 3	1.55	1.99	0	0	0	0	0.00	0.00
Green waste - Compost	Scope 3	0	0	0.86	0.86	0.88	0.88	0.88	0.97
Gross Emissions		1,462.27	1,521.78	1,382.82	1,407.29	2,385.62	2,147.18	1,691.84	**1866.48**
Sequestration		-7,249.14	-7,237.39	-7,237.39	-8,039.83	-7,729.08	-7,949.80	-7,893.02	-7893.11
Net Emissions		-5,786.88	-5,715.61	-5,854.57	-6,632.54	-5,343.46	-5,802.62	-6,201.17	**-6026.63**

Our highest emissions and what we can do to lower them.

Wastewater

Wastewater is by far the largest source of Carterton District Council's (CDC's) greenhouse gas (GHG) emissions (1545.78 tonnes of CO_2e - 83%,).

The wastewater treatment process results in the release of methane (CH_4) and nitrous oxide (N_2O) and we use measurements based on volume and population. This is in line with the Ministry for the Environment (MfE) emissions factors, and similar to Water NZ's *Carbon accounting guidelines for wastewater treatment: CH_4 and N_2O* Level 1.

More accurate measurement of emissions could be undertaken following Level 2, or Level 3 approaches, but these require additional sampling (optimally air sampling) and come at an additional cost. These more accurate approaches are encouraged by Water New Zealand (who provide the carbon accounting guidelines for New Zealand). For reporting and comparison purposes, CDC need to be consistent with their approach. We continue to use the less accurate, but consistent approach we have used previously (and it is less costly).

Using the volume and population approach we use means we do not see the benefit of emission reduction efforts at various stages of the wastewater treatment process show up in our figures. For example, the composting of sludge from the plant produces far less CO_2e emissions compared to other options for its disposal.

By putting resources into moving to a more accurate (level 2 or level 3) approach, we should see lower levels of emissions.

Decisions in 2025 on the amalgamation of the Wairarapa Councils' water services under Local Water Done Well, will have Carterton's wastewater and water services delivered by a separate company from 1 July 2027. As we use the Organisational Control approach to our organisational boundaries for emissions reporting (rather than an Equity Share approach) this means that 2026/27 will be the last year that we include wastewater in CDC's emissions inventories. There is more analysis of the impact of this is Appendix E.

The Climate Change Response Act (2002) legislates New Zealand's domestic emissions reduction targets. In 2025 central Government decided to lower the target levels of biogenic methane reductions required by 2050 from a range of 24 to 47 percent below 2017 levels, to a range of 14 to 24 percent. This change was justified by central Government as striking a balance between climate ambition and the economic significance of the agricultural sector. This decision relates to New Zealand's overall emissions, and does not affect the expectation on CDC to measure and contribute to lowering methane emissions.

Table 2: Biogenic emissions in this report

	t CO2e	t CO2	kg CH4	kg N2O
Wastewater treatment	1545.78	243.21	617585.02	684990.45
Green waste - Landfill	0.00	0.00	0.00	0.00
Green waste - Compost	0.97	0.00	618.24	351.07
Total	**1546.75**	**243.21**	**618203.26**	**685341.52**

Fuel/Fleet

Fuel (diesel and petrol) are CDC's second biggest source of GHG emissions and on a par with our electricity emission. Our fuel use resulted in 121.5 tonnes of CO_2e (7%).

Fuel is mainly used to power vehicles and equipment, with a lesser amount used for back-up generators when needed. Fuel use had stayed relatively constant over the previous six years (with a dip during Covid), and also we saw a dip in fuel use in 2024/25 that we will look to sustain.

CDC has 62 vehicles listed on its fleet register. These include tractors (7), trailers (18), other specialist vehicles such as: quadbikes, diggers, mowers etc, 4 trucks, and 23 utes, cars and vans.

CDC has one electric vehicle, the Events Centre van, and two hybrid vehicles, RAV4's used by the regulatory team and roading. Electric ride-on mowers for the Parks team were looked at in 2004, but the battery life from a charge was not able to cover an 8 hour work day at the time.

The oldest vehicles date from 1996 (a truck, and a trailer), with the newest purchased in early 2024 (the Events Centre van, and a ute).

CDC's procurement strategy does not have set replacement timeframes for vehicles, so replacement options are considered as they are needed. This isn't optimal for considering fleet wide lower emissions options (e.g. electric or PHEVs) other than like-for-like when vehicles need replacing. Our current LTP (currently being updated) forecasts vehicle capital spend increasing from 2027/28.

The utes, cars, and vans are the fleet vehicles with the greatest opportunity to look to replacing with low or zero emissions alternatives when they are replaced as these have electric and hybrid alternatives available commercially. When CDC updates its procurement policy, a simple approach to vehicles could be adopted along the lines of the previous government rules of procurement:

1. Before purchasing new vehicles, consider options to reduce the number of vehicles in the fleet.
2. Consider a battery electric vehicle (BEV), or a plug-in hybrid electric vehicle (PHEV) if a BEV is not appropriate.
3. If there is an operational requirement or other circumstance preventing you from replacing a vehicle with a low or zero emission vehicle, request an exemption from the chief executive.

When the new amalgamated water entity begins operation by July 2027, we anticipate that some of the existing fleet would transfer to new water company (along with the emissions related to the fuel use). This includes 3 utes, a van, tractor and potentially other shared fleet listings.

Electricity

Electricity is CDC's third largest source of CDC's GHG emissions, just less than our fuel. Our Electricity use resulted in 6%, 112.59 tonnes of CO_2e in electricity used and 8.56 tonnes of CO_2e in transmission gains and losses. A total of 121.15 tonnes of CO_2e.

CDC gets its electricity from two gen-tailers (generator–retailers): Mercury and Meridian), and from its solar array in Gallon Road.

Both gen-tailers only generate electricity from renewable sources, but call upon generation from fossil-fuel based generation at times of peak demand load across the national grid.

We use the MfE emissions factors to calculate our emissions based on kilowatt hours used. These factors change annually based on the amount of fossil-fuel generated electricity is in the grid that year.

Mercury covers 8 of CDC's sites, and Meridian 38. Though Mercury has fewer connections than Meridian, it covers our biggest electricity use sites (e.g. wastewater treatment, Events Centre, water pumping station), amounting to about three times the electricity usage of Meridian sites.

When the new amalgamated water entity begins operation by July 2027, we will also see the majority of our electricity connections (25 mainly wastewater and water pumps) move to the new water company (along with the emissions related to the electricity use). This will hugely reduce CDC's electricity use and electricity related emissions.

Our 216kwh solar array in Gallon Road provides power directly to the irrigator and wastewater treatment plant, offsetting around 6700kwh a month (this amount is not included in our emissions inventory as it is essentially emissions free). In addition, the array generates around electricity that is sold back to Mercury at a spot price rate (generating a offset against our power bills). In 2024/25 CDC returned 111,550kWh to Mercury, which is approximately equivalent to a month of CDC's total electricity use.

We initially wanted to use the excess power generated from the array to offset power use across CDC's other sites. This currently isn't possible under current contract, regulations and technology limitations. However, the Electricity Authority is investigating how multiple retailer arrangements per connection (ICP) could work. If this comes to pass, then this would open the possibility of greater optimisation of the power generated from the array and reduce the quantity of electricity purchased from the gen-tailers. The solar array in Gallon Road is expected to become part of the new combined water entity.

CDC has also been analysing where additional solar could be deployed in ways that reduce operating costs and have a short pay-back period. There are a couple of options being considered that show potential for CDC sites.

Forest

CDC owns a 350-ha forest in the Tararua Range that backs onto the conservation estate, and which contains 261.6 ha of plantation plantings. The forest consists mainly of Radiata Pine (208.8ha), with smaller areas of Manuka (24.5 ha) and Cypress (2.1 ha). In addition, part of the forest (24.9 ha) is unable to be counted due to it being mature and not continuing to sequester additional carbon.

There was no harvesting in 2024/25. The first blocks are planned to be harvested in 2032, and CDC will need to account for carbon removals at that time (the years that we harvest will push CDC into being carbon positive).

As this is a pre-1990 plantation forest (it existed pre-1990), it was automatically included in the New Zealand Emissions Trading Scheme (ETS). CDC was granted ETS Units in 2011 and 2013 (15,060 units). CDC has not used these units, and they will need to be surrendered if/when the forest is harvested and if it is not replanted.

The estimates of the size of the forest has reduced very slightly, as previous estimates included some plantings on an adjacent property.

The plantation timber has a harvested valuation of over $1m and is a financial asset. It is important to note that forestry prices fluctuate widely.

Once trees in our forest reach a certain age, we can no longer count additional growth in our emissions inventories. For pines this is 23 years. The first of our growing pine stands was planted in 2004 and will be 23 years old in 2027 when we will no longer be able to count the sequestration from that stand. Even if the forest is not harvested, due to the 23 year age growth limit we will become emissions positive from 2036 at the current rate of our gross emissions.

With increasing temperatures and wind in the district due to climate change, fire in plantation forests is a growing concern. We are looking at what is going on in other East Coast areas such as Canterbury, Hawkes Bay, and Northland that are already experiencing annual forest fires, to provide insight on what we can expect and inform our options for the site.

Currently native forests are not included in the ETS, but they are in the voluntary markets, which may be a consideration for post-harvest. Restoring the forest as an indigenous forest is an option under the ETS and not considered deforestation (with conditions such as canopy coverage).

There is a lot to be considered on the future of the forest, and we should attempt to work out a pathway forward in this triennium.

Table 3: Total CO2 sequestered and emitted by forestry in 2024

		Units	t CO_2e	t CO_2	t CH_4	t N_2O
Carbon sequestration	Native forest	24.5 ha	-195.34	-195.34	n/a	n/a
	Planted forest	210.9 ha	-7,697.77	-7,697.77	n/a	n/a
Harvest emissions	Planted forest	0 ha	0	0	n/a	n/a
	Native forest	0 ha	0	0	n/a	n/a
TOTAL			-7,893.11	-7,893.11	n/a	n/a

Other emissions

CDC undertakes only minimal travel, resulting in very low direct travel-related emissions. Associated accommodation requirements, costs, and related emissions are also minimal. Air travel is rare, and there is limited benefit in pursuing emissions reductions here.

We have instigated work on being able to capture information on private vehicle use, which we don't currently report on as we are unable to disaggregate it under our current processes and systems.

Office waste is also low as an overall percentage, and plans are underway to capture this waste with more accuracy than current estimates.

Water treatment is based on volumes which we have little control over, but Carterton uses water meters to assist users to be mindful of their water use.

Appendix A: What do we count in this report?

This inventory report counts emissions related to:

- Electricity
- Transport and distribution losses
- Transport – Diesel
- Transport – Petrol (91 and 95)
- Transport – Flights
- Travel – accommodation (not counted in previous emissions reports)
- Travel – rental cars
- Waste
- Refrigerant (see earlier note on still awaiting the data)
- Water supply
- Wastewater treatment
- Green waste

This inventory report excludes

Only direct sources are included in this inventory. It excludes the areas shown in the table below:

Table 4: GHG sources excluded from this inventory

Business unit	GHG emission source	Scope	Reason for exclusion
Community services - Properties	Electricity	Scope 2	Tenants pay their own power accounts
Infrastructure Services - Waste management	Waste from the community	Scope 3	Outside of CDC operational control Contractor: EarthCare
Infrastructure Services - Roading	Emissions from road maintenance	Scope 3	Outside of CDC operational control Contractor: Fulton Hogan

GHG removals (sequestration) are restricted in this inventory only to the Council owned forest. Other removal sources such as recent planting in reserves have not been included. New plantings or growing forest over 1 hectare can be included in inventories.

We also haven't included private vehicle use for work or working from home, which is estimated to be relatively small, as this is currently difficult for us to disaggregate from our records. We are changing the way we capture this so we can report it in future.

While not directly attributable to council operations, activities and events within Carterton contribute to the town's overall emissions profile. These sources, while often

indirect, present an opportunity to work collaboratively with the community to identify practical, forward-looking approaches to reduce emissions over time while supporting the town's ongoing social and economic outcomes. For example, the heritage steam train that brings people to Carterton for the Daffodil Festival (estimated as generating approximately 6.24 tonnes of CO_2e for the return trip from Wellington), or generators used in festivals.

Scope

The scope's indicated in the report refers to the categories in the ISO14064-1:2018 standard:

- **Direct GHG emissions (Scope 1):** emissions from sources that are owned or controlled by CDC (emissions from vehicles, refrigerant leaks)
- **Electricity indirect GHG emissions (Scope 2):** emissions from the generation of purchased electricity consumed CDC.
- **Other indirect GHG emissions (Scope 3):** emissions that occur as a consequence of CDC's activities but from sources not owned or controlled by us (waste, flights and electricity distribution losses).

Table 5: Emissions by scope

	t Co_2e - 2018	t Co_2e - 2019	t Co_2e - 2020	t Co_2e - 2021	t Co_2e - 2022	t Co_2e - 2023	t Co_2e - 2024	t Co_2e - 2024 /25
Scope 1	1,263.60	1,299.79	1,297.39	1,307.56	2284.99	2052.71	1554.65	1740.75
Scope 2	182.24	201.37	76.41	88.97	87.01	85.78	124.53	112.59
Scope 3	16.43	20.62	9.02	10.76	13.62	8.69	12.66	13.04
GROSS EMISSIONS	1,426.27	1,521.78	1,382.82	1,407.29	2385.62	2147.18	1691.84	1866.48

Appendix B: organisational structure

CDC is the territorial authority for the Carterton District, which is located in the heart of the Wairarapa. As at the 30th of June 2025, CDC employed 72.13 FTEs[2] (Full Time-Equivalent) and is responsible for water, stormwater and wastewater, waste, local roads (excluding State Highway), streetlighting, parks and reserves, community facilities and events, and performing statutory duties such as regulatory compliance.

At the time the council was organised as shown below:

Figure 3: Organisational structure

There has been a decrease in Full Time Equivalent employees (FTE) from 2023, and the estimated number of Carterton residents (Infometrics data) has remained static over 2024 and 2025. Gross emissions per FTE and per capita are similar to previous years.

Table 6: Changes for the emissions per FTE and per capita since 2018 (gross and net)

	2018	2019	2020	2021	2022	2023	2024	2024/25
Gross emissions per FTE (t CO_2e)	24.45	24.87	20.36	21.45	34.37	27.97	23.45	25.62
2018: 59.8 FTE								
2019: 61.2 FTE								
2020: 66.3 FTE								
2021: 65.6 FTE								
2022: 69.4 FTE								
2023: 76.8 FTE								
2024: 72.1 FTE								
2024/25: 72.86 FTE								
Gross emissions per capita (kg CO_2e)	154.90	157.05	139.85	140.91	233.88	209.48	164.22	181.21
2018: 9,440								
2019: 9,690								
2020: 9,888								
2021: 9,987								
2022: 10,200								
2023: 10,250								
2024: 10,300								
2024/25: 10,300								
(infometrics)								

Appendix C: CDC's Climate Change Strategy

CDC adopted a new climate change strategy (2025-2030) in April 2025 (during this reporting period) and the first of its annual implementation plans soon after. The strategy contains a number of actions for council to help manage its emissions and adapt to a changing climate. Actions include:

- We use the land we manage to minimise emissions and adapt to the impacts of climate change
- We minimise our methane impact at landfill through reducing food waste
- We invest in alternatively powered options over fossil fuel powered options where possible
- We employ renewable electricity to ensure our operations are powered sustainably
- We source goods and services from suppliers that are also committed to addressing climate change
- Our staff are empowered to take climate action in their roles

Appendix D: uncertainty assessment description and results

Table 6: GHG emission sources, data collection and uncertainty

GHG emission source	Scope	Data source	Data collection unit	Uncertainty (description)
Electricity	Scope 2	Electricity company	kWh	Low It is assumed that the meter readings were done correctly.
Transport and distribution losses	Scope 3			
Transport - Diesel	Scope 1	Fuel company	L	Low It is assumed that the supplier reports are complete and accurate. There are some known discrepancies in the 91 Petrol use in late 2024.
Transport - Petrol	Scope 1			
Transport - Flights	Scope 3	Finance team	Km	Low/Moderate It is assumed that the employees' reports are complete and accurate
Waste	Scope 3	Council officer	Kg	Moderate Estimation made by the staff in charge of the waste collection. Consistent with earlier reports.
Refrigerant	Scope 1	A/C company	Kg	Low It is assumed that the supplier data is complete and accurate
Water supply	Scope 1	Council systems	m3	Low System data cross checked. It is assumed that the data source is an appropriate representation of activities
Wastewater treatment	Scope 1	Council systems	DBO Nitrogen	Low System data cross checked. It is assumed that the data source is an appropriate representation of activities
Green waste	Scope 3	Council officer	Kg	Moderate Estimation made by the staff in charge of the green waste. Consistent with earlier reports.

Appendix E: The impact of separation of water activities on CDC emissions

The separation of water activities into a new, combined regional entity will see a large change in CDC's emissions profile. This will be primarily from Wastewater treatment, water supply and electricity. A 25 percent estimate has been used to approximate fuel use. The highlighted areas are where we are yet to receive data (as stated in the Greenhouse Gas section).

		2024/25	CDC	New water entity
Electricity	Scope 2	112.59	39.05	73.41
Transmission gains and losses	Scope 3	8.56	3.09	5.81
Transport - Diesel	Scope 1	108.91	81.68	27.23
Transport - Petrol	Scope 1	12.59	9.44	3.15
Private vehicle/rental	Scope 1	0.10	0.10	
Travel- Flights	Scope 3		2.0	
Travel - accommodation			0.57	
Office Waste	Scope 3	0.93	<0.93	
Refrigerant	Scope 1		?	
Water supply	Scope 1	73.47		73.47
Wastewater treatment	Scope 1	1545.78		1545.78
Green waste - Landfill	Scope 3	0.00	0	
Green waste - Compost	Scope 3	0.97	0.97	
Gross Emissions		**1866.48**	**137.63**	**1,728.85**
Sequestration		-7893.11	-7893.11	0
Net Emissions		**-6026.63**	**-7,755.48**	**1,728.85**

We reduce our emissions by approx. 92.5% by separating the water components

18

Appendix F: Do minimum requirements

ISO 14064-1:2018(E) – GHG reporting p.14
GHG reporting shall include the following:

1. Description of the reporting organization
2. Person or entity responsible for the report
3. Reporting period covered
4. Documentation of the organizational boundaries
5. Documentation of reporting boundaries, including criteria determined by the organization to define significant emissions
6. Direct GHG emissions, quantified separately for CO2, CH4, N2O, NF3, SF6 and other appropriate GHG groups (HFCs, PFCs, etc) in tonnes of CO2e
7. A description of how biogenic CO2 emissions and removals are treated in the GHG inventory and the relevant biogenic CO2 emissions and removals quantified separately in tonnes of CO2e
8. If quantified, direct GHG removals, in tonnes of CO2e
9. Explanation of the exclusion of any significant GHG sources from the Quantification
10. Quantified indirect GHG emissions separated by category in tonnes of CO2e
11. The historical base year selected and the base-year GHG inventory
12. Explanation of any change to the base year of the historical GHG data or categorization and any recalculation of the base year or other historical GHG inventory and documentation of any limitation to comparability resulting from such recalculation Reference to, or description of, quantification approaches, including reasons for their selection
13. Explanation of any change to quantification approaches previously used
14. Description of the impact of uncertainties on the accuracy of the GHG emissions and removals data per category
15. Uncertainty assessment description and results
16. A statement that the GHG report has been prepared in accordance with this document.
17. A disclosure describing whether the GHG inventory, report or statement has been verified, including the type of verification and level of assurance achieved
18. The GWP values used in the calculation, as well as their source. If the GWP values are not taken from the latest IPCC report, include emissions factors or the database reference used in the calculation

7.4 UPDATE ON MAJOR PROJECTS

1. PURPOSE

To update the Committee on the progress of major projects.

2. SIGNIFICANCE

The matters for decision in this report are not considered to be of significance under the Significance and Engagement Policy.

3. BACKGROUND

The Infrastructure Services Team delivers multiple projects as part of the delivery of the Long-Term Plan, and the progress is summarised below.

4. DISCUSSION

4.1 LTP Programme

Stormwater	**470 days**	**Mon 14/10/24**	**Fri 31/07/26**		**27%**		**Late**
Hydraulic Modelling	**131 days**	**Mon 14/10/24**	**Mon 14/04/25**		**100%**	Complete	**Complete**
Stormwater Discharge Consent Renewal	**370 days**	**Mon 3/03/25**	**Fri 31/07/26**		**0%**		**Late**
Wastewater	**907 days**	**Mon 14/10/24**	**Tue 4/04/28**		**60%**		**Late**
Condition assessment	**700 days**	**Mon 21/10/24**	**Fri 25/06/27**		**100%**	Proposal under review	**Complete**
Scope Definition	5 days	Mon 21/10/24	Fri 25/10/24		100%		Complete
Procurement	**35 days**	**Mon 28/10/24**	**Fri 13/12/24**		**100%**		**Complete**
Project	660 days	Mon 16/12/24	Fri 25/06/27	23	100%		Complete
Hydraulic Modelling	**390 days**	**Mon 14/10/24**	**Fri 10/04/26**		**80%**	Callibration in Process	**Late**
Headworks Upgrade	**897 days**	**Mon 28/10/24**	**Tue 4/04/28**		**18%**	Procurement Complete	**Late**
Scope Definition	10 days	Mon 28/10/24	Fri 8/11/24		100%		Complete
Procurement	**65 days**	**Mon 11/11/24**	**Fri 7/02/25**		**100%**	Contract Awarded	**Complete**
Project Design	180 days	Mon 10/02/25	Fri 17/10/25	37	30%	In Design Phase	Late
Project Delivery	460 days	Wed 1/07/26	Tue 4/04/28		0%		Future Task
Oxidation Ponds Sludge Removal	**319 days**	**Mon 14/10/24**	**Thu 1/01/26**		**38%**	Deferred	**Late**
Scope Definition	40 days	Mon 14/10/24	Fri 6/12/24		100%		Complete
Pond 3 Trial	1 day	Mon 14/10/24	Mon 14/10/24		100%		Complete
Remove Sludge and prepare for composting	7 days	Thu 21/08/25	Fri 29/08/25		100%	Complete	Complete
Composting Process	90 days	Fri 29/08/25	Thu 1/01/26		85%		Late
Procurement	**35 days**	**Mon 9/12/24**	**Fri 24/01/25**		**0%**		**Late**
Project	155 days	Mon 27/01/25	Fri 29/08/25	48	0%		Late
Switch Room upgrade - Stage 2	**195 days**	**Mon 21/10/24**	**Fri 18/07/25**		**100%**	Complete	**Complete**
Wetlands Replanting	**100 days**	**Mon 4/11/24**	**Fri 21/03/25**		**0%**		**Late**
25/26 Yr 2 LTP	**667 days?**	**Mon 3/06/24**	**Tue 22/12/26**		**99%**		**On Schedule**
Frederick WTP Upgrade	**50 days?**	**Mon 3/06/24**	**Fri 9/08/24**		**99%**		**Late**
Brooklyn Road	**286 days?**	**Mon 3/06/24**	**Mon 7/07/25**		**100%**	Complete	**Complete**
Boundry backflow devices upgrade	**532 days**	**Mon 9/12/24**	**Tue 22/12/26**		**100%**	**Complete**	**Complete**
Waingawa Process Water	**275 days?**	**Mon 3/06/24**	**Fri 20/06/25**		**100%**		**Complete**
Depot Ablution block	**86 days?**	**Mon 3/03/25**	**Mon 30/06/25**		**100%**	**Complete**	**Complete**
High Street South Water Main	180 days	Tue 6/01/26	Mon 14/09/26		30%	In progress	Late

Figure 1 – LTP Programme

4.4 Waste Water Treatment Plant: Sewage Sludge Composting Pilot Programme - Pond 3

The composting programme has now entered the verification stage. Samples have been taken to check for any signs of E.coli. Temperature readings throughout the period have been surprisingly high, which is good sign that the process would be successful. Preliminary results have shown that the process is on track to achieve Grade A1 biosolids.

