



Infrastructure and Projects Committee

Notice of Meeting

A meeting of the Infrastructure and Projects Committee will be held in the Council Chamber, 156 High Street, Dannevirke on **Wednesday 11 February 2026** commencing at **9:30am**.

Malcolm Alexander
Chief Executive

Agenda

- 1. Welcome and Meeting Opening**
- 2. Apologies**
- 3. Public Forum**

A period of up to 30 minutes shall be set aside for a public forum. Each speaker during the public forum section of a meeting may speak for up to five minutes.

Standing Orders may be suspended on a vote of three-quarters of those present to extend the period of public participation or the period any speaker is allowed to speak.

With the permission of the Chairperson, members may ask questions of speakers during the period reserved for public forum. If permitted by the Chairperson, questions by members are to be confined to obtaining information or clarification on matters raised by the speaker.

- 4. Notification of Items Not on the Agenda**

Major items not on the agenda may be dealt with at this meeting if so resolved by the Committee and the Chairperson explains at the meeting at a time when it is open to the public the reason why the item was not listed on the agenda and the reason why discussion of the item cannot be delayed until a subsequent meeting.



Report

Date : 4 February 2026
To : Chairperson and Committee Members
Infrastructure and Projects Committee
From : Hamish Featonby
Group Manager - Operations
Subject : **Infrastructure Management Report**
Item No : **6.1**

1. Recommendation

1.1 *That the report from the Group Manager - Operations dated 28 January 2026 concerning the Infrastructure Management Report be received.*

2. Reason for the Report

2.1 This report is to update the Infrastructure & Projects Committee on key activities and items of interest over the period 5 September 2025 to 28 January 2026.

3. Transport

3.1 Alliance Management Overview

A number of audits of the Alliance were completed before the Christmas break, including the financial audit for the 2024/25 financial year and financial review of the 2025/26 financial year in September. The 2024/25 performance audit was completed in November. The Asset Management Maturity Assessment, which is a Downer internal assessment, was completed in November. The reports from these audits will be presented at the Risk & Assurance Committee in February.

The first stage of the ISO55001 Asset Management Certification audit was completed in December with the second stage booked for late February.

A NZTA Waka Kotahi Procedural Audit is booked for late April. A Procedural Audit is part of NZTA's Investment Audit process where they audit approved organisations such as Tararua District Council that has received funding through

the National Land Transport Fund. This is to ensure that the approved organisation has the correct procedures in place to manage the funds NZTA has provided.

Following on from the Alliance winning the Apōpō Asset Management Excellence Supreme Award in May 2025 for the Huarahi Tūhono – Route 52 Upgrade project, Apopo has put the project forward in the Construction category of the International Federation of Municipal Engineering (IFME) Awards, to be judged in Helsinki, Finland in June. The Route 52 project was the only project from New Zealand to be nominated in this category and will be up against entries from about 22 countries.

The Alliance completed an induction with Mayor Scott Gilmore and Councillors on 22 January to provide an overview of the Alliance, its financial and performance frameworks and a snapshot of what is coming up in the roading space with the Activity Management Plan review in preparation for the next national Land Transport Fund application and Long-Term Plan review.

A stakeholder drive-over is being arranged for 19 February, for iwi, Horizons, NZTA stakeholders along with the Mayor and Councillors to view cyclone recovery sites that have been recently completed, are in progress.

The Alliance is progressing through its renewal programme along with the remaining Cyclone Gabrielle recovery work and other projects such as the Targeted Funds for Resilience as detailed in this report. Preparation is also underway for the next financial year, which is the final year of the National Land Transport Programme. The draft renewal programme is being validated by the Network Management team so it can be presented to NZTA for approval in April. This will put the Alliance in a good position next season as the survey and design work can get underway immediately after it is approved.

3.2 **Transportation Network Management Overview**

Transport Activity Management Plan Update & National Land Transport Fund Submission

The Transport Activity Management Plan (TAMP) provides Council's long-term strategic framework for managing its transport assets, investment priorities, risks, and levels of service. Given the scale, complexity, and financial implications of transport decisions over the next 10–30 years, a structured series of councillor workshops is required over the coming months to build shared understanding of the network's current state, future pressures, and investment trade-offs. These workshops enable informed governance input ahead of key infrastructure, funding, and affordability decisions, and ensure elected members are well-positioned to provide direction on priorities before subsequent planning and funding submissions are progressed.

Below provides the timeline for the development of the TAMP and NLTF submission:



Dates		Status (at time of writing)
January 2026	Introduction to Transport Activity session with Elected Members	Complete
January 2026	TDC Elected Strategic Workshop	
February 2026	Transport AMP Strategic Direction Workshop with Elected Members – Problem and Benefit statements defined along with draft community outcomes.	
March 2026	AMP Levels of Service Workshop with Elected Members	
April/May 2026	AMP Financial / Funding Workshops with Elected Members	
July 2026	Draft AMP submitted to NZTA	
August 2026	Initial submission of continuous programmes submitted to NZTA via NZTA’s Transport Investment Online (TIO)	
Sept 2026	Initial submission of improvement activities due to NZTA	
October 2026	Feedback and discussion with NZTA Senior Investment Advisor to adjust and update submission	
December 2026	Final submissions due to NZTA	
March 2027	Public Consultation for Long Term Plan including AMP	
March 2027	Draft Government Policy Statement issued	
May / April 2027	Post LTP / NLTP Review – Elected Members	
May-June 2027	Final Government Policy Statement issued	
30 June 2027	AMP updated to reflect GPS and NLTP funding outcomes, LTP & AMP adopted	
31 August 2027	NLTP adoption deadline	

Transport Strategic Direction Workshop – Review of the 2024/27 Problem and Benefit Statements

Establishing clear and current priorities remains a key focus for the Transport team. As part of the upcoming Strategic Direction Workshop, the existing 2024–2027 Problem and Benefit Statements will be reviewed to ensure they remain fit for purpose and continue to reflect the current and emerging challenges facing the transport network. These statements form a critical part of the Investment Logic Mapping process that NZTA requires for their funding application bid, by articulating the underlying issues to be addressed and the outcomes Council is

seeking to achieve. Reviewing and, where necessary, updating them will ensure the AMP remains outcomes-focused, based on the challenges we face, with investment priorities, levels of service, and funding decisions aligned to agreed benefits rather than legacy settings or individual projects.

Below are the current focus areas and their Problems and Benefit Statements – the focus areas are intended to align with the priorities established through the Government Policy Statement for Transport.

Area of Focus	Problem (What issue needs to be addressed?)	Benefit (What outcome is sought?)
1. Climate and Resilience	Our road network is extremely vulnerable to changing climate and land use activities resulting in poor access, safety and resilience for users.	Reducing road closures and restrictions will improve transport reliability, increasing user confidence and the economic productivity of our district.
2. Safety	Our road network is extremely vulnerable to changing climate and land use activities resulting in poor access, safety and resilience for users.	Investing in improving the consistency of road form and environment will contribute to a safe and well connected network for all users and minimising the risk of serious crashes.
3. Declining Level of Service	Funding constraints associate with a very large road network, small ratepayer base and rising costs is resulting in reduced levels of service compared to our peers, low customer satisfaction and possible asset consumption.	A specific strategy on how freight routes are managed will encourage and support economic activity within the region.
4. Limited Transport Options	Limited options for walking and cycling and low service levels, combined with a lack of public transport is resulting in high vehicle use within the districts urban towns and villages, increasing the risk of accidents for vulnerable users and impacts on the environment.	Innovation, experimentation and adoption of new technologies and processes will help minimise the impact of climate change and make better use of our limited resources

Footpath Maintenance & Renewals vs Vehicle Entranceways

Tararua District Council has a long-standing position that vehicle entranceways are the responsibility of property owners. This position continues to be challenged when responding to Customer Requests for Service related to footpath repairs, as many high-priority faults are located within vehicle entranceways. This approach conflicts with NZTA criteria, which treats the footpath portion across a vehicle entranceway as part of the functional footpath asset and therefore subject to Council maintenance.



During the development of the 2024–27 National Land Transport Programme (NLTP) submission, Council endorsed requesting additional subsidised funding to address the challenges around footpath maintenance and renewals. However, largely due to changes in the Government Policy Statement (GPS) on Transport, NZTA approved significantly less subsidised funding than requested.

NZTA Work Category	Requested 2024-27 NLTP	Approved Funding 2024-27 NLTP (4/09/24)	Variance between Request / Approved	
Footpath maintenance	\$1,156,119.00	\$648,000.00	-\$508,119.00	-44.0%
Footpath renewal	\$2,860,155.00	\$0	-\$2,860,155.00	-100.0%

The \$648,000 approved for the 2024–27 period was less than the funding received in the previous cycle. This effectively reflected Central Government direction, through the GPS, that local authorities would deliver a reduced level of service for footpaths.

As a consequence of the reduced funding, fault intervention levels were revised to focus primarily on high-risk, safety-related defects. Repair methods were similarly adjusted to prioritise making faults safe, rather than undertaking full or permanent repairs.

In response, Council approved an additional \$150,000 of unsubsidised funding through the 2025/26 Annual Plan to enable more robust and durable repairs where possible.

Given the constrained funding environment, the following example of the current directive for footpath repairs reflects existing budget limitations.



Over the coming months, alongside the development of the Transport Asset Management Plan (AMP), councillors will have the opportunity to provide clearer direction on Council's position regarding vehicle entranceways and the associated footpath and drainage assets.

One option is for Council to accept full responsibility for vehicle entranceways and their associated assets. Alternatively, Council may instruct staff to pursue cost recovery from property owners for damage to Council-owned footpath and drainage assets arising from the construction, use, or deterioration of vehicle entranceways. The second approach is expected to generate feedback and concern from affected ratepayers.

Roading Policies development

Over the past year, a number of strategic asset management projects have been initiated in response to issues experienced within the roading space. The initial focus was the expansion of the Road Priority Matrix, which had been developed to support prioritisation of Cyclone Gabrielle response activities. This work has since expanded to include the development of Differential Levels of Service guidelines for the design team, along with an associated Engineering Standards document.

As these projects progressed, it was identified that the documents interact with several other workstreams, including refinement of the One Network Framework road hierarchy categorisation and challenges relating to the management of paper roads and requests to alter speed zones.

Through collaboration with other councils of similar scale via the Road Efficiency Group, an opportunity was identified to connect these various workstreams under an overarching Road Management Policy or set of guidelines. The intent of this work is to provide internal clarity and direction on matters relating to network management.

The objectives of their Policy is to:

- (a) Define the most appropriate maintained Land Transport network for the community and ratepayers of the Waitaki District for the present day.

- (b)** Enable transparent decision making for future inclusions or exclusions of transportation assets to and from Council's maintained roading network.

The goals of the Policy are:

- (a)** To provide a Land Transport network that is accessible for all people within the region. (WDC Land Transport Strategy 2007)
- (b)** To maintain and enhance levels of service that reflects the needs of economic growth and diversity of road users. (WDC Land Transport Strategy 2007)
- (c)** To ensure that the levels of service are delivered reliably, efficiently and economically. (WDC Land Transport Strategy 2007)
- (d)** Maintaining a financially sustainable and efficient Land Transport network
- (e)** Supporting Economic Growth

A review of the existing document highlighted the need for a similar framework.