Image 1: Composting process

Composting NZ Budget for Pilot Phase of Sewage Sludge Composting	PROGRAMME	Scheduled	In Progress	Completed

	July	August	September	October	November	December	January	February	March	April	May	June
Project establishment												
Site Set Up												
Establish plant												
Disestablish plant												
Stripping and preparing site												
Strip site												
Construct topsoil bund												
Construct mulch bunds												
Construction of access road												
fill potholes												
deliver lime												
shape road												
Construction of lime pad 40 x 40 for stockpiling												
Lime supply												
Lime placement												
Final shape and roll												
Construction of lime pad 40 x 40 for composting												
Lime supply												
Lime placement												
Final shape and roll												
Sludge Removal												
Stockpile mulch material												
Dewater Pond 1												
Extract Sludge												
Composting												
Form windrows		C1 & C2	C3-C6	C7								
Week 0 -initial temps		C1 & C2	C3-C5	C6-C8								
Sanitisation Phase (5 weeks)				C1-C5	C6-C7							
Stabilisation Phase				C1-3	C4-5	C1-5	C6-7	C6-7				
Maturation							C1-5	C6-7				
Blending if required												C1-7
Testing												
Collect samples for testing								Prelim/verif	verification	verification		
Send for testing								Prelim/verif	verification	verification		
Receive results								Prelim/verif	verification	verification		
Mass Balance anaylsis for blended material												C1-7
Reporting												
Week 1												
Week 2												
Week 3												
Week 4												
Monthly												
End of contract												

Figure 2: Composting Programme

4.5 High Street South Water Renewal

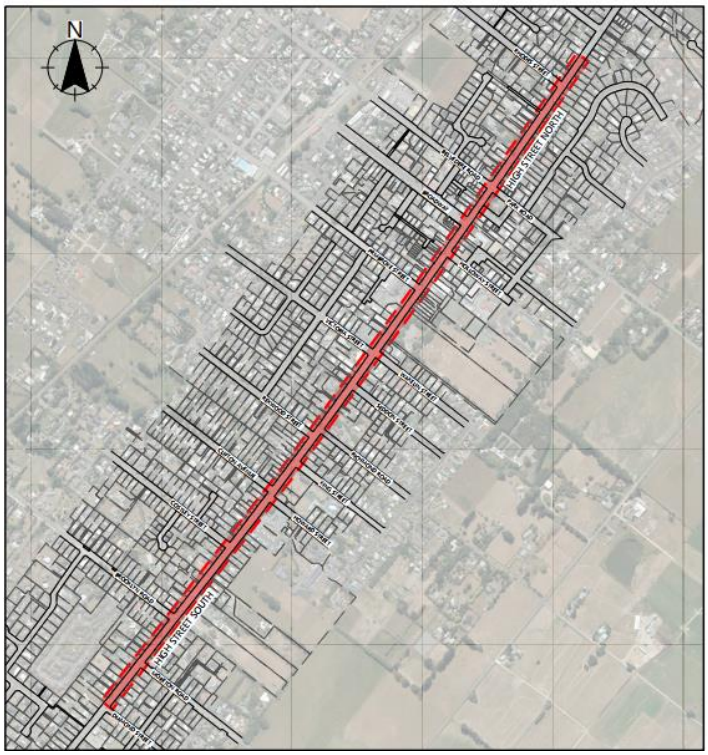


Image 2: Water Main Renewal Plan

G&C Contractors have completed 306m of 300mm Pipe and 492m of 50mm rider main.

Construction has been successful without any incidents and Transit NZ has expressed their thanks for the good communication G&C maintains.

Various night shifts have also been completed.

Image 3 - High Street South Water Renewal (1)

Image 4 - New watermain High Street South

4.7 Waste Water Treatment Plant Inlet Works Upgrade

Tender Award: The tender process has been completed. Three tenders were received for the design and build of this project. The tender was awarded to Seipp Construction and the contract has been signed off. The timeframe for this work is 18 months, with the first 6 months period spent on the design and procurement, after which time construction will commence. Completion is therefore expected in July 2027.

Contract Price: $5,213,710.39

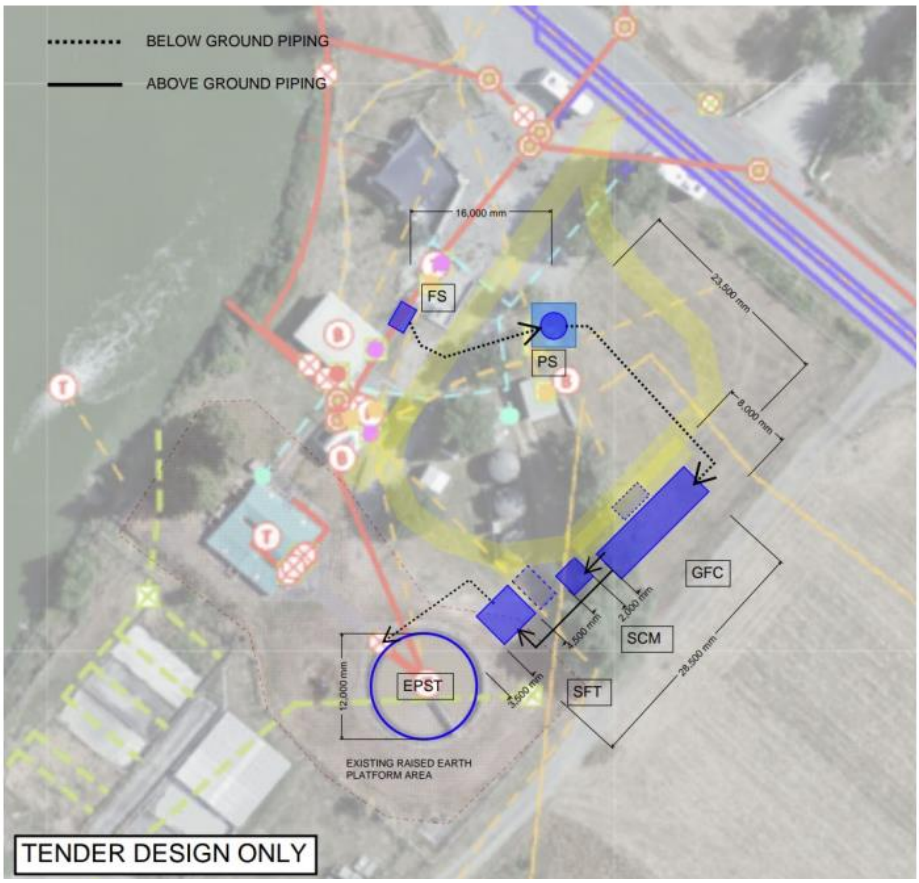


Image 5: Schematic Layout of the upgrade at Dalefield Road

Legend

IFS	Influent Flow Slitter
PS	Lift Pump Station
SFT	Salsnes Filter
GFC	Grit/FOG Channel
SCM	Scum Tank & Pumps
EPST	Existing Pr.Sed Tank

5. CONSIDERATIONS

5.1 Climate change

There are no direct climate change implications related to the decisions in this report.

5.2 Tāngata whenua

This report is a regular update which is of interest to all members of our community, including iwi and hapū. However, there are no areas of interest or concern contained within this report that require specific iwi or hapū consideration.

5.3 Financial impact

The financial impacts are discussed in this report.

5.4 Community Engagement requirements

There are no community engagement requirements required for this report.

5.5 Risks

Project risks are being managed and mitigated as and when required.

6. RECOMMENDATION

That the Committee:

1. **Receives** the report.

File Number: **512099**
Author: **Christo Heyns, Project Manager**

Attachments: **Nil**

7.5 UPDATE ON OPERATIONAL CONSENTS

1. PURPOSE

To update the Committee on the status of the existing consents.

2. SIGNIFICANCE

The matters for decision in this report are not considered to be of significance under the Significance and Engagement Policy.

3. DISCUSSION

A resource consent is permission from the Regional Council for an activity that might affect the environment or the community, and that isn't allowed 'as of right' in the regional plan. Councils are required to have resource consents to regulate activities that could potentially impact the environment and the surrounding community.

4. CONSENTS

The main consent currently being progressed relates to the Water Race consent renewal. In addition, the closed landfill consents and Kaipatangata surface water intake consents are managed in accordance with their existing conditions. Recent legislative changes under the Resource Management (Consent Duration) Amendment Act have reinstated certain expired consents that were operating under section 124 of the Resource Management Act 1991 (RMA) and extended their expiry date to 31 December 2027, with existing consent conditions remaining in force. These changes affect the closed landfill and the Kaipatangata surface water intake consents and provide an alternative pathway for continued operation while longer-term consent strategies are confirmed.

The Waters Team manages 8 different consents, summarised in the table below:

Consent	Expiry	Status	Risks
Kaipaitangata Surface Water Take	2013	Following recent legislative changes updated AEE discussions with GWRC are no longer being progressed at this time. Council will rely on the reinstated consent until 31 December 2027, with the previous replacement application to be withdrawn. Officers will continue to manage the supply in accordance with existing consent conditions and will plan engagement, technical assessments, and stakeholder consultation to support a future replacement application ahead of the 2027 expiry. We are currently processing the final invoice from GWRC for the withdrawn application.	Reliance on the reinstated consent until 31 December 2027 reduces immediate regulatory risk. Low-flow restrictions continue to apply. A new replacement consent will be required before expiry, with timing and conditions subject to future GWRC assessment.
Carterton Landfill	2016	Due to recent legislative changes, the previous application is no longer being actively progressed and may not need to remain on hold. Recent legislative changes allow the existing consent to operate until 31 December 2027. Officers have engaged with GWRC regarding ongoing operational requirements and will scope and prepare a replacement application at an appropriate time ahead of the 2027 expiry.	Restrictions on sludge disposal remain in place. There is residual risk associated with the unlined cells, including uncertainty around baseline and ongoing monitoring requirements. While a draft AEE has been prepared, it remains incomplete, with identified gaps such as mana whenua input. Recent legislative changes allow the reinstated consent to operate until 31 December 2027, reducing immediate regulatory risk; however, a robust replacement application will be required before the consent expires.

Consent	Expiry	Status	Risks
Taratahi Water Race	30 June 2023	The Water Race consent application lodged in 2023 remains on hold under a Section 92 request for further information, with continued operation authorised under Section 124 of the Resource Management Act 1991 (RMA). The consultant's technical assessments have been completed and progressed to a final report, which has undergone peer review. Following recent discussions with Greater Wellington Regional Council (GWRC), it has been recommended that the proposed monitoring programme for the new consents be reviewed and refined. This revised programme will be submitted as part of the Section 92 response. Accordingly, officers are working with GWRC and the lead consultants to update the monitoring framework to ensure it is robust, fit for purpose, and aligned with regulatory expectations. While recent legislative changes provide an alternative pathway to extend the existing consents to 31 December 2027, officers consider there is merit in continuing with the current application, given the substantial investment already made. As project costs are higher than anticipated in the Long-Term Plan, approval will be sought for an increased project budget.	Restrictions during low flow and the amount of monitoring required. We are requesting a 20-year consent and are still awaiting a decision. The costs for consenting.
Carrington Water Race	30/6/2023	See above	
Frederick St groundwater take	30/9/2034	Current	Nitrate levels are still within limits. However, a change in legislation could compromise this.
Waingawa swamp cleaning	3/9/2023	Expired; included in the Water Race consent application	
Wastewater discharge	17/1/2053	Current; multiple consents	Capacity for population growth
Stormwater	15/8/2027	Current: Monitoring consent to create stormwater management strategy. Currently progressing with the draft for the stormwater management strategy with the consultant. The stormwater management strategy has to be submitted by July 2026.	Roading run-off treatment Consultant cost for drafting the stormwater management strategy.

5. RENEWAL PROGRESS

There are currently four consents progressing that are in different stages:

- The Water Race consents, which are consented separately but processed concurrently, continue to be managed under a Section 92 further information process. The original consent application was lodged in May 2023, and the continued operation of the Water Race network is currently authorised under Section 124 (continued use) while the application is being progressed. Recent legislative changes provide an alternative pathway to extend the existing expired consents through to 31 December 2027. Notwithstanding the availability of the legislative extension pathway, substantial investment has already been made in technical investigations, field sampling, consultant assessments, and data analysis to support the current consent application.

  Officers consider there is merit in continuing to progress the existing application to leverage the work completed and provide longer-term regulatory certainty for the operation and management of the Water Race network. All required field sampling to support the Section 92 response has been completed. The consultants have finalised their technical assessments, and the final report has undergone peer review. Following discussions with GWRC, the proposed monitoring programme for the new consents is being reviewed and refined. The updated programme will be incorporated into the Section 92 response before submission to GWRC.

  Officers continue to coordinate closely with the lead consultant overseeing the technical workstreams and will provide updates to GWRC as further information becomes available. GWRC has confirmed there is no immediate deadline for Council to determine whether to proceed with the current consent application or rely on the legislative consent extension pathway. This decision will be considered internally, taking into account cost forecasting, long-term certainty, and Water Race Committee oversight.

- The Kaipatangata public water supply consent application (WAR130065) was lodged as a replacement for the existing surface water take consent. Following legislative changes under the Resource Management (Consent Duration) Amendment Act, the previously expired consent WAR020050 has been reinstated and its expiry date extended to 31 December 2027, with existing conditions remaining in force. After internal consideration and engagement with GWRC, the Council has formally withdrawn the replacement application, WAR130065, and will rely on the reinstated consent, WAR020050, to continue operating the Kaipatangata public water supply. This provides a clear and lawful pathway for ongoing operation while allowing sufficient time to appropriately scope and prepare a new replacement application ahead of the December 2027 expiry. GWRC has confirmed there is no impediment to this approach. Officers are currently processing the invoice issued by GWRC in relation to the withdrawn consent application. Officers will continue to manage the Kaipatangata supply in accordance with the conditions of the reinstated consent and will plan future technical assessments, stakeholder engagement, and regulatory processes to support a new replacement application in due course.

- The closed landfill consents relate primarily to groundwater monitoring and associated discharge effects. Recent legislative changes under the Resource Management (Duration of Consents) Amendment Bill introduce a new section 123C,

which reinstates expired consents that are continuing to operate under section 124 and extends their expiry date to 31 December 2027, with existing consent conditions remaining in force. Council's closed landfill consents qualify under these provisions. In light of this change, and following advice from the Council's consultant, there is no regulatory advantage in progressing the current consent application at this time. While a draft Assessment of Environmental Effects (AEE) has been prepared, it remains a working document and identifies several substantive information gaps, particularly regarding mana whenua input. Officers will continue to monitor the progress of the Resource Management Act reform legislation and confirm with the GWRC the application of section 123C to the closed landfill consents. Engagement with GWRC and mana whenua will be maintained to ensure relationships are preserved, and future consent pathways are well understood. The intention is to rely on the reinstated consents through to 31 December 2027 while appropriately scoping and preparing a robust replacement application under the reformed planning framework, well in advance of that expiry.

6. OPERATIONAL COMMENTARY

6.1 Wastewater Treatment Plant

- Land irrigation at GWRC's Te Uru o Tāne Nursery (CDC WWTP) site has been temporarily paused. Previous irrigation activities assisted in lowering water levels within the sequential batch reservoirs and provided additional storage capacity. Irrigation at GWRC's Te Uru o Tāne Nursery has also been suspended to allow for GWRC's contractor works and preparation for Phase 3 planting. GWRC has confirmed that irrigation will be reviewed following the completion of these works, anticipated in late May, with potential resumption between late May and July, subject to site conditions. Officers continue to liaise with GWRC and receive regular project updates to support operational planning and ensure irrigation is managed appropriately.

6.2 Drinking Water Compliance

- CDC's drinking water supply is classified as a large-networked supply under the Drinking Water Quality Assurance Rules (DWQAR) 2022. Compliance is demonstrated against the S3 (Source Water), T3 (Treatment), and D3 (Distribution) modules, confirming that appropriate safeguards are in place to ensure the provision of safe and reliable drinking water.

KPI	Module	Compliance Area	Performance Indicator	Status
S3	Source Water	Source monitoring and protozoa risk management	Source water quality and treatment barriers are maintained	Compliant
T3	Treatment	Treatment and disinfection performance	Turbidity and disinfection meet regulatory standards	Compliant
D3	Distribution	Network water quality and integrity	Chlorine residuals and microbiological compliance achieved.	Compliant

Overall Compliance Status: Compliant

Reporting Period: February 2026 to March 2026

7. CONSIDERATIONS

7.1 Climate change

N/A.

7.2 Tāngata whenua

N/A.

7.3 Financial impact

All work relating to the renewal and maintenance of the consents is provided for within approved budgets in the LTP and carry forwards.

8. RECOMMENDATION

That the Committee:

1. **Receives** the report.

File Number: **512970**

Author: **Jeet Kiran, Waters Compliance and Monitoring Officer**

Attachments: **Nil**

7.6 WASTE MANAGEMENT AND MINIMISATION UPDATE

1. PURPOSE

For the Committee to be updated on Carterton District's Waste Management and Minimisation services.

2. SIGNIFICANCE

The matters for decision in this report are not considered to be of significance under the Significance and Engagement Policy.

3. BACKGROUND

CDC delivers solid waste management and minimisation services and activities in alignment with the Wellington Region Waste Management and Minimisation Plan (WMMP), and the Wairarapa Local Action Plan.

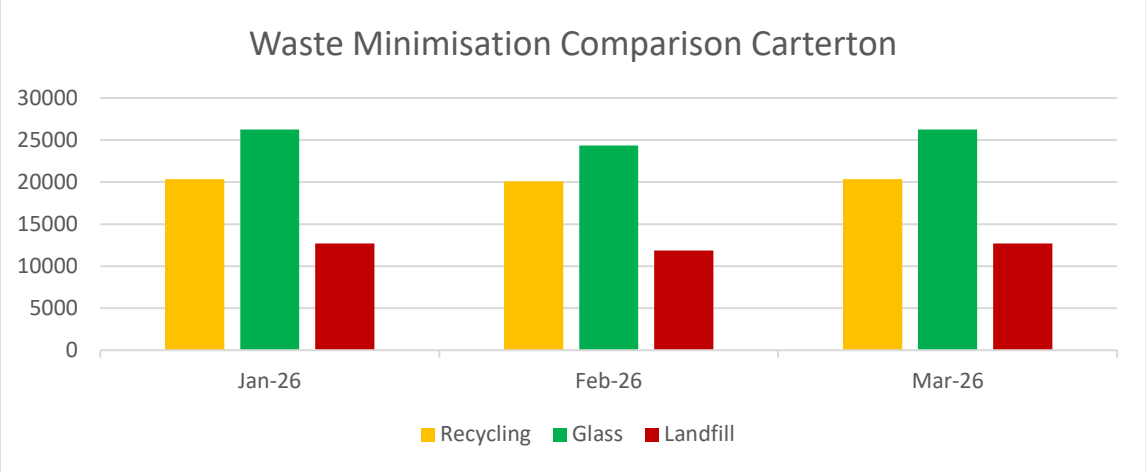
The WMMP outlines how Wellington Councils, mana whenua, community, industry, and businesses can work together to transform how waste is generated, managed, and minimised in the Region. Reflecting this collaboration is the vision for this WMMP, which is *"E mahi tahi ana ki te tiākinahia a mātou rauemi – hei whakaiti para, ā, ki te whakanui ai te wāhi - Working together to care for our resources - for less waste and a greater place".*

The objectives of the WMMP are:

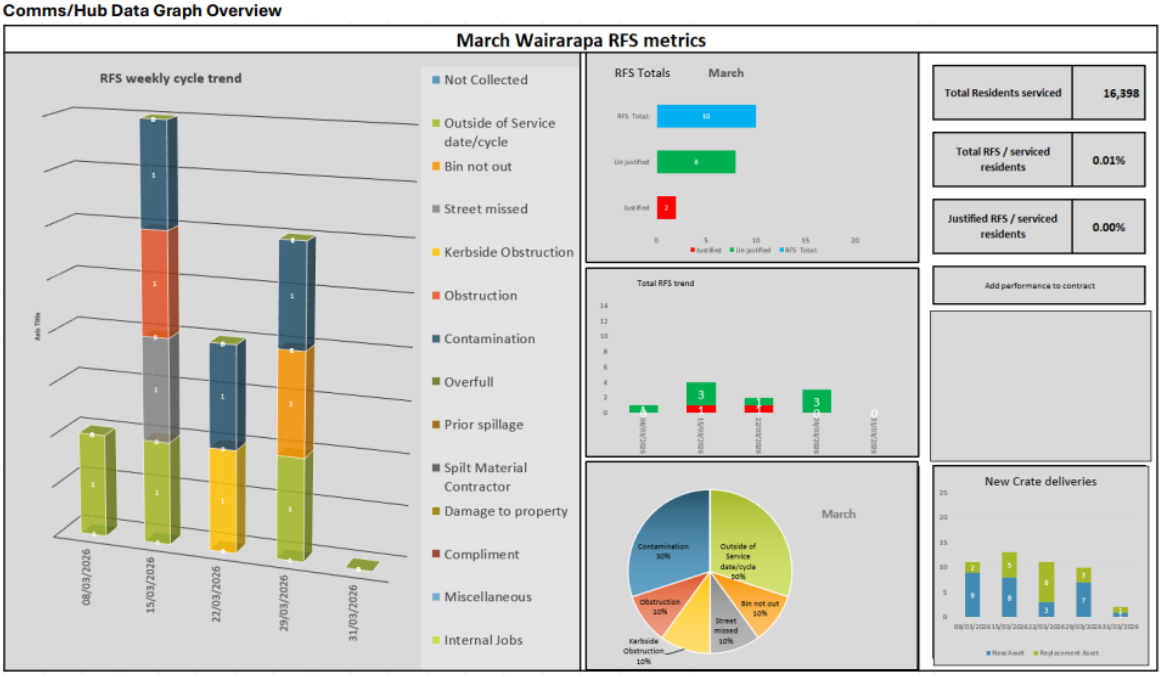
1. Waste and resource recovery systems support a reduction in greenhouse gas emissions from landfills and waste collections.
2. There is collective responsibility within the Wellington region for reducing our resource use and protecting our natural environment.
3. The conditions are in place to support everyone to use fewer resources and minimise waste.
4. Material circularity is increased through reuse, resource recovery, waste infrastructure and services.
5. It is accessible and convenient to reduce waste, reuse materials, and minimise disposal to landfill in line with the waste hierarchy.
6. Waste and resource recovery data systems are in place to track and monitor waste streams.
7. Resource recovery facilities and waste systems are resilient and able to cope with emergency events.
8. Recovery of materials is maximised so that landfills are used as a last resort.
9. Waste that cannot be prevented or diverted from landfill is managed safely and effectively in accordance with best practice.

4. WASTE SUMMARY

	Waste Category	Transfer Station	Kerbside Collection	Total
Jan-26	Recycling	-	20,360 kg	**20,360 kg**
	Refuse	4,805 kg	7,910 kg	**12,715 kg**
	Council Rubbish Bags	233	1,766	**1,999**
	Glass	-	26,250 kg	**26,250 kg**
	E-waste	1,140 kg	-	**1,140 kg**
	Batteries	-	-	
	Paints / Oil	150 L	-	**150 L**
	Green waste	1,040 kg	-	**1,040 kg**
	Soft Plastics (NW Carterton)	13 bags	-	**195 kg**
Feb-26	Recycling	-	20,100 kg	**20,100 kg**
	Refuse	4,485 kg	7,360 kg	**11,845 kg**
	Council Rubbish Bags	218	1,675	**1,893**
	Glass	-	24,340 kg	**24,340 kg**
	E-waste	1,350 kg	-	**1,350 kg**
	Batteries	-	-	
	Paints / Oil	110 L	-	**110 L**
	Green waste	1,700 kg	-	**1,700 kg**
	Soft Plastics (NW Carterton)	18 bags	-	**270 kg**
Mar-26	Recycling	-	25,820 kg	**25,820 kg**
	Refuse	4,890 kg	8,720 kg	**13,160 kg**
	Council Rubbish Bags	200	1725	**1925**
	Glass	-	23,270 kg	**23,270 kg**
	E-waste	890 kg	-	**890 kg**
	Batteries	-	-	**-**
	Paints / Oil	230 L	-	**230 L**
	Green waste	2,380 kg	-	**2,380 kg**
	Soft Plastics (NW Carterton)	24 bags	-	**360 kg**



Comms/Hub Data Graph Overview



5. PROJECT UPDATE

- Officers met with the WMMP Joint Committee and Wairarapa elected members on 14 April for abriefing.
- All TPO membrane (1.3 tonnes) from Events Centre Scaffolding is going to be reused in the A&P showgrounds.
- The Wairarapa Waste Management and Minimisation contract is currently awaiting a decision from the Evaluation team.
- For the soft plastic recycling bin at New World, residents are being requested to use the transfer station for bulk drop-offs as the bin gets full within hours due to large volume drop-offs.
- The contractor waste audit of kerbside recycling bins for February and March 2026 was 3.6% and 4.2% respectively. This is an outstanding result and well below our WMMP target of 12%. This is a huge improvement for us from previous quarters, and it shows that residents are really stepping up and recycling appropriately.
- Lower contamination means more materials can be properly recycled and kept out of the landfill, which is exactly what our WMMP Action Plan is set out to achieve.
- Next steps for organics collections - the report that has been prepared will be shared with council after officer's final review.

- In February 2026, CDC offered free green waste drop-off weekend for residents, affected by the severe weather. A total of 386 registered vehicles and trailers dropped off free green waste on Saturday and Sunday.
- CDC hosted a Youth Climate Community Forum on 14-15 April and a waste minimisation workshop was also provided to the attendees on the last day of the forum.
- Communication with the Packaging Forum for food and beverage carton recycling collections in Wairarapa. The project is expected to start once the planning phase is complete.
- Miriama Kamo (journalist and broadcaster) will be coming to Carterton in June, sharing her zero-waste and sustainability journey.

6. SERVICE REQUESTS

Service Request	Request details	Output	
26000012	6 Rhodes St: New Yellow bin request	Bin delivered by Smart Env	05/01/2026
26000039	79 Victoria St: New Yellow bin request	Bin delivered by Smart Env	08/01/2026
26000059	88B Victoria St: New Yellow bin request	Bin delivered by Smart Env	12/01/2026
26000097	31 Victoria St: Lid blew off from wind	Lid Repaired by Smart Env	20/01/2026
26000094	47 Ashmore Pk Rd: New Yellow bin request	Bin delivered by Smart Env	20/01/2026
26000108	144 Belvedere Rd: Broken Yellow bin lid	Lid Repaired by Smart Env	21/01/2026
26000107	1-20 Ballinger Place: Broken Yellow bin lid	Lid Repaired by Smart Env	21/01/2026
26000130	31 Rhodes St: Missed recycling – Justified	Bin emptied same day	26/01/2026
26000245	10 Macrocarpa Ln: New Yellow bin request	Bin delivered by Smart Env	12/02/2026
26000280	434 High St S: Bin not out (bad weather)	Bin emptied next Monday	16/02/2026
26000279	45 Brooklyn Rd: Bin not out (bad weather)	Bin emptied next Monday	16/02/2026
26000276	103 Pembroke St: Bin not out (bad weather)	Bin emptied next Monday	16/02/2026
26000260	4 King St: New Yellow bin request	Bin delivered by Smart Env	16/02/2026
26000253	125 Broadway: Bin not out (bad weather)	Bin emptied next Monday	16/02/2026
26000289	8 Takahe Dr: Bin not out (bad weather)	Bin emptied next Monday	17/02/2026
26000313	5 Tasman Cr: Broken Yellow bin lid	Lid Repaired by Smart Env	18/02/2026
26000392	38 Memorial Sq: Missed glass collection	Wrong collection week	24/02/2026
26000383	3 Angus Pl: Yellow bin wheel damaged	Wheel repaired by Smart Env	24/02/2026
26000444	37A Rhodes St: New Yellow bin request	Bin delivered by Smart Env	04/03/2026
26000485	10 Feist St: Yellow bin half emptied	Cardboard blocking the waste	10/03/2026
26000488	14 Wakelin St: Rubbish bag not collected – Justified	Bags were collected same day	10/03/2026
26000541	3 Macrocarpa Ln: New Yellow bin request	Bin delivered by Smart Env	20/03/2026

26000552	37 Lincoln Rd: Broken Yellow bin lid	Lid Repaired by Smart Env	23/03/2023
26000599	133B Lincoln Rd: New Yellow bin request	Bin delivered by Smart Env	26/03/2026
26000604	26 Philip St: New Yellow bin request	Bin delivered by Smart Env	27/03/2026

7. NEXT STEPS

The following actions are still to be undertaken:

- Tracking waste and data collection from Smart Environmental as per the new rules from the Online Waste Levy System (OWLS).
- SWAP (Solid Waste Analysis Protocol) to be carried out for kerbside + transfer station in Wairarapa in May 2026
- Trials with Central Environmental and Earthstarch for various types of waste stream recycling.
- Data management for council waste going to landfills including soft plastics and waste from council offices.
- Gold star stickers for kerbside recycling collection bins based on zero contamination and audit checks.
- Monitoring and reducing illegal litter dumping across the region.

8. RECOMMENDATION

That the Committee:

1. **Receives** the report.

File Number: **518567**

Author: **Sarvesh Tiwari, Waste Management and Minimisation Officer**

Attachments: **Nil**

Te Kaunihera-ā-Rohe o Taratahi
CARTERTON DISTRICT COUNCIL

7.7 RUAMĀHANGA ROADS UPDATE

1. PURPOSE

For the Committee to receive the report on the performance of Ruamāhanga Roads and the delivery of the roading contract with Fulton Hogan. The report also outlines the assessments for last year on the most critical bridges in the region.

2. SIGNIFICANCE

The matters for decision in this report are not considered to be of significance under the Significance and Engagement Policy.

3. BACKGROUND

A review of services is required under section 17A of the Local Government Act (LGA). The attached report reviews the current arrangements for the delivery of CDC's and SWDC's transportation service under the Ruamāhanga Roads joint business unit with Carterton District Council, and assesses its cost-effectiveness for delivering a high-quality transportation asset that meets the needs of the community (**Attachment 1**).

This review investigates and nationally compares the delivery of services with Ruamāhanga Roads. Up to June 2024 the review finds cost-effective transportation delivery services are being provided, with the roading assets maintained below the national average cost ($/lane km)

The current delivery model compares very favourably in terms of value for money compared to its rural council peer group and more broadly across all of NZ.

4. 17A REVIEW

The review of services looked at the range of services managed by Ruamāhanga Roads that are included within the price-quality contact road network maintenance contract with Fulton Hogan:

- General pavement maintenance
- Routine maintenance including pothole repair, drain clearing, litter and detritus removal, vegetation control, traffic signs and services
- Pavement marking
- Pre-reseal repairs and reseals
- Street lighting
- Footpaths
- Minor bridge repair works
- Street sweeping and town centre cleaning
- Emergency works as and when needed

Activities carried out by Ruamāhanga Roads operational staff include such tasks as:

- Emergency works as and when needed
- Management, supervision and quality assurance of the Fulton Hogan service delivery
- Engagement with property owners
- Compliance and reporting with consent authorities and stakeholders – e.g. REG, Greater
- Wellington Regional Council, KiwiRail, NZTA etc
- Strategic asset management
- Forward works planning
- RAMM database review and updates
- Transport operations including safety reviews, liaison with schools, police, civil defence and emergency management (Lifelines, Wremo etc)
- Financial reporting, development of budgets etc

4.1 Conclusions

Acknowledging the cost-effectiveness, the report highlights a number of risks and challenges with model: such as

- Management difficulties with staff employed by and equipment owned by different Councils
- Retention of suitably qualified staff
- Maintaining visibility of activities to both Council CEOs
- Managing the relationship between Ruamāhanga Roads and Fulton Hogan.
- Managing public expectations on the levels of service than can be provided by Ruamāhanga Roads, which may exceed the ability to be funded and afforded as FAR levels drop

It was noted: 'Overall, there is no overall trend of delivery falling below targets or of a 'bow wave' of targeted work building up, but large capital expenditure items such as large culvert renewals and bridge replacements may be being deferred.'

There were also a number of suggested improvements for governance, and these improvements will be incorporated with the renegotiation of the contract with Fulton Hogan.

4.2 Recommendations

The recommendations identified in this Review are as follows:

- That SWDC and CDC continue with the current delivery model for transport services; being the co-governance joint business unit (Ruamāhanga Roads) delivery model, maintaining the current contract forms for outsourced works and services.
- Improve the governance arrangements to add skills, diversity, structure and discipline.
- Increase rigour to risk management.

5. BRIDGE INSPECTIONS

The roading contract with Fulton Hogan allows minor bridge repairs, however as part of the on-going asset management a consultant, Stantec has carried out a bridge inspection programme.
The Carterton District Council (CDC) bridge inspection programme comprises a two-year and six-year rolling programme of inspections. The inspection in 61 structures in 2025 of 103 bridges in the district.

The most critical bridges are detailed in the attached report High Priority Bridge Inspections 2025 **(Attachment 2)**. Eight bridges and 2 culverts were inspected and repairs identified ranging from minor rail repair, concrete patching, and painting to full replacement of the bridge deck panels.

The high priority bridges from the report in Appendix A are summarised in Table 1 including a rough order of cost for the work.

Table 1 Summary Table of High Priority Bridges with Rough Order Costs

Priority Order	Bridge Name (no.)	Road Name	Rough Order Costs
1	Mangatarere Gorge 1 (36)	Mangatarere Valley Road	$48,000 paint, cleaning and vegetation clearing
2	Mangatarere Gorge 2 (37)	Mangatarere Valley Road	$33,000 paint, cleaning and decking and vegetation clearing
3	Atiwhakatu Bridge (47)	Norfolk Road	$38,000 interim assessment, deck clamps $400,000 deck replacement
4	Culvert 429	Hururua Road	$33,000 Culvert reline, vegetation clearing
5	Culvert 558	Te Wharau Road	$36,000 Culvert reline, vegetation clearing
6	Carrington Factory Bridge (38)	Mangatarere Valley Road	$5,000 General repair
7	Enaki – Belvedere (42)	Belvedere Road	$8,000 Deck repair, cleaning, vegetation clearing
8	Brooklyn – Mangatarere (31)	Brooklyn Road	$12,000 Repair rails, concrete
9	East Of Railway (34)	Dalefield Road	$1,750 General repairs
10	Greys Bush Bridge (2)	Park Road	$7,500

The total rough order cost estimated by Stantec in the report is $622,250 and excludes costs like traffic management and resource consents. There is insufficient budget as the current budget of $129,450 is available for bridge repairs.

However, it should be noted that the cost for one bridge at $438,000 for the Atiwhakatu bridge is the vast majority of the cost estimate. While more detailed investigations are undertaken interim measures have been taken to limit the speed and heavy traffic over the bridge.

The budget is theoretically sufficient able to repair 7 of the 10 bridges/culverts inspected. The Wairarapa Councils also have an existing shared 35-year resource consent for some of the activities, such as cleaning and painting.

A more thorough investigation and cost estimate is being prepared for the Council for this bridge and this will help inform the long term plan considerations.

6. CONSIDERATIONS

6.1 Climate change

There are no climate change considerations.

6.2 Tāngata whenua

There are no matters in the report might be of interest to Māori.

6.3 Financial impact

The matters in the report highlight that the services are being delivered in a cost-effective manner, however there are some risks managing the service within the existing budget, such as bridge repairs.

Further detailed inspections are planned to help inform these costs for the LTP.

6.4 Community Engagement requirements

There are no matters in the report needing community input at the moment, however when more information is known, wider engagement on roading costs can be discussed.

6.5 Risks

Risks have been identified in previous sections and are managed.

6.6 Wellbeings

Social

The Atiwhakatu bridge is the only road access to Mount Holdsworth, the main entrance to the eastern side of Tararua Forest Park, though the speed change and weight limit should not affect this.

Cultural

There are no cultural wellbeing considerations.

Environmental

The existing resource consent manages the impact of some activities from bridge repairs.

Economic

The Atiwhakatu bridge is the only road access to Mount Holdsworth, the main entrance to the eastern side of Tararua Forest Park, though the speed change and weight limit should not affect this.

7. RECOMMENDATION

That the Committee:

1. **Receives** the report on the Local Government Act Section 17A transportation review.
2. **Receives** the report on critical bridges within Carterton.

File Number: **511865**

Author: **Lawrence Stephenson, Group Manager Infrastructure**

Attachments:
1. **CDC and SWDC Section 17A transportation review** ⇩
2. **High Priority Bridge Report 2025** ⇩

Local Government Act, Section 17A Review

SOUTH WAIRARAPA DISTRICT COUNCIL
Kia Reretahi Tātau

Te Kaunihera-ā-Rohe o Taratahi
CARTERTON DISTRICT COUNCIL

Transportation Services

RESOLVE GROUP NAVIGATING COMPLEXITY

Document Control

Revision	Date	Prepared by	Authorised By	Description
1.0	30/05/2025	Resolve Group	Jamie MacDuff	First draft review
2.0	23/06/2025	Resolve Group	Jamie MacDuff	Final

Prepared by		Date
Jamie MacDuff		June 2025
Reviewed by		
Peter Bailey		June 2025

Every attempt has been made to ensure that the information in this document is correct at the time of publication. Any errors should be reported as soon as possible so that corrections can be issued. Comments and suggestions for future editions are welcomed.

Executive Summary

The purpose of this report is to undertake a review of South Wairarapa District Council's (SWDC's) and Carterton District Council's (CDC's) current transportation services, under section 17A of the Local Government Act (LGA).

This report has reviewed the current arrangements for delivery of SWDC's and CDC's transportation service under the Ruamāhanga Roads joint business unit with Carterton District Council and assesses its cost-effectiveness for delivering a high-quality transportation asset that meets the needs of its community.

This review finds that both Councils are providing cost effective transportation delivery services under arrangements with Ruamāhanga Roads. The roading assets are maintained at a cost below the national average cost ($/lane km) as at and up to June 2024. The current delivery model compares very favourably in terms of value for money compared to its rural council peer group and more broadly across all of NZ.

Service delivery options have been considered, and the preferred delivery model remains the current delivery model. The current model continues to best meet the objectives set by both Councils in the previous section 17A Review in 2019.

The co-governance effort has been evaluated as resourced appropriately, but current governance arrangements lack structure and discipline. There are no terms of reference, no agendas, no regular reporting or meetings and no structured risk management. Improvements can be made to address these aspects. Also, consideration should be given to potential role conflicts, and the desired gender and skills balance.

Further rigour is needed with risk management practices, as there are operational and strategic risks that need to be managed and actioned. Addressing all operational and strategic risks has the potential to improve cost efficiency even further.

It is important to observe that whilst Ruamāhanga Roads is cost efficient with the money applied, the overall combined asset condition is probably not improving. This is more a reflection of affordability and investment policy than it is of choice of delivery model. Both Councils have increased budgets in 24/27 NLTP on pavement and surfacing asset renewal, so the efficiency of spending could be increased further in future years. The remaining challenge is of course affordability, due to the low rating base and high level of service expectation from the communities of both Councils.

Table of Contents

Introduction

South Wairarapa District Council (SWDC) and Carterton District Council (CDC) commissioned Resolve Group (Resolve) to undertake a review of its current transportation services delivery, under section 17A of the Local Government Act (LGA). Section 17A's purpose is to:

> "…. review the cost-effectiveness of current arrangements for meeting the needs of communities within its district or region for good-quality local infrastructure, local public services, and performance of regulatory functions."

This report therefore assesses the current arrangements for delivery of transportation services for both SWDC and CDC. The approach adopted for the development of this Section 17A review is per the brief provided by SWDC, and considers:

a. Justification for Section 17A review

b. The investment setting

c. Review current arrangements and baseline data, with a focus on governance and accountability structures related to the delivery of the service.

d. Evaluate delivery of transportation services:

- Evaluate the current delivery model for South Wairarapa and Carterton District Councils Roading service delivery and identify if alternative models could provide better value for money.
- Cost-effectiveness: Assess the cost-effectiveness of the current approach and determine whether there are opportunities for greater efficiency or savings.
- Risk Management: Identify potential risks associated with the current service delivery model and propose strategies for risk mitigation.

Background

Legislative requirements

Section 17A was enacted by an amendment in 2014, to the Local Government Act 2002. The amendment ensures that local authorities must review the cost-effectiveness of current services arrangements for meeting the needs of communities within its district or region. The scope includes consideration of good-quality local infrastructure, local public services, and performance of regulatory functions.

Local authorities are required to review all their services under the following conditions:

- When considering any significant change to service levels.
- Within 2 years before the expiry of a contract to deliver any service.
- At any time, a Local Authority deems it desirable, but at least every 6 years.

Local Government New Zealand (LGNZ) also recommends that Council's assess the need for a Section 17A review based on the cost and benefits of undertaking such a review.

Where a review is required to be undertaken, as a minimum, the review must consider the following:

- Governance and funding by:
  - Council alone, or
  - In a shared governance arrangement with one or more councils.
- Service delivery by:
  - Council (i.e. in-house), or
  - A CCO owned by Council or jointly owned with another shareholder (e.g. another council or private party), or
  - Another council (e.g. through a shared service arrangement), or
  - Another person or agency (e.g. out-sourced contract or by opting out).

Justification for a Section 17A review

The current service delivery is carried out by Ruamāhanga Roads, which is a joint business unit (CCO) shared between SWDC and CDC. Ruamāhanga Roads was formed in 2019, and its scope initially covered only the sharing of an outsourced road maintenance contract. It has subsequently been updated to include additional aspects of the work programme, and its budget and scope also now includes management of operational overheads, vehicles, professional services, emergency works, unsubsidised works and subdivision development and traffic management.

Governance and funding are provided directly by each of the two local authorities. Delivery services are carried out by Ruamāhanga Roads. Ruamāhanga Roads fully outsources its physical works programme to a single contractor (Fulton Hogan). The business unit is housed in a separate location

from either Council, co-located with the Fulton Hogan workshop facility used to service Wellington Water Limited's local operations.

A review of transportation services has not been carried out since the formation of the business unit, and this has triggered the need to undertake a Section 17A review (the review). Given the scale of expenditure budgeted by both Council's (in the order of $14.9M in the financial year 2024/25) this review is timely and appropriate.