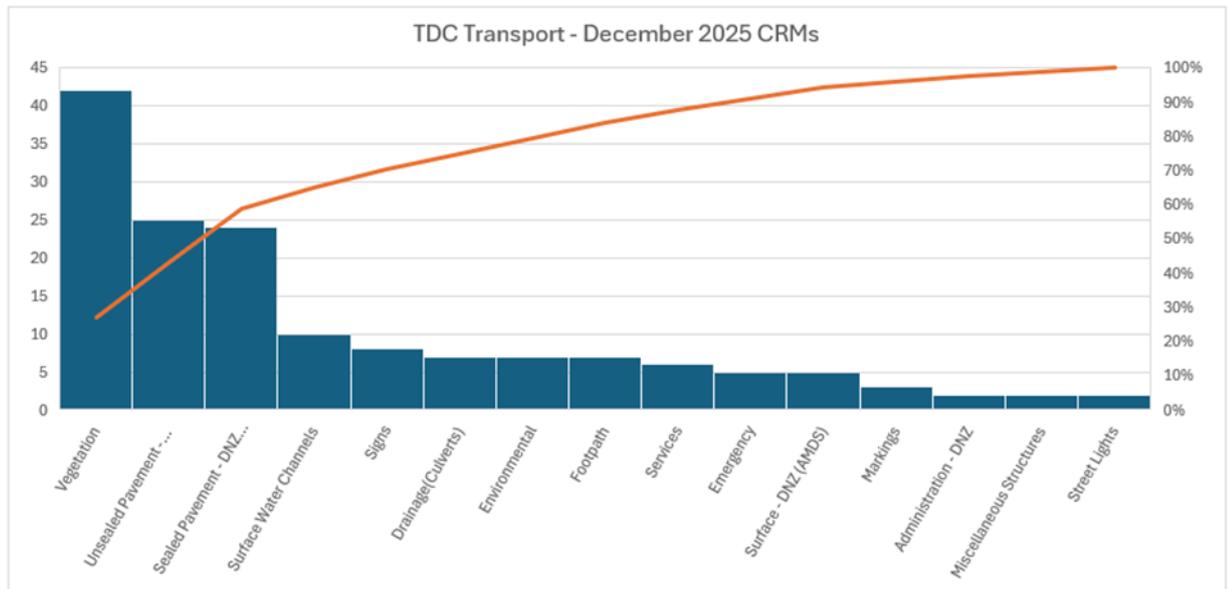
Areas of key interests to the Tararua Alliance network team are;

- How we manage requests to change speed limits.
- A decision making matrix to inform how we manage Uneconomic Road Assets (Very low-use roads and bridges)
- The parameters for development of a paper road.
- The parameters for accepting the Vesting of Roads into Council ownership.
- How requests for seal extensions are assessed.

Work will continue on the drafting of a proposal, aligning with requests from the previous Council to develop the Differential Levels of Service, and various Speed Zone changes requests.

3.3 Transport Operational Delivery Management Overview

Customer Requests



155 CRMs were received for the month of December. The number of CRMs related to Vegetation has increased due to the humid and wet start to the summer, the road side mowing programme has been completed on sealed roads, and the high reach vegetation mulching is currently working its way around the network trimming back trees and heavy vegetation encroaching onto the road corridor or where there are visibility issues. Some bitumen bleeding has been noted around the network during the intense hot days, this has been monitored and dry chipping where possible. Many of these sites are identified for future planned works to remediate the flushing/bleeding where this is communicated with the community on our planned intervention.

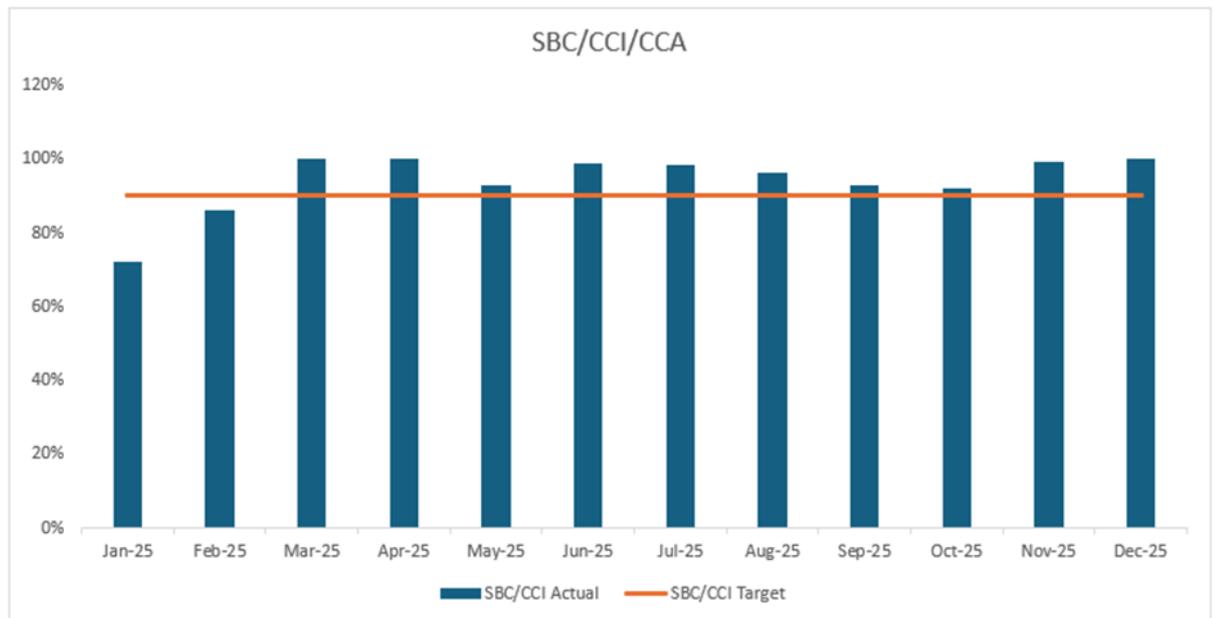
We are currently workshopping how customer requests are responded to. This is to ensure we respond in a timely manner and give a good response that satisfies the customer.

Tararua Alliance Zero Harm Performance Summary

Item	December 2025	FYTD
Total Incidents Reported	11	98
Near Misses	8	49
HiPo/Serious Harm	0	0
TRIFR	0	-
Recordable Injuries	0	0
Cardinal Rule Breaches	0	1
Incidents Involving a Critical Risk	4	39
Working Hours	7843	82826

All reported incidents in December had been discussed with the health and safety committee to determine outcomes to prevent harm. Hot topics were working in the heat as we have had some heat related fatigue/incidents. Vehicle and property security where there has been recorded theft of a trailer and diesel. Near misses with other public vehicles and wandering stock continues to be a concern.

There has been one onsite collision in January where the bitumen truck has reversed into a subcontractor's chip spreading truck, this is currently being investigated, and outcome will be communicated once investigation is completed.



In December, the Tararua Alliance achieved 100% of the target Safety Behaviour Conversations (SBCs) and Critical Control Inspection/Audit (CCI/CCAs)

Operation of vehicles and mobile plant are the current focus as we are in the midst's of the construction/sealing season. We are focusing on staff competencies and compliance of both internal and subcontractor's vehicles and plant.

3.4 **Maintenance Overview**

Maintenance Delivery Overview

The delivery maintenance teams are working on pre-reseal repairs where most of the work is in cement stabilisation, for the month of December there were 12889 square meters completed, this is in preparation for the sealing crew to waterproof the pavement and to improve roughness and texture of the running surface.

Wheeled excavators undertook removal of high shoulder and cleaning out surface water channels on pre-reseal sites, post this we are working on developing a programme for drainage on areas of the unsealed network where there are drainage deficiencies.

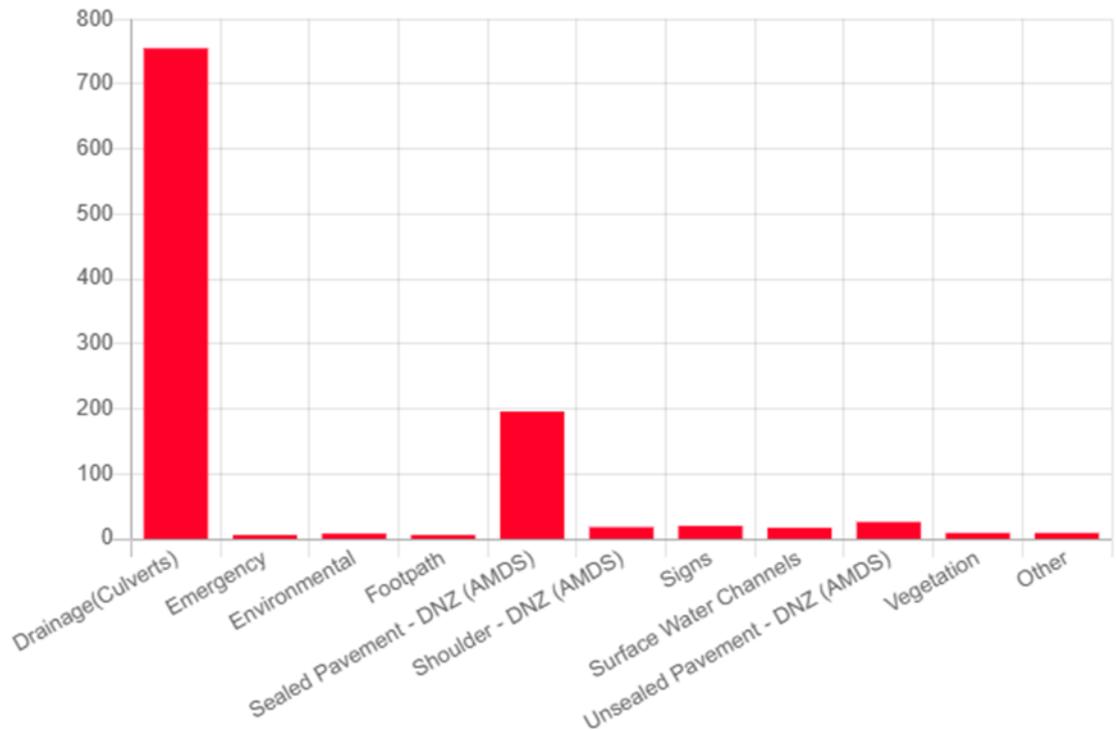
Maintenance graders are working to programme and had completed 129.7km in the month of December, with undertaking some more preventative drainage works on the unsealed network this will hopefully slow down the deterioration and faults seen within these areas.

120 School speed zone safety signs have been installed throughout the network, these are speed advisories to advise traffic to slow during busy times (before and after school)

We have completed 183 square meters of AC footpath repairs, these are selected on level of defect severity through inspection and the CRM process.

The district wide maintenance line marking has occurred, the budget allocation does not cover the entire district, so the areas are based on the revamped level of service document and visually looking at the brightness of marked areas. It was requested that all intersections and safety line markings take priority.

750 catchpits or sumps have been cleaned out within the urban towns as shown on the graph below.



Routine Maintenance

- 12899 square meters of cement stabilisation on the sealed pavement network
- 750 catchpits or urban sumps cleaned out
- 129 meters of grading completed
- 183 square meters of footpath repaired
- 317 sealed potholes filled

3.5 Renewals Overview

Reseal Delivery

The Tararua Alliance sealing crew started re-seals in December, it has been a slow start due to the poor weather in December and now in January. We are currently 17.5% through the programme with expected improvement, as a backup we have the Hastings sealing team ready to assist if required to get through the programme. There is 71.323km lane kilometres of reseals to complete.