This review will provide an independent view of services and delivery options to test if SWDC and CDC are providing good quality infrastructure through a cost-efficient approach to the delivery of its transport services.

Current Service Delivery Setting

The roading network managed by Ruamāhanga Roads is the joint network of 103 km of urban and 1021 km of rural roads of South Wairarapa and Carterton Districts. Details of the geographic, demographic and other aspect of the setting are provided for context in the appendix to this report.

In summary, these roads are critical for the farming, forestry and wine industries and for the social, economic, cultural and environmental well-being of the wider community of some 21,000 residents.

The road network is the primary asset that enables the people in the community to interact with each other. The population of the two districts is small and the roading network is large. This means that the cost per person for maintaining this network is high, creating affordability issues and concerns.

The road network sits in a high seismic risk region with challenging geology in some areas. Good limestone and basecourse aggregates are locally available. Climate modelling predicts that storm frequency and rainfall intensity will double by 2090, making resilience a key concern in coming years.

It is in this context that we consider the current arrangements for the delivery of transport services.

Current Arrangements for Transportation Services

As noted previously, the current approach to managing the transportation network, is via a joint business unit between South Wairarapa and Carterton District Council's called "Ruamāhanga Roads". The joint business unit was established in 2019 with the signing of a multi-party funding agreement, developed in part to meet the requirements of NZTA to maintain access to financial assistance from the Crown Agency. Funding is provided directly by each of the two local authorities, and funding assistance (a subsidy) is provided via NZTA as the Crown Agency responsible for distributing funding from the Land Transport fund.

Governance

The critical role of the roading network and the importance it plays in ensuring the connectivity of the community mean that any failures or issues in the roading network brings with it high reputational risk. Given the service delivery setting, good governance of any service delivery model is vital.

The current governance is provided under the direction of two senior council officers, one from each of the respective Council's. They are jointly responsible for monitoring operational performance and managing risks, reporting directly to their respective CEO's and Council's. The ultimate delegated authority for decisions is maintained by the Chief Executive Officers of both Councils.

Councils are the ultimate asset manager and owner of the local roading network within their respective district boundaries. This means elected representatives are held to account by rate payers and road users for any issues and concerns that arise.

Nothing in the multi-party funding agreement establishing Ruamāhanga Roads, prevents the individual Councils from adhering to their respective governance processes and each Council exercises its respective statutory powers having regard to the intentions of the multi-party funding agreement.

Both CEOs expressed a level of satisfaction in the cost efficiency and level of service outcomes of the Ruamāhanga Roads model, and whilst they observed that the co-governance model remains each Councils preferred option, they did note that they don't have much visibility of the day-to-day management and operational challenges[1].

Governance meetings include each of the two senior council officers, the operational manager of Ruamāhanga roads and a senior regional manager from Fulton Hogan.

Several issues were observed during this review regarding the way governance is delivered. These are discussed in detail later in this report under the *Observations* section on page 23 but in summary, more structure and discipline are required as improvements can be made.

[1] Personal feedback from each CEO obtained from interviews in mid-May 2025.

Management and Operations Structures

Ruamāhanga Roads transport services are managed and operated by combined SWDC and CDC staff with day-to-day management of personnel, tracking and reporting undertaken by a Roading Manager.

All Ruamāhanga Roads Business Unit staff, while having an employment contract with a specific Council, act as if they are staff members of both Councils. They are provided access to both Councils resources and are supported by both Councils as if they were a staff member.

Management and operations of Ruamāhanga Roads is undertaken within the management structure shown below as of May 2025.

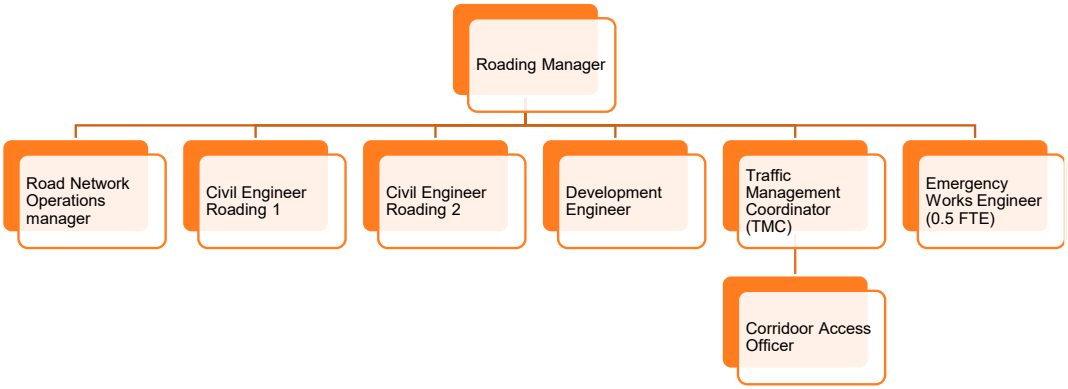


FIGURE 1:CURRENT ORGANISATION CHART – RUAMĀHANGA ROADS (MAY 2025)

Service Delivery Breakdown

Under the Land Transport Management Act 2003 section 25:

(4) It is a condition of every procurement procedure that the Agency or an approved organisation must procure outputs from a provider other than the Agency or that organisation (as the case may require), or its employees.

(5) However, nothing in subsection (4) prevents an approved organisation from procuring from the organisation's own business units for the provision of minor and ancillary works on terms approved by the Agency.

SWDC and CDC currently maintains their road network assets through a single contract with Fulton Hogan Limited for physical maintenance and renewals activities. The scope of the contracted services includes:

- General road maintenance and incident response
- Sealed and unsealed pavement maintenance
- Pavement rehabilitation
- Pavement reseals

- Drainage maintenance
- Environmental maintenance (mowing, vegetation control)
- Signs maintenance
- Traffic services maintenance
- Retaining walls and minor bridge maintenance
- Footpath maintenance
- Streetlight maintenance
- Road marking maintenance
- Traffic counting
- Street sweeping and town centre cleaning
- Emergency works as and when needed
- RAMM data collection

Activities carried out by Ruamāhanga Roads operational staff directly include:

- Management, supervision and quality assurance of the Fulton Hogan service delivery
- Engagement with property owners
- Compliance and reporting with consent authorities and stakeholders – e.g. REG, Greater Wellington Regional Council, KiwiRail, NZTA etc
- Strategic asset management
- Forward works planning
- RAMM database review and updates
- Operational professional services procurement as needed
- Transport operations including safety reviews, liaison with schools, police, civil defence and emergency management (Lifelines, Wremo etc).[2]
- Engagement and liaison with NZTA over funding and benchmarking
- Special projects
- Quarterly reports, inputs for specific reports etc to the Councils
- Financial reporting, development of budgets etc.

[2] There are no public transport services within the South Wairarapa district or Carterton district, so no staff are engaged in the operational delivery of Public Transport services.

Consequently, the majority of the SWDC and CDC roading work is eligible for funding assistance from the National Land Transport Fund (NLTF), currently set at 51% of the value of the works for eligible activities. NZTA has signalled that the funding assistance rates may reduce in the future.

The balance of transport related activities that do not receive funding assistance from the NLTF include the following regulatory functions:

- Subdivision and development engineering including review and approvals.
- Corridor access and traffic management coordination.

Strategic and governance functions carried out directly and independently by SWDC and CDC include:

- Strategic transport planning (i.e. regional consents excluded from Ruamāhanga Roads work)
- Strategic procurement (i.e. market and model decisions for major contracts)
- Governance (i.e. of Ruamāhanga Roads)
- Council reporting, finance and budgets,
- Internal and independent audits and reviews.

Performance Metrics[3]

Delivery Performance

The historical delivery against forecast performance for Ruamāhanga Roads against several key maintenance and renewal metrics are shown in the figures Figure 2 and Figure 3 below.

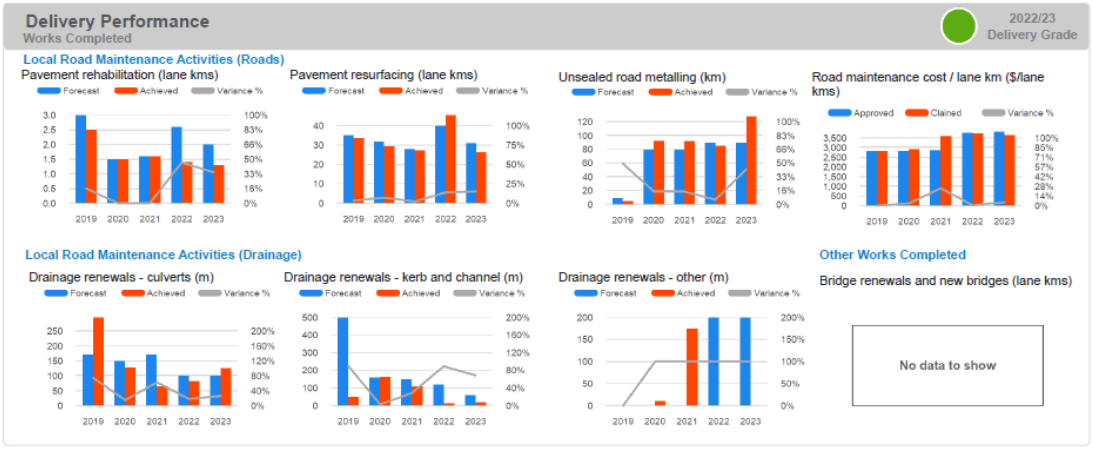


FIGURE 2: HISTORICAL DELIVERY PERFORMANCE - SWDC

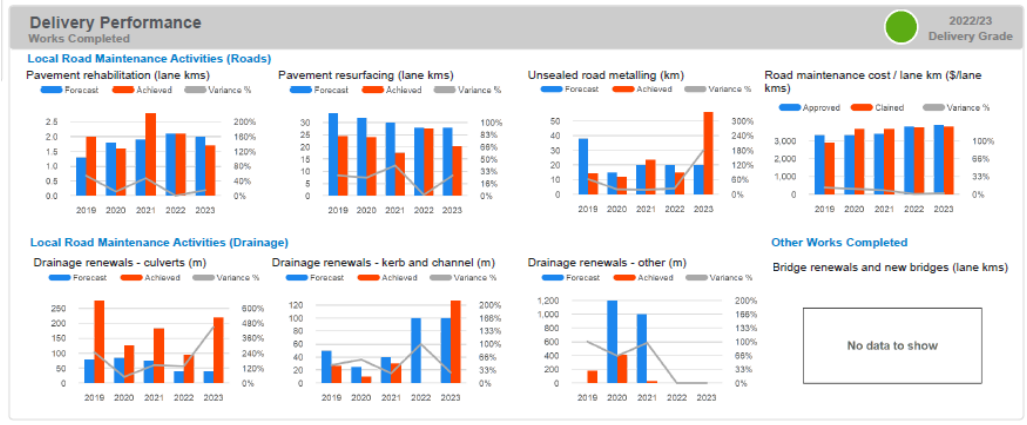


FIGURE 3: HISTORICAL DELIVERY PERFORMANCE - CDC

These graphs indicate that Ruamāhanga Roads has managed to deliver works generally in line with targeted levels. In some specific work areas such as pavement resurfacing, there is a trend of

[3] Performance metrics are published by LGNZ and NZTA on their Transport Insights web site at https://transportinsights.nz/performance/dashboard. These are updated annually, and the most recent data spans the periods F2018/19 to F2022/23. This national information on roading costs allows Carterton District Council and South Wairarapa District Councils' performance to be compared nationally. The information does not currently provide an analysis of the combined Ruamāhanga Road network, consequently, each network has been examined separately.

under delivery against the target for the CDC network whilst at the same time achieving the targeted levels for SWDC. The reverse is true for pavement rehabilitation works, where in recent years SWDC has not completed the amount of renewal work it intended.

Large drainage renewals appear to be behind intended investment levels and delivery against intended levels of bridge replacements is not reported for either Councils.

It is likely that these performance differences are due to the different funding levels provided for each activity by the respective Councils rather than any fundamental delivery challenge in one region compared to the other. It is evident that work on culvert renewals in CDC has progressed well ahead of planned levels and this may also reflect a funding priority to address local flood risk concerns.

Overall, there is no overall trend of delivery falling below targets or of a 'bow wave' of targeted work building up, but large capital expenditure items such as large culvert renewals and bridge replacements may be being deferred.

Efficiency of Expenditure

Operational levels of expenditure and cost efficiency in terms of costs per 1,000 km of network length are used for benchmarking between peer group Council's across the country. This information is shown in the Figure 4 and Figure 5 below.

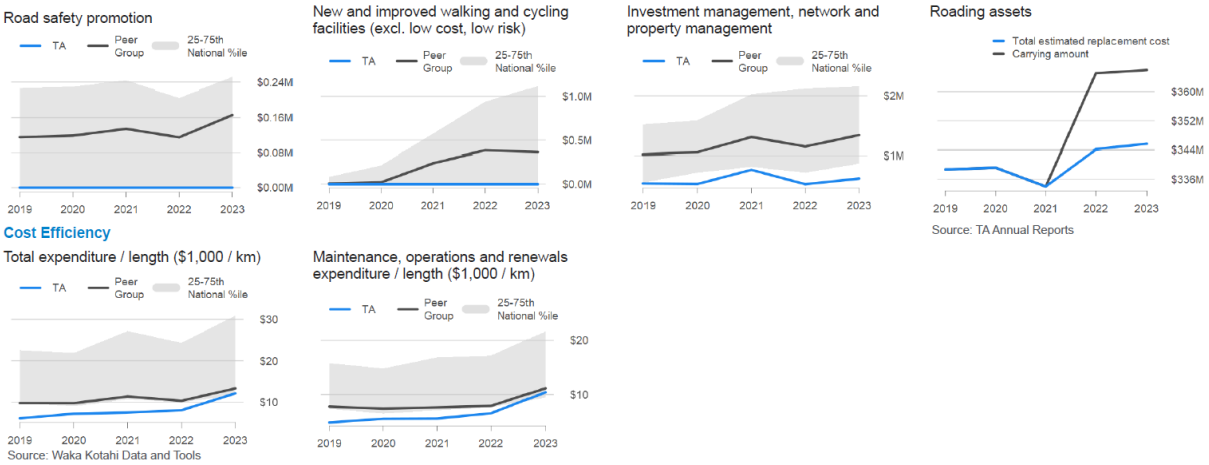


FIGURE 4:EXPENDITURE AND COST EFFICIENCY - SWDC

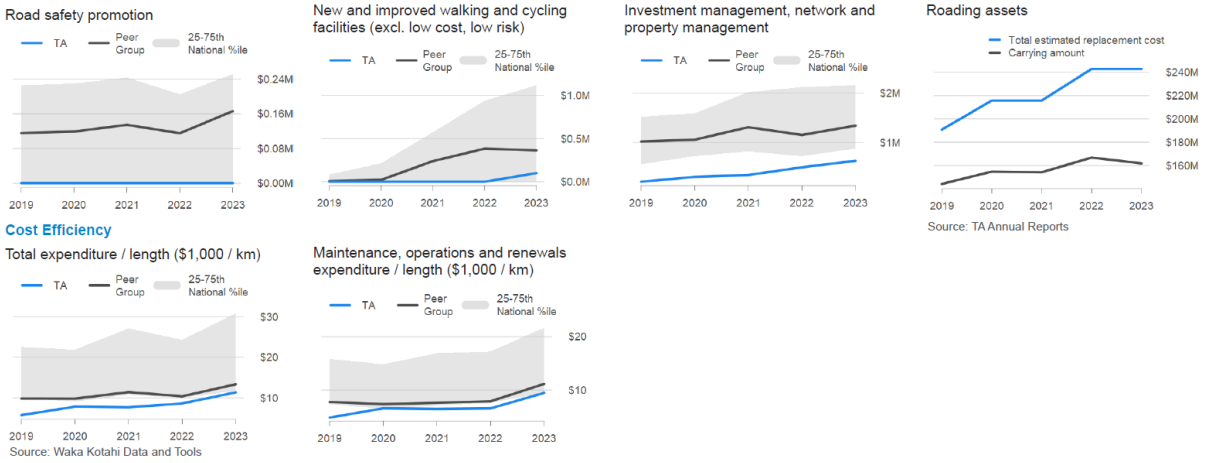


FIGURE 5: EXPENDITURE AND COST EFFICIENCY - CDC

These metrics imply that the two Council's direct costs for staff/contractors and overhead costs compare very favourably with its peer group (reported above as "investment management, network and property management") and the cost efficiency (a measure of the level of spend on the network per unit length) is tracking below the peer group for both Councils in terms of costs per unit length.

More recent versions of these metrics are unavailable at the time of writing, but the simpler performance dashboard does indicate that the 2023/24 results for value for money (quality / costs) and efficiency (quantity / costs) remain better than the peer group average.

These are all strong indicators that the joint business unit for Ruamāhanga Roads and the single delivery contract model with Fulton Hogan Limited has been very cost efficient.

Road surface condition (Ride Quality)

A key objective measure of the impact of maintenance and renewal activity is the amenity afforded to users through road surface conditions, which reflect defects like potholes, seal stripping, and structural failures from water ingress into pavement layers. The road networks for SWDC and CDC both have good road surface conditions as measured by NAASRA[4] surface roughness counts when compared with rural peer groups, as well as regional and national averages for this metric of user amenity (shown below in Figure 6 and Figure 7).

[4] NAASRA stands for National Association of Australian State Road Authorities. A "NAASRA count" refers to a measurement of road roughness used to assess the quality of a pavement surface. Specifically, it's a count that reflects the vertical displacement of a vehicle's rear axle relative to its body as it travels along the road. A higher NAASRA count indicates a rougher road.

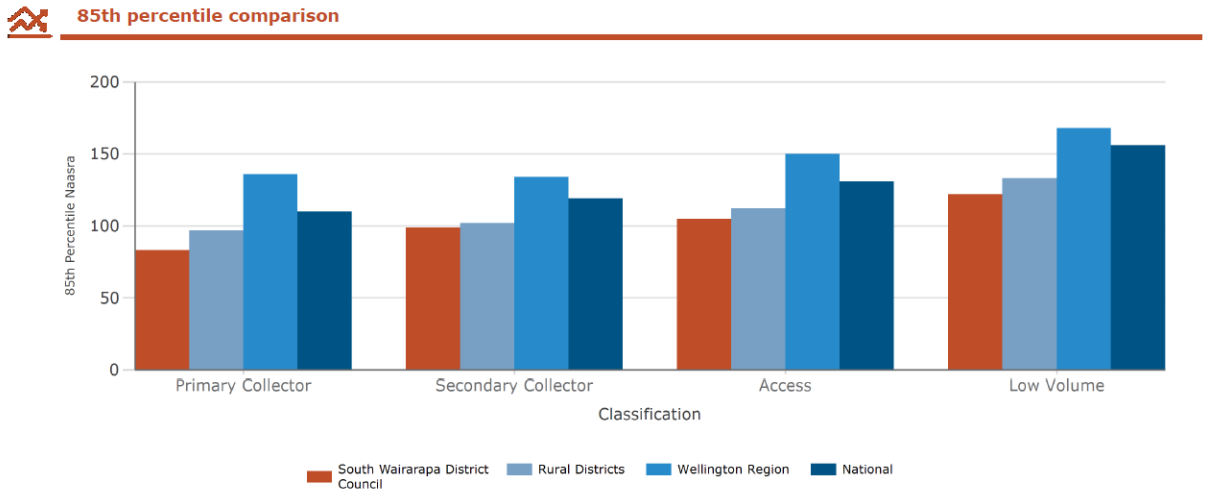


FIGURE 6: SWDC 85TH PERCENTILE NAASRA COUNT COMPARISONS

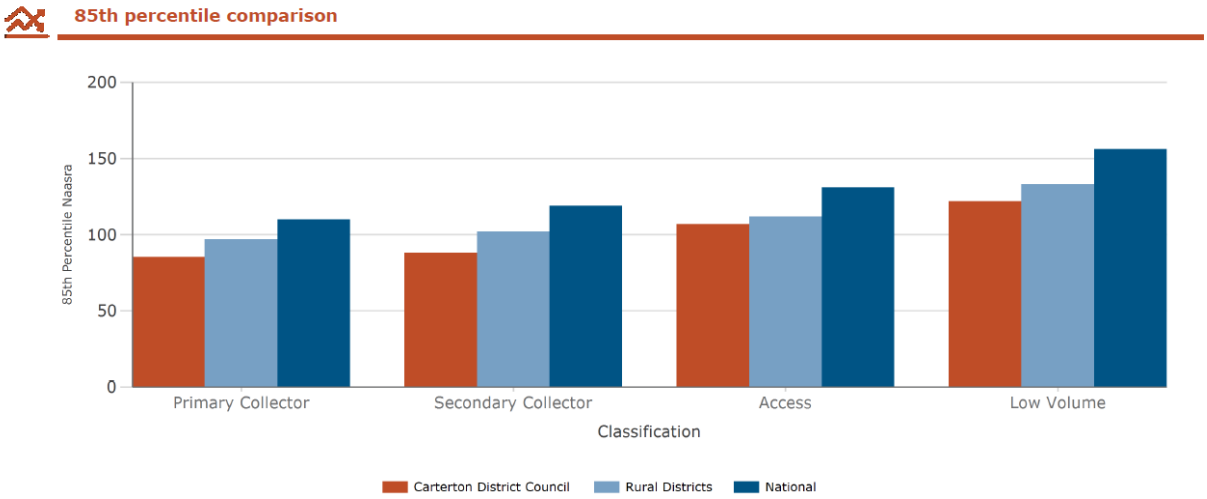


FIGURE 7: CDC 85TH PERCENTILE NAASRA COUNT COMPARISONS

Significantly, the trends in these road surface condition measurements over time provide a general indicator of the degree to which the deterioration of the road pavement and surface (due to traffic, weather and simple ageing) is occurring and if maintenance and renewals are keeping up with this deterioration metric[5].