Letter drops are happening where there are appropriate alternative routes to provide efficiencies in production rates and to remove the public/worksite interaction as much as possible.

Rehabilitations

Name	Length	Actual Start ...	Phase	Resource	Design Work Flow
▼ 2025/26					
D Matamau Ormondville Rd (RP 7.843-8.194)	351	30 Mar	3 - Detailed Design	Palmy D...	Gate 3: Detailed De...
D Norsewood-Ormondville Rd (RP 5.560-5.931)	371		3 - Detailed Design	Internal	Gate 3: Detailed De...
D Top Grass Rd (RP 16.419-16.993)	574		3 - Detailed Design	Internal	Gate 3: Detailed De...
▶ C Maharahara Rd (RP 3.46-3.90) 2 ㄸ	440		5 - Construction		Gate 5: Issued for C...
D Route 52-109 (RP 10.570-11.275)	705		3 - Detailed Design	To be co...	Gate 2: Concept Rev...
D Takapau Ormondville Rd (RP 4.455-4.978)	523	9 Feb	3 - Detailed Design	Palmy D...	Gate 2: Concept Rev...
D Takapau Ormondville Rd (RP 5.241-5.724)	483	4 Mar	3 - Detailed Design	Palmy D...	Gate 2: Concept Rev...
C Top Grass Rd (RP 15.785-16.183)	398		5 - Construction		Gate 5: Issued for C...
C Laws Rd (RP 6.399-6.710)	311		5 - Construction		Gate 5: Issued for C...
I Pahiatua Service Lane	0			Internal	
C Oringi Rd (RP 2.740-3.280)	540	23 Oct, 2025	5 - Construction		Gate 5: Issued for C...
C Oringi Road (RP 1.720 - 2.290)	570	17 Nov, 2025	5 - Construction		Gate 5: Issued for C...
S Weber Rd (RP 18.335-18.802)	467		2 - Scope Developm...	Internal	
○	0				

2025/2026 pavement rehabilitation programme

Rehabilitation Planning

Additional rehabilitation sites have been added to the 2025/26 programme to reflect the available budget. The planned rehabilitation length is 5.733kms of sealed pavement, which has increased from the original planned 4.56kms (see sites above). The programme may change somewhat as further designs and target cost estimates are set for each site.

On the high-level planned budget performing to our known target cost estimates, it looks like the Route 52 section 109 rehab may be deferred to next financial year.

Rehabilitation Delivery

The Tararua Alliance Road rehabilitation team have completed two rehabs on Oringi Road as detailed in the table above. This team is currently on the Maharahara Road Rehab and will then move onto the Top Grass Road.

We are leaning on some additional support to get through the other rehabs through neighbouring Downer teams and local subcontractors, these will be tensioned on delivering the work to our alliance target estimated rates.

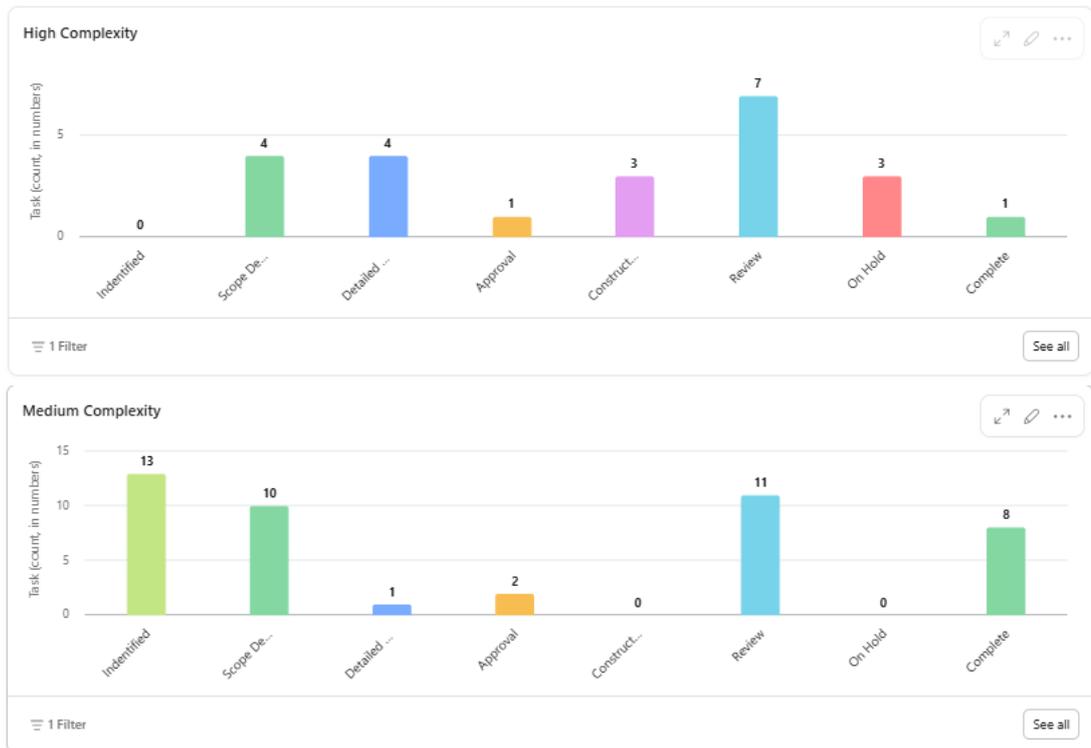
Emergency Works Recovery

2025/26 FY - Emergency Works Forecast Expenditure

We are continuing to make progress towards completion of final Cyclone Gabrielle recovery works and August '24 storm event recovery works, with the bulk of priority works progressing into Design and or Construction phase. We are closely monitoring the expenditure with the view to complete the remaining works within the funding limits currently approved in NZTA's Transport Investment online portal

(TIO). There is one High Complexity project (Riverdale Road, Dannevirke), that has the potential to impact the budget. This site requires a complex structural design at road level to reinstate the road formation width, as well as scour protection at the stream level to protect the formation – the scale of this repair will determine whether we need to seek additional NZTA funding (97.5% subsidised).

Total Approved Emergency Works Funding (FY26) (NZTA Work Category 141)	\$8,531,213
FY26 Expenditure to Date (end of December 2025)	\$4,225,095



Additional to the currently approved Emergency Works, we still have an outstanding Emergency Works funding request which covers the initial response and recovery from the October '25 Wind Storm event. The cost associated with this storm event is currently coded against the NZTA Minor Event work category, which is subsidised at 73%. If the funding request is accepted by NZTA, these costs will then be subsidised at 93%.

3.6 **Emergency Works Delivery**

Maunga Road 2.2km to 2.5km

Maunga road pavement was prepped and sealed late last year and final site walk over to take place completed.



Otanga Road .510km

The old culvert has been removed from the stream bed; there was risk of this collapsing and causing flash flooding downstream. The road on the eastern side of the bridge is currently being prepped for seal.



Daylighting the Old Otanga (culvert with the collapsed section in the middle)



Old box culvert has been removed



Laying the AP40 ready to prepare the Eastern side for sealing

4. 3-Waters

4.1 Water Shortage Management Committee

The Water Shortage Management Committee met to review current water supply status, preparedness, and communication strategies across Tararua District.

Key Points:

- Approximately, this time last year we had to have Pahiatua on Alternative Days and Dannevirke was tracking towards restrictions as well. This year, despite demand increases due to the works we have gotten through and the

measures we have put in place and with more help from the weather, we are in a much better position for continuity of supply.

- Public messaging on summer readiness and leak detection is active (Bush Telegraph, Facebook etc).
 - Eketahuna seems to have reduced to near expected demand levels. A major Leak has been discounted due to fluctuations and demand returning to normal background levels from time-to-time.
 - Dannevirke river is currently too turbid to draw and treat. As a result, the impound has reduced in level to around the 7m mark which we will be testing the pump solution again shortly. River is expected to return to draw conditions shortly.
 - A structured water conservation and education plan is in development.
- **Risk & Preparedness:**
 - Emergency response plans confirmed
 - NIWA forecast indicates 50% likelihood of below-normal river levels, increasing drought risk.
 - Current weather patterns however are indicating a continued pattern of rain.
- **Operational Status by Location**
 - **Dannevirke:** **Get Ready (no restrictions)** Stable demand (~4,000 m³/day); reservoir and consent projects progressing; Pump installed to enable 6m depth draw from Dam (tested at current level and working); Dannevirke river is too turbid to draw and treat. As a result, the impound has reduced in level to around the 7m mark which we will be testing the pump solution again shortly. River is expected to return to draw conditions.
 - **Pahiatua:** **Get Ready (no restrictions)** Higher demand than last year; As a result of our diligent operations team our reservoir recovered well which enabled us at the start of this year to change out the leaking T sections and conduct works on the membranes; reservoir has recovered well and currently at around 70%, plant back online running at 100% capacity; pool filling finished and deconflicted; River work completed and weir working well; Pump on Trailer configured and on standby.
 - **Woodville:** **Get Ready (no restrictions)** Slightly higher demand; on the impounded supply at the moment have roughly 27 days of supply (only if we cannot continue to extract from river), noting issues in filling impound. Leak checks on raw line completed by operator indicating losing 6.9 L/s. Going to do a walk of the line to see if they can see any obvious leaks – weather permitting.
 - **Eketahuna:** **(Boil water) Get Ready (no restrictions)** Demand is still up, however has returned to within expected demand range coincidentally following our targeted media release; no major leaks found at this stage (identified as the likely factor – forced to wait on CRMs or usage to present itself following teams returned from search provided nothing); A boil water notice was issued on Saturday, 24 January, our operator identified a significant risk that raw water turbidity could not be reliably treated within

NTU compliance limits. With treated reservoir levels also declining and at that moment below 40%, production was proactively shut down and the notice was issued. Thank you to everyone who assisted on Saturday.

Compliance parameters have not been exceeded and we are awaiting the final sample results before lifting the notice (expected tomorrow).

- **Akitio: Total Outdoor Ban** Total Outdoor ban in place; tracking similar to last year; new tanks are online with Scada successfully installed.
- **Pongaroa: Get Ready (no restrictions)** Operational issues and SCADA data gaps in the current data set; no concerns
- **Norsewood: Get Ready (no restrictions)** Demand doing well and currently within consented limit; Consent application final stages, pending final confirmations.

4.2 Dannevirke Impounded Supply

Monitoring

Following the last report there has been no noticeable change in terms of detectable leaks through monitoring flow from the underdrain outlets and discharge point. The next underwater drone check is scheduled for February.

We have now engaged dam experts to support the development and sign off of the Dam Safety Management System (DSMS). At the same time, they will assist us in reviewing our monitoring programme with consideration for longer term requirements.

Dannevirke Dam has been assessed as a medium Potential Impact Classification (PIC) Classifiable dam and therefore requires a Dam Safety Assurance Programme (DSAP) to comply with the requirements of the Building (Dam Safety) Regulations 2022 (Regulations).

A DSAP represents the minimum regulatory requirements in the Regulations, while a DSMS is the recommended practice in the New Zealand Dam Safety Guidelines (NZSOLD 2024). A DSMS will satisfy the requirements of a DSAP but includes additional elements that elevate the system to the level of recommended practice.

DSMS versus DSAP

NZSOLD's New Zealand Dam Safety Guidelines provide a table (reproduced below) that summarises the difference between the content of a DSMS and DSAP. As previously noted, the DSMS represents recommended industry practice whereas a DSAP represents minimum mandatory requirements under legislation.