The trend data available (refer Figure 8 and Figure 9) indicates that the primary roads are generally being maintained and renewed at sustainable levels in both districts. However secondary roads are not being maintained at sustainable levels, as the surface roughness measures are increasing and

[5] Some types of asset deterioration that do not result in surface condition changes will not be reflected in this metric.

the ride quality on these roads is declining. There is also a decline in surface condition over time on access and low volume roads in the CDC road network.

Data quality does not seem to be a problem in either district, so it is reasonable to assume that these are real trends and not some sort of aberration due to variable data quality or collection issues.

So, in general terms whilst the roading networks managed by Ruamāhanga Roads are in comparatively good condition, they are starting to show a diminishing ride quality for many roads. This can be linked to differing investment priorities and/or activity not keeping pace with network requirements.

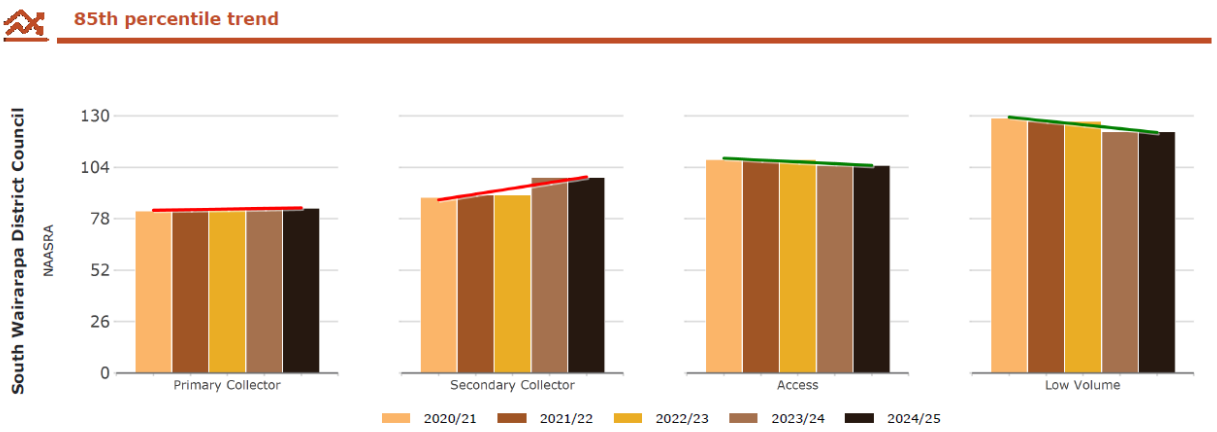


FIGURE 8: SWDC NAASRA COUNT TREND

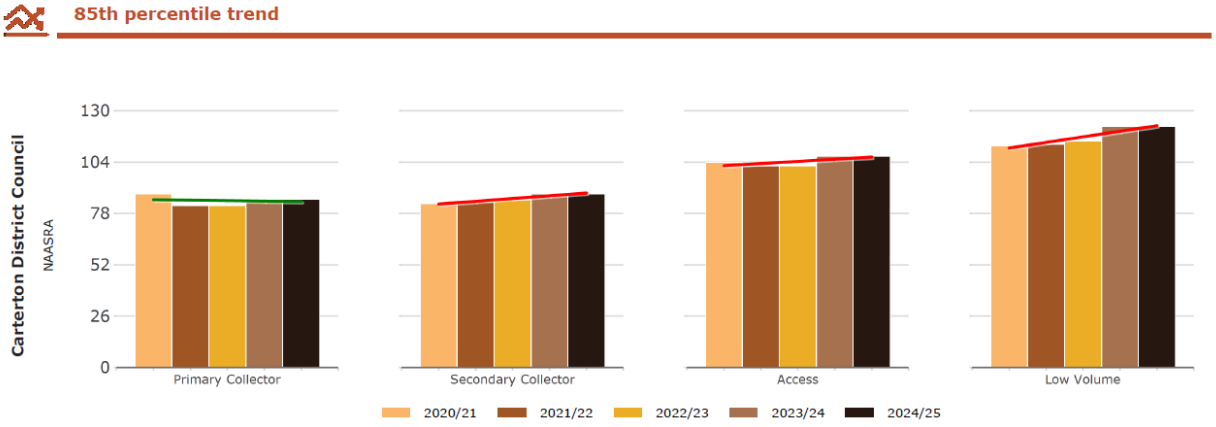


FIGURE 9: CDC NAASRA COUNT TREND

Asset Condition, Renewal and Replacement Rates

The asset replacement value for the roading assets managed by Ruamāhanga Roads is estimated at $366M for SWDC and $240M for CDC (on an optimised depreciation basis). From analysis carried out in 2023 for the Ruamāhanga Roads Asset Management Plan (AMP), a comparison of the annual depreciation of the network's assets to the identified renewal funding indicated the planned spending on renewal of assets on the network was lower than the annual level of depreciation. This under-investment in pavement renewals would cause unsustainable maintenance volumes and costs in future years.

Since the Ruamāhanga Roads AMP was produced in 2023, the level of investment in reseals and in pavement renewals has been increased by both Councils to better align the depreciation rate for these assets to the AMP predictions for their remaining life.

Significant differences remain in the planned investment and depreciation assumptions for bridges and large culverts. Many of these assets have an expected life of over 120 years, so renewal of these most of these assets has not yet commenced. As these assets get older the funding required for renewals will exceed the average annual depreciation rate of the entire roading asset base and large one-off values will be needed for their replacement.

Evaluation of Current Transportation Services Delivery Model

Cost effective service delivery

This current delivery model has been in place since the inception of Ruamāhanga Roads in 2019. The data reviewed indicates that Ruamāhanga Roads is providing cost effective transportation delivery services under its current delivery arrangements including through its single source physical works contract with Fulton Hogan. The direct costs for management and operations of Ruamāhanga Roads are well below the average for the rural council peer group on a dollar per 1000 km basis.

Transportation service delivery via the Ruamāhanga Roads joint venture is proving to be very cost effective.

Risk Management

Notwithstanding the cost effectiveness of Ruamāhanga Roads in delivering transportation services, this review has confirmed several operational risks in the existing service delivery model. These include:

- Challenges in obtaining, retaining and training quality staff resource, and planning for replacements and/or retirements.
- Addressing the different employment conditions causing operational management challenges.
- Maintaining ‘arms-length’ visibility of activities to both Council CEOs, including the working environment and operational challenges, balanced with positive news and achievements.
- Managing and being seen to manage health and safety as a PCBU.
- Planning for and managing priorities equitably in emergencies.
- Maintaining and ensuring the cost-effective performance of the civil works contractor.
- Addressing management and operational inefficiencies caused by different Council systems.

Further, higher level strategic risks exist that are independent of the delivery model, and these include:

- Managing the relationship between Ruamāhanga Roads and Fulton Hogan.
- Managing public expectations on the levels of service than can be provided by Ruamāhanga Roads, which may exceed the ability to be funded and afforded as FAR levels drop.
- Managing the long-term need for asset renewal funding, communicating how the efficiency of spend could be increased further in future years, acknowledging the challenge of affordability due to the low rating base and high level of service expectation from the communities of both Councils.
- Moderating the requirements that create the high level of resource demand for compliance reporting with the local regulatory agencies.
- Signalling the need and sourcing funding for resilience and climate related actions (i.e. higher intensity and frequency).
- Ensuring a pool of funds are set aside and available for emergency works that adequately address the highest priority uninsurable risks.

- Ensuring that adequate audit and surveillance is in place to prevent fraud and/or corruption.

A risk register was not sighted or provided during our review. All these risks should be given visibility via a risk register that is reviewed and has a set of agreed mitigations or action plans, managed and overseen at the governance level.

Alternative Delivery Models for Transportation Services

Delivery model options

Only three broad service delivery model option alternatives are relevant for consideration at a high level for this review. These options are:

- **Option 1 – Full Insourcing – independent and stand-alone**

  All services including governance, funding, management, engineering and physical works delivery are fully delivered in house by two separate council-controlled organisations (CCO). Compared to the current model this would require separation of staff, finding additional staff for duplicate roles at each Council and rehoming all staff in local offices. It would also require the acquisition of a works team and capital investment in equipment. It would involve either breaking or a modification to terminate the current contract with Fulton Hogan earlier than the current June 2027 end date.

- **Option 2 – Partial Insourcing – independent and stand-alone**

  This is like the existing model, but having two separate council-controlled organisations using only directly employed personnel for governance, funding, management, each with a local contractor or multiple contractors for supporting physical works services. This would require additional staffing, rehoming of all the existing staff and variation and/or termination with new revised agreements to enable the existing works contract with Fulton Hogan to be divided.

- **Option 3 – Full outsourcing – 3rd party**

  Each Council agrees to outsource service to a single 3rd party. This 3rd party could be for example a CCO established by Masterton District Council. Or it could be an outsourcing agreement with NZTA like the Marlborough Roads operation. It may or may not require any modification of the existing contract with Fulton Hogan, depending on how easy and agreeable the parties were to have the current contract novated to the new 3rd party entity.

We consider these three options against the current model by using the same high-level objectives and weights that were developed and agreed by SWDC and CDC for the 2019 Section 17a review for transport services (see Figure 10 below).

FIGURE 10: HIGH LEVEL OBJECTIVES FOR TRANSPORT SERVICES OPTION SELECTION

An evaluation of these options against the current delivery model is set out below using a weighted scoring system in the range 1 to 5 against the three high level objectives and weights as set out in Figure 10.

Scores are based on the following subjective assessments:

1 likely to be substantially worse than the current model.

2 likely to be worse than the current model.

3 equivalent to the current model.

4 likely to be better than the current model.

5 likely to be substantially better than the current model.

High Level Objective & Weight (%)	Score Current Delivery Model.	Score Option 1 Full Insourcing – stand alone	Score Option 2 Partial Insourcing – stand alone	Score Option 3 Full Outsourcing – 3rd party*
Optimal value for money through best use of people within a supportive governance and management structure. 60%	3	1	2	2*
Competent supplier(s) consistently delivering required levels of service in a collaborative environment. 15%	3	1	2	3*
Capturing emerging opportunities to secure more investment of Wairarapa Roads. 25%	3	2	2	2*
WEIGHED TOTAL (Sum of scores x weights/100%)	**3**	**1.25**	**2**	**2.15***

FIGURE 11:SERVICE DELIVERY MODELS - OPTION ANALYSIS USING WEIGHTED COMPARATIVE SCORES

*Note: Scoring for option 3 is particularly subjective as it would depend on where and how the 3rd party was set up and on the competency of its management. In order to mitigate for this subjectivity, our assessment assumes that this option achieves the same value for money rating that we observe from either Masterton District Council or the Marlborough Roads business unit achieves (both of which are potential models for this option).

Both business units have value for money scores above the 75th percentile national average cost efficiency ratings based on Transport Insight annual reports over recent years[6].

We assume that this delivery model would not score as well as the current model on its ability to capture emerging opportunities for investment in Wairarapa roads since it would be less intrinsically motivated to do so as a 3rd party. We assume that the existing contract with FH would be novated over to the 3rd party.

Preferred option

The preferred delivery model identified from the above high-level analysis with the highest weighted total score is the current delivery model. Pleasingly, this still aligns well with the high-level objectives set back in 2019.

[6] Source https://transportinsights.nz/performance/annual-reports

Observations

The current delivery model compares very favourably in terms of value for money compared to its rural council peer group and more broadly across all of NZ. It appears to hit a 'sweet spot' in terms of the ratio of resource levels applied to the level of management overhead, both through local supply of competent office staff and via a contracted 'field workforce' with many of its overheads managed nationally.

It is important to observe that whilst Ruamāhanga Roads is cost efficient with the money applied; the overall combined asset condition is probably not improving. This is more a reflection of affordability and investment policy than it is of choice of delivery model. If both Councils were to decide to further increase investment on asset renewal, the efficiency of spending could be increased further in future years. The challenge of course is affordability due to the low rating base and high level of service expectation from the communities of both Councils.

We would also observe that staffing levels for Ruamāhanga Roads have been difficult to maintain, and the business unit has for much of its existence been under resourced, with vacant FTE positions lowering the actual level of staff expenditure from that planned and allocated. Long term, this situation is not sustainable as staff will burn out and turnover will go up.

Council staff allocated to the Ruamāhanga Roads business unit come with differing employment conditions and managing these can be unduly complex and distracting. One role is currently vacant and bringing the staffing levels to 100% of allocation under a common set of employment terms is highly desirable for long term sustainability.

The Council staff involved in corridor and traffic management are co-located with the Ruamāhanga Roads operations team for overall operational integration and coordination efficiencies. Whilst the co-location of corridor and traffic management functions is pragmatic, it is essential to ensure that these staff (who perform a regulatory function) can act impartially and not favour or be influenced by the incumbent contractor in carrying out their duties. Further thought should be given to how this can be seen to be better controlled, given that the office area is also a workshop for the incumbent contractor.

In discussion with the Ruamāhanga Roads staff in a workshop setting (held 21 May 2025), workload challenges were raised in terms of the level of resource demanded for compliance and reporting activities, reducing management focus on the Fulton Hogan contract. Some of these compliance demands are created at the local and regional level and could potentially be reduced, combined or streamlined by agreement between Councils.

Further cost efficiency improvements may result from integration of the two Councils finance and reporting systems (including its separate reports to NZTA) and Corridor Access Request (CAR) systems, or alternatively if an agreement can be reached between Councils, the adoption of one set of common systems.

Further delivery efficiencies could also be obtained if improvements in the level of management oversight provided by Fulton Hogan's regional leadership team can be made, and if improvements in the timely delivery of RAMM data can be obtained.

As noted in the introductory sections, Ruamāhanga Roads current governance arrangements lack structure and discipline. This is evidenced by the following observations derived from interviews during the review:

a) There are no terms of reference for the governance group. These should exist to establish the purpose, functions and objectives of governance, decision making and voting rights of governance members, role and responsibilities for a chair, meeting frequency, confidentiality and conflict of interest reporting requirements etc.

b) Governance meetings have not been held on a regular basis. There is no pre-set cycle for governance meetings set in advance in in calendars. Instead, meetings have been set and held on an ad hoc basis.

c) There are no agendas set and sent in advance of meetings. Agendas for meetings should be set in advance of meetings based on key matters aligned to the governance groups purpose as established in a terms of reference. In discussions with one governance member, it was noted that agendas are presented at the meetings but that these may not always address issues that should be discussed at a governance level and that they can instead become focussed on operational matters.

d) No historical meeting minutes were able to be sighted during this review, and it seems that these important management records have either not been generated, or if they have, are not available to Council. Minutes should be prepared, issued and maintained as a record of actions agreed and responsibilities should be clearly defined with outcomes and timeframes.

e) There is no formal risk register which is presented at governance meetings. A risk register focussed on operational and strategic risks should be developed, maintained reviewed at governance meetings.

f) No copies of any financial, dashboard or risk-based reports were able to be sighted. It seems that written reports are rarely presented to the governance group. Concise written reports should be prepared on a monthly cycle. A key element of reporting is that it establishes a discipline of monitoring which is fundamental to the function of governance. Data should be drawn from active data systems and show trends against baselines. Financial data drawn from external reporting systems should be cross checked and be consistent with data held in Council financial systems.

g) Internal and external audits of Ruamāhanga Roads should be directly available to the governance group members and issues raised acted on as and when required.

Generally accepted best practice for governance roles is that participants should ideally be diverse in gender and should have management skills and experience to bring to the governance role. In accordance with advice from the Auditor General, we note that conflicts of interest can occur, and these can include conflicts of role[7]. Staff appointed to the governance role should not be involved in any functions, duties or have any fiduciary conflicts from roles that could compromise an independent view.

[7] Managing conflicts of interest. A guide for the public sector. OAG June 2020

Conclusion

Justification for Section 17a review

Clear justification for the completion of this review exists, since a review of transportation services has not been carried out since the formation of the business unit in 2019.

Current arrangements are cost effective

The current transportation services delivery arrangements have been analysed as part of this review and are very cost effective.

Preferred Service Delivery Option

The preferred service delivery option is the current service delivery model. This is a shared service model as a joint business unit (CCO), with outsourced physical works and co-funding from SWDC and CDC, enabling continued access to NZTA's subsidy.

Governance

The co-governance effort has been evaluated as resourced appropriately, but governance is only partially effective. A terms of reference, regular meetings, minutes, agendas and reporting cycles are required to give structure and discipline. Consideration should be given to the potential for role conflicts and the desired gender and skills balance.

Risk Management

There are operational and strategic risks that need to be managed and actioned. Further rigour is needed with risk management practices including an actively reviewed risk register.

Recommendations

The recommendations identified in this Review are as follows:

- That SWDC and CDC continue with the current delivery model for transport services; being the co-governance joint business unit (Ruamāhanga Roads) delivery model, maintaining the current contract forms for outsourced works and services.
- Improve governance arrangements to add skills, diversity, structure and discipline.
- Increase rigour to risk management.

Appendix:

Investment setting - details

South Wairarapa district lies at the southeastern tip of New Zealand's North Island, as shown in Figure 12 below. The administrative area is 2484 km[8], with approximately 671 kilometres of roading (of which 602 kilometres are rural), 2548 culverts, 140 bridges and 8.8 kilometres of cycleways[9]. SWDC is in the 'Rural' peer group for road network characteristics within the ONRC classification system[10].

FIGURE 12: SOUTH WAIRARAPA DISTRICT (NEW ZEALAND)

The South Wairarapa district contains mixed topography, with flat, rolling and mountainous areas. A broad central valley area contains lakes Ōnoke and Wairarapa. The elevation ranges from -4m in the Lake Wairarapa lakebed to +1,486 m to the south in the Aorangi Forest park[11]. Most of the roading network does not exceed 200 m in elevation.

[8] https://swdc.govt.nz/for-visitors/
[9] SWDC Enhanced Annual Plan 24/25, p44
[10] The One Network Road Classification (ONRC) is a framework that categorises roads throughout the country.

[11] South Wairarapa District topographic Map: source en-gb.topographic-map.com/map-lzl9zs/South-Wairarapa-District/?center=-41.38333%2C175.30472&zoom=10

The Tararua, Rimutaka and Aorangi ranges are predominantly hard greywacke which can be weathered into clay bands, resulting in weaker more friable surface rock creating rockfall risk in steep un-benched cuts through these ranges. Large gravel fans from this greywacke source rock are distributed through the Ruamāhanga catchment to form the central valley plains, which provide a source of high-quality roading aggregates.

Lower hill country to the east of the central valley out to the extensive eastern coastline is characterised by slopes that are mostly deforested and intensively farmed. This area is formed from a series of more complex, lifted and folded softer mud and sand stones, which can be prone to deep seated instabilities and landslides. The orientation of road cuts with respect to natural defects can affect the resultant stability of sections of road in these areas. Limestone deposits are exposed in numerous locations through the lower hill country areas. Limestone is quarried in the adjoining Carterton District, proving useful rip rap materials for road and coastal protection.

The South Wairarapa district containing multiple active faults and sits within the area of greatest seismicity and highest seismic risk in New Zealand[12]. Road structures such as retaining walls, bridges and culverts must be designed to withstand significant seismic loads. Tsunami risk is significant in all coastal areas.

Mean annual rainfall varies significantly within the Ruamāhanga catchment because of topographic influences. The highest rainfall occurs in the Tararua Range, with mean annual rainfall peaking at over 6,000 mm in the highest parts of the range. Annual rainfall decreases dramatically with distance eastwards, with the lowest mean annual totals of 700-800 mm occurring around Martinborough. Most parts of the Wairarapa plains receive, on average, around 800 to 1000 mm of rainfall per year, and are the driest part of the wider Wellington region. Climate modelling suggests that the frequency of very heavy rainfalls is likely to increase by a factor of two by 2090[13].

The South Wairarapa District is home to a growing but aging population of approximately 11,800 people in 2023, with a median age of 47.5 years which is slightly older than the national average. The median personal income is slightly higher that the national average at $42,800. The main business groups include farming, forestry, wine growing and manufacturing. There are numerous small to medium businesses involved in farm support, tourism and accommodation services.

The South Wairarapa District is projected to experience population growth, with projections suggesting an increase to 12,696 in 2031 and 14,476 by 2051. South Wairarapa's Spatial Plan identifies the urban areas of Greytown, Featherston, and Martinborough as key areas expected to see the strongest growth[14].

The district's roading network is characterised by a high proportion of unsealed, low volume access roads serving a small and diffuse rural community. Figure 13 below provides details of the network characteristics as defined by the ONRC system[15].

[12] New Zealand National Seismic Hazard Model available at https://nshm.gns.cri.nz
[13] GWRC: Summary report for Ruamāhanga Whaitua Committee, May 2014
[14] South Wairarapa Spatial Plan 2021
[15] Network characteristics 204/25 RCA report: source https://transportinsights.nz/home

ONRC	Total Length (Km)	Urban (Km)	Rural (Km)	Sealed (Km)	Unsealed (Km)	Lane (Km)	Urban Journeys (M VKT)	Rural Journeys (M VKT)	Annual Total Journeys Travelled (M VKT)	Percentage of length
Primary Collector	64	2.7	61	64		128	1.3	26.8	28.1	10%
Secondary Collector	178	6.8	171	169	8.6	355	2.3	23.9	26.1	27%
Access	240	31	209	133	107	438	6.4	10.4	16.7	36%
Low Volume	189	29	160	41	148	286	2.0	2.9	5.0	28%
TOTAL NETWORK	**671**	**70**	**602**	**408**	**264**	**1,208**	**12.0**	**63.9**	**75.9**	

Table 1: Network Statistics for network length (km) and journeys travelled (Million vehicle km) by ONRC Class

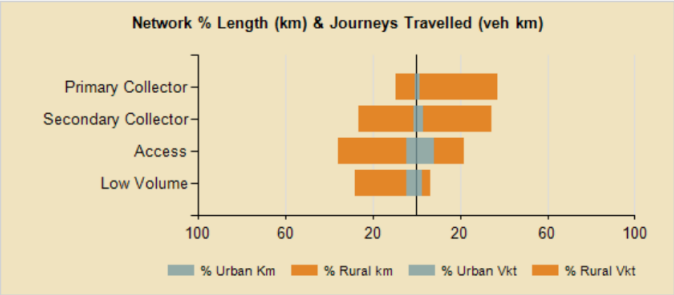


Figure 1: Network Percentage Length and Journeys Travelled

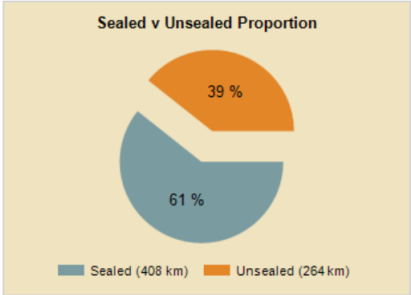


Figure 2: Sealed v Unsealed

FIGURE 13: SWDC ROADING NETWORK CHARACTERISTICS

The adjoining Carterton District is immediately to the northeast. The administrative area is smaller at 1180 km2, but it shares the same physical, geological and climate characteristics as South Wairarapa district, albeit without large valley lakes or such an extensive coastline.

FIGURE 14: CARTERTON DISTRICT (NEW ZEALAND)

Carterton district's population in 2023 was 10,107 and its demographics are like South Wairarapa, albeit without quite as much recent growth. Its median age is slightly higher at 48.4 years, with a median income lower at $37,800. The main business mix is, dominated by manufacturing, then farming, forestry and rural support services[16].

Carterton district's population is projected to grow from 10,258 in 2022 to 11,890 by 2032 over those ten years. Projections through to 2047 see the population increase to 14,351. The main growth area identified in Carterton's spatial plan is the eastern side of the Carterton urban area. This area is designated for new greenfield development, including residential and light industrial activities. The Carterton East Structure Plan aims to enable and manage this future development. The plan also acknowledges the need for infill development within the existing urban area to accommodate projected population growth[17].

The Carterton district's roading network is proportionally smaller than South Wairarapa's, with 452 kilometres of roading, 49 bridges and 1,923 culverts. CDC is also in the 'Rural' peer group for road network characteristics within the ONRC classification system.

[16] Statistics NZ source: https://tools.summaries.stats.govt.nz/places/TA/carterton-district#quick-stats
[17] Carterton District Council Lont term plan 2024-34 part 1

It is also characterised by a high proportion of unsealed, low volume access roads serving a small and diffuse rural community. Figure 15 below provides details of the network characteristics as defined by the NZTA one network road classification system

ONRC	Total Length (Km)	Urban (Km)	Rural (Km)	Sealed (Km)	Unsealed (Km)	Lane (Km)	Urban Journeys (M VKT)	Rural Journeys (M VKT)	Annual Total Journeys Travelled (M VKT)	Percentage of length
Primary Collector	25	0.4	25	25		50	0.4	16.3	16.7	6%
Secondary Collector	157	8.3	149	151	5.8	314	3.9	28.9	32.8	35%
Access	154	9.9	144	95	59	297	1.6	5.5	7.1	34%
Low Volume	115	14	101	26	90	224	0.9	1.4	2.2	26%
Unclassified	0.1									0%
TOTAL NETWORK	**452**	**33**	**419**	**297**	**155**	**886**	**6.8**	**52.1**	**58.9**	

Table 1: Network Statistics for network length (km) and journeys travelled (Million vehicle km) by ONRC Class

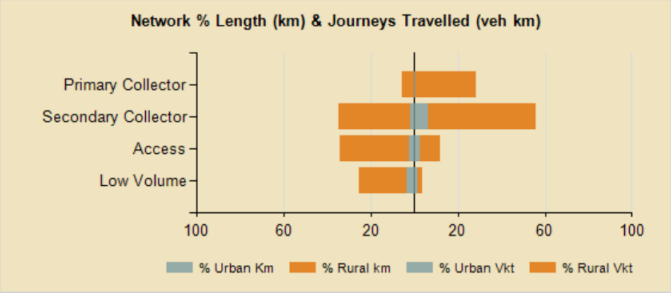


Figure 1: Network Percentage Length and Journeys Travelled

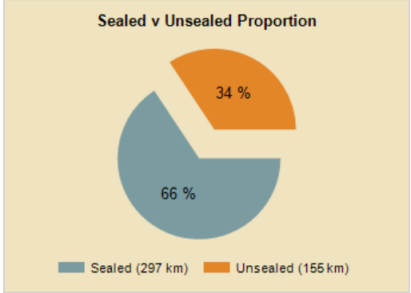
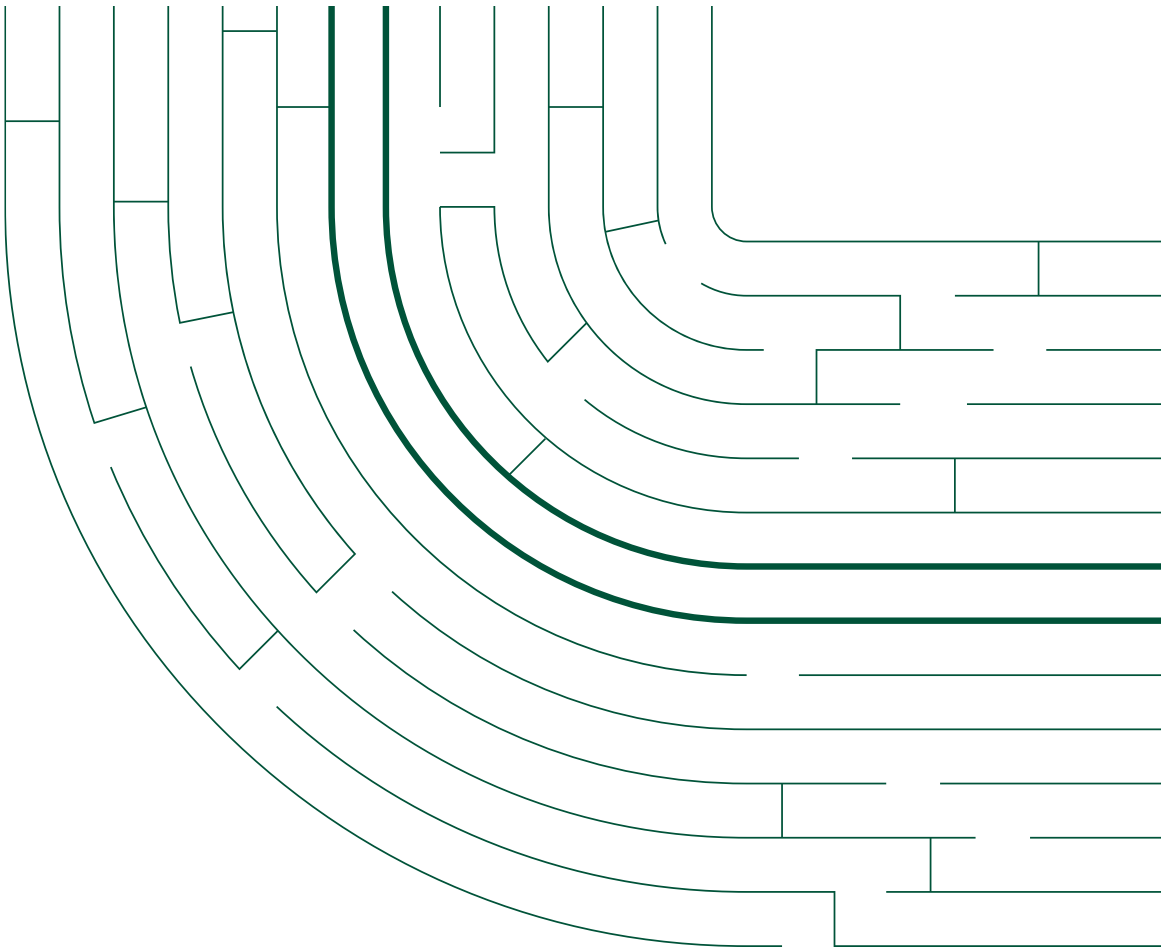


Figure 2: Sealed v Unsealed

FIGURE 15: CDC ROADING NETWORK CHARACTERISTICS



RESOLVE GROUP NAVIGATING COMPLEXITY

resolve@resolvegroup.co.nz
+64 9 303 3461

High Priority Bridge Inspections 2025

Stantec

Stantec New Zealand

Prepared for:
Ruamāhanga Roads

Date:
30 October 2025

Prepared by:
Stantec

Project/File:
310206618 (SWDC) / 310206552 (CDC)

High Priority Bridge Inspections 2025

Revision Schedule

Revision No.	Date	Description	Prepared by	Quality Reviewer	Independent Reviewer	Project Manager Final Approval
0	30/10/25	Draft for Client comment only	Jeremy Walters	Nigel Beatson	-	Michelle Parnell
1	19/12/25	Final with Client comments	Jeremy Walters	Nigel Beatson	Nigel Beatson	Michelle Parnell

Disclaimer

The conclusions in the report are Stantec's professional opinion, as of the time of the report, and concerning the scope described in the report. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. The report relates solely to the specific project for which Stantec was retained and the stated purpose for which the report was prepared. The report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from the client and third parties in the preparation of the report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This report is intended solely for use by the client in accordance with Stantec's contract with the client. While the report may be provided to applicable authorities having jurisdiction and others for whom the client is responsible, Stantec does not warrant the services to any third party. The report may not be relied upon by any other party without the express written consent of Stantec, which may be withheld at Stantec's discretion.

Prepared by: 

Signature

Jeremy Walters

Reviewed by: 

Signature

Nigel Beatson

Approved by: 

Signature

High Priority Bridge Inspections 2025

Michelle Parnell

Table of Contents

List of Tables

Appendices

High Priority Bridge Inspections 2025

1 Introduction and Purpose of Report

Ruamāhanga Roads has been established to maximise efficiency, achieve increased regional consistency and optimise the use of resources for the South Wairarapa and Carterton District Councils.

As part of this increased efficiency and regional consistency, Stantec has been commissioned to review all bridges previously deemed to be “high priority” during the 2023/2024 bridge inspections and provide independent technical advice to Ruamāhanga Roads for budgeting and planning of future bridge maintenance, strengthening works and structure renewal works programmes.

Please note that this report focuses only on the key defects identified, ones that pose a potential threat to the bridge or to public safety. It does not detail all defects. The reader is directed to the Principal or General Inspection reports for a comprehensive list of routine and structural defects.

2 High Priority Inspections

The 2025 High Priority Bridge Inspections, undertaken by Stantec on behalf of Ruamāhanga Roads, have been successfully completed. The findings of the inspections are summarised in this report.

The 21 high priority structures inspected were located across both districts as follows:

Table 1: South Wairarapa District Council High Priority Structures (9 bridges, 2 culverts)

Bridge No	Bridge Name	Road Name
26	Tawaha	Te Maire Rd
31	Pahautea Culvert #1	Pahautea Rd
35	Lower Valley	Kahutara Rd
48	Kumenga	Pouawha Rd
51	Te Rata	Te Rata Rd
52	Turanganui	Lake Ferry Rd
69	Birch Hill	Birch Hill Rd
77	Lower Cape River	Cape River Rd
78	Upper Cape River	Cape River Rd
90	Tora Farm	Tora Farm Sett Rd
91	Awheati Culvert	Tora Farm Sett Rd

Table 2: Carterton District Council High Priority Structures (8 bridges, 2 culverts)

Bridge No	Bridge Name	Road Name
2	Greys Bush Bridge	Park Road
31	Brooklyn - Mangatarere	Brooklyn Road
34	East Of Railway	Dalefield Road

Project: 310206618 (SWDC) / 310206552 (CDC)

36	Mangatarere Gorge 1	Mangatarere Valley Road
37	Mangatarere Gorge 2	Mangatarere Valley Road
38	Carrington Factory Bridge	Mangatarere Valley Road
42	Enaki - Belvedere	Belvedere Road
47	Arawhakatu Bridge	Norfolk Road
C82	Culvert 429	Hururua Road
X11	Culvert 558	Te Wharau Road

The inspections were carried out between the months of August and October 2025 and assessed the defect criticality, provided a work prioritisation schedule and indicative high-level costings for budgetary purposes.

3 Inspection Method

All inspections were carried out on foot and using binoculars where necessary.

In order to complete all high priority inspections and report on them by the end of October 2025, site verification of Asset & Work Manager (AWM) data has not been carried out.

Specialist access equipment was not used during these inspections.

4 Inspection Findings

4.1 SWDC Bridge 26 – Tawaha

4.1.1 Defect Identification

Due to heavy rain the day before the inspection a walk-through inspection of the culvert barrels was not possible due to high water levels.

The key defects identified were as follows:

- A significant crack (15mm wide at top) is visible down through the upstream headwall and the downstream true-right abutment. The upstream crack is wider at the top than the bottom. The downstream crack is wider at the bottom than the top suggesting settlement and rotation of the true-right culvert cell foundation (measured at 20mm over 250mm). New rip-rap protection was evident on the upstream, true-right side, suggesting recent repair of scour damage. Orange-stained water was leaching through the base of the upstream crack at culvert roof level, suggesting reinforcement corrosion due to water ingress through the crack.
- Patch repairs evident on the carriageway approaches indicating a “top-up”, probably due to loss of material and subsequent settlement of the approach.
- The culvert was constructed circa 1931 and it is understood that Ruamāhanga Roads have no record drawings for this culvert at the time of writing this report.

High Priority Bridge Inspections 2025

4.1.2 Recommendations

The culvert has essentially broken its back about the central wall, probably due to washout of the foundation material beneath the true-right culvert cell/abutment. Based on the culvert's age it is highly likely that the culvert is on a spread footing so is susceptible to scour, particularly if there are no aprons or cut-off walls present. The left-hand culvert cell appears to be in relatively good order for its age. Further investigation is required into Council records to establish when these cracks were first noticed. There appears to be no records of monitoring of the crack widths or extent of settlement.

The culvert is currently weight-restricted to 44,000kg and 8200kg axles, however it is advised that this be further reduced to a Gross limit of 10,000kg plus a speed limit of 10km/hr in the interim.

There are four possible options:

1. Monitor the culvert, particularly after flood events, for ongoing movement using permanently installed movement gauges and replace the culvert when movements exceed predetermined limits.

2. Underpin the right-hand culvert cell floor slab with injected polyurethane foam to fill any voids and prevent further settlement (a similar method to that used under household floor slabs following the Christchurch earthquake) and resin-inject open cracks in the headwall and abutment to prevent water ingress and reinforcement corrosion. Construct an upstream cut-off wall approximately 1m deep to prevent further undermining.

Project: 310206618 (SWDC) / 310206552 (CDC)

3. Replace the right-hand cell of the culvert only with a precast unit. This is problematic as the culvert roof and base slabs are continuous. With no record drawings available the reinforcement details at roof and floor slab are unknown for the existing cell. This option is not preferred.
4. Replace the entire culvert with a new precast twin-cell culvert, complete with headwalls, aprons and cut-off walls.

Considering the age of the culvert and lack of structural details available, options 1, 2 and 4 are all viable.

The recommended option is Option 4, the complete replacement of the culvert, with new precast units designed to full HN-HO-72 vehicle loading and removal of the current weight restriction.

A resource consent is expected to be required for the recommended option.

4.2 SWDC Bridge 31 - Pahautea Culvert #1

4.2.1 Defect Identification

During the inspection there was approximately 0.3m of dark brown stagnant water present through the culvert's length therefore full inspection of elements underwater such as the base slab and aprons was not possible.

- Minor abrasion/scour to the upstream and downstream true-right wingwalls.
- The timber sight rails on both upstream sides and only on the true left of the downstream side of the culvert. No guardrail is present, so this does present a safety risk, but the road is straight across the structure
- A minor crack is evident through the mid-length construction joint in the roof and walls, but no leaking is evident even though it had been raining persistently on the day of inspection.

4.2.2 Recommendations

- It is recommended that submerged structural elements are inspected during the upcoming summer months when water levels have receded.

- Clean and patch repair scour/abraded sections in wingwalls to prevent water ingress and deterioration.
- Install a timber sight rail on the downstream true-right corner and paint/re-paint all sight rails white.
- Complete a barrier risk assessment to determine if barriers are required for this structure.
- Monitor the minor crack in the central construction joint.
- A resource consent is expected to be required for works in the waterway.

4.3 SWDC Bridge 35 - Lower Valley

It is apparent from studying previous bridge inspection records, going back many years, that the four main river spans of this structure have not been properly inspected for well over 13 years, probably longer. Similarly, the bridge foundations of the piers associated with these spans have not been inspected either, likely due to the specialist (diver) access required. Considering the anecdotal evidence that has come to light recently, the age of the structure and lack of previous inspection history, the structure has recently undergone a full Principal Inspection of all superstructure spans and a Special (diving) Inspection of the piers and foundations located in the main waterway.

4.3.1 Defect Identification

- Existing patch repairs are evident on Spans 7 to 9, some are currently performing well others are failing. New spalled areas on spans 2 to 5 also require repair.
- Piles have significant scour with piles exposed up to 4.2m beneath pile cap. Potential for large flood debris to impact on piles causing irreparable damage and possible bridge collapse.
- Poor quality concrete on pile caps
- The existing concrete piles do not appear well anchored into the bridge's pile caps
- The piles are located close to the edge of the pile caps with limited room for reinforcement provision, suggesting the pile cap may be inadequately reinforced around its perimeter.
- A large flood debris raft is present between the bridge piers in the river, both above and below water. The submerged flood debris raft spans between piers adding significant lateral load to the piers, particularly when the river is in flood
- Cracks visible at beam haunches, appear historic - monitor.
- Impact damage to barrier posts and rails. Appears to be from the excavator operator removing flood debris (yellow paint scrapes visible on concrete).
- Anecdotal evidence from local farmer that lives next to the bridge that when river levels are low pier piles are in poor condition.
- Anecdotal evidence from excavator driver of bridge swaying sideways during flood debris removal.

4.3.2 Recommendations

- Although we have significant concerns about the bridge's lateral capacity (particularly during floods), there are no signs of distress from live load so don't recommend any reduction in vehicle weights on the bridge. A speed restriction of 10km/h is introduced immediately to minimise vehicle impact loads into the structure.
- Remove current flood debris from all piers, above and below water using divers with underwater chainsaws as a matter of urgency, not excavators from deck level.
- Establish survey stations on and off the bridge to enable structural monitoring following flood events.
- Due to the potential public safety risks associated with flood loading and/or flood debris impact on the bridge, in particular the piers and/or piles, it is recommended that the bridge is shut to road users whilst the Ruamāhanga River is in flood. The bridge should not reopen to road users until flood waters have receded, the bridge has been surveyed post-flood, the survey results have been assessed by Stantec for any vertical or lateral displacement, and we have advised Ruamāhanga Roads accordingly. In the first instance, it is recommended that the closing of Lower Valley Bridge is to coincide with the closing of SH53 Waihenga Bridge. Whilst this is a good approach initially, further investigation should be carried out to establish site-specific river level triggers for closure of Lower Valley.
- Regular monitoring and removal of any future flood debris build-up from or between the piers using divers.
- Implement a diving inspection of the pile/pile cap connection following notable seismic events to check the integrity of the connection and condition of these elements.
- Complete patch repairs on spalled concrete areas on land spans.
- Repair impact damaged bridge rails and posts as they present a potential spearing hazard to motorists.
- A resource consent is expected to be required for remedial works.

4.4 SWDC Bridge 48 – Kumenga

4.4.1 Defect Identification

- Significant corrosion evident on the upstream true-right rocker bearing at Abutment 2. Appears delaminated and may be seized. Only minor corrosion evident on the other abutment bearings. Pier bearings were not inspected due to lack of access.
- Spalling of concrete evident to the abutment backwalls of both abutments. Expansion joint leaking at Abutment 1.
- Protective coating system has broken down on the structural steelwork resulting in corrosion of the beams, particularly on the bottom flanges, internal faces of the webs and diaphragms. The exterior beam faces appear to be in fair condition. Spans 2 and 3 appear to have a similar level of deterioration in the coating system. Span 1 paint condition appears much better.

High Priority Bridge Inspections 2025

- Minor hairline cracking in deck.

4.4.2 Recommendations

- The bridge's protective coating system is at the stage where grit blasting and painting is required relatively soon to prevent further section loss. Recoating is recommended within the next 3 years.
- During grit blasting, establish if the corroded rocker bearing is salvageable or requires replacing. If the bearing is salvageable paint during the bridge painting works. Therefore, cost is included above. If not salvageable replace and paint.
- Prepare and patch repair the exposed and corroded reinforcement in both abutment backwalls.
- Replace failed expansion joint at Abutment 1 to prevent surface water leakage.
- Monitor approaches for settlement.
- A resource consent is expected to be required for surface preparation and painting works over the waterway.

4.5 SWDC Bridge 51 – Te Rata

4.5.1 Defect Identification

- Leaking through longitudinal deck joints
- Piles exposed on Pier 1. Exposed length approximately 0.6m to 1.0m.
- Debris build-up and vegetation on deck alongside kerbs.

4.5.2 Recommendations

- Monitor leaks through longitudinal joints
- Extent of exposed piles on Pier 1 is considered minor currently, but monitor, particularly after flood events.
- Remove accumulated debris and vegetation from beneath the kerbs on both sides.

4.6 SWDC Bridge 52 – Turanganui

The Pier 4 and the true-left abutment was inspected from Span 4 due to high water levels and fast flowing water.

4.6.1 Defect Identification

- Concrete spalling is evident at several locations, particularly at the beam haunches.
- Minor hairline vertical cracks and crazing evident on the beams.
- Flood debris on upstream side of Pier 4.
- Gabion basket on upstream side of Abutment 2 is slightly undermined.

4.6.2 Recommendations

- Prepare and patch repair spalled concrete areas at various locations, some quite large. To be completed within the next two years.
- Remove flood debris from the upstream side of Pier 4.
- Monitor beam cracking and upstream gabion retaining wall.

4.7 SWDC Bridge 69 - Birch Hill

4.7.1 Defect Identification

Bridge 69 Birch Hill on Birch Hill Road is signed as a ‘private bridge’ with a 2.5t axle weight restriction. Due to the ‘private bridge’ signage it is unclear why this bridge is being inspected or maintained by Ruamāhanga Roads. A concrete ford is immediately downstream of the bridge for heavy vehicle access.

The key defects identified were as follows:

- Settlement of the true right abutment and wingwalls from the piled superstructure resulting in a ~70mm separation gap and exposed and failed reinforcement.