As summarised in the table below, the key differences are that a DSAP is missing documentation of the following:

- Governance – a description of dam owner responsibilities, identifying an Accountable Executive, defining a clear line of delegated authority and accountability for dam safety in the dam owner’s organisation, communication, and oversight. This also typically includes development of a 1-2 page Policy Statement.
- People – defining dam safety roles, and associated competence requirements, and training / education procedures.
- Special Inspections and Special Dam Safety Reviews – defining procedures following unusual events, observations, emergencies or where there is a potential or confirmed dam safety deficiency.
- Information management – defines procedures for dam safety information management.
- Audits and reviews – periodic audits and reviews of the overall DSMS that provide for continuous improvement and update of the system.

Table 1: Elements of a Dam Safety Management System

Element	Reference section	Type of element	
		Recommended practice	Regulatory minimum DSAP 1
Governance	2.1	✓	
People	2.2	✓	
Dam and reservoir operation and management	4.1	✓	✓
Surveillance	4.2	✓	✓
Appurtenant structures and gate and valve systems	4.3	✓	✓
Intermediate dam safety reviews	4.4	✓	✓
Comprehensive dam safety reviews	4.5	✓	✓
Special inspections and dam safety reviews	4.6	✓	
Emergency preparedness (refer Module 6)	4.7	✓	✓
Identifying and managing dam safety issues (refer Module 7)	4.8	✓	✓
Information management	4.9	✓	
Audits and reviews	4.10	✓	
Notes			
1. Elements of a DSAP required by the Regulations (2022) (refer Module 1).			

Infiltration gallery and Alternative Water Infrastructure

We were scheduled to complete a site visit last week. However, weather conditions prevented access and this has now been rescheduled for next week, weather permitting. Horizons has advised that they will shortly be undertaking works in the Tamaki River upstream of the intake gallery. They plan to remove vegetation and trees within the upstream channel, including any that pose a risk of obstruction, as part of their work to restore flood carrying capacity. This activity is

also expected to support more natural downstream movement of riverbed material. The timing for this work is currently late February to early March. At this stage, it is unclear whether this will result in any immediate improvement to the operation of our gallery.

We will still proceed with a site visit to assess whether there are any further actions or opportunities available to improve intake performance. This visit is expected to occur next week, weather dependent.

In preparation for Horizons planned activity, we will aim to complete rehabilitation of the existing weirs beforehand. As part of our ongoing assessment of long-term solutions, we are also considering whether extending the in-river portion of the gallery may offer future benefits.

Submersible pumps. The project was completed in November 2025 ahead of the summer and was recently tested successfully when the impound was at 7m. The entire setup included a refurbished pump on the impound cover and a flexible line to accommodate fluctuating impound levels, back to the treatment plant. This project allows access to the bottom 6m of the impound storage, providing water resiliency during turbid river conditions or extended periods of drought.





4.3 **Pahiatua Water Treatment Plant**

The Pahiatua WTP kicked off the year in January with a massive tee replacement work with AquaManage technicians at the membrane plant, renewing 40 tees over 1.5 weeks. Multiple tees were starting to fail and form fine cracks, leading to leaks below the membranes. During the works, our operators took the opportunity to pin membranes that are worn, while maintaining healthy reservoir levels for the township. As a result, the membrane plant now has zero leaks and treated water turbidity leaving the membranes has halved. 3 Waters will be planning for a membrane renewal in 2027 as the membranes are coming up to their end of life.



4.4 **Pongaroa Water Treatment Plant**

Water Disruptions

Pongaroa WTP required tanker services on two occasions last year. One was due to a break in the raw water supply line, requiring up to 4 days of repair work by the Rural Community team. The second was during the SCADA upgrade project which also extended up to 4 days for completion. As the existing reservoir storage hold around 2 days of supply, tankers were engaged to supplement the shortfall. For unforeseen leak events, its unpredictability and the unknown duration of repair makes it difficult to plan for and arrange tankers compared to pre-planned works and plant outages. 3 Water operations recognise that holding critical spares for quick repairs and maintaining clear communication between stakeholders is critical in enabling a stable water supply for the community.

4.5 **Akitio Water**

Over the previous calendar year, the focus at Akitio was on addressing known issues within the water treatment plant and network, along with delivering the renewals and upgrades that had been planned and budgeted.

- Repair of pipe leaks at the treatment plant
- Communication to residents through reminder letters about bylaw requirements
- Replacement of the leaking treatment plant roof, which had rust holes and was no longer watertight
- Network leak repairs across several locations

- Review and rationalisation of the treated water tank layout
- Treated tank replacements, using two existing district-owned tanks and relocating two unused network tanks to consolidate storage on-site
- Renewal of the road-crossing pipeline
- Cleaning of storage tanks
- SCADA upgrade, enabling remote monitoring and operation of the plant

For the current calendar year, the priorities are:

- Renewing the pipeline between the Water Treatment Plant and the treated reservoirs, which is due for replacement.
- Investigating and progressing raw water storage, which is expected to provide the single largest improvement to the scheme's reliability and resilience.

The network continues to experience airlocks and intermittent leaks and the team is actively working to identify and rectify these as part of ongoing operational management. In addition, the monitoring system in the treated water tanks required recalibration after it was found to be providing inaccurate level readings. An alternative IoT monitoring system is being installed which will provide serviced updates and text-alert capability to operators.

4.6 **Wastewater**

Trade Waste

We are continuing to work through the review of fees and charges and are finalising the report for council with key input from our internal departments. It is intended to start hiring for a Trade waste and Backflow officer to manage and pursue these initiatives.

Norsewood, Ormondville and Pongaroa

We have embarked on a 12-month trial using the AdvanTex system by Innoflow in January at Norsewood WWTP. This system has proven to reliably reduce total suspended solids and nitrogen nutrients in wastewater, which are parameters that the Wastewater Specialist have identified as an issue for three of our smaller wastewater treatment plants. Treatment is achieved by intermittently cycling wastewater textile media, where naturally occurring organisms breakdown and consume available nutrients, improving treated effluent quality.



4.7 **3 Waters Network Programme**

While we routinely manage renewals across our network, the programme must be balanced against unplanned callouts and operational issues. In general, standard renewal works are less complex than the five key projects outlined below. These

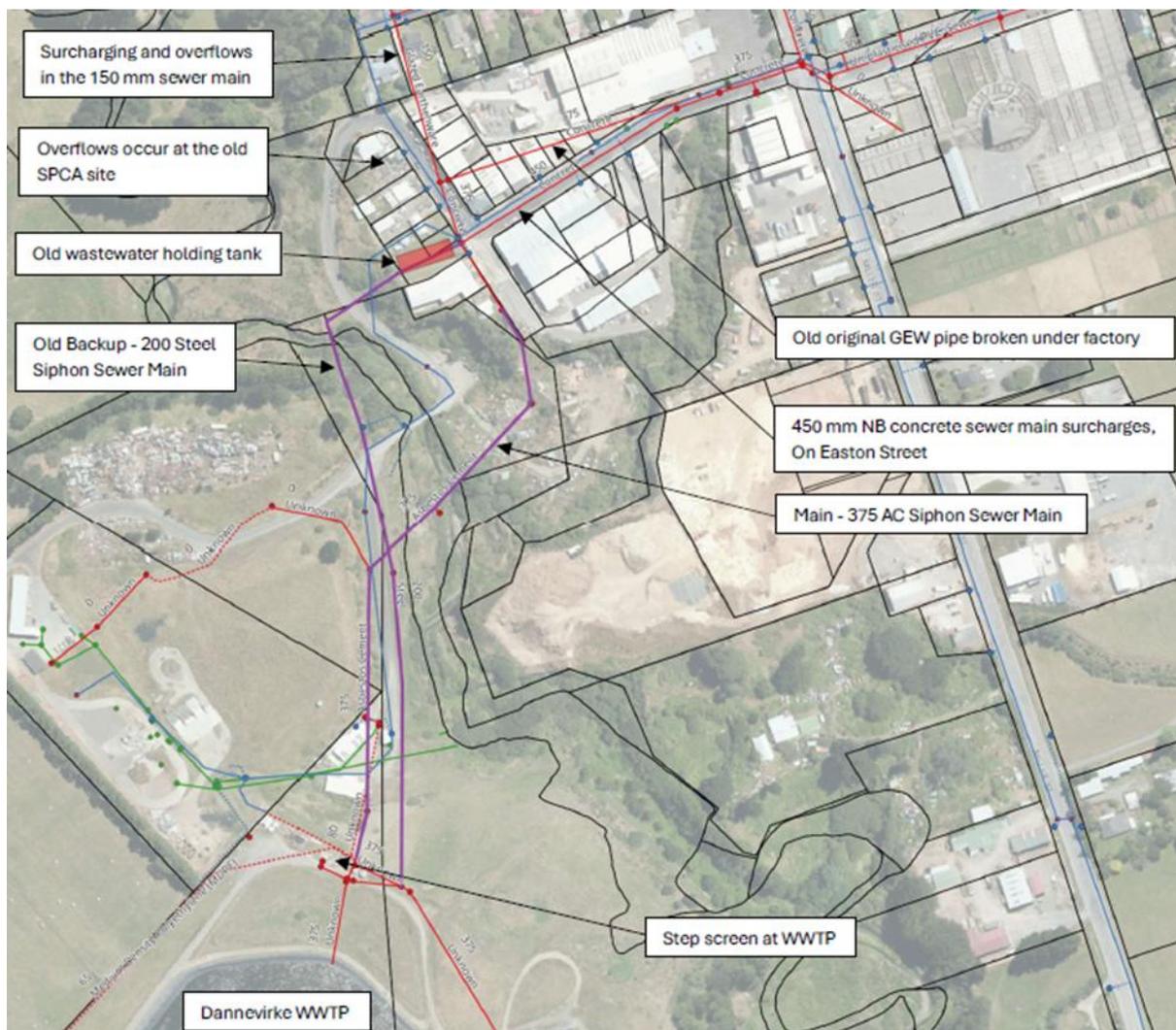
five projects have significant integration requirements with the wider network and are critical inputs to both the growth strategy and the District Plan.

Their complexity is further increased by the need to assess plant production capacity and reservoir sizing. As a result, these projects must be coordinated across the full 3 Waters work programme to ensure future works are enabled, renewal activities are correctly aligned and sized, plant and pond performance issues are addressed, and growth requirements are appropriately planned for. The success of these projects are closely connected to the overall programme and planned strategies, ensuring the most efficient and appropriate scale is applied to each respective project.

Priority	Project Name	Comment
1	Dannevirke Southern Sewerage Trunk Main Upgrade	Concept Design February
2	Pahiatua Treated Water Transfer Main Upgrades	Concept Design complete. Detailed design ETA February
3	Woodville Water Supply Trunk Main Upgrades	Concept Design complete. Detailed design ETA February
4	Pahiatua Sewer Trunk Mains Upgrade	Detailed Design complete. Scheduling phased install.
5	Dannevirke Water Trunk Main Upgrade	Detailed Design complete. Scheduling phased install.

Dannevirke Southern Sewerage Trunk Main Upgrades

We have been experiencing surcharging and overflows within the lower end of Dannevirke Township’s sewer reticulation during high-flow events. The failure of one or more parts of the trunk main system could result in the unplanned disruption of sanitation services to a significant part of Dannevirke, unconsented discharges to the environment, and associated public health, environmental, and cultural safety risks.



Pahiatua Treated Water Transfer Main Upgrades

We have had multiple breakages in the existing 200 mm mPVC Transfer Main, which conveys treated water from the Pahiatua Water Treatment Plant on Boundary Road to the Town’s Storage Reservoir off the end of Wakeman Street. In addition to the proposed new Transfer Main, a recent urban growth strategy has identified that Pahiatua’s population will potentially grow in the next 30 years. The Transmission Main is a critical asset and potential single point of failure that could prevent supply of water to the town for substantial period of time.

Pahiatua Sewer Trunk Mains Upgrades

This project involves the renewing and upgrading of the Pahiatua Wastewater Trunk main system to address performance limitations and existing infrastructure challenges which include surcharging risks, shallow and aging pipework and alignment through private properties. This main is subject to high levels of infiltration as it is in close proximity to a watercourse. The project includes a pressurised element which provides greater resilience to overflows and infiltration.

Woodville Water Supply Trunk Main Upgrades

The aim of these upgrades is to improve capacity and resilience of the existing network and to support planned growth in the area. The current water twin mains are over 115 years old and this project is well placed to serve the town well into the future, providing an opportunity to serve future development opportunities and improve Levels of Service.

Dannevirke Water Trunk Main Upgrades

These upgrades aim to improve the capacity and resilience of the existing network and support planned growth in the area. This considers the towns pressure management and booster pump location to address performance limitations and alignment conflicts.

4.8 Storm Water

A number of modelling and concept designs have been conducted for the district in particular Pahiatua and Woodville areas. These have been focussed on areas known to be at risk or contributing to flooding. The proposals are being reviewed for implementation where possible and for further review to be submitted to the next 3 Waters Strategic Advisory committee.

4.9 Consenting and Compliance

We reported on the below abatement notice, work is well underway to meet this requirement.

- Abatement Notice 1495 to undertake flow meter verifications at the water abstractions that relate to the Pahiatua Municipal Water Treatment Plant, Eketāhuna Municipal Water Treatment Plant, and Dannevirke Municipal Water Treatment Plant.
 - This Abatement notice relates to the installation and verification of flow monitors. Pahiatua flow meters were installed last reporting period.
 - Eketahuna is now installed.
 - Dannevirke is scheduled in this financial year. Unfortunately, due to the current levels of the impound we have had to defer this work. Scheduling is being coordinated.

The wastewater forum was held in Pahiatua December 2025. The district's wastewater treatment schemes continue to show strong progress across compliance, operational performance and project delivery. Each of the three treatment plants discussed Dannevirke, Pahiatua, and Eketahuna. Key improvements are underway to support long-term environmental outcomes and meet consent requirements.

Water Permits

The Section 92 information for the Eketahuna (expired 2019), Woodville (expired 2021) and Pahiatua (expired 2022) water permits have been submitted. Norsewood water supply resource consent was submitted and is pending issue.

Dannevirke Water Permit has been engaged however with pending changes to the RMA potentially a two-year extension may be an option.

4.10 Administration

Our recruitment efforts for a qualified Water Treatment Operator are back underway following the withdrawal of the international candidate due to unforeseen complicating factors. The role has been re-advertised and we are actively seeking a suitably experienced operator to strengthen the team.

Our Water Treatment Cadet continues to perform well, demonstrating steady development and contributing meaningfully to the resilience of our operations. His progress has helped maintain service continuity and provided flexibility across the team during a period of sustained workload.

Asset data capture is progressing and the information coming through is beginning to support improved visibility of our treatment assets. As part of preparing for the establishment of the new CCO, we are making measured adjustments to workflows and internal processes. These changes are intended to better posture the team for future organisational shifts. However, it is acknowledged that the uncertainty surrounding the transition does have an impact on staff.

Despite this the team remains focused, and a substantial volume of work is already in progress. With multiple projects advancing and operational demands remaining high, we continue to balance day-to-day service performance with forward planning to ensure readiness for the upcoming changes.

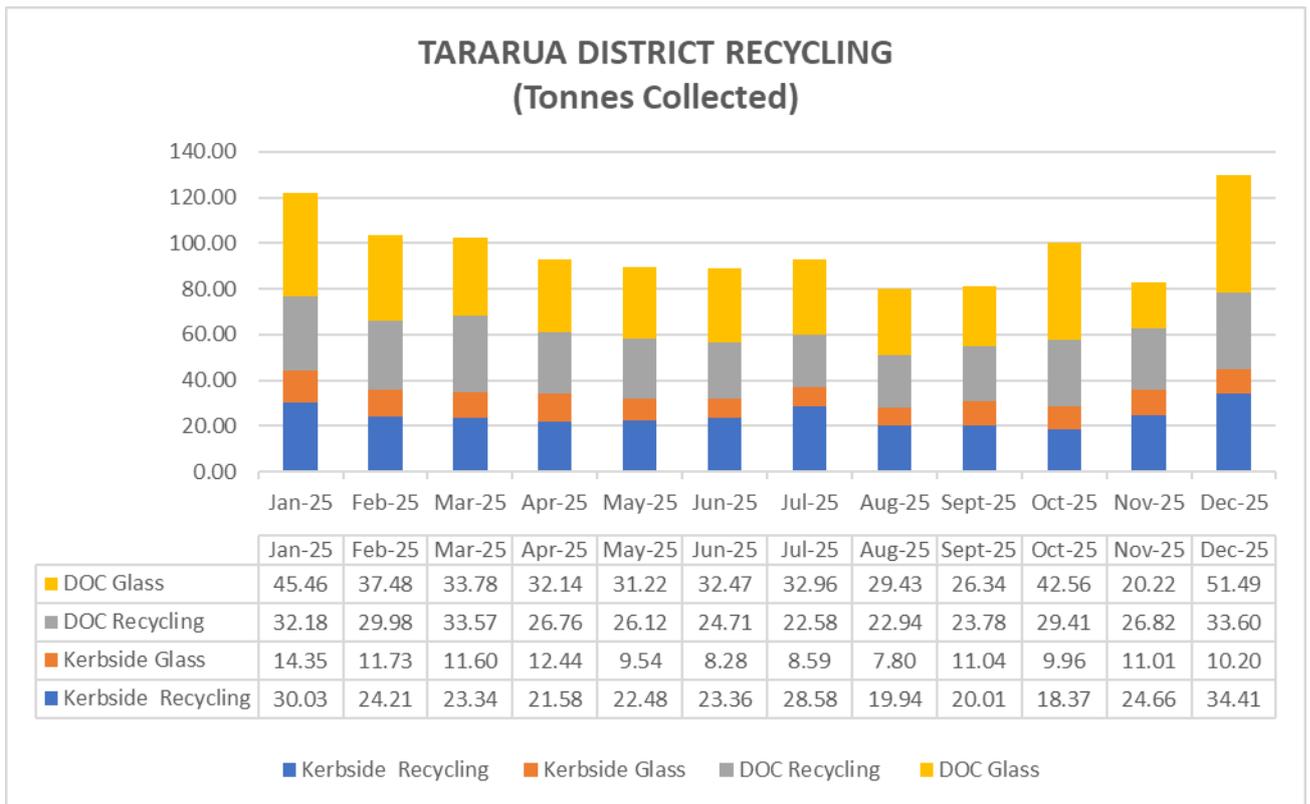
5. Solid Waste

5.1 Operational Activities

Budget/Activity					
Refuse Transfer Stations (RTS Sites)	<p>All transfer stations are operating smoothly with no disruptions.</p> <p>Our New Kerbside Collection Truck (Side Loader) has arrived. Packed with safety features, and the latest onboard technology. This truck has been operational, collecting the kerbside recycling since early December 2025. <i>(see pictures below)</i></p> <p>November 2025:</p> <table><tr><td>Waste diverted from landfill</td><td>10.05 Tonne</td></tr><tr><td>Contaminated recycling to Landfill</td><td>2.46 Tonne</td></tr></table>	Waste diverted from landfill	10.05 Tonne	Contaminated recycling to Landfill	2.46 Tonne
Waste diverted from landfill	10.05 Tonne				
Contaminated recycling to Landfill	2.46 Tonne				

Budget/Activity					
	<p>December 2025:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;">Waste diverted from landfill</td> <td style="text-align: right;">2.24 Tonne</td> </tr> <tr> <td style="padding-left: 20px;">Contaminated recycling to Landfill</td> <td style="text-align: right;">2.32 Tonne</td> </tr> </table>	Waste diverted from landfill	2.24 Tonne	Contaminated recycling to Landfill	2.32 Tonne
Waste diverted from landfill	2.24 Tonne				
Contaminated recycling to Landfill	2.32 Tonne				
Recycle Drop-off Centres (DOC Sites)	<p>We are experiencing a moderate amount contamination in the town drop off bins across the district, along with increased volumes typical of this time of the year.</p> <p>Ormondville public drop off location was moved on 1st December 2025 from the Community Hall to Dump Road. Former Service Contract ended on 30th November 2025, so we took this opportunity to make changes to improve our level of service to the community at no additional cost. The former collection service entailed a significant amount of manual handling of a small volume, 2-3 times every week. With a New standard DOC bin, (<i>see picture below</i>) Service has been in-housed, with an exchange bin required only once a fortnight, performed by our own Solid Waste Team and TDC Hook Truck.</p> <p style="text-align: center;">** Cleanest, Tidiest, Safest, and most Cost-Effective Service Method**</p> <p>Norsewood public drop off bins were removed on 30 April 2025. We have continued to work on securing a suitable location to reinstate your town service, although this has been challenging, we have made some good progress and hope to be able to announce confirmation of this in the coming weeks.</p>				
Kerbside Recycling Services	<p>Kerbside collections are currently going extremely well, and we are experiencing increased volumes of both recycling & glass, typical for this time of the year.</p>				

5.2 Waste Minimisation



NEW ORMONDVILLE TOWN DROP OFF RECYCLE/GLASS BIN



2025 HINO (SIDE LOADER) KERBSIDE RECYCLE COLLECTION TRUCK





Attachments

Nil.



Report

Date : 3 February 2026
 To : Chairperson and Committee Members
 Infrastructure and Projects Committee
 From : Eugene Priest
 Senior Project Manager
 Subject : **Portfolio Programme Project Report**
 Item No : **6.2**

1. Recommendation

1.1 *That the report from the PMO Team Lead dated 22 January 2026 concerning the Portfolio Programme Project Report be received.*

2. Reason for the Report

2.1 This report is to update the Infrastructure and Projects Committee on the key portfolios, programmes and project statuses.

3. Capital Portfolio Report

3.1 This report has a new focus to bring in all the projects and programmes into one report and will require some additional adjustments.

Portfolio Health Status		Forecast	General Comment
	 Green		Committed projects have maintained momentum into the new calendar year. We have some high value projects moving quickly in delivery, while others are advancing through planning. This year has many significant high value critical infrastructure projects to move forward which requires a sharp eye on resourcing and ensuring capability to deliver versus workload.
Schedule	 Green		Priority will be moved to focus on those projects that require technical assistance to ensure they are moving forward at a pace that aligns with AP forecasts.