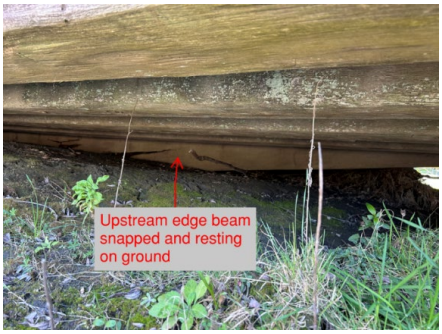
4.7.2 Recommendations

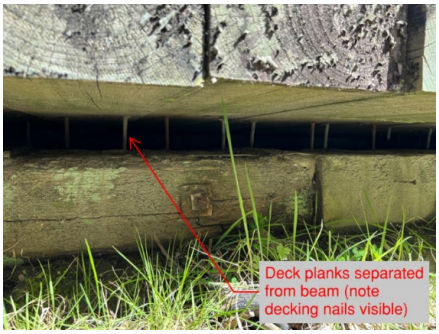
- Ruamāhanga Roads is to determine legal ownership of the bridge.
- If the bridge is deemed privately owned, as expected, then Ruamāhanga Roads will incur no maintenance costs for this structure.

4.8 SWDC Bridge 77 - Lower Cape River

4.8.1 Defect Identification

- The upstream timber edge beam has cracked and failed on the true right land span. Fortunately, there is only a small distance (between 0m to 0.4m) between the underside of the failed beam and the riverbank beneath so the failed beam is currently resting on the streambed. The timber decking has detached from the failed beam and is currently cantilevering off the adjacent beam approximately 100mm above the top of the failed beam. There is an existing softwood timber repair evident on the upstream side of the bridge, but this has been unsuccessful. There is a gravel ford immediately adjacent to the bridge which could be utilised by property owners during bridge repairs.





4.8.2 Recommendations

- In the interim, and as a matter of urgency, reduce the bridge posting to light vehicles only (<3.5t). (Immediate reporting of this beam failure to Ruamāhanga Roads has resulted in a reduced posting limit already being actioned).
- Remove Span 4 in its entirety and construct a new timber pole retaining wall abutment around Pier 3 to support the new slightly longer approach. The broken beam from Span 4 can be disposed of and one of the 4 remaining beams from Span 4 up-cycled to replace the decayed downstream edge beam on Span 3 (a measurement check is required to ensure the Span 4 beam length is suitable for use on Span 3).
- Ruamāhanga Roads to put the remaining spare beams from Span 4 into storage for future beam replacements on this bridge.
- Discuss access options with landowners beyond the bridge, particularly if they have stock, forestry or dairy trucks needing to cross this bridge. There is a ford immediately adjacent to the bridge but it comprises only uncompacted river gravels so is considered only suitable for 4WD vehicles only and not useable by longer/heavier vehicles.

- The riverbed is aggrading resulting in a maximum gap of only 1m between beam soffit and streambed. Implement river management techniques to maximise waterway area under the bridge and expose timber pier elements so they can dry out and be inspected.
- A resource consent is expected to be required for remedial works in the river, in particular the construction of a new abutment, shortening of the bridge and river management works.

4.9 SWDC Bridge 78 – Upper Cape River

The bridge is currently posted at 35,000kg Gross, 6500kg axles and 10km/h speed limit.

4.9.1 Defect Identification

- This bridge deck is approximately 4m above streambed with only timber wheel guards. This raises a safety concern for road users, however it is understood that this structure only serves one property on a dead-end road so the likelihood of cyclists and/or pedestrians on this bridge is considered low.
- The paint system on the beams is breaking down, but the extent and severity of corrosion on the beams is considered repairable with proper surface preparation and painting. The middle span appears to be in better condition than the two ends spans.
- The deck clamps that fix the timber deck to the steel beams are heavily corroded and will need replacing in most instances.
- There is a timber block spacer missing between the diagonals on Pier 1.
- The wingwall/abutment timber laggings are in poor condition due to decay and will require replacing within the next 1 to 2 years. Some loss of fill material behind the wingwalls is evident due to this loss of support but not sufficiently significant yet to impact on the stability of the approaches.
- Repair/replace broken timber wheel guards.

High Priority Bridge Inspections 2025




4.9.2 Recommendations

- Carry out a risk assessment to help establish if a vehicle or pedestrian barrier is required. It would also be useful to understand what vehicles the landowners take across the bridge to better inform any future barrier requirements.
- Replace corroded deck clamps. This could be completed from underneath the bridge in the summer months whilst the bridge remains open to traffic (due to very low traffic volumes).
- Grit blast and repaint the bridge beams within the next 2 to 3 years.
- Replace the missing timber block spacer on Pier 1.
- Repair potholes immediately behind the abutments.
- Replace decayed and missing lagging timbers at abutments/wingwalls.
- A resource consent is expected to be required for surface preparation and painting works over the waterway.

4.10 SWDC Bridge 90 - Tora Farm

4.10.1 Defect Identification

Work previously categorising this bridge as “High Priority” was noted in the previous consultant’s General Inspection report in June 2024 as being underway at that time. The deck and handrails all appeared new, as did the abutment retaining structures. Beams and piers, from what could be accessed appeared to be in fair condition for its age. Recent underpinning works evident on Pier 2. Pier 3 has been replaced. Remnants of the existing timber pier 3 remain just above water level.

4.10.2 Recommendations

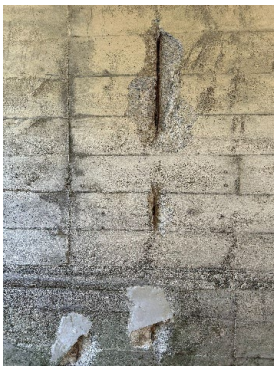
None.

4.11 SWDC Bridge 91 – Awheati Culvert

4.11.1 Defect Identification

- Scour beneath the true-right apron. Extends 0.7m below top face of apron and back under the apron approximately 0.9m. The cracks evident in the wingwall are likely caused from this undermining.
- The end of the wingwall is currently completely detached and suspended over the scour hole by a single reinforcement bar.
- Remove tree immediately downstream of the detached wingwall.
- Prepare and patch repair spalled vertical reinforcement in culvert.
- Reinforcement exposed in the culvert floor on the downstream end. Repair and protect.
- Repair washed out encroaching into road on upstream side and consider installing formal surface water drainage provision.

High Priority Bridge Inspections 2025



4.11.2 Recommendations

- Remove detached wingwall, fill the void under the apron (<1m^3) and the downstream scour hole and inject cracks wider than 0.3mm in wingwall.
- Remove downstream tree.
- Patch repair spalled concrete and exposed reinforcement areas and remove and renew all poorly executed (and failing) previous patch repairs.
- Break out and reinstate exposed and broken reinforcement on the downstream apron to reinstate structural integrity of apron. Patch repair area using high strength abrasion resistant mortar.
- Reinstate washed out carriageway.

High Priority Bridge Inspections 2025

- A resource consent is expected to be required for remedial works in the waterway, in particular the filling of the scour hole and apron relining works.

4.12 CDC Bridge 2 - Greys Bush Bridge

4.12.1 Defect Identification

- Streambed is degrading resulting in both abutment pile caps and piles becoming exposed.
- Reinstatement patches are visible on the carriageway behind each abutment suggesting there is an ongoing a settlement issue on the approaches. This is likely caused by material being washed away from underneath the pile caps.

4.12.2 Recommendations

- Consider installing a small weir downstream of the bridge to reinstate the streambed material lost beneath the pile caps and prevent material loss from behind the abutments. Alternatively, fill beneath the pile cap with mass concrete.
- A resource consent is expected to be required for the installation of a weir or for concreting works in the waterway.

4.13 CDC Bridge 31 - Brooklyn – Mangatarere

High water, following recent heavy rain, prevented a full inspection of the beams, true-left abutment or foundations.

4.13.1 Defect Identification

- Localised impact damage to the upstream barrier rails and 2 No. adjacent posts.
- Minor spalling identified on the downstream true-right corner on edge of deck.

High Priority Bridge Inspections 2025

4.13.2 Recommendations

- Reinspect when water levels have receded so beams and abutments can be properly inspected.
- Repair impact damage to barrier rails and posts.
- Patch repair spalled concrete.

4.14 CDC Bridge 34 - East Of Railway

4.14.1 Defect Identification

- Spalling of old bridge deck downstream edge. Access is difficult because the spalling is located between the old bridge and the newer widened section.
- Timber block outs on roadside barriers are free to rotate and the barrier is unconnected from the post at one location.
- Stream flow is being directed to the true-left abutment.

4.14.2 Recommendations

- Repair spalled section of deck.
- Spike (nail) timber block outs on barriers to prevent rotation and connect barrier rail to post.
- Reinspect when water levels have receded and check for any scour issues on the true-left abutment.

4.15 CDC Bridge 36 - Mangatarere Gorge 1

4.15.1 Defect Identification

- Heavy vegetation, saplings and trees around and under bridge.
- Bearing shelves are heavily silted up.
- Protective coating on beams is breaking down and requires repainting.

4.15.2 Recommendations

- Clear and treat vegetation, saplings and small trees to prevent re-growth.
- Clean bearing shelves.
- Grit blast and paint structural steelwork.
- A resource consent is expected to be required for surface preparation and painting over the waterway.

4.16 CDC Bridge 37 - Mangatarere Gorge 2

4.16.1 Defect Identification

- 3 No. broken transverse deck planks, outer running boards need repair and upstream wheel guard is damaged.
- Upstream handrail is loose.

High Priority Bridge Inspections 2025

- Heavy vegetation, saplings and trees around and under bridge.
- Bearing shelves are heavily silted up.
- Early signs of breakdown of paint system on beams. Paint is delaminating in some areas suggesting poor surface preparation previously.
- Deck clamps heavily corroded.
- Signs of decay in timber deck due to poor surface water management.

4.16.2 Recommendations

- Clear and treat vegetation, saplings and small trees to prevent re-growth.
- Clean bearing shelves.
- Prepare and patch paint structural steelwork as required.
- Replace broken deck planks, damaged kerb and damaged running boards.
- A resource consent is expected to be required for surface preparation and painting over the waterway.
-

4.17 CDC Bridge 38 - Carrington Factory Bridge

4.17.1 Defect Identification

- Edges of the precast deck panels are breaking off in numerous locations. No exposed reinforcement is visible.
- Longitudinal and transverse cracking visible in the precast trapezoidal deck slabs.
- Abutment width is too narrow for the bridge deck units resulting in triangular openings in the road. These could be hazardous to pedestrians, particularly at nighttime.

4.17.2 Recommendations

- Monitor broken precast deck edges during future inspections and repair if deterioration worsens. There is evidence of repeated tracked vehicle crossings over the bridge (see white transverse marks on concrete in central photo above). This may be the cause of this deck edge damage.
- Monitor longitudinal and transverse cracking in precast trapezoidal deck slabs. If they worsen, consider installing cover plates.
- Cover triangular openings in front of barrier with a secured steel cover plate.

4.18 CDC Bridge 42 - Enaki – Belvedere

The lower parts of the abutments and foundations of this bridge were not inspectable due to high water levels.

4.18.1 Defect Identification

- Asphalt surfacing over the timber decking is potholed and retaining surface water on the timber deck. Early signs of timber decay are evident.

High Priority Bridge Inspections 2025

- Timber sight rails on downstream true-left corner are rotten, bottom rail is missing. Downstream top rail on bridge has detached and dropped.
- Deck edges are covered in detritus and vegetation.
- Bearing shelves are silted up.




4.18.2 Recommendations

- It is not clear why the timber deck has been asphalted, but the current potholes in the asphalt are impacting on the design life of the timber decking underneath. Consider removing the asphalt layer entirely to allow the timber deck to dry out.
- Replace rotten timber sight rails.
- Clear debris and vegetation from edges of deck. This will also improve deck drainage.
- Clean bearing shelves.

4.19 CDC Bridge 47 - Arawhakatu Bridge

Initial observation is that the bridge is ‘lively’ even when only light vehicles (<3.5t) are crossing it.

High Priority Bridge Inspections 2025

4.19.1 Defect Identification

- Loose precast concrete deck planks due to loose and rotated deck clamps
- All deck and abutment joints are missing (open)
- Delamination of topcoat evident on castellated beams
- Missing bolt in downstream diaphragm
- Spalled concrete on underside of deck planks exposing deck reinforcement
- Trees in close proximity to bridge
- The holding down bolts on abutments that are visible have only partially threaded nuts
- Detritus on bearing shelves
- Timber handrails are rotten, loose and dirty with missing deck connection bolts






High Priority Bridge Inspections 2025

4.19.2 Recommendations

- As an interim measure, and due to the 'liveliness' of the bridge and the findings of the HPMV strength assessment of the structure (still awaiting finalised results) post the bridge speed to 10km/hr. Early indications suggest beam and deck strengthening will be required.
- Tighten up deck clamps and add a locknut to prevent vibration loosing.
- Replace deck units.
- The topcoat of paint on the beams is delaminating, however the coating beneath (little of what is observable) appears to be in reasonable condition. Delamination suggests poor surface preparation or poor coating compatibility – monitor - with an aim to repaint in 5 years.
- Replace the missing bolt in the downstream diaphragm. Do at the same time as the deck clamp tightening exercise.
- Prepare and patch repair the spalled sections on the underside of the precast deck units. Do at the same time as the deck clamp tightening exercise.
- Clean the bearing shelves and monitor the holding down bolts. Do at same time as deck clamp tightening.
- Replace or tighten missing and loose handrails.
- A resource consent is expected to be required for surface preparation and painting over the waterway.

4.20 CDC Bridge C82 – Culvert 429

4.20.1 Defect Identification

- Concrete cover has been completely abraded in culvert invert on the true-left half. Transverse reinforcement visible throughout.
- Trees at culvert outlet.

- Minor cracking visible internally at wall/roof interface.

4.20.2 Recommendations

- Over pump or divert stream to true-right half of culvert and prepare and patch repair the true-left invert. Use high strength, abrasion resistant mortar to restore reinforcement cover. Carry out works within the next 12 months.
- Remove trees at the outlet and treat to prevent re-growth.
- Monitor cracking at roof/wall interface.
- A resource consent is expected to be required for concreting in the waterway.

4.21 CDC Bridge X11 - Culvert 558

4.21.1 Defect Identification

- There are multiple large fallen trees at inlet (x1) and outlet (x3).
- Upstream of the culvert the stream is currently directed to the true-right wingwall by a vegetated build-up in the streambed. The flows are getting behind the upstream true-left wingwall and undermining the road embankment.
- Transverse joints in the culvert roof are leaking.

High Priority Bridge Inspections 2025




4.21.2 Recommendations

- Remove fallen trees
- Remove vegetated build-up in upstream streambed and re-train the stream back to the centreline of the culvert. Install riprap to the rear of the true-left wingwall to protect road embankment.
- Monitor leaking transverse joints.
- A resource consent is expected to be required for installation of riprap in the waterway.

Appendix A Summary of Rough Order Costs and Priorities

High Priority Bridge Inspections 2025

Summary of Rough Order Costs and Priorities

Bridge No	Priority Order	Bridge Name	Road Name	Asset Owner	Rough Order Costs
26 (P)	2	Tawaha	Te Maire Rd	SWDC	Option 1: $5,000 (monitor) Option 2: $100,000 (do minimum) Option 3: $200,000 (part replacement - not preferred) Option 4: $350,000 (full replacement - recommended)
31	18	Pahautea Culvert #1	Pahautea Rd	SWDC	Patch repair concrete = $1,000 Install missing timber sight rail and repaint = $1,500 Carry out barrier risk assessment and install barrier (if required) = $150,000
35 (P)	1	Lower Valley	Kahutara Rd	SWDC	Diving Inspection & Principal Inspection of waterway spans = $15,000 Patch repairs to spalled concrete = $50,000 Removal of flood debris rafts = $50,000 Repair damaged barriers = $10,000 Survey station set-up and monitoring = $10,000 initially + $5,000 per monitor. Underpinning of the river piers and pile cap extensions (3 No.) = TBC
48	11	Kumenga	Pouawha Rd	SWDC	Paint beams = $200,000 Bearing replacement = $10,000 Patch repair spalled concrete = $5,000 Replace failed expansion joint = $10,000
51	19	Te Rata	Te Rata Rd	SWDC	Remove vegetation and detritus on deck = $1,500
52 (P)	9	Turanganui	Lake Ferry Rd	SWDC	Carry out patch repairs = $75,000 Remove flood debris = $4,000
69 (P)	20	Birch Hill	Birch Hill Rd	SWDC	Signed as a “Private bridge”. Determine ownership – no cost expected.
77 (P)	3	Lower Cape River	Cape River Rd	SWDC	Remove Span 4 and up-cycle beam to replace edge beam Span 3 = $75,000 Implement river management to reduce rate of aggradation = $20,000
78 (P)	10	Upper Cape River	Cape River Rd	SWDC	Repaint beams = $150,000 Carry out risk assessment to determine barrier requirements = $5,000 Replace corroded deck clamps = $5,000 Replace missing timber spacer = $1,000

Project: 310206618 (SWDC) / 310206552 (CDC)

High Priority Bridge Inspections 2025

					Repair potholes = $1,000 Replace decayed wingwall laggings $6,000
90 (P)	21	Tora Farm	Tora Farm Sett Rd	SWDC	No works required.
91	4	Awheati Culvert	Tora Farm Sett Rd	SWDC	Remove wingwall and fill void under apron, resin-inject cracks = $40,000 Remove downstream tree = $1,500 Patch repair spalled concrete = $5,000 Break out and re-line downstream apron = $5,000 Reinstate washed out carriageway = $1,000
2	17	Greys Bush Bridge	Park Road	CDC	Install downstream weir to restore streambed levels and cover pile caps = $7,500
31	15	Brooklyn - Mangatarere	Brooklyn Road	CDC	Repair impact damage to barrier rails and posts = $10,000 Patch repair spalled concrete = $2,000
34	16	East Of Railway	Dalefield Road	CDC	Repair spalled deck = $1,000 Spike timber blockouts on barrier = $750
36 (P)	5	Mangatarere Gorge 1	Mangatarere Valley Road	CDC	Paint beams = $40,000 Clean bearing shelves (poor access) = $5,000 Clear and treat vegetation = $3,000
37 (P)	6	Mangatarere Gorge 2	Mangatarere Valley Road	CDC	Patch paint beams = $20,000 Clean bearing shelves (poor access) = $5,000 Replace broken deck planks, damaged kerb and damaged running boards = $5,000 Clear and treat vegetation = $3,000
38 (P)	13	Carrington Factory Bridge	Mangatarere Valley Road	CDC	Cover triangular openings with steel plate = $5,000
42 (P)	14	Enaki - Belvedere	Belvedere Road	CDC	Remove asphalt from deck = $5,000 Replace rotten sight rails = $1,000 Clear debris and vegetation = $1,000 Clean bearing shelves = $1,000
47 (P)	7	Arawhakatu Bridge	Norfolk Road	CDC	HPMV strength assessment = $18,000 In the interim, tighten deck clamps and add lock nut = $20,000 Strengthen beams and replace precast deck units = $400,000 (subject to confirmation of HPMV assessment)
C82	8	Culvert 429	Hururua Road	CDC	Re-line culvert invert = $30,000 Remove trees at outlet = $3,000
X11	12	Culvert 558	Te Wharau Road	CDC	Remove fallen trees (difficult access) = $6,000

Project: 310206618 (SWDC) / 310206552 (CDC)

High Priority Bridge Inspections 2025

					Remove build-up in stream and retrain waterway to centreline of culvert (difficult access) = $30,000

The above rough order costs exclude any traffic management costs, consenting costs and GST.

(P) denotes a posted bridge.

Project: 310206618 (SWDC) / 310206552 (CDC)

With every community, we redefine what's possible.

Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

Stantec New Zealand
Level 15, 10 Brandon Street
Wellington 6011
NEW ZEALAND
Mail to: PO Box 13052, Christchurch 8140
stantec.com

7.8 RUAMĀHANGA ROADS AND CORRIDOR ACCESS REPORT

1. PURPOSE

For the Committee to be updated on Ruamāhanga Roads and Corridor Access activities.

2. SIGNIFICANCE

The matters for decision in this report are not considered significant under the Significance and Engagement Policy.

3. BACKGROUND

Ruamāhanga Roads is a shared service between CDC and SWDC to deliver the Land Transport Programme in partnership with the New Zealand Transport Agency Waka Kotahi (NZTA).

4. DISCUSSION

The attached report relates to activities undertaken in CDC for February and March 2026.

5. CONSIDERATIONS

5.1 Climate change

Roading activities have an impact on climate change however through the road maintenance contract, efficiencies are strived for which relate to climate change mitigation. This report does not have any climate change decision implications.

5.2 Tāngata whenua

This report is a regular update which is of interest to all members of our community, including iwi and hapū. However, there are no particular areas of interest or concern contained within this report that require specific iwi or hapū input.

5.3 Financial impact

All of the roading activities are completed under approved budgets, and this report does not have any additional financial impacts.

5.4 Community Engagement requirements

There are no additional community engagement requirements resulting from this report.

5.5 Risks

This report is a regular update. It contains no specific or identified decision risks which would require further attention or action.

6. RECOMMENDATION

That the Committee:

1. **Receives** the report.

File Number: **512575**

Author: **Graham Carson, Roading Manager**

Attachments: **1. Ruamāhanga Roads Report March 2026** ⇩

Ruamāhanga Roads

Carterton District Council Report

February, March 2026

CDC

1. Purpose

The purpose of this report is to update and inform the Committee on roading operations for the period of February, March 2026. This report covers the physical work undertaken by the Contractor Fulton Hogan on the Carterton roading network.

2. PACE Score

February 2026 Total score 93

March 2026 to be issued.

3. Finance Summary

	April (expenditure to date and programmed work)	**Total Remaining**
CDC LR	$5,092,108	$849,477

The figures above show expenditure to the month of April and the total remaining shows what is left after the current work programme has been removed.

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

5. Work Programme

Work Completed

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

1. **Sealed Road Pavement Maintenance**
   - Edge break repairs completed 2119 m
   - Repaired 59 potholes
2. **Unsealed Maintenance**
   - Unsealed roads graded 108 km
3. **Drainage Maintenance**
   - Carried out 72.40 km of street sweeping and cleaned 5.56 km of unlined surface water channels
   - Cleaned sumps x 7
4. **Structures Maintenance**
   - Debris clear waterway x 2 bridges
   - Side rails repair 6 m

5. **Environmental Maintenance**

- High cut trimming 36.50 km
- Tree removal/trimming x 71 trees
- Chemical Control/ Noxious plants spraying 142 km

6. Minor Events

- Fallen trees during high windstorm event on Te Wharau Rd, Craigie Lea Rd, Carters Line
- Clear Slips on Glenburn Rd, Te Wharau Rd, Kaiwhata Rd, Camerons Rd, Waiohine Gorge Rd, Ruakiwi Rd.

7. Reseals

- This year's resealing programme commenced in September.
  - Resealing length – 17.452 km – Completed (100%)
- Completed sites include:
  - Park Road, Watersons Lane, Stubbs Lane, Lincoln Road, Chester Road, Thomas Road, Cobden Road, Arcus Road, Dalefield Road, Matarawa Road, Carters Line, East Taratahi Road, Gladstone Road, Millars Road, Longbush Road, Pakihi Road, Moreton Rd

8. Area Wide Pavement Treatment (AWPT)

- This year's AWPT Programme covers pavement renewal for the following four sites:
  - Park Road (553 m) - completed
  - Chester Road (567 m) - completed
  - Norfolk Road (475 m) - Completed
  - Ahiaruhe Settlement Road (875 m) - Not Done

9. Speed Management Plan

The wider network-wide Speed Management Plan will be rolled out progressively over the course of the year.

10. Emergency Works

On 15th & 16th February 2026, the storm caused damage in Carterton on these roads:

- Te Wharau Rd
- Flat Point
- Glenburn Road

Te Wharau Rd was closed for three days due to fallen trees.

Other damage resulting from the high winds were:

- Several sites where trees were blown over causing damage to roads
- Numerous road signs damaged by falling debris
- There was damage to a bridge structure by flooding Craigie Lea Road

Developments

	CDC
Subdivisions	
New application	3
Engineering approval	4
Pre-seal inspection	5
S224 sign off	2
Vehicle crossing	1
Rapid number	0

On going Vested Road subdivisions

67 Lincoln Road, Carterton

17 Brown Ave, Carterton

Stage 3- Peaks Ave Carterton

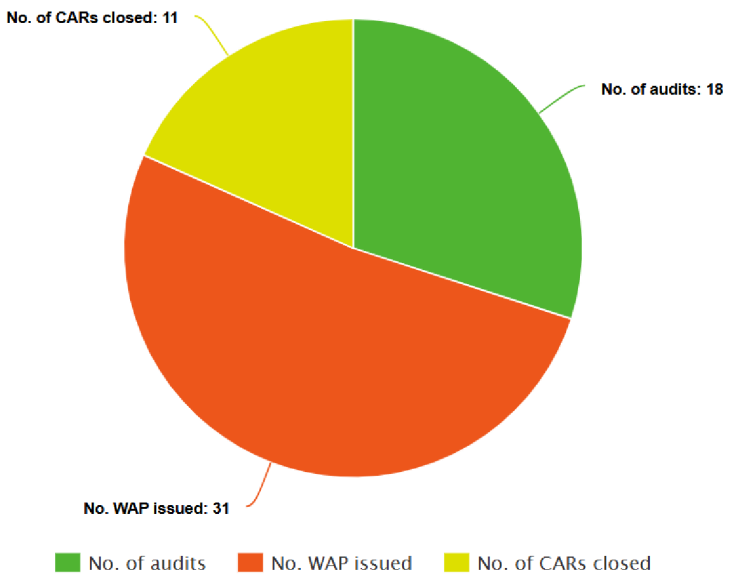
81 Norfolk Road, Waingawa

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.

	CDC
Number of Work Access Permits (WAPs) Issued:	31
Number of CARs Closed:	11
Number of Audits:	18

CDC:



Overweight and High Productivity Vehicle permits

The Corridor Access team reviewed and processed four overweight permits in Carterton during the reporting period.

Current ongoing works

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

   Fulton Hogan is currently preparing the programme and progressing the 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**
     - **Atiwhakatu Bridge (Norfolk Road) -** Stantec is preparing an option assessment report (Posted and Unposted) to address all Safety concerns as identified during previous reports along with tentative cost implications and other requirements to be presented to council for further review and approvals.
     - **Kouraru Bridge (Te Kopi Road)** - Stantec is preparing an option assessment report to address all Safety concerns as identified during recent event to be presented to council for further review and approvals.
   - **Budget Constraints:**
     - The current budget allocated by CDC is insufficient to cover all identified maintenance needs for 2024/2025. Ruamāhanga Roads will therefore prioritise the required work within the available annual budget.

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 – Ruamāhanga Roads has received the laboratory results for the bridge paint samples submitted following the bridge consultant's report. These results identify the metal content of the existing coatings. We will proceed with repainting works on the bridges that have been confirmed as having lead-free paint.

   b. **Retrospective Consent:**
   A retrospective consent application has been completed, and Regional Council has now issued Consent **WGN260369**. Ruamāhanga Roads will schedule the additional required works within the timeframes specified in the consent report for each of the affected bridges.

   c. **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

d. The above Resource consent application process has become a staff resource issue for Ruamāhanga Roads. The cost, time delays, and manpower required is significantly impacting on the department.

3. GWRC Resource Consent Status Overview

- GWRC Consent No. WAR 130295 – Land Use (Gravel Extraction)
  Status: Expired (12 September 2024)
  This consent permitted disturbance of the beds of six rivers located in the eastern hills and south coast, including the adjacent Coastal Marine Area, for gravel extraction to support roading and coastal erosion protection works.

  Rumahanga Roads has now received the New Consent -
  GWRC Consent No. WAR 250191 – Land Use (Gravel Extraction)
  Status: Expires 10 March 2036
  To extract up to 7,200 m3/year of gravel, sand, and other natural material from the Awhea River, Opouawe River, Pahoaoa River and Makara River.

4. Footpath Renewals Works

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

- **CDC -** Redwood Street footpath renewal work has now been completed.

7.9 WATER OPERATIONS REPORT

1. PURPOSE

For the Committee to be updated on the water operations.

2. SIGNIFICANCE

The matters for decision in this report are not considered to be of significance under the Significance and Engagement Policy.

3. SERVICE REQUESTS

A summary of service request activity for the period 1 January 2026 to 1 April 2026 is shown below. The number of service requests for leaks increased with summer demand after lower requests in winter.

The water conservation campaign ended after Easter weekend, on 7 April, with all restrictions removed.

The number of leaks for the 4-month period shown below compares to 220 leaks for the previous financial year.

Request Activity from 01/01/26 to 01/04/26

	opened with current	opened with hold	received	completed	closed with current	closed with hold
Referred to Potable Water						
Leaking Water Toby	-	-	8	8	-	-
Err: Line Break	-	-	3	2	-	-
No Water	-	-	3	3	-	-
On Property Leak	-	-	2	2	-	-
Other	-	-	8	8	-	-
Road Leak	-	-	5	4	1	-
Service Line Leak	1	-	2	3	-	-
Error: Total for Potable Water	1	0	31	30	1	0

4. WASTEWATER

4.1 Operations reticulation team

The number of callouts for the 4-month period shown below compares to 41 requests for the previous financial year.

Request Activity from 01/01/26 to 01/04/26

	opened with current	opened with hold	received	completed	closed with current	closed with hold
Referred to Waste Water						
Other	1	-	-	1	-	-

A design has been prepared for the upgrade at the Fisher Place wastewater pump station, and work is planned for summer.

4.2 WWTP

The Wastewater Treatment Plant has been operating well. As mentioned above, the daily flows have increased but the water has been easily stored in the reservoirs to ensure supply to the irrigation areas. The wastewater network has been operating well. The have been a few wetter weather conditions over spring but generally lower than normal. The treatment plant has decreasing average daily flows to 1,940m^3/d over the last month, compared to an annual daily volume of 2,150m^3/d.

The irrigation season has progressed well with the storage reservoir levels being managed to supply the pivot and nursery. The frequent rainfall events have meant soil moisture levels have not been ideal, so there have been occasional discharges to the river.

The Inlet work project is progressing with SIEPP awarded the contract. Site investigations have been continuing with work scheduled to commence onsite in spring.

5. WATER

5.1 Operations Reticulation Team

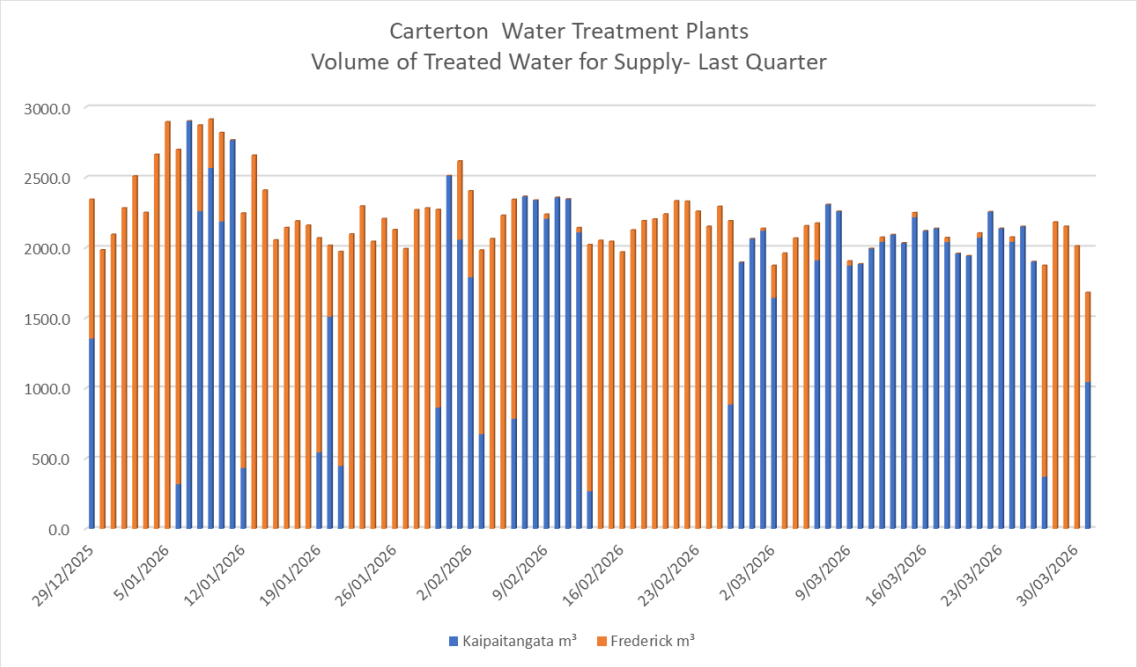
The team has been busy with the number of leaks occurring, but they have been able to efficiently manage demand. The exception is leaks on the state highway. The water leaks on SH2 take much longer to repair because of traffic management and reinstatement requirements. The frequent requirement that the work is undertaken overnight means the team is unavailable the next day to manage fatigue.

5.2 Operational – Water Treatment Plant

Water demand has been increasing with some high demands on the lead up to Christmas, but the frequent rainfall events has tempered this. The plants have kept up well with the demand. The graph below charts the monthly water demand and the split between the water treatment plants. It is important to note that water conservation is a resource consent requirement, though it helps us manage the water demand in the town.

5.2 Graph of monthly water demand (12 months)

Both the Kaipaitatanga Water Treatment Plant (WTP) and the Frederick St WTP have been running regularly. The Kaipaitangata is preferred because the gravity supply can cope with high fire-fighting flows in an emergency. The Frederick St WTP booster pumps are limited to 50L/s, for which fire-fighting demand often exceeds.



6. WATER RACES

6.1 Operational Update

The overseer and contractor have been working hard to clear blockages and keep up with the high weed growth. The frequent rainfall events have been helpful with not too many days at the lowest flows, but this has exacerbated the weed growth. The number of callouts is low for the 3 month period compared to 113 requests for the previous financial year.

Request Activity from 01/01/26 to 01/04/26

	opened with current	opened with hold	received	completed	closed with current	closed with hold
Referred to Rural Water						
Complaint	-	-	2	1	1	-
Other	2	-	3	1	4	-
Waterrace	8	-	15	10	13	-
Total for Rural Water	10	0	20	12	18	0

7. CONSIDERATIONS

7.1 Climate change

There are no direct climate change issues relating to the decisions in this paper.

7.2 Tāngata whenua

There are no direct impacts on tāngata whenua relating to the contents of this report.

7.3 Financial impact

The system is operating within budget and the decisions in this report have no financial impacts.

7.4 Community Engagement Requirements

There are no community engagement requirements relating to the decisions in this paper.

7.5 Risks

There are no risks associated with the decisions in this paper.

7.6 Wellbeings

Economic Wellbeing

- Quality, fit-for-purpose infrastructure, and services that are cost-effective and meet future needs

Cultural Wellbeing

- Te Āo Māori/Māori aspirations and partnerships are valued and supported.

Social Wellbeing

- A strong and effective council providing trusted leadership
- A caring community that is safe, healthy, happy and connected.

Environmental Wellbeing

- Safe and resilient water supply, wastewater, and stormwater systems
- Healthy, sustainable waterways.

8. RECOMMENDATION

That the Committee:

1. **Receives** the report.

File Number: **518588**

Author: **Lawrence Stephenson, Group Manager Infrastructure**

Attachments: **Nil**

7.10 UPDATE ON PLANNING RESOURCE CONSENTS

1. PURPOSE

The purpose of this report is to update the Committee on the resource consents issued since the previous update.

2. SIGNIFICANCE

The matters for decision in this report are not considered to be of significance under the Significance and Engagement Policy.

3. BACKGROUND

The Terms of Reference for the Policy and Projects Committee include oversight of implementation of the Wairarapa Combined District Plan. The resource consents issued since the last report to 13 April 2026 are included in **Attachment 1.**

4. CONSIDERATIONS

4.1 Climate change

N/A

4.2 Tāngata whenua

N/A

4.3 Financial impact

N/A

4.4 Community Engagement requirements

Not applicable as consultation requirements for resource consents are prescribed under section 95A-95B of the Resource Management Act 1991.

4.5 Risks

N/A

5. RECOMMENDATION

That the Committee:

1. **Receives** the report.

File Number: **518649**

Author: **Solitaire Robertson, Planning and Regulatory Services Manager**

Attachments: **1. Resource Consent summary ⇩**

Te Kaunihera-ā-Rohe o Taratahi
CARTERTON DISTRICT COUNCIL

RESOURCE CONSENT DECISION SUMMARY REPORT for the period 4/02/2026 to 14/03/2026

SUBDIVISION CONSENT DECISIONS:

1. RM260003 – date of decision 19/02/2026

2-lot rural subdivision	Restricted Discretionary	358 Norfolk Road
Consent was sought for a two-lot rural subdivision at 358 Norfolk Road, separating two existing dwellings into individual titles. The proposal is classified as a Restricted Discretionary Activity under SUB-R4(3) of the Proposed District Plan due to non-compliance with several transport access standards, including access width, vehicle-crossing separation, and sealing requirements. The subdivision maintains the existing rural pattern. Effects relate primarily to access safety, dust, sediment, and stormwater management, which are mitigated through conditions requiring the first 30 m of the accessway to be sealed and drained. With these measures, the adverse effects are assessed as less than minor. Overall, the activity aligns with General Rural Zone objectives, maintains rural character and amenity, and provides appropriate legal and physical access to both lots. **Consent was granted with conditions**		

2. RM260004– date of decision 27/02/2026

4-lot rural subdivision	Non-Complying (PDP) Discretionary (ODP)	220 Tiffin Road
Consent was sought for a four-lot subdivision of a 113 ha farm to separate the existing dwelling, create two farm blocks, and rationalise boundaries across land bisected by unformed Taplins Road. The proposal does not comply with SUB-R5(1)(a) due to the creation of more than one additional lot, SUB-R5(1)(d) as Lots 2 and 3 are below 40 ha, and SUB-R5(1)(e) because Lots 2–4 are vacant. Non-compliance with (a) and (d) elevates the activity to Non-Complying. The subdivision retains rural character and amenity, and involves no physical landscape change. Highly productive Class 3 land is contained within a single farm block and remains unfragmented. Overall effects are less than minor and consistent with the General Rural Zone objectives. **Consent was granted with conditions**		

3. RM260006 – date of decision 6/03/2026

2-lot rural subdivision (boundary adjustment)	Controlled (PDP)	290 Dakins Road

Consent was sought for a two-lot rural boundary adjustment to realign existing property boundaries so they better reflect established land use. The current legal boundary bisects the dwelling curtilage, resulting in an inefficient and impractical title arrangement. The adjusted lots (4.2 ha and 9.5 ha) retain the existing dwelling, vineyard, and rural structures, with ongoing farming use maintained. Although small areas of natural hazards affect the road frontage (Moderate Fault Hazard Area and High Flood Hazard Area), sufficient land exists within each lot to accommodate compliant building platforms outside hazard overlays. The subdivision complies with all relevant Controlled Activity standards for rural boundary adjustments and is therefore a Controlled Activity under SUB-R1(2). **Consent was granted with conditions**

4. RM260008 – date of decision 10/04/2026

2-lot rural subdivision	Non-Complying (PDP	228A Norfolk Road
Consent was sought to modify an existing subdivision approval (RM220007) at 228A Norfolk Road by reducing the approved 1 ha lot to 5,000 m², utilising the minimum lot size provisions of the Proposed Wairarapa Combined District Plan (PDP). All other aspects of the previously approved two-lot subdivision remain unchanged, including the upgraded right of way, which will be extended to the revised Lot 2 boundary, and the provision of a pedestrian right of way to the Waingawa River. While parts of the site are affected by flood and liquefaction hazards, the applicant has demonstrated that a compliant building platform and servicing can be located outside all mapped hazard areas. The proposal also seeks to replace outdated flood-related consent notices with updated PDP-aligned notices. The application does not meet parent lot size or transport standards under the PDP and is therefore classified as a non-complying activity under SUB-R4(6)(a). Effects are considered localised and consistent with the previously approved subdivision. **Consent was granted with conditions**		

LAND USE CONSENT DECISIONS:

5. RM260001 – date of decision 10/02/2026

Legalise residential use within existing building	Discretionary (PDP)	39 William Wong Place
Consent was sought to legalise the existing residential use of a building at 39 William Wong Place. The proposal involves no new construction, additions, or changes to the building's scale, and simply formalises an already established residential unit. The activity is classified as a Discretionary activity under MUZ-R1 of the Proposed District Plan because the residential unit fronts the road.		

Effects are assessed as less than minor, with the rear siting of the building preserving the Mixed Use Zone's commercial frontage. There are no identified impacts on amenity, infrastructure, transport, or neighbouring properties, and the surrounding residential and mixed-use context means the activity is appropriate. **Consent was granted with conditions**

6. RM260005 – date of decision 19/02/2026

Relocate dwelling onto contaminated land	Controlled (ODP) Restricted Discretionary (NES-CS)	17 Andersons Line
Consent was sought for the retrospective relocation of a dwelling onto 17 Andersons Line, a site with verified historical timber-treatment contamination. The proposal requires consent as a Controlled activity under the Operative Wairarapa District Plan for the dwelling relocation (PDP rule subject to appeal), and as a Restricted Discretionary activity under the NES-CS due to contamination exceeding Soil Contaminant Standards and the need for remediation. Comprehensive investigations confirmed elevated arsenic, but the site can be made suitable for residential use through the approved Remedial Action Plan and Site Management Plan. Required works include soil excavation, creation of a containment cell, capping, and validation sampling. Adverse effects are assessed as no more than minor and health risks from contamination will be appropriately managed through conditions. **Consent was granted with conditions**		

7. RM260009 – date of decision 17/03/2026

Commercial activity (beauty therapy)	Discretionary (PDP)	465 Belvedere Road
Consent was sought to establish a home-based beauty therapy business within the General Rural Zone. The activity will be undertaken solely by the applicant within a room of the dwelling and will operate strictly by appointment, with only one client at a time. Proposed operating hours are limited to Friday evenings and Saturday daytime. The dwelling set back from the road and screened by vegetation and the nearest neighbouring dwelling over 100m away. Adequate on-site parking is available, and traffic generation will be negligible. Under the PDP, the activity is classified as a Commercial Activity that does not meet permitted thresholds in the General Rural Zone and is therefore a Discretionary Activity under GRUZ-R22. Given its limited scale, indoor nature, and restricted hours, effects on rural character, amenity, traffic, and servicing are considered to be less than minor. **Consent was granted with conditions**		

8. RM250067 – date of decision 10/04/2026

Crush aggregate at existing quarry	Discretionary (PDP)	228/258A Norfolk Road
Resource consent was sought to enable aggregate crushing within an existing consented quarry. Aggregate processing was expressly excluded from the current quarry consent (RM250021 - ODP), and this application was sought solely for the crushing component. All other aspects of the existing quarry operations will continue unchanged. Crushing is proposed to operate Monday to Friday between 8:00 am and 4:00 pm, which is more restrictive than the hours authorised for extraction activities. Crushing would occur within the quarry pit, below surrounding ground levels and behind existing earth bunds, providing effective visual and acoustic containment. Noise effects were assessed by Acoustic Engineering Services and independently peer reviewed. The assessments confirm that, with the crusher located in the north-western area of the quarry and existing bunding retained, cumulative noise levels comply with the relevant District Plan standards at all nearby noise-sensitive properties. Vibration effects are not anticipated, and traffic effects remain consistent with the existing consented baseline. Under the PDP, the inclusion of crushing elevates the activity to a Discretionary Activity under GRUZ-R12(3). A detailed notification assessment concluded that adverse effects are no more than minor, and that neither public nor limited notification is required. Overall, the proposal represents a controlled and limited change within an established quarrying context, with effects on noise, amenity, and traffic appropriately managed. **Consent was granted with conditions**		

8 KARAKIA WHAKAMUTUNGA

Kia whakairia te tapu

Kia wātea ai te ara

Kia turuki whakataha ai

Kia turuki whakataha ai

Haumi ē, hui ē, taiki ē