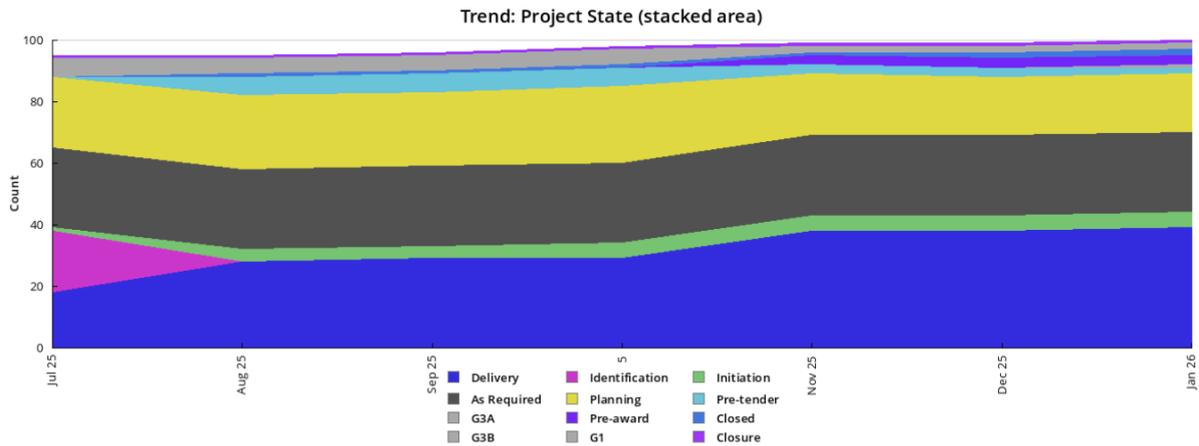
Portfolio Health Status	Forecast	General Comment	
		Weather has affected some civil works but this has been allowed for and will not affect end outcomes.	
Budget	 Green		Budgets are currently tracking well. The Reservoirs & Dvk Impound Supply Pre-Treatment projects costs will need confirming so that we ensure we have certainty however can be mitigated within the programme tolerances.
Risk	 Green		Project risks to note are the ongoing concern with the Dannevirke Impounded supply programme, Wastewater programmes and maintaining a strong focus on complex project expenditure. All of these are being effectively mitigated utilising project specific risk registers.
Resourcing	 Amber		We are prioritising our resource limitations, continuity issues, specialised skills and contractor availability against our operational requirements and delivery schedules. However, PMO will have reduced capacity for a period due to one team member leaving and some high value critical projects having to be added to other capable PM's workloads for the time being.

Legend

Status					
On track against baseline plan	 Green	Corrective action required	 Amber	Critical state - needs urgent attention	 Red
Forecast					
<i>Green</i> - the forecast for the next period is that this area will remain in a positive status or will improve from current reported state.					
<i>Red</i> - the forecast for the next period is that this area will remain in a negative status or will deteriorate from current reported state.					
<i>Amber</i> - the forecast for the next period is that the current status may change.					

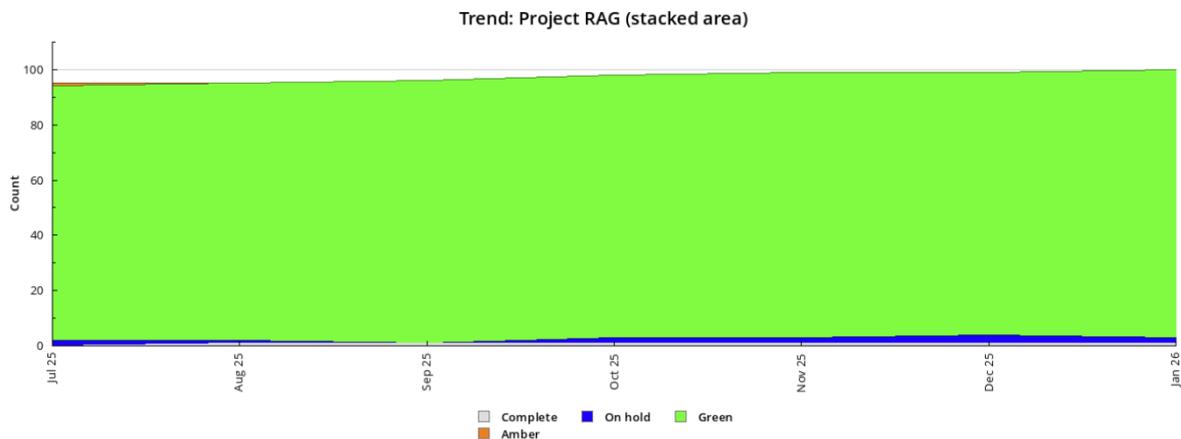
4. Capital Project by State

- 4.1 Our project management framework stipulates Gates for approval processes as depicted by G0, G1 etc. Monitoring the overall inflight project states is crucial as this enables greater oversight and ensures transparency and accountability throughout the project's lifecycle.



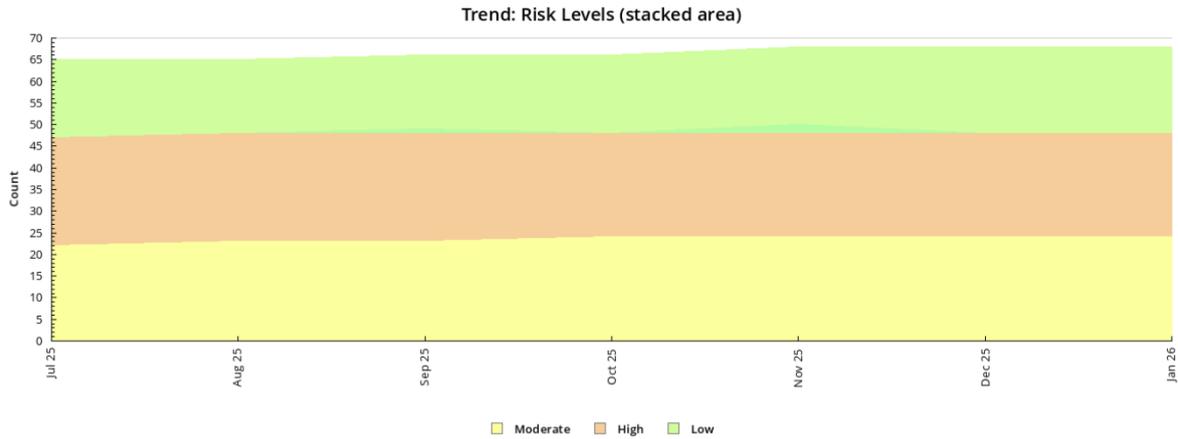
5. Capital Project by Status

5.1 By tracking the above project status indicators over time, stakeholders can identify emerging patterns, assess the portfolio, and proactively address potential issues. A consistent green status indicates progress according to plan, while amber signals caution, suggesting potential risks or delays that require attention. Red status indicates critical issues that demand immediate action to mitigate negative impacts. Regular review of RAG status trends enables leaders to make data-driven decisions, allocate resources strategically and optimise project outcomes.



6. Portfolio – Projects Risk levels

6.1 The below graph displays our efforts to start compiling project risks into our project management software to better mitigate, manage and report on our risk registers at a portfolio level.



7. Project Updates

Complete	On Hold	On Track	Revised but on track	Off Track
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Infrastructure

Project	Managed by	Comments	Status
Wastewater Ponds Perimeter Safety Fencing	Dave Watson	Dannevirke completed. Dave to consult on next site priority.	
Dannevirke Alternate Water Source Investigation	Dave Watson	Horizons doing work around infiltration gallery Feb/Mar. Site visits planned for scope assessment	
Woodville Reservoir	Priscilla O'Neal-Searancke	All consents for work have been accepted and approved. Out to 3 preferred suppliers with specs for concept designs to be produced.	
Pahiatua Recycling Centre	Robert Hood	Obtained indicative prices for weighbridge & gatehouse options. Met with Alliance to provide concept design & construction costs so can draft business case to secure funding.	
Pahiatua WTP SBS & HCL Shed	Robert Hood	Commissioned/operational. Project closed	
Akitio Tanks	Robert Hood	Four tanks relocated to new site (project handed to 3 waters team).	

Facilities and Corporate

Project	Managed by	Comments	Status
Carnegie	Sue Lawrence	One Geo completed scoped assessment. Memo to go to ELT for consideration	
District Parks and Reserves Playground Equipment	Robert Hood	Explore Pahiatua advised that they are considering funding some new playground equip at Harvard Park. Facilities commissioned Level 3 Playground safety assessments. Some required repairs underway, and replacement equipment ordered in-line with assessment.	
Dannevirke Dog Pound Improvements	Chantelle Smit	Scoped work costs are within budget with work due to commence in February.	
Eketahuna Cliff Walk Track Upgrade	Fontayne Chase	One tree that needs to be cleared and then work can start on the track.	
Integration of Services - Woodville	Robert Hood	Waiting for additional cost information from architect.	
Mangatera Cemetery Development	Robert Hood	Construction Complete Project Closed	
Pahiatua Carnival Park 'Accessible' Ablutions & Amenities upgrade	Robert Hood	Construction complete. Project closed	
District Campgrounds	Robert Hood	Electrical repairs & re-inspections completed by supplier at EKE, WDVLE & PAH.	
Eketahuna Library	Robert Hood	Temporary repair completed after storm damaged, with permanent repairs being priced.	

Attachments

- [1](#). New Pahiatua Pool Committee Report January 2026

2. [Download](#) SCADA Phase II Committee Report January 2026
3. [Download](#) Pahiatua WWTP Upgrade Committee Report January 2026
4. [Download](#) Pahiatua WWTP Wetland Development Committee Report January 2026
5. [Download](#) Dannevirke Impounded Supply - Pre-Treatment Committee Report January 2026
6. [Download](#) Dannevirke Impounded Supply - Treated Reservoir Committee Report January 2026

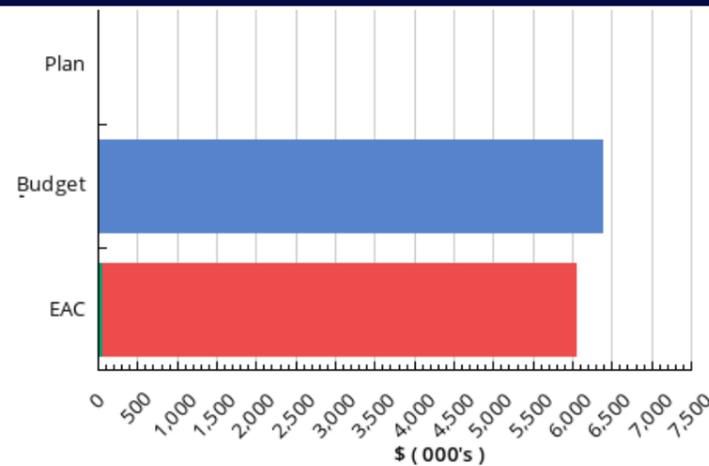


Project name

New Pahiatua Pool

Report date:	Start date:	Approved end date:	Projected end date:	Status update:			
Jan-26	Jul-23	Jan-27	Jan -27		PREVIOUS STATUS	CURRENT STATUS	
Purpose:	The current Pahiatua outdoor pool is nearing the end of its life cycle, has large maintenance costs, and is limited to a 10-week, weather dependent season. This new project will permit the community to operate for longer over the year and run swimming classes and host events.			Overall:	G	G	A lead contractor has been appointed and is working closely with the project team and architect to ensure deliverability. Building consent was resubmitted in line with the original design to meet funder requirements. Design drawings are currently being prepared for a variation to enable construction contract sign off.
Project team:	Sponsor: Hamish Featonby Project Manager: Mike Dunn			Scope:	G	G	Some rework of the design is required to deliver a pool within the available funding while continuing to meet the expectations outlined in the business case and community needs. This approach has been agreed by the project group.
Key stakeholders:	TDC Bush Aquatic Trust Elected Members Funders - Through B.A.T. Pahiatua Community Ratepayers / General Public			Time:	G	G	Based on contractor feedback and seasonal construction windows, the proposed build timeframe is estimated at 8–10 months.
				Budget:	A	A	Working with the design to ensure this budget constraint is met as we've advanced through design, procurement, and construction planning, we've continued to refine this figure. Assisting funders requirements as necessary to provide assurance.
				Quality:	G	G	No current issues with quality.
				Risks:	A	A	The main risk is budget and timeframes, amplified by funder requirements. Due to the uncertainty around the outcome of market engagement it is prudent that we continue the fund raising plan to its planned targets.
				Opportunities:	G	G	The operational model was developed as part of the original business case, which was utilised in our Long-Term Plan. While the existing model remains valid, we are also taking the opportunity to review and enhance it. As a result Facilities department is engaging the market to review and confirm the operational model.
				Health & Safety:	G	G	No issues presently.
				Resources:	G	G	In our ongoing review of this project's delivery, we are taking steps to strengthen our position for effective execution by aligning and optimising our resourcing.
				Comms:	G	G	Stakeholders and communications team are working together.

Project budget:



Current Financial Year
Approved budget:
\$6,383,628
Actuals:
\$66,198
Estimate at completion:
\$6,036,218

5% Under budget

Next steps:

- Design variations to be confirmed and submitted
- Construction contract
- Comms plan to be drafted

Project timeline:

START	QS review	EOI - Market engagement	Detailed design	Tender - RFP	New building consent	Project team Design Review	Detailed design finalised, Build Contract	Delivery and Construction	Project closure and handover	FINISH
	Mar-25	Apr-25	Jul-25	Oct-25	Nov-25	Jan-26	Mar-26	Apr-26	Jan-27	

Project name

Telemetry and SCADA Upgrade Phase 2



Report date:	Start date:	Approved end date:	Projected end date:	Status update:			
Jan-26	Jul-24	Jun-27	Jun-26		PREVIOUS STATUS	CURRENT STATUS	
Purpose:	This project has been initiated to align and comply with new requirements for resource consent monitoring for compliance with NZ water standards. This project will pull the different upgrade funding together to develop and rationalise SCADA and Telemetry framework, architecture, software and dashboarding that provides operational visibility across the entire TDC treatment and network systems. Phase 1 is to determine asset and system Stocktake, Framework, Architecture and system implementation to achieve operational visibility across the network. Phase II is the implementation and delivery of agreed recommendations provided by the investigation and report of the Phase I vendor.			Overall:	G	G	Agreements have been negotiated and signed by all parties for the main Scada upgrade, VPN & Server Upgrade, Piping & Instrumentation Diagram (P&ID) & asset data collection (Better Off Funding), & Radio Package portions of this project. VPN/Server upgrade vendor is 95% complete with a few minor pieces of work to complete. Pongaroa & Akitio Water Treatment Plants (WTP) have had their upgrades successfully completed. A portion of Better Off Funding (BOF) has been allocated to this project to facilitate the necessary work in capturing Asset information, P&ID, plant functional descriptions & asset valuations.
Project team:	Sponsor: Mike Dunn Project Manager: Eugene Priest			Scope:	G	G	Pre-determined scope to be followed in Tender process with detailed solution provided by successful respondent. IS added scope of separate servers to add cyber security resilience Remote site to be prioritised for upgrade to new SCADA for increased remote operator capability, these are Pongaroa WTP & Akitio WTP. Dannevirke WTP is the last upgrade to be completed in this financial year and will be pencilled in for completion late April/May.
Key stakeholders:	Horizons Regional Council TDC 3-Waters Team TDC IS Team Tararua Alliance			Time:	G	G	Long Term Plan budget has allowed for up to 3 years to deliver this project. It has many complexities that are outlined in the Risk Register. The intention is to aim for full project completion in FY 26/27 (LTP Yr3)
Project budget:				Budget:	A	A	We are currently on schedule to spend all of the Yr 2 budget on completion of Dannevirke WTP. Currently working with 3waters team to allocate resources to ensure funding available for completion of these works in 26/27.
				Quality:	G	G	To follow best practice and all NZ Standards that are applicable.
				Risks:	A	A	Risk and prioritisation workshop has been held on 11/7 for Phase II of project Licensing costs have been confirmed and TDC are happy to proceed with project as it outlined.
				Opportunities:	G	G	Increased cyber security and redundancy due to physical server separation Server separation will allow easier CCO (3waters) handover Increased remote capability = reduced OPEX costs for operator travel/time Fully integrated wastewater & water visibility will give operators greater control, faster response times and better accuracy. This will lead into better and more accurate reporting to the required regulators.
				Health & Safety:	G	G	All vendors are Sitewise accredited
				Resources:	G	G	Appropriate resources are available and workloads are currently sufficient.
				Comms:	G	G	Communications plan complete
				Next steps:			
				Dannevirke (Dvk) WTP upgrade planning workshop Dvk WTP upgrade Outstanding sites prioritisation planning meeting			

Current Financial Year
Approved budget:
\$824,580
Actuals:
\$223,345
Estimate at completion:
\$748,142

9% Under budget

Project timeline:											
START	Vendor Agreement	Infrastructure Upgrade RFP	Select Infrastructure Vendor	Kick-Off Meeting	VPN/Server Upgrade	Prioritised WTP Site Upgrades	Pongaroa WTP Upgrade	Complete Infrastructure Upgrade	Akitio WTP Upgrade	Dannevirke WTP/WI/Res	FINISH
	Nov-24	Nov-24	Jan-25	Mar-25	Jun-25	Aug-25	Nov-25	Dec-25	Dec-25	Apr-26	

Project name

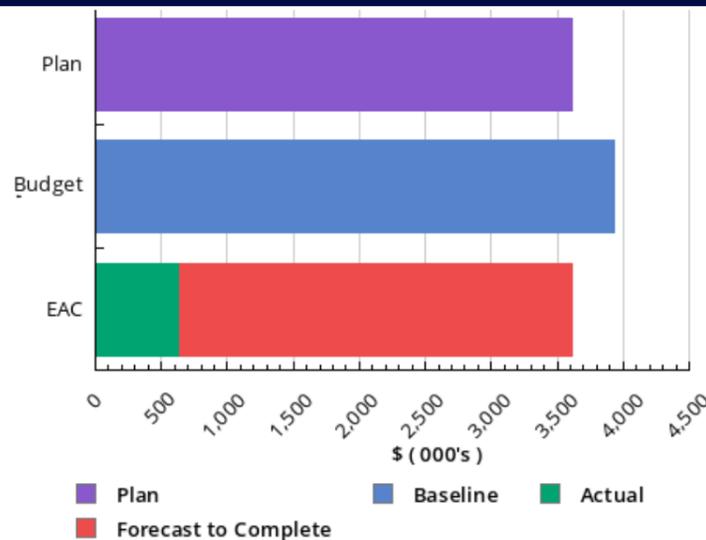
Pahiatua Wastewater Treatment Plant Upgrade



Report date:	Start date:	Approved end date:	Projected end date:
Jan-26	Jul-24	Jun-26	Oct-26

Purpose:	To provide an upgrade to the existing Wastewater Treatment plant that will meet current and future consent conditions and align with the design and build of the required wastewater wetlands that will be constructed concurrently with this project.
Project team:	Sponsor: Mike Dunn Project Manager: Eugene Priest
Key stakeholders:	Horizons Regional Council Elected Members Ngāti Kahungunu & Rangitāne Rate payers/general public Landowners ELT Compliance Manager

Project budget:



Current Financial Year
Approved budget:
\$3,928,699
Actuals:
\$635,826
Estimate at completion:
\$3,616,000

8% Under budget

	Status update:		
	PREVIOUS STATUS	CURRENT STATUS	
Overall:	G	G	Project is in full swing with all components ordered and the DAF units being fabricated for shipping to NZ. Some smaller components (pumps, valves etc) have been arriving and are being stored offsite with the vendor. Some delay was experienced with contract finalising, but this has been allowed for in the schedule and we are still expecting this project to be commissioned this calendar year. There is a risk that the current bad weather window affecting the Wetlands construction will have implications on construction of DAF concrete pad and foundations. All partners from both projects are working together to mitigate this risk and supply alternatives. Irrigation (new plant to wetland delivery) is still in final design stages with supplier. This cost is expected to be approximately \$200k and has been allowed for in the overall budget.
Scope:	G	G	Detailed design complete with supplied equipment lists, Control Philosophy & Design Report.
Time:	G	G	It is expected to have this project completed and commissioned in November 2026
Budget:	G	G	Contract value with main Vendor is \$3,411,517. Irrigation supplier costs expected to be approximately \$200k
Quality:	G	G	Will be determined by any agreement with the constructor and SME's assisting with this project. Inspection & Test Plan & adherence to NZ standards will be paramount for this project
Risks:	G	A	Risk & Hazops workshops completed with major stakeholders Possible delay in foundation construction due to weather conditions
Opportunities:	G	G	Efficiencies in design with wetland. Collaboration with Stakeholders Pathogen removal studies with design partners (UV removal related) Possible extended consent periods National interest due to mechanical and wetland process interface and performance
Health & Safety:	G	G	NZ H&S standards to be followed in all instances. All contractors Sitewise accredited
Resources:	G	G	Resources are being utilised as expected
Comms:	G	G	Comms plan completed

Next steps:

- Construct onsite covered container storage & workshop
- Site footprint mark out
- Services delivery trenching and installation
- Main plant foundations excavation start

Project timeline:

START	Detailed Design & Costs	Design & Costs Review	Negotiate Construction Agreement	Equipment Procurement	Site Establishment	DAF Foundation Construction	Irrigation to Wetland Installation	DAF Construction	DAF & Irrigation Commissioning	DAF Handover/Project Close	FINISH
	Nov-24	Apr-25	Nov-25	Jan-26	Jan-26	Mar-26	Jun-26	Sep-26	Oct-26	Oct-26	

Project name

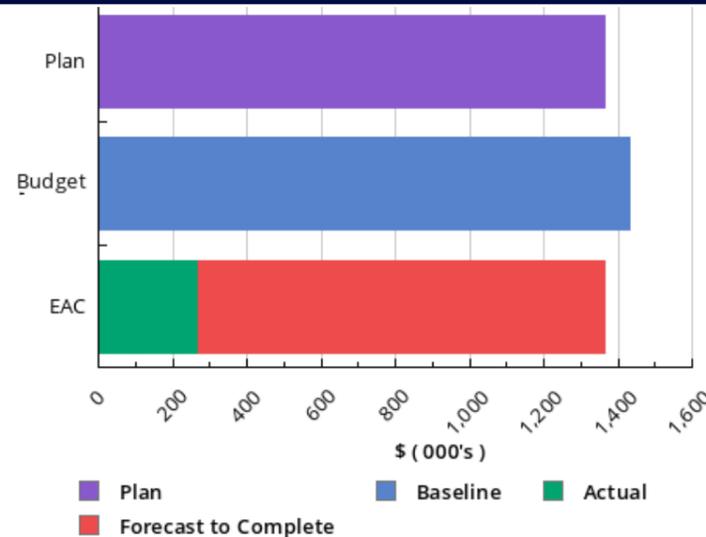
Pahiatua Wastewater Wetland Development + Carryforward



Report date:	Start date:	Approved end date:	Projected end date:
Jan-26	Jul-24	Jun-26	Oct-26

Purpose:	In order to meet wastewater discharge consent conditions, primarily for the reduction of nitrates, suspended solids and phosphorus levels, the construction of a new wetland and wastewater treatment plant (DAF) is required. The wetland will assist the new DAF plant in achieving these conditions by the removal of ammonia (VFW) and nitrates (SFW) to acceptable limits.
Project team:	Sponsor: Mike Dunn Project Manager: Eugene Priest
Key stakeholders:	Horizons Regional Council Elected Members Ngāti Kahungunu Rangitāne Rate payers/general public Immediate Landowners ELT TDC Compliance

Project budget:



Current Financial Year
Approved budget:
\$1,432,338
Actuals:
\$268,475
Estimate at completion:
\$1,365,400

5% Under budget

	Status update:		
	PREVIOUS STATUS	CURRENT STATUS	
Overall:	G	G	Resource and Land Use (TDC) consents have been approved for Earthworks, Wetland Discharge structures and the associated ESCP with agreements with vendor now in place. Construction has started with completion of ESCP controls & Outfall Structure, with Vertical Flow Wetland (VFW) walls currently being built. Construction is being hampered by current weather conditions which will extend original construction window. This has been mitigated by early start and project is still scheduled to be completed by planting season start (May 26). Winter construction consent might have to be applied for to complete any works outstanding from May 1st.
Scope:	G	G	VFW, Surface Flow Wetland (SFW) Construction with supervision by Designer/TDC. This includes interface with Pahiatua WwTP DAF upgrade. Biodiversity Wetland to be designed in partnership with iwi.
Time:	G	A	Some weather delays experienced. Completion still expected to be before winter construction period starts.
Budget:	A	G	Value of Agreement with Vendor is \$1,365,400 some small variations could be expected due to ground conditions and minor scope change. Change management to be utilised for these to ensure affordability.
Quality:	G	G	Built according to Construction issued designs and supervised by designer with sign off by TDC. All NZ applicable specs and standards to be adhered to.
Risks:	G	A	Wet weather delays - Planned for, and early construction start has mitigated this risk.
Opportunities:	G	G	Higher quality effluent discharge with aesthetic biodiversity wetland providing a return to natural topography National interest due to VFW installation coupled with DAF technology Low OPEX costs Longer Consent periods possible for performance outcomes
Health & Safety:	G	G	All subcontractors are Sitewise accredited
Resources:	G	G	Committed resources are not over-reaching
Comms:	G	G	See communications plan

Next steps:

VFW wall construction completed
VFW liner/pipework/gravels installed
SFW construction with dividing wall installed

Project timeline:

START	Design Completion	Pricing	Agreements Complete	Construction Start	Wetland Discharge Outlet Construction	VFW/DAF Pad Construction	SFW Excavation Complete	SFW Planting Completion	Wetland Construction Project Completion	VFW/SFW commissioning with DAF	FINISH
	Sep-25	Oct-25	Nov-25	Nov-25	Nov-25	Feb-26	Mar-26	May-26	May-26	Oct-26	



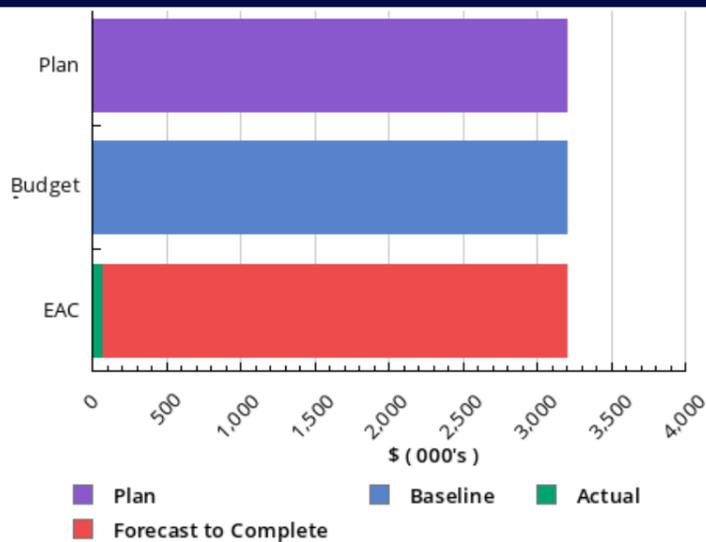
Project name
Dannevirke Impound Supply - Pre-treatment

Report date:	Start date:	Approved end date:	Projected end date:
Jan-26	Jul-23	Oct-26	Oct-26

Purpose:	Run of river treatment is required to allow the raw water storage dam to be taken offline for repair works. A permanent pre-treatment solution is required that can treat either run-of-river, or water from the storage reservoir. Turbidity levels of < 10NTU (preferably < 5NTU) must be achieved to ensure that the existing direct filtration process is not overloaded. Based on the jar testing conducted, TDC is progressing installation of coagulation, flocculation and clarification as the pre-treatment option for the Dannevirke WTP
Project team:	Sponsor: Mike Dunn Project Manager: Priscilla O'Neale-Searancke
Key stakeholders:	Horizons Regional Council TDC Dannevirke Community Contractor - TBC Consultants

Status update:			
	PREVIOUS STATUS	CURRENT STATUS	
Overall:	G	G	All drawings have been completed, Hydraulic model of the intake line is drafted, Principal specifications have been confirmed and the Geotech report has been received. We are now out to market for a Design and Build contract. 21/01/2026, Contractor evaluations have been completed and preferred contractor meeting has been arranged for today. This initial meeting will start negotiations on the price point to establish some savings and discuss options and alternatives to be compared for viability.
Scope:	G	G	The preferred contractor has provided an alternative option for the clarifier location and residuals management; further discussion is required to compare the capex and opex costs and how this will affect the project budget.
Time:	G	G	No concerns
Budget:	G	G	Preferred contractor is working on pricing variations to be reduce cost however it is noted that this can be managed within the overall programme constraints.
Quality:	G	G	Raw water samples continue to be taken and we are researching all the historic samples we can for the site to ensure the developed product will meet our requirements
Risks:	G	G	Two main risks have been mitigated or closed. Land purchase timeframe has been resolved. Impounded supply stability is underway with monitoring programme and ongoing work with the Dam Safety Assurance Programme.
Opportunities:	G	G	To include a residuals management package of work.
Health & Safety:	G	G	No concerns
Resources:	G	G	No concerns
Comms:	G	G	Communications plan to be drafted

Project budget:



Whole of Life
Approved budget:
\$3,200,000
Actuals:
\$71,094
Estimate at completion:
\$3,200,000

0% Under budget

Next steps:
Contract and scope negotiations in progress
Construction start date to be confirmed

Project timeline:

START	Review and investigation of feasible options developed	Jar Testing	Clarifier requirements defined	Geotech investigations	RFP for Design and Build	RFP Submissions and Evaluation	Contractor Evaluation	Preferred Contractor engagement	Contract Awarded/ Construction Start	Construction Commissioning	Construction Completion and Handover	FINISH
	Mar-25	Apr-25	Jun-25	Jul-25	Sep-25	Oct-25	Nov-25	Jan-26	Feb-26	Sep-26	Oct-26	

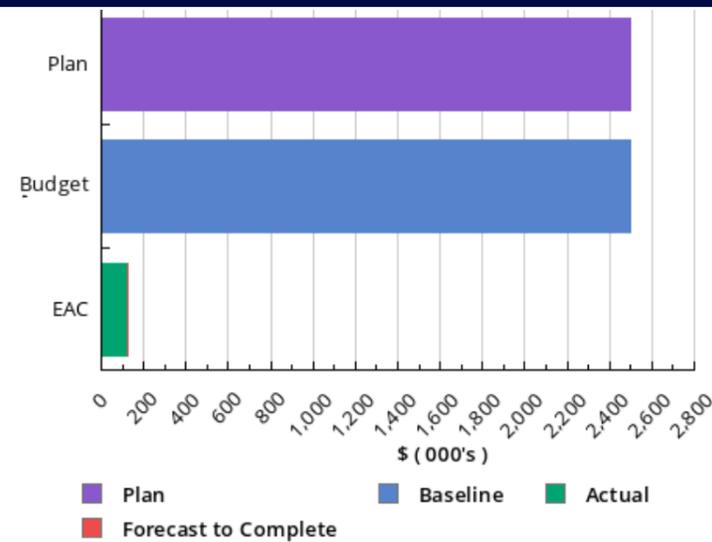


Project name

Dannevirke Impound Supply - Treated Reservoir

Report date:	Start date:	Approved end date:	Projected end date:	Status update:		
Jan-26	Jul-23	Feb-27	Feb-27		PREVIOUS STATUS	CURRENT STATUS
Purpose:	Supply and install an additional treated water reservoir for the Dannevirke township.					
Project team:	Sponsor: Mike Dunn Project Manager: Priscilla O'Neale-Searancke					
Key stakeholders:	Horizons Regional Council Tararua District Council Dannevirke Community Alliance Group Contractor - TBC Consultants					
Overall:	G	G	10/12/2025 The RFP has been sent to the three contractors with submissions closing late February. Consents received from TDC and Horizons. TPG continuing to work through construction approvals to remove covenant conditions on property to be purchased. PM working with local contractor regards soil stockpiling. 21/01/2025 Site visits arranged for 26th Jan. Progress with the property owner consents. Still trying to arrange a location for the soil stockpiling.			
Scope:	G	G	29/08/2025 Design and specifications completed and to be sent to invited respondents. 26/01/2026 RFP sent to contractor's submissions closed on 3rd March.			
Time:	G	A	10/12/2025 Project delay due to covenant on the property to be purchases. 21/01/2026 Progress on the property own sign off has been slow and further delays are expected.			
Budget:	G	G	Negotiations will be undertaken with the preferred contractor			
Quality:	G	G				
Risks:	G	A	29/08/2025 Delay is a risk due to the property purchase process.			
Opportunities:	G	G	Plant and pipeline upgrades.03/06/2025 There are several other projects being undertake concurrent with these and there is likely to be some cross over within the project. 10/12/2025 there is a opportunity to use soil from this project on the construction of the Woodville Reservoir and additional projects in the PMO team.			
Health & Safety:	G	G	03/06/2025 The PM will work closely with the H&S team to ensure H & S requirements are clearly defined in the RFP and throughout the implementation and construction phase.			
Resources:	G	G	03/06/2025 Have met with the TDC planning team and received guidance on the consent requirements. Have engaged Consultant to provide earthworks documentation and will engage a planner to assist with the land use consent along with either a boundary adjustment application or a designation application. 29/08/2025 Have engaged external consultant to apply for consents and provide advice on consent requirements during the construction phase.			
Comms:	G	G	PM to work closely with the comms team to ensure the community is aware of the work being undertaken. a Comms plan will also be included in the RFP with the contractor to ensure contact information is present. 03/06/2025 Communications Team are working with the team to ensure the public are updated as work progresses.			
Next steps:						
Property Purchase continues to progress. RFP submissions received late Feb.						

Project budget:



Whole of Life
Approved budget:
\$2,500,000
Actuals:
\$126,273
Estimate at completion:
\$127,773

95% Under budget

Project timeline:

