

AGENDA

Ordinary Council Meeting Wednesday, 25 June 2025

Date: Wednesday, 25 June 2025

Time: 10.30 am

Location: Ngā Hau e Whā, William Fraser Building,

1 Dunorling Street, Alexandra

(A link to the live stream will be available on the Central Otago District Council's website.)

Peter Kelly
Chief Executive Officer

Notice is hereby given that a Council Meeting will be held in Ngā Hau e Whā, William Fraser Building, , 1 Dunorling Street, Alexandra and live streamed via Microsoft Teams on Wednesday, 25 June 2025 at 10.30 am. The link to the live stream will be available on the Central Otago District Council's website.

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Members

Her Worship the Mayor T Alley (Chairperson), Cr N Gillespie, Cr S Browne, Cr L Claridge, Cr I Cooney, Cr S Duncan, Cr S Feinerman, Cr C Laws, Cr N McKinlay, Cr M McPherson, Cr T Paterson

In Attendence P Kelly (Chief Executive Officer), L Fleck (General Manager - People and Culture and Acting Group Manager - Community Vision), J Muir (Three Waters Director), P Morris (Acting Group Manager - Business Support), D Rushbrook (Regional Partnerships Lead), S Righarts (Acting Group Manager - Community Experience), L van der Voort (Group Manager - Planning and Infrastructure), S Reynolds (Acting Governance Manager)

1 **KARAKIA**

Cr Claridge will begin the meeting with a karakia.

- 2 **APOLOGIES**
- 3 **PUBLIC FORUM**
- 4 **CONFIRMATION OF MINUTES**

Ordinary Council Meeting - 28 May 2025

MINUTES OF A COUNCIL MEETING OF THE CENTRAL OTAGO DISTRICT COUNCIL HELD AT NGĀ HAU E WHĀ, WILLIAM FRASER BUILDING, 1 DUNORLING STREET, ALEXANDRA

AND LIVE STREAMED VIA MICROSOFT TEAMS ON WEDNESDAY, 28 MAY 2025 COMMENCING AT 10.32 AM

PRESENT: Her Worship the Mayor T Alley, Cr N Gillespie, Cr S Browne, Cr L Claridge

(via Microsoft Teams), Cr I Cooney, Cr S Duncan, Cr S Feinerman,

Cr C Laws, Cr N McKinlay, Cr M McPherson,

IN ATTENDANCE: P Kelly (Chief Executive Officer), L Fleck (General Manager - People and

Culture), J Muir (Three Waters Director), S Righarts (Group Manager - Business Support), D Rushbrook (Group Manager - Community Vision), D Scoones (Group Manager - Community Experience), L van der Voort (Group Manager - Planning and Infrastructure), P Morris (Chief Financial Officer), G Robinson (Property and Facilities Manager), P Keenan (Capital Projects Programme Manager), K Zeelie (Water Services Planning & Policy Manager), G Chrystall (Facility Experience Manager), P Quinn (Project Manager Property), B Snape (Property & Facilities Officer), J Thomas (Water Services Sampling & Monitoring Team Leader), D McKewen (Systems and Corporate Accountant), S Reynolds (Acting Governance Manager)

1 KARAKIA

Cr Feinerman gave a karakia to begin the meeting.

2 APOLOGIES

RESOLUTION

Moved: Alley Seconded: Browne

That an apology from Cr T Paterson be accepted and an apology from Cr L Claridge for lateness be accepted.

CARRIED

3 PUBLIC FORUM

There was no public forum.

4 CONFIRMATION OF MINUTES

RESOLUTION

Moved: Feinerman Seconded: Laws

That the public minutes of the Ordinary Council Meeting held on 15 May and the Ordinary Council Meeting held 20 May 2025 be confirmed as a true and correct record.

5 DECLARATIONS OF INTEREST

Members were reminded of their obligations in respect of declaring any interests. There were no further declarations of interest.

6 COMMUNITY BOARD CHAIR UPDATE

25.11.2 COMMUNITY BOARD CHAIR UPDATE

Anna Harrison, Chair of the Cromwell Community Board will join the meeting to discuss matters of interest to the Board.

Ms Harrison gave an update on recent activities in the Cromwell ward. She noted the impressive structure of the Cromwell Memorial Hall that was taking shape and discussed the community desire for a facility that was available for use by all sectors of the community and that was accessible outside of working hours.

Ms Harrison also noted the progress at Gair Avenue and stated that she had been approached by members of the community who were first home buyers looking to purchase. She also observed the high level of community interest in the endowment land sales.

7 REPORTS

25.11.3 CROMWELL MEMORIAL HALL OPERATIONS DECISIONS

To consider the recommendations from the Cromwell Memorial Hall operations report to Cromwell Community Board, and provide direction on the café space, cinema and catering kitchen being considered for lease to commercial operators.

Discussion followed on the opportunity to have the commercial kitchen available for community groups. It was noted that staff were currently only looking for expressions of interest for the commercial lease but that opportunities for community groups to utilise the space would come later.

RESOLUTION

Moved: Gillespie Seconded: Browne

That the Council

- A. Receives the report and accepts the level of significance.
- B. Approves the recommendation from the Cromwell Community Board that the café space and cinema and catering kitchen being considered for lease to commercial operators through Councils normal procurement process.
- C. Approves that staff seek broad options through expressions of interest to run the spaces in recommendation B so all opportunities can be considered.
- D. Agrees that staff bring a report back to Cromwell Community Board and Council to review the expressions of interest for consideration.
- E. Authorises the Chief Executive to do all that is necessary to give effect to the resolution.

CARRIED

Note: Cr Feinerman assumed the Chair.

25.11.4 MUSEUM FITOUT WITHIN THE CROMWELL MEMORIAL HALL

For Council to receive the report and approve Cromwell Community Boards recommendations where council officers facilitate the fitout of the Museum in the new Cromwell Memorial Hall facility.

It was noted that officers had now confirmed Lotteries funding of \$350,000 towards the fitout.

it was noted that officers had now confirmed botteries funding of \$550,000 towards the fitodt.

RESOLUTION

Moved: Laws Seconded: Alley

That the Council

- A. Receives the report and accepts the level of significance.
- B. Approves council officers facilitate the fitout of the museum in the new Cromwell Memorial Hall to work in conjunction with the Cromwell Museum Trust.
- C. Approves to delegate financial authority to the Chief Executive in the amount \$1.6 million enabling awarding the design and fitout to nominated suppliers as per the procurement policy process, subject to successful external grant funding of the full amount.
- D. Notes that \$1.1m has been approved from Central Lakes Trust, and \$350,000 has been approved from Lotteries.
- E. Authorising the Chief Executive Officer to do all that is necessary to give effect to these resolutions.

CARRIED

Note: Cr McKinlay joined the meeting at 10.52 am

25.11.5 ROXBURGH ENTERTAINMENT CENTRE EXTERNAL STAKEHOLDER GROUP

To consider a recommendation for the Roxburgh Entertainment Centre project to proceed with an appointed Steering Group and approve project structure.

It was suggested that there was opportunity to have an appointed Councillor from outside the Teviot Valley on the Steering Group, and the resolution was amended with this inclusion.

Tevior valley on the Steering Group, and the resolution was amended with this inclusion.

RESOLUTION

Moved: Gillespie Seconded: Laws

That the Council

- A. Receives the report and accepts the level of significance.
- B. Approves the proposed project structure.
- C. Approves that the Teviot Valley Community Board has delegation to appoint up to 4 external stakeholders to the Steering group.

- D Directs staff to investigate the option of an appointed Councillor representative as an additional member of the Steering Group.
- E. Approves the Terms of Reference Document.
- F. Authorises the Chief Executive to do all that is necessary to give effect to the Council's resolutions.

CARRIED

Note: Cr Duncan assumed the Chair.

25.11.6 EMERGENCY WORKS FUNDING - FEBRUARY 2025 RAINFALL

To consider funding options for emergency works following flooding in February 2025.

RESOLUTION

Moved: McPherson Seconded: McKinlay

That the Council

- A. Receives the report and accepts the level of significance.
- B. Approves \$157,633 of funding from the roading emergency works reserve account for Council's response to and recovery from the February 2025 flooding event.

CARRIED

Note: Cr Laws assumed the Chair.

25.11.7 MAY WASTEWATER COMPLIANCE STATUS UPDATE

To consider progress on achieving Otago Regional Council Consent (ORC) compliance for Central Otago District Council (CODC) wastewater activities.

It was noted that there was a clear trend of improvement in recent years and that ORC had acknowledged the consistent effort by staff to address issues of non-compliance.

RESOLUTION

Moved: Browne Seconded: Alley

That the report be received.

CARRIED

Note: Cr Feinerman left the meeting at 11.24 am and returned at 11.26 am.

25.11.8 RANFURLY AND PATEAROA WATER SUPPLIES PATEAROA BARRIER NON-**COMPLIANCE**

To consider the mitigation measures being taken to manage drinking water safety risk on the Patearoa and Ranfurly water supplies while the protozoa treatment barrier upgrades are being undertaken.

The work undertaken to avoid the need for boil water notices, until the protozoa barriers were in place, was acknowledged and the mitigation plan was recommended to be implemented.

RESOLUTION

Moved: Feinerman Seconded: **Browne**

- A. That the report be received.
- B. Noted and approves the implementation of the Mitigation Plan subject to Taumata Arowai approval.

CARRIED

Note: By permission of the meeting, items 25.11.10 – 25.11.14 were heard first.

25.11.10 MINOR AMENDMENTS TO THE REGISTER OF DELEGATIONS

To consider a minor update to the Register of Delegations.

RESOLUTION

Moved: Alley Seconded: Laws

That the Council

- Α. Receives the report and accepts the level of significance.
- B. Adopts the changes to Register of Delegations as they appear in the body of the report, noting they will come into effect on 29 May 2025.

CARRIED

25.11.11 2024/25 ORGANISATIONAL BUSINESS PLAN: SECOND QUARTER RESULTS

To receive the third quarter results of the 2024/25 Organisational Business Plan.

Councillors requested a report come to the next meeting to address unmet performance measure targets and to offer clarification on those areas not meeting strategic objectives.

RESOLUTION

Moved: **Feinerman McKinlay** Seconded:

That the report be received.

CARRIED

Note: Cr McKinley left the meeting at 12 noon and returned at 12.05 pm.

25.11.12 FINANCIAL REPORT FOR THE PERIOD ENDING 31 MARCH 2025

To consider the financial performance for the period ending 31 March 2025

Concern was given to the level of capital project completion with only 51% of the budgeted capex spent. Staff noted imposed delays on some projects and that the delay in capital spending could create a bow wave that would become difficult to address in the future.

A forthcoming DIA benchmarking report is scheduled to assess the capital works performance of all local councils.

RESOLUTION

Moved: McKinlay Seconded: Laws

That the report be received.

CARRIED

25.11.13 CAPEX REPORT ON CROMWELL MEMORIAL HALL

To provide capex updates on the Cromwell Memorial Hall Project.

RESOLUTION

Moved: Gillespie Seconded: Duncan

That the report be received.

CARRIED

8 MAYOR'S REPORT

25.11.14 MAYOR'S REPORT

Her Worship the Mayor spoke to her report before responding to questions.

RESOLUTION

Moved: Alley Seconded: Gillespie

That the Council receives the report.

Note: The meeting was adjourned at 12.28 pm and resumed at 1 pm. Cr Claridge joined the meeting at 1 pm.

25.11.9 DETERMINING THE FIXED RATE PORTION OF THE GENERAL RATE AND COMMUNITY FACILITIES RATE

To consider the level of fixed Uniform Annual General Charge to be rated in the 2025/26 financial year and consider the level of Fixed Targeted Community Facilities rate to be rated in the 2025/26 financial year.

It was discussed that this matter should be revisited following the new property valuations in next year's annual plan discussions and once again for the 2027-2029 Long-term Plan following the removal of water services delivery.

RESOLUTION

Moved: Alley Seconded: McKinlay

That the Council

- A. Receives the report and accepts the level of significance.
- B. Adopts a Uniform Annual General Charge of \$107.00 for 2025-2026 rating year.
- C. Adopts a Targeted Fixed Community Facilities Rate of 100% of the total requirement for community facilities activities for the 2025 2026 rating year.
- D. Notes a comprehensive rating review will be undertaken as part of the Revenue and Finance policy, and will form a key work stream for the 2027-37 Long-term Plan

CARRIED

9 STATUS REPORTS

25.11.15 MAY 2025 GOVERNANCE REPORT

To report on items of general interest, receive minutes and updates from key organisations, consider Council's forward work programme, business plan and status report updates.

Note that item 25.7.6 the Freedom Camping Bylaw was not available.

RESOLUTION

Moved: Alley Seconded: Feinerman

That the report be received.

10 COMMUNITY BOARD MINUTES

25.11.16 MINUTES OF THE VINCENT COMMUNITY BOARD MEETING HELD ON 29 APRIL 2025

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RESOLUTION

Moved: Alley Seconded: Cooney

That the unconfirmed Minutes of the Vincent Community Board Meeting held on 29 April 2025 be noted.

CARRIED

25.11.17 MINUTES OF THE TEVIOT VALLEY COMMUNITY BOARD MEETING HELD ON 1 MAY 2025

RESOLUTION

Moved: Alley Seconded: Cooney

That the unconfirmed Minutes of the Teviot Valley Community Board Meeting held on 1 May 2025 be noted.

CARRIED

25.11.18 MINUTES OF THE CROMWELL COMMUNITY BOARD MEETING HELD ON 6 MAY

2025

RESOLUTION

Moved: Alley Seconded: Cooney

That the unconfirmed Minutes of the Cromwell Community Board Meeting held on 6 May 2025 be noted.

CARRIED

25.11.19 MINUTES OF THE MANIOTOTO COMMUNITY BOARD MEETING HELD ON 8 MAY 2025

RESOLUTION

Moved: Alley Seconded: Cooney

That the unconfirmed Minutes of the Maniototo Community Board Meeting held on 8 May 2025 be noted.

11 DATE OF NEXT MEETING

The date of the next scheduled meeting is 25 June 2025.

12 RESOLUTION TO EXCLUDE THE PUBLIC

Recommendations

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Plain English Reason
25.11.20 - Offer for a Land Access Arrangement	s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	Commercial sensitivity Due to an obligation of confidence and to ensure the information avenue remains open To enable commercial activities To enable commercial or industrial negotiations
	s7(2)(c)(i) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied	To prevent use of the information for improper gain or advantage
	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	
	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	
	s7(2)(j) - the withholding of the information is necessary to prevent the disclosure or use of	

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25.11.21 - Risk Register Update	official information for improper gain or improper advantage s7(2)(j) - the withholding of the information is necessary to prevent the disclosure or use of official information for improper	To prevent use of the information for improper gain or advantage
25.11.22 - May 2025 Confidential Governance Report	gain or improper advantage s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	To enable commercial activities
25.11.23 - Confidential Minutes of the Cromwell Community Board Meeting held on 6 May 2025	s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	Commercial sensitivity
25.11.24 - Confidential Minutes of the Maniototo Community Board Meeting held on 8 May 2025	s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons	To protect a person's privacy

The public were excluded at 2.07 pm and the meeting closed at 2.32 pm.



5 DECLARATIONS OF INTEREST

25.12.1 DECLARATIONS OF INTEREST REGISTER

Doc ID: 2504398

Report Author:	Sarah Reynolds, Acting Governance Manager
Reviewed and authorised by:	Paul Morris, Acting Group Manager – Governance and Business Services

1. Purpose

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

2. Attachments

Appendix 1 - Declarations of Interest J.

Name	Member's Declared Interests	Spouse/Partner's Declared Interests	Council Appointments
Tamah Alley	Manuherikia Irrigation Co-operative (shareholder) Cliff Care Ltd (family connection) Aviation Cherries Ltd (Director) Tenaya New Zealand Ltd (Director and Shareholder) Southern Lakes Trails (Trustee) LGNZ Zone 6 Chair	Manuherikia Irrigation Co-operative Society Ltd (shareholder) Emergency Management Otago Group Controller (employee) Aviation Cherries Ltd (Director)	Alexandra Community House Trust Central Otago Wilding Conifer Control Group Destination Advisory Board Southern Lakes Health Trust (Trustee)
Sarah Browne	Anderson Browne Construction and Development (Director and Shareholder) Infinite Energy Ltd (Shareholder) Central Otago Sports Turf Trust (Trustee) Central Football and Multisport Turf Trust (Trustee) Sutherland Architecture Studio Ltd (Employee)	Anderson Browne Construction and Development (Director and Shareholder) Infinite Energy Ltd (Employee)	Cromwell Youth Trust Tarras Community Plan Group
Lynley Claridge	Affinity Funerals (Funeral Director)		
Ian Cooney			

Name	Member's Declared Interests	Spouse/Partner's Declared Interests	Council Appointments
Stuart Duncan	Penvose Farms - Wedderburn Cottages and Farm at Wedderburn (shareholder) Penvose Investments - Dairy Farm at Patearoa (shareholder) Fire and Emergency New Zealand (member) JD Pat Ltd (Shareholder and Director)	Penvose Farms - Wedderburn Cottages and Farm at Wedderburn (Shareholder) Penvose Investments - Dairy Farm at Patearoa (shareholder)	Otago Regional Transport Committee Maniototo Ice Rink Committee Maniototo Curling International Inc
Sally Feinerman	Feinerman's Ltd, 109 Scotland Street (Owner / Director) Roxburgh Pool Committee (Chair) Sally Feinerman Trust (Trustee) Feinerman Family Trust (Trustee) MPI Teviot Valley Community Hubs group	Breen Construction (Employee / Builder)	Ida MacDonald Charitable Trust Teviot Prospects Teviot Valley Walkways Committee
Neil Gillespie	Southburn Consulting (Consultant) Cromwell Volunteer Fire Brigade (Chief Fire Officer) Cromwell Bowling Club (patron) Otago Local Advisory Committee - Fire Emergency New Zealand Returned Services Association (Member)		Tarras Hall Committee

Name	Member's Declared Interests	Spouse/Partner's Declared Interests	Council Appointments
Cheryl Laws	The Message (Director) Wishart Family Trust (Trustee) Wooing Tree (Assistant Manager - Cellar Door) Daffodil Day Cromwell Coordinator	Otago Regional Council (Councillor) The Message (Director)	Cromwell Resource Centre Trust Old Cromwell Incorporated
Nigel McKinlay	Transition To Work Trust (Board member) Gate 22 Vineyard Ltd (Director) Everyday Gourmet (Director) Central Otago Wine Association (member) Long Gully Irrigation Scheme (member) CODC (employee) (Granddaughter)		Cromwell Hall Reference Group Cromwell Town Centre Reference Group
Martin McPherson	Alexandra Blossom Festival	CODC (employee) CODC (employee) (Daughter)	Alexandra and Districts Youth Trust

Name	Member's Declared Interests	Spouse/Partner's Declared Interests	Council Appointments
Tracy Paterson	Matakanui Station (Director and	Matakanui Station (Director and	Omakau Recreation Reserve
Tracy raterson	shareholder)	shareholder)	Committee
	Matakanui Development Co (Director	Matakanui Development Co (Director and	Ophir Welfare Association
	and shareholder)	shareholder)	Committee
	A and T Paterson Family Trust (Trustee)	A Paterson Family Trust (Trustee)	Central Otago Health
	A Paterson Family Trust (Trustee)	A and T Paterson Family Trust (Trustee)	Incorporated
	Central Otago Health Inc (Elected	Federated Farmers (On the executive	·
	Member)	team)	
	Bob Turnbull Trust (Trustee / Chair)	Omakau Irrigation Co (Director)	
	New Zealand Wool Classers Association	Matakanui Combined Rugby Football Club	
	(Chair)	(Committee)	
	Central Otago A&P Association	Manuherikia Catchment Group (Co-chair)	
	(Member)	Omakau Domain Board	
	Waiora Manuherikia Governance Group	Omakau Hub Committee (Chair)	
	(Member)	Manuherekia Valley Community Hub Trust	
	Central Otago Riding for the Disabled	(Trustee)	
	(Volunteer)	Southern Cross Sheep Ltd (Director)	
		Mt Stalker Ltd (Trustee)	
		Mt Stalker Pastoral Ltd	
		DKIL Ltd (Shareholder)	
		Manuherikia River Limited (Director)	



6 COMMUNITY BOARD CHAIR UPDATE

25.12.2 COMMUNITY BOARD CHAIR UPDATE

Doc ID: 2414458

1. Purpose

Robert Hazlett, Chair of the Maniototo Community Board will join the meeting to discuss matters of interest to the Board.

2. Attachments

Nil



25.12.3 COMMUNITY BOARD CHAIR UPDATE

Doc ID: 2503432

1. Purpose

Jayden Cromb, Chair of the Vincent Community Board will join the meeting to discuss matters of interest to the Board.

2. Attachments

Nil



7 REPORTS

25.12.4 ABBEYFIELD DEVELOPMENT - CLUTHA STREET - REQUEST TO GIFT PART OF SECTION 13 BLK XXXIV TN OF ALEXANDRA

Doc ID: 2504393

Report Author:	Zelda Zeelie, Statutory Property Team Leader
Reviewed and authorised by:	Saskia Righarts, Acting Group Manager - Community Experience

1. Purpose of Report

To consider the request from Abbeyfield Alexandra for Council to gift part of Section 13 BLK XXXIV TN of Alexandra as shown in site plan, Appendix "1" to Abbeyfield Alexandra to be amalgamated with the adjoining land described as proposed Lot 2 for the purpose of the development of affordable housing.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Approves the proposal to gift the land indicated on site plan, Appendix "1" of the report, being part of Section 13 BLK XXXIV TN of Alexandra to Abbeyfield New Zealand (Alexandra) for amalgamation to proposed Lot 2 provided that:
 - (a) All legal and survey costs associated with the boundary adjustment, amalgamation and uplifting of designation be paid by Abbeyfield (Alexandra).
 - (b) A survey of the land be done at the cost of Abbeyfield Alexandra.
 - (c) The gifted land is utilised for the development of affordable housing.
 - (d) Should the development not proceed the land be returned to Council.
- C. Authorises the Chief Executive to do all that is necessary to give effect to the resolution.

2. Background

From 2020-22 Council undertook a piece of work to consider what it's role in housing is. Council undertook an investment logic mapping exercise which identified several areas for investigation including:

 Progressive home ownership models (including, rent to buy, shared ownership and secure homes – Central Otago Affordable Housing Trust's proposal).

Following public consultation in 2022, Council decided not to proceed with the request from the Central Otago Affordable Housing Trust to gift a portion of the Gair Avenue development for affordable housing. This was a significant investment request from Council at a time when

the future of three waters was uncertain and there were competing financial interests upon Council.

Community groups have continued to investigate avenues to provide affordable housing in Central Otago. In December 2024 Carole Gillions, The Chair of Abbeyfield Alexandra attended the public forum of Vincent Community Board (VCB) to explain a proposed Abbeyfield Development in Alexandra.

Abbeyfield is an innovative model aimed at older people and is based on a secure rental model. The developments are purpose built for 11-14 people and is based on a communal living model (such as shared meals). Abbeyfield have more than a dozen developments across New Zealand, with planned developments in Wanaka, Waimakariri, Greymouth, Hawkes Bay and Western Bay of Plenty.

Abbeyfield Alexandra is on the radar as a future development. Abbeyfield Alexandra have been working with a local landowner to secure land for this proposed development. In order to get the best design for the proposed development, Abbeyfield Alexandra are keen to secure a small parcel of Council-owned land adjacent to the land they are in negotiations to purchase.

Abbeyfield Alexandra need certainty over their available footprint in order to move to the concept design phase. As this will involve cost for Abbeyfield Alexandra they are needing a decision from Council on the parcel of land.

The matter was tabled at the VCB meeting on 9 June 2025 in the form of a workshop. Direction to present this report to Council was obtained from the VCB at this workshop. The Chair of the VCB will speak to this matter at the meeting.

3. Discussion

The attached site plan (Appendix "1") and concept plans (Appendix "2") are for a very similar development which is currently underway, elsewhere in the country.

The land identified is part of Section 13 BLK XXXIV TN of Alexandra as shown on site plan Appendix "1" and is situated at the end of Clutha Steet in Alexandra. The site in part is currently owned by a private developer and shown as proposed Lot 2 on the attached site plan – Appendix "1". Proposed Lot 2 is zoned for residential purposes, and a Geotech report has identified that part of the land is previous dredge tailings so unsuitable for building without remediation.

The adjacent land is owned by Council and has a designation for "Water supply and Treatment and Access Purposes" - D24, in the District Plan – See Figure 1 below. The underlying zone is Residential, Industrial and Water Surface and Margins.

To maximise the development Abbeyfield Alexandra is proposing that Council undertake a boundary adjustment and transfer a strip of the land in D24 to Abbeyfield Alexandra. The area subject to the boundary adjustment would be about 8 metres wide and would run the length of proposed Lot 2 (approx. 80 metres) being a total of approx. 600m2. This area appears to have an underlying zone of Residential. See Figure 2 below.

The designated site is over 20 metres wide so the remaining area would still have sufficient width for access purposes. The land is no longer used for its designated purpose, and Council does not have any use for the land beyond access purposes. The designation on the portion to be subject to boundary adjustment will need to be uplifted. See Figure 3 below.

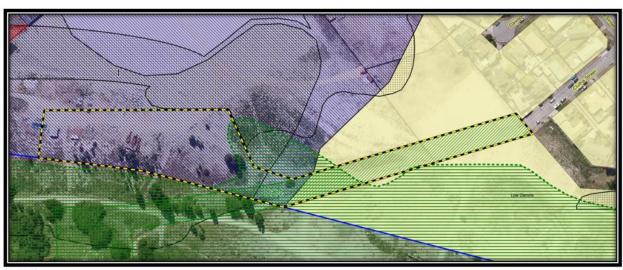


Figure 1



Figure 2



Figure 3

4. Financial Considerations

The Property and Facilities Manager, indicated that in his opinion the value of the land to be gifted is low to negligible as due to the nature of the land in question and the gifting would show support for a significant need for housing in the community.

The cost of the boundary adjustment will be carried by Abbeyfield and there will be no cost for Council.

5. Options

Option 1 – (Recommended)

To approve the proposal to gift the land indicated on site plan, Appendix "1" of the report, being part of Section 13 BLK XXXIV TN of Alexandra to Abbeyfield Alexandra for amalgamation to proposed Lot 2 provided that:

- All legal and survey costs associated with the boundary adjustment, amalgamation and uplifting of designation be paid by Abbeyfield Alexandra.
- A survey of the land be done at the cost of Abbeyfield Alexandra.
- The gifted land is utilised for the development of affordable last homes.
- Should the development not proceed the land be returned to Council.

Advantages:

- The gifting of the land will enable Abbeyfield to provide more housing for the elderly.
- The gifting will show Council's support to the community project and need.
- Access to the river for the community will be retained.

Disadvantages:

None as the land gifted is to no significant value to the Council.

Option 2

To approve the proposal to sell the land indicated on site plan, Appendix "1" of the report, being part of Section 13 BLK XXXIV TN of Alexandra to Abbeyfield Alexandra for amalgamation to proposed Lot 2 provided that:

- All legal and survey costs associated with the boundary adjustment, amalgamation and uplifting of designation be paid by Abbeyfield Alexandra.
- A survey of the land be done at the cost of Abbeyfield Alexandra.
- Costs of the valuation to be paid by Abbeyfield Alexandra.
- The land is utilised for the development of affordable last homes.
- Should the development not proceed the land be offered for purchase back to Council.

Advantages:

Council may obtain some financial benefit.

Disadvantages:

- A valuation would need to be obtained and this would delay Abbeyfield in proceeding with the development as planned.
- This may put additional financial pressure on Abbeyfield Alexandra and delay the development while additional funding is sourced.
- The Council will miss the opportunity to show its support for the provision of housing need to the community.

Option 3

To not approve the proposal to gift or sell the land indicated on site plan, Appendix "1" of the report, being part of Section 13 BLK XXXIV TN of Alexandra to Abbeyfield Alexandra for amalgamation to proposed Lot 2.

Advantages

None

Disadvantages

- Abbeyfield would not be in a position to proceed with the development as planned.
- The Council will miss the opportunity to show its support for the provision of housing need to the community.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision promotes the social/cultural/economic/environmental wellbeing of communities, in the present and for the future by supporting a development that provides affordable last homes to the community.
Decision consistent with other Council plans and policies? Such	The decision is in line with all Council policy.

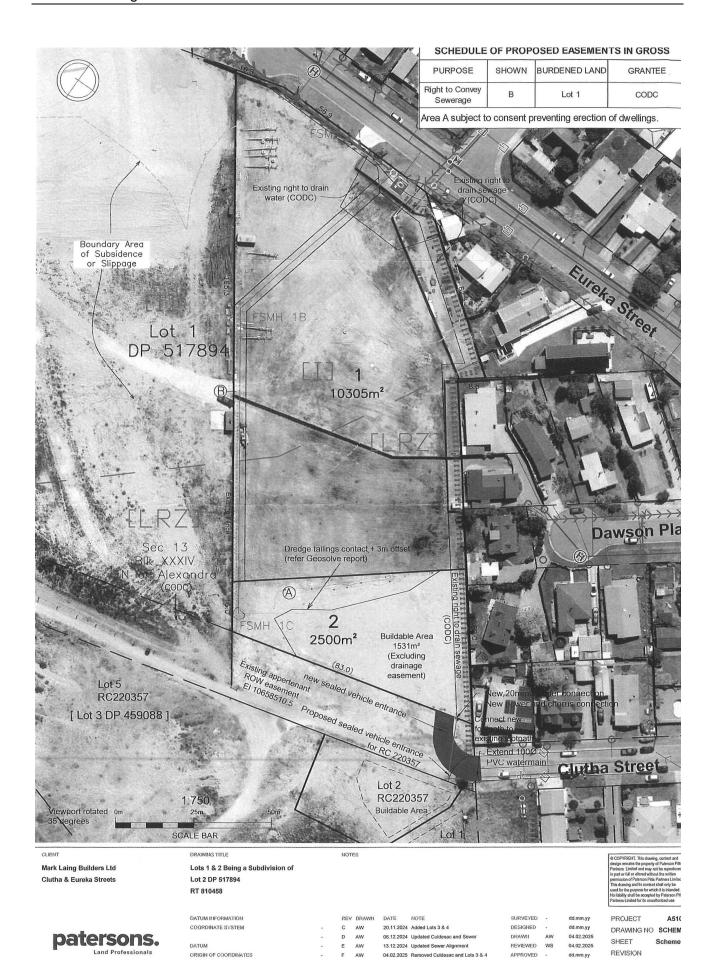
as the District Plan, Economic Development Strategy etc.	
Considerations as to sustainability, the environment and climate change impacts	The decision will have no significant impact on sustainability, environmental and climate change outcomes.
Risks Analysis	There is no significant risk taken by Council as the remaining land will still provide the access to Council land required.
Significance, Consultation and Engagement (internal and external)	The Significance and Engagement Policy has been considered, with none of the criteria being met or exceeded.

7. Next Steps

Abbeyfield Alexandra will be informed of Council resolution and can proceed with processes required for boundary adjustment and amalgamation of titles.

8. Attachments

Appendix 1 - Abbeyfields Site Plan ♣ Appendix 2 - Abbeyfields Concept Plans ♣



STATUS

FOR CONSENT

Item 25.12.4 - Appendix 1

ORIGIN OF LEVELS

1:75

SCALE (A3)

Abbeyfield – an affordable last home

Affordable supported rental housing for older people.

The growing tide of older renters

- In a structurally ageing population, many more older people are entering retirement with low equity or as renters.
- By 2048, there will be 600,000 renters aged 65 and over
- The health of older people is often adversely affected by loneliness and isolation, made worse by their living situations with few 'fit for purpose' or affordable options.
- Abbeyfield offers a solution to help meet the needs of older renters but lacks capital.

Abbeyfield houses are a proven affordable option

- With a 31-year track record in developing, and operating housing for capable older people, the Abbeyfield model meets the wellbeing and housing needs of older people.
- Serving those who are lonely or isolated, struggling to maintain a household and/or may be living in unhealthy or unsuitable conditions, Abbeyfield is affordable for those reliant on National Super. Many do not qualify for the Public Housing Register but cannot afford market rents or retirement village participation. They are the missing middle.
- Abbeyfield houses help free up both private and public sector housing for other users and contribute to the overall improvement in housing supply.
- At current turnover numbers we estimate over 780 private dwellings could be freed up over 15 years. With an additional 17 houses, approx. 1700 dwellings could be freed up.

Key features of Abbeyfield houses

- Expertise in design and delivery of quality, fit for purpose lifetime accommodation for older people.
- · Volunteer community-based management ensures costs are kept down and quality is maintained.
- We offer meals, general support of a cook / housekeeper, security and safety, good location to facilities and services and affordability.

Delivering social returns on investment

- We have estimated that each Abbeyfield house built could save Te Whatu Ora \$12 million or more in rest home subsidies over a 50-year house lifetime, due to delayed entry to residential care (pushing back the disability threshold).
- From a construction cost perspective, it costs less to house older people in Abbeyfield than in 1- and 2-bedroom units or apartments.
- Abbeyfield houses represent a medium-density housing solution without sacrificing living quality, privacy, independence, or security.

Need for Government funding assistance

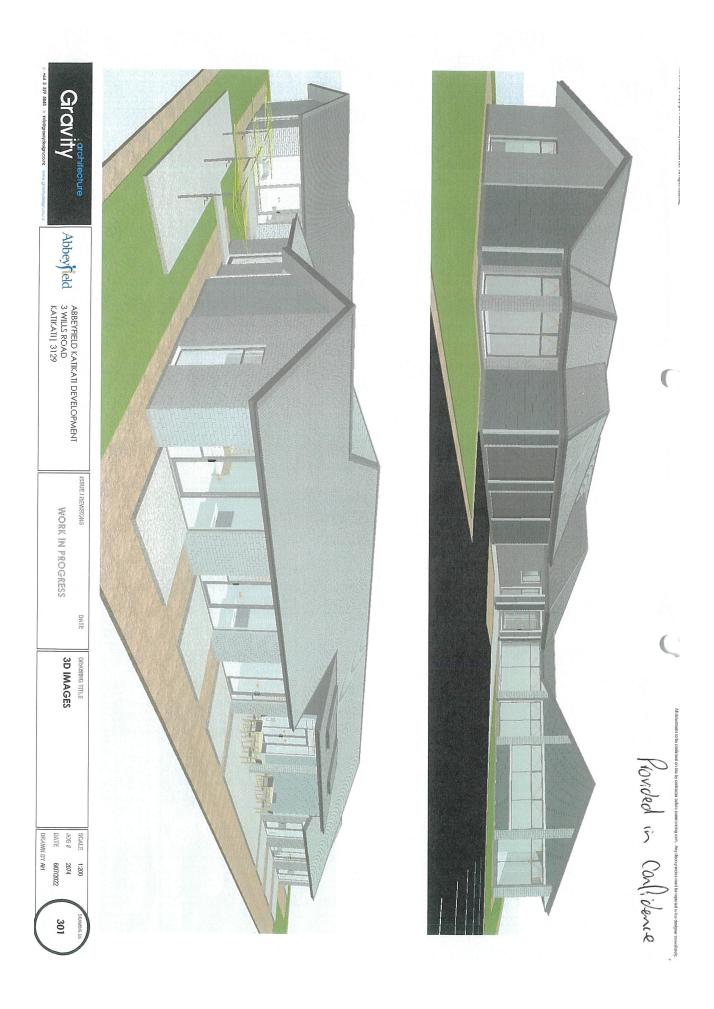
- Our request is for access to long term sustainable funding from central government to cover half or more of the costs of development and construction.
- Access to suitable land on peppercorn or other favourable terms is also key to achieving growth, especially where land is at a premium (we are in discussion with several local authorities).
- Cost to build a house is around \$3 \$4 million (depending on land costs). Abbeyfield can service debt finance of up to 20-25% of costs and a typical funding shortfall per house is \$1.5 \$2.5 million.
- Current target locations for new houses are Katikati, Taranaki, Hawkes Bay, Nelson, Waimakariri, Alexandra, Wanaka, Marlborough, Kaikoura, Greymouth and Waiheke.

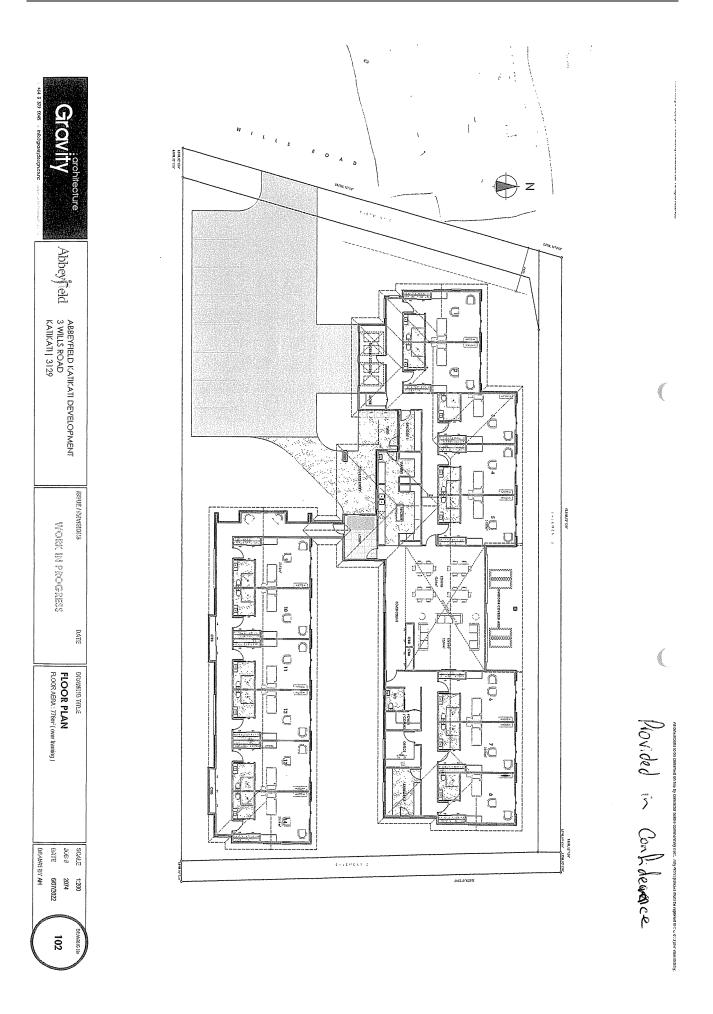
Track record

15 Abbeyfield houses (179 units) have been established over 31 years; are well managed and financially viable. Abbeyfield New Zealand meets stringent CHRA performance standards year on year.

Abbeyfield

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Registered NZ Charity CC 23346 | Registered Community Housing Provider | www.abbeyfield.org.nz







25.12.5 COUNCIL'S COMMUNITY GRANT ACCOUNTABILITY REPORTS 2024/25 FINANCIAL YEAR

Doc ID: 2490777

Report Author:	Rebecca Williams, Community Development Advisor
Reviewed and authorised by:	Louise Fleck, Acting Group Manager - Community Vision

1. Purpose

To provide the accountability reports for the 2024/2025 financial year community grants to the Central Otago District Arts Trust and the Central Otago Heritage Trust.

Recommendations

That the report be received.

2. Discussion

In line with the Grant Policy, applicants who receive \$10,000 and above are required to report back to Council in person. This report includes accountability reports from the Central Otago District Arts Trust and the Central Otago Heritage Trust.

The two organisations each received \$44,000 for the 2024/25 financial year.

Central Otago District Arts Trust

The Central Otago District Arts Trust (CODAT) is a charitable trust that was formed in 2009, following the creation of the first Central Otago District Arts Strategy. CODAT works towards ensuring the arts across a range of disciplines are well resourced, promoted, supported and fully integrated into the community to maximise the social, economic and cultural benefits to the Central Otago district.

The grant from Central Otago District Council contributes to CODAT's core operational funding and allows the organisation to employ a part time coordinator. The grant allows CODAT to achieve their objectives, as outlined in the Arts Strategy. CODAT also applies for, and receives, funding from other sources to achieve its goals.

The attached report (Appendix 1) highlights the outcomes achieved by CODAT over the 2023/24 financial year. In addition to their core work, the Trust also coordinated and facilitated a number of arts events and projects including hosting their second *Cover to Cover* event, the unveiling of the multicultural mural project on the Alpha St reserve in Cromwell and established a youth arts initiative. The Trust's work continues to add to the vibrancy of the District and enhance the wellbeing of Central Otago's residents.

Central Otago Heritage Trust

The Central Otago Heritage Trust (COHT) was established in 2008 and is a community organisation that coordinates and represents the collective interests of Central Otago's heritage sector. Membership has now grown to 35 heritage organisations, with four new members formally welcomed at their AGM in November 2024.

COHT has continued to provide support and services to the heritage community, that are aligned to the goals and objectives to the Central Otago Heritage Strategic Plan.

The grant from Central Otago District Council enables COHT to continue to employ a part-time Heritage Coordinator, which in turn allows the Trust to foster a more integrated and cohesive approach to identifying, preserving and celebrating Central Otago's heritage. The report notes that Maggie Hope finished with the Trust in April 2025, having served as the Trust's Coordinator for four and a half years. Staff would like to take this opportunity to acknowledge Maggie's contribution to the community and thank her for her help and support. The Trust has now welcomed Ann Cowie as their new Coordinator.

The attached report (Appendix 2) highlights the activities and outcomes achieved by the Heritage Trust over the 2023/24 financial year and discusses their plans for the future. The Trust eagerly awaits the community engagement that will take place as Council reviews the heritage provisions in the District Plan and hopes to use that information to review their Strategic Direction.

COHT continues to fulfil a vital role in the Central Otago community celebrating, protecting and preserving Central Otago's heritage for all to enjoy.

3. Attachments

Appendix 1 - Central Otago District Arts Trust Accountability Report 4 Appendix 2 - Central Otago Hertiage Trust Accountability Report 4

Grants - Report Back (Accountability) GRA250544567



Grant Accountability

Original Application Number

GRA240657338

The Applicant:

Organisaton Name Project Name:

Contact

Data redacted from next 3 fields

Phone

Email

Address

Central Otago District Arts Trust **CODAT Operational Costs** Rebekah de Jong

The Project:

Amount granted by Central Otago District Council

Total cost of the project

If there was any significant variation from your original budget, what were the main reasons for this?

What outcomes were achieved from the project/event? The Arts Trust continue to work toward ensuring the arts (max 500 words)

The difference in balance refers to accrued holiday leave which was carried over and paid in the following fiscal year and a \$2119 liability.

in Central Otago are well resourced, promoted, supported and fully integrated into the community to maximise the social, economic and cultural benefits to the Central Otago District. Our work is guided by the Central Otago Arts Strategy. The Council grant enables us to cover all expenses related to our core operations these are described in the document attached to this report.

How did your organisation acknowledge the support of CODC is recognised on our website, social media pages, the Council grant?

When did you receive your grant funding? **Support Documents Ticked**

in our monthly newsletters, and often on promotional material we produce and publish.

18/10/2024

44000.00

38536.00

- Proof of expenditure (including receipts, invoices and/or financial statements)
- Photos of the event or project
- Copies of reviews or feedback relating to the project

Grants of \$10,000 or more

Declaration:

All information provided is complete and correct True

Have read and acknowledge the standard Central Otago Yes

Terms and Conditions of Grant Funding

Information about your application (including the applicant's name, project title, and a summary of the proposal) and any approved funding may be made publicly available by Council

Name:Rebekah de JongDate29/05/2025

Signature



Central Otago District Arts Trust (CODAT) Accountability 2023/24

CODAT accountability report for the 2023/24 financial year, showcasing the effective use of the Council's operational grant and the significant value created for the Central Otago community. Through strategic management of core funding, CODAT has preserved vital arts infrastructure while securing additional resources to provide enhanced services and special projects throughout the district.

About CODAT

Established in 2009, the Central Otago District Arts Trust aims to ensure that the arts across all disciplines in Central Otago are well-resourced, promoted, supported, and fully integrated into the community to maximise social, cultural, and economic benefits to the district. The Trust works towards achieving objectives set out in the Central Otago Arts Strategy and responds to the community's immediate arts-related needs as they arise.

CODAT advocates for and fosters recognition of the importance of arts and culture in the region. We strive to nurture a unique cultural identity for Central Otago and elevate the profile of the region's creative sector on both national and international platforms. By supporting and promoting all forms of art and creative endeavours, we contribute to a robust and thriving creative economy. Additionally, we work towards ensuring that individuals of all ages and backgrounds have access to opportunities that allow them to express themselves creatively, promoting wellbeing and diversity within the artistic community.

Governance

CODAT is overseen by a committed Board of Trustees who meet monthly and represent a diverse range of skills and perspectives from communities across the region, including Cromwell, Alexandra, Teviot, and Maniototo.

Current Trustees:

- Jan Bean
- Dorothy Piper
- Brian Budd
- Isabel Beardmore
- Jan Hawkins
- Dr. Roger Browne
- Alan Coull
- Rose Riddell

Core Operational Activities. Includes but not limited to the following:

- Maintained centralotagoarts.com (1,700 monthly visitors, 85% NZ-based)
- Managed directories for artists, venues, and events (600+ events, 160 listings, 37 trail sites)
- Produced the What's On in the Arts monthly newsletter

- Managed social media (2.7K followers)
- Continuously working toward developing Central Otago as an Arts Destination.
- Upholding the values of the Central Otago World of Difference identity brand.
- Promoting and broadening the value of arts activities and encouraging public participation in arts and cultural experiences for leisure and wellbeing purposes.
- Supporting and encouraging the inclusion of public art in infrastructure projects.
- Facilitating arts and cultural practitioners and groups' participation in local decisionmaking.
- Serving as a contact point for all arts-related queries within and outside of the Central Otago district.
- Engaging with national agencies such as Creative New Zealand and Tourism New Zealand
- Collaborating with neighbouring districts to maximise positive outcomes in the arts for Central Otago.
- Encouraging collaboration between sectors such as cycling, wine, food, and heritage, recognising the contributions of the arts in attracting visitors.
- Working with local groups, such as sporting and environmental communities, based on the values of the arts in celebrating and connecting communities.
- Including regional and international concerts in the arts calendar.
- Facilitating and providing access to arts programs, exhibitions, workshops, and events across the district.
- Partnering with community organisations, groups, businesses, and the CODC to achieve optimal outcomes for their projects with art components.
- Liaising with groups responsible for Arts, Culture, and Heritage within the Central Otago Region.
- Advocating the benefits of children and young people's exposure to the arts and providing access to art experiences for young people.
- Assisting with ensuring successful arts events and facilitating or coordinating projects when necessary.
- Seeking additional funding to coordinate community art projects.
- Recognising the well-being of tangata whenua, Māori, across the region is greater when Māori arts are visible in the community.
- Fostering the well-being of immigrants through arts and cultural activities and experiences.
- Initiated partnership discussions with Perpetual Guardian Trust for Henderson House artist residencies
- Explored additional local residency opportunities
- Explored other opportunities to profile the arts in Central Otago on an international level

Additional Projects which required funding from external sources

- Hosted NZQA Touring Art Exhibition: This initiative brought national exhibitions to Central Otago.
- Arts Trail Enhancement: Updated rack cards, added new artists, highlighted public art installations, and ensured widespread distribution.

- Cover to Cover Presentation: Held in Alexandra with poet Jenny Bornholdt, attracting attendees from outside the region.
- **Next Cover to Cover Event Planning**: Scheduled in Teviot with author Jacqueline Bublitz, featuring internationally renowned authors in small Central Otago locations.
- CODAT Rebranding: Developed a new visual identity and branding guidelines.
- Website Redevelopment: Initiated a comprehensive audit of centralotagoarts.com
 for a complete overhaul, enhancing visual appeal, user experience, and better
 representation of Central Otago's diverse art scene. Funding is being sought.
- Youth Arts Initiative: Established a major program to celebrate local youth creativity, providing resources and pathways for emerging artists.
- **Multicultural Mural Project Unveiling**: A celebrated event showcasing community art.
- Creative Entrepreneurship Workshops: Development plan supporting all creative industries in Central Otago, including florists, fashion designers, and graphic designers, aimed at helping their practices and businesses thrive. Workshop presenter link HERE.
- New Promotional Photography Project for Artists: Acquiring imagery that reflects our artists, their environments, and the inspiration behind their work, intended for both national and international promotional efforts.
- **Exploration of a Large-Scale Regional Sculpture Project**: Aiming to attract more art tourism to the region.

The highlights of the 2023/24-year underscore CODAT's effective and strategic utilisation of Council funding. By maintaining essential infrastructure and securing additional resources, we have achieved significant outcomes that enhance the arts in Central Otago while supporting future growth.

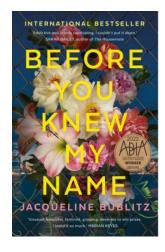


















Profit and Loss

Central Otago District Arts Trust For the year ended 30 June 2024 Cash Basis

	2024	2023	2022
Frading Income			
Annual Grant	44,000	53,334	40,000
Arts Coordinator Time	-	1,980	675
Arts Trail Registration	50	-	-
Book Sales - Cover to Cover	1,307	-	-
Featured Web Listing	1,920	2,030	-
Funding - Arts Trail Rack Card Project	5,892	-	-
Funding - Cover to Cover	-	1,000	2,500
Funding - Cromwell Mural Project	2,980	14,500	-
Funding - People & Place	-	-	1,555
Funding - Winterstella	-	-	2,600
Interest Income - Online	13	8	-
Other Funding	-	-	2,334
Ticket Sales - Cover to Cover	1,675	1,796	-
Total Trading Income	57,837	74,648	49,664
Gross Profit	57,837	74,648	49,664
Operating Expenses			
ACC Levy	24	82	104
Advertising- General	60	59	556
Arts Trail - Advertising	75	40	-
Bank Fees	20	-	-
Consulting & Accounting	721	672	635
Coordinator Time - Arts Trail Project	2,882	-	-
Coordinator Time - Clyde Dam Project	-	990	-
Coordinator Time - Mural Project	4,493	6,750	-
Coordinator Time - People & Place	-	-	1,555
Cover to Cover Book Purchases	1,086	-	-
Cover to Cover Expenses	3,404	2,675	490
Electricity	324	368	360
General Expenses	51	262	51
Gifts	550	400	300
Insurance	337	337	262
KiwiSaver Employer Contributions	1,151	1,166	1,138
Legal expenses	-	120	_
Mileage	320	262	656
Mural Project Expenses	5,854	1,670	-
Office Lease	1,284	1,367	1,334
Postage, Printing & Stationery	244	264	170

Profit and Loss | Central Otago District Arts Trust | 27 Aug 2024

Page 1 of 2

Profit and Loss

	2024	2023	2022
Rates	135	113	118
Repairs and Maintenance	25	-	-
Salaries	31,179	31,987	36,316
Subscriptions	224	-	41
Telephone & Internet	251	249	447
Website - Foxymail	618	575	625
Website - Maintenance	138	359	-
Website-Domain Names	316	316	316
Website-Hosting	414	414	414
Winterstella Exhibition Expenses	-	-	2,600
Total Operating Expenses	56,254	51,498	48,489
et Profit	1,584	23,151	1,175

Balance Sheet

Central Otago District Arts Trust As at 30 June 2024 Cash Basis

	30 JUN 2024	30 JUN 2023	30 JUN 2022
Assets			
Bank			
Business Edge Account (00)	31,000	27,311	27,295
Business Online Call Acct (01)	11	11	11
Notice Saver (02)	285	271	263
Total Bank	31,295	27,593	27,569
Current Assets			
Prepayments	84	84	-
Total Current Assets	84	84	-
Fixed Assets			
Computer Equipment	3,595	3,595	3,595
Office Equipment	803	803	803
Total Fixed Assets	4,398	4,398	4,398
Total Assets	35,778	32,075	31,967
Liabilities			
Current Liabilities			
Arts Trail Rack Card Funding to be Repaid	2,119	-	-
CODC Grant Received in Advance	-	-	8,198
People & Place Funding to be Repaid	-	-	14,845
Rounding	-	-	-
Total Current Liabilities	2,119	-	23,043
Total Liabilities	2,119	-	23,043
Net Assets	33,659	32,075	8,925
Equity			
Current Year Earnings	1,584	23,151	1,175
Retained Earnings	32,075	8,925	7,750
Total Equity	33,659	32,075	8,925

Balance Sheet | Central Otago District Arts Trust | 27 Aug 2024

Page 1 of 1

Grants - Report Back (Accountability) GRA250575029



Grant Accountability

Original Application Number

GRA240657835

The Applicant:

Organisaton Name Project Name:

Contact

Data redacted from next 3 fields

Phone **Email**

Address

Central Otago Heritage Trust Central Otago Heritage Trust

Ann Cowie

The Project:

Amount granted by Central Otago District Council

Total cost of the project

44000.00 53941.00

If there was any significant variation from your original budget, what were the main reasons for this?

The minor variation in the budget is due to cost-of-living increases. The variation was covered by financial reserves, and we are also able to use the grant from Council to leverage further funding from other providers which enables us to continue and increase the work on our Oral History project.

What outcomes were achieved from the project/event? The funding we receive from Council's contestable (max 500 words)

'Community Fund' enables the Central Otago Heritage Trust to continue employing a part-time Heritage Coordinator. This role is crucial in enabling the Trust to coordinate an integrated and cohesive approach to identifying, preserving and celebrating Central Otago's heritage, and providing valuable support and services to our heritage community. We have increased our membership in the past year and our repository of Oral Histories continues to grow. We have also expanding into podcasts including a series aimed at 'young minds' with the goal this educational resource will be incorporated into the local school curriculum. Please refer to the accompanying report for further information on what the Trust has delivered in the past year.

How did your organisation acknowledge the support of The Central Otago Heritage Trust acknowledges the

the Council grant?

support from the Council in all of our communications, including our website, quarterly newsletters, regular online communications and events.

When did you receive your grant funding?

Support Documents Ticked

Grants of \$10,000 or more

12/09/2024

- Proof of expenditure (including receipts, invoices and/or financial statements)
- Annual report

May

Declaration:

All information provided is complete and correct True

Have read and acknowledge the standard Central Otago Yes

Terms and Conditions of Grant Funding

Information about your application (including the Yes

Information about your application (including the applicant's name, project title, and a summary of the proposal) and any approved funding may be made publicly available by Council

Name:Ann CowieDate29/05/2025

Signature

Item 25.12.5 - Appendix 2

Central Otago Heritage Trust

CODC Funding Accountability Report May 2025



The funding we receive from Council's contestable 'Community Fund' enables the Central Otago Heritage Trust to continue employing a part-time Heritage Coordinator, fostering a more integrated and cohesive approach to identifying, preserving and celebrating Central Otago's heritage. We continue to provide valuable support and services to our heritage community that are aligned with the goals and objectives in our <u>Strategic Plan</u> (2024 - 2026).

Our membership base continues to grow and is now comprised of 35 groups and organisations throughout Central Otago. It is our role to represent and support the collective interests of these groups. At our AGM in November 2024, we formally welcomed four new members:

- · Old Cromwell Inc.
- · Haehaeata Natural Heritage Trust
- Maniototo Early Settlers Museum
- Clyde Primary School

<u>COHT Trustees</u> continue to meet on a regular, six-weekly basis. At our AGM in November 2024, we farewelled one Trustee, Lynda Gray. Kate Goodfellow from Clyde Primary School was elected to the Board.

In April 2025, we farewelled Maggie Hope, who served as the Trust's Coordinator for the past four and a half years. We now warmly welcome Ann Cowie into this role and look forward to the energy and experience she brings to the position.

Oral History Project

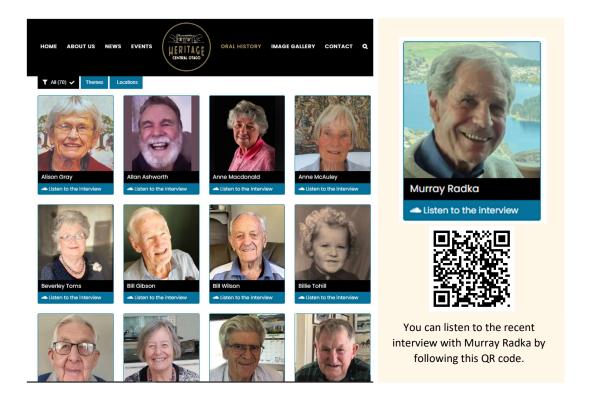
Significant progress continues to be made on our volunteer-based Oral History Project. Under the guidance of the new manager, Joanna Leigh, a full-day oral history training workshop was held in August 2024 which resulted in 16 new volunteers being trained in internationally recognised standards for recording oral histories. With these additional volunteers on board, it will enable us to continue to gather and share important stories of our region for current and future generations.



Get-together with our Oral History volunteers, including a number of new volunteers, November 2024

We now have over 100 oral histories in our repository. Well over half (70) are now available on our website. We continue to work with our members and the wider community to identify people who have interesting stories to share. A particularly unique and exciting recent addition to our Oral History library is a set of recordings from 1948 of Clyde residents talking about life in the early days of Clyde, with some of their reminiscences dating to the 1890s. Significant work was undertaken by Joanna to improve the sound quality of these recordings.

Page 1 of 5



The Oral History Project is now poised to enhance the value and impact of its recordings. Our aim is to bring the voices of Central Otago's past into classrooms and homes, fostering a deeper connection to our region's heritage across generations. Our plan over the next two years is to continue to grow the repository using the proven systems and processes developed by the team, alongside the introduction of two new initiatives which will be accessible via our website under the umbrella portal - 'Central Voices':

- 1. **Topic-based podcasts for adult listeners** (30-40 minutes), using both existing and new oral history excerpts, along with narration.
- 2. Learning modules for primary school students Old Stories for Young Minds. These modules will align with Aotearoa New Zealand's Histories using short interview excerpts to illustrate various topic perspectives. This valuable tool is also intended for educators, and one of our trustees, Kate Goodfellow, is championing the incorporation of this resource into the local primary school curriculum. The Dunstan Kāhui Ako, which represents seven local primary schools, has also endorsed this initiative.

We have developed a pilot for these two initiatives using the theme of Rabbits, Rabbits, Rabbits which can be accessed <u>on our website</u>. The Trust is now actively seeking funding (\$52,000) from a number of funding agencies to support the development, production, and dissemination of these initiatives for the period 2025 - 2027.

Page 2 of 5

Connecting with the Heritage Sector and Wider Community

We continue keeping members and the broader community informed about all aspects of heritage, including local news, events, opportunities for funding, as well as promoting Council's community-based initiatives and policy and planning developments.

Our quarterly newsletters, available in both print and online versions, serve as a valuable platform for our members to stay updated on the latest developments in the heritage scene. Additionally, the newsletter plays an important role in connecting us to the many stories that have helped shape Central Otago's identity.

Our website, <u>www.heritagecentralotago.org.nz</u>, continues to provide a one-stop-shop of the latest heritage news and events, as well as providing a library of resources. Our social media



Our Quarterly Newsletter

communications are also important channels for disseminating heritage news and events and have strong community engagement.



Page 3 of 5

Our 'Heritage Talks' program continues to attract strong interest. The table below summarises the recent talks and attendance, all which were fully booked with waiting lists:

Event	Venue	Speaker	Date	Attendees
Prehistoric Lake Manuherekia	Central Stories	Prof. Daphne Lee	29-May-24	95
Prehistoric Lake Manuherekia	Clyde Museum	Prof. Daphne Lee	30-May-24	60
Love & Marriage - Pollys Wedding Dress	Cromwell Museum	Sean Brosnahan	16-Jun-24	30
Night Skies of Central Otago	Central Stories	Andy Davey	20-Aug-24	80
The Life and Times of Vincent Pyke	Clyde Museum	Russell Garbutt	25-Sep-24	63
Chinese on the Otago Goldfields - Success or Failure?	St Enoch's Church	Prof. James Beattie	20-Nov-24	90
Unravellign the Mysteries of the Chapman Rd Salt Pans	Earnscleugh Hall	Sophie Briggs	26-Feb-25	95
Chapman Rd Salt Pans Tour	Chapman Rd	Sophie Briggs	27-Feb-25	28
Moa: The Life and Death of NZ's Legendary Bird	Clyde Museum	Quinn Berentson	2-May-25	67
Preserving our Heritage - One Rose at a Time	Clyde Museum	Murray Radka	4-Jun-25	65*

Due to strong community interest in natural heritage, we now aim to strike a balance between topics that reflect both our unique natural and socio-cultural heritage. By partnering with our local museums, these events have successfully engaged a diverse audience, many of whom are newcomers to museums.



Interested locals learning about how historical gold mining played its part in the establishment of the Chapman Road Salt Pans ecosystem, February 2025



Young family engaging with Quinn Berentson after the Moa Talk at Clyde Museum, May 2025

Supporting our Members

We continue to support our members by providing letters of support for funding applications, which often contribute to successful outcomes and enable them to fulfil their functions and goals. In addition, we offer informal guidance on communications and help promote members' activities through the Trust's communication channels. More recently, we have also assisted members in preparing and submitting responses to the Council's Long Term Plan divestment proposals.

We worked closely with Central Otago Museums Trust to develop the 'Central Otago in 100 Objects' project (CM100), whereby each of the five museums selected 20 objects that collectively tell important stories of Central Otago's history and heritage. This initiative has fostered museum collaboration and improved the care of the collections. The exhibitions component of the CM100 project commenced last September and concluded at the end of April 2025, and enabled the museums to shine the spotlight on some of their most fascinating and unique exhibit pieces, creating a must-see collection of items. The Trust was a key contributor in the development of marketing material for the CM100 exhibition and the launch, held at Central Stories in October 2024.

Page 4 of 5

Future Projects

Community Aspirations for Heritage

Looking ahead, we eagerly anticipate the community engagement that will take place as Council reviews the heritage provisions in the CODC District Plan. We have been consulting with our Council Liaison, Ann Rodgers, on how this engagement process can be used to update the community's heritage aspirations, which were last sought and documented in *Toward Better Heritage Outcomes* (2012). The outcomes of this consultation, scheduled to take place in the near future, will inform our Strategic Direction.

Central Otago Heritage Trail

We are in the early stages of scoping the development of a virtual Central Otago Heritage Trail. This initiative would connect with local museums, our five heritage precincts and the wider tourism sector, providing an accessible and engaging way for visitors and residents to explore the region's rich heritage. We welcome the opportunity to collaborate with Council on this initiative.

Collaboration with Department of Conservation

We are also starting to develop a relationship and engage with the Department of Conservation in Central Otago, whereby we would help coordinate efforts with the local community to work with DOC. This would primarily be in areas where DOC funding and/or resources currently constrains their ability to protect high-priority heritage assets on DOC land. We consider this an exciting opportunity and a mutually beneficial solution for the ongoing preservation efforts of Central Otago's heritage, DOC, and the local communities.

Summary

We believe we've achieved a good balance of work and projects that fall under our three overarching goals:

- 1. Supporting the guardians of Central Otago heritage to identify, record, protect and preserve our heritage.
- 2. Working together to enhance best practice for protecting and managing our heritage.
- 3. Celebrating Central Otago's heritage.

We thank Council again for the continued funding we receive from the contestable Community Fund to continue our work across the district.

David Ritchie, COHT Chair

Ann Cowie, COHT Coordinator

Page 5 of 5

DRAFT Balance Sheet

Central Otago Heritage Trust As at 30 June 2024

Liabilities + Trust Equity



\$ 77,405

Assets		
Current Assets		
Cash and Bank		
COHT		
	Kiwibank COHT Debit	\$ 519
<u></u>	Kiwibank COHT Working Account	\$ 50,831
Oral History Project		
	Kiwibank Oral History Working Account	\$ 25,292
Total Current Assets		\$ 76,641
Fixed Assets - Oral History Project (depre	eciated) Oral History Recording Equipment	\$ 764
Total Fixed Assets		\$ 764
Total Assets		\$ 77,405
Liabilities		
Current Liabilities		
	GST Payable	\$ -
	Accounts Payable	\$ -
	Bank Overdraft	\$ -
Total Current Liabiliti	ies	\$ -
Trust Equity		\$ 77,405

As per the COHT Trust Deed (February 2021), the Trust is no longer required to have end of year accounts audited or reviewed

DRAFT Statement of Profit or Loss

Central Otago Heritage Trust As at 30 June 2024



			٠.,
Income	((351	FXCIII	ISIVAI

Net Profit (loss)	\$	8,636	\$8,636
Total Expenses	\$	74,853	\$74,853
Subscriptions	\$	135	\$20,912
Stationery & Printing	\$	98	
Cloud Storage	\$	327	
Oral History Equipment	\$	1,355	
Meetings & Venue Hire	\$	305	
Online Repository	\$	2,440	
Independent Contractor (mileage & disbursements)	\$	432	
Independent Contractor (hours)	\$	15,820	
Miscellaneous Reimbursements & Refunds Oral History Project	Ş	1,061	\$53,941
General Expenses	\$ \$	557	ĆE2 044
Bank Fees	\$	10	
Photo Competition (Prize money)	\$	4,756	
Subscriptions	\$	351	
Central Otago Museums Trust	\$	104	
Advertising	\$	1,909	
Stationery & Printing	\$	3,051	
Events	\$	2,117	
Meetings & Venue Hire	\$	641	
Websites & Cloud Storage	\$	296	
Contribution to Oral History Project	\$	3,000	
Independent Contractor (mileage & disbursements)	\$	2,296	
Independent Contractor (Hours)	\$	33,790	
COHT Services			
Operating Expenses (GST Exclusive)			
	<u> </u>	55,155	700,100
Total Income	\$	83,489	\$83,489
Central Otago Heritage Trust	\$	3,000	\$33,430
Promote Dunstan Lotteries Environment & Heritage Fund	\$	5,000 9,500	
Otago Community Trust	\$	4,500	
Central Lakes Trust	\$	11,430	
Grants/ Funding Oral History Project	_	11 120	
Miscellaneous Funds Received	\$	1,059	\$50,059
Tourism Central Otago - Heritage Photography	\$	5,000	4
Central Otago District Council	\$	44,000	
Grants - COHT Services		44.000	
income (dai Exclusive)			

As per the COHT Trust Deed (February 2021), the Trust is no longer required to have end of year accounts audited or reviewed



25.12.6 RESERVE FUNDING A TEVIOT VALLEY FUTURE PLAN

Doc ID: 2495383

Report Author:	Dylan Rushbrook, Group Manager - Community Vision
Reviewed and authorised by:	Peter Kelly, Chief Executive Officer

1. Purpose of Report

To consider allocating up to \$50,000 of Teviot Valley Community Board general reserves to fund the development of a future strategy for the Teviot Valley.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Approves up to \$50,000 of Teviot Valley Community Board general reserves be allocated for the development of a Teviot Valley future strategy.

2. Background

At the start of its current triennium the Teviot Valley Community Board identified they wanted to develop a 'masterplan' for the Teviot Valley so there was a generational strategy they and the community could work towards.

The example often used was the Cromwell Masterplan and the success that has had to give the Cromwell Community Board a clear north star when making decisions and working with the community.

Since the Community Board bought the idea forward, there have been quite a few matters occurring in the Teviot Valley that intersects with both the Community Board and Council.

- The Teviot Valley Spatial Plan has been finalised
- The Lake Onslow project has been abandoned
- The Roxburgh Townhall and Entertainment Centre has been destroyed
- The Teviot Valley Museum has secured new premises
- The Roxburgh Swimming Pool has opened
- Walking tracks have been developed on Grovers Hill
- Millers Flat Domain proposal
- Later this year the Teviot Valley Community Plan will begin to be revised.

At it's meeting in April 2026 the Teviot Valley Community Board resolved to seek Council's approval for the use of their General Reserves for this project.

3. Discussion

The board are seeking to develop a Teviot Valley future strategy that ties all such plans and workstreams together with a long-term vision. The strategy is intended to identify a pathway for the future, enabling limited energy and resources to be focused on an agreed future.

This paper is seeking approval from Council to allocate up to \$50,000 of Teviot Valley Community Board General Reserves in the development of this work.

It is planned the project would get underway in 2026 once the Teviot Valley Community Plan has been finalised. The Community Board members will have a high degree of involvement as the project owners.

In the short term up to December 2026, Council staff will draft a scope and seek expressions of interest from contractors or consultants that can be presented to the Community Board for their consideration.

There are various points at which this project may cease before any money is spent;

- Council doesn't support the release of reserve funds
- Staff can't find an appropriate contractor / consultant
- Once scoped the project is deemed not to provide value
- Teviot Valley Community Board doesn't support the project

If the project does make it through those points, there will be costs incurred once a contractor or consultant is engaged.

4. Financial Considerations

Seeking to allocate up to \$50,000 of Teviot Valley Community Board General Reserves. The overall reserve funds of the Teviot Valley will remain in surplus.

5. Options

Option 1 – (Recommended)

Council approves an allocation of up to \$50,000 from Teviot Valley Community Board Reserves to fund the development of a Teviot Valley Future Strategy

Advantages:

- Aligns with the Community Board's aspirations
- There remain exit points before funding is committed
- Gives staff direction to begin scoping the work

Disadvantages:

Using funds that might be used for other projects

Option 2

Council declines an allocation of up to \$50,000 from Teviot Valley Community Board Reserves to fund the development of a Teviot Valley Future Strategy

Advantages:

Gives staff clear direction

• Enables funds to be used for other projects

Disadvantages:

Does not align with Community Board aspirations

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision promotes the social/cultural/economic/environmental wellbeing of communities, in the present and for the future by developing a future strategy for the Teviot Valley.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	No implications
Considerations as to sustainability, the environment and climate change impacts	No implications
Risks Analysis	No risk to this decision as there are future exit points
Significance, Consultation and Engagement (internal and external)	Should the project proceed there will be a high level of engagement required. But for this decision no engagement required.

7. Next Steps

Nil

8. Attachments

Nil



25.12.7 USE OF ECONOMIC DEVELOPMENT RESERVES

Doc ID: 2496514

Report Author:	Nick Lanham, Economic Development Manager
Reviewed and authorised by:	Louise Fleck – Acting Group Manager Community Vision

1. Purpose of Report

To consider a recommendation for Economic Development reserves to fund temporary support for councils Economic Development function in 2025-26.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Approves the use of \$10,000 from the Economic Development reserves to fund short term support for Economic Development in the 2025-26 financial year.

2. Background

3. Discussion

The economic development function supports our community's economic wellbeing.

The temporary support would entail part time work for a period of up to three months.

This support would help deliver current operational activities such as:

- Monthly Startup Central events for Central Otago entrepreneurs.
- Processing film notification requests for filming in the district.
- Representing Council's economic development function at business and labour market group meetings.
- Responding to requests for data from the business community.

Use of 2025-26 operational funding from the Economic Development Projects budget was considered as an alternative option to fund the temporary support. However, this would significantly reduce funding available for planned projects, thereby reducing the economic development work programme in that financial year.

4. Financial Considerations

5. Options

Option 1 – (Recommended)

Fund \$10,000 from the Economic Development reserves account for temporary support for Economic Development.

Advantages:

- The existing level of service can be maintained.
- Economic Development projects budget can be used for projects.

Disadvantages:

• The reduction of the reserves limits potential future uses of the fund.

Option 2

Decline the request to use Economic Development reserve funds and accept any level of service impact.

Advantages:

• Preserves the Economic Development reserves for future use.

Disadvantages:

 Less economic development activity will be undertaken due to capacity constraints or the use of projects budget to provide covering support.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision promotes the economic wellbeing of communities, in the present and for the future by enabling the existing level economic development activity to continue.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	This decision is consistent with the Economic Development Strategy and with the purpose of the targeted rates.
Considerations as to sustainability, the environment and climate change impacts	This will not adversely impact on the sustainability of the environment.
Risks Analysis	There are no substantial risks associated with this decision. Risks associated with this project will be managed through the contracting, and reporting process.
Significance, Consultation and Engagement (internal and external)	The proposal does not trigger any significance thresholds. Council finance staff have been consulted in the preparation of this report.

7. Next Steps

A contractor or staff member will be appointed following our procurement guidelines, and economic development work will be undertaken.

8. Attachments

Nil



25.12.8 MANORBURN DAM RECREATION RESERVE MANAGEMENT PLAN 2025

Doc ID: 2014835

Report Author:	Maria Burnett, Parks Officer - Planning and Strategy
Reviewed and authorised by:	Saskia Righarts, Acting Group Manager - Community Experience

1. Purpose of Report

To approve the Manorburn Dam Recreation Reserve Management Plan 2025.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Approves the Manorburn Dam Recreation Reserve Management Plan 2025 under delegated authority from the Minister of Conservation.

2. Background

At its June 2025 meeting, the Vincent Community Board approved the Draft Manorburn Dam Recreation Reserve Management Plan and recommended that Council adopt the Plan, under its delegated authority for the Minister of Conservation, with any necessary minor amendments incorporated following submissions.

The resolution was as follows:

- A. Receives the report and accepts the level of significance.
- B. Recommends that the suggested amendments and changes to the plan are approved
- C. Recommends to Council the adoption of the amended Manorburn Dam Recreation Reserve Management Plan under its delegated authority from the Minister of Conservation.

This is the first management plan prepared for the Manorburn Dam Recreation Reserve. The Plan has been developed in accordance with Section 41 of the Reserves Act 1977, which requires that recreation reserves have an operative management plan to guide their use, protection, and development.

Public submissions were received from 10 February to 10 April 2025, with 71 submissions lodged and nine submitters presenting at the April Vincent Community Board meeting. Feedback received was used to inform the Plan. A copy of the Plan is included as Appendix 1.

3. Discussion

The Reserve Management Plan provides a clear, community-endorsed framework for managing the Manorburn Dam Recreation Reserve. The Plan reflects public input and balances ecological values with recreational use. Key elements included after consultation include:

- Retaining the prohibition on four-wheel driving and motocross.
- Confirming Option A: a prohibition on camping in the reserve.
- Strengthening recognition of equestrian access and allowing shared use of tracks.
- Clarifying that amenities (e.g. toilets) may be considered in future.
- Supporting environmental protection through appropriate zoning and pest control measures.

It is noted that since approval by the Vincent Community Board, the Plan has been updated to remove inconsistencies around the policies related to dogs on the reserve.

The Plan does not allocate funding but provides statutory support for future implementation through operational work programmes and a Development Plan.

4. Financial Considerations

The Plan was funded through existing budgets and does not commit Council to fund specific projects.

5. Options

Option 1 – (Recommended)

Adopt the Manorburn Dam Recreation Reserve Management Plan (Recommended)

Advantages:

- Meets requirements of the Reserves Act 1977.
- Incorporates public submissions and Board feedback.
- Provides a long-term framework to support reserve planning, access, and environmental protection.

Disadvantages:

None identified

Option 2

Do not adopt the Plan.

Advantages:

Provides time for further review if Council deems it necessary.

Disadvantages:

- Delays the implementation of the Plan.
- Undermines the extensive community consultation already undertaken.
- Creates uncertainty for users and stakeholders.

6. Compliance

Local Government Act 2002	
Purpose Provisions	This decision enables democratic local decision making and action by, and on behalf of communities by adopting a Reserve Management Plan that reflects public input and sets a clear framework for the future use, protection, and development of the Manorburn Dam Recreation Reserve, consistent with the requirements of the Reserves Act 1977.
	This decision promotes the social, cultural and environmental well-being of communities, in the present and for the future by ensuring that public open space is managed in a way that protects ecological values, recognises cultural significance, and supports inclusive access to outdoor recreation opportunities.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	The Plan aligns with the 2021/31 Long Term Plan, which recognises the importance of access to high-quality open spaces.
Considerations as to sustainability, the environment and climate change impacts	There are no adverse impacts. The Plan supports long-term environmental protection through zoning and pest management policies.
Risks Analysis	There are no significant risks. Future projects will be considered through existing processes.
Significance, Consultation and Engagement (internal and external)	The reserve is a strategic asset under Council's Significance and Engagement Policy. High-level engagement was undertaken, including public submissions and meetings. The process followed the Reserves Act 1977.

7. Next Steps

The Plan becomes operative upon Council approval. Implementation will occur through the Long-Term Plan, Development Plan, and operational work programmes. Staff will continue engaging with stakeholders groups regarding the Reserve as required.

8. Attachments

Appendix 1 - Manorburn Recreation Reserve Management Plan 2025.docx J



CENTRAL OTAGO DISTRICT COUNCIL

Manorburn Dam Recreation Reserve Management Plan 2025







Manorburn Dam Recreation Reserve Management Plan process under the Reserves Act 1977, Section 41:

First public notification to prepare draft plan 9 September 2024

Draft plan released for public submissions 10 February 2025

Hearing of submissions 29 April 2025

Final plan presented to Vincent Community Board for approval and recommendation to Council

9 June 2025

Final plan presented to Council for approval and

adoption

25 June 2025

2

Manorburn Dam Recreation Reserve Management Plan



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2 Preface to Manorburn Dam Recreation Reserve Management Plan

A Reserve Management Plan provides the community with certainty about the function, future management, and development of a reserve. It is developed by listening to community preferences for the reserve and documenting the best way to provide for them. A Reserve Management Plan is not a detailed operational plan, instead it provides a framework that guides management decisions.

Local authorities are required to develop Reserve Management Plans for most reserves that are administered under the Reserves Act 1977 and the act sets out a formal public consultation process to engage the community (refer to Appendix 1). Plans must also be reviewed regularly so they remain up to date.

This draft plan is being released for public comment, so the community has the opportunity to provide Council with their feedback on the draft plan. The Vincent Community Board will consider submissions received and prepare a final plan for approval. When the Reserve Management Plan is approved by Council it will guide future management and development decisions for the reserve.

A timeline has been included below as Figure 1.

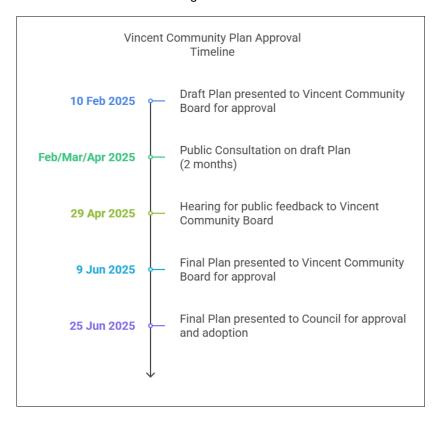


Figure 1: Process for the development of the Manorburn Dam Recreation Reserve Management Plan (Source: CODC).

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Manorburn Dam Recreation Reserve Management Plan



3 Introduction

The Manorburn Dam Recreation Reserve is situated in the Vincent Ward, approximately 3 km outside of Alexandra. The Reserve caters for a range of recreational needs including, walking natural ice skating, and curling, swimming, kayaking, horse riding and mountain biking. It contains a Regionally Significant Wetland, endangered plant species and provides a habitat for protected plant and bird species. The reserve is approximately 77 hectares in area. A photo of the reserve is included below.



Figure 2: Photo of the Reserve (Source CODC).

4 Purpose of reserve management plans

The purpose of management plans is to:

provide for and ensure the use, enjoyment, maintenance, protection and preservation, as the case may require, and, to the extent that the administering body's resources permit, the development as appropriate, of the park for the purposes for which it is classified and shall incorporate and ensure compliance with the principles set out in section 17 of this Act for a recreation reserve. section 41 (3).

Under section 41 of the Reserves Act every recreation reserve shall have an operative management plan. The purpose of a management plan is to ensure that the development and implementation of objectives and policies for reserves enhances the long-term use of reserves without compromising their existing use. A management plan is a document that consists of some reserve history and current information with a list of management statements to guide consistent decision-making regarding the future development, and management of a reserve.

In addition, the plan shall be continuously reviewed "so that the plan is adapted to changing circumstances or in accordance with increased knowledge".

The purpose of this management plan is to provide Central Otago District Council with an effective guide for managing the Manorburn Dam Recreation Reserve.

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Manorburn Dam Recreation Reserve Management Plan



5 Outline of plan

This plan contains:

- Introduction contents, introduction, purpose and outline of plan and introduction to the Manorburn Dam Recreation Reserve
- Reserve description
- Description of primary users and activities
- Goals, objectives and policies

6 Reserve description

The Manorburn Dam Recreation Reserve offers opportunities for fishing, kayaking, swimming, horse riding, mountain biking and walking. In summer, it attracts swimmers, many who enjoy jumping off the central rock formation into the water. In the past the reserve was popular for ice skating and curling but in recent years this had been somewhat inconsistent due to warmer winters.

The Central Otago District Council is the administering body for the Manorburn Dam Recreation Reserve in terms of Section 40 of the Reserves Act.

A photo of the Manorburn Dam Recreation Reserve is included below.



Figure 3: Photo of the Reserve, O'Kanes Bay, taken from viewing point (Source CODC).



7 History

In February 1958 a Gazette Notice was issued declaring under the Public Works Act 1928, that Crown Land comprising of Sections 2, 3 and 4 is set aside for Irrigation purposes. Then in June 1958 a further Gazette notice was issued authorising the secondary use of Section 2, 3 and 4 for recreation purposes. The control and management vested in the Alexandra Domain Board (Central Otago District Council).

In 1979 Section 1 was declared by gazette a recreation reserve subject to the Reserves Act. This Gazette notice also refers to the name as being 'Manorburn Dam Recreation Reserve'.

Below is the original survey plan of the Reserve which is consistent with current boundaries.

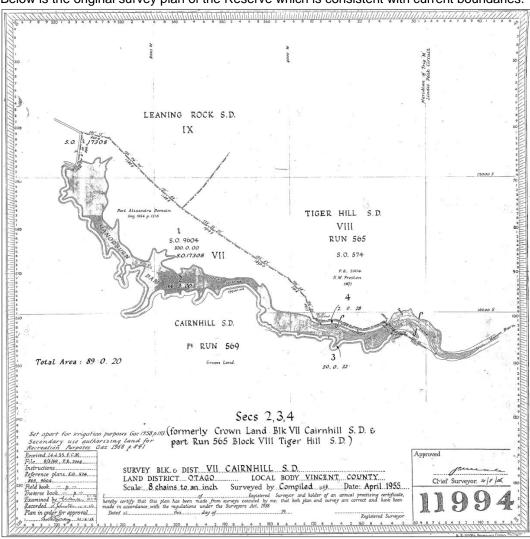


Figure 4: Original Survey Plan for the Reserve (Source CODC).

The site also has a history of mining activity, with several mine shafts and remnants of historical mining operations located within the Reserve. These are a legacy of the region's broader gold mining history and remain visible on site. Further investigation is required to

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Manorburn Dam Recreation Reserve Management Plan



better understand the extent, condition, and potential risks or opportunities associated with these mining features.

The Lower Manorburn Dam was once a prominent ice-skating destination in New Zealand, with skating taking place since its construction in the early 1900s. During the 1950s and 1960s, numerous buses transported skaters from Invercargill and Dunedin to the dam. For many years, it served as Alexandra's only ice-skating venue until the Ice Inline Sports Complex was built in Molyneux Park.

Until recently the Manorburn Recreation Reserve Committee was involved in development of the Reserve.

This Committee held its inaugural meeting on 27 August 1997. It is understood the Committee was formed by a group of residents concerned that the Council of the day may dispose of the reserve. Over the years the Committee have undertaken developments on the reserve on behalf of the community and Council. The Committee expressed a desire to wind up the official Committee as it no longer served the purpose for which it was created particularly with Council now taking a more active oversight of the reserve.

The Committee was formally dissolved as a subcommittee of the Vincent Community Board in September 2024.

The Lower Manorburn Reserve Working Group was established in 2021. They are a group of volunteers made up of neighbours to the Reserve and environmentally friendly locals. They have been involved in planting and tidying up the reserve since their establishment.



Photos of the Manorburn Dam Recreation Reserve during winter, are included below.



Figure 5: Curling at the Reserve (Source CODC).



Figure 6: Iceskating at the Reserve, Middle basin (Source CODC).



7.1 Leases and other occupations

There are no leases or other occupations in place for the Manorburn Dam Recreation Reserve.

The Council is aware of encroachments onto the Reserve. There are two small parcels of land adjacent to Lower Manorburn Road that belong to the Reserve but are currently being used by neighbouring property owners for grazing. This situation will be investigated further, and arrangements can be formalised through a lease or occupancy agreement if necessary.

The Council is authorised under section 54 (1A) of the Reserves Act to issue leases in accordance with the proposed Management Plan, without requiring approval from the Minister of Conservation.

8 Land status – District Plan provision

Manorburn Dam Recreation Reserve is Crown-derived land held under the Reserves Act 1977. The reserve is made up of four land parcels, as seen in the figure below.

Information related to the land status of the reserve is set out in the table below.

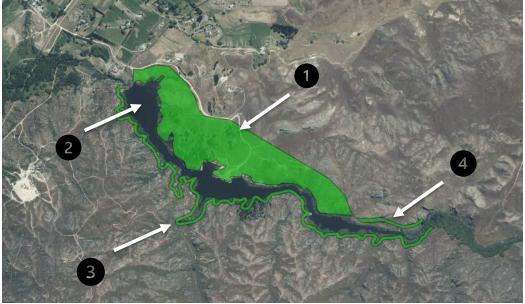


Figure 7: Reserve aerial photo, indicating land parcels (Source CODC).



Principal use

The table below includes information about the land parcels that make up the reserve, including their legal description, principal use and gazette notice information.

Table 1: Principal use information for Manorburn Dam Reserve (Refer to figure above).

Legal description	Principal use
Section 1 Block VII Cairnhill Survey District	The area is commonly known and referred to as the reserve area.
	Recreation (1979 Gazette Notice Issue 115 Page 3839)
Section 2 Block VII Cairnhill Survey District	The land under the water is set aside for irrigation purposes.
	(February 1958 Gazette Notice Issue 013 Pages 193 and 194)
	(June 1958 Gazette Notice Issue 038 Page 841) Recreation purposes secondary use of land.
Section 3 Block VII Cairnhill Survey District	Narrow area of land.
	Irrigation (February 1958 Gazette Notice Issue 013 Pages 193 and 194)
	Recreation (June 1958 Gazette Notice Issue 038 Page 841)
Section 4 Block VII Cairnhill Survey District Otago	Narrow area of land set aside for irrigation purposes.
	(February 1958 Gazette Notice Issue 013 Pages 193 and 194)
	Recreation purposes (June 1958 Gazette Notice Issue 038 Page 841) – secondary use of the land.



The table below includes information about the land parcels that make up the reserve, including their legal description, land status and classification, designations, leases and other restrictions, scheduled activities and the land area.

Table 2: Land status information for Manorburn Dam Reserve (Refer to the figure above).

Plan key	Legal description	Land status and classification	CODC designations, leases, other restrictions	Scheduled activities	Area (ha)
1	Section 1 Block VII Cairnhill Survey District	Recreation Reserve, Crown-derived	D224 (Map 57)		39.2048
2	Section 2 Block VII Cairnhill Survey District			Scheduled Activity No 15 Scheduled Activity No 97	28.1602
3	Section 3 Block VII Cairnhill Survey District			Scheduled Activity No 15 Scheduled Activity No 97	8.5390
4	Section 4 Block VII Cairnhill Survey District Otago			Scheduled Activity No 97	0.9062
	Total				76.8102

Designations

There is a designation (Designation 224) over one of the four land parcels that make up the Reserve - Section 1. This is the area commonly known and referred to as the Reserve. Designation 224 is described as for 'Recreation Purposes – Lower Manorburn Dam Recreation Reserve'.

Scheduled activities

There are several Scheduled Activities over the Reserve. Council's District Plan identifies a Scheduled Activity over Section 2 and 3 for a wetland (Item 15, Map 57 Lower Manorburn Dam Margins).

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Manorburn Dam Recreation Reserve Management Plan



The District Plan also identifies a Scheduled Activity over Section 2, 3 and 4 for an irrigation dam, for Lower Manorburn Dam (SA No 97, Map ref 57).

Irrigation dams that have the status as a Scheduled Activity are identified on the District Planning Maps and include:

- Associated structures for the taking and carrying of water, including weirs, intake structures, races, pipelines and associated structures and equipment, and,
- The operation, repair, maintenance, replacement and reconstruction of structures.

Significant Amenity Landscape

Land within the Reserve has been classified as Significant Amenity Landscape.

Esplanade notation

The water body within the reserve is classified with an esplanade notation, indicating that an esplanade provision must be provided if the adjacent land is subdivided, to allow for public access to and around the water body.

8.1 Location and context

The Manorburn Dam Recreation Reserve is situated at the end of Lower Manorburn Road in Galloway. As previously noted, the Reserve is situated in the Vincent Ward and is located approximately 3 km outside of Alexandra.

The Reserve is zoned 'Rural Resource Area' and Significant Amenity Landscape (HV SAL).

The Reserve is bordered by a cluster of smaller (3-13 hectares) privately-owned rural properties to the north, along Lower Manorburn Dam Road, and two larger rural properties to the north and north-east.

The Lower Manorburn Dam structure is located on the Reserve's western North-Western border.

The reserve is undulating. The site's varying topography, with schist outcrops, makes it a popular location for many recreation activities that lean themselves towards such a variable landscape.

8.2 Features

The Manorburn Dam Recreation Reserve has predominately been left undeveloped. The Reserve contains no buildings or structures other than a water tank (behind corrugated iron) next to the Irrigation Lake and a shipping container that is used for storage, both which are temporary. Refer to the two figures below.









Figure 8: Shipping Container (Source CODC).

The Reserve's main feature is the Irrigation Lake which is approximately 28 hectares in size. For the purpose of this Plan, 'the Dam' refers to the actual structural dam and the 'Irrigation Lake' refers to the body of water.



Figure 10: Dam structure (Source CODC).





Figure 11: Irrigation Lake (Source CODC)

The Irrigation Lake is used for water storage for irrigation. The lake is also enjoyed recreationally by the community for winter sports (such as ice skating) and for kayaking and other water sports in summer. The lake used to attract many visitors to the district for its winter sports, particularly in the late 1900's, but over the years the climate has resulted in less favourable conditions, a situation which is commonly seen over the Central Otago District.

The Dam

The Lower Manorburn Dam was constructed in the 1930's for the purpose of storing water for irrigation and domestic supply. The Dam is owned by the Galloway Irrigation Society Incorporated (the Society). The Society is responsible for the dam structure which does not form a part of this Management Plan. They maintain an easement along the north-east shoreline to deliver water should the dam structure ever be damaged.

Wetlands

The Otago Regional Council have identified a Regionally Significant Wetland¹ in the Reserve, described as the 'Lower Manorburn Dam Margins'. As mentioned above, Council's District Plan identifies a Scheduled Activity over Section 2 and 3 for a wetland (Item 15, Map 57 Lower Manorburn Dam Margins).

The Wetland is 18.4 ha and is has an altitude of 160-180m above sea level. Otago Regional Council classifies Wetlands into different 'Types' and the Lower Manorburn Dam Margins are classified as 'Swamp'.

¹ Otago Regional Council Regional Plan: Water for Otago| Schedule 9 Regionally Significant Wetland, no.88, Map F13





Figure 12: Otago Regional Council Map - Lower Manorburn Dam - Lower Manorburn Dam Margins (Source Otago Regional Council).

The Wetland is considered scarce in Otago in terms of its ecological or physical character. It is noted that less than 15% of swamps remain in Otago. The Wetland is located in Manorburn Ecological District where 2% of land cover comprises lakes and ponds and herbaceous freshwater vegetation.

The Wetlands have been identified as a habitat for a nationally or internationally rare or threatened species named Little Shag (*Phaacrocorax melanoleucos brevirostris*) – Classified as 'At Risk-Naturally Uncommon'²



Figure 13: Little Shag (Phaacrocorax melanoleucos brevirostris) (Source Wikipedia).

² Miskelly et al. (2008)



The Wetland also provides a habitat for native and exotic bird species. Six native bird species were recorded at the site. These include:

- New Zealand Shoveler (Anas rhynchotis variegata)
- New Zealand Scaup (Aythya novaeseelandiae)
- Australasian Harrier (Circus approximans)
- Australian coot (Fulica atra)
- Grey Warbler (Gerygone igata)
- Little Shag (Phalacrocorax melanoleucos brevirostris)

Seven exotic bird species were recorded at the site. These include:

- Mallard (Anas platyrhynchos)
- Goldfinch (Carduelis c arduelis)
- Greenfinch (Carduelis chloris)
- Redpoll (Carduelis flammea)
- Yellowhammer (Emberiza citrinella)
- Chaffinch (Fringilla coelebs)
- Song Thrush (Turdus philomelos).

It is also understood that native reptiles, including skinks and geckos, are present within the Reserve.

The government introduced new rules to protect and enhance New Zealand's waterways in 2020. These rules are the Freshwater National Environmental Standards (Freshwater NES). The Freshwater NES aims to protect natural wetlands and introduces some new requirements for activities in and around wetlands. As landowners of a property containing a wetland, Council needs to:

- Keep livestock out of wetlands with fences.
- Check for any restrictions before you clear vegetation or undertake any earthworks, drainage or taking, damming or diverting water in or around wetlands.
- Get a resource consent if you want to put in new structures.

Council can still do some work in a wetland for restoration or cultural purposes, including scientific research, if the work complies with the Freshwater NES conditions.

Threatened plants

The Reserve contains some threatened plant species:

- Atriplex buchananii a 'Threatened Nationally vulnerable' native plant
- Oxybasis ambigua has a New Zealand Threatened species rating, this time slightly lower of 'At risk – Declining'.

The University of Otago is currently running 'Project Salt' with the aim of coming up with a way of effectively restoring fast disappearing environments.

The Figure below includes a photo of the two threatened plant species: Council will consider how to develop a plan for protection of these species.





Figure 14: Threatened plant species (Source: Haehaeata Natural Heritage Trust). A buchananui at left A ambigua at right.

Tree removal

The Central Otago Wildling Conifer Control Group has identified the wildling conifer within the Reserve as high risk of spreading and infesting neighbouring land where previous conifer control work has been carried out.

Previous wildling conifer control work was carried out on the true right of the water body in 2017 with a follow up in 2023. The remaining wildling conifers near the entrance will be removed as funding becomes available.

Any removal of wildings will be undertaken in accordance with Councils Wilding Conifer Control policy. Removal of other pest species will be in accordance with Otago Regional Council pest plan.

Tangata Whenua significance

A review of the Kā Huru Manu (Ngā Tahu Atlas) demonstrates there is no recorded cultural site within the reserve (review undertaken 21/10/2024). Council have notified Aukaha during the pre-consultation period and Council is awaiting feedback.

Cultural heritage

There are several old mine sites within the reserve as well and an original rock wall submerged behind the current dam wall.

Rabbit control

The reserve has a rabbit-proof fence around it's permitter. Ongoing rabbit control will be undertaken as required.

Encroachment and leases

Encroachment on the Reserve by neighbouring private landowners has been observed. on the two small parcels of land that are a part of 'Section 1,' but are separated from the rest of

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the land parcel by the access into the Reserve. An aerial map of the Reserve has been included below, which has been annotated to demonstrate the location the two small pieces of land described above. One has been planted with additional conifer species which may require removal if they are not consistent with Councils wilding conifer policy.



Figure 15: Aerial map of Reserve, showing location of encroachment (Source CODC).

8.3 Access

8.3.1 Vehicular access

The Reserve has one main access point, at the end of Lower Manorburn Dam Road. The accessway is a long gravel road which is windy and undulating. The access to the reserve contains a wooden accessway with a steel gate over cattle stop. The gate can be locked if required but typically remains open.

Traffic reports have been undertaken on Lower Manorburn Road in August 2022. These reports were carried out by Council's Roading Department in August 2022.

8.3.2 Pedestrian and cycle access

There is no formal pedestrian or cycle accessway.

8.4 Existing Facilities

Existing facilities for the Reserve, including buildings and other features, are briefly described below.



There are large boulder rocks next to the Dam which provide a natural viewing platform of the Irrigation Pond and surrounding reserve. There are some existing steps, railing and fencing on the rock that has been erected over the years. Concrete has been laid next to the Dam, adjacent to the large boulders. This was previously an observation building and housed speakers for music during winter skating.





Figure 16: View from the viewing platform (Source CODC).

Figure 17: Viewing platform (Source CODC).

Manorburn Recreation Reserve Committee developed two small sandy beach areas next to the Dam and have undertaken some planting. One beach area is named Rushcutters Bay, and the other is named O'Kanes Bay. Rushcutters Bay was partially infilled to make it safer for curlers/skaters in the event someone fell through the ice.





Figure 18: Overlooking middle basin (Source CODC).



Figure 19: Aerial photo of the Reserve, annotated with some names that have been unofficially given to parts of the Reserve through common usage (Source CODC).



Besides the gravel road access, there are many tracks that have been informally developed over the past years. Photos of the gravel road access and additional tracks within the reserve have been included below:



Figure 19: Photo of the gravel road access and additional tracks (Source CODC).



Figure 20: Photo of track (Source CODC).

Over the years, the Reserve has experienced instances of antisocial behaviour that are inconsistent with its intended purpose and values, including:

- Unauthorized 4-wheel driving
- Illegal dumping of waste, dead animal remains and wrecked vehicles.
- Game shooting
- General acts of vandalism

There are no facilities within the reserve.



8.5 Proposed facilities

There are no proposed facilities on the Reserve.

8.5.1 General

Development plan

Council will prepare a Manorburn Dam Reserve Development Plan for this reserve that will outline details for planting, tree removal, proposed zoning, formalisation around the access, parking and other tracks and other reserve enhancement work.

Proposed zoning for the Reserve

The zoning framework provides a management approach to support and protect the Reserve's ecological, recreational, and community values. It recognises the different characteristics and functions of areas within the Reserve and enables clear guidance for their ongoing care and use.

Each zone reflects the dominant land use or ecological condition and assists Council in prioritising management activities such as vegetation restoration, track maintenance, access improvements, and protection of natural areas.

The Reserve will be managed according to the following zones:

Zone A: Recreation Zone

An area suited to low-impact recreation activities such as walking, biking, kayaking and picnicking. This zone is intended to support informal use and may include access points and parking facilities, to be confirmed through the Development Plan.

Zone B: Natural Zone

Areas of ecological value where the focus is on protecting biodiversity and landscape character. Public access is permitted on designated tracks for walking, horse riding, and mountain biking, with an emphasis on low-impact use and environmental protection.

Zone C: Vegetation Management Zone

An area identified for vegetation restoration, including the removal of pest tree species. While works are ongoing, this zone will be actively managed to enable regeneration and allow limited recreational use where appropriate.

Zone D: Regionally Significant Wetland

A protected wetland zone of high ecological significance. Management will focus on the protection and enhancement of wetland values. Public access may be restricted or carefully managed to avoid disturbance.





Figure 21: Zoning map of the Reserve (Source CODC).

Four-wheel driving and motorcross

Four-wheel driving and motorcross are prohibited within the Reserve entirely to preserve its natural and recreational values. It is noted that four-wheel vehicles and motorbikes can be used on the access into the reserve but only for access and not recreational use.

Camping

Camping is prohibited within the reserve to reduce potential environmental impacts and ensure the area remains pristine.

8.5.2 Access and informal tracks

All tracks other than the gravel access road may be designated for horse riders, walkers and cyclists only, with barriers installed to restrict vehicle access. No driving will be allowed other than on the formal access and within the Recreation Zone, where users will park and then travel by horse, foot or bike to other parts of the Reserve. As part of the future development plan process, Council will also identify and formalise a track network to support safe and sustainable access for different user groups, while protecting the Reserve's natural values.

8.5.3 Parking

Formalised parking area at this stage may be developed if required. Refer to the future Development Plan.

8.5.4 Designations

Some parts of the reserve do not have a Designation over them at present. Council is to investigate placing a Designation over the parts of the Reserve that are not currently Designated as Recreation Reserve.



8.5.5 Pest control (plants)

As resources permit, Council will remove wildling species and other pest plants as required. Refer to the future Development Plan.

Intrusive tree species like crack willow (Salix fragilis) along the shoreline and various conifer species (mainly Pinus spp) provide an ongoing risk to the reserve. Measures to control or eradiate these pests will be developed.

8.5.6 Pest control (animals)

Ongoing rabbit control will be undertaken as required. The rabbit proof fence around the perimeter of the Reserve will be maintained. Pest control of other species will be considered and undertaken as required. Refer to the future Development Plan.

8.5.7 Building upgrades and improvements

There are no plans for the development of building upgrades or improvements, noting that the only existing structures are the water tank and the shipping container. This includes public toilets, which could be added if a clear demand is demonstrated, Councildetermines them necessary and funding is available. Future buildings that may form part of the Reserve development plan will be permitted. Refer to the future Development Plan.

8.5.8 Play area

A formalised playground facility could be developed depending on demand and funding being provided. This would be guided by Council's Play Strategy.



9 Vision and outcomes

The vision and outcomes apply to the entire reserve.

9.1 Vision

The Reserve is managed and developed to ensure the recreational use, enjoyment, and protection of the reserves for the public and the wider Central Otago community.

	OUTCOMES
1	The Reserve is preserved in perpetuity for the welfare and enjoyment of the general public.
2	To encourage and facilitate the use of appropriate reserves for recreation and sporting purposes while providing for the needs of the local community and having due regard to the public's use and access to the publicly accessible areas of the reserve.
3	A Reserve Development Plan will be produced by Council that will outline details of future reserve development and enhancements consistent with this Management Plan.
4	Development of the reserve has regard for the views of present users as well as consideration of accommodating future trends and emerging activities.



10 Objectives and policies

The objectives and policies that apply to the Reserve are included below.

10.1 Grazing

	OBJECTIVES
1	To protect the ecological integrity of the Regionally Significant Wetland and the wider Reserve by managing grazing activities

	POLICIES
1	Grazing of animals will be strictly managed on the reserve.



10.1.2 Prohibition of firearms and shooting activities

OBJECTIVES

To ensure the Reserve remains a safe and peaceful environment for all users by prohibiting the use of firearms or shooting activities other than for pest control operated by Council.

	POLICIES
1	Public use of firearms or engaging in shooting activities within the Reserve is strictly prohibited under all circumstances.
3	Signage will be installed and maintained to inform visitors of the prohibition on firearms and shooting activities.
4	Any incidents of unauthorized shooting or firearm use will be promptly reported to law enforcement or appropriate authorities for enforcement action.



10.1.3 Camping

OBJECTIVES Protect this Reserve, which contains vulnerable ecological flora and fauna, by prohibiting camping within the Reserve

	POLICIES
1	Camping is prohibited on the Reserve.



10.1.3 Wetland protection and enhancement

The Reserve contains a Regionally Significant Wetland, therefore there are specific rules from Otago Regional Council that apply to this site for the protection of the Wetland.

OBJECTIVES

1 Maintain the existing wetland areas and as resources permit, enhance wetland, and the wider reserve area with indigenous plantings.

POLICIES

1 Comply with Regional and District Plan requirements concerning management of wetlands and at-risk flora and fauna.



10.1.4 Occupation agreements

The term occupation agreement refers to any lease, license, easement (including right-of-way and telecommunication agreement), exchange of letter, or other agreement reached between the Council and a person, organisation, or company that is occupying part of the reserves (including below ground utilities). Further details of these different agreements and policies follow.

Council requires that leases are granted, both to satisfy statutory requirements and to clarify the responsibilities of Council and clubs, including for existing occupations. The Reserves Act details the requirements and processes for any occupation or agreement on reserve land.

Any structures associated with occupation agreements including signs will require approval from Council as the landowner and may require building consent or other approvals.

	OBJECTIVES		
1	To confirm the occupation of the reserves for approved uses and facilities by the granting of occupation agreements.		
2	To ensure adequate compensation to remedy or mitigate the adverse effects of all utility, stormwater discharge, drainage rights, and underground facilities on the Reserve.		
3	To consider the use of reserves for network utilities where utilities do not detract from the purposes of the domain and no costs for these utilities are accrued to Council.		
4	To require compensation for all temporary or permanent effects on reserve values caused by right of ways, easements, access ways, leases, licences, or network utilities.		

	POLICIES
1	Applications for leases, licences and other occupations may be allowed if there are no adverse effects on reserve values.
2	Applications for licences will need to be made in writing.



All legal costs and agreement costs, as well as the costs of any formation and maintenance to the Council's satisfaction shall be borne by the grantee.



10.2 Leases

Management requirements for recreation reserves under the Reserves Act 1977 emphasise the retention of open space and accountability to the public of reserve management. On recreation reserves, leases must be drawn up subject to the relevant provisions of the Reserves Act.

Council uses the provisions contained in the Reserves Act 1977 as a guide when leasing land subject to the Reserves Act to ensure consistency among the various tenancies. Leases will be subject to Council's Leasing and Licensing Policy and standard lease conditions so that leases are consistent and easier to manage.

The leasing of public land restricts the type of activities that can be undertaken and usually limits use of the land by the general public.

	POLICIES
1	Any exclusive use of the reserves, including buildings, will be subject to a lease.
2	 New Leases Land may be leased to groups and organisations for the following purposes: Facilities and associated buildings at the groups or organisation's expense. The construction of buildings and other structures that increase or improve the use of the Reserve for recreation at the groups or organisation's expense. Provided that: The land is used for recreational activities that increase or improve the use of the reserve are consistent with the Reserve Development Plan and do not compromise its values. The proposed activities cannot satisfactorily take place in existing facilities, or in the locality.
3	Leases shall incorporate the appropriate provisions of the Reserves Act 1977, except where the Council's tenure of the land requires otherwise, and shall incorporate where necessary, the policies detailed in this management plan document and other Council documents.
4	Any new or renegotiated lease shall include: A clause requiring that all details of financial income and expenditure be made available on request to the Council.



	 A clause requiring that there will be no subletting of the leased land or of the building erected thereon without the prior approval of the Council.
5	Vehicle parking requirements of a potential lessee should be considered.
6	The notification of proposed leases in this management plan shall serve as public notice for the purposes of the Reserves Act 1977.
7	All outgoing costs associated with leases and other agreements are the responsibility of the lessee or holder of the agreement.
8	Rents and rates as per Council policy will be payable on all leases, except where Council has resolved that no or reduced rental is required. Rents for approved users (e.g., voluntary recreation facilities, approved community users) will be set at an agreed level. Other rents (e.g., commercial use, residential tenancies) will be based on 'market' levels.



10.3 Licenses

Licence to occupy grants the non-exclusive right to use a reserve for a specific purpose.

Tenancies over reserve land are subject to the provisions of the Reserves Act 1977. The Reserves Act 1977 permits the granting of licences for communication stations and any works connected with the station.

	POLICIES
1	Licences may be allowed over the Reserve if there are no adverse effects on the reserve's values.
2	Applications for licences will need to be made in writing.
3	Licences will include provision for public access where this is appropriate and desirable.
4	A rental fee may be charged for all licences based on tenders received. Council may charge a rental other than a market rental for approved recreational or management purposes.
5	It shall be a condition of all licences negotiated that Council may, before expiry, cancel all or part of the tenancy at one month's notice, should the land be required for recreational use or if the licensee fails to meet the conditions of the licence.
6	It shall be a condition of every licence that Council will not compensate occupiers for improvements upon termination of the agreement.
7	Licences may be granted for communication stations and any works connected with the station, in accordance with the Reserves Act 1977 where adverse effects are mitigated.



10.4 Easements including underground services

An easement lawfully grants the rights for one party to use another person's land for a specified purpose, in this case the use of reserves for access or utility facilities.

Easements granted will generally have limited timeframes (e.g., linked to the life of the building or an activity) and an annual fee for rental may be required. Conditions regarding reinstatement of the site at the completion of the agreement period should also be included with any permission granted. By not granting easements in perpetuity, and requiring reinstatement of the site, the values of the domain will be re-established.

Easements for private underground or overground facilities can affect future development and will only be considered by Council where no other options are available, and establishment costs and rental may be charged after a market valuation.

Where easements are approved, easement owners are responsible for maintaining utility facilities (stormwater/wastewater/sewerage/water and gas pipes/electrical/telecommunication cables) connecting between their property and the main network operator's facilities including reinstatement of domain land following work being carried out on facilities.

It is important for Council to know the location and ownership of private utility facilities crossing the Reserve so that their location can be taken into consideration when development enhancement or maintenance work is being planned or carried out on the reserve and for payment to be made for the use of this land. As-built plans will generally be a requirement of an easement agreement.

POLICIES 1 Applications for pipes, cabling, discharge, or drainage rights including applications for Council infrastructure must be made in writing and contain the following information: A statement of alternative pipe location or discharge options and their Discussion on why these alternative options cannot be used; Evidence that the pipes or discharge will not detract from the purpose of the reserve; and A diagram of the proposed works and a survey. 2 An easement or formal agreement will be required for every pipe, cable, or discharge on reserves. 3 All legal costs and the costs of formation and maintenance to the Council's satisfaction shall be borne by the grantee.



4	Payment for the benefit of a pipe, cable or drainage easement shall generally be made at market valuation.
5	Council will require those holding easements for services crossing reserves to meet the costs of maintaining the pipes or cables.
6	When services and utilities are no longer required, the service / utility owner shall remove them from the site and reinstate the reserve to Council's satisfaction. If this is not completed to Council's satisfaction, any costs will be recovered from the services/utility owner.
7	No private access easements will be granted across any land covered by this management plan.



10.5 Access and use of reserves

The Reserve is an area of high natural value, with Significant Amenity Landscape, protected plant and bird species and a Regionally Significant Wetlands. However, the Reserve is also a public recreation reserve, and it is important that they are accessible for the public to use whenever possible, while recognising that the priority users of the reserves are mentioned in this plan.

OBJECTIVES

To restrict public access on the reserve where access would be detrimental to other reserve users, or where the facilities or natural value of the Reserve might be at risk of damage.

POLICIES

- The extent to which reserves may be used by the public for recreation shall be determined according to the following categories:
 - Public will not be allowed access to exclusive use areas covered by an occupation agreement unless the occupation agreement states otherwise.
 - Public will have access to all other areas which are not in use for activities under an occupation agreement or lease.



10.6 Temporary use

Use of reserves for an organised event requires prior approval from Council, usually allocated through Council's reserves booking system via the Council website. Before any booking is confirmed Council will liaise with the relevant committee as outlined in this plan.

While events can enhance the public use and enjoyment of reserves and contribute to the diversity and vibrancy of the community, large numbers of people and activities can adversely affect the reserve and neighbours. Council retains full discretion over the number and nature of any organised event on domain land or in a Council owned or operated building or facility.

OBJECTIVES

To manage the use of reserves for events and temporary use so that it is consistent with the values of the reserve.

POLICIES

- Events, social activities, functions, and exhibitions may be allowed on parts of the reserve, where the adverse effects on other users or lessees, the reserve and reserve neighbours of such activities are minimised, and the proposal meets statutory and policy obligations.
- 2 Applications must be made in writing at least four weeks prior to the event.
- Where temporary exclusive use is necessary for the holding of an event or activity, part or all of the reserve will be closed to the public for the duration of that event.
- Where part or all of the reserve is to be closed to the public for event use, public notification of this will be made prior to the activity requiring the closure. Where closure is required by a body other than Council, that body will be responsible for meeting the cost of public notification.
- A charge and / or bond may be levied for all forms of exclusive use. The bond will be set as per Council's Fees and Charges Schedule.

Bonds may be waived at the discretion of Council.

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Event organisers are to reinstate the domain to the same condition as before the event to the satisfaction of the Council.



10.7 Commercial use

Council may, from time to time, receive applications for the use of reserves for temporary or permanent commercial activities. These activities include filming, markets, coffee carts and commercial recreation ventures, amongst other commercial activities.

Commercial activities may be a legitimate part of the range of activities within domains where they relate to the purposes of the domain. Some commercial activities such as filming regional or national sporting events may be assessed as appropriate.

While commercial activities can be appropriate, they must not be allowed to detract from the primary purposes of the reserve. Also, the activities should not adversely impact on the reserve, its use or users and domain neighbours. Controls on activities should ensure that the effects of activities are minimised. All commercial activity is required to comply with Council bylaws and other relevant legislation.

OBJECTIVES

To ensure any permanent or temporary commercial use of the reserves does not compromise the reserve values, adds to the public enjoyment of the reserve and is in accordance with the Reserves Act 1977 and relevant bylaws.

POLICIES

- All applications to operate commercial activities on reserves shall be made to Council in writing. Applications should include:
 - A description of the proposed activity;
 - A description identifying the places where the proposed activity will be carried out;
 - A description of the potential effects of the proposed activity, and any actions which the applicant proposes to minimise any adverse effects;
 - A statement of the proposed duration of the activity and the reasons for the proposed duration;
 - Relevant information relating to the applicant, including any information relevant to the applicant's ability to carry out the proposed activity.
- 2 Temporary commercial activity applications need to be made at least ten working days prior to the event.

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	Conditions necessary for the protection of values will be imposed on any permission for the commercial use of the reserve. Such conditions will also be sought on any resource consent application for the same activity.
4	A charge may be levied for the commercial use of the reserve.
5	A bond may be required for permanent and temporary commercial activities.
6	Compliance with the relevant conditions of the Resource Management, Building, Health and Safety at Work Acts and other relevant acts including the District Plan is the responsibility of the applicant.



10.8 Markets, festivals and concerts

Central Otago District Council may receive requests from markets, circuses, concert promotors, side-shows, gypsy fairs and similar operators to use reserves.

OBJECTIVES

To allow occasional use of reserves for markets, circuses, concerts, side-shows, and similar uses provided that this is compatible with other activities within the Reserve and does not compromise its values.

POLICIES

- Council may approve markets, circuses, concerts, side shows, gypsy fairs and like operations where there is evidence that the adverse effects can be minimised. All applications are to be in writing and forwarded to Council at least four weeks before the event. Applications will be considered on a case-by-case basis, and a bond will be required. The assessment of effects will include the following:
 - Effects on others using the domain and neighbours
 - Services
 - Damage to the domain
 - Health and safety provisions.



10.9 Fireworks displays

The Manorburn Dam Recreation Reserve is not considered an appropriate location for fireworks under any circumstances.

OBJECTIVES	
1	To prohibit fireworks on the Reserve.

	POLICIES
1	Fireworks displays are not permitted on the Reserve under any circumstances.



10.10 Fire control

Lighting of all fires is strictly prohibited.

	OBJECTIVES
1	Due to the dry nature of the Reserve, no naked flames are permitted.

	POLICIES	
1	Council will support and liaise with FENZ to provide for the prevention, detection, control, and suppression of fire within reserves, in accordance with legislation or by-laws.	
2	Council will assist and cooperate with FENZ on all fire control measures in accordance with legislation, regulations, or by-laws to reduce the risk of damage by fire to the reserves.	
3	Council will support FENZ in legal action, including the recovery of fire suppression costs that may be taken against a person or persons who light or cause to be lit any fire on the reserve without permission.	
4	During times of extreme fire danger parts of the reserves may have to be closed to protect public safety.	



10.11 Dogs management

Dogs in this Reserve are managed in accordance with the Central Otago District Council Dog Control Bylaw and Dog Policy. These documents apply to all parks and reserves across the district and take precedence over this Plan.

OBJECTIVES	
1	To support responsible dog ownership in a way that protects the Reserve's ecological values and ensures the safety and enjoyment of all visitors.
2	To minimise the risk of danger, distress, or nuisance to the community and the environment caused by dogs.

	POLICIES	
1	Dog access and management in the Reserve is governed by the CODC Dog Control Bylaw and Dog Policy, including any future amendments.	
2	Dog owners are expected to keep their dogs under effective control and comply with all relevant rules.	
3	Owners must carry a suitable receptacle and promptly remove and dispose of any dog waste.	
4	Council may undertake monitoring or enforcement activity to support compliance.	



10.12 Hazardous substances

Hazardous substances such as chemicals and biological agents, in some circumstances, may need to be used in the maintenance or operation of reserves. It is important to assess the risks and if needed minimise the effects for reserve users and neighbours.

OBJECTIVES

To ensure that where is it considered necessary to use or store hazardous substances, application is undertaken in a manner that minimises the potential risk to reserve users and neighbours.

	POLICIES
1	Where hazardous chemicals are to be stored or used within reserves, it shall be in accordance with the Hazardous Substances and New Organisms Act 1996, the Agri-chemical User Code of Practice NZS 8409, and any other subsequent or new legislation.
2	Warning signs shall be erected on site where the reserve has been sprayed or applied with hazardous substances.
3	Hazardous substances such as herbicides shall only be used where there is no practicable or financially feasible alternative control measure.



10.13 Smoking and vaping

Smokefree and vapefree outdoor areas protect young people from the negative rolemodelling effect of smoking.

The less young people see smoking around them; the less 'normal' smoking becomes and the less likely they are to take up smoking themselves.

Council has adopted a Smokefree and Vapefree Policy where all council owned parks and reserves, tracks and walkways, sportsgrounds and playgrounds are designated smokefree and vapefree.

OBJECTIVES

1 That Council reserves are smokefree and vapefree zone as per the Central Otago District Council Smokefree and Vapefree Policy.

POLICIES	
1	All of Council reserves are designated as smokefree and vapefree zones.
2	Council will use a combination of education and signage to enforce the smokefree and vapefree zone.



10.14 Trading in public places

Trading does not typically occur on this Reserve, as its primary focus is on recreation and ecological values. However, trading may be allowed under specific conditions, such as Council-managed events or in rare cases approved by Council, where it complements recreational opportunities and aligns with the Reserve's purpose. Council's rules regarding trading in public places, including allowed locations, hours of trade, and licensing requirements, remain applicable. For more information, refer to the most updated version of the Central Otago District Council Trading in Public Places Policy on Council's website.

OBJECTIVES

To permit trading activity on reserves in accordance with the Central Otago District Council Trading in Public Places Policy, where it benefits and aligns with recreational use of the Reserve.

	POLICIES	
1	Trading on the Reserve may only occur with prior approval from Council.	
2	Trading will be considered for Council-managed events or in rare instances where it supports and enhances recreational opportunities without compromising the Reserve's values.	
3	Licence holders are required to comply with all site-specific conditions and do not have exclusive use of any part of the Reserve.	



10.15 Buildings and structures

All buildings and structures including signs, temporary structures, lighting, fences, and art will require approval from Council as the landowner. They may also require building consent and other approvals.

Any structures should be located where they allow for access within and through the reserve and should be designed to be compatible with the amenity of the reserve. Any building as structure must be consistent with the purpose of the reserve.



10.16 Vehicle parking and access

The Reserve provides vehicle access (a gravel entry area) and parking. While walking and cycling are encouraged, most visitors rely on vehicles due to the Reserve's rural location. Parking should be practical and functional without compromising recreational or natural values, and it is not designed to accommodate peak demand.

OBJECTIVES	
1	To provide and maintain keep vehicle parking and access suitable for the Reserve's usual activities and user needs.
2	To manage vehicle parking and access in a way that preserves the Reserve's natural qualities and recreational opportunities.

	POLICIES	
1	Vehicles must only park in designated areas and not in a way that damages the Reserve or its values.	
2	Additional parking or access may be considered at peak times if it does not detract from recreational or ecological values.	
3	Access to the reserve outside the main access and carpark area is only permitted by foot and mountain bike.	



10.17 Signs

Signs can play an important role in wayfinding and reinforcing a reserve's identity and status. Signs are also essential in aiding identification of hazards that visitors might be exposed to. Some areas have important or special stories to tell and can be enhanced by the use of interpretive signage.

The use of promotional or advertising signage is one way that organisations are able to raise income over and above levying their membership, however signs other than those inside club buildings that are not visible from public places are generally not appropriate.

Inward facing signs on fences may be visible from the surrounding reserve area and will increase the fence being a visual barrier. Signs must comply with any district plan requirements.

OBJECTIVES	
1	To provide sufficient signs of a design appropriate to the reserve to facilitate public use and enjoyment of the reserve.
2	To prevent the display of advertising signs on the Reserve.

POLICIES	
1	Signs shall be provided to give clear and positive guidance to assist public enjoyment of the reserve.
2	Generally, all signs and symbols on the reserve shall be of standard design and appropriately placed in their surroundings.
3	The number and size of signs in the reserve shall be kept to a minimum to avoid visual detraction from the amenity of the reserve.
4	The Council may provide interpretive information for areas of interest on reserves.
5	Advertising signage will not be allowed on this Reserve.



6 All signs must comply with the Parks and Recreation Signage Guide and Council's District Plan requirements.



10.18 Park furniture

Park furniture, such as seats, tables, and barbecues, enhances the usability and enjoyment of reserves by providing places for relaxation, picnicking, and social gatherings. Thoughtful placement and consistent design of park furniture help minimize visual clutter, reduce maintenance costs, and ensure the Reserve maintains its aesthetic appeal. Litterbins will not be provided due to the Reserves remote location and cost of collection.

	OBJECTIVES	
1	To provide appropriate and well-placed park furniture that supports public use and enjoyment of the Reserve.	
2	To use a consistent design for all park furniture to reduce visual clutter and maintenance costs.	
3	To ensure the installation and replacement of park furniture is based on demonstrated need.	
4	Encourage 'carry in – carry out' compliance for litter.	

	POLICIES	
1	Park furniture, including seats and tables, shall be installed only where there is a clear need, such as near playgrounds, picnic areas, barbecue facilities, or established vistas.	
2	Replacement of existing furniture will only occur when necessary and will follow the same criteria as new installations.	
3	All furniture, including new and replacement pieces, must conform to the standard design currently used by Council to ensure consistency and reduce costs.	
4	Donated furniture, such as memorial seats or tables, must adhere to the CODC Memorials Policy. Council is not required to replace donated furniture at the end of its life or maintain it in its original location.	

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5 Litterbins will not be provided with a 'carry in - carry out' litter policy being encouraged.



10.19 Barbecues

Community barbecue facilities in parks can significantly enhance the experience of visitors, by providing a space for people to gather and eat. The availability of barbecue facilities can attract people to parks and often encourages them to stay for longer.

Because of the dry nature of the district's climate, open fires are a significant fire hazard and will not be allowed.

POLICIES	
1	Barbecues will only be installed where: There is a clearly demonstrated need; and The barbecue is adjacent to a picnic area used by the wider community.
3	People wishing to donate barbecues should refer to the CODC Memorials Policy.
4	Any barbecues installed must use electricity or gas.



10.20 Boating

Motorised boats are not permitted on the Dam, but row boating is allowed. In accordance with Section 17 of the Reserves Act, the Reserve must be managed to protect the physical welfare and enjoyment of the public. Boating activities, especially motorized and sail boating, pose safety risks and potential environmental harm. Therefore, restrictions are in place to ensure public safety and environmental preservation.

OBJECTIVES

To ensure the safety and enjoyment of the public while protecting the natural values of the Reserve by regulating boating activities.

	POLICIES	
1	Motorised boats are prohibited on the Dam to protect public safety and the environment.	
2	Row boating is permitted as it aligns with the Reserve's values and poses minimal risk to safety and the environment.	



10.21 Four-wheel driving and motorbiking

OBJECTIVES Prohibit four-wheel driving and motocross within the reserve entirely to preserve its natural and recreational values and ensure safety and enjoyment of the Reserve for all users.

POLICIES	
1	Four-wheel driving and motorcross is prohibited.
2	Four-wheel driving and motorcross is permitted only on the reserve access track to get to and from the reserve.
3	Excludes Service vehicles.



10.22 Biking and e-biking

OBJECTIVES

Manage the use of e-bikes and mountain bikes to minimise conflict with passive users, such as horse riders, walkers and families, and to maintain the Reserve's quiet and natural character.

POLICIES The use of e-bikes and mountain bikes is permitted on designated tracks only. Council may install signage, speed limits, or other measures where needed to manage safety and reduce potential conflict with other users. Council will monitor the interaction between horse riders, cyclists and walkers, and may implement further restrictions if needed to protect the Reserve's recreational and ecological values.



10.23 Revegetation and planting

Revegetation and planting within the Reserve are essential for enhancing ecological values and protecting sensitive areas, including the Regionally Significant Wetland. All planting must align with the Reserve's Development Plan and be approved by Council to ensure it supports conservation goals and complies with regional regulations.

	OBJECTIVES	
1	To enhance the ecological integrity and biodiversity of the Reserve through appropriate revegetation and planting efforts.	
2	To ensure that all planting aligns with the Manorburn Dam Reserve Development Plan and complies with regional and national environmental regulations.	

POLICIES		
1	Revegetation and planting will be permitted as outlined in the Manorburn Dam Reserve Development Plan and must be approved by Council.	
2	All planting must comply with Otago Regional Council rules for Regionally Significant Wetlands and support the conservation and natural values of the Reserve.	
3	Preference will be given to native plant species that are indigenous to the area to support local ecosystems and biodiversity.	



10.24 Planting of commemorative trees

The majority of tree planting is funded and undertaken by Council; however, Council sometimes receives requests from people wishing to plant commemorative trees.

Council has guidelines in place regarding the planting of commemorative trees. Refer to the Central Otago District Council Memorials Policy and Tree Policy.

OBJECTIVES To allow the planting of commemorative trees and other plants in accordance with Council's Memorials Policy and Tree Policy.

POLICIES	
1	Approval of commemorative trees shall be obtained at the discretion of the Council.
2	To preserve the ecological integrity of the Nature Reserve by limiting planting to species that align with its conservation objectives.



10.25 Community and volunteer groups

Community and volunteer groups play a vital role in implementing the Manorburn Dam Reserve Development Plan and enhancing its ecological, recreational, and cultural values. Council supports these groups by providing guidance, resources, and collaboration opportunities to achieve shared goals for the Reserve.

OBJECTIVES

To support and collaborate with community and volunteer groups in the implementation of the Manorburn Dam Reserve Development Plan.

POLICIES		
1	Encourage and facilitate the involvement of community and volunteer groups in projects that align with the Manorburn Dam Reserve Development Plan and the Reserve's objectives.	
2	Provide guidance and support to ensure activities carried out by these groups comply with Council policies and regulations.	
3	Prioritize projects that enhance the Reserve's ecological and recreational values and align with long-term management goals.	
4	Maintain open communication with groups to foster collaboration and ensure their contributions are recognized and valued.	



Appendix ONE: Reserve Management Plan process from Reserves Act

The following table summarises section 41 of the Reserves Act 1977 – Management Plans, and the process used to develop and revise a management plan. When a plan is being revised the first 2 steps may not be repeated.

Relevant Sections of the Reserves Act	Public Consultation	Description of Activity	Phase
Section 41 (5)	Optional	Council notifies the public that it is preparing a management plan and calls for suggestions. (1 month) Public submissions are received and	Suggestions
Section 41 (5)c		incorporated into a draft management plan A draft management plan is made available to the public for further comment (2 months)	Management Planning
Section 41 (6) a-c	Mandatory	 ⊕ The draft management plan is edited to incorporate input from public submissions ⊕ ⊕ The final document is presented to Council for adoption. 	
Section 41 (6) d Section 41 (6) d		Council for adoption	
Section 41 (6) e		Council adopts management plan	Implementation
Section 41		All policies come into effect and are enforceable by Council	
Section 41 (4)			

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25.12.9 REVIEW OF OPEN SPACES NAMING POLICY 2024

Doc ID: 2482300

Report Author:	Maria Burnett, Parks Officer - Planning and Strategy
Reviewed and authorised by:	Saskia Righarts, Acting Group Manager - Community Experience

1. Purpose of Report

To approve the revised Open Spaces Naming Policy 2024.

Recommendations

That the Council

A. Receives the report and accepts the level of significance.

B. Approves and adopts the revised Open Spaces Naming Policy 2024.

C. Notes that the Open Spaces Naming Policy 2024 will be reviewed in July 2027.

2. Background

At its January 2024 meeting, Council adopted the Open Spaces Naming Policy 2024, (the Policy) a new policy intended to guide the consistent and respectful naming of parks, reserves, and other open spaces across the district. Council resolved to:

- A. "Receives the report and accepts the level of significance.
- B. Adopts Open Spaces Naming Policy 2024, with the following amendment to page 57 of the agenda: Where a te reo name is gifted for an open space and the space is to have a dual name. the te reo name is first."

At its January 2025 meeting, Council staff held a workshop with councillors to gather feedback on the best approach for commemorating fallen soldiers and war veterans. The workshop explored various forms of recognition, including naming parks, planting commemorative trees, installing benches and other furniture, and naming roads. These discussions helped shape proposed changes guiding a soft review of the Policy which was presented to the February 2025 Council meeting.

In its February 2025, a report was brought to Council to approve a revised version of the Policy. During the meeting, questions were raised about the section in the Policy concerning the dual naming of spaces, specifically, the order of naming between te reo Māori and English. Council resolved to:

"Leave the item to lie on the table to workshop the dual naming portion of the Open Spaces Naming Policy at the next Council meeting."

At the May 2025 meeting, a workshop with members was held. Staff discussed the concept of taonga, including Te Reo, and its importance to Te Ao Māori; and the importance of kaitiakitanga (care for) te reo in our application of the Policy. Staff also outlined the connection of traditional and gifted names to place.

Members indicated a preference to continue discussion on names on a case-by-case basis as Council's relationship with mana whenua continues to grow and mature.

Staff suggested adding the word 'generally' on page 5, and adjusting the steps set out in appendix 1: Flowchart for naming of open spaces on page 7 to include the words 'consider inviting' mana whenua to propose a te reo Māori name.

This report brings the Open Spaces Naming Policy 2024 back to Council for formal consideration and adoption, following the completion of the workshop and review process.

3. Discussion

The Open Spaces Naming Policy applies to the naming (or renaming) of Council-owned open spaces, including parks, reserves, sports fields, playgrounds, neighbourhood parks, greenways, tracks and trails.

Since the Policy was approved in January 2024, two Council open spaces have been named. Firstly, an unnamed walking and cycling linkage in Bannockburn which has since been named 'Campbell Lane', as approved by the Cromwell Community Board. Second was Kāmoanahaehae – Riverside Park, as approved by the Vincent Community Board.

Both these cases have been a good test of the Policy to determine its usability and identify any unintended consequences. Overall, the Policy has proven to be a robust Policy that is clear, easy to understand and use and reflective of Council's intention.

Over the past year, Council staff have documented any updates to the Policy that could be made to improve it. These are included in appendix 1, which shows the revised policy with amendments incorporated using tracked changes.

A summary of the proposed amendments include:

Methods of engagement

Clarification around engagement and when it is determined it needs to be undertaken.



Engagement with affected parties

- Council assesses whether engagement needs to be undertaken under Council's Significance and Engagement Policy.
- Council will decide the best method of engagement. The best method will be decided through an assessment of Council's Significance and Engagement Policy, as well as considering the context. Three methods for engaging are included below:
 - Seek feedback on a proposed name
 - Seek alternative suggestions to a proposed name
 - Seek any suggestions of proposed names

Suggested names

This confirms that Council seeks additional suggestions 'where appropriate'. This provides clarity that Council can seek additional suggestions (as this was not clear), while giving Council the flexibility to determine if seeking additional suggestions is appropriate or not, depending on the circumstances.

Suggested names

- Council considers whether there is a name in common use for the site already and whether any names have already been suggested.
- Where appropriate, If there are no suggested names, Council seeks additional suggestions through consultation.
- Suggested names are assessed against considerations. See considerations policy below.

Added to appendix 1: Flowchart for naming of open spaces on page 7 around seeking suggested names.

Unique

Additional wording has been added to reinforce that names should be unique, i.e. have not been used for another open space (or in some cases a neighbourhood or road name) over the district.

Unique

- Any proposed names should be unique. There should not be another open space with the same (or similar) name in Central Otago.
- It is preferrable that any proposed names have not been used elsewhere in the
 <u>District</u>, for example, for names of areas or roads, unless the open space is a themed named (named after a nearby neighbourhood or road).

Considerations

Addition of two additional 'Considerations':

Firstly,

- Use and purpose of the space
- Whether it enables storytelling and placemaking

Secondly, removed repetition under Considerations Policy (a procedural change as one paragraph was included twice).

Considerations

 A recommendation to name an open space will include evidence that the proposed name meets one or more of the considerations set out below:

Considerations

Celebrates placemaking and belonging.

Celebrates Central Otago's history by commemorating individuals, associations and events (see policy below).

Ensuring that under-represented groups that have played an important part in Central Otago's history are given appropriate prominence.

Aligns with name of an adjacent street or suburb.

Reflects the local landscape, topographical features, flora or fauna (preference for appropriate te reo Māori names).

Where an appropriate name is already in common use or has been published (for example New Zealand Gazette).

Use and purpose of the space

Whether it enables storytelling & placemaking

Change to appendix 1: Flowchart for naming of open spaces on page 7 to say 'and the overall Policy' at the end of the step 'Assess suggested names against considerations and the overall Policy'.

Commemorating individuals, associations and events

- Separated 'Individuals' into a standalone policy, Commemorating Individuals, aligning it
 with the existing Commemorating Associations and Events policy.
- Linked to incorporation of two additional Considerations (as outlined above).
- Established a higher threshold for commemorating individuals—recognition of an individual's contributions to the district alone is not sufficient. The use and purpose of the space must also be considered, ensuring it supports storytelling and placemaking.

Commemorating individuals, associations and events

- There may be some situations in which it is appropriate to commemorate individuals, associations ander events that have made a significant contribution to the Central Otago District.
- Council may reject a proposed name on the grounds of discrimination or behaviour from a subject that is otherwise harmful to wider community well-being. Council reserves the ability to rename an open space in the future on the same grounds.

Commemorating individuals

- There may be some situations in which it is appropriate to commemorate individuals who have made a significant contribution to the Central Otago District.
- However, an individual's contribution must carry significantly more weight than associations or events when considering commemoration.
- Council's Engagement Spectrum¹ should be used to assess the broader impact of naming an open space after an individual, ensuring the decision is appropriate and considers how widely the name's significance will resonate.
- Any chosen name must be meaningfully connected to the space's purpose, its story, and the way the individual's legacy is reflected through the space's use.

Dual naming

- Added in 'generally'
- Change to Appendix 1, adding in 'Consider inviting' to 'Consider inviting mana whenua to propose a te reo Māori name'.

Dual naming

- Council supports dual naming.
- Council acknowledges that dual naming can provide opportunities to:
 - o promote te reo Māori by use of a direct te reo Māori/English translation.
 - o improve the visibility of mana whenua connections to a place.
- When dual naming is used for open spaces, the te reo Māori name will <u>generally</u> be positioned before the English name.

4. Financial Considerations

The revision of this Policy has no identified financial considerations.

Options

Option 1 – (Recommended)

Council approves and adopts the revised Open Spaces Naming Policy.

Advantages:

- Provides a Policy that been amended to make more useable.
- Council has reviewed the Policy within set timeframe (determined when Policy was published).

Disadvantages:

No disadvantages have been identified.

Option 2

Council does not approve and adopt the revised Open Spaces Naming Policy.

Advantages:

No advantages have been identified.

Disadvantages:

- Any ambiguity in the Policy that has been noted, will continue to cause confusion.
- Council would not meet its obligations to review this policy within set timeframe (determined when Policy was published).

5. Compliance

Local Government Act 2002 Purpose Provisions	This decision promotes the social and cultural of communities, in the present and for the future by facilitating a process for naming open spaces (including renaming), which will enhance the district's character and heritage.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	This report is updating the adopted Open Spaces Naming Policy 2024.
Considerations as to sustainability, the environment and climate change impacts	No impacts identified.
Risks Analysis	No risks identified.
Significance, Consultation and Engagement (internal and external)	The Significance and Engagement Policy is to be referred to when Council is determining who is deemed affected by the naming or renaming of an open space. Decisions around the level of engagement that will take place is to occur under Council's Significance and Engagement Policy.

6. Next Steps

- Council approves and adopts the revised Open Spaces Naming Policy.
- The revised Open Spaces Naming Policy is made publicly available and uploaded to Council's website.
- Internal procedures and external guidance documents will be published to sit alongside this policy.
- This policy will undergo a formal review in three years.

7. Attachments

Appendix 1 - Open Spaces Naming Policy 2024 (Reviewed).pdf &



Open spaces naming policy 2024

Department:	Parks & Recreation
Document ID:	654665
Approved by:	
Effective date:	31 January 2024
Reviewed:	June 2025
Next review:	June 2028

Purpose:

This policy sets out a clear framework for naming open spaces and considers Councils' obligations under the Local Government Act and the Reserves Act to give effect to the principles of Te Tiriti o Waitangi (Treaty of Waitangi).

Principles and objectives:

- To provide a clear and consistent process for naming of open spaces owned or administered by Council.
- To ensure the district's identity and heritage is recognised and maintained in the naming of open spaces.
- To encourage locally significant te reo Māori names for open spaces and to enable greater visibility of mana whenua connections to Central Otago.

Scope:

This policy applies to the naming of open spaces (as defined below) in the Central Otago District.

This policy only applies to open spaces owned or administered by Council.

This policy is subject to the section 16(10) of the Reserves Act 1977

Section 16(10) of the Reserves Act 1977 sets out Council's obligations related to the classification and management of reserves, including naming.

The Minister, or the territorial authority or regional council in the case of a reserve vested in a territorial authority or regional council, may, from time to time, by notice in the Gazette, declare that a reserve shall be known by such name as is specified in the notice, and the Minister or the territorial authority or the regional council, as the case may be, may in like manner change the name of any reserve. Any change of name shall not affect the appointment or term of the administering body controlling the reserve or any member thereof:



Definitions:

Council	Central Otago District Council
Dual naming	Refers to open spaces that have both te reo Māori and English names. A dual name may not be a direct translation or transliteration of an existing English name.
Open spaces	Areas of land owned or administered by the Council for sporting, recreational, historical, environment and social purposes. May or may not be vested pursuant to the Reserves Act 1977. Also includes parks and reserves.
Unnamed open spaces	Open spaces with no formal name.

Policy:

Naming of open spaces

- Smaller open spaces may not be named but are identifiable by location.
- Naming of an open space will not preclude naming parts of an open space, its facilities or significant features within it, for example, a fountain, artwork or memorial.

Renaming of existing open spaces

- The renaming of open spaces may be supported where a new name would better align with the purpose of this policy, to promote the district's identity, heritage and mana whenua connections.
- Council reserves the ability to rename an open space in the future on the grounds of discrimination or behaviour from a subject that is otherwise harmful to the wider community well-being.

Engagement with mana whenua

- Council engages with mana whenua to determine if open spaces are of significance to mana whenua.
- Council has a partnership agreement with Aukaha. Naming of relevant sites of significance are handled in accordance with this agreement.
- · Mana whenua may prefer a dual naming arrangement. See dual naming policy below.



Engagement

- Council assesses whether engagement needs to be undertaken under Council's Significance and Engagement Policy.
- Council will decide the best method of engagement. The best method will be decided through an assessment of Council's Significance and Engagement Policy, as well as considering the context. Three methods for engaging are included below:
 - Seek feedback on a proposed name
 - Seek alternative suggestions to a proposed name
 - Seek any suggestions of proposed names

Suggested names

- Council considers whether there is a name in common use for the site already and whether any names have already been suggested.
- Where appropriate,, Council seeks additional suggestions through consultation.
- Suggested names are assessed against considerations. See considerations policy below.

Considerations

 A recommendation to name an open space will include evidence that the proposed name meets one or more of the considerations set out below:

Considerations

Celebrates placemaking and belonging.

Celebrates Central Otago's history by commemorating individuals, associations and events (see policy below).

Ensuring that under-represented groups that have played an important part in Central Otago's history are given appropriate prominence.

Aligns with name of an adjacent street or suburb.

Reflects the local landscape, topographical features, flora or fauna (preference for appropriate te reo Māori names).

Where an appropriate name is already in common use or has been published (for example New Zealand Gazette).

Use and purpose of the space

Whether it enables storytelling & placemaking

Commemorating associations and events

 There may be some situations in which it is appropriate to commemorate associations and events that have made a significant contribution to the Central Otago District.



Council may reject a proposed name on the grounds of discrimination or behaviour from a subject that is otherwise harmful to wider community well-being. Council reserves the ability to rename an open space in the future on the same grounds. Commemorating individuals

- There may be some situations in which it is appropriate to commemorate individuals who have made a significant contribution to the Central Otago District.
- However, an individual's contribution must carry significantly more weight than associations or events when considering commemoration.
- Council's Engagement Spectrum¹ should be used to assess the broader impact of naming an open space after an individual, ensuring the decision is appropriate and considers how widely the name's significance will resonate.
- Any chosen name must be meaningfully connected to the space's purpose, its story, and the way the individual's legacy is reflected through the space's use.

Gifting and Sponsorship

- From time-to-time Council may be approached with an opportunity to benefit from a
 gifting and sponsorship arrangement, through circumstances outside of this policy.
- In some cases, it may be appropriate to recognise the name of donor/s and/or sponsor/s within a name.
- Council assesses naming proposals related to gifting and sponsorship on a case-bycase basis

Language

- All wording must be approved by Council.
- Proposed names must not contain any language that is vulgar, profane, abusive, hateful, sexually explicit, or expresses bigotry, racism, discrimination, or hate.
- Proposed names must not contain information that is defamatory, threatening, disparaging, inflammatory, false, unsubstantiated, or violates the privacy or intellectual property rights of any third party.
- Proposed names may be created in any internationally recognised official or indigenous language. An accurate English translation must be provided to Council for the purpose of assessing the application. All translation required will be verified by a professional translator.

¹ Council's engagement spectrum can be found in Council's Significance and Engagement Policy



 Council supports bilingual signage and will allow exemptions to size and design specifications to allow for translation on signage.

Te reo Māori names

- Council supports te reo Māori names for open spaces.
- To recognise the significance of names provided by mana whenua, naming of relevant sites of significance, including decisions around obtaining wider public approval, are handled in accordance with the partnership agreement between Council and Aukaha.

Dual naming

- Council supports dual naming.
- · Council acknowledges that dual naming can provide opportunities to:
 - o promote te reo Māori by use of a direct te reo Māori/English translation.
 - improve the visibility of mana whenua connections to a place.
- When dual naming is used for open spaces, the te reo Māori name will generally be positioned before the English name.

Unique

 Any proposed names should be unique. There should not be another open space with the same (or similar) name in Central Otago.
 It is preferrable that any proposed names have not been used elsewhere in the district, for example, for names of areas or roads, unless the open space is a themed

named (named after a nearby neighbourhood or road).

Historical significance

Any proposed names with historical significance are referred to the local relevant Historical Society or Heritage New Zealand for verification.

Non-historical significance

Council will undertake due diligence to verify applications relating to non-historical issue.

Relevant legislation:

- Local Government Act 1974
- Local Government Act 2002
- Resource Management Act 1991
- Reserves Act 1977

Related documents:

Council's Reserve Management Plans



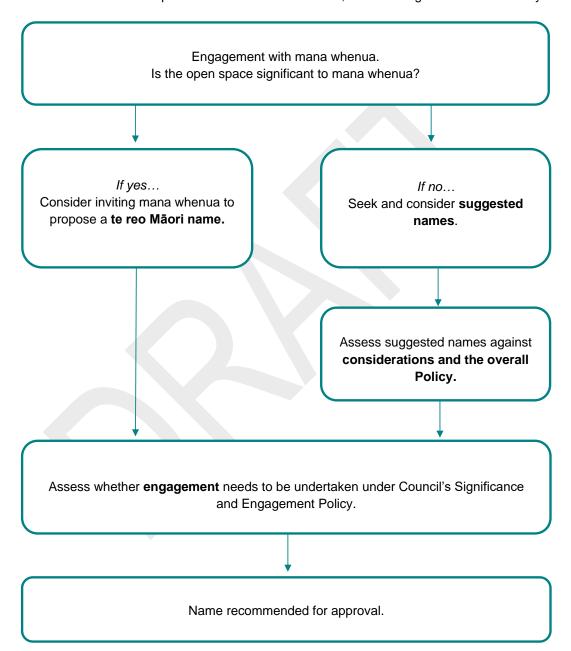
- Council's Open Space and Recreation Strategy
- Council's Play Strategy (forthcoming)
- Council's Significance and Engagement Policy
- Council's Regional Identity and Values²
- Partnership agreement between Council and Aukaha.





Appendix 1: Flowchart for naming of open spaces

This flowchart provides a visual aid to demonstrate how this policy will be applied. Note that Council will have formal procedures that will be followed, and this diagram is indicative only.



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25.12.10 CENTRAL OTAGO DISTRICT COUNCIL TREE POLICY RENEWAL

Doc ID: 2488596

Report Author:	Gordon Bailey, Parks and Recreation Manager
Reviewed and authorised by:	Saskia Righarts, Acting Group Manager - Community Experience

1. Purpose of Report

To consider adoption of the updated Tree Policy.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Adopts the Central Otago District Council Tree Policy 2025.

2. Background

The Central Otago District Council (the Council) is responsible for approximately 6,500 trees in the district, made up of approximately 3,000 street trees and 3,500 park or amenity trees. Trees provide many benefits to communities, including aesthetic, environmental, economic, cultural and social. Trees reinforce the local identity and character of a place, which makes them an important tool in urban design, particularly with increasing urbanisation.

Trees are particularly celebrated in Central Otago through the Alexandra Blossom Festival and various autumn festivals.

Tree issues often trigger an emotive response from the public for a range of reasons, from excessive leaf dropping to shading. Clear policy in this area is required to ensure all tree requests are handled in an equitable manner.

The Council Tree Policy 2022 (the Policy) was adopted at the 9 November 2022 Council meeting, with a resolution to undertake a review in 2025. The 2022 Tree Policy updated the earlier 2020 Tree Policy. The 2020 policy sought public feedback with 12 suggestions being received. The Tree Policy 2022 is found in Appendix 1.

The purpose of the Policy is to ensure existing trees, tree spaces, canopy cover and succession planting meets the needs of the community, can provide for growth, and continue to be protected and enhanced.

To date the Policy has been successful in helping the Council manage trees to meet community aspirations and provide guidance to ensure appropriate trees are planted in the appropriate places. More importantly it has provided guidance to staff on maintenance

responsibilities and the ability to develop a tree maintenance programme through the Councils Open Spaces contract.

3. Discussion

The existing Tree Policy is working well with public interest in trees being very high.

Over the last 3 years the following Service Requests have been logged relating to tree requests. The majority of those relating to fallen trees are from the Alexandra to Clyde cycle trail.

Tree Service Requests Year	Tot al SR' s	Removal Requests	Maintenance Requests	New Trees	Trees Fallen
2023	44	5	25	2	12
2024	64	4	46		14
2025	18	1	12		5

The revised Tree Policy has been updated to provide clear process and understanding of what Council is responsible for in the way of provisions, protection and maintenance of trees.

Key enhancements from the Tree Policy 2022 are as below with the Tree Policy 2025 found in Appendix 2.

Clearer policies on development, construction, and activities around trees under the 'Protection' section. The Tree Policy provides more detail on working within tree root zones and directing when a Protection Management Plan (TPMP) is required.

Flexibility to use other tree valuation processes alongside the Standard Tree Evaluation Method (STEM). The Tree Policy now allows for Council to adopt more widely used, accessible, and modern tree valuation methods to help identify the required financial compensation for the loss or removal of trees unable to meet the replacement policies. Council will look to determine if iTree – a simple international web-based tool for valuing and estimating the benefits of individual trees would be a more useful tool.

Introducing a 2-for-1 tree replacement i.e. the planting of a minimum of two new trees for every tree removed. The Tree Policy provides direction on where and when mitigation planting is required. This policy is to help retain the trees within urban areas where Council often receives requests to remove street trees in both new and existing subdivisions to install a new vehicle crossing into a property, or other reason.

The Tree Policy now states that any wilding, noxious and pest plant species that were self-seeded are excluded and do not apply to the Policy, as these are covered under Council Wilding Conifer Control Policy.

A clear definition of a 'significant tree' to ensure it is clear under what circumstances a proposed tree removal will require public consultation.

A definition on the public consultation required for significant tree removal requests. Detail on the activity of topping trees and why it is prohibited.

Council staff are reviewing NZS4404 Land Development and Infrastructure Development Standard which will cover such items as requiring tree pits and root guards for street trees, verge size adequate to support a tree long term and other tree related requirements which will guide developers on requirements of trees within subdivisions. The Standard is complimentary to this Policy.

4. Financial Considerations

Budgets are set within the 2025/34 Long Term Plan for Tree maintenance and planting.

5. Options

Option 1 – (Recommended)

Recommend the Tree Policy 2025 for adoption.

Advantages:

- Once adopted, the district will have a more relevant, user-friendly policy that will
 ensure that existing public trees and new tree plantings meet the needs of the
 community and will continue to be maintained and enhanced.
- The Tree Policy 2025 will ensure improved protection and management of Council owned and managed trees.

Disadvantages:

- Some people may not be supportive of the proposed changes.
- Tree scenarios may arise that are not covered within the 2025 Tree Policy.

The Policy can be reviewed more regularly to account for the speed of growth, climate change, and biodiversity requirements in the district.

Option 2

Do not adopt the Tree Policy 2025.

Advantages:

• The existing policy remains active.

Disadvantages:

The current Tree Policy will remain active, cumbersome, and ambiguous.

6. Compliance

Local Government Act 2002	This decision promotes the	
Purpose Provisions	(social/cultural/economic/environmental)	
	wellbeing of communities, in the present and for	
	the future by protecting and enhancing the by	

	protecting and enhancing the how Council owned trees network is managed.		
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	 Reserves Act 1977 Council Tree Policy 2022 Local Government Act 2002 Open Spaces and Recreation Strategy 2025 		
Considerations as to sustainability, the environment and climate change impacts	Protection and enhancement of trees provides positive enhancement of the environment and helps to mitigate the effects of climate change.		
Risks Analysis	No risks identified		
Significance, Consultation and Engagement (internal and external)	The Tree Policy has a 'low' level of significance under the Significance and Engagement Policy due to consistency, known community interest (12 submissions in 2020), reversibility, and financial consequence. Consultation is not required under the Policy.		

7. Next Steps

Once adopted the Tree Policy will replace the existing policy and will be posted on Council's website.

8. Attachments

Appendix 1 - Tree Policy 2022 <u>U</u> Appendix 2 - Tree Policy 2025 <u>U</u>

Central Otago District Council Tree Policy 2022



1 Dunorling Street PO Box 122, Alexandra 9340 New Zealand



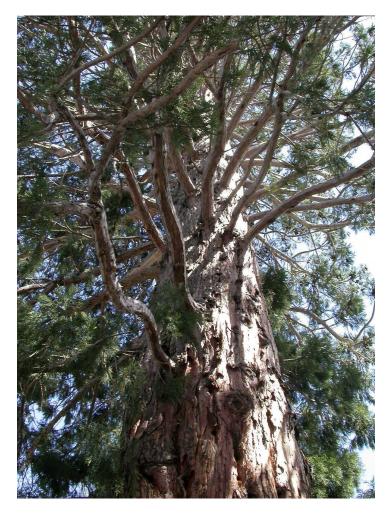
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Purpose:

Central Otago District Council's District Tree Policy 2020 specifies those principles, policies, and objectives regarding Council's ongoing protection and management of Council-owned trees within the District.

The District Tree Policy:

- Outlines the Council's commitment to managing Council trees as a valued asset of the District.
- Outlines Council policy regarding tree requests made to Council.
- Defines the benefits of trees both to the environment and to people.
- Recognises the ecological benefits of regenerating native vegetation on Councilowned lands, as well as exotic plantings, to enhance and showcase the district's biodiversity.
- Makes a commitment to encouraging widespread planting which defines and enhances the District's unique landscape character.
- Ensures trees are a high priority in the new and changing landscapes of urban areas.
- Re-affirms the Council's commitment to the protection and management of trees on public land through tree protection provisions in the District Plan.
- Provides a mandate for the Council's involvement in the management of trees as an integral component of the urban and rural environments which comprise the District.
- Has a key focus on sustainability and self-sufficiency.
- Encourages communication across Council departments to ensure retention of amenity trees, and to maximise planting of trees wherever possible during upgrading of any utility or development projects.
- Recognises the limited life span of many tree species.
- Recognises that trees can pose a potential risk, and that best practice tree
 assessment programmes are required to identify and mitigate such risks. Some
 species of trees, such as old Lombardy Poplar trees, are known as high-risk tree
 species that require regular monitoring and assessment as they age.
- Recognises the use of trees in being an effective way of controlling traffic speed, especially between the rural and urban interface.
- Encourages the planting of fruit and nut trees across the district where practical.

Background:

The Central Otago District Council Tree Policy 2020 addresses issues relating to the recognition, strategic planning, management, and long-term continuity of the tree resource within Central Otago. It has an important role in raising the awareness of the community in relation to the benefits of trees, their multiple functions and the ways in which they contribute to improving the condition of our environment.

The District Tree Policy applies to individual trees, groups of trees and areas of existing and regenerating bush on Council-administered reserves, civic open spaces, and other Council-



owned lands that fall within the jurisdiction of Council's Parks & Recreation or Property Departments.

The District Tree Policy complements Council's Reserve Management Plans.

Definitions:

The following definitions are given for words and terms found within the texts and appendices of the District Tree Policy.

Adventitious Growth that arises from (normally) suppressed buds, or from

(adventive) those plants which invade or inhabit a site first.

Amenity value Provides positive features and qualities in the landscape.

Approved arborist A suitably qualified person who can demonstrate proven

experience, competency and ability in the field of arboriculture.

Arboriculture The planting and care of trees.

Arterial route Route or road of regional or district strategic importance as

identified on the District Plan Maps.

Bollard Post or fixture that serves to protect trees from vehicle and

environmental damage.

Branch collar The raised rim of bark tissue at the connection point between a

branch or stem.

Cambium zone The area of dividing tissue within a tree found between the outer

bark and the woody stem.

Canopy The extent of the foliage cover of any tree or plant.

Carriageway Area designated for vehicular movement.

Circumferential The area within a circumference.

Climax vegetation Vegetation which will ultimately form the canopy of the forest area

or final stage of succession.

CODIT An acronym for the term Compartmentalisation Of Decay In

Trees, meaning a two-part descriptive model on the process of

decay in trees.

Co-dominant

Stems of similar size originating from the same position on the

stems main stem.



Compaction Ground that has hardened/compressed as a result of constant

wear by environmental or mechanical means.

Containerised

plants

Plants that have been grown in pots or receptacles in a nursery

environment.

Covenant Legal mechanism that provides agreement to protect a feature.

Crown lifting Removing the lower branches of a tree to provide clearance for

buildings, vehicles, pedestrians, services and vistas. Lifting is carried out to no greater extent than 1/3 the overall height of the

tree in proportion to the tree's canopy.

Crown thinning Removal of dead, declining, and secondary growth to increase air

movement and light through the crown. Thinning is carried out to no greater extent than 20% of the canopy in proportion to its size.

Cultivar Variation of plant species specifically selected and produced by

people.

Directional pruning Removal of branches at the stem to encourage overall growth

away from a feature or fixture.

Drip LineThe area directly located under the outer circumference of a tree's

branches.

Ecological Modes of life, habits and relationships of living organisms and

their environment.

Eco sourcing Replanting with only locally occurring natural genetic plants

materials.

Encroachment A situation where the public recreational use or appreciation of the

reserve is reduced or obstructed by the private use of the reserve. Alternatively, when roots or branches of a tree grow over or into

neighbouring property.

Endemic Refers to a plant type found only in a particular area.

Environment The physical and biological factors within a given site.

Exotic Plant or animal introduced from another country.

Formative pruning Pruning a tree to enhance the branch structure in relation to a

tree's long term shape and structural strength.

Gro-tube Tree shelter designed to protect plants from stock.

Growth points The position from which growth occurs.



Guardianship Providing for the fostering and care of a feature or entity.

Hazardous tree A tree which has physical, structural and/or biological defects that

has been identified or evaluated as representing danger to life or

property.

Indigenous Plant or animal that occurs naturally to an area.

ISA International Society of Arboriculture. A world-wide organisation

representing professional arborists.

ISA Tree Hazard **Evaluation Method** Standard evaluation method that identifies the hazard rating of

trees.

Landscape values Those features of the land that make up the wider visual

appreciation of an area when viewed as a whole, such as trees,

vegetation, water, and/or landform.

Local Character

species

Those species that define the local character of the district, through either being a dominant native species or significant

cultural/historical species.

Local pioneer

species

Plants that establish easily and provide the first tree cover,

occurring naturally in the District.

Long term value Providing positive and useful effects over a long period, usually

over 50 years.

Term of the Property Law Act 2007 that refers to an adverse Loss of enjoyment

effect on property and enjoyment of it.

Mitigate Moderate or neutralise the effects of an activity.

Mulch The woody debris arising from the chipping of trees and plants

that can be used to suppress weed growth and enhance nutrient

and microorganism activity around desirable plantings.

Non endemic native plants

Native plants that are not found naturally in the Central Otago

Ecological Region.

Notable tree A tree or group of trees that are considered significant for their

> historical, botanical, landscape, amenity or cultural values and are identified as such in the Central Otago District Plan and includes a

Heritage tree or Protected Tree listed in that Plan.

Arboricultural Operations Manual The operational instruction manual that sets out the standard method for contractors to follow when commissioned to carry out

arboricultural work.



NTP An abbreviation for the term Natural Target Pruning – a model

demonstrating the proper position and sequence of cuts to be

made when pruning.

NZAA New Zealand Arboricultural Association. A national organisation

representing professional arborists.

Photosynthate A substance (usually sugars and other carbohydrates) derived

from photosynthesis – the complex process of conversion of light

energy to chemical energy.

Pioneer species One of the first naturally-arising plant species to appear on any

landscape.

Pollarding A pruning method of training branches, used on some large-

growing trees, where the tree is pruned to the same growth points (annually or regularly), to maintain the crown to a particular size.

Proactive Carrying out activity before it becomes a necessity.

Protected trees A protected tree is a notable tree that is listed in the District Plan

schedule.

Reactive Carrying out activity in direct response to an enquiry or

observation.

Reduction pruning The shortening and/or removal of select branches within a tree to

reduce the overall size of the tree canopy.

Regenerative

pruning

The removal and/or pruning of branches or stems to encourage a

plant's recovery from damage or stress.

Remedial pruning Pruning to correct imbalances or deformities in tree shape and

form, to reduce duplication in branch formations, to remove

damaged tissue (includes deadwood).

Remnant The natural vegetation remaining from an original tree stand or

plant colony which has been modified.

RNZIH evaluation

method

A national standard (compiled by the Royal New Zealand Institute of Horticulture) used to assess the contribution of a tree(s) within

the landscape, using a points system to determine health,

condition and monetary value.

Root ball The mass of roots surrounding and from a tree or plant, usually

10-12x the trunk diameter (measured outwards from the trunk)

and to a depth determined by root density.



Root grafting The inter-connected growth of roots from two or more trees, that

allows potential sharing of water and nutrients.

Root zone The area covered by the full extent to which roots spread from a

tree(s).

Rural roads consist of local roads whose primary function is to

provide access to adjacent properties and arterial routes.

Rural Road Reserve

The entire surveyed legal length and width of a road regardless of

where existing fence boundaries are located, including formed

carriageway and unformed road verges.

Secondary growth

branches

All growth arising within a plant or tree that is secondary to the

main branch/stem framework.

Senescence Biological aging, i.e. the change in the biology of an organism as it

ages after its maturity. Such changes range from those affecting

its cells and their function to that of the whole organism.

Short-term value The limited contribution, in terms of lifespan and/or beneficial

attributes, of a tree or plant within any landscape. The time scale

is usually less than 50 years' duration.

Significant tree A tree identified as having long-term life expectancy and/or high

amenity value.

Soil conditioners Additives (synthetic or organic) that increase the capacity of soils

to function as a healthy medium for plant growth.

Soil pan A layer(s) within the soil which is impervious, inhibiting the

movement of water and air.

Solar access The availability or penetration of sunlight.

Structural safety The inherent capacity of a tree or plant, observed by examination

of its structure, shape and form, to withstand wind loading and/or other physical force in order to resist failure, breakage or collapse.

Sucker growth Fleshy shoots and growth arising from below a graft union or from

the base of a tree or plant.

Suppressed growth/branches

Branches or stems under severe stress due to competition for light or nutrient. Usually these branches or stems will die in the

short term.

Sustainability The capacity of a tree to survive and thrive within the environment

it is planted in without intensive maintenance or management.



Topping A lay person's term meaning the removal of the head or topmost

section of a tree or plant. Topping is not an accepted professional

arboriculture practice.

Trade-off A negotiated outcome that provides benefit to all parties and may

mean limited compromise.

Tree A perennial woody plant at least 6 metres in height at maturity,

having an erect stem/s or trunk/s and a well-developed crown or

leaf canopy.

Trees isolation

systems

Built structures or manufactured products that isolate a tree from potential damage (such as a protective cage or ground-level

surround that prevent damage from stock or mechanical damage.

Urban treeA formal planting of specialised botanical or feature interest.collectionUsually designed, recorded and maintained as a long-term

permanent asset.

Vista A view, view shaft, or framed view point.



Trees - A Valuable Asset:

1. Council's Guardianship Role

- 1.1. Central Otago District Council currently manages some 3000 urban street trees and around 3500 specimen trees in parks, reserves and other Council-owned lands.
- 1.2. The Council takes a proactive approach, by regularly planting new trees on public land primarily to maintain and replenish the numbers of street trees and native or exotic trees in parks and reserves. Council covers the care and maintenance of trees in the public domain, including arboricultural works related to the clearance of trees near power lines and other structural features.
- 1.3. Council has a duty of care to ensure tree assessment programmes are developed and implemented to mitigate risks posed by trees to public safety, including risks to infrastructure. Council acknowledges that certain tree species such as Lombardy Poplar and Eucalyptus species can potentially pose more risk than other trees depending on their age, location and health. Such trees will require more regular assessment and monitoring.
- 1.4. Council also provides for the protection of trees on public and private land through tree protection rules and provisions within its District Plan. A tree(s) can be protected:
 - as a notable tree that is listed in the District Plan schedule
 - as assessed by the Royal New Zealand Institute of Horticulture (RNZIH) Standard Tree Evaluation Method (STEM)
- 1.5. Succession planting needs to be managed in a proactive way when possible. However, there will be times when trees have reached the end of their useful lives and will need to be replaced. All tree planting and removals will be carried out in accordance with this policy.

2. Trees in the Landscape

- 2.1. Trees are an essential and distinctive component within the landscape. The living nature of trees and the need for continuity makes the processes of replacement planting and ongoing planned renewal a critically important aspect of landscape management.
- 2.2. Tree planting and management in urban streets, parks, reserves, and Council-owned land throughout the District is vital to counterbalance the continuous development and growth we are experiencing. Without such a cycle of replacement and renewal the incremental loss of trees will create temporary gaps and/or serious long-term degradation of the landscape.
- 2.3. The District's existing private property tree resource should be seen as a partner to Council-organised tree planting on public lands. Public and private plantings together combine to create tangible and enduring environmental and amenity benefits for the District. This policy specifically encourages appropriate subdivision and greenfield development plantings that consider appropriate views, opens spaces, and shading; along with encouraging and providing advice on appropriate trees to plant in the vicinity of any road.
- 2.4. Council's focus will be on reducing its exposure to potential tree risks and maintenance liabilities within its tree asset.

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3. The benefits derived from Trees

- 3.1. Trees provide multiple benefits. These comprise a range of different aspects such as aesthetic, environmental, ecological, economic and social factors. Trees can be used in our urban and rural landscapes to achieve substantial positive outcomes for the community and visitors alike.
- 3.2. The ability of trees to reinforce the local identity and character of a place makes them an important tool in urban design. In addition, the natural and cultural heritage values of significant old trees provide an important depth of meaning and history within the landscape.
- 3.3. Trees also assist in modifying and ameliorating some of the less desirable aspects of urban environments, such as air pollution, noise, degraded water quality, water run-off, convected or reflected heat, wind exposure, and erosion. Trees provide substantial benefits in relation to the ecological health and sustainability of our urban built environments. They provide habitat for our important indigenous flora and fauna. The air, water, and nutrient exchange processes undertaken by trees are fundamental to human existence and the continuity of the food web which supports all life on Earth. Urban trees improve the environment by absorbing, filtering, and purifying the basic elements of air and water.

4. The Difficulties with Trees in the Urban Environment

- 4.1. It is undeniable that trees in urban locations can create problems of a physical nature, most commonly seen in the limitation of development potential, interference with underground and overhead services, disruption to foundations, difficulty of access, leaf fall blocking drains and storm water channels, traffic safety issues related to reduced visibility, interfering with and creating safety and operational risks to powerlines, excessive shading, and obstruction of views. Additionally, problems of a more social nature, such as safety at night and disputes between neighbours, are also issues related to the effects of urban trees. In such circumstances it will be necessary to explore ways in which people and plants can co-exist.
- 4.2. Central Otago District Council's approach to street trees along roadsides has become one of rationalisation. Wherever street trees exist, or are proposed, the potential conflict with utilities and road assets is assessed prior to any decision to retain, maintain, or remove.
- 4.3. Strong community interest in environmental issues, preservation of historic character, and general support for the provision of green residential and urban amenity means that Council must strike the appropriate balance between the management and protection of valuable vegetation and the avoidance of real and perceived detrimental effects associated with trees. This includes a danger to life and property.

5. The Relationship between the District Plan and District Tree Policy

- 5.1. The **DISTRICT PLAN** provides the statutory mechanism for the protection of district trees, as directed by the Resource Management Act 1991. The provisions in the District Plan apply to public and private lands.
- 5.2. The **DISTRICT TREE POLICY** only applies to trees on public lands that are owned and/or administered by the Central Otago District Council. The District Tree Policy provides policies and guidelines for the management of trees on council land, but

<u>1</u>



these do not carry the weight of law. The policy cannot override the statutory responsibilities in the District Plan. Council has a number of Reserve Management Plans prepared under the Reserves Act 1977. As these plans are a statutory obligation, any specific clauses relating to trees within those plans will take precedence over this policy.

5.3. The **DISTRICT TREE POLICY** advocates for the protection of trees through education, advice, and promotional activities but does not cover trees that are protected under the District Plan.

DISTRICT PLAN

PURPOSE

Regulatory and non-regulatory provisions for the protection and maintenance of trees on <u>private</u> and <u>public lands</u>, through:

- Identification of Notable Trees in a schedule in the District Plan.
- Applying standards in the District Plan to Notable Trees and Significant Natural Areas.
- Placing conditions on resource consents, and
- · Education and advice to landowners.

ADMINISTERED BY:

Council Planning Department in conjunction with the Council Parks and Recreation Department.

DISTRICT TREE POLICY

PURPOSE

Recognition, strategic planning, management and long-term continuity of the tree resource on public lands <u>owned</u> and/or administered by the Central Otago District Council.

With emphasis on:

- Trees on council reserves and public open spaces.
- Trees on urban and rural road reserves.
- Identification of Amenity Trees within the CODC area.
- Education and advice to landowners.

ADMINISTERED BY:

Council Parks and Recreation Department

Figure 1. Relationship between the District Plan and District Tree Policy

Notable Trees are protected under the Resource Management Act 1991 due to their significance for historic, botanical, landscape, amenity, or cultural reasons. Notable trees can be on public or private property. Rules in the District Plan apply to the maintenance or removal of notable trees and activities within the drip line area.

Policies and Procedures for the Management of Trees

1. Tree Planting

This section contains policies relating to tree planting principles and specific policies regarding Council tree planting on urban streets, bush remnants and revegetation plantings. It applies to all trees planted on all reserves held by Council under the Reserves Act 1977, civic open space, and other Council land including urban streets.

Objective: Council tree planting will ensure the existing distinctive landscape characters of the District are reinforced, by primarily using

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species considered appropriate for the area. Tree planting within the urban road corridor will only be undertaken by Council.

- Policy: Existing district planting themes established for the various urban areas of the District shall be implemented. The long-term cost impacts associated with ongoing maintenance shall be considered. Trees with invasive roots, prone to branch drop or disease such as Plane trees Platanus species, (Anthracnose) Robinia, Gleditsia, Eucalyptus species will be avoided, as will those with limited life expectancy such as Lombardy Poplar (Populus nigra Italica).
- The planting of Trees with the potential of invasive growth, or any plants
 designated as "pests" by the Otago Regional Council or with the propensity to
 become a wilding tree will be avoided.
- Policy: An emphasis shall be placed on ensuring a diversity of species suitable for the particular area, with consideration given to avoiding planting trees that may have a detrimental effect on people's health.

Explanation: Within the District there are distinctive landscape character areas that are reflected by the nature of their vegetation. District-wide planting themes have been established for the urban areas of the District. This can be reflected by the native species present in a particular location or by trees planted that reflect the area's human history. Appropriate plant selection will build on these unique identities by using the most appropriate plant associations for the site.

Council does not allow private planting within the urban road reserve boundaries unless prior approval is granted.

Objective: The existing botanical diversity resulting from the mix of trees shall be preserved and enhanced for educational, local and visitor interest.

 Policy: Botanical collections shall be continuously developed through planting to form the basis of a district wide arboretum.

Explanation: Parks and reserves should be seen as an extension to broadening the vegetation gene pool and allowing a wider use of new species.

Objective: A long term tree framework shall be maintained throughout the District, including local eco-sourced native species where appropriate. There will be a focus on raising community awareness of the long term benefits derived from trees.

- Policy: Council shall plant potentially large trees wherever space permits, except in floodplains and where there is a potential risk to safety including to infrastructure or adverse effects on open space.
- Policy: Council shall plant trees of longevity and heritage value incorporating, where possible, nursery stock material specially propagated from existing notable and/or character trees. For natives, eco-sourced plants will be obtained where practicable.

Explanation: There is a trend towards smaller residential lots because of infill subdivision and cross leasing which has resulted in a reduction in the number of large trees in urban areas. Therefore, trees which grow to ultimately large proportions will be

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planted on council-owned land wherever space permits, to ensure that the urban areas still contain substantial trees of long term value.

Objective: To provide distinctive landscapes of mature trees throughout urban areas (other than in areas specifically acknowledged as tree-less open space landscapes).

- Policy: Urban tree collections or native re-vegetation shall be established on reserves that are difficult to maintain through traditional grazing or mowing methods.
- Policy: Council shall develop tree collections, with an emphasis on factors such as:
 - Longevity.
 - Heritage value (natural and built).
 - o Local character (natural and built).
 - o Low maintenance.
 - o Fast establishing species.
 - Wildlife habitat to encourage native birdlife.
 - Sustainability.
 - o Fruit and nut production.
 - Non-invasive species.

Explanation: Currently, the Council has some reserve areas that are maintained by grazing or irregular mowing. Many are difficult to manage this way and those suited to planting will be scheduled for conversion to urban tree collections or native habitat creation. Opportunities exist to develop these sites by integrating a high value tree framework with open space to create the potential for passive recreational use in the future. Those open space areas deemed to be characterised as primarily tree-less landscapes will not be considered for tree planting.

Objective: To reduce the necessity for intensive maintenance of trees.

- Policy: Council shall give preference to planting species that:
 - o Are pest- and disease-resistant.
 - o Provide maximum environmental/ecological and seasonal benefits.
 - Have a proven track record for establishment and sustainability within the local environment.
 - Require less maintenance.
 - Are not pest plants.
- Policy: The Council shall ensure that:
 - o Quality plant stock is used.
 - Standardised specifications and techniques and practises are used to plant and maintain trees covered by this policy.
 - The correct species is chosen in relation to the limitations of the site.



Eco-sourced plants will be used where practicable.

Explanation: Choosing the most appropriate species for the conditions and aspects of the site can reduce long-term maintenance problems. By using quality plant stocks appropriate for the site many long-term maintenance liabilities can be avoided.

Objective: To increase the awareness and use of local native plants and locally-developed plant selections, both native and exotic.

 Policy: Local eco-sourced native species and locally developed plant selections and cultivars shall be featured where there is opportunity to do this well. The preferred approach will be to integrate native and exotic plantings, as seasonal colour form and textures created by this mix is seen as an important feature in amenity plantings in communities across the district.

Explanation: Opportunities exist to promote the use of local native species and developed plant selections and their cultivars to feature these during promotions and festivals.

Objective: To ensure that design, planning, safety, and cost impacts are considered prior to planting.

- Policy: The designs for new tree planting shall be based on:
 - The relationship of trees with their surroundings in terms of character, form, amenity, and ecological value.
 - The foreseeable effects of trees in relation to shade, views, services and potential damage to built structures and their effect on the wider landscape.
 - \circ $\;$ The scale of trees in terms of built structures in relation to potential size and numbers of trees used in the design.
 - The outcome, where applicable, of any service request relating to street tree planting which is accepted by Council.
 - The cost of successfully establishing new planted areas and the ongoing costs associated with sustainable maintenance.
 - Potential impacts on road and pedestrian safety.
 - Potential adverse impacts on the operation and maintenance of infrastructure.

Explanation: Trees are dynamic - they naturally change and develop over time. The design and planning of plantings create a range of opportunities to address the constantly changing characteristics of plantings and the needs of potential new planting sites.

2. Street Tree Planting

Objective: Council considers that urban streetscapes throughout the district will be enhanced by appropriate tree planting.

• Policy: Future tree plantings shall be concentrated in urban streets where:



- There is enough space to accommodate root zone development (the minimum requirement is 1.2m wide).
- Street trees are unlikely to cause significant long term management problems (such as potential conflict with overhead wires, underground services, traffic visibility, or alternative road plans).
- All new subdivision works shall submit to Council as part of the consent approval process a street tree planting plan detailing species, size, location, irrigation plans and planned ongoing maintenance regimes.
- Where appropriate, street and park trees planted shall be provided with an appropriate irrigation system approved by Council. Typically, this system must have a design life of at least five years.
- Policy: The actual placement of individual street trees shall be based on the following matters:
 - o The overall design of the street planting.
 - The proximity to and likely safety and operational effect on overhead wires.
 - o The proximity to and likely effect on underground services.
 - The effect on vehicular and pedestrian access and visibility.
 - The possibility of alternative roading plans such as road widening and intersection improvements.
 - o The consideration of enhancing shade opportunities.
 - The likelihood of and need for protection from vandalism.
- Policy: Street trees plantings shall be regularly reviewed, through standard contract management procedures and programmed inspections.
- Policy: Unauthorised planting of trees by residents on urban street or rural road berms is not permitted. Council reserves the right to have such plantings removed.
- Policy: The Planning and Roading teams shall consult with Council's Parks and Recreation Department at the project's scoping phase with regard to creation of tree planting opportunities and retention of existing trees during any subdivision or road project process.

Prior to removal of any existing trees, consideration will include provision for:

- Centre islands or median strips wide enough for tree planting.
- o Wider grass berms.
- Variations in road alignment.
- The use of "setbacks", especially in commercial zones.
- Maintaining road safety and activity clearance.
- Consideration of New Zealand Standard SNZHB 44:2001 Subdivision for People and the Environment may also be required in some situations.
- Mitigating the effects of large car parking areas using trees to screen cars and provide shade.

Explanation: It is essential to only carry out new plantings where there is sufficient local support and then to ensure that trees are chosen and placed where there is a high

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chance of success with limited long-term management problems. The current trend of rationalising low value high maintenance trees and redirecting the funding to developing high value low maintenance plantings will be a priority. Council will also seek to enhance streetscapes through liaising with developers to create improved planting opportunities through alternative street designs.

3. Maintenance of Trees

3.1. Acceptable Pruning and Maintenance Standards

Objective: To promote maintenance of trees in a safe, healthy and natural form.

 Policy: Council intends to actively work with the appropriate lines companies to assess, where practicable, that overhead wires could be placed underground. The highest priority will be given to those areas where significant tree issues arise with the wires.

There are circumstances where it shall be necessary to remove the top growth of trees, for example in the following circumstances:

- Where trees are near power lines in preference to removing the trees altogether. However, if identified as low value and high maintenance, consideration may be given to removal.
- Where trees are considered a safety hazard and removal of the upper crown is deemed acceptable to alleviate the hazard and retain the tree(s).
- Where trees interfere with navigation, radio or telecommunications facilities.
- Where trees are undermining a flood protection or erosion control structure.
- Where a group of trees constitutes a shelterbelt or hedge.
- Where undertaken to ensure clearance requirements around power lines/cables in accordance with the Electricity (Hazards from Trees) Regulations 2003, or to ensure the operation and maintenance of infrastructure is not compromised
- Policy: Acceptable pruning methods such as natural target pruning, crown lifting, and crown thinning shall be used to maintain trees in as natural a form as possible and to maintain and enhance their amenity values.
- Policy: Plant pest and disease control measures shall focus on known aggressive decay organisms which have the capacity to debilitate or kill trees.
- Policy: Poor tree health shall be minimised by the application of sound arboricultural practices and appropriate care strategies to prevent pest and disease establishment.
- Policy: Priority for work shall be based on:
 - Health and structural safety of the tree.
 - Essential service clearance.
 - Form pruning for desirable clearance and amenity effects.



- Public safety.
- Statutory requirements.

Explanation: The Council will maintain trees in accordance with internationally-recognised standards. Appropriate tree care maintenance programmes and strategies will be applied wherever necessary and all pruning operations will be undertaken using principles defined as CODIT (Compartmentalisation of Decay in Trees), Natural Target Pruning and other recognised pruning methods. Council accepts that the topping of trees is internationally recognised as unsound arboricultural practice.

3.2. Interference of Trees to Property and Services

Objective: To maintain council trees to avoid potential damage to property or services.

- Policy: When notified of potential damage caused by a public tree to property or services, practical steps shall be taken to confirm and mitigate those effects.
- Policy: Where council trees are overhanging private property, appropriate
 pruning shall be carried out by the council to remove the encroachment as far as
 practicably possible without destroying the form and integrity of the tree.
- Policy: Trees on arterial routes shall be pruned or removed to provide adequate visibility where they impede or obstruct access for pedestrian and vehicular traffic.
- Policy: All reasonable effort shall be taken to clear street lights and reserve lights and minimise any reduction in light penetration resulting from obstruction by trees.
- Policy: A programme shall be initiated to ensure that tree growth is maintained away from electrical wires and electrical assets, in accordance with the requirements of the Approved Code of Practice, Part 2: Maintenance of Trees around Power Lines (MPI).
- Policy: Pruning in the vicinity of overhead wires shall only be carried out by the infrastructure owner or contractors approved by the Council to undertake this work. The contractor shall consult with service line owners prior to undertaking work of this nature.
- Policy: Trees which compromise and/or conflict with navigation aids or radio and telecommunications operations shall be pruned and/or removed as deemed necessary to maintain safety and essential services.

Explanation: These policies seek to avoid potential damage to property and services. Particularly within street environments there will always be ongoing commitments to ensure that trees do not conflict with services such as wiring, drainage systems, footpaths, kerbing, vehicle and pedestrian movement, and property security.



4. Tree Removal

4.1. General Tree Removal

Objective: To ensure that consistent criteria are applied when considering the removal or maintenance of Council trees.

- Policy: The initial response by Council to a service request from a property owner concerning tree related problems is to attempt to resolve the problem prior to considering tree removal. Examples could include the careful placement of new trees, the ongoing maintenance/pruning of trees, or the removal of secondary trees.
- Policy: Where a tree or treescape that has been specifically planted by Council
 for amenity or other value exists prior to the transfer of ownership of an adjoining
 property, there is no requirement on the Council to either remove or prune the
 tree(s) for views or shade on request. The tree(s) is defined as a pre-existing
 condition before the most recent landowner's purchase of the property.
- Policy: In response to a customer's service request the Council shall only
 consider carrying out tree removal (or pruning work that exceeds regular
 maintenance requirements) where the applicant can clearly demonstrate that the
 adverse effects of the tree on the applicant's reasonable enjoyment of their land
 outweighs the benefits of the tree to other residents and to the wider community.
 This includes damage to infrastructure.

The following matters will be considered when assessing a request for tree removal (or pruning work that exceeds regular maintenance requirements):

- o The desirability of conserving public reserves containing trees.
- o The value of the tree as a public amenity or habitat.
- The historical, botanical, cultural, conservation or scientific value or significance (if any) of the tree.
- Whether the tree or treescape contributes to a landscape of regional or national significance and/or landscape designed with public consultation.
- The contribution of the tree(s) to the medium- to long-term vision of a reserve management plan or streetscape, and whether the requested works constitute good arboricultural practice.
- The Council's obligations under any applicable statute or management plan, including The Electricity (Hazards from Trees) Regulations 2003.
- The operation, maintenance and development requirements of the National Grid.
- The health and safety of the tree.
- Damage caused by trees to surrounding infrastructure.
- Whether the tree is a species of known risk to fail under certain circumstances e.g. Lombardy Poplar, Eucalyptus.
- Actual damage to services or infrastructure.

All costs relating to the applications and, if approved, subsequent tree, stump, or tree debris removal will be borne by the applicant. Council will cover the tree removal costs if the tree is confirmed as a health and safety risk. Council may



consider cost sharing options where damage to infrastructure has occurred by a Council tree where insurance cover cannot be claimed.

 Policy: Requests for trees to be significantly altered or removed to accommodate specialist activities such as building removal activities, will be assessed against the tree modification/removal criteria outlined in this policy. In general, tree modification or removal will not be approved where it may compromise the landscape character of the treescape.

Costs for any work carried out beyond normal maintenance to accommodate such activities shall be recovered from the applicant. This will include the cost of tree debris, stump removal, tree replacement and initial maintenance.

- Policy: Requests for tree works will only be considered after consultation, the
 level of which will be commensurate with the level of significance of the tree and
 landscape (see Section 5: Consultation). Requested tree removals involving tree
 plantings of a design previously consulted on will require a full public
 consultation process involving the wider community.
- Policy: "Trade-offs" that provide for long-term quality replacement trees at the
 expense of more short-term or lower-value trees are to be encouraged. Tradeoffs may include replacement trees elsewhere on the site or on a different site, at
 the agreement of the authorised council officer.

Explanation: In managing its tree assets on public lands, the Council takes a "good neighbour" approach. At the same time, Council has the additional responsibility of conducting its affairs to promote the well-being of all people in the district. To this end, the Council seeks a reasonable approach to tree management that effectively balances the interests of individual landowners with those of the wider community.

In general, if an individual makes a request to prune or remove a healthy tree that has been planted with previous consultation, Council staff will work with the applicant and the community to determine measures, within the provisions of the District Tree Policy, to alleviate the matter. If not satisfied with the decision on a tree matter, the applicant has recourse to pursue the matter through the appropriate Community Board.

Council is not inclined to act upon requests for tree removal to provide views where a treescape is already established at the time the property is purchased. That is because the treescape was a 'pre-existing condition' at the time of purchasing the property. In particular, Council will not be required to act upon request for modification to treescapes that have been developed with public consultation.

Council receives requests from time to time to remove trees due to perceived nuisance created by trees. These policies provide a set of criteria that will be applied when requests for tree removal are received or tree removal is considered. Leaf litter will always be a problem, inherent with any trees in the urban landscape, but is not a sufficient reason for the removal of a tree. However, as far as practicably possible, acceptable arboricultural pruning work may be carried out to mitigate the loss of views, shade, and leaf litter experienced by adjoining property owners, provided that the health and value of the tree is not compromised.

The cost of this is to be borne by the applicant. This will include stump and tree debris removal. Such works will only be undertaken under Council supervision using Council-nominated contractors.



The cost to remove trees deemed health and safety risks or proven to cause damage to infrastructure will be the responsibility of the Council.

4.2. Removal of Council trees growing on Council property deemed to be causing substantial shading or loss of views.

Objective: To ensure Council trees which result in shading or loss of views are only removed in circumstances where it is necessary.

- Policy: Where Council trees are planted which, subsequently, unreasonably affect the views of a long-term resident or significantly shade their property the Council shall:
 - Endeavour to manage the planting to reduce its impact on views and solar access but without compromising the value or integrity of the planting.
 - Refer all costs associated with removal applications or subsequent removal to the applicant unless the tree is found to be in an unhealthy state.

The following trees are excluded from this Policy:

- Trees that fall into the category of Notable Trees in the District Plan.
- Habitat creation or conservation plantings.
- Mitigation plantings.
- Plantings undertaken by 3rd parties in agreement with Council.
- o Grant-funded plantings.
- Trees identified in a Reserve Management Plan for retention, as they represent an integral part of the reserve.
- Trees with a value equivalent to Category I Notable Tree (public consultation required) but not listed as a notable tree under the District Plan.
- o Trees protected by a condition of Resource Consent.
- Trees deemed to be wilding conifers. Dealt with through the Central Otago Wilding Conifer Group work programme which is supported by Council.
- o Trees planted for plantation forestry.
- Policy: The Council shall only carry out pruning work beyond the growth that has
 occurred during the resident's occupation, or remove the tree if deemed
 appropriate, where the resident can clearly demonstrate "loss of enjoyment". In
 this circumstance, if the resident accordingly derives some added value to their
 property, the resident shall contribute to the cost of the agreed pruning or
 removal work.

Explanation: As with leaf litter, reductions in views and shading may be outcomes associated with maturing tree plantings. Council's challenge is to manage these issues consistently and fairly, without compromising the District's tree resource, environmental values, or existing agreements. Approaches such as the careful plant placement of new trees, the ongoing maintenance pruning of trees, and the consideration of removal of



secondary trees may be carried out to attempt to resolve effects of shading and loss of views.

5. Consultation

This section covers the Council's approach to consultation relating to tree management and maintenance. It outlines the mechanisms that Council shall use to address enquiries and the process for resolving appeals.

Trees that are protected through the District Plan are excluded from this section.

Objective: Where practicable, Council shall consult with affected parties regarding proposed tree planting.

 Policy: Where practicable, consultation with residents, affected owners and occupiers, and infrastructure providers will be undertaken before any major street tree or reserve planting is undertaken.

Objective: Where practicable Council shall consult with affected parties regarding proposed tree removal.

• Policy: Where practicable, consultation with residents and affected owners and occupiers will be undertaken before any major tree removal is undertaken.

Objective: Council shall ensure that consultation and observance of cultural protocols is undertaken where directed by tangata whenua on sites that contain wāhi tapu.

Policy: Wāhi tapu sites include those sites identified in the District Plan.
 Additional sites on land within the scope of this policy that are identified as wāhi tapu by the appropriate hapu or iwi are included in the policy.

Objective: Enquiries and appeals concerning trees will be dealt with through established processes that are consistently applied. See Appendices 1-5.

- Policy: All external enquiries relating to trees under the Council's jurisdiction shall be directed to the Council's Customer Services Centre.
- Policy: Contractors undertaking works for Council are not authorised to directly represent the Council for public enquiries relating to trees, unless specifically delegated to do so by the Council.
- Policy: The process by which a resident can appeal a decision concerning the maintenance of trees under Council's jurisdiction is:

The resident should raise the matter, in writing, with the Council. Where tree maintenance issues involve significant local or community interest the Council will enter into a consultation process to ensure that the wider community interest is considered.

Explanation: This policy provides a consistent approach to dealing with issues and allows for the provision of a high value tree resource. Consultation with individuals and/or groups in the community will be undertaken wherever it is required, to provide



information, advice and an opportunity to comment or participate. Where tree planting or removal will have a major effect on a local area then residents will be contacted. Where the effect is major beyond the immediate surroundings, the appropriate public notices will be undertaken.

The observance of cultural protocols relating to trees on waahi tapu sites enable local tangata whenua to determine appropriate actions and responses by Council officers. Processes for dealing with tree issues are outlined, and in some instances applications for service delivery may be declined where they are inconsistent with approved policy.

6. Reserve Neighbours

Objective: To minimise the adverse effects generated by trees in reserves on the amenity of adjacent properties.

Policy: Council shall take all reasonable steps to maintain a good relationship
with adjacent landowners. However, where appropriate, the demands of
neighbours shall not take precedence over the desires of the local community,
reserve development, management plans and/or overall community landscape
amenity.

Explanation: Neighbouring property owners often raise issues regarding adverse effects of trees in reserves. Council seeks to maintain good relationships with landowners by minimising adverse effects of trees in reserves on neighbours. However, a wider public consultation process will be undertaken if deemed necessary by Council.

7. Promotion and Education

Objective: To foster public interest, awareness and guardianship of the value of trees in reserves and on private land.

- Policy: Encourage the community to become involved in tree planting and maintenance of selected reserves, through consultation.
- Policy: Promote the benefits of trees and the added importance of "the right tree planted in the right place".
- Policy: Develop and maintain a tree asset register of Council-owned trees throughout the district.

Explanation: A healthy and well-maintained treescape reflects a caring community. It is also a natural asset which is easily lost through poor management and lack of appropriate policy. Many of the issues related to people's dissatisfaction with trees are attributable to a lack of awareness regarding the overall value of trees and their benefits. Policies that educate and inform the public about the positive attributes of trees are an important component of Council's policies.



8. Tree Evaluation and Assessment

Objective: Consistent standards will be used to evaluate the health and condition of trees, or any potential risks or hazards.

 Policy: The Royal New Zealand Institute of Horticulture (RNZIH) Tree Evaluation System (STEM) shall be used as the standard for assessing the health and condition of trees, unless superseded by a more appropriate method.

Explanation: The RNZIH Tree Evaluation System (STEM) is currently the nationally-recognised assessment system used by Council. Where trees are considered unsafe and represent a potential hazard to people or property, a formal evaluation will be carried out by a suitably-qualified arborist.

9. Subdivision Development and the District Plan

Objective: Council provides for the management and protection of trees on public and private land through tree protection rules and provisions within its District Plan:

- A tree can be protected:
 - o Through the rules in the District Plan.
 - As a notable tree that is listed in the District Plan schedule.
 - As part of a project agreed to by Council.
- Policy: Council will enter into discussions with developers regarding the protection of significant trees on a development site during the resource consent process.
- Policy: Trees on reserves and roadways may be listed as Notable Trees in the Central Otago District Plan where they meet the Notable Tree criteria, and where they:
 - Are considered at risk due to potential threats from developments nearby.
 - Are deemed to be particularly significant.

Explanation: There are several provisions for the protection of trees within the District Plan. The subdivision and consent process within the District Plan provides opportunity to assess vegetation on development sites and to attempt to retain or work around trees identified to be of significance. In many cases an assessment will identify vegetation of little significance that may be removed in exchange for retention of any significant trees on the site or mitigation by replacement trees.

Currently Council does not contribute towards work on Notable Trees on private land to promote health and safety of those trees, other than a waiver of resource consent fees to undertake maintenance work.



10. Unauthorised Removal of Trees

Objective: To respond in a consistent manner to the wilful damage of Council trees, to deter future offences of this nature, and to take appropriate action according to New Zealand law.

- Policy: The Council will assess and, where appropriate, replace trees on Council lands that have been wilfully killed, removed or damaged.
- Policy: The Council will refer incidents of wilful tree damage, theft, or death to the
 police. The Council will request an investigation into the matter, and it will be
 Council's intention to prosecute if possible.

Explanation: There have been several instances in recent years of members of the public stealing or wilfully damaging Council trees, including deliberately killing trees. This type of activity is an offence under several New Zealand statutes. It also represents a wasteful squandering of public resources. The Council will respond strongly to any incidence of wilful damage to Council trees.

11. Commemorative Trees

Commemorative plantings are often undertaken in memory of someone who has recently passed away. Visiting dignitaries may plant a tree to provide a lasting memento of their visit. Trees have also been donated by groups and organisations as a contribution to the district. The Council regularly receives requests for new plantings. Commemorative trees and plantings hold a special significance to people and their management is particularly sensitive. In addition to managing the physical needs of the tree or planting, the history of the tree or planting also needs to be recorded and preserved.

Once planted, commemorative trees or planting areas will become a Council asset and are maintained to Council standards. As with all Council-managed trees, plantings need to be appropriate to the site and area, maintenance must be according to best arboricultural practice, and tree removals may be necessary on occasion.

Objective: To identify, map, and maintain existing donated and commemorative trees or planting, recognising their special significance.

- Policy: An up-to-date record of commemorative trees or planting in the District shall be maintained. The purpose of the planting and sponsoring individuals or groups will be included in the record.
- Policy: Commemorative trees or planting shall be maintained to Council standards.
- Policy: Relocation or removal of a commemorative tree or planting may be undertaken where necessary, based on an assessment of the value of the tree or planting, the ability to relocate or replace to another site, and the costs and benefits to community well-being of various tree management options.
- Policy: Where appropriate and feasible, the sponsors of a commemorative planting will be informed if a tree(s) or plantings needs to be removed or relocated.



Objective: To strategically plan and manage the location and species of future commemorative plantings.

 Policy: Council has a finite land inventory and the planting of trees purely for commemorative purposes on reserves often causes problems, such as overcrowding, inappropriate species, wrong location etc. Council's Plaques and Memorials Policy gives guidance for such applications. Should an application fall outside that policy's brief, the appropriate Community Board in which the tree or planting is sited will assess applications on a case-by-case basis.

Explanation: Commemorative plantings are a special category in that they have a special meaning for some individuals and their history is important. Where possible, Council will provide suitable locations for future plantings e.g. commemorative tree parks, especially in cemeteries. It should be noted that species to be planted will be approved by Council and that criteria for acceptance of donated/commemorative trees is via Council's Plagues and Memorial Policy or by a Community Board decision.

12. Succession Planting

Objective: To ensure that as trees age and become a hazard there are replacement trees in place so that where appropriate there is a continuity of urban and rural landscapes.

- Policy: Long-term planting plans shall be part of or appendices to Reserve Management Plans and plans for other open spaces controlled by Council.
- Policy: Where appropriate, street, river, and lakeside trees shall be replaced on a long-term rotation basis so that the iconic landscape features are always present.

Explanation: Central Otago has many introduced trees which were planted by early settlers and now form an integral part of the landscape. In many cases it has been found that replacing trees with the same species is no longer appropriate due to many factors including increased urbanisation, increased traffic volumes, adjacent utility services, negative landscape and environmental impacts, and safety. Where appropriate, plantings of natives will be actively encouraged particularly for riparian and revegetation plantings.

Relevant Legislation:

Property Law Act 2007

Reserves Act 1977

Resource Management Act 1991

Related Documents:

Central Otago District Plan

Central Otago District Council Reserve Management Plans



Central Otago District Council Memorials Policy
Central Otago District Council Wilding Conifer Control Policy
Central Otago District Council Sustainability Strategy

Toitū carbonreduce programme

New Zealand Arboricutural Association (NZAA) and/or International Society of Arboriculture (ISA) guidelines

Infrastructure Code of Practice

Appendices:

Appendix 1: Request for Service: District Tree Policy – Trees other than Protected Trees

Appendix 2: Request for Service: District Plan – Protected Trees – All Enquiries Appendix 3: Request for Service: District Plan – Protected Trees – New Listing

Appendix 4: Request for Service: District Tree Policy – Planting of Street Trees

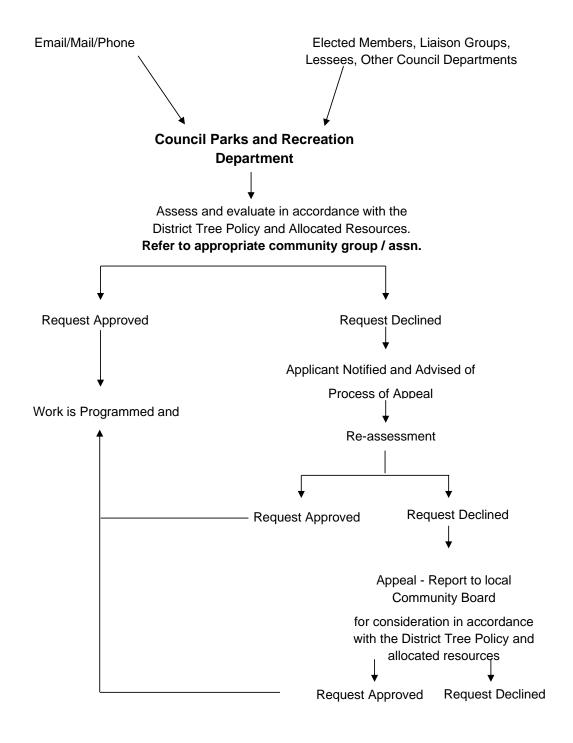
Appendix 5: Suitable Species for Amenity Planting



Appendix 1: Request for Service – Trees other than Protected Trees

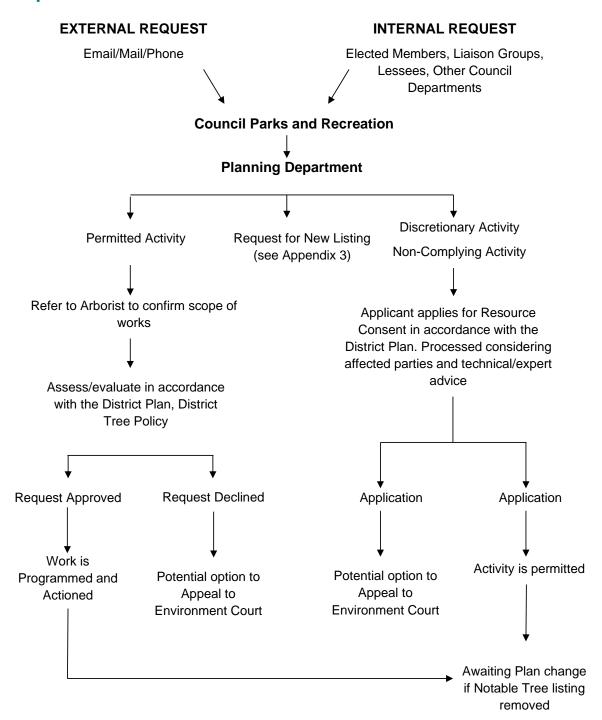
EXTERNAL REQUEST

INTERNAL REQUEST



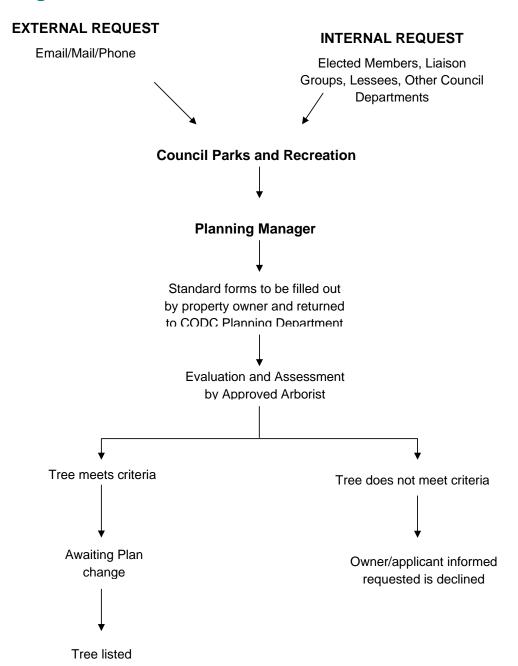


Appendix 2: Request for Service – Protected Trees – All Enquiries



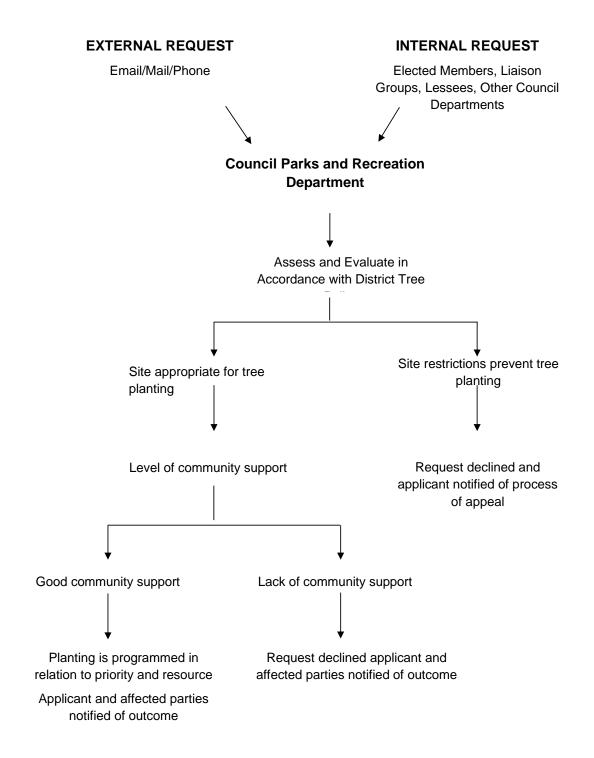


Appendix 3: Request for Service – Protected Trees – New Listing





Appendix 4: Request for Service - Planting of Street Trees





Appendix 5: Suitable Species for Amenity Planting

The following list identifies trees recorded as showing tolerance to drought and frost, able to grow in Central Otago. This is a <u>guide</u> only and not an exhaustive or compulsory list of trees. Tree vigour, size and shape vary, and species will need to be matched to site characteristics.

Key:

- + Moderately drought tolerant species
- * Suitable as a street tree in the right location

Species = Native species – Eco sourced where practiable

Small trees/shrubs (7m tall or less)

Acer palmatum, maximowiczii, monspessulanum (Maples) +

Amelanchier spp (Serviceberry)

Arbutus unedo (Irish Strawberry- tree) + *

Azalea spp & hybrids (azalea) -

Camellia japonica, spp & varieties +

Carmichaelia spp (NZ Broom) - eg. C. Petreii, C. Crassicaulis sun, draught hardy

Ceanothus thyrsiflorus - drought & cold hardy, great for bees

Cercis canadensis (Redbud) + * Judas Tree also, C. siliquastrum

Chimonanthus praecox (winter sweet) . v cold hardy

Coprosma spp & hybrids (Coprosma)

Cornus spp (Flowering Dogwoods) + sheltered sites preferred. +

Deutzia spp (Deutzia)

Forsythia hybrids (Forsythia)

Garrya elliptica - (silk tassle) - shade & cold hardy

Griselinia littoralis (broadleaf) - sheltered sites only

Hamamelis japonica (Witch hazel) - v. cold hardy, prefer acid, moist soil +

Veronica spp & hybrids (syn Hebe)

Helichrysum Lanceolatum

Kunzea Serotina - (Kanuka) - frost drained sites only

Leptospermum scoparium (Manuka) sun, drought cold hardy

Magnolia spp (Magnolia) +

Mahonia japonica (Mahonia) - v cold hardy, suckers

Malus spp (Ornamental Crab Apples) +*

Olearia spp & hybrids (Olearia)



Ozothamnus (Cassinia) vauvilliersii (Mountain cottonwood) Sun drought cold hardy

Photinia x frasier (Photinia) +

Photinia glabra (Red Leaf Photinia) - +

Phyllocladus alpinus (Mountain celery)

Pieris japonica & varieties +

Prunus subhirtella, P. mume, P. Yedoensis (Flowering Cherry) - winter flowering +

Pseudopanax colensoi – sheltered sites

Pseudopanax crassifolius

Pseudopanax ferox (Lancewood)

Rhododendron spp & hybrids (Rhododendron) - need shelter, acid soils +

Syringa vulgari & spp (Lilac) +

Viburnum spp (Viburnum) +

Medium size trees (8m to 15m tall)

Albizia julibrissin (Silk tree). +

Acer negundo (Box Elder) *

Other maples etc

Arthrotaxis laxifolia (Tasmanian cedar)

Carpinus betulus (Hornbeam) *

Castanea sativa (Sweet chestnut) +

Cordyline australis (Cabbage tree) sun drought cold hardy

Cornus spp (Flowering Dogwoods) C alternifolia, C. controversa +

Cotinus obovatus (Smoke tree) +

Elaeagnus angustifolia (Russian olive)

Ginko biloba (Ginkgo) +

Hoheria angustifolia & H Lyalli

Juniperus spp (juniper) - conifers, note naturally have low skirts so plant away from paths.

Juniperus virginiana (Eastern red cedar),

Malus spp & varieties (crab apple) +

Mespilus germanica (Medlar) +

Morus nigra (Mulberry) +

Pittosporum tenuifolium (Kohuhu) & other spp

Sophora microphylla (South Island Kowhai) . +

Plagianthus regius



Prunus spp (Cherry plum, almond, peach, Japanese hybrids) +

Pyrus calleryana (Ornamental Pear) * +

Zelkovia serrata (Japanese zelkovia) +

<u>Large trees</u> (over 16m tall in the right conditions)

Abies spp (Silver Fir) +

Acer spp (Maples), A griseum – paper bark, A. rubrum – scarlet, A. saccharum – sugar maple +

Aesculus spp (Horse chestnut) +

Araucaria araucana (Monkey Puzzle tree)

Cedrus deodara (Deodar Cedar) - evergreen conifer.

Cedrus atlantica (Atlas Cedar) – evergreen conifer.

Chamaecyparis lawsoniana (Lawson cypress)

Cupressocyparis leylandii (Leyland cypress)

Cupressus arizonica (Arizona cypress)

Fagus sylvatica (European beech)

Fraxinus angustifolia 'Raywood' (Claret Ash) *

Fraxinus excelsior (Common or European Ash)*, var pendula (weeping ash)

Fraxinus ornus (Mana Ash)

Liquidambar styraciflua (Sweet Gum, Red Gum) * +

Liriodendron tulipifera (Tulip tree)

Juglans nigra (Black Walnut) + J. regia (English walnut) +

Metasequioa glyptostroboides (Dawn redwood) +

Lophozonia menziesii (Silver Beech)

Picea abies (Spruce) & other spp +

Platanus orientalis (Oriental Plane)

Podocarpus laetus

Quercus cerris (Turkey oak), Q. coccinea – scarlet oak, Q. ilex – Holm oak, Q. palustris – Pin oak, Q. robur – English oak, Q. rubra – red oak

Quercus coccinia (Scarlet Oak) * +

Quercus canatiensis (Algerian Oak)

Quercus cerris (Turkey Oak)

Quercus petraea (Durmast Oak) *

Quercus rubra (Red Oak)



Quercus robur (English Oak)

Salix spp (Willow) - S. babylonica - weeping, S. x chrysocoma - golden weeping, S. matsudana x alba hybrids.

Sequoia sempervirens (Coast redwood) +

Sequoiadendron giganteum (Wellingtonia) +

Thuja plicata (Western red cedar) +

Tilea x europeaea (European lime) +

Tsuga heterophylla (Western hemlock) +

Ulmus spp (Elms) eg. U. Parvifolia



Tree Policy

Department:	Parks and Recreation Team
Document ID:	2476460
Approved by:	<council and="" ceo="" date="" et="" resolution=""></council>
Effective date:	<month and="" year=""></month>
Next review:	<month and="" year=""></month>

Introduction:

Trees are a vital part of our district's sustainable health and wellbeing. They provide wildlife habitat, carbon sequestration, shade, and are part of our identity as an active outdoor adventure district with unique natural landscape values.

Trees can be significant landmarks, providing an immediate impression to visitors and generate ongoing associations for residents outside. Stunning natural scenery is a hallmark of the Central Otago District and trees are an integral part of the landscape. A healthy, abundant, and well-maintained urban treed environment is vital to the health and wellbeing of the district.

Trees make a significant contribution to our ecological environment and many species would not be able to survive without the services trees provide, such as habitat or food sources.

Trees are more than just amenity assets. They are critical ecological infrastructure. Their roots stabilise soil, their canopies support wildlife, and they provide shade, water retention, and temperature regulation in a changing climate. A thriving, biodiverse treescape is essential to the resilience of both people and nature in Central Otago.

Central Otago District Council (CODC) provides a leadership role in the management of urban trees on Council land to maximise their social, cultural, environmental, and economic benefits for current and future generations. All landowners are encouraged to contribute to urban greening on their own land.

This Policy is aligned with other CODC strategies, plans and policies, including the Sustainability Policy, the Parks and Open Space Strategy, the District Plan and Councils Land Development and Subdivision Code of Practice

Purpose:

CODC's Tree Policy provides guidance and direction on tree planting, maintenance, working around trees, and tree removals for trees within Council land



Principles and objectives:

The principal objective of this Policy is to provide guidance as well as consistency and clarity in decision making when considering requests for planting, maintaining, working around, removing, and replacing trees on CODC land.

Objectives:

- Protect existing trees and support tree planting on land owned or administered by CODC to:
 - a) sustains a high-quality tree environment and tree spaces,
 - b) maintains a consistent canopy cover over time,
 - c) enhances biodiversity, flora and fauna; and improve ecological connectivity. contributes to emissions reduction and mitigating climate change impacts.
 - d) enhance ecological health and support biodiversity through tree protection and planting, in alignment with Council's Sustainability Policy.
- 2. Ensure appropriate trees are planted in appropriate locations.
- 3. Ensure best practice maintenance and tree protection measures are utilised.
- 4. Manage appropriate public safety risks from trees.

Scope:

This Policy applies to all requests relating to trees on CODC-administered reserves, open spaces, urban spaces and other Council-owned property.

This Policy does not apply to tree planting, maintenance, working around trees, and tree removals undertaken as part of the Council's Tree Maintenance Programme.

This policy does not include trees located on:

- On private land not owned or leased by CODC.
- On land within the State Highway corridor only (NZTA Waka Kotahi).
- On public land not owned or managed by agreement by CODC (e.g. Crown land, land administered by the Department of Conservation, Land Information New Zealand).
- Rural road reserve areas.
- This policy does not apply to Council owned rural roads or rural road reserves. (including unformed legal roads).

This policy does not apply to the following trees:

Wilding, noxious and pest plant species that were self-seeded.



Commercial forestry.

Definitions:

Amenity Natural or physical qualities and characteristics of that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural a recreational attributes. Includes usefulness, not ju 'beauty'. Canopy cover The area taken up by the tree canopy. Commemorative trees Includes memorial and sponsored trees. Commercial forestry Commercial Forestry as defined by the Resource Management (National Environmental Standard for Commercial Forestry) Regulations 2023. Council/we/our/us Means the Central Otago District Council or its au delegate. Council land Land that council owns or administers.	and ist or
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Council/we/our/us Means the Central Otago District Council or its au delegate.	thorised
delegate.	thorised
<u> </u>	
Council land Land that council owns or administers	
Critical infrastructure Infrastructure or assets that if damaged or obstructure	cted
would create a hazard to widespread public health	n, safety,
or wellbeing.	
Eco-sourced Refers to the use of locally sourced plant material	for
restoration plantings. Eco-sourced plants are thos	e grown
from seeds collected from naturally occurring rem	nant
vegetation in the same region as those to be plant	ted.
Emergency A situation that:	
1. is the result of any happening, whether natural	or
otherwise, including any accident, explosion, earth	hquake,
eruption, tsunami, land movement, flood, storm, to	ornado,
cyclone, fire, leakage or spillage of any dangerous	s gas or
substance, technological failure, infestation, plagu	ıe,
epidemic, failure of or disruption to an emergency	service
or a lifeline utility, or actual or imminent attack or v	warlike
act; and	
2. causes or may cause loss of life or injury or illne	
distress or in any way endangers the safety of the	
or property in New Zealand or any part of New Ze	
Exotic Species which are not indigenous to New Zealand	
Irreversible decline The decline of a tree's health which is to such an	extent
that it is unlikely to recover.	



Matrice	A top a section its office of a set of islands on the set of islands.				
Mature	A tree reaching its ultimate potential size, whose growth				
	rate is slowing down, with limited potential for any				
	significant increase in size.				
Native species	which have developed, occurred naturally, or existed in				
	New Zealand for many years.				
Noxious and pest plants	The pest species identified in the Otago Regional Council				
	Pest Management Plan.				
Provide habitat for	This could be achieved by allowing dead trees to remain				
indigenous flora and fauna	or keeping trees with cavities.				
	The retention of dead wood and stubs could also be seen				
	as providing habitat for indigenous flora and fauna.				
CODC Land Development	Is a set of guidelines determining the standards required				
and Subdivision Code of	for the creation or enhancement of infrastructure assets				
Practice	either owned or to be owned by Council. Includes				
- Tablies	provisions for the protection and planting of trees.				
Urban Road	Road within the boundary of a built-up area, as				
Olbali Road	specifically sign posted, meaning a road located within a				
	defined urban area.				
Dural Dand					
Rural Road	Rural roads consist of local roads the primary function of				
	which is to provide access to adjacent properties and				
	arterial routes.				
Qualified arborist	A person who has a recognised arboricultural qualification				
	(minimum of NZQA Level 4 Certificate in Arboriculture or				
	similar), industry experience, and is competent to carry				
	out a specified task.				
Quantified Tree Risk	The Quantified Tree Risk Assessment (QTRA) is a				
Assessment	systematic method used to calculate the annual risk of				
	harm resulting from tree or branch failure. By combining				
	the likelihood and consequences of failure, it produces				
	advisory thresholds. These thresholds enable clear				
	prioritisation and decision-making in tree management.				
Significant damage	Damage that renders a place or a part unusable for the				
	purpose it was intended.				
Significant tree	The 'significance' of a tree is determined by the CODC				
	based on the following factors:				
	Age and condition, including long-term life				
	expectancy.				
	Amenity, heritage (including whether it is a				
	commemorative tree), location, whether it is				
	part of a group of trees, and landscape and				
	wildlife effects.				



	 Historical, cultural, scientific or botanical significance. Special significance to Tāngata Whenua; and Whether the tree has been identified in the District Plan or a Reserve Management Plan or has been listed as a Notable Tree on the NZ Tree Register. 			
	Note: The New Zealand Tree Register is supported by the NZ Arboricultural Association and the NZ Institute of Horticulture. There are 152 registered trees in Otago and of these, 8 are in Central Otago, Council's Tree Policy would only apply to a registered notable tree if it was in a Council reserve or on Council Road or land.			
Structural Root Zone (SRZ)	An area considered essential for tree stability. If larger roots in this area are damaged, it is likely to compromise the tree's structural integrity.			
Structurally unsound	The tree's structure has been compromised to a level which is it likely to fail during normal weather conditions.			
Targeted canopy reduction	The targeted pruning of selected branches within the tree canopy to shorten their length.			
Topping Trees	Topping involves cutting off treetops or major branches, leaving behind stubs or insufficient lateral branches. This practice leads to open wounds on the tree, increasing vulnerability to pests and diseases, and can result in decay and stability issues.			
Tree	A single woody plant with the potential to reach at least 5 metres in height and have a stem diameter of, or exceeding, 150mm measured at 1.4 metres above ground.			
	There are certain species, which could include fruit, nut and endemic species, which may not always fit within the definition of a tree. In these situations, the decision as to whether or not to include the species, or individual tree, as a tree will be determined by a CODC arborist.			
	Assets that are currently recorded as trees but do not fit the definition of a Tree will continue to be managed as a Tree throughout their life cycle until they are replaced.			



Tree Maintenance	CODC has a Tree Maintenance Programme which			
Programme	includes:			
	 Visual tree inspection, maintenance and 			
	pruning of trees on a scheduled programme			
	 Strategic removal and planting planning 			
	informed by the objectives of this Policy			
	Where it is not possible to complete the works without			
Tree Protection Management	encroaching within the Tree Protection Zone, a proposed			
Plan (TPMP)	methodology in the form of a Tree Protection			
	Management Plan shall be produced by a works arborist			
	as per the relevant arboricultural specifications.			
Tree Protection Zone (TPZ)	The combination of the root area and crown area requiring			
	protection. TPZ = (12 x Diameter at Breast Height (DBH)			
	+ any need for crown protection.			

1.0 Tree Planting

Tree planting is necessary to ensure long-term sustainable benefits for the environment. Appropriate tree planting supports biodiversity, climate regulation and a quality-built environment by providing amenity, habitat, shade, a connection to nature, storm water regulation, flood mitigation, and by improving walkability in the urban environment.

Tree planting in the wrong location, or the selection of incompatible species for the location, can however damage infrastructure, block drains, adversely shade properties and create hazards. Optimum benefits will be achieved by careful species selection and by careful species selection appropriate to the planting site.

Policies:

- 1.1 Seek planting opportunities to deliver ongoing social, cultural, environmental, and economic benefits and ensure iconic treescapes are maintained.
- 1.2 Plant appropriate tree species in appropriate places, ensuring a balanced integration of native and exotic species where ecologically suitable.
- 1.3 Plan succession planting before removing mature trees to maintain a continuity of trees and the benefits it provides.
- 1.4 Prioritise the retention of existing mature trees, plan for new tree planting and planting sites from the outset of the design process, for all projects on CODC land.



- 1.5 Require that the planting of new trees meet the minimum requirements of CODC's Land Development and Subdivision Code of Practice.
- 1.6 Select quality stock for planting to support longevity and heritage value and incorporate eco-sourced nursery stock where possible.
- 1.7 Require a Licence to Occupy for the planting of any tree(s) by a private individual, unless otherwise agreed by Council to be part of Council's Tree Maintenance Programme.
- 1.8 Prohibit the planting of wilding exotic species in accordance with the requirements of the Central Otago District Plan and Otago Regional Council Pest Management Plan.
- 1.9 Encourage opportunities to provide habitat for indigenous flora and fauna.
- 1.10 Promote ecological connectivity by planting trees in locations that strengthen habitat networks and support the movement of indigenous species.

Community tree planting and activities

CODC supports community care and ongoing Kaitiakitanga (stewardship) of public open spaces. Community planting offers residents a hands-on way to care for their local reserves and whenua (land).

Policies:

- 1.10 Encourage community involvement and support and enhance community planting and engagement opportunities.
- 1.11 Require prior approval for all community-initiated tree planting and removal.

Note: Community planting sites are subject to community agreements with CODC.

Commemorative trees - See Council Memorial Policy

Commemorative tree planting is generally undertaken to honour a significant person or event.

Policies:

1.12 Ensure commemorative tree planting is undertaken to honour a person or event of significance to the local community.



- 1.13 Ensure the tree location and species are suitable for the site.
- 1.14 Ensure the tree species and location are relevant to the commemoration and contribute to the amenity of the surrounding environment.
- 1.15 Acknowledge that while Council will make every effort to retain a commemorative tree, commemorative trees may be removed.

2.0 Tree maintenance

Tree maintenance

CODC has a duty to optimise the quality of trees and manage their safety pragmatically while considering their long-term maintenance requirements and health.

CODC undertakes an ongoing Tree Maintenance Programme that assesses and identifies the need for maintenance and risk management. Requests are sometimes made for additional maintenance or risk management, and these requests are addressed by the below policies.

Policies:

- 2.1 Maintain trees in their natural form as this is best for tree health.
- 2.2 Prohibit topping of trees due to it being internationally recognised as unsound arboricultural practice.
- Note: Tree topping is universally acknowledged by both New Zealand and the international arboriculture industry as one of the most detrimental pruning methods for healthy trees.
- 2.3 Require all pruning to be undertaken by, or under the supervision of a qualified arborist.
- 2.4 Avoid pruning for enhancement of views.
- 2.5 Consider pruning, branch removal or selective canopy reduction to reduce boundary encroachment or significant shading, provided this does not harm the trees health, structure, or the environmental, aesthetic, landscape or amenity values it provides.
- 2.6 Maintain tree canopy clearance over footpaths, cycleways, tracks, trails, roads, vehicle crossings, on-street parking, overhead utilities where practical including to maintain safe sightlines, for vehicle and pedestrians. If pruning is likely to harm the tree in the



short or long term., Council will prune only as much as in necessary to ensure public safety.

Note: Trees will be maintained to a minimum of 4.5m height clearance above a road and 3m height clearance above a cycle path that is next to a road or highway, as per the CODC Subdivision Code of Practice.

- 2.7 Utilise the Visual Tree Assessment and recognised arboricultural industry Tree Risk Assessment methodologies, such as Quantified Tree Risk Assessment, to manage the risk posed by trees in a proportionate and practical way.
- 2.8 Customise maintenance for Council owned trees protected by the District Plan and for trees of significance that are likely to be worthy of protected status in the future.

3.0 Protection

Development, construction and activities around trees

Work around trees this is not properly managed can harm their health or structural integrity. This includes construction activities such as regular events.

When assessing applications for a licence, permit or lease to carry out development or other activities near trees, Council will apply the policies below to help protect tree health and structure.

A Tree Works Application form must be submitted for any work within a tree's root zone.

Policies

- 3.1 Require a Tree Protection Management Plan (TPMP) for any development, activity or work proposed near a public tree where the works are likely to impact the tree or its root zone prior to works commencing.
- 3.2 Recognise that any above or below groundwork or activity within the Tree Protection Zone (TPZ) and the Structural Root Zone (SRZ) can potentially damage the tree's root system and compromise tree health and stability. Refer to Diagram 1.



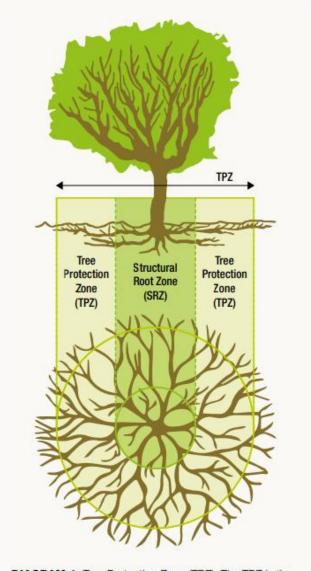


DIAGRAM 1: Tree Protection Zone (TPZ). The TPZ is the combination of the root area and crown area requiring protection. TPZ = (12 x Diameter at Breast Height (DBH) + any need for crown protection.

3.3 Establish a Tree Protection Zone (TPZ) in accordance with any required Tree Protection Management Plan (TPMP) for the duration of any works.

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3.4 Avoid works within the Structural Root Zone (SRZ) unless there are exceptional circumstances.

- 3.5 Require arborist assessment where works within a Tree Protection Zone (TPZ) are to exceed 10% of the area of the TPZ.
- 3.6 Consider root pruning of trees only where it is associated with the installation, repair, renewal, or maintenance of assets near a tree subject to TPZ being followed. This may include arborist consultation during the design, implementation and completion of a project or activity.
- 3.7 Seek compensation and or replacement where works around trees result in damage or loss to trees in accordance with Policies 4.19, 5.1 and 5.2 below. Damage or loss includes but is not limited to:
 - Death or decline of tree(s) health.
 - Physical damage to the tree(s).
 - Damage to the tree(s) roots and/or rooting environment including compaction or contamination of the soil.
 - Loss of environmental and ecological benefits provided by the tree.



4.0 Tree removal

Tree removal

The benefits of trees must be sustained for future generations. Tree removal is therefore a last resort option. The removal of trees is subject to the replacement requirements of Section 5.0 of this Policy. A Tree Works Application form must be submitted for all tree removals.

Note: A Tree Works Application form can be found on the CODC website.

Policies:

- 4.1 Allow removal of trees in a state of irreversible decline, that are dead and/ or which are structurally unsound, as determined by a CODC arborist, where they pose an unacceptable risk to the public or property.
- 4.2 Allow removal of trees that pose an unacceptable safety risk to the public or property that cannot be mitigated through pruning or other engineering solutions.
- Note: The unacceptable safety risk is determined by using the Quantified Tree Risk Assessment (QTRA) or other recognised arboricultural industry Tree Risk Assessment methodology.
- 4.3 Consider tree removal where the tree is causing, or likely to cause, significant damage to buildings, services or property (both public or privately owned), and the damage cannot be reasonably rectified or mitigated except by removing the tree.
- 4.4 Consider removal of trees that are impeding consented legal access only when all other alternatives have been explored and are not viable.
- 4.5 Approve tree removal to carry out repairs or replace underground infrastructure only where all available alternatives have been explored and are not viable.
- 4.6 Consider tree removal for public works only where all available alternatives have been explored and are not viable.
- 4.7 Consider tree removal where the necessary pruning clearances for overhead electrical lines (as required by the relevant 'hazards from trees' regulations) are not able to be achieved without causing long-term detriment to the tree and no alternative to removal



can be reached with the network utility operator. Note: Electricity Act (1992) takes precedence over this Tree Policy.

- 4.8 Allow tree removal in emergency situations where the removal is absolutely necessary for immediate access to critical infrastructure. This will only be undertaken where failure to access critical infrastructure will lead to an unacceptable risk to public health, significant property damage or harm to personnel.
- 4.9 Consider removal of healthy and structurally sound trees that are pest or noxious species where they are assessed as being sources of disruption to a specific ecosystem or to manage or prevent the spread of pests and diseases.
- 4.10 Restrict removal of trees for health reasons unless there is certification from a medical practitioner or a clinical immunologist confirming that the tree(s) is/are the sole cause of the Applicant(s) condition, and that removal of the tree(s) is the sole option available for improving the applicant(s) condition.
- 4.11 Prohibit tree removals for the following reasons:
 - · To minimise obstruction of views.
 - To minimise obstruction of commercial or advertising signage.
 - To reduce leaf or fruit litter, blossom, bird droppings and other debris.
 - · To reduce shading.
 - For contributing to allergenic or irritant responses unless approved under section 4.10.
- 4.12 Require removal of unauthorised plantings where they do not meet the requirements of this Policy and recover the costs of the removal process where possible.
- 4.13 Avoid tree removal, other than in exceptional circumstances, where the CODC arborist has assessed the tree as being unsuitable for its location due to species type.
- 4.14 Ensure ongoing partnership between Council and community groups to manage wilding conifers in accordance with relevant wilding conifer control strategies.
- 4.15 Require planting and establishment of replacement trees prior to the removal of the existing tree(s) where possible, particularly where a significant tree(s) is proposed to be removed.
- 4.16 Undertake public consultation where a significant tree(s) is proposed to be removed.



- 4.17 Require all tree removals to be undertaken by a suitably qualified arborist or appropriately skilled contractor.
- 4.18 Ensure that the costs associated with the removal of trees are met by the Applicant.
- 4.19 Require financial compensation for the loss or removal of trees where they are not able to be replaced in accordance with the policies in Section 5.0. Payment is required prior to the removal of the tree. Note: The Royal New Zealand Institute of Horticulture's (RNZIH) Standard Tree Evaluation Method (STEM) shall be used as the standard for identifying the required financial compensation, or any such tree evaluation methodology such as I Tree that CODC adopts in the future.

5.0 Tree replacement

Tree replacement

This section of the Policy relates to the replacement of trees that are approved to be removed under Section 4.0 of the Policy. CODC is committed to ensuring that the canopy cover provided by trees on Council-owned and administered land is not only replaced, but appropriate character and stature are accommodated to maintain and enhance a quality treescape for future generations.

Policies:

- 5.1 Require the planting of a minimum of two new trees for every tree removed, with the projected canopy cover replacing what is lost within 20 years. This means more than two trees may be required.
- Note: Removal and 2-for-1 tree replacement may be dependent upon the submission and acceptance of detailed landscape and planting plans.
- 5.2 Require the planting of replacement trees in the following locations, in order of priority: Removals within road reserves:
 - (1) In the same road corridor where the tree was removed where this is practicable; or
 - (2) At another road location determined by the CODC.
 - (3) On the same land or in the reserve where the tree was removed where this is practicable; or
 - (4) At another location determined by the CODC.

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Note: Applicants must ensure trees are successfully established during the specified maintenance period. Unsuccessful planting will necessitate replacement until conditions in the application are met.



6.0 Application, decision-making and undertaking works

Application

Decision Making Undertaking Works Enquiries regarding public trees are dealt with by CODC parks officers. A Tree Works Application form must be submitted and approved for any work around trees, prior to work commencing.

Note: A Tree Works Application form can be found on the CODC website.

Note: Further information and guidance can be found in our Procedure for Working Around Trees in Central Otago Document.

Decision making

Decision making considers:

The objectives and policies of this document.

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- The significance of the tree/s.
- The outcomes of any consultation with neighbours, community associations or other relevant stakeholders for the removal of significant trees.
- The relevant CODC strategies and plans
- Applications for removal of significant trees will require public consultation, a replanting plan and may require a decision by the Council.

Decision making will follow Council delegations.

Undertaking Works

Responsibility for works: Council will decide whether its own arborist or the applicant's arborist carries out the approved work.

Costs:

If the Council is undertaking the works on behalf of the applicant, the requirement to pay for all the costs is at the discretion of the Parks and Recreation Manager or Council subject to the following guidance:

- Council will require the applicant meet(s) all the financial costs where the benefits of the
 works are considered to be solely beneficial to the property owner(s). Expected costs
 will be provided prior to any works being undertaken.
- All required reporting and consents must be provided by the Applicant at the Applicant's cost
- Council will invoice for costs with work commencing only after payment is received.

Relevant legislation:

Local Government Act (2002)
Reserves Act (1977)
Wildlife Act (1953)
Electricity Act (1992)
Electricity (Hazards from Trees) Regulations 2003
Electricity (Hazards from Trees) Amendment Regulations 2024
Civil Defence Emergency Act (2002)

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Related documents:

Pest Management Plan Otago Regional Council

CODC District Plan (Protected Trees)

CODC District Plan (Wilding Exotic Trees Chapter)

CODC Wilding Control Policy

CODC Reserve Management Plans

CODC Generic Tree Protection Management Plans & Working Around Trees

CODC Plaques & Memorials Policy

CODC Verge Policy

CODC's Tree Risk Management Procedure

CODC Land Development and Subdivision Code of Practice



25.12.11 KĀMOANAHAEHAE - RIVERSIDE PARK STAGE 2 RAMP

Doc ID: 2497011

Report Author:	Gordon Bailey, Parks and Recreation Manager
Reviewed and authorised by:	Saskia Righarts, Acting General Manager Community Experience

1. Purpose of Report

To consider allocating funding to complete stage 2 the Ramp of the Kāmoanahaehae - Riverside Park project following the recommendation from the Vincent Community Board.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Approves that Stage 2 the Ramp of the Kāmoanahaehae Riverside Park project will be funded through account 2137 - Reserves Contribution Fund Vincent up to the value of \$400,000.

2. Background

At its June 2025 meeting the Vincent Community Board resolved the following.

Moved: McPherson Seconded: Claridge

That the Vincent Community Board

- A. Receives the report and accepts the level of significance.
- B. Recommends to Council that Stage 2 the Ramp of the Kāmoanahaehae Riverside Park will be funded through account 2137 Reserves Contribution Fund Vincent up to the value of \$400,000.
- C. Notes that the completion of Stage 2 will be dependent on river levels and consent requirements.

The Vincent Community Board has supported the Alexandra Riverside Trust's vision to activate the riverside space in lower Tarbert Street to attract more people particularly cyclists into town, while promoting the magnificent view where the Clutha – Mata au and Manuherekia rivers meet.

In the 2021 – 31 Long Term Plan Council allocated \$650,000 over three years for the construction of the Kāmoanahaehae - Riverside Park (the Park).

The project was broken down into 3 stages.

- Stage 1 - construction of the Plaza are including public toilet, seating, landscaping and paving. The installation of a Mana Whenua artwork.

- Stage 2 the ramp from the edge of the riverbank down to a floating jetty.
- Stage 3 a play area this stage has been pushed out pending the development of Council's Play Strategy.

Construction began in September 2024 on Stage 1 which included several additional permissions, underground work and investigations required for archaeological authority.

Additional work was undertaken funded by the Otago Regional Council in the removal of the riverbank trees from the traffic bridge to Tarbert Street.

The Wairoa -Manuherekia Trust has provided \$120,000 for the removal of additional Willow trees from the Manuherekia Riverbank and to construct an off-road trail that will link the Park to the Linger and Die and onto the Otago Central Rail Trail.

It is expected that stage 1 will achieve practical completion August / September 2025.

3. Discussion

The Ramp is intended to be the main feature of the design and allow people to access right down to the water's edge.

The design of the ramp itself based on Geotech requirements has been challenging to ensure it meets required building standards, is flood resistant, looks good and is functional. A wooden design has been agreed which will see 6m poles driven into the ground to support it. This option provides least disturbance to the bank and any potential archaeological items.

The poles will need to be precisely placed then driven into the ground to anchor the ramp. Until this phase is completed concreting the arrival area, that sits outside the plaza, cannot be undertaken as the vibrations would crack the concrete thus the area will be left in compacted gravel.

It should be noted that a condition of consent is that certain works on the Riverbank cannot be undertaken during the winter months.

4. Financial Considerations

Additional to Council's \$650,000 allocated to this project the following funding of \$723,848 has been received from third party funders:

- Otago Community Trust \$100,000
- Central Lakes Trust \$250,000
- Lottery Environmental and Heritage Fund \$48,848
- MBIE TiF funding \$325,000

Total funding for project to date is \$1,373,848.

The shortfall in funding to complete Stage 2 of the project is \$400,000.

Since the original budgets were prepared for this project in 2018 labour, goods and materials have all increased in price which have impacted on this project.

The Council charges financial contributions under the Resource Management Act in the district for reserves. Contributions are assessed based on the environmental effects of growth as defined in the Central Otago District Plan. Financial contributions received can be put towards the provision and/or enhancement of open space, recreation and reserve needs of the district.

Financial contributions for the Vincent Ward are held in a reserve account called "2137. Reserves Contribution Fund Vincent" and has an estimated available balance of \$1.3m.

It could be argued that the projected increase in visitors particularly cyclists into Alexandra and is therefore growth related. Completing the ramp would contribute to the enhancement of this particular open space.

The attraction to visit the Park would be somewhat diminished if the ramp was not completed.

It should be noted that once completed the Kāmoanahaehae - Riverside Park will be the cycle hub for the Clutha Gold trail, the Otago Central Rail Trail, Cromwell Gorge trail. With the imminent extension of the trail network through to Queenstown then Wanaka it is predicted that the hub will only grow in popularity as a great central stopover.

5. Options

Option 1 – (Recommended)

That Council supports that Stage 2 - the Ramp of the Kāmoanahaehae - Riverside Park project will be funded through account 2137 - Reserves Contribution Fund Vincent up to the value of \$400,000

Advantages:

- The Kāmoanahaehae Riverside Park project will be completed.
- There is no direct impact on rates.

Disadvantages:

Reserves Contribution Fund Vincent is reduced and not available for other projects.

Option 2

That Council does not support Stage 2 - the Ramp of the Kāmoanahaehae - Riverside Park project being funded through account 2137 - Reserves Contribution Fund Vincent.

Advantages:

• Less money will be required from the Reserves Contribution Fund Vincent leaving funding for other potential future projects.

Disadvantages:

 The Kāmoanahaehae - Riverside Park project will not be completed as originally envisaged.

6. Compliance

Local Government Act 2002	This decision promotes the		
Purpose Provisions	(social/cultural/economic/environmental)		
	wellbeing of communities, in the present and for		
	the future by ensuring the project is completed		

	which will enhance the economic and cultural wellbeing of Alexandra town centre.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	2021-31 Long Term Plan Open Spaces and Recreation Strategy
Considerations as to sustainability, the environment and climate change impacts	No negative impacts are anticipated on the environment
Risks Analysis	Potential risk of community backlash on the cost of this project.
Significance, Consultation and Engagement (internal and external)	Does not trigger Council's consultation and engagement policy.

7. Next Steps

Funding source is agreed and a contract for construction is established.

8. Attachments

Nil



25.12.12 ELDERLY PERSONS HOUSING RENT REVIEW

Doc ID: 2465589

Report Author:	Janice Remnant, Asset Management Team Leader - Property
Reviewed and authorised by:	Saskia Righarts, Acting General Manager Community Experience

1. Purpose

To advise of the impact of the rent review for Council's Elderly Persons Units for 2025/2026.

Recommendations

That the report be received.

2. Discussion

Council owns and maintains 98 Elderly Persons Housing Units throughout the district which predominantly provide accommodation for the elderly.

In 2018, as part of the Long-term Plan, Council considered providing financial assistance to lower rents. However, Council realised that this would require a significant amount of money from ratepayers. If Council had reduced or provided subsidies for rents, it would have also led to a decrease in the additional financial support that tenants receive from the Ministry of Social development's accommodation supplement. As a result, Council decided to maintain the current policy of charging market rents for Elderly Persons Units.

Annual rent reviews determine the new annual rent set each 12 months for implementation. Rent increases are determined by a property valuer considering market rentals throughout the district.

Mark Rent Assessment

For this rent review Quotable Value Limited (QV) reviewed the rent as at mid-2024. These market rentals will be applied to tenancies from 1 September 2025.

QV recommended market rents have been derived in accordance with other comparable market rental evidence. That being other similar sized units in the same town locations. Additionally, the valuer has considered the density of the units, ability to tenant the units and Council's target market is predominately for the elderly who tend to be in a lower socioeconomic demographic. Essentially that does result in some moderating of the rent levels often referred to as being at the "soft end" of the market rent.

QV recognized that the units have on-going maintenance work occurring, the units have all been double glazed and the units are compliant with Healthy Homes standards. Occupancy rates at the time the QV rent assessment was undertaken were on average 91% across the district - a little lower than the previous year, but currently at 95%. Ranfurly currently has 5 vacant units with 100% occupancy in all other locations.

QV indicated that their "discussions with local letting agents indicated that the property rental market is steady with a good level of enquiry for all property types. The rental market has been characterised by low vacancy rates and increasing rental levels. Rental preference is given to more modern accommodation with less demand and higher vacancy rates for older accommodation. We note that employers have also re-entered the market in an effort to secure employee accommodation".

The recommended market rent increase is \$5.00 and \$10.00 per week for units in Alexandra, Clyde, Cromwell, Roxburgh and Ranfurly. For larger, newer units in Cromwell the rent increase is \$15.00 per week.

The table below shows the range of rental increases and gives a comparison with the last rental review undertaken in 2024.

Tabe 1: Effect of Market Rental Increase 2024/25 to 2025/26

Location	Number of Units	Range of Market Rentals	Range of market Rental Increase per week	Range of Market Rental	Range of Market Rental Increase per Week	Current Static Occupancy Rate
	щ	2024/25	2024/25	2025/26	2025/26	07
	#	\$	\$	\$	\$	%
Alexandra						
Older Units	18	145 - 175			5	100
Newer/larger Units	5	230 - 250	10 - 15	235 - 260	5 - 10	100
Clyde	3	240 - 250	15	250-260	10	100
Cromwell						
Older Units	19	225 - 260	10	235 - 270	10	100
Newer/larger Units	12	285 - 295	15	300 - 305	15	100
Roxburgh						
Older Units	9	85 -135	5			100
Newer/larger Units	6	165 - 175	15	170 - 180	5	100
Ranfurly		_	_			
Older Units	16	75 - 85	5	75 - 90	0 - 5	80
Newer/larger Units	10	135 - 145	15	140 - 150	5	00
Total Units	98	Average Occupancy Rate 95%			95%	

Note: Top of the range \$ rent is for larger units that could accommodate a couple

Superannuation Rates

An increase to New Zealand Superannuation rates become effective 1 April 2025.

Table 2: Superannuation Rates

New Zealand	2024	2025	Net Increase per
Superannuation Recipients	\$	\$	Week \$
Single living			
alone	519.47	538.42	18.95
Couple	799.18	828.34	29.16

Community Services Card and Accommodation Supplement

The Ministry of Social Development's accommodation supplement is available to assist with rental costs for those on low income. For the purpose of this report, consideration has been given to those who receive New Zealand Superannuation and have a Community Servies Card.

Council does not mean or income test tenants, but since 1 July 2018 applies the following criteria to prioritise applications:

- 1. Aged over 65 with a Community Services card
- 2. Aged 60 plus with a Community Services Card
- 3. Aged 60 64 with no Community Services Card, where long standing vacancies exist
- 4. Aged under 60 with a clear social need, where there are long standing vacancies (CEO's discretion)

The Community Services Card is mean/income tested. To be eligible for a Community Services Card the threshold of additional income received in addition to NZ Superannuation is:

- Person living alone can earn: \$5,984.18 gross per annum \$115.89 per week
- Couple can earn: \$8,340.36 gross or per annum \$160.40 per week

The additional income includes interest or dividends from investments, ACC payments and overseas pensions.

Those with a Community Services Card are entitled to an accommodation supplement.

The accommodation supplement is asset/income tested and is dependent on income and accommodation costs. For those who do not have a Community Services card the threshold for eligibility to receive the accommodation supplement varies dependant on income, rent or accommodation costs and location.

Effect of Applying Market Rental on Income

Net income shown in the tables below does not include Winter Energy payments paid from 1 May 2025 and end on 1 October 2025 - 22 weeks:

- Single superannuitant receives \$40.46 weekly, a total of \$450.12
- Couple receives \$31.82 weekly, a total of 700.04.

The tables below shows the impact the rental increase has, as a percentage range of income spent after the accommodation supplement has been applied to occupancies.

Table 3: Impact of rent after Accommodation Supplement applied to a single occupancy:

Location Single Occupancy	Market Rent July 2025	Week	AS (range estimated by WINZ: basic NZ Super no additional income)	Net Rent after AS Applied	As at 1 April 2025 % of Income Paid for Rent (Single Person) \$538.42 net
	\$	\$	\$	\$	%
	150	5	11 - 19	131 - 139	24 - 26
	175	5	28 - 39	136 - 147	25 - 27
	180	5	32 - 40	140 - 148	26 - 27
Alexandra and	235	10	70 - 78	157 - 165	29 - 31
Clyde	240	10	70 - 80	160 - 170	30 - 32
	250	10	70 - 80	170 - 180	32 - 33
	255	10	70 - 80	175 - 185	33 - 34
	260	10	70 - 80	180 - 190	33 - 35
	235	10	70 - 78	157 - 165	29 - 31
	250	10	70 - 89	161 - 180	30 - 33
Cromwell	260	10	70 - 96	164 - 190	30 - 35
	300	15	70 - 105	195 - 230	36 - 43
	305	15	70 - 105	200 - 235	37 - 44
	140	5	4 - 12	128 - 136	24 - 25
Roxburgh	170	5	25 - 33	137 - 145	25 - 27
	175	5	28 - 36	139 - 147	26 - 27
Donfurb	140	5	4 - 12	128 - 136	24 - 25
Ranfurly	145	5	7 - 15	130 - 138	24 - 26

Note: 2022 the percentage range was: 15% - 35% (top range of AS applied) 2023 the percentage range was: 14% - 35% (top range of AS applied) 2024 the percentage range was: 24% - 37% (top range of AS applied)

2025 the percentage range is: 24% - 37% (top range of AS applied)

Table 4: Impact of rent after Accommodation Supplement applied to a double occupancy:

Location	Market Rent	Increase per	AS (range	Net Rent after	As at April 2025
Double	2025/26	Week	estimated by	AS Applied	% of Income Paid for Rent
Occupancy	2020/20	Trook	WINZ: basic NZ	7 to 7 tppou	(Couple) \$828.34 net
Cocapancy			Super no		(000,000,000,000,000
			additional		
			income)		
	\$	\$	\$	\$	%
Alexandra Clyde	180	5	0	180	22
Alexandra Ciyde	240	10	24 - 31	216	26
	250	10	31 - 38	219	26
	260	10	38 - 45	222	27
	250	10	31 - 38	219	26
	255	10	34 - 41	231	28
Cromwell	260	10	38 - 45	222	27
	300	15	66 - 73	234	28
	305	15	69 - 76	236	28
	170	5	0	170	20
Roxburgh	175	5	0	175	21
	180	5	0	180	22
	140	5	0	140	17
Ranfurly	145	5	0	145	17
	150	5	0	150	18

Note: The percentage range of income spent on rent :

2022: 23% - 28% 2023: 21% - 24% 2024: 21% - 29% 2025: 17% - 28%

Mark Rent Summary

6 older units in Ranfurly have no rental increase. Of all the Ranfurly units these tend to be the most challenging to tenant, they are the oldest units overlooking the John St playground.

51 units in Alexandra, Roxburgh and Ranfurly have a rental increase of \$5 - these units are the older smaller units.

A ten dollar increase for 29 larger or double units in Alexandra, Clyde and Cromwell.

The 12 newer units in Cromwell have an increase of \$15. Those on the waiting list for Cromwell units prefer these units.

From August 2022 the Residential Tenancy Act limits rent increases to once every 12 months. Because Council reviews the rent charges annually there will be five tenancies where rent cannot be increased as the tenancies are less than 12 months old.

Waiting List

The number of people on the waiting list is fluid. When contacted many on the waiting list are not ready to take up a tenancy for various reasons. Some applicants have a location preference for the newer larger units in their affordability range and are prepared to wait until these units become available.

For some, although they are in a rental situation, they feel Council rental units offer better long-term security than the private market. Others are not looking to the private market and can remain in their current accommodation until a unit becomes available.

When a unit becomes available, staff review those on the waiting list, update their current situation and where applicable prioritise accordingly to the four criteria set out previously to create a prioritised short list. Staff then work through the short list to fill the vacant tenancy.

Financial

Currently at the end of May 2025 income from rent is favourable by 1.44% which reflects high occupancy to date in the higher income units.

Based on the static occupancy rate of 95% at the time of writing this report and allowing for the five the tenancies where the new rental rate cannot be applied, the rental income may increase from \$884,520 to \$918,060. An expected income increase of \$33,540.

Implementation

The process to increase rents has a statutory requirement under the Residential Tenancies Act 1986. Tenants must be given 60 days' notice of a rent increase.

Action:

- The first letter of notification for the rent increase will be posted or delivered to affected tenants not later than 30 June 2025
- A second notification letter will be posted as a reminder in August 2025
- New rents will apply from 1 September 2025

3. Attachments

Nil



25.12.13 PROPOSAL TO CONSIDER THE REQUIREMENT FOR AN ESPLANADE STRIP/RESERVE - HINDON STREET ROAD STOPPING

Doc ID: 2482887

Report Author:	Zelda Zeelie, Statutory Property Team Leader
Reviewed and authorised by:	Saskia Righarts, Acting General Manager Community Experience

1. Purpose of Report

To consider the determination as to whether the Council wish to impose the requirement of an Esplanade Strip/Reserve for the previously approved road stopping of an unformed legal road adjacent to the intersection of River and Hindon Streets, Omakau.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Agrees to determine that an esplanade strip/reserve is not required in terms of section 118 of the Public Works Act, 1981 in the case of the approved road stopping of the unformed legal road adjacent to the intersection of River Street and Hindon Street, Omakau.
- C. Authorises the Chief Executive to do all that is necessary to give effect to the resolution.

2. Background

At its meeting held on 24 April 2024, Council approved the stopping of approximately 1,900 square metres of unformed legal road adjacent to the intersection of River Street and Hindon Street. A copy of the report is attached as Annexure "1".

At the time neither the survey plan nor the recommending report addressed the fact that the road stopping adjoins the Manuherikia River, and it was only when the survey plan was requisitioned by Land Information New Zealand in respect of whether an esplanade strip was required, or not that the need to establish whether or not Council wishes to impose this requirement arose.

Legislation:

Where roads stopped under the Public Works Act 1981(PWA) are along the bank of a river, such as the Hindon Street Site, section 345(3) of the Local Government Act 1974 (LGA) applies (see section 118 PWA).

Section 345(3) of the LGA requires that a portion of the area of stopped road is vested in Council as an esplanade reserve. However, s345(4) of the LGA makes the obligation in section 345(3) subject to any district plan rules resulting from section 77 of the RMA.

Section 77 of the RMA sets out the rules for esplanade reserves and strips on subdivision and road stoppings. Under section 77(3) Council may include a rule in the District Plan which:

- (a) amends the standard 20 metre reserve requirement (so that it is more or less than 20 metres); or
- (b) states that section 345(3) of the LGA does not apply (and therefore an esplanade reserve is not required).

Section 77(1) of the RMA also allows Council to include a rule in the District Plan when there are subdivisions for allotments of less than 4 hectares to require an esplanade strip rather than an esplanade reserve (this is relevant as the Hindon Street Site is less than 4 hectares).

The District Plan (Rule 16.7.13.1) provides Council with a level of discretion as to whether an esplanade strip or esplanade reserve is required.

Rule 16.7.13.1 of the District Plan is the starting point for esplanade strips and reserves:

"Where any land to be subdivided adjoins any river or lake or in circumstances where section 345 of the Local Government Act 1974 applies, the following may be required as a condition of consent to the subdivision:

(a) Allotments less than 4 hectares

Where an allotment of less than 4 hectares is created when land is subdivided adjacent to a river 3 metres or greater in width or a lake of 8 hectares or more in area, an esplanade strip up to 20 metres in width may be required to be created within that allotment OR an esplanade reserve up to 20 metres in width may be set aside from that allotment along the bank of the river or along the margin of the lake as the case may be."

Subsection (a) applies to the Hindon Street Site as the allotment size is less than 4 hectares. The plan does not expressly exclude the need for an esplanade reserve or esplanade strip. However, exclusion of the need for an esplanade reserve or esplanade strip is contemplated by use of the words "may be required" in rule 16.7.13.1. There is a wide discretion in the plan for Council to require an esplanade strip or esplanade reserve of up to 20 metres.

Council's Roading Policy does not extensively discuss esplanade reserves or esplanade strips in the context of a road stopping but does list "access to waterbody" as a factor to be considered when Council reviews a proposal. Page 28 of the policy goes on to record:

"Does the road adjoin a waterbody? If so, there is a need to consider s345 of the Local Government Act, which requires that after stopping the land be vested in Council as an esplanade reserve".

3. Discussion

Although Council could technically not require an esplanade reserve or strip under the District Plan rule wording, there would need to be very clear reasons to decide why one was not required. Council would need to apply the same criteria to this decision making that it would ordinarily apply when considering whether and esplanade reserve or strip is required as part of a subdivision consent application.

Council will ultimately need to consider the question above and make a determination. Depending on what the outcome of that determination is i.e. whether an esplanade reserve or strip is required is likely to impact how the landowner wishes to proceed going forward.

There is a risk that the landowner will not want to proceed with the stopping and acquisition in the event an esplanade reserve or strip is required. Alternatively, if the landowner does still want to proceed in the event an esplanade reserve or strip is required a new valuation will

need to be obtained, which will result in a decreased value of the land i.e. decreased purchase price to Council.

If Council's determination is that an esplanade reserve or strip is required, there is also a chance that the landowner takes issue that this was not identified earlier on in the process to date with Council. There is potential for this to become a little untidy based on the fact the landowner has assumed surveying and valuation costs to get to this point. The landowner may feel incentivised to run an argument that he would not have progressed in the event he was aware of this at the outset.

Section 229 of the RMA sets out the purpose of esplanade reserves and strips. It's important to note that in the case of Hindon Street a 7-metre legal road corridor is proposed to remain after the stopping, therefore some direct access to the Manuherikia River will remain.

It's important to also note the status of the surrounding properties. The majority of the properties in the immediate vicinity have no esplanade reserve, strips or equivalent noted on the title due to having issued in the 1940's-1960's. The most recently subdivided is Section 13 Block I TN of Manuherikia held in record of title OT13C/494, which was subdivided in 1991. This title is subject to Part IV A of the Conservation Act 1987 which reserves a marginal strip (the equivalent under the earlier legislation, but for the Crown rather than territorial authority). There are two Crown Land marginal strips further north and east of the road to be stopped which were reserved from sale under section 58 of the Land Act.

The Planning Manager's and Policy Principal Planner's professional opinions were sought as to whether Council would wish to potentially impose the requirement of an Esplanade Strip or Esplanade Reserve, as outlined pertaining to relevant Rule 16.7.13(1) which provides discretion on this matter. (For awareness the relevant staff delegation manual does not afford under Section 77 of the Resource Management Act staff to make this determination; however, their professional planning recommendation was sought for relevant guidance).

Having reviewed the relevant road stopping notice diagram plan together with undertaking a site visit it was considered in this instance that an Esplanade Reserve/Esplanade Strip was not warranted. The rationale for not pursuing an Esplanade Reserve/Strip position was reflective of several unique characteristics. Primarily the topographic terrain witnessed on site in which there is evidently a distinct elevated position and considerable open space experienced from the relevant water body (Manuherikia River), together with several existing access tracks observed adjoining the land in this environment.

Additionally, it is recognised that an alternative access point will be retained in the immediate vicinity via a 7m carriageway. Therefore, it is also considered that not pursing an Esplanade Reserve/Strip would not undermine the ability in the future to follow through with the community access expectations to experience the Manuherikia River which had also been outlined as important within the recent Vincent Spatial Plan.

4. Financial Considerations

Council's Roading Policy determines that the applicant is responsible for all costs associated with the road stopping. This includes purchase of the land at valuation as prescribed in the Public Works Act 1981.

5. Options

Option 1 – (Recommended)

To agree to determine that an esplanade strip and/or esplanade reserve is not required in terms of section 118 of the Public Works Act, 1981 in the case of the approved road stopping

of the unformed legal road adjacent to the intersection of River Street and Hindon Street, Omakau.

Advantages:

- The Council will avoid the risk of the road stopping not being continued with by the applicant.
- The applicant will not run the risk of paying for cost to date on the application to decide not to proceed with the road stopping.

Disadvantages:

None

Option 2

To agree to determine that an esplanade strip and/or esplanade reserve is required in terms of section 118 of the Public Works Act, 1981 in the case of the approved road stopping of the unformed legal road adjacent to the intersection of River Street and Hindon Street, Omakau.

Advantages:

None as Council run risk that applicant withdraw their application to stop the road.

Disadvantages:

- Council run the risk that applicant decide to withdraw their application for the stopping of the unformed road.
- Applicant will have incurred expenses

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision promotes the economic wellbeing of the community by generating income from the disposal of land that is held (but not required) for roading purposes which has limited other use.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	Council's Road Stopping Policy applies to the application. Consideration of this policy has ensured that the appropriate statutory process, being to stop the road in accordance with the provisions of the Public Works Act 1981.
Considerations as to sustainability, the environment and climate change impacts	No sustainability, environmental or climate change impacts are related to the decision to stop this short unnamed unformed road.
Risks Analysis	No risks to Council are associated with the recommended option.

Significance, Consultation and	
Engagement (internal and	The Significance and Engagement Policy has
external)	been considered, with none of the criteria being met or exceeded. Notice of the completed road stopping will be published in the New Zealand Gazette.

7. Next Steps

Applicant advised of outcome
 On release of resolution

Road stopping to be finalised Mid to late 2025

• Gazette notice published 2025 Late 2025

8. Attachments

Appendix 1 - 24.5.6 Proposal to Stop unformed Legal Road - Hindon street and River Street Omakau.pdf $\underline{\mathbb{J}}$



24 April 2024

24.5.6 PROPOSAL TO STOP UNFORMED LEGAL ROAD

Doc ID: 1474278

Report Author:	Linda Stronach, Team Leader - Statutory Property
Reviewed and authorised by:	Louise van der Voort, Group Manager - Planning and Infrastructure

1. Purpose of Report

To consider an application to stop 1,900 square metres of unformed legal road adjacent to the intersection of River Street and Hindon Street, Omakau.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Agrees to stop approximately 1,900 square metres of unformed legal road adjacent to the intersection of River Street and Hindon Street as shown in figure 5 (the final plan) subject to:
 - The Applicants paying for the land at valuation as prescribed in the Public Works Act 1981.
 - The Applicants paying all other costs associated with the stopping.
 - A seven metres wide carriageway being retained between the stopped road and Section
 13 Block I Town of Manuherikia.
 - The final survey plan being approved by the Chief Executive Officer.
 - The stopped road being amalgamated with Sections 6 7 Block IV Town of Manuherikia (as currently contained in Record of Title OT325/90).
 - The stopping being approved by the Minister of Lands.
 - The Applicants obtaining and paying all costs associated with the Licence to Occupy the residual area as shown in figure 6.
- C. Authorises the Chief Executive to do all that is necessary to give effect to the resolution.

2. Background

The Roads

River Street is a short unformed road that runs parallel to Leask Street. The road, which is about 20 metres wide and 205 metres long, runs southward from Alton Street to the intersection with Hindon Street.

Hindon Street is a shorter road that starts at the intersection with River Street. Hindon Street runs west across Leask Street toward the Omakau Domain. Hindon Street is a formed road. Its overall length is about 135 metres. It is also 20 metres wide.

A plan of the two roads is shown below in figure 1.

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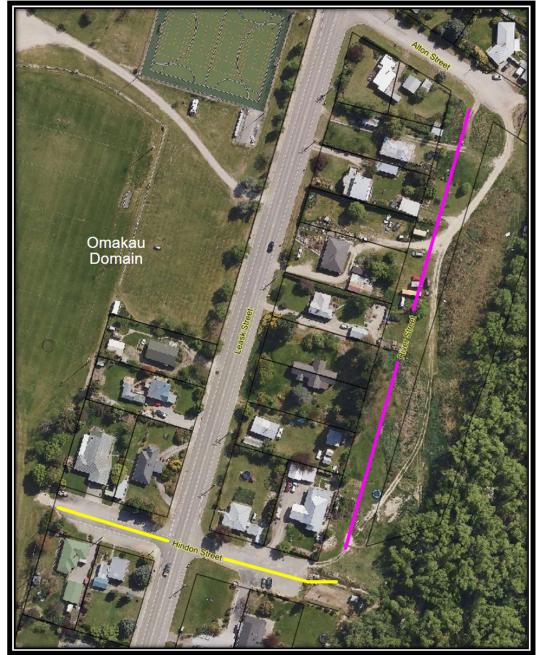


Figure 1 – Plan of River (Pink) and Hindon (Yellow) Streets, Omakau

A large block of unnamed unformed legal road sits to the east of the intersection of River and Hindon Streets between Section 13 Block I Town of Manuherikia (Section 13) and Section 7 Block IV Town of Manuherikia (Section 7).

A plan of the unnamed unformed block of road, which sits between the intersection of River and Hindon Streets and the Manuherikia River, is shown below in figure 2.

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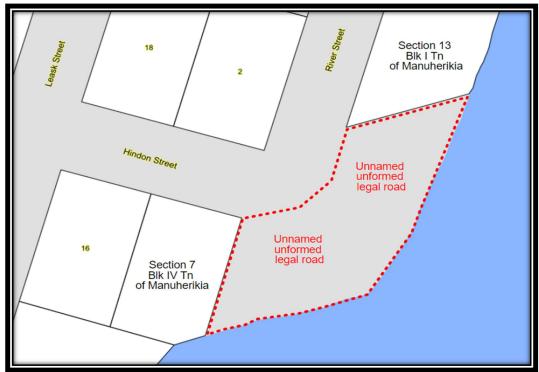


Figure 2 – Plan of the unnamed unformed legal road adjacent to the intersection of River and Hindon Streets

The Application

The owners of Section 7 have been occupying part of the large block of unnamed unformed legal road. A plan of that occupation, which includes lawns, gardens, a small paddock, and paths down to the Manuherikia River, is shown circled in green below in figure 3.



Figure 3 – Plan of the applicant's occupation of the unnamed unformed legal road.

To legalise their occupation of the block of unformed legal road, the owners of Section 7 (the Applicants) have applied to stop the block of unformed road as shown above in figure 2.

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3. Discussion

Roading Network

River Street is an unformed legal road which runs parallel to Leask Street. For the greater part, River Street is used to access the rear of the adjoining properties that have Leask Street frontages. Most of those adjoining property owners are also informally occupying the unformed legal road to some extent.

River Street also provides legal access to the Manuherikia River, and to Section 13 (which can also be accessed from Alton Street).

The entry to (the eastern side of) Hindon Street is formed and well-sealed with curb and channel in place around the intersection. The next 25 metres of the road is formed and sealed but the quality of that seal is poor. The following 20 metres is gravelled with the gravel basically covering the full width of the legal road. The remainder of the road, about 18 metres, is unformed.

Access to River Street is available from Hindon via a rough narrow track that runs between Section 2 Block I Town of Manuherikia (Section 2) and a deep crudely formed drainage channel that splits the western end of the road. The Applicants occupy the remainder of the unformed section of Hindon Street as shown in the overview of Hindon Street in figure 4.



Figure 4 - Overview of Hindon Street (East)

As Hindon Street is a no exit road, the block of legal road which the Applicants have applied to stop sits outside of any area of legal road that would be required for the purpose of forming the intersection of River and Hindon Street. This is because once formed the road would be a 'through road' rather than an intersection.

As the overall width of River Street, Hindon Street, and the legal road through the intersection of the two would be at least 20 metres, this is more than sufficient for roading purposes.

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Recreational and Amenity Values

As noted previously, the unformed legal road provides access to the Manuherikia River. This means that while the road may not be required for roading purposes, it does have amenity and recreational values which need to be protected.

To protect those values, public access to the river will be preserved by retaining a seven metre wide strip of the unformed road adjacent to Section 13. This will make the area of the road to be stopped approximately 1,900 square metres as shown below in figure 5.



Figure 5 – Final plan of the Road to Stopped being approximately 1,900 square metres.

Herenga ā Nuku Aotearoa (Walking Access New Zealand), Fish and Game New Zealand, and Central Otago Recreational Users Forum have all been consulted and support the proposed stopping based on the final plan as shown in figure 5.

Utility Networks & Provider Requirements

There is no utility network infrastructure located in the block of road that is to be stopped.

Legislation and Policy

Council's Roading Policy determines the appropriate statutory procedure for stopping a legal road or any part thereof. The policy for selecting the correct statutory process is outlined in section 8.5 of Council's Roading Policy. The options are as follow:

The Local Government Act 1974 road stopping procedure shall be adopted if one or more of the following circumstances shall apply:

- a) Where the full width of road is proposed to be stopped and public access will be removed as a result of the road being stopped; or
- b) The road stopping could injuriously affect or have a negative or adverse impact on any other property; or

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- c) The road stopping has, in the judgment of the Council, the potential to be controversial; or
- If there is any doubt or uncertainty as to which procedure should be used to stop the road.

The Local Government Act process requires public notification of the proposal. This involves erecting signs at each end of the road to be stopped, sending letters to adjoining owners/occupiers and at least two public notices a week apart in the local newspaper. Members of the public have 40 days in which to object.

The Public Works Act 1981 road stopping procedure may be adopted when the following circumstances apply:

- e) Where the proposal is that a part of the road width be stopped and a width of road which provides public access will remain.
- f) Where no other person, including the public generally, are considered by the Council in its judgment to be adversely affected by the proposed road stopping;
- g) Where other reasonable access will be provided to replace the access previously provided by the stopped road (i.e. by the construction of a new road).

It is proposed that Public Works Act 1981 procedures be adopted for this application for the following reasons:

- The proposal is to stop part of the road width only.
- Public access will not be adversely affected.

The Public Works Act 1981 further provides for legal road to be stopped, sold, and amalgamated with an adjacent title.

In this instance the stopped road would be amalgamated with the land contained in Record of Title OT325/90, being Sections 6 – 7 Block IV Town of Manuherikia. If the stopping is approved a new record of title will be issued for all three parcels of land on completion.

Residual Area of Occupation

As the Applicant's occupation of the legal road is extends beyond the bounds of the road to be stopped it is recommended that they obtain a Licence to Occupy the residual area.

This will formalise their occupation of the residual area until they vacate the land or it is required for roading purposes. A plan of the Applicant's residual area of occupation is circled in red below in figure 6.



Figure 6 - Residual Area of Occupation

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4. Financial Considerations

Council's Roading Policy determines that the applicant is responsible for all costs associated with the road stopping. This includes purchase of the land at valuation as prescribed in the Public Works Act 1981.

Licences to Occupy legal road currently carry a cost of \$190 including GST.

5. Options

Option 1 - (Recommended)

To agree to stop approximately 1,900 square metres of unformed legal road adjacent to the intersection of River Street and Hindon Street as shown in figure 5 (the final plan) subject to:

- The Applicants paying for the land at valuation as prescribed in the Public Works Act 1981.
- The Applicants paying all other costs associated with the stopping.
- A seven metres wide carriageway being retained between the stopped road and Section 13 Block I Town of Manuherikia.
- The final survey plan being approved by the Chief Executive Officer.
- The stopped road being amalgamated with Sections 6 7 Block IV Town of Manuherikia (as currently contained in Record of Title OT325/90).
- The stopping being approved by the Minister of Lands.
- The Applicants obtaining and paying all costs associated with the Licence to Occupy the residual area as shown in figure 6.

Advantages:

- The applicant's occupation of the legal road will be legalised.
- The income received will be used to address other public roading issues.
- Recognises the provisions of Council's Roading Policy.
- The proposal is consistent with the Public Works Act 1981.

Disadvantages:

- None, as the proposed stopping:
 - will not impact any future roading requirements.
 - public access to the Manuherikia River is preserved.
 - the Applicant's occupation of the residual area will be formalised.

Option 2

To not agree to stop approximately 1,900 square metres of unformed legal road as proposed in Option 1.

Advantages:

- None, as the proposed stopping:
 - will not impact any future roading requirements.
 - public access to the Manuherikia River is preserved.
 - the Applicant's occupation of the residual area will be formalised.

Item 24.5.6 - Report author: Team Leader - Statutory Property

Council meeting Agenda

24 April 2024

Disadvantages:

- The applicant's occupation of the legal road will not be legalised.
- Additional income will not be available to address other public roading issues.
- Does not recognise the provisions of Council's Roading Policy.
- Does not recognise that the proposal is consistent with the Public Works Act 1981.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision promotes the economic wellbeing of the community by generating income from the disposal of land that is held (but not required) for roading purposes which has limited other use.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic	Council's Road Stopping Policy applies to the application.
Development Strategy etc.	Consideration of this policy has ensured that the appropriate statutory process, being to stop the road in accordance with the provisions of the Public Works Act 1981.
Considerations as to sustainability, the environment and climate change impacts	No sustainability, environmental or climate change impacts are related to the decision to stop this short unnamed unformed road.
Risks Analysis	No risks to Council are associated with the recommended option.
Significance, Consultation and Engagement (internal and external)	The Significance and Engagement Policy has been considered, with none of the criteria being met or exceeded.
	Notice of the completed road stopping will be published in the New Zealand Gazette.

7. Next Steps

Stopping approved
 Applicants advised of outcome
 Survey and LINZ Accredited Supplier engaged
 Survey Plan approved
 Gazette notice published
 24 April 2024
 May 2024
 Mid to late 2024
 Late 2024 / Early 2025

8. Attachments

Nil

Item 24.5.6 - Report author: Team Leader - Statutory Property



25.12.14 RATIFICATION OF VINCENT COMMUNITY BOARD RESOLUTION 25.4.6 (PROPOSAL TO APPROVE THE LICENCE TO OCCUPY TO UPCYCLES CHARITABLE TRUST ON PART OF 60 BOUNDARY ROAD, ALEXANDRA)

Doc ID: 2496500

Report Author:	Zelda Zeelie, Statutory Property Team Leader
Reviewed and authorised by:	Saskia Righarts, Acting General Manager Community Experience

1. Purpose of Report

To consider ratifying the proposal to approve a Licence to Occupy to Upcycle Charitable Trust being approximately 125 square metres more or less on Part Lot 3 DP 355061 held on Record of Title 224692 for the purpose of Local Purpose (Transfer/Landfill) Reserve.

Recommendations

That the Council

A. Receives the report and accepts the level of significance.

B. Agrees to ratify Resolution 25.4.6 of the Vincent Community Board to approve the granting of a Licence to Occupy to Upcycles Charitable Trust of approximately 125 square metres more or less on Part 3 DP 355061 held on Record of Title 224692 for the purpose of Local Purpose (Transfer/Landfill) Reserve, on the following terms and conditions:

• Term: Five (5) years

Right of renewal: None

Commencement Date: 1 July 2025

• Licence Fee: \$1 per annum plus GST (if demanded)

Rent Review: None

 Permitted Use: For the establishment and use as a bicycle repair and restoration facility.

C. Authorises the Chief Executive to all that is necessary to give effect to the resolution.

2. Background

Resolution 25.4.6

At their meeting held on 9 June 2025, the Vincent Community Board (the Board) considered a proposal to approve the granting of a Licence to Occupy to Upcycles Charitable Trust of approximately 125 square metres more or less on Part 3 DP 355061 held on Record of Title 224692 for the purpose of Local Purpose (Transfer/Landfill) Reserve. Refer to Appendix 1.

Details of Licence to Occupy proposed

The Council was approached by Upcycle Charitable Trust for granting of a Licence to occupy approximately 125 square metres on 60 Boundary Road as indicated on Map, Figure 1 below. An overview of the whole site indicating with a red star the approximate location on the site is shown in Figure 2.

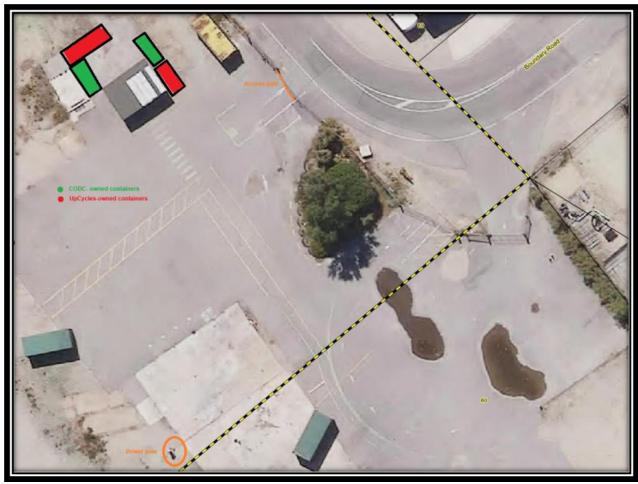


Figure 1



Figure 2

The Upcycle Charitable Trust intends to occupy the space to set up and operate a volunteer operated bicycle repair and recycling workshop. The workshop will provide opportunity for the community to donate unused bicycles to be Upcycled for re-use and redistribution to the community. This is a non-profit organisation and will provide the opportunity to the community to develop skills for the upcycling of bicycles.

The following covers the basis of the Licence to Occupy:

- Access to part of 60 Boundary Road Site for volunteers to repair bicycles. This will be through the marked access gate indicated in orange on Figure 1 above.
- Access will be during set times arranged with Council staff but likely would be for one weekday evening and one weekend morning per week.
- Access to a permanent sheltered roof area for the purpose of fixing bicycles.
- Access to the Council owned containers (indicated in green on Figure 1 above) for use as a workshop and storage space.
- Permission to place two more Upcycle owned containers (indicated in Red on Figure 1 above) to store tools and bikes for repair and redistribution.
- Provided that the site would be a Council-branded repair facility and not an Upcycles-branded repair facility.
- Provided that the facility (permanent sheltered roofed area and Council owned workshop container) would be able to be booked by other community groups who wish to offer one-off or ongoing bicycle repair workshops.
- Access would be restricted to the leased area only.
- Restrictions will be put in place in the Licence to Occupy on any changes to the ground surface/capping of the landfill or on anything penetrating the surface capping, for example waratahs/fence posts that might cause damage to it.

3. Discussion

The approval of the Licence to Occupy will provide a facility to the community for the repair and upcycle of bicycles. This will also provide the opportunity for education and training for fixing and upcycling bicycles to the community.

Existing Occupations:

The transfer station is currently the only other occupant on the Reserve. The licence will address the access to the reserve to avoid interference with the transfer station operations.

Type of agreement:

As this agreement does not give Upcycles Charitable Trust exclusive occupation and possession of the site but only the right to occupy and use part of the land it is recommended that a Licence to Occupy is granted instead of a Lease.

Statutory

As a Local Purpose (Transfer/Landfill) Reserve the land is subject to the Reserves Act 1977 (the Act). Section 61(2A) of the Act outlines the rights of Council as the administering body:

"in the case of a local purpose reserve vested in the administering body, the administering body

may lease all or part of the reserve to any person, body, voluntary organisation, or society,

whether incorporated or not, for any of the following purposes:

- (a) Community building, play centre, kindergarten, plunket room, or other like purposes:
- (b) Farming, grazing, cultivation, cropping, or other like purposes.

The proposed licence to occupy aligns with the existing occupation which are all loosely consistent with the provisions of section 61(2A)(b).

Section 61(2B) of the Act outlines the provisions on which a lease may be granted. They are:

- (a) the lease shall be for a term not exceeding 33 years, with or without a right of renewal, perpetual or otherwise, for the same or any shorter term, but with no right of acquiring the fee simple, and, subject to paragraph (b), shall be on such other conditions as the administering body determines:
- (b) the lease shall include a condition that the land leased shall be used solely for such purposes as are specified in the lease, and that upon breach of that condition the administering body may terminate the lease in such manner as is prescribed or implied in the lease, whereupon the land, together with all improvements, shall revert to the lessor without compensation being payable to the lessee for improvements or otherwise.

The proposed lease will be granted subject to the provisions of section 61(2B).

Leases/Licences to occupy of local purpose reserves do not require public consultation or notification.

4. Financial Considerations

As Upcycles Charitable Trust has no income and is operated solely on a volunteer basis the rent for the leased area is recommended to be a nominal amount of \$1. This is recommended to enable the Trust to provide this facility and the operation thereof.

All cost for the establishment, operation and maintenance of the facility will be carried by Upcycles Charitable Trust.

5. Options

Option 1 – (Recommended)

To agree to ratify Resolution 25.4.6 of the Vincent Community Board to approve the granting of a Licence to Occupy to Upcycles Charitable Trust of approximately 125 square metres more or less on Part 3 DP 355061 held on Record of Title 224692 for the purpose of Local Purpose (Transfer/Landfill) Reserve, on the following terms and conditions:

o Term: Five (5) years

Right of renewal: None

Commencement Date: 1 July 2025

o Licence Fee: \$1 per annum plus GST (if demanded)

o Rent Review: None

Permitted Use: For the establishment and use as a bicycle repair

and restoration facility.

Advantages:

- Gives effect to Resolution 25.4.6 of the Vincent Community Board.
- This will provide a bicycle repair and recycling facility to the community and the
 opportunity for those in the community that are interested to gain access to a training
 facility to repair and upcycle bicycles.

Disadvantages:

None

Option 2

To not agree to ratify Resolution 25.4.6 of the Vincent Community Board to grant a Licence to Occupy to Upcycles Charitable Trust of approximately 125 square metres more or less on Part 3 DP 355061 held on Record of Title 224692 for the purpose of Local Purpose (Transfer/Landfill) Reserve.

Advantages:

None

Disadvantages:

Would not give effect to Resolution 25.4.6 of the Vincent Community Board.

 This will take away the opportunity to provide a bicycle repair and recycling facility to the community and the opportunity for those in the community that are interested to gain access to a training facility to repair and upcycle bicycles.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision promotes the social, cultural, economic, and environmental wellbeing of communities, in the present and for the future by providing a facility that will ensure skills are gained and transferred and old bicycles are reused in the community.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	The recommendation is consistent with the Council's Leasing and Licencing Policy and the Reserves Act 1977.
Considerations as to sustainability, the environment and climate change impacts	The concept of repair and upcycle of bicycles will be beneficial to sustainability and the environment.
Risks Analysis	There is a risk in having a group occupy the site, but the risk is mitigated by controlled access and outweighs the benefit this facility would provide to the community.
Significance, Consultation and Engagement (internal and external)	The Significance and Engagement Policy has been considered, with none of the criteria being met or exceeded. Public consultation is not required when a lease is granted under section 61 of the Reserves Act.

7. Next Steps

Vincent Community Board recommendation approved: 9 June 2025
 Council Approve recommendation of the Board: 25 June 2025
 Licensee advised of decision: June/July 2025
 Licence to Occupy Executed: June /July 2025

8. Attachments

Appendix 1 - Copy of report of Vincent Community Board Resolution 25.4.6 - Monday, 9 June 2025.pdf J



9 June 2025

25.4.6 PROPOSAL TO APPROVE THE LICENCE TO OCCUPY TO UPCYCLES CHARITABLE TRUST ON PART OF 60 BOUNDARY ROAD, ALEXANDRA

Doc ID: 2470257

Report Author:	Zelda Zeelie, Statutory Property Team Leader
Reviewed and authorised by:	David Scoones, Group Manager - Community Experience

1. Purpose of Report

To consider the approval of a Licence to Occupy to Upcycle Charitable Trust being approximately 125 square metres more or less on Part Lot 3 DP 355061 held on Record of Title 224692 for the purpose of Local Purpose (Transfer/Landfill) Reserve.

Recommendations

That the Vincent Community Board

- A. Receives the report and accepts the level of significance.
- B. Recommends to Council to approve the granting of a Licence to Occupy to Upcycles Charitable Trust of approximately 125 square metres more or less on Part 3 DP 355061 held on Record of Title 224692 for the purpose of Local Purpose (Transfer/Landfill) Reserve, on the following terms and conditions:

• Term: Five (5) years

Right of renewal: None

Commencement Date: 1 July 2025

• Licence Fee: \$1 per annum plus GST (if demanded)

• Rent Review: None

 Permitted Use: For the establishment and use as a bicycle repair and restoration facility.

C. Authorises the Chief Executive to all that is necessary to give effect to the resolution.

2. Background

The Council was approached by Upcycle Charitable Trust for granting of a Licence to occupy approximately 125 square metres on 60 Boundary Road as indicated on Map, Figure 1 below. An overview of the whole site indicating with a red star the approximate location on the site is shown in Figure 2.

Item 25.4.6 - Report author: Statutory Property Team Leader

Vincent Community Board Agenda

9 June 2025

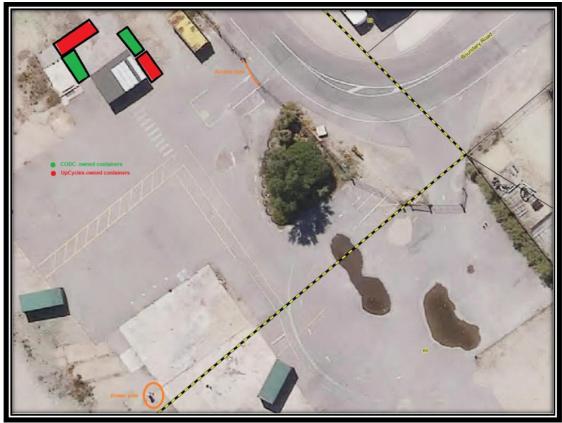


Figure 1



Figure 2

Item 25.4.6 - Report author: Statutory Property Team Leader

Vincent Community Board Agenda

9 June 2025

The Upcycle Charitable Trust intends to occupy the space to set up and operate a volunteer operated bicycle repair and recycling workshop. The workshop will provide opportunity for the community to donate unused bicycles to be Upcycled for re-use and redistribution to the community. This is a Non-profit organization and will provide the opportunity to the community to develop skills for the upcycling of bicycles.

The following covers the basis of the Licence to Occupy:

- Access to part of 60 Boundary Road Site for volunteers to repair bicycles. This will be through the marked access gate indicated in orange on Figure 1 above.
- Access will be during set times arranged with Council Staff but likely would be for one weekday evening and one weekend morning per week.
- Access to a permanent sheltered roof area for the purpose of fixing bicycles.
- Access to the Council owned containers (indicated in green on Figure 1 above) for use as a workshop and storage space.
- Permission to place two more Upcycle owned containers (indicated in Red on Figure 1 above) to store tools and bikes for repair and redistribution.
- Provided that the site would be a Council-branded repair facility and not an Upcycles-branded repair facility.
- Provided that the facility (permanent sheltered roofed area and Council owned workshop container) would be able to be booked by other community groups who wish to offer one-off or ongoing bicycle repair workshops.
- · Access would be restricted to the leased area only.
- Restrictions will be put in place in the Licence to Occupy on any changes to the ground surface/capping of the landfill or on anything penetrating the surface capping, for example waratahs/fence posts that might cause damage to it.

3. Discussion

The approval of the Licence to Occupy will provide a facility to the community for the repair and upcycle of bicycles. This will also provide the opportunity for education and training for fixing and upcycling bicycles to the community.

Existing Occupations:

The transfer station is currently the only other occupant on the Reserve. The licence will address the access to the reserve to avoid interference with the transfer station operations.

Type of agreement:

As this agreement does not give Upcycles Charitable Trust exclusive occupation and possession of the site but only the right to occupy and use part of the land it is recommended that a Licence to Occupy is granted in stead of a Lease.

Statutory

As a Local Purpose (Transfer/Landfill) Reserve the land is subject to the Reserves Act 1977 (the Act). Section 61(2A) of the Act outlines the rights of Council as the administering body:

"in the case of a local purpose reserve vested in the administering body, the administering body

may lease all or part of the reserve to any person, body, voluntary organisation, or society,

whether incorporated or not, for any of the following purposes:

Item 25.4.6 - Report author: Statutory Property Team Leader

- (a) Community building, play centre, kindergarten, plunket room, or other like purposes:
- (b) Farming, grazing, cultivation, cropping, or other like purposes.

The proposed licence to occupy aligns with the existing occupation which are all loosely consistent with the provisions of section 61(2A)(b).

Section 61(2B) of the Act outlines the provisions on which a lease may be granted. They are:

- (a) the lease shall be for a term not exceeding 33 years, with or without a right of renewal, perpetual or otherwise, for the same or any shorter term, but with no right of acquiring the fee simple, and, subject to paragraph (b), shall be on such other conditions as the administering body determines:
- (b) the lease shall include a condition that the land leased shall be used solely for such purposes as are specified in the lease, and that upon breach of that condition the administering body may terminate the lease in such manner as is prescribed or implied in the lease, whereupon the land, together with all improvements, shall revert to the lessor without compensation being payable to the lessee for improvements or otherwise.

The proposed lease will be granted subject to the provisions of section 61(2B).

Leases/Licences to occupy of local purpose reserves do not require public consultation or notification.

4. Financial Considerations

As Upcycles Charitable Trust has no income and is operated solely on a volunteer basis the rent for the leased area is recommended to be a nominal amount of \$1. This is recommended to enable the Trust to provide this facility and the operation thereof.

All cost for the establishment, operation and maintenance of the facility will be carried by Upcycles Charitable Trust.

5. Options

Option 1 - (Recommended)

That the board recommend to Council to approve the granting of a Licence to Occupy to Upcycles Charitable Trust of approximately 125 square metres more or less on Part 3 DP 355061 held on Record of Title 224692 for the purpose of Local Purpose (Transfer/Landfill) Reserve, on the following terms and conditions:

Term: Five (5) years

Right of renewal: NoneCommencement Date: 1 July 2025

Licence Fee: \$1 per annum plus GST (if demanded)

Rent Review: None

Permitted Use: For the establishment and use as a bicycle repair

and restoration facility.

Item 25.4.6 - Report author: Statutory Property Team Leader

Vincent Community Board Agenda

9 June 2025

Advantages:

This will provide a bicycle repair and recycling facility to the community and the
opportunity for those in the community that are interested to gain access to a training
facility to repair and upcycle bicycles.

Disadvantages:

None

Option 2

To not recommend to Council to granting of a Licence to Occupy to Upcycles Charitable Trust of approximately 125 square metres more or less on Part 3 DP 355061 held on Record of Title 224692 for the purpose of Local Purpose (Transfer/Landfill) Reserve.

Advantages:

None

Disadvantages:

 This will take away the opportunity to provide a bicycle repair and recycling facility to the community and the opportunity for those in the community that are interested to gain access to a training facility to repair and upcycle bicycles.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision promotes the social, cultural, economic, and environmental wellbeing of
T dipose i revisions	communities, in the present and for the future by
	providing a facility that will ensure skills are
	gained and transferred and old bicycles are re-
	used in the community.
Decision consistent with other	The recommendation is consistent with the
Council plans and policies? Such	Council's Leasing and Licencing Policy and the
as the District Plan, Economic	Reserves Act 1977.
Development Strategy etc.	
Considerations as to	The concept of repair and upcycle of bicycles will
sustainability, the environment	be beneficial to sustainability and the
and climate change impacts	environment.
Risks Analysis	There is a risk in having a group occupy the site,
	but the risk is mitigated by controlled access and
	outweighs the benefit this facility would provide to the community.
Significance, Consultation and	The Significance and Engagement Policy has
Engagement (internal and	been considered, with none of the criteria being
external)	met or exceeded.
external)	met of exceeded.
	Public consultation is not required when a lease
	is granted under section 61 of the Reserves Act.

7. Next Steps

Vincent Community Board recommendation approved: 9 June 2025

Item 25.4.6 - Report author: Statutory Property Team Leader

Vincent Community Board Agenda

9 June 2025

Council Approve recommendation of the Board:

 Licensee advised of decision:
 Licence to Occupy Executed:

 June 2025

 June/July 2025

8. Attachments

Nil

Item 25.4.6 - Report author: Statutory Property Team Leader



25.12.15 BRIDGE RENEWAL PROCUREMENT - BRIDGE 191 LITTLE VALLEY ROAD

Doc ID: 2490949

Report Author:	Paul Fleet, Roading Manager
Reviewed and authorised by:	Quinton Penniall, Infrastructure Manager

1. Purpose of Report

To consider procurement plan for tendering of Bridge 191 timber component renewal.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Approves the procurement plan for tendering of the renewal of all timber components of Bridge 191 Little Valley Road, including the following
 - (a) Tenders to be evaluated using the Weighted Attribute Method with a 40% price weighting.
- C. Authorises the Chief Executive Officer to award the work to the preferred contractor following the procurement process provided that the tendered amounts are within the approved budget.

2. Background

Bridge 191 is located on Little Valley Road and crosses the Manuherikia River near Alexandra. It provides the only local crossing of the river and is a critical link for multiple users. The bridge supports access to residential properties, several working farms and stations east of the river, and is the sole vehicle route to the Alexandra–Clyde Wastewater Treatment Plant. It also connects to popular local features such as the Otago Central Rail Trail and the 'Clock on the Hill'.

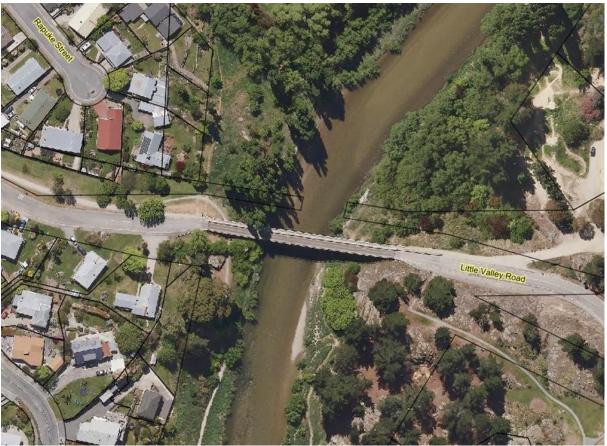


Figure 1: Bridge 191 Location

Bridge 191 is one of many structures across the district experiencing age-related deterioration. Central Otago's bridge network includes a number of aging assets, and inspections have identified the need for timely intervention to ensure continued service and safety.

For Bridge 191, several key timber components are at the end of their useful life and require replacement to support ongoing use. These works are necessary to extend the bridge's useful life and increase its allowable trafficable axle loading, ensuring it can continue to meet demand into the future.

The proposed works are consistent with the Bridge Replacement Strategy outlined in the 2024–2027 Transportation Activity Management Plan.

To enable construction while maintaining access across the Manuherikia River, a temporary Bailey bridge is proposed approximately 1 km south of the existing structure. This temporary crossing will connect 65 Graveyard Gully Road to Rivers Street Park and ensure continued access for residents, rural users, and critical infrastructure.

The temporary bridge works have already been procured, with WSP engaged as design consultants and Fulton Hogan delivering the physical works through the Roading Maintenance Contract. While not part of the tender subject to this report, the temporary bridge is a key enabling component for the proposed upgrade.



Figure 2: Temporary Bailey Bridge Location

3. Discussion

Approval is sought to proceed with the procurement of a physical works contractor for the structural refurbishment of Bridge 191.

An open, multistage tender process is proposed. This will commence with the advertisement of an Expression of Interest (EOI), followed by a formal Request for Proposal (RFP) issued to the open market.

The EOI stage is intended to give prospective suppliers early visibility of the opportunity, allow time to review prequalification requirements, and consider procurement of any long lead-time materials. This approach is particularly important given that some local suppliers may require additional time to prepare and meet eligibility requirements.

Preliminary market engagement suggests moderate interest, particularly from small to medium-sized contractors with experience in bridge refurbishment, structural timber works, and construction in constrained environments. Several capable suppliers are expected to participate, and the process is designed to encourage competitive responses.

Council Procurement Policy

Council approves budgets annually (and as required), including planned procurement expenditure, and retains authority to approve the award of all contracts exceeding \$1,000,000, unless otherwise previously agreed.

The diagram below outlines the procurement process to be followed under Council's Procurement Policy. For market tenders exceeding \$200,000, approval of the procurement plan is required from the relevant Activity Manager (or next tier up). Only non-standard procurement plans with a value exceeding \$1,000,000 require formal approval by Council.

As this procurement follows a standard open tender process, formal Council approval of the procurement plan is not required. However, it is also recommended that the Chief Executive be delegated authority to award the contract to the preferred tenderer, provided that the tendered price is within the approved budget.

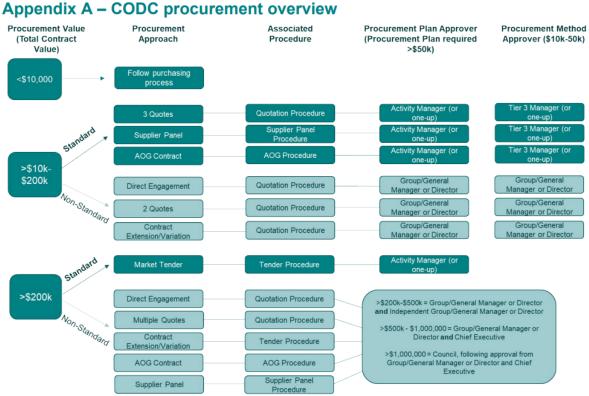


Figure 3: Procurement Overview

Tender Evaluation Models

Two evaluation models have been considered for this procurement: the Lowest Price Conforming model and the Weighted Attribute model.

The Lowest Price Conforming (LPC) model is typically used for straightforward, low-risk projects where the scope is well-defined and the primary consideration is cost. Under this model, all conforming bids are assessed to ensure they meet minimum requirements, and the contract is awarded to the lowest-priced submission. While efficient, this approach limits the ability to consider broader value elements such as innovation, stakeholder impact, or delivery methodology.

The Weighted Attribute model, by contrast, allows both price and non-price attributes to be evaluated based on their relative importance. This approach provides flexibility to assess factors such as construction methodology, proposed programme, experience, environmental outcomes, and the ability to minimise disruption to the community. For example, one tenderer may propose a shorter full closure of the road, while another may keep the route partially open under traffic management for a longer period. The weighted model enables the evaluation team to consider the overall value of these trade-offs rather than just the lowest cost.

Given the complexity of the project, the stakeholder impacts, and the nature of the work—particularly the replacement of structural components, work over water, and the need for certified height safety practices—the Weighted Attribute model is recommended.

In line with the Procurement Policy, a weighting of 60% for non-price attributes and 40% for price will be applied. This provides a balanced framework that maintains price tension while ensuring quality, capability, and risk management are properly considered in the final decision.

4. Financial Considerations

The cost estimate for design, construction, and project management of the project is \$2.475 million

This is the budget provided in the 2024 Annual Plan and the 2025 Long-term Plan for the component replacements on Bridge 191. Due to the complexity of exploring and establishing a viable temporary crossing to facilitate works there will be a carryover of a portion of budget from the 2024/25 financial year to the 2025/26 financial year.

5. Options

Option 1 – (Recommended)

Council approves the attached procurement plan for the Little Valley bridge (191) timber component renewal. This contract will be openly tendered using the Government Electronic Tenders Service (GETS) using a weighted attribute model with a 40% price weighting.

Advantages:

- Council procures a contractor with the best overall combination of price and attributes to carry out the contract works
- Contractors get the opportunity to include innovations in their tender that can be evaluated against other submitters
- The 40% price component provides a level of cost tension

Disadvantages:

The winning tenderer may not be the cheapest presented price

Option 2

Tender the work using a lowest price conforming model

Advantages:

Cheapest presented price wins the contract work.

Disadvantages:

- Contractors may take greater risks in items such as communication with residents, health and safety, and materials and work quality to enable a low price to win the contract.
- Requires greater level of staff oversight to ensure that work is being undertaken to the required quality.
- No genuine comparison can be made between contractors on their attributes to deliver or add value outside price
- Limits opportunities for Council to take advantage of whole-of-life cost benefits, innovations, or added value alternatives that contractors may offer in a weighted attributes tender
- Increased likelihood of customer dissatisfaction due to supply disruption if the successful contractor does not have adequate experience and staff to undertake the project.

• Greater likelihood of variations due to unforeseen circumstances.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision enables democratic local decision making and action by, and on behalf of communities by giving elected members input into the procurement process used and an insight into the work to be delivered. AND This decision promotes the social, cultural, economic and environmental wellbeing of communities, in the present and for the future by renewing assets in a cost-effective manner
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	Yes, the recommendation is consistent with the Procurement Policy
Considerations as to sustainability, the environment and climate change impacts	The programmed work will ensure Council replaces ageing assets with long-term sustainable products that provide resilience to our community.
Risks Analysis	No substantial organisational risks have been identified with the recommended procurement approach. A communication plan will be developed before physical works commence. Project-specific risks will be outlined in project status reports to Council.
Significance, Consultation and Engagement (internal and external)	A full communication and engagement plan will be developed as a part of the contract delivery requirements.

7. Next Steps

- Advertise the tender Mid-July 2025
- Procure a contractor for the work and commence construction
- Initiate two monthly status reporting to Council

8. Attachments

Appendix 1 - Procurement Plan - Bridge 191 (Little Valley) Refurbishment J.



Central Otago District Council Procurement Plan

Bridge 191 (Little Valley) Refurbishment

Document development			
Prepared by	Paul Fleet / Josh von Pein		
Position/title	Roading Manager / Civil Engineer and Procurement Advisor		
Business unit	Infrastructure and Planning		
Document version	1.0		
Status	draft for peer review		

Plan Approval		
Procurement Approach	Open tender	
Standard/Non-Standard	Standard	
Approver name	Quinton Penniall	
Approver position/title	Infrastructure Manager	
Approval date	10/06/2025	
Approver name	Peter Kelly	
Approver position/title	Chief Executive	
Approval date		



Background

- This procurement plan relates to approved activities within the 2025/27 Long Term Plan, as well as the 2024/27 Annual Plan and also aligns with our bridge strategy in the 2024/27 Transportation Activity Management Plan
- We aim to procure a physical works contractor to undertake the necessary structural component maintenance and refurbishment of Bridge 191 (Little Valley) to extend the life of the bridge and increase its allowable trafficable axle loading.
- The need for this work was identified during routine bridge inspections.
- Bridge 191 crosses the Manuherikia River on Little Valley Road, which connects
 Alexandra to iconic local features such as the 'Clock on the Hill' and forms part of the
 Otago Central Rail Trail. Bridge 191 is also a vital link for several working farms and
 stations east of the Manuherikia River.
- Bridge 191 currently serves as the only local crossing of the Manuherikia River. To avoid significant disruption, a temporary Bailey bridge will be installed approximately 1 km south of Bridge 191, providing an alternative crossing between 65 Graveyard Gully Road and Rivers Street Park. This work has already been procured, with WSP engaged as the design consultants and Fulton Hogan delivering the physical works as part of the Transport Maintenance Contract. This work does not form part of this procurement plan, it is mentioned here solely as a dependency.

Market Analysis

- We anticipate that there will be a moderate level of interest in this opportunity.
- The firms most likely to be interested are small to medium-sized contractors, both local and national.
- We have chosen to engage early with suppliers to give them the opportunity to consider the prequalification requirements, and the procurement of long lead-time materials by providing advance notice through an Expression of Interest (EOI) notification.

Requirements and Costs

What we're buying

In summary, we will procure an appropriately qualified and experienced physical
works contractor to replace structural timber components on the bridge structure,
strengthen the connections to the retrofitted pedestrian walkway, and undertake minor
preventative maintenance tasks to preserve the steel trusses. The full scope of works
will be detailed in the technical specification.

Key dates

- We aim to commence the contract by 1 October 2025 (15 October Possession of site)
- We anticipate the procurement process will take 8 weeks
- This means the EOI must be advertised no later than 30 June 2025



 This means the Request for Proposal (RFP) must be advertised no later than 14 July 2025

Estimated costs

Pre-	Project Costs			
construction				
Design and specifications	\$145,000			
Expert advice/MSQA	\$20,000			
Tendering Costs	\$10,000			
Construction				
Bridge Construction Works	\$2,250,000			
Contract Management & Administration	\$50,0000			
Totals	\$2,475,000			
		Total	Estimated Costs	\$2,475,000



Stakeholders

Internal stakeholders

Internal stakeholders have been identified below:

Role	Characteristics	Stakeholders
Responsible	The person or people responsible for undertaking the procurement.	JVP Civil Management Limited, Josh von Pein
Accountable	The person or people that have authority to make decisions and are accountable for the outcomes.	 CODC Roading Manager, Paul Fleet CODC Infrastructure Manager, Quinton Penniall CODC CEO, Peter Kelly
Supportive	The person or people that do the real work.	 CODC Roading Manager, Paul Fleet CODC Roading Asset Engineer, Holly Laverick JVP Civil Management Limited, Josh von Pein
Consulted	The person or people who needs to be consulted to add value or get 'buy-in.	 CODC Wastewater (Andrew Watson, There is a treatment plant at end of Graveyard Gully Road) CODC Rubbish Collection (Laura Gourley, Rubbish collection occurs in the residential area directly over the bridge)
Informed	The person, people or group, groups that need to be kept informed of key actions and results but are not involved in decision-making or delivery.	

External stakeholders

• External stakeholders have been identified below:

Role	Characteristics	Stakeholders
Responsible	The person or people responsible for undertaking the procurement.	JVP Civil Management Limited
Accountable	The person or people that have authority to make decisions and are accountable for the outcomes.	 WSP (Managing Bailey Bridge Design) Fulton Hogan (Install and construction of alternate route, with Bailey Bridge)



Supportive	The person or people that do the real work.	ContactDeltaOrigin Consultants
Consulted	The person or people who needs to be consulted to add value or get 'buy-in.	 Farm and Station owners Little Valley Community Representatives (Graveyard Gully / Lookout Estate)
Informed	The person, people or group, groups that need to be kept informed of key actions and results but are not involved in decision-making or delivery.	 Rail Trail Users Otago Regional Council DoC FENZ Police St Johns All adjoining property owners (Graveyard Gully / Lookout Estate / Rivers St residents).

Communication

- Stakeholder communication will be conducted through multiple channels, including email, social media, phone calls, physical signage, and in-person meetings.
- Where applicable, the Communications Team will be engaged to support messaging and public outreach. Their involvement should be clearly identified, and they must be listed as an internal stakeholder when utilised.
- For temporary road closures, communication will comply with statutory requirements and include updates via the project website, local newspapers, and public notices.
- Direct engagement with affected residents will be undertaken regarding changes to parking or property access.
- For the Little Valley community, a targeted letter drop will be carried out to ensure all residents are informed of upcoming works and impacts.



Tender Process

- · We will be completing an open, multistage tender process.
- The process with comprise advertisement of a 'Expression of Interest (EOI)', then a Request for Proposal (RFP) advertised in the open market.
- This approach is recommended because there are some local suppliers who we believe may be interested but may need time to assess the opportunity and potentially apply for the required pre-qualifications.
- We believe there will be multiple suppliers who are both capable and interested in this
 opportunity.

Market Engagement

- The opportunity will be advertised on GETS.
- Council initially engaged with Fulton Hogan (FH) as the incumbent transport
 maintenance contractor with respect for the need to construct a temporary detour
 route including installation of a Bailey Bridge.
- Preliminary discussions were also held with local contractors to assess market capacity and to communicate the anticipated project pipeline.
- An advance notice will be issued through an open Expression of Interest (EOI)
 process to inform the broader market of the upcoming opportunity. The EOI will serve
 to test market interest and capability, outline prerequisite requirements, and ensure
 that all potential suppliers, both local and national, have early visibility this opportunity.
- Following the EOI, a Request for Proposal (RFP) will be advertised on the open market, inviting qualified suppliers to submit formal proposals.

Tender Evaluation Team

- The Tender Evaluation Team will be made up of:
 - o Chair: Josh von Pein NZTA Qualified Tender Evaluator
 - o Evaluator: Paul Fleet CODC Roading Manager
 - Evaluator: Quinton Penniall Infrastructure and Waste Manager
 - o Evaluator, Technical Advisor: Dave Charters Structural Engineer
 - Non-scoring technical advisor: Holly Laverick Roading Asset Engineer
 - Probity Auditor: Glenn O'Connor Optimum Civil Design (OCD) (TBC)



Proposed Timeline

The proposed timeline for the completion of the tender process is shown below

Action	Indicative Date
Pre-tender	
Procurement plan development started	Monday, 12 May 2025
Procurement plan approved	Monday, 26 May 2025
Tender documents development started	Monday, 26 May 2025
Tender documents approved	Monday, 23 June 2025
Tender	
EOI advertised on GETS	Monday, 30 June 2025
Tender advertised on GETS	Monday, 14 July 2025
Supplier briefing/s	Monday, 28 July 2025
Last date for supplier questions	Monday, 4 August 2025
Last date to answer questions	Monday, 1 September 2025
Tender closing date	Monday, 25 August 2025
Evaluation	
Evaluation Team confidentiality and conflict of interest declarations signed	Monday, 1 September 2025
Individual evaluations complete	Monday, 1 September 2025
Evaluation Team meets to moderate non-price scores	Thursday, 4 September 2025
Evaluation Team opens price envelopes	Friday, 5 September 2025
Preferred supplier identified	Wednesday, 10 September 2025
Recommendation accepted/denied	Wednesday, 17 September 2025
Post-evaluation	
Advise bidders of outcome	Friday, 19 September 2025
Due diligence and contract negotiation	Wednesday, 24 September 2025
Contract award approval	Wednesday, 1 October 2025
Debrief unsuccessful suppliers	Friday, 3 October 2025
	Wednesday, 15 October 2025



Evaluation Methodology

Evaluation method

- Tender responses will be evaluated using weighted attributes methodology.
- Price will be a weighted criterion scored using a simple methodology

Evaluation criteria and weightings

- Pre-conditions that all suppliers must meet are:
 - Health & Safety SiteWise green or above
 - Evidence Public Liability insurance valued at \$10m.
 - NZTA pre-qualification Level 3C (Bridge & Structure Construction)¹
- Having met all pre-conditions, the following criteria will be evaluated.

Criterion	Weighting
Track Record and Relevant Experience	10%
Experience delivering similar bridge refurbishment, or other	
similar projects (e.g. structural timber and steel works). (5%)	
Demonstrated experience working at height and over live	
watercourses. (5%)	
Supplier Capacity	10%
Proposed team (5%)	
Materials, plant and equipment available (5%)	
Methodology and Programme	25%
Methodology and understanding of requirements (15%)	
Programme, including long lead items (10%)	
Broader Outcomes	15%
Local employment (5%)	
Environmental impacts, including recycling and reuse of	
materials (5%)	
Māori and Pasifika inclusion (5%)	
Price	40%

The evaluation team will use the following rating scale to evaluate supplier's bids against criteria.

Description	Definition	Rating
Excellent	Exceeds the requirement. Exceptional demonstration by the supplier of the relevant ability, understanding, experience, skills, resource and quality measures required to provide the goods/services. Response identifies factors that will offer potential added value, with supporting evidence.	9-10

¹ https://www.nzta.govt.nz/assets/resources/prequalification-information-pack/NZTA-prequalification-physical-works-supplier-information-pack-lssue-6-November-2024.pdf



Description	Definition	Rating
Good	Satisfies the requirement with minor additional benefits. Above average demonstration by the supplier of the relevant ability, understanding, experience, skills, resource and quality measures required to provide the goods/services. Response identifies factors that will offer potential added value, with supporting evidence.	7-8
Acceptable	Satisfies the requirement. Demonstration by the supplier of the relevant ability, understanding, experience, skills, resource and quality measures required to provide the goods/services, with supporting evidence.	5-6
Minor reservations	Satisfies the requirement with minor reservations. Some minor reservations of the supplier's relevant ability, understanding, experience, skills, resource and quality measures required to provide the goods/services, with little or no supporting evidence.	3-4
Serious reservations	Satisfies the requirement with major reservations. Considerable reservations of the supplier's relevant ability, understanding, experience, skills, resource and quality measures required to provide the goods/services, with little or no supporting evidence.	1-2
Unacceptable	Does not meet the requirement. Does not comply and/or insufficient information provided to demonstrate that the supplier has the ability, understanding, experience, skills, resource and quality measures required to provide the goods/services, with little or no supporting evidence.	0

- Price will be evaluated using the weighted attribute (weighted criteria).
- Price is a weighted criterion.

Due diligence

- Due diligence will be undertaken by Josh von Pein of JVP Civil Management Limited, in collaboration with CODC's in-house legal counsel, Duncan Anderson, and the external probity auditor, Glenn O'Connor of Optimum Civil Design (OCD).
 - Checking references
 - o Tender Tag Checking and Compliance



Contract Type

- We will utilise a NZS3910:2013 contract.
- The contract will be for 4 months, plus an additional 12 month of defects liability period.
- The timeframes for delivery / milestones are:
 - Project Dependency: commissioning of alternative route including Bailey Bridge before Contract Award
 - Contract Award 01 October 2025
 - Contractor Awarded Possession of site 15 October 2025
 - Project Completed before 01 March 2026

Risk Management

 Key risks in the procurement and contract delivery process are listed below and can be found in the project risk register:

Risk	Likel ihoo d	Impa ct	Risk Rati ng	Mitigating Action	Owner
Submitted prices exceed agreed and expected budget	3	4	12 - Med	Engineer's estimates used to define budget.	Procuring Officer
Inappropriate supplier selected	3	3	9 - Med	Non-price attributes Track Record weighted at 10% References will be requested and checked	Procuring Officer
Health & Safety requirements not met	3	5	15 - High	Supplier must hold SiteWise Green or above, and NZTA Level 3C (Bridge & Structure). Site-specific H&S Plans to be created and reviewed.	Procuring Officer / Supplier
Local suppliers not able to fulfil pre-qualification requirements	3	3	9 - Med	Expression of Interest to be advertised early on GETS to allow time for prequalification.	Procuring Officer
Availability of long lead items, in particular hardwood timber	3	5	15 - High	Preliminary inquiries confirm supply availability from Logan at Hardwood Supplies, Christchurch.	Procuring Officer
Alternative route not in place before contract award.	2	4	8 - Low	Ongoing conversation with the project team delivering the separate project.	Project Manager / Transport Team
Working at heights and above water (structure is -	3	5	15 - High	Workers must be certified for working at height. Scaffolding to comply with regulations. Daily contractor checks and weekly installer inspections with records	Contractor / Engineer



12m above water level).				provided in monthly reports. Contractor to develop safe work methods for working in/above water and embankments.	
Environmental Hazards, in particular pollution of the Manuherikea River.	2	5	10 - Med	River to be treated as a significant risk. Environmental controls and monitoring to be part of the methodology and H&S plan.	Contractor / Engineer
Structural failure – lower walkway planks (warped/decayed)	2	4	8 - Low	Walkway planks not to be relied on for access. Alternative safe access methods must be used. Pre-start inspection to confirm condition.	Contractor / Engineer
Quantity accuracy	2	3	6 - Low	Careful site scoping and measurement. Use of experienced estimators and validation with site inspections.	Technical Advisor / Engineer
Storage and long- term usage of existing materials.	2	3	6 - Low	Clear identification of reusable materials, safe storage during construction, and integration plan into final design.	Contractor / Engineer

Probity Management

- This procurement plan has been completed in line with CODC's procurement policy
- Approval to proceed with a standard approach will be provided by Louise Van de Voort – Executive Manager Infrastructure and Planning
- All members of the tender evaluation team will complete a conflict-of-interest form and any conflicts will be managed
- Meetings will be appropriately minuted and a tender evaluation report/memo will be completed at the end of the process
- All suppliers will be treated fairly, and our actions will be transparent

Contract Delivery and Completion

- Contract delivery will be managed by Josh von Pein, Chartered Professional Engineer
 JVP Civil Management
- This contract is not required to repeat or continue therefore we will exit the contract at the agreed date.



Impact and Score	Financial - Budget	People and Health & Safety	Timeliness	Legislative and Regulatory Compliance	Scope and Deliverables	Benefits Realisation
Extreme 5	Capex overspend of >50% of project budget or Unanticipated costs or losses of > \$1.5 million	H&S incident resulting in one or more fatalities. Long term severe health effects, including life-changing injuries for one or more individuals. Site shut down, investigation, and notification to Worksafe or other agency. Significantly increased attrition, increased long-term staff absence, and/or significant drop in staff wellbeing.	Delay to project delivery of over 6 months Delays significantly impact ability to progress other key Council deliverables	Breaches result in legal action and/or penalties for Council or officers of Council. Compliance failures result in severe restrictions placed upon two or more areas of core Council business.	Scope or defined deliverables become unviable or inappropriate Project activity negatively impacts the majority of the wider organisation	The majority of key and ancillary benefits fail to be realised Significant impact upon Council's ability to achieve wider objectives
Major 4	Capex overspend of >30% of project budget or Unanticipated costs or losses of \$500k - \$1.5m	H&S incident involving multiple casualties requiring hospitalisation. Long-term severe health effects, including life-changing injuries, for an individual. Site shut down, investigation, and notification to Worksafe or other agency. Long-term staff dissatisfaction, slight increase in long-term staff absence, slight increase in attrition, and/or minor drop in staff wellbeing.	Delay to overall project delivery of up to 6 months Delays impact ability to progress other key Council deliverables	Breaches result in legal action being taken against Council and/or officers of Council. Compliance failures result in substantial restrictions placed on one core Council activity.	Elements of scope or defined deliverables become unviable or inappropriate Project activity negatively impacts up to half of the wider organisation	A key benefit fails to be realised Benefits that are realised fail to contribute positively to Council progress of improvement in a measurable way Negative impact on Council's ability to achieve wider objectives
Moderate 3	Capex overspend of >20% of project budget or Unanticipated costs or losses of \$100k - \$500k	H&S incident involving one or more casualties requiring urgent medical attention. Medium-term health effects for one or more people. Investigation and possible site shut down and/or notification to Worksafe or other agency. Medium-term staff dissatisfaction, slight increase in medium-term staff absence.	Delays of overall project delivery of up to 3 months Delays impact ability to progress other non-key Council deliverables	Breaches require significant attention or corrective action. Compliance failures result in restrictions placed upon limited areas of core Council business.	Elements of scope or defined deliverables could become less appropriate or feasible. Project activity negatively impacts a small proportion of the wider organisation	Key benefits are not realised, but ancillary benefits are not Benefits that are realised contribute to Council progress to a lesser extent than planned or anticipated
Minor 2	Operating out of budget but within agreed contingency or Unanticipated costs or losses of \$30k - \$100k	H&S incident requiring first aider attention resulting in short-term, minor negative health impacts. Internal investigation required, without need for external notification. Short-term staff dissatisfaction, slight increase in short-term staff absence.	Delay to overall project delivery of up to one month Delays do not impact ability to progress other Council deliverables	Breach or compliance failure that requires minor remedial action. No restrictions placed on activities.	Elements of scope or defined deliverables require some change to ensure continued viability and appropriateness Project activity has very little negative impact on the wider organisation	All key benefits are realised and majority of ancillary benefits are realised Benefits that are realised contribute somewhat to Council progress and improvement
Insignificant 1	Operating close to but within budget Or Unanticipated costs or losses of less than \$30k	H&S incident resulting in momentary or limited health impact. No assistance required. Brief, minor staff dissatisfaction.	Delay to achievement of project milestones but on-time project delivery remains viable	Compliance failure that does not result in a breach, with no disruption to performance of duties.	Scope and defined deliverables require insignificant change to ensure continued viability and appropriateness Project has no negative impact on wider organisation	All expected benefits are realised, but to a marginally lesser extent than planned or anticipated

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Likelihood	Score	Description
Almost Certain	5	Is expected to occur and is almost inevitable.
Likely	4	Is likely to occur at least once during project lifecycle. Not surprised if it happens.
Possible	3	Might occur within project lifecycle.
Unlikely	2	Unlikely to occur within project lifecycle. It would be a surprise if it happens.
Rare	1	Highly unlikely to occur at any point in the project lifecycle. It would be highly unexpected.

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25.12.16 PROPOSED SPEED LIMIT CHANGES 2025

Doc ID: 2493568

Report Author:	Quinton Penniall, Infrastructure Manager
Reviewed and authorised by:	Peter Kelly, Chief Executive Officer

1. Purpose of Report

To consider approving the proposed speed limit proposals for consultation.

Recommendations

That the Council

A. Receives the report and accepts the level of significance.

B. Approves the speed limit proposals for consultation.

2. Background

In 2022, CODC transitioned to the National Speed Limit Register, replacing the traditional bylaw process as the legal method for setting speed limits. That year, 82 targeted speed limit changes were implemented, informed by technical assessments and community feedback. This work aimed to improve road safety, address community concerns, and align speed limits with the function, usage, and risk profiles of local roads.

Building on this progress, a draft Speed Management Plan was developed in 2023. The Speed Management Plan proposed tailored speed limit changes, particularly around schools and community areas, and received strong community support during consultation from December 2023 to February 2024. The final plan was approved by both Council and New Zealand Transport Agency Waka Kotahi (NZTA).

However, prior to implementing these speed limits into the National Speed Limit Register, the Government introduced the Land Transport Rule: Setting of Speed Limits 2024 (the Rule), effective from 30 October 2024. This Rule replaced the previous framework and introduced a new approach to speed management across state highways and local roads, aiming for consistent safety, productivity, and efficiency.

A significant impact of the Rule was the invalidation of all Speed Management Plans not implemented by 30 October 2024, including Council's 2024 Speed Management Plan, despite its largely consistent alignment with the new standards. Additionally, the Rule required a reassessment of all speed limit changes made since 1 January 2020.

A review identified only one necessary adjustment: the 30 km/h limit on Gilling Place near Goldfields School was changed to a variable 30 km/h limit during school hours, reverting to 50 km/h at other times, this change was implemented prior to 1 May 2025.

3. Discussion

Following strong community support during earlier consultations, a revised set of local road speed limit proposals is now presented for public consultation. These proposals remain largely consistent with the previous proposed changes; however, some modifications have been made in response to the Land Transport Rule: Setting of Speed Limits 2024.

The Rule introduces more prescriptive standards, specifying speed ranges for different road classifications. The revised proposals have been updated to align with these requirements.

Key differences from the previous speed management plan consultation include:

- Cambrians: Proposed speed reduced from 40 km/h to 30 km/h.
- St Bathans: Introduction of varying speed limits, ranging from 30–60 km/h, to comply with the Rule.
- Pisa Moorings: Partial inclusion of a 40 km/h speed zone.
- Māori Point Road, Clark Road and Bannockburn area: Inclusion of both 60 km/h and 80 km/h options for consultation.
- Munro Road, Church Lane, and Jolly Road: Newly proposed for inclusion at 80 km/h to align with State Highway 8.
- Earnscleugh Road and Ranfurly Patearoa Road: Partial reversals, with existing 50 km/h zones shortened to better reflect road classification.
- Partridge Road, Sunderland Street (north end), and Fruitgrowers Road: Proposed speed limits to remain unchanged as the previous proposals are no longer compliant under the Rule.
- Mutton Town Road: Extension of proposed 50km zone from State Highway 8 to Hospital Road, to align with current and future urban land development.

The Rule sets stricter public consultation standards, including:

- Extending the consultation period to six weeks (previously four).
- Requiring cost-benefit disclosure statements for each proposal, including analyses of travel impacts, implementation costs, and safety outcomes.
- Specific engagement efforts targeting affected groups such as freight operators, businesses, schools, local communities, and adjoining road authorities.

Consultation materials must clearly describe each road's function, current usage, and justification for proposed speed limit changes. A summary of submissions and responses to feedback will be published following the consultation.

Consultation is scheduled from 27 June to 10 August 2025, ensuring local speed management progresses in alignment with legislative requirements and incorporates community views.

The attached *Alternative Method Proposal (Appendix 1)* is the draft Plan, required for review by the Director of Land Transport. Additional information outlining the rationale for each proposal are provided in *Appendix 2: Consultation Supporting Information*. Cost-benefit analyses, now required to supplement the consultation process, are summarised in *Appendix 3: Cost Benefit Disclosure Statement*. The consultation Statement of Proposal can be found in *Appendix 4: Statement of Proposal*.

Following the consultation process, the Alternative Method Proposal will be updated to reflect community feedback and then submitted to the Director of Land Transport for formal approval.

4. Financial Considerations

The process fits within existing budgeted spend for speed signage improvements.

5. Options

Option 1 – (Recommended)

Approve the speed limit proposal for consultation.

Advantages:

- Responds directly to community requests.
- Aligns with the requirements set out in the Land Transport Rule: Setting of Speed Limits 2024.
- Provides opportunity for community input and engagement.
- Ensures consistent district-wide speed management.

Disadvantages:

Potential resistance to proposed speed reductions from some community members.

Option 2

Do not approve the speed limit proposal for consultation.

Advantages:

No change may be preferred by some community members.

Disadvantages:

- Inconsistent approach to district-wide speed management.
- Community input and concerns would not be addressed.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision enables democratic local decision making and action by, and on behalf of communities by engaging with the community on proposed changes through the special consultative process.
	AND
	This decision promotes the social wellbeing of communities, in the present and for the future by increasing road safety and reducing associated harm.

Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	Yes
Considerations as to sustainability, the environment and climate change impacts	Minor sustainability implications if safety improvements lead to an increase in active transportation.
Risks Analysis	The proposal seeks to reduce the risk to health and safety on the district roading network.
Significance, Consultation and Engagement (internal and external)	Consultation is required under the Local Government Act 2002 and Council's Significance and Engagement Policy.

7. Next Steps

Consultation will be open from 27th June to 10th August 2025.

The final proposal will be presented to the 24th September Council meeting.

Following the consultation process and Council resolution, the Alternative Method Proposal will be updated to reflect community feedback, and subsequently submitted to the Director of Land Transport for formal approval, ensuring compliance with the requirements outlined in the Land Transport Rule: Setting of Speed Limits 2024.

Following approval, all changes will be programmed and implemented.

8. Attachments

- Appendix 1 Alternative Method Proposal Draft J.
- Appendix 2 Consultation Supporting Information J.
- Appendix 3 Cost Benefit Disclosure Statement J
- Appendix 4 Statement of Proposal J

Central Otago District Council Alternative Method Proposal

National Land Transport Programme (NLTP)
Period: July 2024 to June 2027



Alternative Method Proposal Contents

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Strategic Context

The Central Otago District Council prioritises road safety, with a focus on ensuring that speed limits across the network are appropriate to the function, use, and risk profile of each road. In line with the Government Policy Statement on Land Transport 2024 (GPS), the Council has moved away from blanket speed limit reductions and instead adopted a more targeted approach, focusing on roads where safety concerns have been clearly identified—many of which have arisen through community requests and service feedback. This approach is consistent with the GPS direction to limit speed reductions to areas with demonstrable safety concerns and to restore or retain higher limits where risks have been mitigated or where infrastructure does not warrant lower speeds.

Each proposed change has been assessed alongside crash data, observed driver behaviour, and the feasibility of infrastructure improvements. However, due to the rural and largely unsealed nature of much of Central Otago's roading network, physical upgrades are not always practical or cost-effective. The alternative method therefore emphasises appropriate and targeted speed setting as a low-cost safety intervention—supporting the GPS priorities of improving safety outcomes, delivering value for money, and maintaining efficient transport connections for rural communities and freight.

Consultation

Provide a summary overview that includes information on:

- Consultation dates and activities used to consult on the proposed changes with the following groups in accordance with clause 3.8 (3)(c) of the Land Transport Rule: Setting of Speed Limits 2024
 - o people who use the road for which speed limit changes are proposed
 - o freight users
 - o local communities
 - o businesses located on roads for which speed limit changes are proposed
 - o schools located on roads for which speed limit changes are proposed
 - o road controlling authorities responsible for roads adjoining roads for which speed limit changes are proposed
- What has been done to separately consult with Māori on any proposed change affecting or likely to affect
 Māori land or land subject to any Māori claims settlement Act.
- The feedback received, and how submissions were considered and if any changes were made what were the specific outcomes.

Cost Benefit Disclosure Statements

Text in this box is provided as guidance, and can be deleted before the proposal is submitted:

Please provide a link to the relevant published Cost Benefit Disclosure Statements here

If a Cost Benefit Disclosure Statement has not been developed, please state the reason why here, ie not required for roads outside a school or new roads (include appropriate information about the new road)

Implementation

Table 1 - Speed limit changes

Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
Sandflat Road – from intersection with SH6 to Pearson Road	100	80	Permanent	2025	Rural Road & Unsealed Rural Road		Мар А
Stone Drive – full length of crescent, from both intersections with Sandflat Rd	100	60	Permanent	2025	Peri-Urban Road		Мар А
Mason Lane – from intersection with Stone Drive to road end	100	60	Permanent	2025	Peri-Urban Road		Мар А
Bannockburn Road – from intersection with Pearson Ave to Barry Avenue	100	80	Permanent	2025	Peri-Urban Road		Мар В
Pearson Road – from intersection with SH6 to Bannockburn Road	100	80	Permanent	2025	Peri-Urban Road		Мар В
Ritchies Road – from Pearson Road	100	80	Permanent	2025	Unsealed Rural Road		Мар С
Maori Point Road – from intersection with SH8A to SH8	100	60 or 80	Permanent	2025	Unsealed Rural Road		Map D
Quartzville Road – from intersection with Schoolhouse Road to road end	100	60 or 80	Permanent	2025	Unsealed Rural Road		Мар Е
Schoolhouse Road – from intersection of Bannockburn Road to Gully Road	100	60 or 80	Permanent	2025	Unsealed Rural Road		Мар Е
Gully Road – from intersection of Bannockburn Road to Schoolhouse Rd	100	60 or 80	Permanent	2025	Unsealed Rural Road		Мар Е

Alternative Method Proposal: Central Otago District Council

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Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
Jocelyn Road – from intersection of Gully Road to road end	100	60 or 80	Permanent	2025	Unsealed Rural Road		Мар Е
Clark Road – from intersection of SH6 to road end	100	60 or 80	Permanent	2025	Unsealed Rural Road		Map F
Begg Lane – from the intersection of Pisa Moorings Road to Ferry Lane	50	40	Permanent	2025	Urban Street with no Footpath		Map G
Ferry Lane – from intersection of Missy Crescent to Begg Lane	50	40	Permanent	2025	Urban Street with no Footpath		Map G
Pisa Moorings Road – from intersection of Begg Lane to road end	50	40	Permanent	2025	Urban Street with no Footpath		Map G
Wakefield Lane – from intersection of Pisa Moorings Road to road end	50	40	Permanent	2025	Urban Street with no Footpath		Map G
Quartz Lane – from intersection of Ferry Lane to road end	50	40	Permanent	2025	Urban Street with no Footpath		Map G
Revival Lane – from intersection of Ferry Lane to road end	50	40	Permanent	2025	Urban Street with no Footpath		Map G
De Bettencor Place – from intersection of Ferry Lane to road end	50	40	Permanent	2025	Urban street with significant levels of pedestrian and/or cycling activity		Map G
Ethereal Crescent – between Missy Crescent intersections, full length	50	40	Permanent	2025	Urban Street with no Footpath		Map G
Missy Crescent – from intersection of Ferry Lane to road end	50	40	Permanent	2025	Urban Street with no Footpath		Map G

Alternative Method Proposal: CENTRAL OTAGO DISTRICT COUNCIL

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Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
Elite Ct – from intersection of Missy Crescent to road end	50	40	Permanent	2025	Urban Street with no Footpath		Map G
Pegasus Ct – between Missy Crescent intersections, full length	50	40	Permanent	2025	Urban Street with no Footpath		Map G
Arion Ct – from intersection of Pegasus Ct to road end	50	40	Permanent	2025	Urban Street with no Footpath		Map G
Pony Ct – from intersection of Missy Crescent to road end	50	40	Permanent	2025	Urban Street with no Footpath		Map G
Shine Lane – from intersection of Quartz Lane to road end	50	40	Permanent	2025	Urban Street with no Footpath		Map G
Cemetery Road – from intersection of SH6 to Chardonnay St	70	50	Permanent	2025	Urban Connector		Мар Н
Munro Lane – from SH8 to 150m past Church Lane intersection.	100	80	Permanent	2025	Unsealed Rural Road		Map I
Jolly Road – from SH8 to 150m past Church Lane intersection.	100	80	Permanent	2025	Unsealed Rural Road		Map I
Church Lane – from intersection of Jolly Road to Munro Lane	100	80	Permanent	2025	Unsealed Rural Road		Мар I
Chirnside Terrace – from intersection of McSkimming Road to Aitken Road	100	50	Permanent	2025	Peri-Urban Road		Map J
Aitken Road – from intersection of Chirnside Terrace to 31 Aitken Road	100	50	Permanent	2025	Peri-Urban Road		Map J

Alternative Method Proposal: CENTRAL OTAGO DISTRICT COUNCIL

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Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
Ida Valley-Omakau Rd – from intersection of Hills Creek Road to existing 50km/h threshold	70	50	Permanent	2025	Peri-Urban Road		Мар К
Hills Creek Road – 100m from Ida Valley-Omakau Road intersection	100	50	Permanent	2025	Peri-Urban Road		Мар К
Ranfurly-Patearoa Road – a 165m section, 150m from Alexander St intersection	50	100	Permanent	2025	Rural Road		Map L
Racecourse Road – 280m length, starting from end of Omakau School variable school zone	100	50	Permanent	2025	Peri-Urban Road		Мар М
Lauder Road – from intersection of SH 85 to end of seal	100	60	Permanent	2025	Peri-Urban Road		Map N
Letts Gully Road – from intersection of SH 85 to Thyme Hill Road	70	60	Permanent	2025	Peri-Urban Road		Мар О
Letts Gully Road – from intersection of Springvale Road to Thyme Hill Road	100	80	Permanent	2025	Peri-Urban Road		Мар О
Gilligan's Gully Road – from intersection of SH 85 to road end	100	60	Permanent	2025	Peri-Urban Road		Мар О
Ferris Road – from intersection of SH 85 to road end	100	60	Permanent	2025	Peri-Urban Road		Мар О
Sunderland St – from Hospital St intersection to existing 50km threshold	70	50	Permanent	2025	Urban Street		Мар Р

Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
Sunderland St – from Hospital St intersection to SH 8	100	50	Permanent	2025	Urban Street		Мар Р
Hospital St – from Sunderland St intersection to hospital property boundary	100	50	Permanent	2025	Urban Street		Мар Р
Mutton Town Road – from Hospital St intersection to SH 8.	100	50	Permanent	2025	Urban Street		Мар Р
Earnscleugh Road –155m south of Paulin Rd to the Hawksburn Road intersection	50	100	Permanent	2025	Rural Road		Map Q
St Bathans Loop Road – from existing 50km threshold to Cross St intersection	50	40	Permanent	2025	Urban streets with no footpaths		Map R
St Bathans Loop Road – from intersection of Cross St to St Bathans Down Road	50	30	Permanent	2025	Unconventional, low- volume, low speed road		Map R
St Bathans Loop Road – from existing 50km/h threshold to St Bathans Lake Road	100	60	Permanent	2025	Unsealed Rural Road		Map R
Cross St – from interstection of St Bathans Loop Rd to road end	50	40	Permanent	2025	Urban streets with no footpaths		Map R
St Bathans Downs Road – from intersection of St Bathans Loop Road I to property #1291	50	30	Permanent	2025	Unconventional, low- volume or low speed road		Map R

Alternative Method Proposal: CENTRAL OTAGO DISTRICT COUNCIL

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Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
St Bathans Downs Road – from property #1291 to St Bathans Back Road	100	60	Permanent	2025	Peri-Urban Road & Unsealed Rural Road		Map R
Cambrian Road – starting 280 from intersection of St Bathans Loop Road to Cambrian Road ford	100	30	Permanent	2025	Unconventional, low- volume, low speed road		Map S

^{*} Additional Information: If seasonal, provide start and finish dates. If variable, provide operational times

Table 2 – Speed limits around Schools

Name of School	Road/s outside the school (Include the start and end locations)	Category 1 or 2	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	If variable, provide operational times
NONE PROPOSED						

Table 3 – Safety Infrastructure changes

Name of Road (include start and end point)	Proposed infrastructure changes	Year of commencement	Further information
NONE PROPOSED			

Declaration

Ifrom Central Otago District Council declare that:

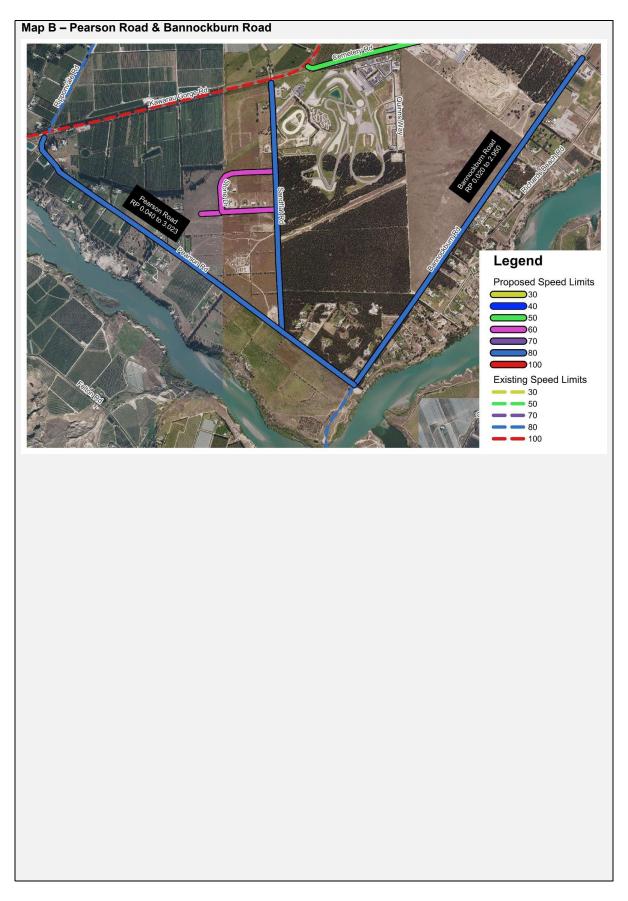
Description	Yes/No
This proposal provides details to the Director of the proposed speed limit, including the information that would need to be submitted to the Registrar under section 200L of the Land Transport Act 1998	Yes
Consultation has been carried out in accordance with clause 3.8 of the Land Transport Rule: Setting of Speed Limits 2024	Yes
Requirements on a cost benefit disclosure statement have been met in accordance with clause 3.3 of the Land Transport Rule: Setting of Speed Limits 2024. Note: cost benefit disclosure statements are not required for speed limits proposed for roads outside schools or new roads	Yes
Speed limits proposed comply with clause 4.5 (to the extent that clause 4.5 applies) of the Land Transport Rule: Setting of Speed Limits 2024	Yes
This proposal identifies all roads outside schools for which changes to speed limits are needed to set speed limits in accordance with Section 5 of the Land Transport Rule: Setting of Speed Limits 2024	Yes
Legal requirements in relation to setting the speed limit have been satisfied outlined under section 200L of the Land Transport Act 1998	Yes

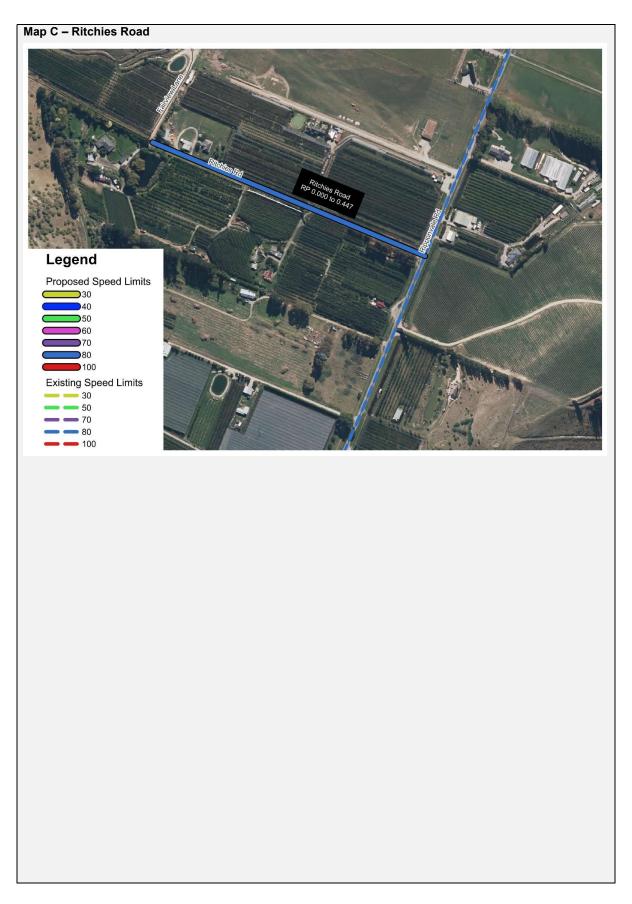
Signature:		Date:	

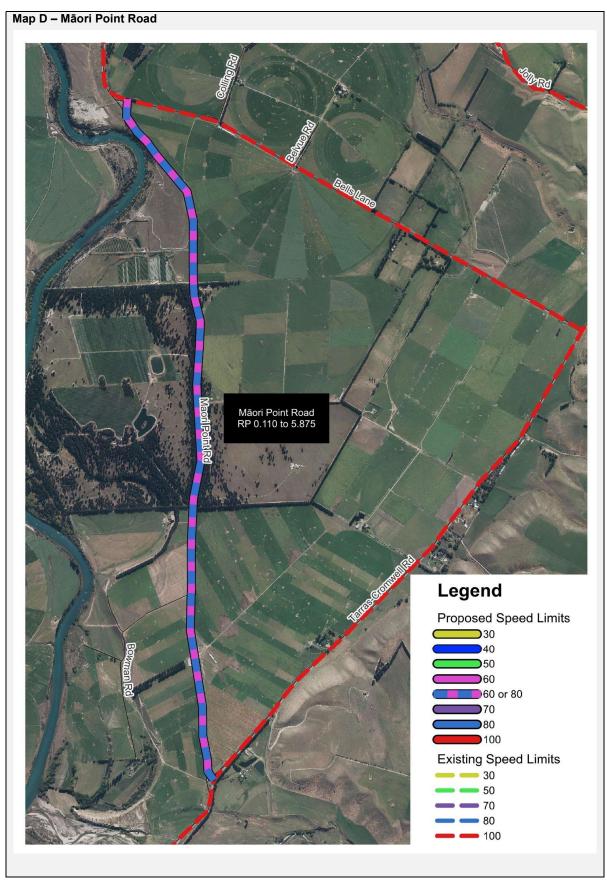
Appendix

Appendix A - Maps



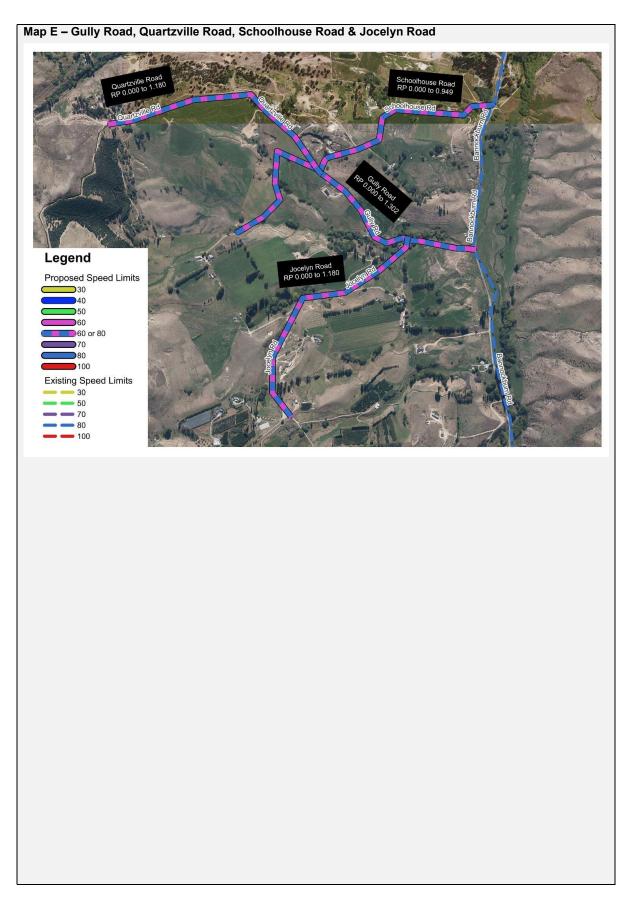






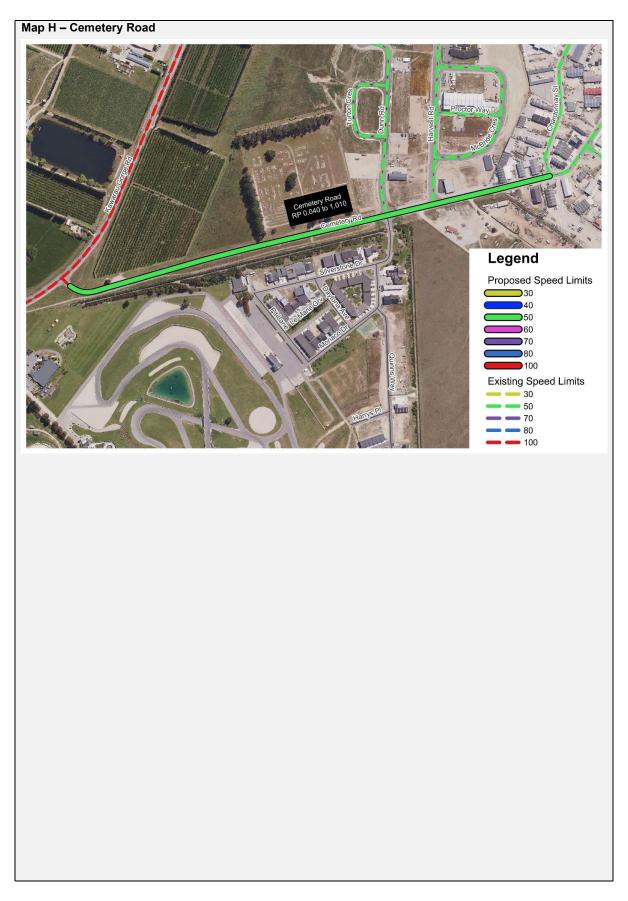
Alternative Method Proposal: CENTRAL OTAGO DISTRICT COUNCIL

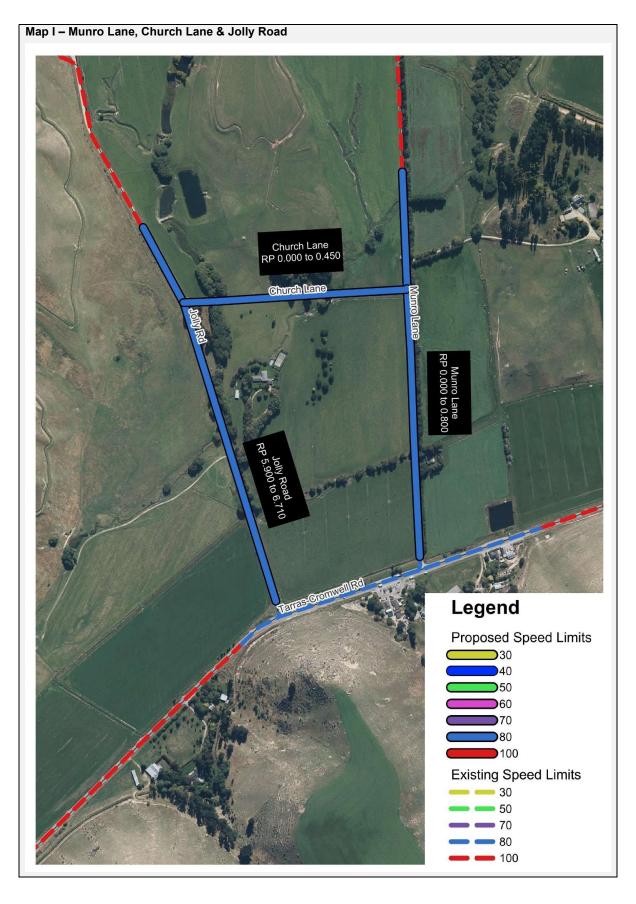
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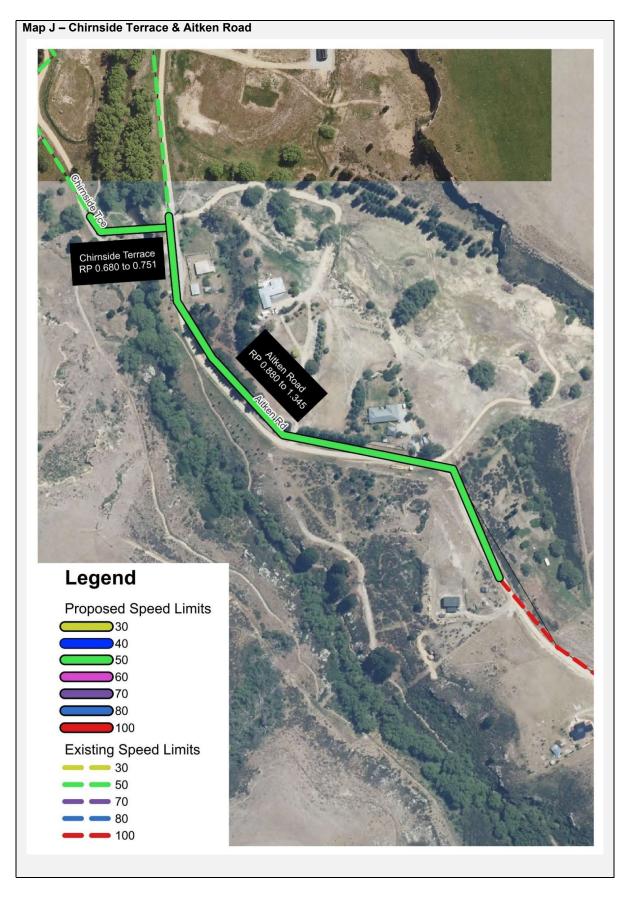


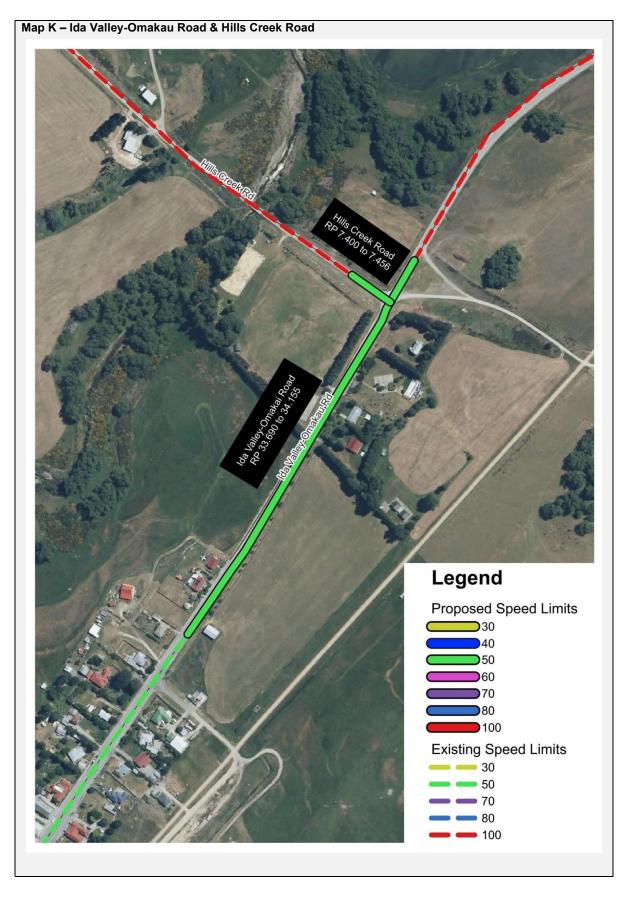


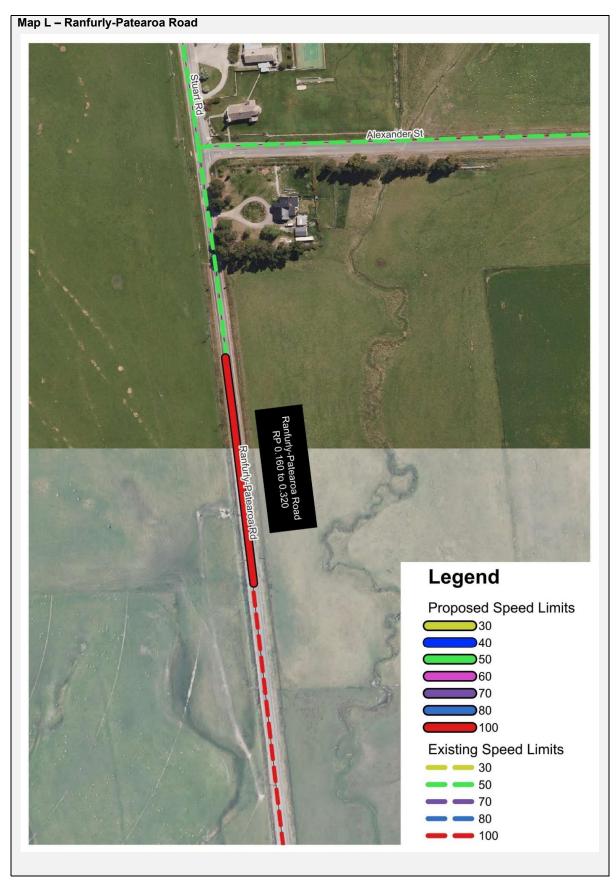






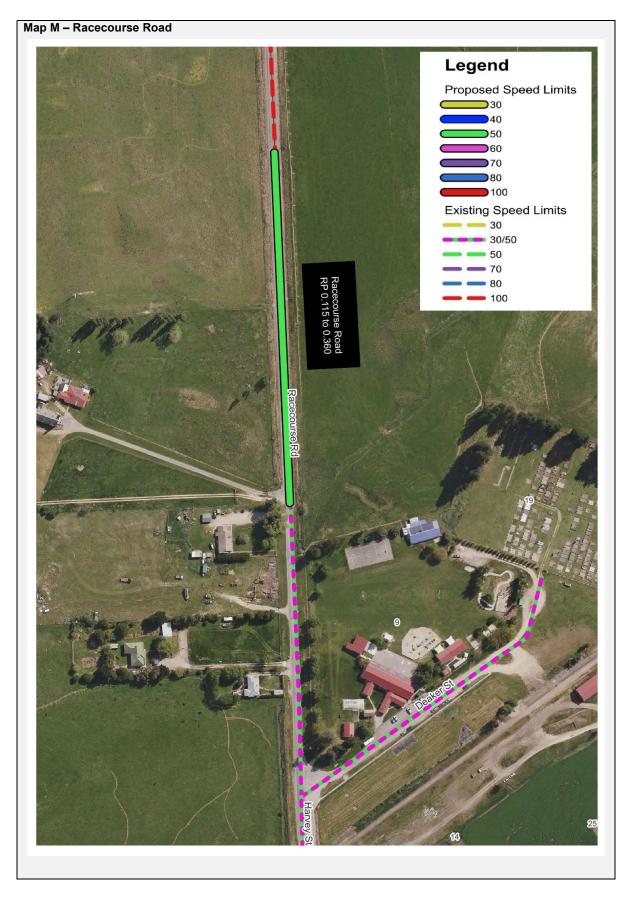


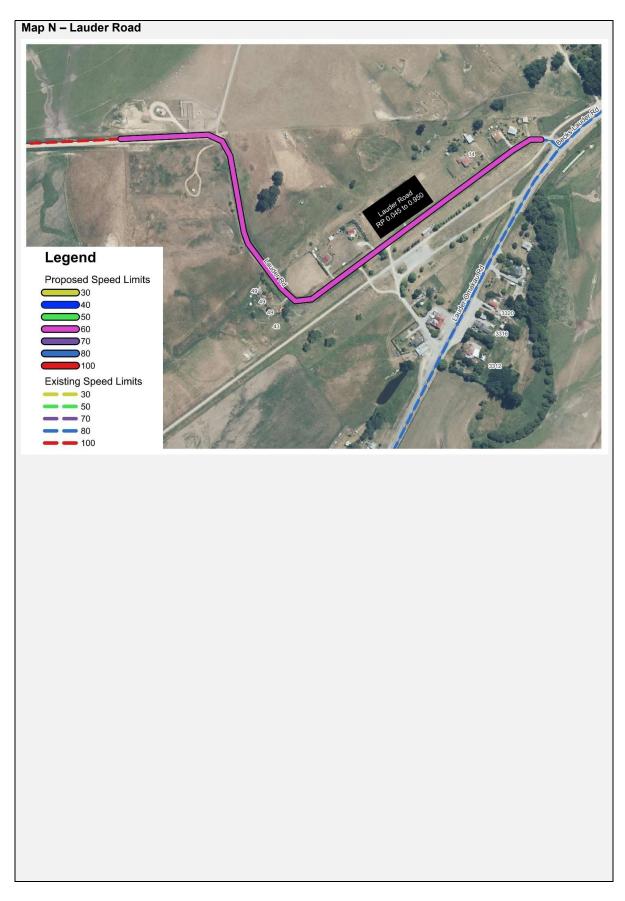


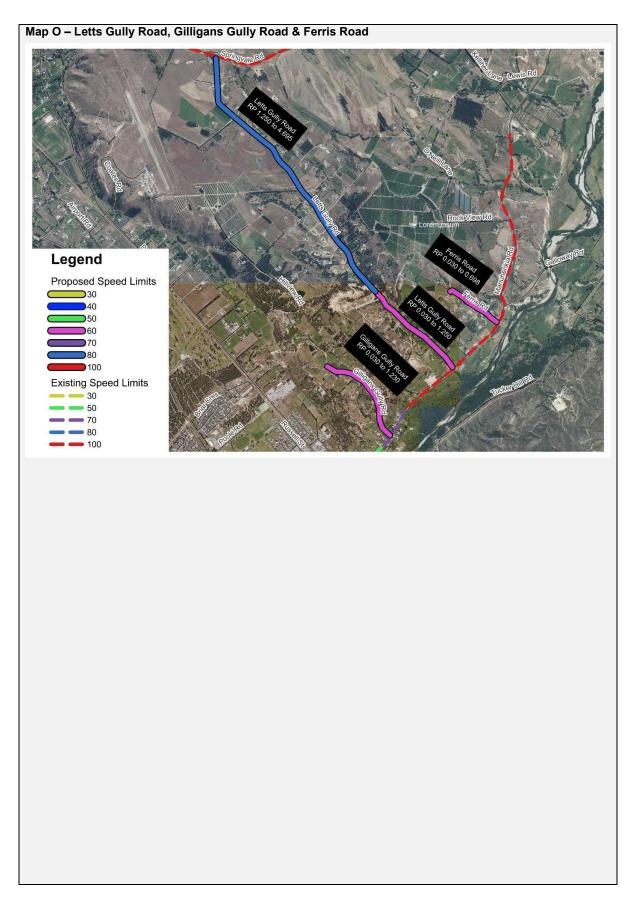


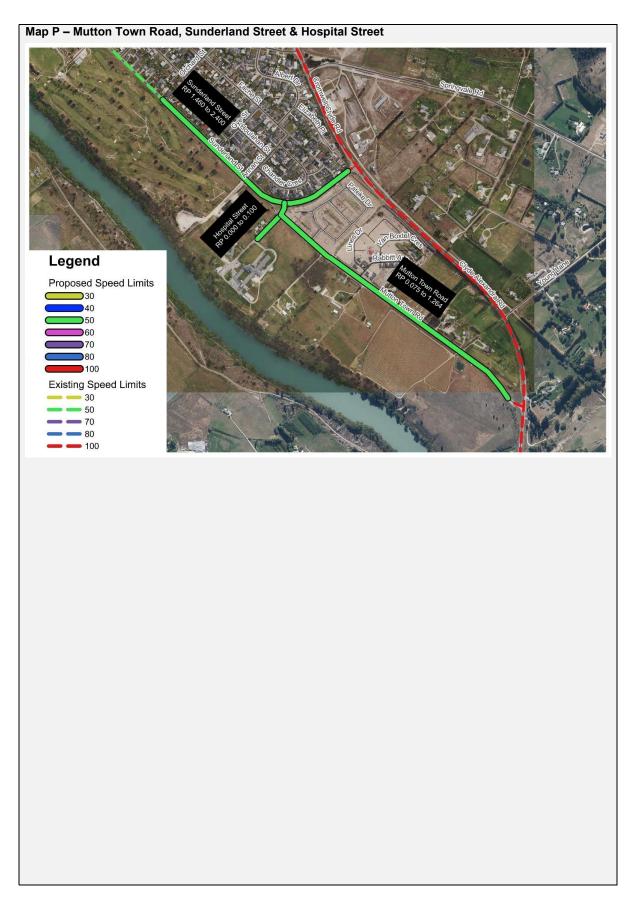
Alternative Method Proposal: CENTRAL OTAGO DISTRICT COUNCIL

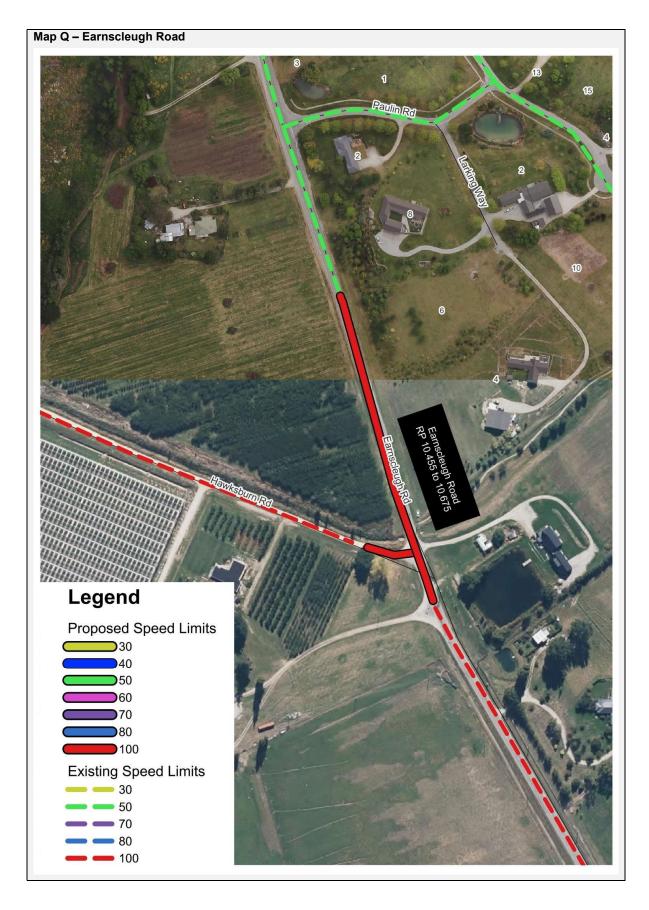
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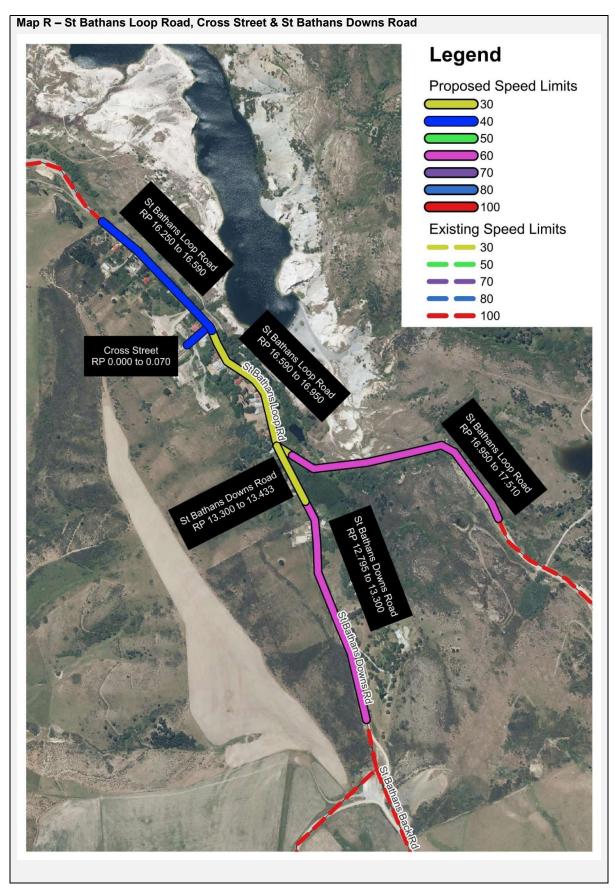


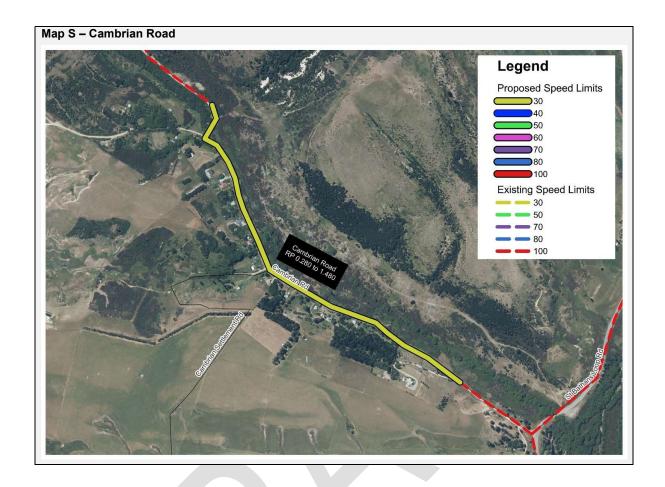














Speed Limit Proposals – Supporting Information

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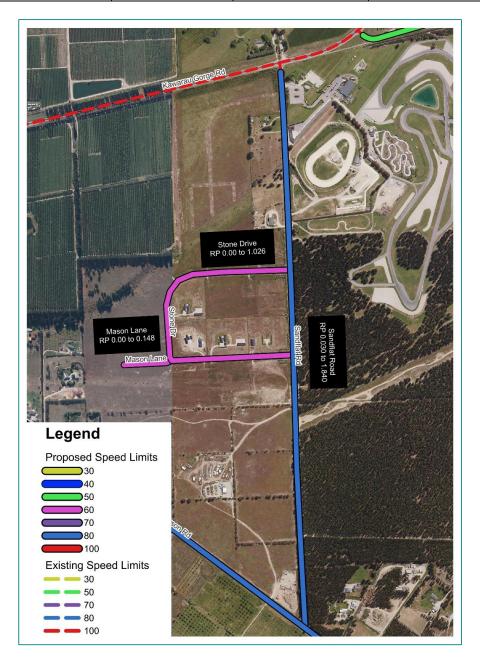
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Cromwell Ward

Cromwell (Location 1)

Road Name	Location	Current Speed (km/h)	Proposed Speed (km/h)
Sandflat Road	Cromwell	100	80
Mason Lane	Cromwell	100	60
Stone Drive	Cromwell	100	60



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Cromwell (Location 1) continued

Description

Sandflat Road is a rural road, providing access to rural residential properties and businesses. It is also commonly used as a through road, linking State Highway 8 traffic with popular destinations like Bannockburn. Approximately 700m of Sandflat Road is unsealed, and ongoing through-traffic movements are contributing to surface deterioration.

Stone Drive and Mason Lane are sealed roads and provide access to residential properties.

Proposed Speed Limit

The proposed speed limit reductions will better reflect current and future land use adjacent to each road, while also reducing surface wear and damage on the unsealed section of Sandflat Road.

Alternative Options

Realignment of the Sandflat Road/Pearson Road intersection and sealing of Sandflat Road will be considered as part of Council's 2027 Long Term Plan.



Cromwell (Location 2)

Road Name	Location	Current Speed (km/h)	Proposed Speed (km/h)
Bannockburn Road	Cromwell	100	80
Pearson Road	Cromwell	100	80



Description

Pearson Road and Bannockburn Road are sealed peri-urban roads serving residential properties and local businesses. They also provide connectivity to recreational areas, including Department of Conservation walks and the Lake Dunstan Cycle Trail.

Proposed Speed Limit

The proposed speed reductions reflect surrounding land use and increasing use by cyclists and pedestrians. They are also consistent with the existing speed limit on Bannockburn Road south of the Pearson Road intersection.

Alternative Options

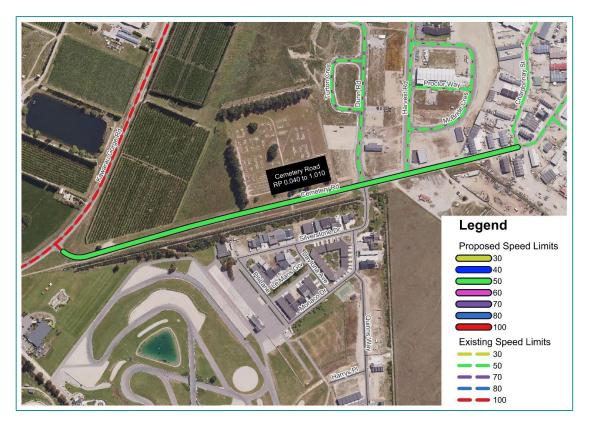
As the roads are straight and sealed, no further safety improvements are currently proposed. Measures such as rumble strips are not considered suitable due to the proximity of residential properties. Council will assess any additional safety needs related to parking for the Lake Dunstan Cycle Trail as required.

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Cromwell (Location 3)

Road Name	Location	Current Speed	Proposed Speed
		(km/h)	(km/h)
Cemetery Road	Cromwell	70	50



Description

Cemetery Road, between State Highway 8 and the Chardonnay Street intersection, provides access to Cromwell's expanding commercial and residential areas. Ongoing development has contributed to increased traffic volumes, including more heavy vehicles.

Proposed Speed Limit

The proposed speed limit reduction will better reflect the surrounding (and future) land use and align with speed limits in nearby residential and commercial areas.

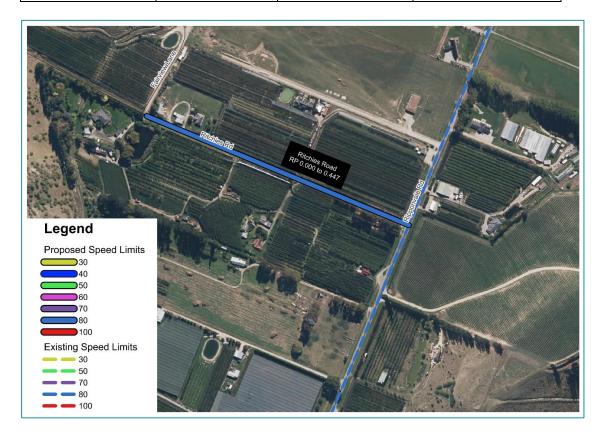
Alternative Options

No traffic calming or road safety improvements are proposed, as existing right-turn bays and clear sightlines at significant intersections are deemed sufficient, in conjunction with a reduced speed limit.



Ripponvale

Road Name	Location	Current Speed (km/h)	Proposed Speed (km/h)
Ritchies Road	Ripponvale	100	80



Description

Ritchies Road is a narrow, unsealed rural access road serving residential properties, orchards, and farms.

Proposed Speed Limit

The proposed speed limit reduction is intended to enhance road safety, particularly in consideration of orchard activities near the road reserve. It will also ensure consistency with the existing 80 km/h limit on Ripponvale Road.

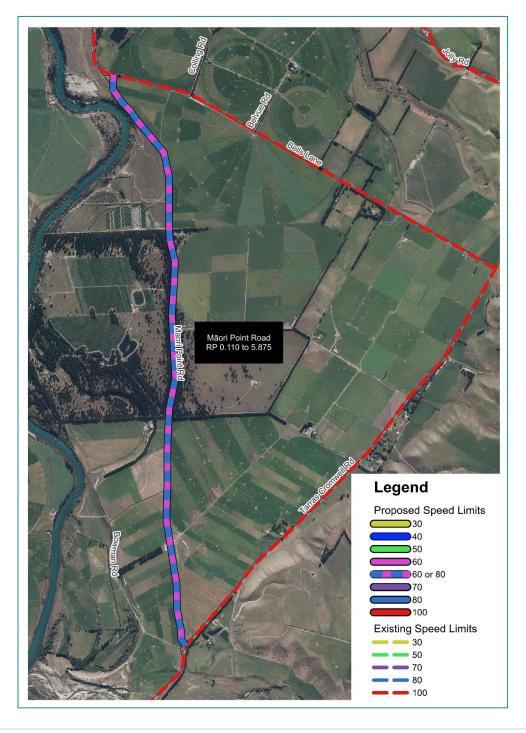
Alternative Options

Other potential safety measures, such as road widening, are not considered viable, due to potential adverse impacts on surrounding properties.



Tarras (Location 1)

Road Name	Location	Current Speed	Proposed Speed
		(km/h)	(km/h)
Māori Point Road	Tarras	100	60 or 80



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Tarras (Location 1) continued

Description

Māori Point Road is an unsealed rural access road serving local farms, businesses and rural residential properties. However, its use as a short cut has raised concerns due to increased maintenance costs and dust nuisance affecting residents and businesses.

Proposed Speed Limit

The reduced speed limit aims to encourage use of the fully sealed State Highway 8 and 8A (this route takes one minute longer on average than Māori Point Road and is much better suited for through traffic). Lower speeds will also reduce dust and minimise road surface wear, including corrugation, rutting, and potholes. Council has proposed two potential speed limits, 60km/h and 80km/h, as previous consultation and public enquiries have indicated interest in both options.

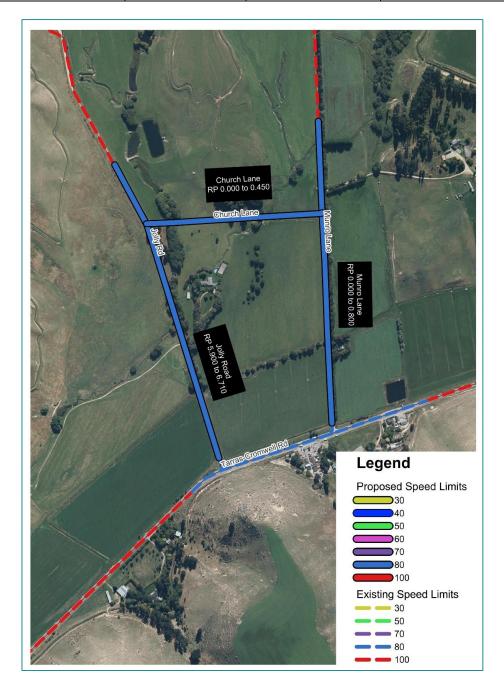
Alternative Options

These issues can only be fully addressed by sealing the 5.91km road, which is not financially justifiable, considering the availability of the existing fully sealed alternative route.



Tarras (Location 2)

Road Name	Location	Current Speed	Proposed Speed
		(km/h)	(km/h)
Munro Lane	Tarras	100	80
Jolly Road	Tarras	100	80
Church Lane	Tarras	100	80



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Tarras (Location 2) continued

Description

Church Lane, Jolly Road and Munro Lane are low volume unsealed rural roads, servicing rural properties and farming activities.

Proposed Speed Limit

The proposed speed limit reduction will match the existing speed limit on State Highway 8. It will align the Jolly Road and Munro Lane intersections with the requirements the *Land Transport Rule:* Setting of Speed Limits 2024 for School Speed Zones (for Tarras School on State Highway 8). These changes are the responsibility of the New Zealand Transport Agency but will affect the neighbouring Council roads.

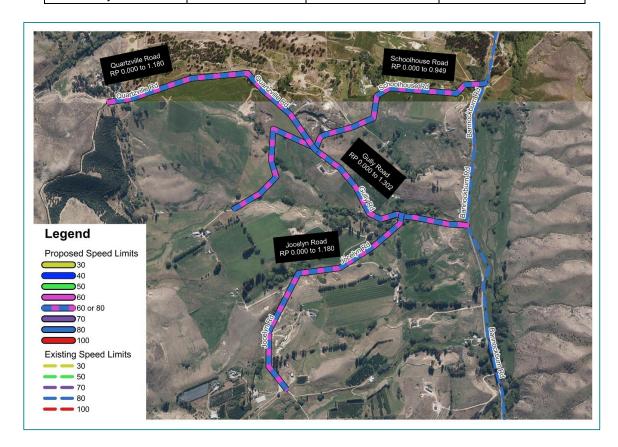
Alternative Options

As the roads are straight and unsealed with compliant intersection signage, no other safety improvements are currently proposed.



Bannockburn

Road Name	Location	Current Speed (km/h)	Proposed Speed (km/h)
Quartzville Road	Bannockburn	100	60 or 80
Schoolhouse Road	Bannockburn	100	60 or 80
Gully Road	Bannockburn	100	60 or 80
Jocelyn Road	Bannockburn	100	60 or 80



Description

Quartzville Road, Schoolhouse Road, Gully Road and Jocelyn Road are low volume, unsealed rural roads, servicing properties and farms and providing access to recreational activities.

Proposed Speed Limit

Council is proposing to reduce speed limits to better suit the narrow, unsealed roads. Two options are proposed: 80 km/h, consistent with the existing limit on nearby Bannockburn Road, or 60 km/h, which aligns more closely with current driving speeds in the area.

Alternative Options

Council has recently upgraded warning and direction signs in the area. However, signs alone cannot fully address the road's winding and challenging nature, which is difficult to alter due to the terrain.

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Pisa Moorings (Location 1)

Road Name	Location	Current Speed (km/h)	Proposed Speed (km/h)
Clark Road	Pisa Moorings	100	60 <i>or</i> 80



Description

Clark Road is a low volume, unsealed rural road providing access to residential properties, farms, and hospitality and recreational businesses.

Proposed Speed Limit

Council is proposing to reduce speed limits to better suit the environment, land use and current vehicle operating speeds.

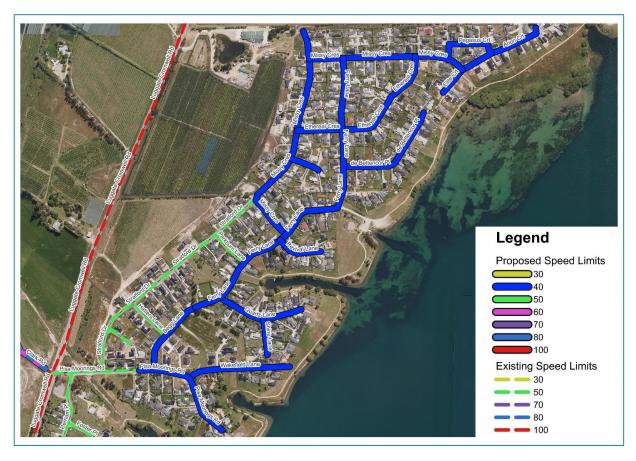
Alternative Options

No further safety measures are currently being considered, as existing road conditions and driver behaviour align with the proposed speed reduction.



Pisa Moorings (Location 2)

Road Name	Location	Current Speed	Proposed Speed
		(km/h)	(km/h)
Begg Lane	Pisa Moorings	50	40
Ferry Lane	Pisa Moorings	50	40
Pisa Moorings Road	Pisa Moorings	50	40
Wakefield Lane	Pisa Moorings	50	40
Quartz Lane	Pisa Moorings	50	40
Revival Lane	Pisa Moorings	50	40
De Bettencor Place	Pisa Moorings	50	40
Ethereal Crescent	Pisa Moorings	50	40
Missy Cres	Pisa Moorings	50	40
Elite Ct	Pisa Moorings	50	40
Pegasus Ct	Pisa Moorings	50	40
Arion Ct	Pisa Moorings	50	40
Pony Ct	Pisa Moorings	50	40
Shine Lane	Pisa Moorings	50	40



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Pisa Moorings (Location 2) continued

Description

The streets in northern Pisa Moorings provide access to residential properties, a busy boat ramp, a playground and the Dunstan Cycle Trail. Most of the streets do not have footpaths.

Proposed Speed Limit

Residents have raised concerns about vehicle speeds and the absence of footpaths. With increased traffic from ongoing development and tourism, the proposed speed limit aims to improve safety for pedestrians and cyclists. While De Bettencor Place has a footpath on one side, it does not meet minimum length requirements and provides direct access to the Dunstan Cycle Trail. Due to this, a lower speed is considered suitable for this environment.

Alternative Options

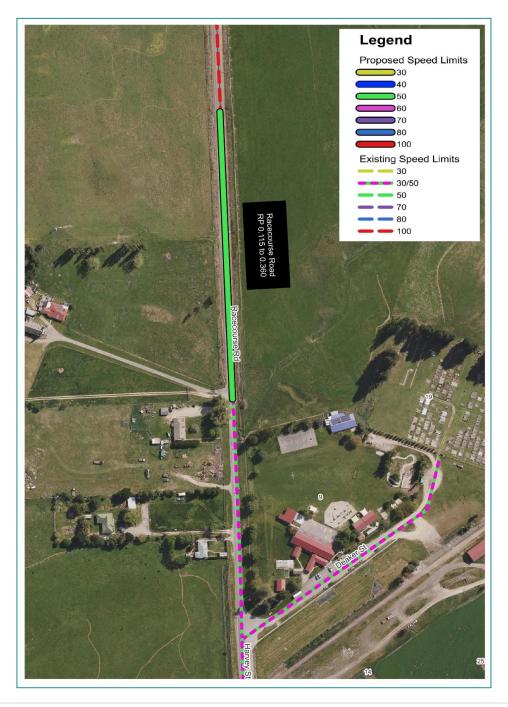
Footpath improvements may be considered for inclusion in the 2027 Long Term Plan.



Vincent Ward

Omakau

Road Name	Location	Current Speed (km/h)	Proposed Speed (km/h)
Racecourse Road	Omakau	100	50



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Omakau continued

Description

The affected section of Racecourse Road is a sealed peri-urban road adjacent to an existing variable school speed zone. It provides access to Omakau School, residential properties, and the local cemetery.

Proposed Speed Limit

Racecourse Road currently operates as a variable speed zone: 30 km/h during school pick-up and drop-off times, and 50 km/h at all other times. Council proposes to extend a permanent 50 km/h zone 250 metres north of the current school zone to enhance safety for both the school and nearby residences.

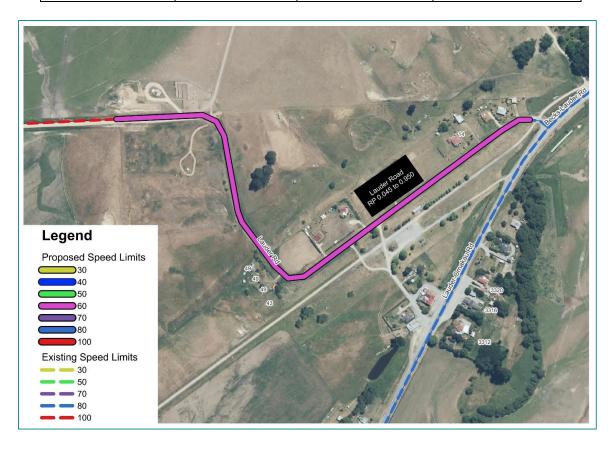
Alternative Options

Council plans to upgrade the existing school speed signs to larger electronic warning signs to further improve driver awareness.



Lauder

Road Name	Location	Current Speed (km/h)	Proposed Speed (km/h)
Lauder Road	Lauder	100	60



Description

The first 800 metres of Lauder Road, extending from State Highway 85, is a sealed peri-urban road providing access to residential properties and the Central Otago Rail Trail. It also serves as a through route for farm access.

Proposed Speed Limit

A reduced speed limit is proposed to enhance safety for residential properties. The proposed change better aligns with the existing 80 km/h limit on State Highway 85 and accounts for the winding nature of the road.

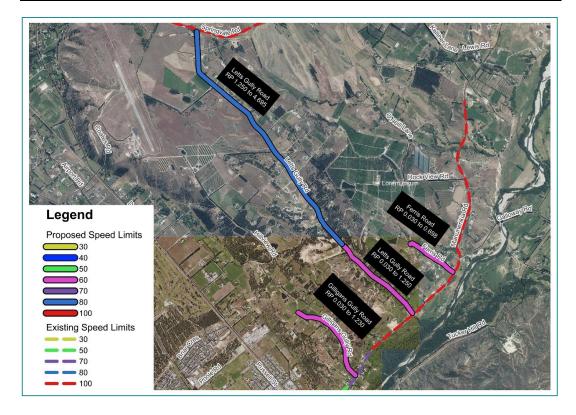
Alternative Options

Council is not currently considering additional safety measures, as the road conditions are consistent with the proposed speed reduction.



Alexandra

Road Name	Location	Current Speed (km/h)	Proposed Speed (km/h)
Letts Gully Road	Alexandra	70	60
Letts Gully Road	Alexandra	100	80
Gilligan's Gully Road	Alexandra	100	60
Ferris Road	Alexandra	100	60



Description

Letts Gully Road serves both as a peri-urban road for residential properties, and a through route, linking Springvale Road with State Highway 85.

Gilligan's Gully Road is sealed and provides access to peri-urban residential properties. Ferris Road is partially sealed, serving peri-urban residential properties, while the unsealed section provides access to farms. Both Ferris Road and Gilligan's Gully Road are no-exit roads.

Proposed Speed Limit

Reduced speed limits are proposed to align with current and anticipated land use and to better reflect the road conditions, which winding sections. The different proposed speeds on the two sections of Letts Gully Road relate to the density of residential properties.

Alternative Options

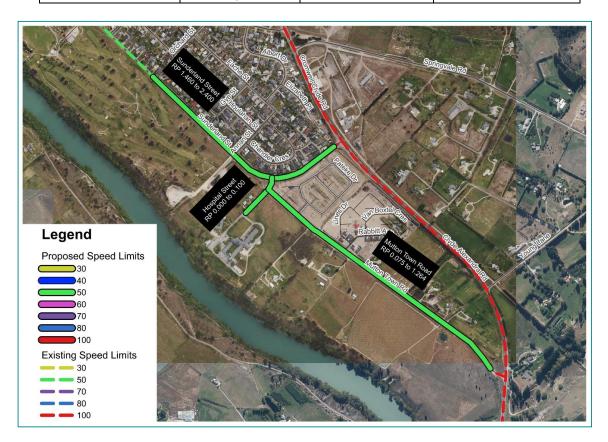
Council is not currently considering additional safety measures, as the road conditions are consistent with the proposed speed reduction

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Clyde

Road Name	Location	Current Speed (km/h)	Proposed Speed (km/h)
Sunderland St	Clyde	70/100	50
Hospital Road	Clyde	100	50
Mutton Town Road	Clyde	100	50



Description

Sunderland Street, Hospital Road, and Mutton Town Road are sealed urban roads that provide access to residential properties and the local hospital. Ongoing development, including new subdivisions and a retirement village, is contributing to increased traffic in the area.

Proposed Speed Limit

Reduced speed limits are proposed to reflect recent and ongoing changes in surrounding land use.

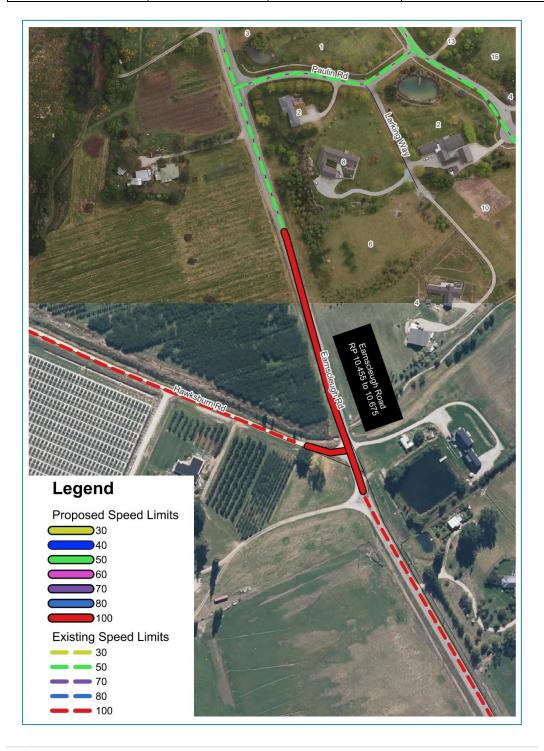
Alternative Options

No additional improvements are currently being considered. The installation of a turn-around bay at the Mutton Town Road and State Highway 8 intersection has reduced the potential for unnecessary through-traffic and associated safety risks.



Earnscleugh

Road Name	Location	Current Speed (km/h)	Proposed Speed (km/h)
Earnscleugh Road	Earnscleugh	50	100



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Earnscleugh continued

Description

Earnscleugh Road is a sealed rural road. The current 50km/h posted speed limit extends from Fruitgrowers Road to Hawksburn Road.

Proposed Speed Limit

The speed limit was previously reduced from 100 km/h to 50 km/h to improve safety for a growing number of properties. However, the full length of the 50 km/h zone is not consistent with surrounding land use. Council proposes to revert 205 metres of this zone back to 100 km/h. The revised length still allows adequate braking distance for vehicles to slow before reaching the Paulin Road intersection, where there is a higher risk of collision with right turning vehicles.

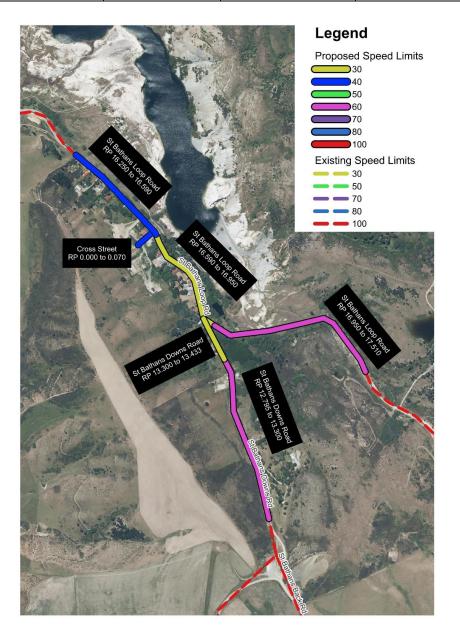
Alternative Options

No additional safety improvements are currently proposed, as this change is consistent with surrounding land use.



St Bathans

Road Name	Location	Current Speed (km/h)	Proposed Speed (km/h)
St Bathans Loop Rd	St Bathans	50	40
St Bathans Loop Rd	St Bathans	50	30
St Bathans Loop Rd	St Bathans	100	60
Cross St	St Bathans	50	40
St Bathans Downs Rd	St Bathans	50	30
St Bathans Downs Rd	St Bathans	100	60



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St Bathans Continued

Description

St Bathans is known for its heritage buildings, Blue Lake Walk, and hospitality businesses. The roads also provide access to residential properties and support through traffic for farming operations. The town centre lacks footpaths and there is minimal separation between properties, the road, and recreational areas.

St Bathans Downs Road serves residential properties, while the southern section of St Bathans Loop Road is an unsealed rural road with a steep grade and sharp curves.

Proposed Speed Limit

The proposed speed reductions are intended to enhance road user safety on unconventional, but low volume roads.

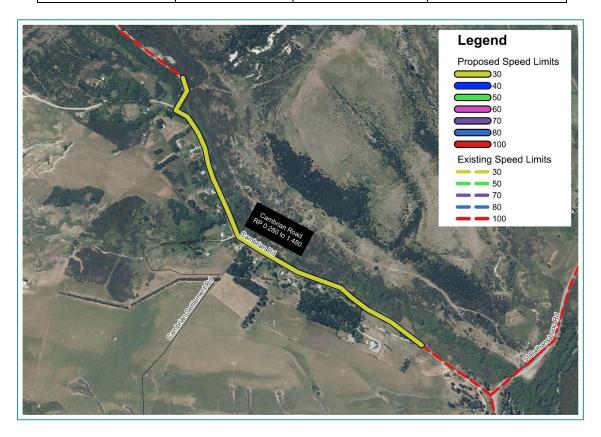
Alternative Options

Major road modifications to improve pedestrian safety are not considered feasible due to the narrow road reserve and existing heritage features.



Cambrians

Road Name	Location	Current Speed (km/h)	Proposed Speed (km/h)
Cambrian Road	Cambrians	100	30



Description

Cambrian Road is a narrow, low volume road without footpaths. It provides access to residential and farming properties within and around the Cambrians Historic Area, which is popular with tourists.

Proposed Speed Limit

A reduced speed limit is proposed to improve safety in this unconventional road environment. The proposal is supported by previous community feedback and existing low vehicle operating speeds.

Alternative Options

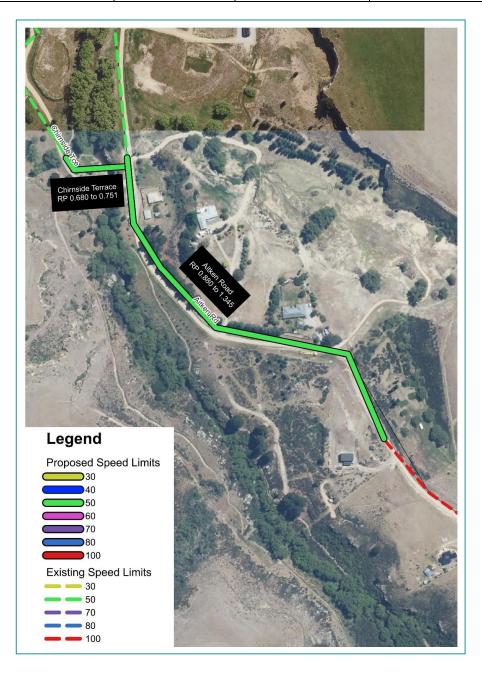
No additional safety measures are proposed, as the speed reduction aligns with current driver behaviour and surrounding land use.



Maniototo Ward

Patearoa

Road Name	Location	Current Speed (km/h)	Proposed Speed (km/h)
Chirnside Terrace	Patearoa	100	50
Aitken Road	Patearoa	100	50



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Patearoa Continued

Description

Aitken Road and Chirnside Terrace are low volume peri-urban roads, providing access to residential properties and farms. The majority of Aitken Road is unsealed, and winding in sections. Council has received multiple enquiries regarding dust nuisance.

Proposed Speed Limit

The proposed speed limit reflects the residential nature of the area, improving safety for property access. Reduced speeds also help mitigate dust nuisance and reduce surface deterioration.

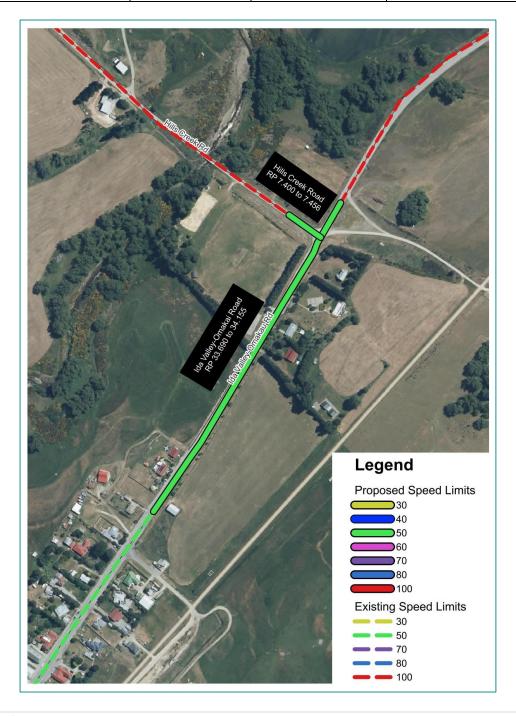
Alternative Options

Council has made some improvements to signs in the area to provide clarity. Formal dust suppression will continue to be managed through the existing Roading Policy requirements.



Oturehua

Road Name	Location	Current Speed (km/h)	Proposed Speed (km/h)
Ida Valley-Omakau Rd	Oturehua	70	50
Hills Creek Road	Oturehua	100	50



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Oturehua Continued

Description

Ida Valley–Omakau Road is a sealed through-route frequently used as a shortcut for State Highway 85 traffic. It provides access to farms, residential properties, and tourist attractions, including the Central Otago Rail Trail. Heavy vehicles make up 17% of daily traffic.

Proposed Speed Limit

Northern Oturehua township, from the current 50km/h speed threshold to Hills Creek Road, includes residential houses, a sports domain, a church and tourist accommodation. The local community has been supportive of a lower speed limit, to better reflect surrounding land use, and enhance safety for residents and visitors.

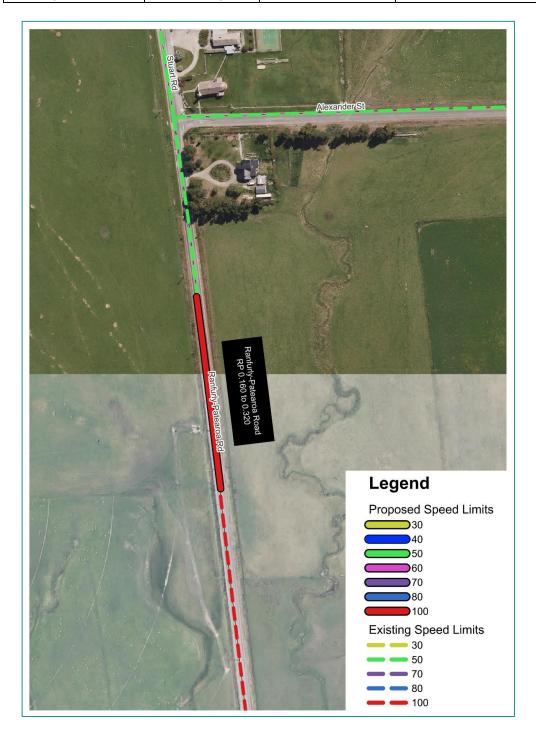
Alternative Options

As the road is straight and sealed, no additional safety improvements are currently proposed. Traffic calming measures and road marking improvements, such as speed bumps or rumble strips are not considered viable at this location due to noise concerns.



Ranfurly

Road Name	Location	Current Speed (km/h)	Proposed Speed (km/h)
Ranfurly-Patearoa Rd	Ranfurly	50	100



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Ranfurly Continued

Description

Ranfurly-Patearoa Road is a sealed rural road. The current 50km/h posted speed limit extends 320m from the Alexander Street intersection in southern Ranfurly. There is currently a discrepancy between the signs and the extent of the speed limit.

Proposed Speed Limit

The speed limit was previously reduced from 100 km/h to 50 km/h to improve safety near St John's School. However, given the road is sealed and straight with limited property access, the length of the 50 km/h zone is not consistent with surrounding land use. Council proposes to revert 165 metres of this zone back to 100 km/h. The revised length still allows adequate braking distance for vehicles to slow before reaching the school.

Alternative Options

No additional safety improvements are currently proposed. Council has recently installed electronic school warning signs outside the school gates which activate during school pick up and drop off times.



Cost Benefit Disclosure Statement

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Cromwell Ward

Cromwell (Location 1)

Inputs	
Route / Section name	Sandflat Rd
Urban or Rural	Rural
Distance (km)	1.86
Annual Average Daily Traffic (AADT)	350
Expected heavy vehicle usage (%)	12%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	80
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	2
Non-injury crashes during data period	1
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs	
Increase / decrease in expected mean vehicle operating speed	-7.4 kph
Mean per trip increase / decrease in transit time	0.1 min
Cumulative increase / decrease in transit time (annual)	252.7 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.4
Historic average number of non-injury crashes per year	0.2
Increase / decrease in expected number of fatal crashes per vear	0.0
Increase / decrease in expected number of serious injury	0.0
crashes per year	0.0
Increase / decrease in expected number of minor injury	
crashes per year	0.4
Increase / decrease in expected number of non-injury crashes	0.2
per year	U.Z

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Inputs

Route / Section name	Mason Lane
Urban or Rural	Mixed
Distance (km)	0.148
Annual Average Daily Traffic (AADT)	30
Expected heavy vehicle usage (%)	10%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	60
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	-27.6 kph
Mean per trip increase / decrease in transit time	0 min
Cumulative increase / decrease in transit time (annual)	8.5 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

Route / Section name	Stone Drive
Urban or Rural	Mixed
Distance (km)	1
Annual Average Daily Traffic (AADT)	49
Expected heavy vehicle usage (%)	9%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	60
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	-27.7 kph
Mean per trip increase / decrease in transit time	0.3 min
Cumulative increase / decrease in transit time (annual)	94.2 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury	0.0
crashes per year Increase / decrease in expected number of non-injury crashes	0.0
per year	0.0

Estimated Implementation Cost (\$)	1760

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Cromwell (Location 2)

Inputs

	Bannockburn
Route / Section name	Rd
Urban or Rural	Mixed
Distance (km)	2.93
Annual Average Daily Traffic (AADT)	2602
Expected heavy vehicle usage (%)	9%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	80
Current mean travel speed (kph) [if known]	84
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	1
Minor injury crashes during data period	1
Non-injury crashes during data period	1
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	-4 kph
Mean per trip increase / decrease in transit time	0.1 min
Cumulative increase / decrease in transit time (annual)	1656.4 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.2
Historic average number of minor injury crashes per year	0.2
Historic average number of non-injury crashes per year	0.2
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.1
Increase / decrease in expected number of minor injury crashes per year	0.2
Increase / decrease in expected number of non-injury crashes per year	0.2

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Inputs		Outputs
Route / Section name	Pearson Rd	Increase / decrease in expected mean vehicle operating speed
Urban or Rural	Mixed	Mean per trip increase / decrease in transit time
Distance (km)	3.02	Cumulative increase / decrease in transit time (annual)
Annual Average Daily Traffic (AADT)	1018	Camalative increase / decrease in transit time (armaar)
Expected heavy vehicle usage (%)	12%	
Current posted speed limit (kph)	100	Historic average number of fatal crashes per year
Proposed new posted speed limit (kph)	80	Historic average number of serious injury crashes per year
Current mean travel speed (kph) [if known]	59	Historic average number of minor injury crashes per year
		Historic average number of non-injury crashes per year
Years of crash data (maximum 5)	5	
Fatal crashes during data period	0	
Serious injury crashes during data period	0	Increase / decrease in expected number of fatal crashes per year
, ,		Increase / decrease in expected number of serious injury
Minor injury crashes during data period	1	crashes per year
Non-injury crashes during data period	0	Increase / decrease in expected number of minor injury crashes per year
s crash data from the Crash Analysis System (CAS)	Yes	Increase / decrease in expected number of non-injury crashes per year

Estimated Implementation Cost (\$)	875

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Cromwell (Location 3)

Inputs	
Route / Section name	Cemetery Rd
Urban or Rural	Urban
Distance (km)	1.008
Annual Average Daily Traffic (AADT)	625
Expected heavy vehicle usage (%)	28%
Current posted speed limit (kph)	70
Proposed new posted speed limit (kph)	50
Current mean travel speed (kph) [if known]	52
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Increase / decrease in expected mean vehicle operating speed	-2 kph
Mean per trip increase / decrease in transit time	0 min
Cumulative increase / decrease in transit time (annual)	176.9 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

Outputs

Estimated Implementation Cost (\$)	760

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Ripponvale

Inputs	
Route / Section name	Ritchies Rd
Urban or Rural	Rural
Distance (km)	0.45
Annual Average Daily Traffic (AADT)	16
Expected heavy vehicle usage (%)	5%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	80
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs	
Increase / decrease in expected mean vehicle operating speed	-8.1 kph
Mean per trip increase / decrease in transit time	0 min
Cumulative increase / decrease in transit time (annual)	3 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

Estimated Implementation Cost (\$)	120

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Tarras (Location 1) – Option 1 and 2

Inputs	
Route / Section name	Māori Point Rd
Urban or Rural	Rural
Distance (km)	5.91
Annual Average Daily Traffic (AADT)	152
Expected heavy vehicle usage (%)	16%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	60
Current mean travel speed (kph) [if known]	64
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	1
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs	
Increase / decrease in expected mean vehicle operating speed	-4 kph
Mean per trip increase / decrease in transit time	0.4 min
Cumulative increase / decrease in transit time (annual)	341.5 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.2
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.4
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

Route / Section name	Māori Point Rd
Urban or Rural	Rural
Distance (km)	5.91
Annual Average Daily Traffic (AADT)	152
Expected heavy vehicle usage (%)	16%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	80
Current mean travel speed (kph) [if known]	64
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	1
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	16 kph
Mean per trip increase / decrease in transit time	-1.1 min
Cumulative increase / decrease in transit time (annual)	-1024.6 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.2
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per	
year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury	0.0
crashes per year	0.4
Increase / decrease in expected number of non-injury crashes	
per year	0.0

Estimated Implementation Cost (\$)	1580

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Tarras (Location 2)

Inputs	
Route / Section name	Munro Lane
Urban or Rural	Rural
Distance (km)	0.8
Annual Average Daily Traffic (AADT)	10
Expected heavy vehicle usage (%)	10%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	80
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs	
Increase / decrease in expected mean vehicle operating speed	-7.6 kph
Mean per trip increase / decrease in transit time	0.1 min
Cumulative increase / decrease in transit time (annual)	3.2 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per	
year	0.0
Increase / decrease in expected number of serious injury	
crashes per year	0.0
Increase / decrease in expected number of minor injury	
crashes per year	0.0
Increase / decrease in expected number of non-injury crashes	
per year	0.0

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Inputs

Route / Section name	Jolly Rd
Urban or Rural	Rural
Distance (km)	0.8
Annual Average Daily Traffic (AADT)	16
Expected heavy vehicle usage (%)	25%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	80
Current mean travel speed (kph) [if known]	57
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	23 kph
Mean per trip increase / decrease in transit time	-0.2 min
Cumulative increase / decrease in transit time (annual)	-23.6 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

	I
Route / Section name	Church Lane
Urban or Rural	Rural
Distance (km)	0.451
Annual Average Daily Traffic (AADT)	10
Expected heavy vehicle usage (%)	10%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	80
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	-7.6 kph
Mean per trip increase / decrease in transit time	0 min
Cumulative increase / decrease in transit time (annual)	1.8 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

Estimated Implementation Cost (\$) 875

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Bannockburn – Option 1

Inputs	
	Quartzville
Route / Section name	Rd
Urban or Rural	Rural
Distance (km)	1.18
Annual Average Daily Traffic (AADT)	38
Expected heavy vehicle usage (%)	15%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	60
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Increase / decrease in expected mean vehicle operating speed	-27.2 kph
Mean per trip increase / decrease in transit time	0.4 min
Cumulative increase / decrease in transit time (annual)	85 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

Outputs

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Inputs

Route / Section name	Schoolhouse Rd
Urban or Rural	Rural
Distance (km)	0.945
Annual Average Daily Traffic (AADT)	104
Expected heavy vehicle usage (%)	10%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	60
Current mean travel speed (kph) [if known]	40
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	20 kph
Mean per trip increase / decrease in transit time	-0.5 min
Cumulative increase / decrease in transit time (annual)	-298.9 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per	
year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury	0.0
crashes per year	0.0
Increase / decrease in expected number of non-injury crashes	0.0
per year	0.0

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Inputs

Route / Section name	Gully Rd
Urban or Rural	Rural
Distance (km)	1.302
Annual Average Daily Traffic (AADT)	80
Expected heavy vehicle usage (%)	13%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	60
Current mean travel speed (kph) [if known]	40
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / degrees in conserted many validate encretion and	20 Janh
Increase / decrease in expected mean vehicle operating speed	20 kph
Mean per trip increase / decrease in transit time	-0.7 min
Cumulative increase / decrease in transit time (annual)	-316.8 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury	0.0
crashes per year Increase / decrease in expected number of minor injury	0.0
crashes per year	0.0
Increase / decrease in expected number of non-injury crashes	0.0
per year	0.0

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Inputs		Outputs	
Route / Section name	Jocelyn Rd	Increase / decrease in expected mean vehicle operating speed	21 kph
Urban or Rural	Rural	Mean per trip increase / decrease in transit time	-0.6 min
Distance (km)	1.18	Cumulative increase / decrease in transit time (annual)	-228.1 hr
Annual Average Daily Traffic (AADT)	59		
Expected heavy vehicle usage (%)	15%		
Current posted speed limit (kph)	100	Historic average number of fatal crashes per year	0.0
Proposed new posted speed limit (kph)	60	Historic average number of serious injury crashes per year	0.0
Current mean travel speed (kph) [if known]	39	Historic average number of minor injury crashes per year	0.0
		Historic average number of non-injury crashes per year	0.0
Years of crash data (maximum 5)	5		
Fatal crashes during data period	0		
-		Increase / decrease in expected number of fatal crashes per	
Serious injury crashes during data period	0	year	0.0
Minor injury crashes during data period	0	Increase / decrease in expected number of serious injury crashes per year	0.0
		Increase / decrease in expected number of minor injury	
Non-injury crashes during data period	0	crashes per year	0.0
Is crash data from the Crash Analysis System		Increase / decrease in expected number of non-injury crashes	
(CAS)	Yes	per year	0.0

Estimated Implementation Cost (\$)	700
Estimated Implementation Cost (\$)	700

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Bannockburn – Option 2

Inputs	
D. 1. (O. C.	Quartzville
Route / Section name	Rd
Urban or Rural	Rural
Distance (km)	1.18
Annual Average Daily Traffic (AADT)	38
Expected heavy vehicle usage (%)	15%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	80
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System	V.

Increase / decrease in expected mean vehicle operating speed	-7.2 kph
Mean per trip increase / decrease in transit time	0.1 min
Cumulative increase / decrease in transit time (annual)	16.8 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per	
year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

Outputs

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(CAS)

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Yes



Inputs

Route / Section name	Schoolhouse Rd
Urban or Rural	Rural
Distance (km)	0.945
Annual Average Daily Traffic (AADT)	104
Expected heavy vehicle usage (%)	10%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	80
Current mean travel speed (kph) [if known]	40
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	40 kph
Mean per trip increase / decrease in transit time	-0.7 min
Cumulative increase / decrease in transit time (annual)	-448.4 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

Route / Section name	Gully Rd
Urban or Rural	Rural
Distance (km)	1.302
Annual Average Daily Traffic (AADT)	80
Expected heavy vehicle usage (%)	13%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	80
Current mean travel speed (kph) [if known]	40
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	40 kph
Mean per trip increase / decrease in transit time	-1 min
Cumulative increase / decrease in transit time (annual)	-475.2 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

Route / Section name	Jocelyn Rd
Urban or Rural	Rural
Distance (km)	1.18
Annual Average Daily Traffic (AADT)	59
Expected heavy vehicle usage (%)	15%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	80
Current mean travel speed (kph) [if known]	39
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	41 kph
Mean per trip increase / decrease in transit time	-0.9 min
Cumulative increase / decrease in transit time (annual)	-333.9 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

Estimated Implementation Cost (\$)	150

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Pisa Moorings (Location 1) – Option 1 and 2

Inputs		Outputs	
Route / Section name	Clark Road	Increase / decrease in expected mean vehicle operating speed	20 kph
Urban or Rural	Rural	Mean per trip increase / decrease in transit time	0.5 min
Distance (km)	0.965		437.3 hr
Annual Average Daily Traffic (AADT)	149		
Expected heavy vehicle usage (%)	9%		
Current posted speed limit (kph)	100	Historic average number of fatal crashes per year	0.0
Proposed new posted speed limit (kph)	60	Historic average number of serious injury crashes per year	0.0
Current mean travel speed (kph) [if known]	40	Historic average number of minor injury crashes per year	0.0
		Historic average number of non-injury crashes per year	0.0
Years of crash data (maximum 5)	5		
Fatal crashes during data period	0		
Serious injury crashes during data period	0	Increase / decrease in expected number of fatal crashes per year	0.0
Minor injury crashes during data period	0	Increase / decrease in expected number of serious injury crashes per year	0.0
Non-injury crashes during data period	0	Increase / decrease in expected number of minor injury crashes per year	0.0
Is crash data from the Crash Analysis System (CAS)	Yes	Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

Route / Section name	Clark Road
Urban or Rural	Rural
Distance (km)	0.965
Annual Average Daily Traffic (AADT)	149
Expected heavy vehicle usage (%)	9%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	80
Current mean travel speed (kph) [if known]	40
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	40 kph
Mean per trip increase / decrease in transit time	-0.7 min
Cumulative increase / decrease in transit time (annual)	-656 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

Estimated Implementation Cost (\$)	480

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Pisa Moorings (Location 2)

Inputs

Route / Section name	Begg Lane
Urban or Rural	Urban
Distance (km)	0.218
Annual Average Daily Traffic (AADT)	901
Expected heavy vehicle usage (%)	9%
Current posted speed limit (kph)	50
Proposed new posted speed limit (kph)	40
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System	Yes
(CAS)	res

Outputs

Increase / decrease in expected mean vehicle operating speed	-4.3 kph
Mean per trip increase / decrease in transit time	0 min
Cumulative increase / decrease in transit time (annual)	172.1 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

Route / Section name	Ferry Lane
Urban or Rural	Urban
Distance (km)	0.947
Annual Average Daily Traffic (AADT)	409
Expected heavy vehicle usage (%)	9%
Current posted speed limit (kph)	50
Proposed new posted speed limit (kph)	40
Current mean travel speed (kph) [if known]	38
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	1
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	2 kph
Mean per trip increase / decrease in transit time	-0.1 min
Cumulative increase / decrease in transit time (annual)	-186 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.2
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.1

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Inputs

	Pisa Moorings
Route / Section name	Rd
Urban or Rural	Urban
Distance (km)	0.317
Annual Average Daily Traffic (AADT)	159
Expected heavy vehicle usage (%)	9%
Current posted speed limit (kph)	50
Proposed new posted speed limit (kph)	40
Current mean travel speed (kph) [if known]	31
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	9 kph
Mean per trip increase / decrease in transit time	-0.1 min
Cumulative increase / decrease in transit time (annual)	-133.5 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

Route / Section name	Wakefield Lane
Urban or Rural	Urban
Distance (km)	0.242
Annual Average Daily Traffic (AADT)	34
Expected heavy vehicle usage (%)	9%
Current posted speed limit (kph)	50
Proposed new posted speed limit (kph)	40
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	1
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	-4.3 kph
Mean per trip increase / decrease in transit time	0 min
Cumulative increase / decrease in transit time (annual)	7.2 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.2
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.1

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Inputs

Route / Section name	Revival Lane
Urban or Rural	Urban
Distance (km)	0.13
Annual Average Daily Traffic (AADT)	86
Expected heavy vehicle usage (%)	9%
Current posted speed limit (kph)	50
Proposed new posted speed limit (kph)	40
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	-4.3 kph
Mean per trip increase / decrease in transit time	0 min
Cumulative increase / decrease in transit time (annual)	9.8 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

Route / Section name	De Bettencor Pl
Urban or Rural	Urban
Distance (km)	0.311
Annual Average Daily Traffic (AADT)	86
Expected heavy vehicle usage (%)	9%
Current posted speed limit (kph)	50
Proposed new posted speed limit (kph)	40
Current mean travel speed (kph) [if known]	22
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System	Ü
(CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	18 kph
Mean per trip increase / decrease in transit time	-0.4 min
Cumulative increase / decrease in transit time (annual)	-199.7 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs Outputs

Route / Section name	Ethereal Cres	Increase / decrease in expected mean vehicle operating speed	14 kph
Urban or Rural	Urban	Mean per trip increase / decrease in transit time	-0.4 min
Distance (km)	0.451	Cumulative increase / decrease in transit time (annual)	-175.1 hr
Annual Average Daily Traffic (AADT)	79		
Expected heavy vehicle usage (%)	9%		
Current posted speed limit (kph)	50	Historic average number of fatal crashes per year	0.0
Proposed new posted speed limit (kph)	40	Historic average number of serious injury crashes per year	0.0
Current mean travel speed (kph) [if known]	26	Historic average number of minor injury crashes per year	0.0
		Historic average number of non-injury crashes per year	0.0
Years of crash data (maximum 5)	5		
Fatal crashes during data period	0		
Serious injury crashes during data period	0	Increase / decrease in expected number of fatal crashes per year	0.0
Minor injury crashes during data period	0	Increase / decrease in expected number of serious injury crashes per year	0.0
Non-injury crashes during data period	0	Increase / decrease in expected number of minor injury crashes per year	0.0
Is crash data from the Crash Analysis System (CAS)	Yes	Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

Route / Section name	Missy Cres
Urban or Rural	Urban
Distance (km)	1.017
Annual Average Daily Traffic (AADT)	536
Expected heavy vehicle usage (%)	9%
Current posted speed limit (kph)	50
Proposed new posted speed limit (kph)	40
Current mean travel speed (kph) [if known]	40
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	0 kph
Mean per trip increase / decrease in transit time	0 min
Cumulative increase / decrease in transit time (annual)	0 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

Route / Section name	Elite Ct
Urban or Rural	Urban
Distance (km)	0.081
Annual Average Daily Traffic (AADT)	26
Expected heavy vehicle usage (%)	9%
Current posted speed limit (kph)	50
Proposed new posted speed limit (kph)	40
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	-4.3 kph
Mean per trip increase / decrease in transit time	0 min
Cumulative increase / decrease in transit time (annual)	1.8 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

Route / Section name	Pegasus Ct
Urban or Rural	Urban
Distance (km)	0.27
Annual Average Daily Traffic (AADT)	85
Expected heavy vehicle usage (%)	9%
Current posted speed limit (kph)	50
Proposed new posted speed limit (kph)	40
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	-4.3 kph
Mean per trip increase / decrease in transit time	0 min
Cumulative increase / decrease in transit time (annual)	20.1 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs	
Route / Section name	Arion Court
Urban or Rural	Urban
Distance (km)	0.161
Annual Average Daily Traffic (AADT)	135
Expected heavy vehicle usage (%)	9%
Current posted speed limit (kph)	50
Proposed new posted speed limit (kph)	40
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	-4.3 kph
Mean per trip increase / decrease in transit time	0 min
Cumulative increase / decrease in transit time (annual)	19 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

Route / Section name	Pony Ct
Urban or Rural	Urban
Distance (km)	0.08
Annual Average Daily Traffic (AADT)	43
Expected heavy vehicle usage (%)	9%
Current posted speed limit (kph)	50
Proposed new posted speed limit (kph)	40
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	-4.3 kph
Mean per trip increase / decrease in transit time	0 min
Cumulative increase / decrease in transit time (annual)	3 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

Route / Section name	Shine Lane
Urban or Rural	Urban
Distance (km)	0.95
Annual Average Daily Traffic (AADT)	94
Expected heavy vehicle usage (%)	9%
Current posted speed limit (kph)	50
Proposed new posted speed limit (kph)	40
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

1	
Increase / decrease in expected mean vehicle operating speed	-4.3 kph
Mean per trip increase / decrease in transit time	0.1 min
Cumulative increase / decrease in transit time (annual)	78.3 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per	
year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes	
per year	0.0
Increase / decrease in expected number of serious injury	
crashes per year	0.0
Increase / decrease in expected number of minor injury	
crashes per year	0.0
Increase / decrease in expected number of non-injury	
crashes per year	0.0

Estimated Implementation Cost (\$)	1900

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Maniototo Ward

Patearoa

Inputs	
Route / Section name	Chirnside Tce
Urban or Rural	Mixed
Distance (km)	0.1
Annual Average Daily Traffic (AADT)	23
Expected heavy vehicle usage (%)	15%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	50
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Increase / decrease in expected mean vehicle operating	07.011
speed	-37.2 kph
Mean per trip increase / decrease in transit time	0.1 min
Cumulative increase / decrease in transit time (annual)	7.2 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per	
year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes	
per year	0.0
Increase / decrease in expected number of serious injury	
crashes per year	0.0
Increase / decrease in expected number of minor injury	
crashes per year	0.0
Increase / decrease in expected number of non-injury	
crashes per year	0.0

Outputs

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Inputs	
Route / Section name	Aitken Road
Urban or Rural	Mixed
Distance (km)	0.435
Annual Average Daily Traffic (AADT)	82
Expected heavy vehicle usage (%)	15%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	50
Current mean travel speed (kph) [if known]	33
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs	
Increase / decrease in expected mean vehicle operating speed	17 kph
Mean per trip increase / decrease in transit time	-0.3 min
Cumulative increase / decrease in transit time (annual)	-134.1 hr
Historia ayarara ayarkar of fatal araskar ayar	0.0
Historic average number of fatal crashes per year Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

Estimated Implementatio	n Cost (\$)	475

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Oturehua

Inputs	
	Ide Valley
Route / Section name	Ida Valley- Omakau Rd
Urban or Rural	Mixed
Distance (km)	0.472
Annual Average Daily Traffic (AADT)	579
Expected heavy vehicle usage (%)	17%
Current posted speed limit (kph)	70
Proposed new posted speed limit (kph)	50
Current mean travel speed (kph) [if known]	75
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs	
Increase / decrease in expected mean vehicle operating speed	-25 kph
Mean per trip increase / decrease in transit time	0.2 min
Cumulative increase / decrease in transit time (annual)	665 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs	Outputs
*	

Davida / Cardina mana	Lille Creek Del	Increase / decrease in expected mean vehicle operating	27.0 -
Route / Section name	Hills Creek Rd	speed	-37.2 kph
Urban or Rural	Mixed	Mean per trip increase / decrease in transit time	0 min
Distance (km)	0.03	Cumulative increase / decrease in transit time (annual)	3.5 hr
Annual Average Daily Traffic (AADT)	38		
Expected heavy vehicle usage (%)	15%		
Current posted speed limit (kph)	100	Historic average number of fatal crashes per year	0.0
Proposed new posted speed limit (kph)	50	Historic average number of serious injury crashes per year	0.0
Current mean travel speed (kph) [if known]		Historic average number of minor injury crashes per year	0.0
		Historic average number of non-injury crashes per year	0.0
Years of crash data (maximum 5)	5		
Fatal crashes during data period	0		
Serious injury crashes during data period	0	Increase / decrease in expected number of fatal crashes per year	0.0
Minor injury crashes during data period	0	Increase / decrease in expected number of serious injury crashes per year	0.0
Non-injury crashes during data period	0	Increase / decrease in expected number of minor injury crashes per year	0.0
Is crash data from the Crash Analysis System (CAS)	Yes	Increase / decrease in expected number of non-injury crashes per year	0.0

Estimated Implementation Cost (\$) 2240

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Ranfurly

Inputs		Outputs	
Route / Section name	Ranfurly- Patearoa Rd	Increase / decrease in expected mean vehicle operating speed	7.7 kph
Urban or Rural	Rural	Mean per trip increase / decrease in transit time	0 min
Distance (km)	0.15	Cumulative increase / decrease in transit time (annual)	-41 hr
Annual Average Daily Traffic (AADT)	663		
Expected heavy vehicle usage (%)	20%		
Current posted speed limit (kph)	50	Historic average number of fatal crashes per year	0.0
Proposed new posted speed limit (kph)	100	Historic average number of serious injury crashes per year	0.0
Current mean travel speed (kph) [if known]	79	Historic average number of minor injury crashes per year	0.0
		Historic average number of non-injury crashes per year	0.0
Years of crash data (maximum 5)	5		
Fatal crashes during data period	0		
Serious injury crashes during data period	0	Increase / decrease in expected number of fatal crashes per year	0.0
Minor injury crashes during data period	0	Increase / decrease in expected number of serious injury crashes per year	0.0
Non-injury crashes during data period	0	Increase / decrease in expected number of minor injury crashes per year	0.0
Is crash data from the Crash Analysis System (CAS)	Yes	Increase / decrease in expected number of non-injury crashes per year	0.0

Estimated Implementation Cost (\$)	8550
Lotimatoα implomoritation σουί (ψ)	0000

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Vincent Ward

Omakau

Inputs		Outputs	
	Racecourse	Increase / decrease in expected mean vehicle operating	
Route / Section name	Rd	speed	-29 kph
Urban or Rural	Mixed	Mean per trip increase / decrease in transit time	0.1 min
Distance (km)	0.24	Cumulative increase / decrease in transit time (annual)	149.2 hr
Annual Average Daily Traffic (AADT)	232		
Expected heavy vehicle usage (%)	11%		
Current posted speed limit (kph)	100	Historic average number of fatal crashes per year	0.0
Proposed new posted speed limit (kph)	50	Historic average number of serious injury crashes per vear	0.0
Current mean travel speed (kph) [if known]	79	Historic average number of minor injury crashes per year	0.0
/		Historic average number of non-injury crashes per year	0.0
Years of crash data (maximum 5)	5		
Fatal crashes during data period	0		
Serious injury crashes during data period	0	Increase / decrease in expected number of fatal crashes per year	0.0
Minor injury crashes during data period	0	Increase / decrease in expected number of serious injury crashes per year	0.0
Non-injury crashes during data period	0	Increase / decrease in expected number of minor injury crashes per year	0.0
Is crash data from the Crash Analysis System (CAS)	Yes	Increase / decrease in expected number of non-injury crashes per year	0.0

Estimated Implementation Cost (\$)	710
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Lauder

Inputs		
B		
Route / Section name	Lauder Rd	
Urban or Rural	Mixed	
Distance (km)	0.935	
Annual Average Daily Traffic (AADT)	65	
Expected heavy vehicle usage (%)	14%	
Current posted speed limit (kph)	100	
Proposed new posted speed limit (kph)	60	
Current mean travel speed (kph) [if known]	52	
Years of crash data (maximum 5)	5	
Fatal crashes during data period	0	
Serious injury crashes during data period	0	
Minor injury crashes during data period	0	
Non-injury crashes during data period	0	
Is crash data from the Crash Analysis System (CAS)	Yes	

Increase / decrease in expected mean vehicle operating speed	8 kph
Mean per trip increase / decrease in transit time	-0.1 min
Cumulative increase / decrease in transit time (annual)	-56.9 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per	
year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes	
per year	0.0
Increase / decrease in expected number of serious injury	
crashes per year	0.0
Increase / decrease in expected number of minor injury	
crashes per year	0.0
Increase / decrease in expected number of non-injury	
crashes per year	0.0

Outputs

Estimated Implementation Cost (\$)	450

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Alexandra

Inputs		Outputs	
		Increase / decrease in expected mean vehicle operating	
Route / Section name	Letts Gully Rd	speed	-9 kph
Urban or Rural	Mixed	Mean per trip increase / decrease in transit time	0.2 min
Distance (km)	1.325	Cumulative increase / decrease in transit time (annual)	676 hr
Annual Average Daily Traffic (AADT)	643		
Expected heavy vehicle usage (%)	15%		
Current posted speed limit (kph)	70	Historic average number of fatal crashes per year	0.0
Proposed new posted speed limit (kph)	60	Historic average number of serious injury crashes per year	0.0
Current mean travel speed (kph) [if known]	69	Historic average number of minor injury crashes per year	0.0
		Historic average number of non-injury crashes per year	0.4
Years of crash data (maximum 5)	5		
Fatal crashes during data period	0		
Serious injury crashes during data period	0	Increase / decrease in expected number of fatal crashes per year	0.0
Minor injury crashes during data period	0	Increase / decrease in expected number of serious injury crashes per year	0.0
Non-injury crashes during data period	2	Increase / decrease in expected number of minor injury crashes per year	0.0
Is crash data from the Crash Analysis System (CAS)	Yes	Increase / decrease in expected number of non-injury crashes per year	0.2

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Inputs		Outputs	
	1 " 0 "		
Route / Section name	Letts Gully Rd	Increase / decrease in expected mean vehicle operating speed	1 kph
Urban or Rural	Mixed	Mean per trip increase / decrease in transit time	0 min
Distance (km)	3.4	Cumulative increase / decrease in transit time (annual)	-126.3 hr
Annual Average Daily Traffic (AADT)	643		
Expected heavy vehicle usage (%)	15%		
Current posted speed limit (kph)	100	Historic average number of fatal crashes per year	0.0
Proposed new posted speed limit (kph)	80	Historic average number of serious injury crashes per year	0.0
Current mean travel speed (kph) [if known]	79	Historic average number of minor injury crashes per year	0.0
		Historic average number of non-injury crashes per year	0.0
Years of crash data (maximum 5)	5		
Fatal crashes during data period	0		
Serious injury crashes during data period	0	Increase / decrease in expected number of fatal crashes per year	0.0
Minor injury crashes during data period	0	Increase / decrease in expected number of serious injury crashes per year	0.0
Non-injury crashes during data period	0	Increase / decrease in expected number of minor injury crashes per year	0.0
Is crash data from the Crash Analysis System (CAS)	Yes	Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

Route / Section name	Gilligans Gully Rd
Route / Section name	Gully Ru
Urban or Rural	Mixed
Distance (km)	1.23
Annual Average Daily Traffic (AADT)	157
Expected heavy vehicle usage (%)	25%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	60
Current mean travel speed (kph) [if known]	31
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	29 kph
Mean per trip increase / decrease in transit time	-1.2 min
Cumulative increase / decrease in transit time (annual)	-1099 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury	
crashes per year	0.0

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Inputs	
Route / Section name	Ferris Rd
Urban or Rural	Mixed
Distance (km)	0.698
Annual Average Daily Traffic (AADT)	157
Expected heavy vehicle usage (%)	15%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	60
Current mean travel speed (kph) [if known]	30
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs	
	.
Increase / decrease in expected mean vehicle operating speed	30 kph
Mean per trip increase / decrease in transit time	-0.7 min
Cumulative increase / decrease in transit time (annual)	-666.6 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

Estimated Implementation Cost (\$)	2280

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Clyde

Inputs		Outputs	
De to 10 office and	0 - 1 - 1 - 1 - 0 (Increase / decrease in expected mean vehicle operating	011
Route / Section name	Sunderland St	speed	-2 kph
Urban or Rural	Urban	Mean per trip increase / decrease in transit time	0 min
Distance (km)	0.2	Cumulative increase / decrease in transit time (annual)	63.2 hr
Annual Average Daily Traffic (AADT)	1126		
Expected heavy vehicle usage (%)	11%		
Current posted speed limit (kph)	100	Historic average number of fatal crashes per year	0.0
		Historic average number of serious injury crashes per	
Proposed new posted speed limit (kph)	50	year	0.0
Current mean travel speed (kph) [if known]	52	Historic average number of minor injury crashes per year	0.0
		Historic average number of non-injury crashes per year	0.2
Years of crash data (maximum 5)	5		
Fatal crashes during data period	0		
		Increase / decrease in expected number of fatal crashes	
Serious injury crashes during data period	0	per year	0.0
		Increase / decrease in expected number of serious injury	
Minor injury crashes during data period	0	crashes per year	0.0
		Increase / decrease in expected number of minor injury	
Non-injury crashes during data period	1	crashes per year	0.0
Is crash data from the Crash Analysis System		Increase / decrease in expected number of non-injury	
(CAS)	Yes	crashes per year	0.3

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Inputs		
Route / Section name	Sunderland St	Increase / decrease in e speed
Urban or Rural	Urban	Mean per trip increase
Distance (km)	0.79	Cumulative increase / d
Annual Average Daily Traffic (AADT)	1126	
Expected heavy vehicle usage (%)	11%	
Current posted speed limit (kph)	70	Historic average numbe
Proposed new posted speed limit (kph)	50	Historic average numbe year
Current mean travel speed (kph) [if known]	57	Historic average numbe
		Historic average number
Years of crash data (maximum 5)	5	
Fatal crashes during data period	0	
Serious injury crashes during data period	0	Increase / decrease in e
Minor injury crashes during data period	1	Increase / decrease in e
Non-injury crashes during data period	0	Increase / decrease in e
Is crash data from the Crash Analysis System (CAS)	Yes	Increase / decrease in e crashes per year

Outputs	
Increase / decrease in expected mean vehicle operating speed	-7 kph
Mean per trip increase / decrease in transit time	0.1 min
Cumulative increase / decrease in transit time (annual)	797.5 hr
Historic average number of fatal crashes per year Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.2
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.1
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs Outputs

Route / Section name	Hospital Rd	Increase / decrease in expected mean vehicle operating speed	-38.1 kph
Urban or Rural	Urban	Mean per trip increase / decrease in transit time	0.1 min
Distance (km)	0.155	Cumulative increase / decrease in transit time (annual)	303.7 hr
Annual Average Daily Traffic (AADT)	621		
Expected heavy vehicle usage (%)	5%		
Current posted speed limit (kph)	100	Historic average number of fatal crashes per year	0.0
Proposed new posted speed limit (kph)	50	Historic average number of serious injury crashes per year	0.0
Current mean travel speed (kph) [if known]		Historic average number of minor injury crashes per year	0.0
		Historic average number of non-injury crashes per year	0.0
Years of crash data (maximum 5)	5		
Fatal crashes during data period	0		
Serious injury crashes during data period	0	Increase / decrease in expected number of fatal crashes per year	0.0
Minor injury crashes during data period	0	Increase / decrease in expected number of serious injury crashes per year	0.0
Non-injury crashes during data period	0	Increase / decrease in expected number of minor injury crashes per year	0.0
Is crash data from the Crash Analysis System (CAS)	Yes	Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

Route / Section name	Mutton Town Rd
Urban or Rural	Urban
Distance (km)	1.26
Annual Average Daily Traffic (AADT)	354
Expected heavy vehicle usage (%)	11%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	50
Current mean travel speed (kph) [if known]	54
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	1
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	-4 kph
Mean per trip increase / decrease in transit time	0.1 min
Cumulative increase / decrease in transit time (annual)	241.2 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.2
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.2

Estimated Implementation Cost (\$) 1215	Estimated Implement	ation Cost (\$)	1215
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Earnscleugh

n	b	u	t۶

	Famoralacela
Route / Section name	Earnscleugh Rd
Urban or Rural	Mixed
Distance (km)	0.25
Annual Average Daily Traffic (AADT)	1153
Expected heavy vehicle usage (%)	11%
Current posted speed limit (kph)	50
Proposed new posted speed limit (kph)	100
Current mean travel speed (kph) [if known]	81
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	6.5 kph
Mean per trip increase / decrease in transit time	0 min
Cumulative increase / decrease in transit time (annual)	-96.9 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

Estimated Implementation Cost (\$)	535

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St Bathans

Inputs		Outputs		
	St Bathans	Increase / decrease in expected mean vehicle operating		
Route / Section name	Loop Rd	speed	1 kph	
Urban or Rural	Urban	Mean per trip increase / decrease in transit time	0 min	
Distance (km)	0.345	Cumulative increase / decrease in transit time (annual)	16.5 hr	
Annual Average Daily Traffic (AADT)	204			
Expected heavy vehicle usage (%)	14%			
Current posted speed limit (kph)	50	Historic average number of fatal crashes per year	0.0	
		Historic average number of serious injury crashes per		
Proposed new posted speed limit (kph)	40	year	0.0	
Current mean travel speed (kph) [if known]	39	Historic average number of minor injury crashes per year	0.0	
		Historic average number of non-injury crashes per year	0.0	
Years of crash data (maximum 5)	5			
Fatal crashes during data period	0			
		Increase / decrease in expected number of fatal crashes		
Serious injury crashes during data period	0	per year	0.0	
		Increase / decrease in expected number of serious injury		
Minor injury crashes during data period	0	crashes per year	0.0	
		Increase / decrease in expected number of minor injury		
Non-injury crashes during data period	0	crashes per year	0.0	
Is crash data from the Crash Analysis System	\/	Increase / decrease in expected number of non-injury	0.0	
(CAS)	Yes	crashes per year	0.0	

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Inputs

	St Bathans
Route / Section name	Loop Rd
Urban or Rural	Urban
Distance (km)	0.39
Annual Average Daily Traffic (AADT)	204
Expected heavy vehicle usage (%)	14%
Current posted speed limit (kph)	50
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) [if known]	39
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	-9 kph
Mean per trip increase / decrease in transit time	0.2 min
Cumulative increase / decrease in transit time (annual)	223.4 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per	
year	0.0
Historic average number of minor injury crashes per	
year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes	
per year	0.0
Increase / decrease in expected number of serious injury	
crashes per year	0.0
Increase / decrease in expected number of minor injury	
crashes per year	0.0
Increase / decrease in expected number of non-injury	0.0
crashes per year	0.0

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Inputs

	Ct Dethere
Route / Section name	St Bathans Loop Rd
	Rural
Urban or Rural	Kulai
Distance (km)	0.5
Annual Average Daily Traffic (AADT)	117
Expected heavy vehicle usage (%)	14%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	60
Current mean travel speed (kph) [if known]	54
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	6 kph
Mean per trip increase / decrease in transit time	-0.1 min
Cumulative increase / decrease in transit time (annual)	-39.5 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

Route / Section name	Cross St
Urban or Rural	Urban
Distance (km)	0.07
Annual Average Daily Traffic (AADT)	21
Expected heavy vehicle usage (%)	0%
Current posted speed limit (kph)	50
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes
(CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	-14.3 kph
Mean per trip increase / decrease in transit time	0 min
Cumulative increase / decrease in transit time (annual)	5.8 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

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Inputs

D (2	St Bathans
Route / Section name	Downs Rd
Urban or Rural	Urban
Distance (km)	0.133
Annual Average Daily Traffic (AADT)	38
Expected heavy vehicle usage (%)	2%
Current posted speed limit (kph)	50
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) [if known]	
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	-14.3 kph
Mean per trip increase / decrease in transit time	0 min
Cumulative increase / decrease in transit time (annual)	8.9 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per	
year	0.0
Historic average number of minor injury crashes per	
year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes	
per year	0.0
Increase / decrease in expected number of serious injury	
crashes per year	0.0
Increase / decrease in expected number of minor injury	
crashes per year	0.0
Increase / decrease in expected number of non-injury	
crashes per year	0.0

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Inputs

Route / Section name	St Bathans Downs Rd
Urban or Rural	Mixed
Distance (km)	0.505
Annual Average Daily Traffic (AADT)	38
Expected heavy vehicle usage (%)	2%
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	60
Current mean travel speed (kph) [if known]	30
Years of crash data (maximum 5)	5
Fatal crashes during data period	0
Serious injury crashes during data period	0
Minor injury crashes during data period	0
Non-injury crashes during data period	0
Is crash data from the Crash Analysis System (CAS)	Yes

Outputs

Increase / decrease in expected mean vehicle operating speed	30 kph
Mean per trip increase / decrease in transit time	-0.5 min
Cumulative increase / decrease in transit time (annual)	-116.7 hr
Historic average number of fatal crashes per year	0.0
Historic average number of serious injury crashes per year	0.0
Historic average number of minor injury crashes per year	0.0
Historic average number of non-injury crashes per year	0.0
Increase / decrease in expected number of fatal crashes per year	0.0
Increase / decrease in expected number of serious injury crashes per year	0.0
Increase / decrease in expected number of minor injury crashes per year	0.0
Increase / decrease in expected number of non-injury crashes per year	0.0

Estimated Implementation Cost (\$)	2255

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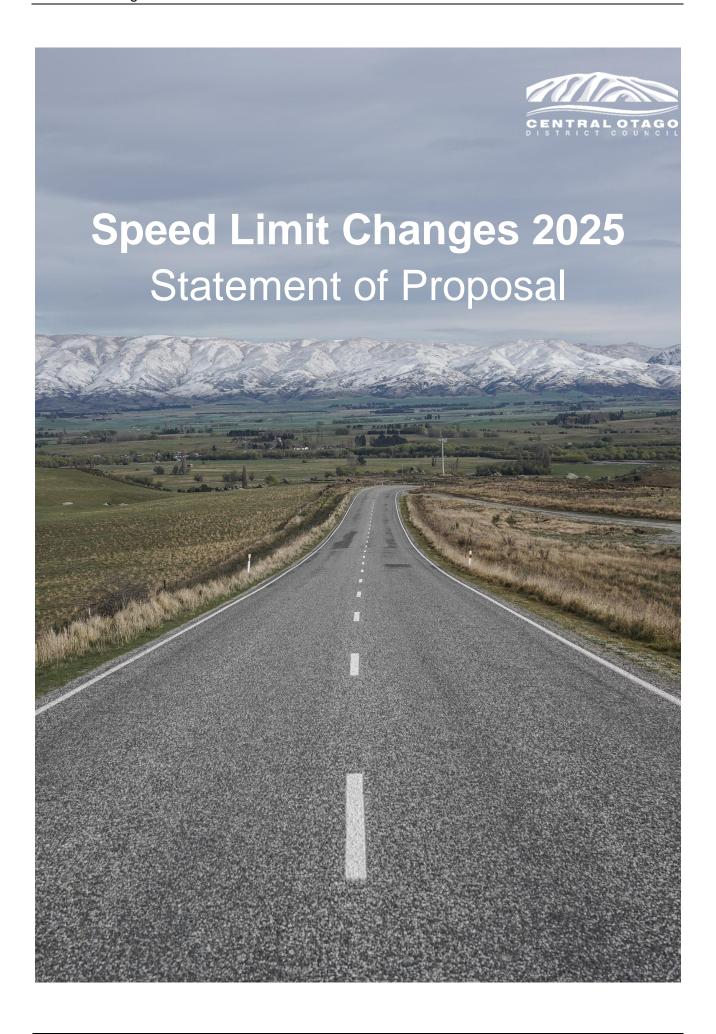


Cambrians

Inputs		Outputs	
Route / Section name	Cambrian Rd	Increase / decrease in expected mean vehicle operating speed	0 kph
Urban or Rural	Mixed	Mean per trip increase / decrease in transit time	0 min
Distance (km)	1.248	Cumulative increase / decrease in transit time (annual)	0 hr
Annual Average Daily Traffic (AADT)	68		
Expected heavy vehicle usage (%)	16%		
Current posted speed limit (kph)	100	Historic average number of fatal crashes per year	0.0
Proposed new posted speed limit (kph)	30	Historic average number of serious injury crashes per year	0.0
		Historic average number of minor injury crashes per	
Current mean travel speed (kph) [if known]	30	year	0.0
		Historic average number of non-injury crashes per year	0.0
Years of crash data (maximum 5)	5		
Fatal crashes during data period	0		
Serious injury crashes during data period	0	Increase / decrease in expected number of fatal crashes per year	0.0
Minor injury crashes during data period	0	Increase / decrease in expected number of serious injury crashes per year	0.0
Non-injury crashes during data period	0	Increase / decrease in expected number of minor injury crashes per year	0.0
Is crash data from the Crash Analysis System (CAS)	Yes	Increase / decrease in expected number of non-injury crashes per year	0.0

Estimated Implementation Cost (\$)	250

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What is being consulted on?

Council is consulting on a proposal to update speed limits across the district. In total, 52 speed limits are proposed on 48 roads, either in part or as a whole.

The speed limit changes have come from changes to the use of the road itself or the land adjacent, or from community feedback. This includes:

- 30 roads (or parts of) in Cromwell
- 17 speed limits proposed across 13 roads (or parts of) in Vincent
- 5 roads (or parts of) in Maniototo
- · No adjustments proposed in Teviot.

The document 'Consultation Supporting Information' contains a detailed breakdown for each, including the maps, descriptions, current usage, and rationale for each proposed change. This document is Talk published on the Let's Talk page linked below.

Many of the proposed changes have previously been consulted on and/or were informed by community feedback, but all are now subject to this new formal consultation process.

Why is it being consulted on now?

The Government's Land Transport Rule: Setting of Speed Limits 2024 came into effect on 30 October 2024. This new Rule introduces stricter requirements around how speed limits must be set, including clearer classifications, standardised speed ranges for different road types, and more rigorous consultation requirements.

As a result of this legislative change, Council's previous Speed Management Plan—developed and consulted on with strong community support—was invalidated and could no longer proceed. While much of the work undertaken remains relevant, a new consultation process is required under the updated Rule.

Council is now presenting a revised set of local road speed limit proposals that align with the new Rule. Many of these changes are consistent with what was previously proposed, but some have been updated or removed to ensure compliance.

Examples of changes made to align with the 2024 Rule

Some of the proposed changes include:

- Cambrians: Proposed reduction from 40 km/h to 30 km/h
- St Bathans: Introduction of variable limits (30–60 km/h)
- Pisa Moorings: Inclusion of a partial 40 km/h zone
- Bannockburn area (including Māori Point Road and Clark Road): Consultation includes both 60 km/h and 80 km/h options



- Munro Road, Church Lane, and Jolly Road: Proposed 80 km/h to align with nearby State Highway 8
- Earnscleugh Road and Ranfurly-Patearoa Road: Shortened 50 km/h zones to reflect road classification
- Partridge Road, Sunderland Street (north end), and Fruitgrowers Road: Removed from proposal due to non-compliance under the new Rule
- Mutton Town Road: Extended 50 km/h zone from SH8 to Hospital Road to reflect urban development

This consultation gives the community another opportunity to provide feedback on the updated proposals before any final decisions are made.

Where can I see the detail and have my say?

Consultation is open for six weeks from 27 June to 10 August 2025 at:

https://lets-talk.codc.govt.nz/



25.12.17 STATUS REPORT - ALEXANDRA WATERMAIN RENEWALS PROJECT

Doc ID: 2487676

Report Author:	Patrick Keenan, Capital Projects Programme Manager
Reviewed and authorised by:	Julie Muir, Group Manager - Three Waters

1. Purpose

To consider the progress of the Alexandra Watermain Renewals Project.

The purpose of the project is to renew existing watermains replacing ageing infrastructure and improving resilience.

The scope of work includes two key sites: Bridge Hill and Enterprise Street.

The procurement of the work was approved at the 29 January 2025 Council meeting (Appendix 1).

Recommendations

That the report be received.

2. Discussion

The May 2025 status report for the Alexandra Watermain Renewals Project has been provided for information to Council (Appendix 2).

3. Attachments

Appendix 1 - Council procurement approval - Alexandra Watermain Renewals Project J.

Appendix 2 - Alexandra Watermain Renewals Project - Status Report May 2025 J.



29 January 2025

25.1.6 ALEXANDRA WATER RENEWALS PROCUREMENT

Doc ID: 1980221

Report Author:	Patrick Keenan, Capital Projects Programme Manager
Reviewed and authorised by:	Julie Muir, Group Manager - Three Waters

1. Purpose of Report

To consider the procurement plan for tendering of water pipe renewals for the 2024 - 2026 period.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Notes that the priority water pipe renewal sites are Bridge Hill Rising Main, Enterprise Street and Northland Street
- C. Approves the procurement plan for tendering of water pipe renewals on Bridge Hill and Enterprise Street, Alexandra, including the following
 - (a) Tenders to be evaluated using the Weighted Attribute Method with a 40% price weighting.
- D. Authorises the Chief Executive Officer to award the work to the preferred contractor following the procurement process provided that the tendered amounts are within the approved budget.

2. Background

The Alexandra water renewals contract contains two sites:

- The Bridge Hill Rising Main water pipeline
- Enterprise Street water main

The Bridge Hill site is a critical pipe that links Bridge Hill to the wider Alexandra water supply network and services many properties. The main was installed in the 1930s. Some pipes are laid above ground due to the difficult and rocky conditions. The water main dates to when Aronui Dam was used as the town water supply.

On December 30, 2014, the water main was struck by a large tree blown over during a high wind event. The pipe burst with a high-pressure flow flooding four homes with varying amounts of damage. The impacted section of pipe was repaired at the time. Another minor break occurred in 2021. The Bridge Hill rising main replacement was approved in the 2021-

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2031 Long-term Plan as a standalone project and was then incorporated into the overall pipe renewal programme in the 2024 Annual Plan and the 2025 Long-term Plan budgets.

The scope of the project was reviewed and split into four sections that have been prioritised for funding. Two sections were deferred due to low immediate need for replacement and upgrading whereas the two high risk sections were retained in the programme. The yellow line highlighted in the below image are the planned sections for replacement.



The Enterprise Street water main feeds residential properties and is the main source of drinking water for Dunstan High School, Terrace Primary School, and several early childcare facilities. Between January and March 2024 Council received 11 separate calls from properties experiencing "dirty water".

It is now understood that the new softer water supply from Lake Dunstan is impacting on older galvanised pipes creating discolouration.

A monitoring regime was put in place which identified that while there is no public health issue if taps are run prior to use in the morning there is no issue, results pre-flush were reaching maximum allowable values. The current water main was laid in 1955. To mitigate any future ongoing issues the water main and the laterals on Enterprise Street have been prioritised for renewal.

The other site prioritised for replacement this year is Northland Street in Ranfurly. The intention is to carry the work out this year under the operations contract and it is not included in the scope of the contract to be procured for Bridge Hill and Enterprise Street.

Northland Street has a temporary solution that was put in place by Council's operations contractor in late 2024. The renewal requirement is due to several water mains and laterals that are made up of galvanised steel, and is causing significant discolouration.

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Replacement of the Northland Street pipe has additional requirements relating to its location adjacent to a HAIL site. Due to the risks associated with the HAIL site, and potential for contract variations this is being replaced as part of the operations contract.

3. Financial Considerations

The cost estimate for design, construction, and project management of the two high priority Bridge Hill sites and Enterprise Street is \$2.7 million

The total budget provided in the 2024 Annual Plan and the draft 2025 Long-term Plan for 2025/26 for water pipe renewals is \$3.9 million. This budget includes funding for a proactive lateral renewal program.

The weighted-attribute model recommended is the most common model used in New Zealand public sector procurement. This model balances the trade-off between price and quality. Under this model, the criteria are weighted to reflect their relative importance. The non-price attributes evaluated will however have an impact on cost to Council and stakeholders.

Council's tender evaluators can influence more positive outcomes from elements in a tender that are not priced but can add value. For example, one methodology may be submitted by a tenderer that has a road closed for two weeks while another tenderer may have the road remain open under traffic management for three months. The shorter closure rather than a three-month disruption to businesses and the public may provide more overall value to Council and stakeholders. The weighted-attribute approach gives Council more control over assessing what is important as a client over and above tendered price of the work.

Lowest Price Conforming is another model where cost of the service is the driving factor. This methodology is generally used for contracts that are low in value, where scope is tightly defined and where risks are insignificant. This methodology also limits opportunities for whole-of-life cost benefits, innovations, or added value alternatives.

The Procurement Policy allows Council staff to procure by weighted attributes methodology to a maximum level of 40% price and 60% non-price attributes. This approach has been recommended and reflects a balanced approach between a tendered price with cost tension and non-price elements that will provide overall value and improved customer service.

4. Options

Option 1 – (Recommended)

Tender the work using a weighted attribute model with a 40% price weighting

Advantages:

- Council procures a contractor with the best overall combination of price and attributes to carry out the contract works
- Contractors get the opportunity to include innovations in their tender that can be evaluated against other submitters
- The 40% price component provides a level of cost tension

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Disadvantages:

The winning tenderer may not be the cheapest presented price

Option 2

Tender the work using a lowest price conforming model

Advantages:

Cheapest presented price wins the contract work.

Disadvantages:

- Contractors may take greater risks in items such as communication with residents, supply interruptions, health and safety, and materials and work quality to enable a low price to win the contract.
- Requires greater level of staff oversight to ensure that work is being undertaken to the required quality.
- No genuine comparison can be made between contractors on their attributes to deliver or add value outside price
- Limits opportunities for Council to take advantage of whole-of-life cost benefits, innovations, or added value alternatives that contractors may offer in a weighted attributes tender
- Increased likelihood of customer dissatisfaction due to supply disruption if the successful contractor does not have adequate experience and staff to undertake the project.
- Greater likelihood of variations due to unforeseen circumstances.

5. Compliance

Local Government Act 2002 Purpose Provisions	This decision enables democratic local decision making and action by, and on behalf of communities by giving elected members input into the procurement process used and an insight into the work to be delivered. AND This decision promotes the social, cultural, economic and environmental wellbeing of communities, in the present and for the future by renewing assets in a cost-effective manner
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	Yes, the recommendation is consistent with the Procurement Policy
Considerations as to sustainability, the environment and climate change impacts	The programmed work will ensure Council replaces ageing assets with long-term sustainable products that provide resilience to our community.
Risks Analysis	No substantial organisational risks have been identified with the recommended procurement approach. A communication plan will be developed before physical works commence.

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	Project-specific risks will be outlined in project status reports to Council.
Significance, Consultation and Engagement (internal and external)	Not considered significant.

6. Next Steps

- Advertise the tender February 2025
- Procure a contractor for the work and commence construction
- · Initiate two monthly status reporting to Council

7. Attachments

Appendix 1 - Procurement Plan Alexandra Water Mains

Alexandra Water Main Renewals - May 2025



Estimated Start: 01/07/2022 Funding Source: Long Term Plan **Project Stage: Procurement Executive Sponsor:** Julie Muir Project Owner: Andrew Watson Programme Manager: Patrick Keenan Project Manager: Josh Wight Key Stakeholders: Community Groups, Land Information New Zealand (LINZ), Ratepayers Directly Impacted, Utility Companies **Key Project Deliverables** Replacement of identified ageing watermains on Bridge Hill and Enterprise Street. Improve resilience and cater for growth. **Status Update Next Steps** •Project construction has been procured. •Finalise construction programme •Contract has been awarded to HEB Construction Ltd. •Contractor to confirm traffic management plans with local authorities and NZTA • HEB establish to site **Project Health** Flag **Previous Status Current Status Status Description** Contract awarded to HEB Construction Ltd Overall Status G Finances G Potential construction activity disruption. Risks No current issues to report Issues G G On track. Scope Work on Enterprise Street will be coordinated with Dunstan High School and completed during the school holidays where possible. Early communications will be Communications required with residents. Project Issue / Risk Analysis – Key Rated Risks **Budget** I/R Flag **Risk Name Status Comments** ■ Actual ■ Forecast ■ Budget Construction activity may cause significant noise and vibration emissions along with effects to the flow of traffic in the area. Environmental Regular monitoring will be required. Minimising traffic management disruption and public notifications of activities to be \$290,000 at the forefront. Pipeline construction will likely require extensive rock breaking, G Stakeholder Relationships \$2,180,00 creating reasonable levels of noise and vibration. Traffic management will create some disruption. There is a high likelihood of encountering significant rock on the \$2,700,000 Rock Removal Risk proposed Bridge Hill alignment. This will require removal to install the pipe to specification. \$1,000,000 \$2,000,000 \$3,000,000 Milestone Report 2021 2022 2023 2024 2025 Phase Completion Sentient PPM

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Alexandra Water Main Renewals – May 2025





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25.12.18 STATUS REPORT - RANFURLY AND PATEAROA WATER TREATMENT PLANTS: PROTOZOA BARRIER INSTALLATION PROJECT

Doc ID: 2487704

Report Author:	Patrick Keenan, Capital Projects Programme Manager	
Reviewed and authorised by:	Julie Muir, Group Manager - Three Waters	

1. Purpose

To consider the progress of the Ranfurly and Patearoa Water Treatment Plants: Protozoa Barrier Installation Project.

The scope of work includes upgrading of water treatment plants at Ranfurly and Patearoa via installation of protozoa barriers (ultraviolet treatment).

The purpose of the project is to meet Drinking Water Quality Assurance Rules and improve resilience of the drinking water supplies for the two communities.

The procurement of the work was approved at the 29 January 2025 Council meeting (Appendix 2 and 3).

Recommendations

That the report be received.

2. Discussion

The May 2025 status report for the Ranfurly and Patearoa Water Treatment Plants: Protozoa Barrier Installation Project has been provided for information to Council (Appendix 1).

3. Attachments

Appendix 1 - Ranfurly and Patearoa Protozoa Barriers Project - Status Report May 2025

Appendix 2 - Council procurement approval - Patearoa Protozoa Barrier

Appendix 3 - Council procurement approval - Ranfurly Protozoa Barrier

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Ranfurly and Patearoa Water Treatment Upgrades - May 2025



Estimated Start: 01/07/2021 Funding Source: CAPEX Project Stage: Execution **Executive Sponsor:** Julie Muir Project Owner: Andrew Watson Programme Manager: Patrick Keenan Project Manager: Ejas Nazar Key Stakeholders: Community Groups, Otago Regional Council, Ratepayers Directly Impacted, Taumata Arowai **Key Project Deliverables** Provide treatment processes meeting New Zealand Drinking Water Quality Assurance Rules for protozoa treatment. Upgrade the water treatment plants for improved resilience. **Next Steps** - Commencement of off-site fabrication works. Combined tender for installing utraviolet protozoa barriers for both Ranfurly and Patearoa is now prooured. Fulton Hogan has been awarded the contract. - Contractor to establish on site. **Project Health Previous Status Current Status Status Description** Overall Status Fulton Hogan awarded the contract. Programmed for completion in December 2025. G Finances On track - forecast is under budget. Risks Delay in construction due to extended lead times for critical components. G No current issues identified. Issues G On track - scope reviewed and clarified before award of contract. Scope Communications Community updates will be ramped up as construction progresses. Project Issue / Risk Analysis – Key Rated Risks **Budget** I/R Flag **Risk Name Status Comments** ■ Actual ■ Forecast ■ Budget If the project is delayed, then the two sites will continue to not meet Drinking Water Quality Assurance Rules. This will create Risk Council reputation negative attention from Taumata Arowai and the public impacting Council's reputation Several councils across the country are facing similar situations and are planning to upgrade their facilities with UV and Cartridge \$3.920.00 Plant/material supply and delivery filter -based treatment solutions. This could potentially increase lead times and delay the delivery of the required equipment. \$4,200,000 All specialist providers are currently available. Monitoring during Specialist services availability the project. \$3,000,000 \$1,000,000 \$2,000,000 \$4,000,000 \$5,000,000 Milestone Report 2021 2022 2023 2024 2025 Phase Completion



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25.1.9 PATEAROA WATER TREATMENT PLANT - PROTOZOA BARRIER

Doc ID: 1941445

Report Author:	Patrick Keenan, Capital Projects Programme Manager
Reviewed and authorised by:	Julie Muir, Group Manager - Three Waters

1. Purpose of Report

To consider procurement of protozoa barrier treatment for the Patearoa Water Treatment Plant.

Recommendations

That the Council

A. Receives the report and accepts the level of significance.

- B. Approves installation of a cartridge and ultraviolet (UV) treatment solution as an affordable option to meet the New Zealand Drinking Water Quality Assurance Rules
- C. Notes that a cartridge and ultraviolet (UV) treatment solution:
 - (a) Will have a treatment capacity limit that is likely to require water conservation measures when source water experiences high turbidity
 - (b) Operational costs will rise to meet increased electricity and plant operations associated with additional treatment processes
- D. Approves procurement of protozoa barrier treatment for the Patearoa Water Treatment Plant.
 - (a) Tenders to be evaluated on a Weighted Attribute Method with a price weighting of 40%.
- E. Authorises the Chief Executive Officer to award the contract to the preferred contractor following the procurement process provided that that the tendered amounts are within the approved budget.

application budget.

2. Background

The Patearoa Water Treatment Plant was constructed in 1980 and serves a small urban area of approximately 50 properties, and a rural water scheme of approximately 40 properties. There is some growth occurring within the urban area. The plant sources its water from the Sowburn River, a tributary of the Taieri River. The surface water source is vulnerable to turbidity following rainfall events. Chlorination is the primary treatment method, which effectively treats bacteria. This process is essential for ensuring the water is safe for consumption but does not provide a barrier against protozoa.

The plant is currently non-compliant for protozoa treatment. It is occasionally non-compliant for bacteria treatment during high turbidity events requiring boil water notices to be issued. A protozoa barrier will address risks such as Cryptosporidium and Giardia.

The current treatment plant can treat source water flowing in at up to three Nephelometric Turbidity Units (NTU) of turbidity. Turbidity is a measure of how cloudy a liquid is due to

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suspended solids. The higher the concentration of suspended solids, the higher the turbidity. Levels exceeding three NTU were recorded 36 days in 2020-22, including 18 days in 2021 resulting in 10 days of water restrictions. During these events treatment is halted, and water is supplied from reservoir storage. During a prolonged event when stored water is exhausted a boil water notice is required. A seven-day boil Water Notice was required in April 2023.

In October 2023, Central Otago District Council received direction from the government's water services regulator Taumata Arowai regarding compliance deadlines for protozoa barriers to be installed in all water systems. For water systems that rely on surface water as the source, which includes Patearoa, the installation and operation of a protozoa barrier was to be completed by 31 December 2024. This required Council to take a different approach to the overall delivery strategy for the Patearoa water treatment plant. This report will outline the progress to date, the preferred treatment methodology, level of service trade-offs and recommend the next steps for procurement.

3. Discussion

In October 2021 Council staff initiated a business case to guide investment in water treatment upgrades for the Maniototo water supplies, which includes the Patearoa water treatment plant.

The work progressed through 2022 with the following activities carried out by staff, specialist consultants and stakeholders:

- Investment Logic Mapping and initial options workshops,
- · drafting a shortlist of options,
- · engaging with stakeholders including Otago Regional Council and Aukaha,
- receiving specialist technical engineering inputs,
- build-up of rough order cost estimates

Central Otago District Council held a workshop discussing the Patearoa water supply in September 2023. During this meeting, the council reviewed the progress of the business case, water supply resilience in the Maniototo and discussed the potential upgrade options to ensure compliance with New Zealand Drinking Water Standards.

The business case information discussed at the workshop included the option of construction of a new water treatment plant, with a high-level costing estimate of \$15 million. While this raised serious affordability questions, the objective was to provide a treatment plant which would operate with little or no interruption to level of service during weather events for what would have been be a relatively isolated community in a wider South Island water entity.

Due to the low number of properties in Patearoa, individual on-property treatment was considered during the business case process. However, this option was not considered further due to:

- The consistent source water requirements for on-site treatment. The Patearoa source water has a wide range of turbidity due to weather events,
- The high operational and management challenges in monitoring and accessing the treatment units on individual houses for regular maintenance.
- The Patearoa source water does not meet any of the three Acceptable Solutions scenarios for on-property treatment identified by Taumata Arowai

The three Acceptable Solutions scenarios are:

 Roof Water Supplies: not relevant to the Patearoa supply as there is inadequate rainfall for this to be a viable source.

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- Spring and Bore Drinking Water: does not qualify because the Sowburn is an open water source and.
- Mixed Use Rural Water Supplies: Patearoa does not meet the definition of a mixed water use rural supply. This is defined under Part 303 of the Drinking Water Services Act 2021. It is amended in the Local Government (water Services) Bill,13A which is currently in Select Committee. The definition of a mixed-use rural water scheme is:
 - (i) no less than 50% of the water supplied is intended to be used for agricultural purposes or horticultural purposes, or both:
 - (ii) no more than 50% of the water supplied is intended to be used for domestic purposes (including for drinking water)

The Patearoa supply has more than 50% of supply dedicated for domestic purposes, and less than 50% is used for agricultural purposes.

The Water Services Act 2021 Section 28 – defines the Council's initial and on-going responsibilities if end-point treatment is used:

(2) If a drinking water supply includes end-point treatment, the drinking water supplier is responsible for the installation, maintenance, and ongoing testing of an end-point treatment device.

As the raw water is being supplied to each property by Council, Council would remain responsible for these devices in perpetuity. There will be higher associated ongoing maintenance costs as well as the issues associated with accessing private properties on a regular basis to inspect, maintain and test the devices.

Water Regulator intervention

Protozoa barriers mitigate parasites, such as cryptosporidium, entering the water supply system. The installation of these barriers is part of a New Zealand-wide strategy to improve water safety and prevent waterborne illnesses which can cause significant health issues. By ensuring that protozoa are effectively removed or inactivated, and that the risk of outbreaks such as the one in Queenstown in September 2023 is substantially reduced.

In October 2023, Central Otago District Council received direction from the government's water services regulator Taumata Arowai regarding compliance deadlines for protozoa barriers to be installed in relevant water systems.

For water systems that rely on surface water as the source, which includes Patearoa, the installation and operation of a protozoa barrier was to be completed by 31 December 2024. This required Council to take a different approach to the overall delivery strategy for the Patearoa water treatment plant to identify a more affordable solution.

Due to the urgency expressed by Taumata Arowai an accelerated design and procurement process was explored. Discussions by Council staff with Queenstown Lakes District Council staff took place regarding how they had dealt with their rapid response to implement a protozoa barrier at their Two Mile water treatment plant in Queenstown following their cryptosporidium outbreak.

It was outlined that they had taken a collaborative approach with Veolia (Queenstown Lakes District Council's Utilities operations and maintenance contractor), Apex, Filtec and Fulton Hogan and undertook a project which included the following steps:

Rapid installation of temporary protozoa barrier at Two Mile – December 2023

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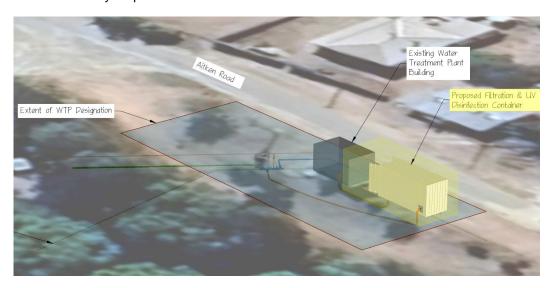
 Design and Procurement: Developing and sourcing the necessary equipment for the UV treatment system for Two Mile and three other priority sites.

- Installation and Commissioning: Setting up the UV system and ensuring it meets all regulatory requirements.
- Network Cleaning: Flushing and cleaning the entire water network to remove any potential contaminants

The permanent design solutions are now in the final stages of construction and Queenstown Lakes District Council staff have been complimentary of the process and outcomes gained.

Following review and risk analysis of the process Council engaged Fulton Hogan to do some initial filter trials at the plant to inform design. Filtec and Fulton Hogan were then procured to carry out a design. A peer review was undertaken by a consultant engaged by Fulton Hogan as well as a separate due diligence review by another water treatment specialist on behalf of Council.

The design for the Patearoa water treatment plant protozoa barrier is now completed, and the work is ready for procurement.



The diagram above shows the location of the newly designed filtration and ultraviolet disinfection container portrayed on the current Patearoa water treatment plant site.

Since the new government was elected there has been more flexibility applied to the timeline to install protozoa barriers. In October and November last year, Taumata Arowai advised suppliers with supplies lacking protozoa, bacterial, or residual disinfection treatment barriers of its expectation that by 30 June 2024 they provide a funded plan for implementing these barriers.

This was changed for Councils such as Central Otago District which deferred their Long Term Plans until June 2025. Taumata Arowai required these Councils to confirm their budgeted plan by September 30, 2024, and install protozoa treatment barriers by December 31, 2025.

This extended the period allowed to install the protozoa barriers by a year. This change has been considered for the procurement and the work will be procured via open market tender. If there was a higher level of urgency and a shorter timeframe a direct appointment or invited tenderers procurement process would have been considered further.

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Level of Service Trade-offs for Different Investment Options

To achieve more affordable solutions, acceptance of some risk is required. Experience and the business case process confirms that higher levels of resilience come at significantly more cost. Council staff evaluated the trade-offs between the capital cost of upgrading to meet New Zealand Drinking Water Quality Assurance standards, level of service disruption during weather events and the required capital investment to mitigate these. The table below illustrates the level of service achievable during an event like the one experienced in Patearoa in April 2023.

Turbid or "dirty" water can have a shielding effect which reduces the performance of ultraviolet disinfection. Cartridge filtration has been selected to reduce the raw water turbidity and ensure water entering the reactor is treated to the required level of disinfection.

The cartridge filters, as described in the options chart, will only be utilised when the source water exceeds the ultraviolet operating parameters. This will improve current level of service and reduce the likelihood and frequency of boil water notice events.

Upgrade Option	Current treatment plant	Cartridge filter and ultraviolet treatment	Full membrane treatment plant
Adverse Weather Event	Significant rainfall event requiring water to be produced for 6 days.		
General Assumptions	Patearoa average daily usage is 350m ³ .		
Boil Water Notice	6 days	0 days	0 days
Meets Drinking Water Quality Assurance Rules	No	Yes	Yes
Water Conservation	6 days. Water used only for sanitary needs during the boil water period.	6 days. Less water used equates to lower operational response costs	0 days
Operational responses	Sampling, testing, stakeholder communications, extra monitoring and Council staff inputs. Contractor water tankers setup in Patearoa township for provision of potable water to the public. \$4,000/day.	Average daily usage during the October event was 350m3/day. Equates to 2,100m3 total. Cartridge filters produce 500m³ and cost \$3,000 per cartridge set.	Increase in chemical clean intervals.
		Rural properties could limit potable water usage for farming practices by installing	

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		raw water tanks for emergencies.	
Operational Cost per event	\$24,000 Note: opportunity cost of people's time spent boiling or sourcing water for households not included. Note: costs to businesses such as lost revenue and interruption not included.	\$12,600 Note: this will decrease if water conservation is adhered to.	\$1,400
Total Capex Cost Estimate	\$0	~\$1.6 million	~\$15 million

4. Financial Considerations

The cost estimate following design for design, construction, project management and commissioning of the treatment upgrade is approximately \$1.6 million

The total budget provided in the 2024 Annual Plan and the draft 2025 Long Term Plan for improvements to Patearoa water supply is \$1.7 million.

5. Options

Option 1 - (Recommended)

Procure cartridge filter and ultraviolet protozoa barrier treatment for the Patearoa Water Treatment Plant using a weighted attribute method.

Advantages:

- New treatment methodology will meet New Zealand Drinking Water Quality Assurance Rules.
- Council will meet its legal obligations.
- Level of service will be improved for the Patearoa water supply.
- The cartridge filter and ultraviolet treatment methodology is the most cost effective option for the long term.
- Water treatment is a highly specialised field. The weighted attributes procurement method will provide confidence that the successful supplier has the technical skills and experience to undertake this work.

Disadvantages:

 Water conservation measures may still be required during high turbidity events in the source water.

Option 2

Procure membrane treatment for the Patearoa Water Treatment Plant using a weighted attribute method

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Advantages:

- New treatment methodology will meet New Zealand Drinking Water Quality Assurance Rules
- Council will meet its legal obligations
- Level of service will be improved for the Patearoa water supply
- Will operate within a larger range of turbity.

Disadvantages:

- Very high capital costs.
- Higher operational and depreciation costs, particularly electrical costs.
- There is no treated wastewater network in Patearoa to connect the waste stream from the treatment process to. There would be significant cost to address this.

Option 3

Retain the status quo.

This is not a viable option as it does not meet the New Zealand Drinking Water Quality Assurance Rules, and a permanent boil water notice would be required for Patearoa. Taumata Arowai could initiate legal proceedings whereby the Council can be compelled to undertake the work by the District Court and be fined.

Taumata Arowai also have statutory management and transfer of operations powers under the Water Services Act 2021 if a drinking water supplier persistently fails to comply with one or more legislative requirements, or if there is a serious risk to public health relating to a drinking water supply

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision enables democratic local decision making and action by, and on behalf of communities by following a transparent process to agree on the process to deliver safe drinking water to our community. AND This decision promotes the social, cultural, economic and environmental wellbeing of communities, in the present and for the future by affordable investment in assets that meet national standards and provide safer and more resilient drinking water for ratepayers, businesses and visitors.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc. Considerations as to sustainability, the environment and climate change impacts	Yes The impact of the recommended methodology is that there will be little negative environmental and sustainability impacts. Although there will be an increase in electricity use in the ultraviolet treatment methodology, the current methodology

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	and the membrane methodology require inputs that create chemical waste requiring disposal. In remote townships such as Patearoa this is challenging from an environmental, cost and logistics perspective.
Risks Analysis	Producing non-compliant drinking water has risks from a health and safety and reputational aspect.
Significance, Consultation and Engagement (internal and external)	This decision is not considered to be significant. Upgrades to meet National Standards have been included in Council's Long Term Plan since 2015.

7. Next Steps

- Advertise the tender in February 2025
- Procure a contractor for the work and commence construction
- Initiate two monthly status reporting to Council

8. Attachments

Appendix 1 - Ranfurly and Patearoa water treatment plants protozoa barrier Procurement Plan



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25.1.8 RANFURLY WATER TREATMENT PLANT - PROTOZOA BARRIER

Doc ID: 1941429

Report Author:	Patrick Keenan, Capital Projects Programme Manager
Reviewed and authorised by:	Julie Muir, Group Manager - Three Waters

1. Purpose of Report

To consider procurement of protozoa barrier treatment for the Ranfurly Water Treatment Plant.

Recommendations

That the Council

A. Receives the report and accepts the level of significance.

- B. Approves installation of a cartridge and ultraviolet (UV) treatment solution as an affordable option to meet the New Zealand Drinking Water Quality Assurance Rules
- C. Notes that a cartridge and ultraviolet (UV) treatment solution:
 - (a) will have a treatment capacity limit is likely to require water conservation measures when source water experiences high turbidity
 - (b) operational costs will rise to meet increased electricity and plant operations associated with additional treatment processes
- D. Approves the procurement plan for protozoa barrier treatment at the Ranfurly Water Treatment Plant using a Weighted Attribute Method with a price weighting of 40%.
- E. Authorises the Chief Executive Officer to award the contract to the preferred contractor following the procurement process provided that the tendered amounts are within the approved budget.

2. Background

The Ranfurly Water Treatment Plant was constructed in 1984, and the treatment methodology is via sand filter and chlorine.

The plant is non-compliant for protozoa treatment. It is also occasionally non-compliant for bacteria treatment during high turbidity events requiring boil water notices to be put in place. The upgrade of the Ranfurly Water Treatment Plant was included in the 2021 -2031 Long Term Plan. The primary objectives were to meet national drinking water standards and to improve resilience, particularly during flood events. This work was not progressed due to cost estimates exceeding available budget.

The Ranfurly water is sourced from the East Ewe Burn and supplemented from the Hawkdun Irrigation Company race during extreme drought conditions. The plant has faced significant challenges, particularly with turbidity issues in the source water. This most recently resulted in a six-day Boil Water Notice in October 2024.

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In October 2023, Central Otago District Council received direction from the government's water services regulator Taumata Arowai regarding compliance deadlines for protozoa barriers to be installed in all water systems. For water systems that rely on surface water as the source, which includes Ranfurly, the installation and operation of a protozoa barrier was to be completed by 31 December 2024. This essentially required Council to take a different approach to the overall delivery strategy for the Ranfurly water treatment plant. This report will outline the progress to date, the preferred treatment methodology, level of service tradeoffs and recommend the next steps for procurement.

3. Discussion

In October 2021 Council staff initiated a business case to guide investment in water treatment upgrades for the Māniatoto water supplies, which includes the Ranfurly water treatment plant.

The work progressed through 2022 with the following activities carried out by staff, specialist consultants and stakeholders:

- Investment Logic Mapping and initial options workshops,
- drafting a shortlist of options,
- engaging with stakeholders including Otago Regional Council and Aukaha,
- · receiving specialist technical engineering inputs,
- build-up of rough order cost estimates

Central Otago District Council held a workshop discussing the Ranfurly water supply in September 2023. During this meeting, the council reviewed the progress of the business case, water supply resilience in the Māniatoto and discussed the potential upgrade options to ensure compliance with New Zealand Drinking Water Standards.

The business case information discussed at the workshop included the option of construction of a new water treatment plant with a new water source, with a high-level costing between \$20-21 million. This raised serious affordability questions however during this period the water reforms being implemented by the government of the time were still in place and there was a no trade-off environment in terms of being able to defer or stage upgrades which may delay full adherence to drinking water standards. The Department of Internal Affairs, on behalf of the new entities that were being set up, needed to know the cost of future upgrades to understand what investment programmes may look like when inheriting three waters networks.

Water Regulator intervention

Protozoa barriers mitigate parasites, such as cryptosporidium, entering the water supply system. The installation of these barriers is part of a New Zealand-wide strategy to improve water safety and prevent waterborne illnesses which can cause significant health issues. By ensuring that protozoa are effectively removed or inactivated, and that the risk of outbreaks such as the one in Queenstown in September 2023 is substantially reduced.

In October 2023, Central Otago District Council received direction from the government's water services regulator Taumata Arowai regarding compliance deadlines for protozoa barriers to be installed in relevant water systems.

For water systems that rely on surface water as the source, which includes Ranfurly, the installation and operation of a protozoa barrier was to be completed by 31 December 2024. This essentially required Council to take a different approach to the overall delivery strategy for the Ranfurly water treatment plant to identify a more affordable solution.

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Due to the urgency expressed by Taumata Arowai an accelerated design and procurement process was explored. Discussions by Council staff with Queenstown Lakes District Council staff took place regarding how they had dealt with their rapid response to implement a protozoa barrier at their Two-Mile water treatment plant in Queenstown following their cryptosporidium outbreak.

It was outlined that they had taken a collaborative approach with Veolia (Queenstown Lakes District Council's Utilities operations and maintenance contractor), Apex, Filtec and Fulton Hogan and undertook a project which included the following steps:

- Rapid installation of temporary protozoa barrier at Two Mile December 2023
- Design and Procurement: Developing and sourcing the necessary equipment for the Ultraviolet treatment system for Two Mile and three other priority sites.
- Installation and Commissioning: Setting up the Ultraviolet system and ensuring it meets all regulatory requirements.
- Network Cleaning: Flushing and cleaning the entire water network to remove any potential contaminants

The permanent design solutions are now in the final stages of construction and Queenstown Lakes District Council staff have been complimentary of the process and outcomes gained.

Following review and risk analysis of the process Council engaged Fulton Hogan to do some initial filter trials at the plant to inform design. Filtec and Fulton Hogan were then procured to carry out a design. A peer review was undertaken by a consultant engaged by Fulton Hogan followed by a separate due diligence review by another water treatment specialist on behalf of Council.

The design is now completed, and the work is ready for procurement.



The diagram above shows the location of the newly designed filtration and ultraviolet disinfection container portrayed on the current Ranfurly water treatment plant site.

Since the new government was elected there has been more flexibility applied to the timeline to install protozoa barriers. In October and November last year, Taumata Arowai advised suppliers with supplies lacking protozoa, bacterial, or residual disinfection treatment barriers

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of its expectation that by 30 June 2024 they provide a funded plan for implementing these barriers.

This was changed for Councils such as Central Otago District which deferred their Long Term Plans until June 2025. Taumata Arowai required these Councils to confirm their budgeted plan by 30 September 2024, and install protozoa treatment barriers by 31 December 2025.

This extended the period allowed to install the protozoa barriers by a year. This change has been considered for the procurement and the recommendation is that construction work be procured via open market tender. If there was a higher level of urgency and a shorter timeframe a direct appointment or invited tenderers procurement process would have been considered further.

Level of Service trade-offs for different investment options

To achieve more affordable solutions, acceptance of some risk is required. Experience and the business case process confirms that higher levels of resilience come at significantly more cost. Council staff evaluated the trade-offs between the capital cost of upgrading to meet New Zealand Drinking Water Quality Assurance standards and the required capital investment. The chart below illustrates the level of service achievable during an event like the one experienced in Ranfurly in October 2024.

Turbid or "dirty" water can have a shielding effect which reduces the performance of ultraviolet disinfection. Therefore, cartridge filtration has been selected to reduce the raw water turbidity and ensure water entering the reactor is treated to the optimum level of disinfection. The cartridge filters, as described in the options chart, will only be utilized when the source water exceeds the ultraviolet operating parameters. This will improve current level of service and reduce the likelihood and frequency of Boil Water Notice events.

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Upgrade Option	Current treatment plant	Cartridge filter and ultraviolet treatment	Full membrane treatment plant
Adverse Weather Event	Significant rainfall event requiring water to be produced for 6 days.		
General Assumptions	Ranfurly average daily usage is 430m ³ .		
Boil Water Notice	6 days	0 days	0 days
Meets Drinking Water Quality Assurance Rules	No	Yes	Yes
Water Conservation	6 days. Water used only for sanitary needs during the boil water period.	6 days. Less water used equates to lower operational response costs	0 days
Operational responses	Sampling, testing, stakeholder communications, extra monitoring and Council staff inputs. Contractor water tankers setup in Ranfurly township for provision of potable water to the public. \$4,000/day.	Average daily usage during the October event was 400m3/day. Equates to 2,400m3 total. Cartridge filters produce 500m³ and cost \$3,000 per cartridge set	Increase in chemical clean intervals.
Operational Cost per event	\$24,000 Note: opportunity cost of people's time spent boiling or sourcing water for households not included. Note: costs to businesses such as lost revenue and interruption not included.	\$14,400 Note: this will decrease if water conservation is adhered to.	\$1,400
Total Capex Cost Estimate	\$0M	~\$1.7 million	~\$20 million

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4. Financial Considerations

The cost estimate following design for design, construction, project management and commissioning of the treatment upgrade is approximately \$1.7 million.

The total budget provided in the 2024 Annual Plan and the draft 2025 Long Term Plan for improvements to Ranfurly water supply is \$2.5 million.

5. Options

Option 1 - (Recommended)

Procure cartridge filter and ultraviolet protozoa barrier treatment for the Ranfurly Water Treatment Plant using a weighted attribute method

Advantages:

- New treatment methodology will meet New Zealand Drinking Water Quality Assurance Rules.
- Council will meet its legal obligations.
- Level of service will be improved for the Ranfurly water supply.
- The cartridge filter and ultraviolet treatment methodology is the most cost effective.
- Water treatment is a highly specialised field. The weighted attributes procurement method will provide confidence that the successful supplier has the technical skills and experience to undertake this work.

Disadvantages:

 Water conservation measures may still be required during high turbidity events in the source water.

Option 2

Procure membrane treatment for the Ranfurly Water Treatment Plant using a weighted attribute method.

Advantages:

- New treatment methodology will meet New Zealand Drinking Water Quality Assurance
- Council will meet its legal obligations
- Level of service will be improved for the Ranfurly water supply
- Will operate within a larger range of turbity.

Disadvantages:

- Very high capital costs.
- Higher operational and depreciation costs, particularly electrical costs.
- The Ranfurly wastewater network would need to be extended to the water treatment site at significant cost.

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Option 3

Retain the status quo.

This is not a viable option as it does not meet the New Zealand Drinking Water Quality Assurance Rules, and a permanent boil water notice would be required for Ranfurly. Taumata Arowai could initiate legal proceedings whereby the Council can be compelled to undertake the work by the District Court and be fined.

Taumata Arowai also have statutory management and transfer of operations powers under the Water Services Act 2021 if a drinking water supplier persistently fails to comply with one or more legislative requirements, or if there is a serious risk to public health relating to a drinking water supply.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision enables democratic local decision making and action by, and on behalf of communities by following a transparent process to agree on the process to deliver safe drinking water to our community. AND This decision promotes the social, cultural, economic and environmental wellbeing of communities, in the present and for the future by affordable investment in assets that meet national standards and provide safer and more resilient drinking water for ratepayers, businesses and visitors.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	Yes
Considerations as to sustainability, the environment and climate change impacts	The impact of the recommended methodology is that there will be little negative environmental and sustainability impacts. Although there will be an increase in electricity use in the ultraviolet treatment methodology, the current methodology and the membrane methodology require inputs that create chemical waste requiring disposal. In remote townships such as Ranfurly this is challenging from an environmental, cost and logistics perspective.
Risks Analysis	Producing non-compliant drinking water has risks from a health and safety and reputational aspect.
Significance, Consultation and Engagement (internal and external)	This decision is not considered to be significant. Upgrades to meet National Standards have been included in Council's Long-Term Plans since 2015.

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7. Next Steps

- Advertise the tender in February 2025
- Procure a contractor for the work and commence construction
- Initiate two monthly status reporting to Council

8. Attachments

Appendix 1 - Ranfurly & Patearoa water treatment plants protozoa barrier Procurement Plan



25.12.19 STATUS REPORT - CROMWELL DRINKING WATER UPGRADE PROJECT

Doc ID: 2485242

Report Author:	Patrick Keenan, Capital Projects Programme Manager
Reviewed and authorised by:	Julie Muir, Group Manager - Three Waters

1. Purpose

To consider the progress of the Cromwell Water Treatment Upgrade Project.

The scope of work includes constructing a new water treatment plant near the McNab Road reservoirs and upgrading the source water take via construction of three bores near the Alpha Street playing fields.

The purpose of the project is to meet Drinking Water Quality Assurance Rules and enable growth.

The procurement of the work was approved at the 29 January 2025 Council meeting (Appendix 1).

Recommendations

That the report be received.

2. Discussion

The May 2025 status report for the Cromwell Drinking Water Upgrade project has been provided for information to Council (see Appendix 2).

3. Attachments

Appendix 1 - Council procurement approval - Cromwell Water Treatment Plant and Borefield Upgrade 4

Appendix 2 - Cromwell Water Treatment Upgrade Project - Status Report May 2025 &



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25.1.7 CROMWELL WATER TREATMENT PLANT AND BOREFIELD UPGRADE PROCUREMENT

Doc ID: 1985663

Report Author:	Patrick Keenan, Capital Projects Programme Manager
Reviewed and authorised by:	Julie Muir, Group Manager - Three Waters

1. Purpose of Report

To consider the procurement plan for the Cromwell water treatment plant and borefield upgrade.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Approves procurement of a new treatment plant at the reservoir site near McNab Road and an upgrade of the borefield between Lake Dunstan and the Alpha Street recreation reserve, with tenders evaluated using the weighted attribute method with a 40% price weighting.
- C. Authorises the Chief Executive Officer to award the work to the preferred contractor following the procurement process provided that the tendered amounts are within the approved budget.
- D. Notes that consideration of the future use of the existing treatment buildings will occur within the next 12 months.

2. Background

Cromwell and the surrounding areas are experiencing high levels of current and predicted growth. With expected population growth, increasing employment and more people visiting the area every year, there is increasing demand on the existing water supply.

The current Cromwell treatment plant is located on the Alpha Street reserve adjacent to Lake Dunstan and supplies drinking water to Bannockburn, Cromwell, Lowburn, Ripponvale and the southern part of Pisa Moorings. The plant treats the water for bacteria with chlorination.

Cromwell's existing water treatment plant does not meet protozoa treatment requirements of the New Zealand Drinking Water Quality Assurance Rules. The current borefield capacity also requires an upgrade to support the growth demand and optimise the water treatment process.

Central Otago District Council is undertaking a significant programme of work to provide a fully compliant water supply for Cromwell. The programme was included in the 2021- 2031 Long Term Plan and involves a recently completed raw water pipeline, a new water treatment plant and an upgrade of the borefield.

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The detailed design of the water treatment plant and borefield upgrade is complete and was carried out in parallel with the delivery of the dedicated rising water main project. The next stage of the programme is ready to proceed.

Council approval of procurement and construction of a new treatment plant at the reservoir site on McNab Road and upgrade of the bores between Lake Dunstan and the Alpha Street recreation reserve is now required.

The current McNab Road reservoir site pictured below.



3. Discussion

The new treatment plant will use ultraviolet treatment in addition to chlorination. This upgrade will treat protozoa and make Cromwell's potable water supply UV compliant with New Zealand Drinking Water Quality Assurance Rules. The new ultraviolet treatment will mitigate against protozoa which can cause sicknesses such as acute gastrointestinal illness.

The new treatment method will not noticeably alter the taste or feel of the water when compared with the current supply. Cromwell's water source meets Taumata Arowai's Aesthetic Values for Drinking Water and is therefore not deemed 'hard' enough for consideration of further investment from this perspective.

The source water is a mix of aquifer and lake water and does not require micro-filtration due to the consistently low turbidity of the source.

The current borefield does not have sufficient capacity to address growing demand and is being upgraded to meet current and future needs. Growth demands are based on population forecast reports and hydraulic modelling based on those reports along with consideration of the Cromwell Spatial Plan.

The Growth Projections – 2022 prepared by Rationale, and validated in June 2024 following the 2023 Census have been used to establish future demand requirements. While the medium growth scenario is recommended for council planning purposes, the high growth scenario has been used for planning for water and wastewater upgrades to mitigate the risk of higher than anticipated growth occurring in Cromwell in the short to medium term.

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While growth projections are typically prepared at district and ward level, further work was done to provide these at scheme level for three waters planning purposes. They are also broken into population and number of residential dwellings, and normal resident population and peak day population.

The peak day population at scheme level is used for planning for water and wastewater upgrades. The high growth scenario is also used rather than the medium scenario to mitigate the risk of higher than anticipated growth occurring for investment in infrastructure which has a long life.

The table below shows the projected high growth scenario change in connected population for normal resident, and peak day for the Cromwell water scheme in 10- and 30-years' time.

	High growth projections for connected normal resident and peak day populations for Cromwell water supply							
2024 normal population day population population 2034 peak day population population population population population population population								
9,243 17,685 12,475 24,405 18,517 37,002								

This project will cater for 30+ years growth for components which cannot easily be extended as growth occurs, such as pipes and buildings. Further upgrades are programmed for 18-24 years where these can be added in future when they will be needed. This includes an additional UV unit within the treatment building, and a fourth bore. The underlying infrastructure to enable these to be added is included within this project.

The new Cromwell borefield and treatment facility also has capacity to cater for anticipated growth in Pisa, and combining the existing council operated Pisa Village supply to the Cromwell supply. This will reduce the number of treatment facilities that council operates and be more cost efficient.

The new buildings adjacent to the lakefront will be three small bore buildings and an electrical and communications building. Land Information New Zealand (LINZ), Te Ao Marama (TAMI) on behalf of iwi and Contact have all been consulted. LINZ have provided approval as the buildings will be constructed on land they administer. The electrical and communications building will be constructed into a sloped landscape (bank) between the cycle trail and the access track adjacent to Lake Dunstan. The floor level of the building has been established based on information provided from Contact regarding maximum flood level limits, and to ensure and there will be no major aesthetic or sight line barriers to adjacent residential properties.

The current water treatment plant and electrical switchboard and communications buildings were considered for upgrading and retrofitting. The cost of retrofitting compared to building new were unfavourable. Moving the treatment facility to the reservoir site will also improve security and remove this from the lakefront.

Council will need to consider the potential future use of the existing treatment plant buildings, or if these should be demolished. This includes the current water treatment plant building and electrical switchboard and communications building. A report for Council consideration will be provided within the next 12 months.

Electricity supply for the Alpha Street irrigation bore is currently provided from the existing treatment plant, which utilises a large transformer with high lines charges. Electricity costs for the irrigation bore are currently included in the treatment plant electricity costs. Council's Parks team have been asked to consider options for more cost-effective ongoing provision of power for the bore as maintaining the existing connection will result in large lines charges being transferred to the parks cost centres.

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Below are artistic and photographic impressions of the designs.

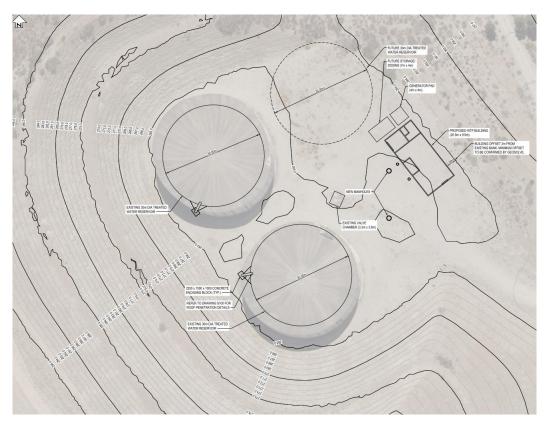


Figure 1: Water treatment plant building outline at reservoir site near McNab Road

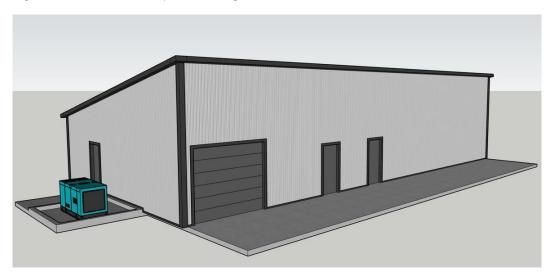


Figure 2: General depiction of the water treatment plant to be located at McNab Road site

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Figure 3: General depiction of the borefield electrical switchboard and communications or Motor Control Centre building (MCC building)



Figure 4: Borehead building - site near Wanaka which is similar to the Cromwell design



Figure 5: Plan view of the proposed locations of the borefield electrical switchboard and Motor Control Centre building (MCC building) and the borehead buildings

4. Financial Considerations

The cost estimate following design for design, construction, project management and commissioning of the treatment upgrade is approximately \$14.7 million.

The total budget provided in the 2024 Annual Plan and the draft 2025 Long Term Plan for improvements to Cromwell water treatment and borefield upgrades is \$15.3 million.

Decommissioning of existing plant and equipment at the buildings adjacent to the Alpha Street reserve is estimated to cost approximately \$160,000. This is included in the overall project cost estimate and includes external works, disconnecting all pumps, removal of chambers, contact tank and flow meter.

It is proposed that tanks and sub-surface cavities be filled in and reinstated with topsoil and grass. The chemical storage building would have tanks and associated pipework removed and the safety shower and dosing pump can be kept as critical spares or retrofitted elsewhere where required. The electrical and communications building would have all equipment removed and any reusable online analysers can be retained as critical spares. The old reticulation connections will be disconnected.

Exclusions in the scope for disestablishment are any building or structural demolition, electrical transformer removal and metering disconnection. Parks irrigation controller will

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remain in place until a future solution is implemented, and the current fencing layout will continue to provide secure access and mitigation of potential vandalism.

Further costs will be incurred to demolish the existing buildings which would be a project related cost and is not included in the estimate. If the buildings are re-purposed, then costs associated with this would not be part of the treatment project cost.

5. Options

Option 1 – (Recommended)

Tender the construction work in the first quarter of 2025 using a weighted attribute tender method with a 40% price weighting.

Advantages:

- New treatment methodology will meet New Zealand Drinking Water Quality Assurance Rules
- Council will meet its legal obligations for drinking water treatment with the most costeffective treatment option
- Level of service will be improved for the Cromwell water supply
- Growth needs in Central Otago's fastest growing ward will be catered for

Disadvantages:

 Some interruptions to service may be experienced by stakeholders during construction and commissioning. Mitigation includes managing reservoir storage and timing of commissioning during low usage periods

Option 2

Retain the status quo

This is not a viable option as it does not meet the New Zealand Drinking Water Quality Assurance Rules, and a permanent boil water notice would be required for Cromwell. Taumata Arowai could initiate legal proceedings whereby the Council can be compelled to undertake the work by the District Court and be fined.

Taumata Arowai also have statutory management and transfer of operations powers under the Water Services Act 2021 if a drinking water supplier persistently fails to comply with one or more legislative requirements, or if there is a serious risk to public health relating to a drinking water supply.

The existing borefield and treatment plant does not have sufficient capacity to meet the expected increase in demand due to growth in Cromwell. This could result in new developments not being able to be connected to the Cromwell water supply, and multiple smaller borefields and treatment facilities being constructed by developers and then vested in Council. This would result in significantly higher operating. electricity, and depreciation costs.

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6. Compliance

Local Government Act 2002 Purpose Provisions	This decision promotes the social, cultural, economic and environmental wellbeing of communities, in the present and for the future by Council investing in assets that meet legislative requirements and caters for growth.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	Yes, this decision is consistent with Councils Procurement Policy
Considerations as to sustainability, the environment and climate change impacts	Sustainability has been considered in the design phases alongside affordability considerations.
Risks Analysis	The project has status reports to Council at every second Council meeting and to the Audit and Risk Committee. No substantial organisational risks have been identified. A communication plan will be developed before physical works commence. This will include communication with properties which are adjacent of the proposed borefield work. Project-specific risks will continue to be reviewed and where identified risks and issues considered "At Risk" or "Critical" will be outlined in project status reports to Council.
Significance, Consultation and Engagement (internal and external)	This decision does not trigger the significance threshold. The projects being procured are part of a wider programme previously engaged on during the 2021 – 2031 Long Term Plan process.

7. Next Steps

- Advertise and award the tender in the first quarter of 2025
- Continue two monthly status reporting to Council

8. Attachments

Appendix 1 - Procurement Plan - Cromwell water treatment plant and borefield upgrades

Cromwell Water Treatment Upgrade – May 2025



Estimated Start: 01/07/2021 Funding Source: Long Term Plan Project Stage: Execution **Executive Sponsor:** Julie Muir Project Owner: Andrew Watson Programme Manager: Patrick Keenan Project Manager: Adele Eyers Key Stakeholders: Central Government, Ngai Tahu, Ratepayers Community Wide, Taumata Arowai, Utility Companies **Key Project Deliverables** Design and construct water extraction and treatment plant to meet NZ Drinking Water Standards and provide sufficient capacity for growth.

Contract awarded to Apex Water Ltd Carried out tender debriefs with unsuccessful tenderers Approved construction contract within budget

Finalize design review with contractor Establish final programme

Continue stakeholder and residential properties communications

Project Health

Status Update

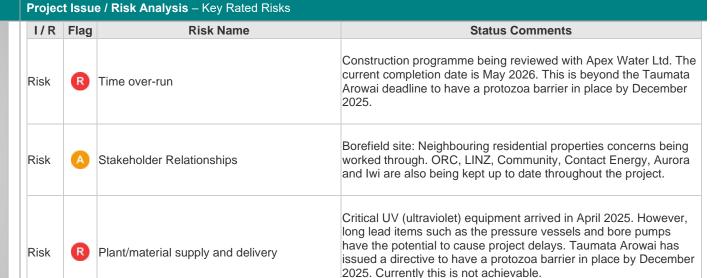
Flag	Previous Status	Current Status	Status Description
Overall Status	A	A	Tender awarded to Apex Water Ltd. Programme being reviewed to expedite the construction programme.
Finances	G	G	Tracking under budget.
Risks	G	R	Taumata Arowai has issued a directive to have a protozoa barrier in place by December 2025. Construction programme first draft is May 2026 completion.
Issues	G	G	Long lead items being procured as early as possible. Items include the pressure vessels and bore pumps
Scope	G	G	Detailed design from Apex Water in progress
Communications	G	G	Stakeholder communications are at an early stage.

Budget ■ Actual ■ Forecast ■ Budget

\$8,000,000

\$10,000,000

\$12,000,000

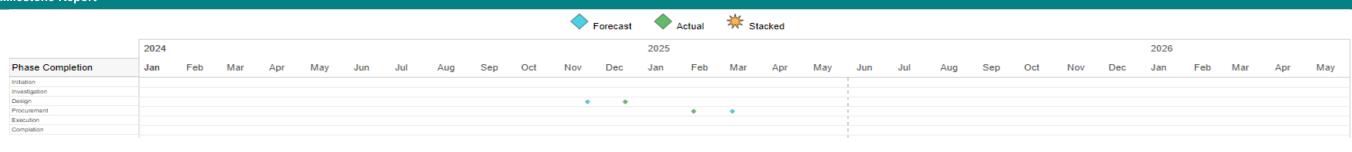


Milestone Report

\$2,000,000

\$4,000,000

\$6,000,000



\$14,700,000

\$14,000,000



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25.12.20 JUNE WASTEWATER COMPLIANCE STATUS UPDATE

Doc ID: 2489886

Report Author:	Joyce Thomas, Sampling and Compliance Monitoring Team Leader
Reviewed and authorised by:	Julie Muir, Group Manager - Three Waters

1. Purpose

To consider progress on achieving Otago Regional Council Consent (ORC) compliance for Central Otago District Council (CODC) wastewater activities.

Recommendations

That the report be received.

2. Discussion

Council has seven wastewater treatment plants located at Cromwell, Alexandra, Lake Roxburgh Village, Roxburgh, Omakau, Ranfurly and Naseby.

In January 2023, the Otago Regional Council (the ORC) audited the wastewater treatment plants (WWTP). The audit identified several maintenance issues and non-compliances with resource consent conditions, resulting in issuing of abatement notices for five of our wastewater treatment plants.

Of the five, Alexandra, Cromwell and Naseby have had abatement notices lifted and are compliant for all effluent quality test results (Alexandra in May 2024, Cromwell July 2024 and Naseby in May 2025). The remaining two sites (Roxburgh and Ranfurly) are still under abatement notices. The current compliance dates are as follows: Roxburgh by 31st August 2025 and Ranfurly by 30 June 2025.

This report provides an update on the progress of the works to address these issues.

Site Specific Status Updates

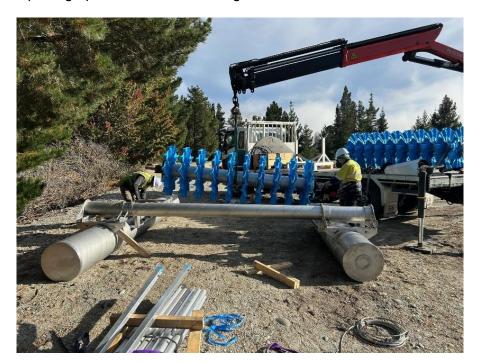
The detailed abatement notice work programs for Roxburgh and Ranfurly are attached as an appendix, with actions in progress and completed actions presented in separate tables. Changes since May 2025 are highlighted in **bold**. A high-level summary for each site is provided below.

Roxburgh

The aerator was installed and became operational on 19th May 2025. This installation aligns with the colder months, a period when total nitrogen levels in the effluent exceed the consent limits.

An application to extend the abatement notice (EN.RMA.21.0083) till April 2026 has been submitted. This extension will provide sufficient time to collect and analyse one winter sample in August 2025 and one summer sample in February 2026, as required under the consent. These samples are crucial to thoroughly review and assess the impact of the aerator on nitrogen levels in the effluent.

Below are some photographs of the aerator being installed.









Naseby

Compliance with the abatement notice (EN.RMA.23.0031) has been achieved and was cancelled on the 29^{th of} May 2025.

Ranfurly

A proposal to desludge the wetlands and the pond is currently being reviewed by staff. An initial planning assessment has found that all methodologies considered in the options assessment for dewatering the sludge can be carried out within the existing resource consent conditions. There may be a requirement to update the Odour management plan to incorporate the desludging activities. Advice from a plant specialist will be considered to determine whether healthy plants can be reused and their depth range. Topsoil could be used to plant into and to adjust the water level.

An application to extend the abatement notice (EN.RMA.23.0033) till 30th June 2026 has been submitted.

Lake Roxburgh Village (LRV)-

The discharge flowmeter stopped recording data due to a dead battery, leading to a gap in accurate data recording and resulting in non-compliance with consent condition. The unit was installed in 2024, and although the battery was expected to last five years, it failed earlier than expected. The battery has now been replaced. The ORC has been notified of the issue.

Additionally, it has been observed that there is some issue with the dosing of the siphon tank and is currently being investigated.

3. Attachments

Appendix 1 - 2025 June Council Update Attachment .docx &

Roxburgh Wastewater Treatment Site – Forward Works Programme

Actions in progress/or so	heduled			
Description	Estimated cost	Start Date	End Date	Status
				June 2025
Monthly effluent monitoring		May 2024	Feb 26	Additional sampling for effluent resumed post desludging to measure
				the effectiveness.
Replace solar powered flow	\$13,883		Oct 25	The installation of the aerator is being prioritised. Once the aerator is
meter with new effluent				complete, the FM installation will be progressed. CODC is working with
outflow meter				the new contractor to transition priority improvement and renewals work.
Improvements identified to a	ddress abatement r	notice	May	
issues completed.			2025	
Review plant performance		May- 25	Sept 25	
over winter months 2025				
Consider nitrogen removal	\$30,000	Sept 25	March	Only if still non-compliant over winter 2025.
options if needed &			2026	
investment requirements.				
Finalise if improvements have	e addressed abate	ment notice	Sept	Monitoring programmed until 2025.
issue and potential close-out			2025	
Total funding spent or	\$ 1,565,513			
allocated prior to 30 June				
2024				
Tentative funding	\$2,000,000			In anticipation that the work undertaken will be sufficient the \$2,000,000
requirement for 2025/26 for				initially provided in 2025/26 budgets has been removed from the draft
nitrogen removal				2025 LTP capital budget.

Actions completed since 2023 Description	Estimated cost	Start Date	End Date	Status June 2025
New Monitoring Bore	Latimated cost	Otart Date	Life Date	Completed
ORC resource consent for new monitoring bore		May-22	Jun-22	Completed
New monitoring bore installed downstream of basins	\$6,500	Jul-22	Aug-22	Completed
Power supply to site	\$200,000	our 22	3-Jul-23	Completed
Easement for power supply across private land agreed by CODC	+===	Dec-21	14-Nov-22	Completed
Easement agreed by Aurora		14-Nov-22	1-Feb-23	Completed
Aurora Pole replaced, cable laid, transformer installed along public road and easement by Delta for Aurora		3-Apr-23	17-Apr-23	Completed
Aurora to issue ICP		17-Apr-23	30-Jun-23	Completed
Electrician does connection			3-Jul-23	Completed
New influent flow meter Roxburgh Bridge Pump Station	\$36,000 \$160,000	1-Jun-22	1-May-23 Aug-24	Completed
New screen	\$282,130		4-Jul-23	Completed
Sludge Survey	\$12,000		17-Mar-22	Completed
Desludging (both ponds)	\$775,000			Completed
Funding approval by Council			25-Jan-23 13 Dec-23	Complete
Investigation of options		24-Mar-23	30-May-23	Completed
Resource consent application		30-May-23	7-Sep-23	Completed
Prepare tender documents		2-Aug-23	1-Oct-23	Completed
Procurement		1-Oct-23	20-Dec-23	Completed
Construction		15-Jan-24	22-May-24	Completed
Install aerator on pond 1	\$50,000	30-Apr-24	May 25	Completed

Ranfurly Wastewater Treatment Site – Forward Works Programme

Actions in progress/or scheduled					
Ranfurly WWTP	Estimated Start		End	Status	
	cost	Date	Date	June 2025	
Desludge pond	\$550,000	Jul 25	Dec 25	In the 2025-2026 financial year	
Planting the wetlands	\$7400			Is planned as one project- pond desludging +wetland refurbishment	
Beca investigation and report of onsite sludge drying beds (for wetland and pond sludge)				Beca have been engaged to provide a proposal to desludge the wetlands and pond. The final proposal is currently being reviewed. A planning assessment has found that the methodologies considered in the options assessment can be carried out within the existing resource consent conditions.	
Consent application for onsite sludge drying beds (for wetland and pond sludge)					
Review estimate based on finalised sludge disposal method	\$825,000	April 24			
Re-levelling of wetland beds				1	
Re-establish wetland plants - one bed at a time	\$225,000	Sept 25	Mar 26	Plants to be propagated locally in Maniototo	
Completion of improvements identified to add issues excluding inflow and infiltration enforce		ent notice	Novemb	er 2025	
Inflow and Infiltration			Oct-25	Plan for this work will be submitted by Oct.25. Inflow and infiltration work will follow AMP and LTP work.	

CCTV and smoke testing to identify pipe	Jun-25	Completed 2017 - staff to check what pipes had CCTV
condition		compared to asset register and prepare forward
		program to progress any remaining work.
Pipe relining undertaken in 2018 - 288m of	Jun-25	Completed 2018 - staff to match what was done to what
pipe relined		was identified as required in report
Review and update stormwater	Oct-25	Currently on hold while the Asset Management Plan
management plan		and Water Services Delivery Plans are completed.
		The Asset Management Plan will provide basis for
		which to prepare I&I Management Plan.
		Which to propare for management Flam.
	Aug-25	
Write initial letter to previously identified		Properties to be inspected in August and letters sent.
properties. Provide education/enforcement		
follow up on appropriate action by property		
owners.		
Close out on property owners having	Feb-26	Date extended to enable new council (following
undertaken work		elections) to sign off on council undertaking work on
		non-compliant properties and recovering the costs from
		the property owners.
Replace/Reline Pipes with Inflow Issues		
Prepare prioritised program for further	Aug-25	A programme was undertaken in 2024-2025 financial
renewals targeting infiltration issues		year. This work is for the 2025-2027 period.

Actions Completed since 2023

Ranfurly WWTP	Estimated	Start	End	Status
	cost	Date	Date	June 2025
Funding for waveband renewal provided in Long	\$307,150		Jun-24	Completed.
Term Plan				A review of the waveband renewal funding
				determined that regular maintenance can
				extend the wavebands lifespan.
Installation of new Inlet screen	\$203,000	May-22	Jul-22	Completed
Beca review of plant performance and capacity	\$32,400	Apr-23	Mar-24	Completed
Beca to provide requirements for interstage sampling			Sep-23	Completed
to identify performance of each process stage				
Beca training of CODC staff for auditing of			Oct-23	Completed
operations and maintenance contract				
Operational Improvements				
Update O&M manuals		Mar-23	Jun-23	Completed
CODC staff undertaking monthly audits of sites		Apr-23	Ongoing	
against O & M manuals				
Implement software for recording of audits and	\$3,500	Jul-23	Dec-23	Completed
follow-up actions				
Appointment of Business Analyst to monitor		Jul-23	Oct-23	Completed
maintenance logs, audit actions and O&M manual				
personnel and contact changes.				
Influent flow meters				
Remove decommissioned old meter		Jul-23	Sep-23	Completed
Install new influent and bypass meters	\$31,550	Aug-22	Jun-23	Completed
New bypass flow meter	\$3,000	Jun-23	Jan 25	Completed
Imhoff Tank Operation and Maintenance				

Immediate removal of accumulated sludge, including	\$15,000	Apr-23	May-23	Completed
crust on top of tank using hydrovac				
Review and address any consenting requirements		May-23	May-23	Completed
for sludge drying bed				
Review condition of existing drying beds and	\$26,481		17-Jul-23	Completed
associated structures, estimate to reinstate				
Reestablish drying beds to enable effective ongoing	\$40,982	17-Jul-23	Dec-23	Completed
cleaning and maintenance, particularly of sludge				
from bottom of tank.				
Drying Bed infrastructure recommissioned, with			Dec-23	Completed
improved imhoff tank operations and maintenance				
occurring				
Trickling Filter				
Reinstate concrete blocks on sides of dish channel				Completed
Install stock fencing along neighbouring farm	\$13,000			Completed
boundary				
Repair of concrete block walls of filter tank and	\$15,995		Oct-23	Completed
restore structural integrity by installing steel bands				
and extending concrete drainage channel				
Investigate depth and condition of filter bed media,	\$5,000		Mar-24	Completed
FH under Beca supervision.				
Ponds				
Estimates for waveband renewal provided			May-23	Completed
Funding for waveband renewal provided in Long	\$307,150		Jun-24	Underway
Term Plan				
Construction work procured and delivered		Jul-24	Nov-25	
Sludge survey	\$15,000		Apr-24	Completed
Provide program and funding for periodic desludging			June-25	Complete – in draft 25 LTP
of ponds in 2024-2034 period				
Wetland Remediation				

Trench dug between wetland basins reinstated				Completed
Repair bypass valves on wetlands	\$15,595			Completed
Investigate depth of sludge in wetland				Completed
Undertake interstage sampling to identify impact of	\$4,000	Oct-23	Dec-23	Completed
wetland				
Identify if wetlands need desludged or not.		Oct-23	Sept-24	Completed
If Desludging of Wetland is Required				
FH provide methodology for desludging of wetland,				Completed
and Beca review				
Completion of improvements identified to address abatement notice			June 2026	
Completion of improvements identified to address	abatement	notice	June 202	6
Completion of improvements identified to address issues excluding inflow and infiltration enforceme		notice	June 202	6
•		notice	June 202	6
issues excluding inflow and infiltration enforceme		Jul-23	June 202 Oct-23	6 Completed
issues excluding inflow and infiltration enforceme Replace/Reline Pipes with Inflow Issues	nt			
issues excluding inflow and infiltration enforceme Replace/Reline Pipes with Inflow Issues Tender pipe renewal contract - 800m of pipes in	nt			
issues excluding inflow and infiltration enforceme Replace/Reline Pipes with Inflow Issues Tender pipe renewal contract - 800m of pipes in Ranfurly	nt	Jul-23	Oct-23	Completed



25.12.21 FAST TRACK ACT APPLICATION

Doc ID: 2491629

Report Author:	Louise van der Voort, Group Manager - Planning and Infrastructure
Reviewed and authorised by:	Peter Kelly, Chief Executive Officer

1. Purpose of Report

To revoke a previous resolution and delegate the approval of the key issues report for the application from Santana Minerals under the Fast Track Approvals Act 2024, to Council staff.

Recommendations

That the Council

- A. Revokes the resolution 25.6.2 D nominating Her Worship the Mayor and Cr Browne to approve Council's comments (Key Issues Report) for the Bendigo-Ophir Gold project under the Fast Track Approvals Act.
- B. Approves that prior to approval Her Worship the Mayor and Cr Browne have the opportunity to consider the draft report and provide any comment.
- C. Delegates the approval of the Key Issues Report for the Bendigo-Ophir Gold project under the Fast Track Approvals Act to the Chief Executive.

2. Background

On 4 April 2025 a report was referred to Council providing information on the Fast Track Act 2024. The report included a discussion on the process in relation to the proposal by Bendigo-Ophir Gold, a listed project in the Act. At the time indications were that an application would be lodged with the EPA in late April 2025.

Council officers have been in communication with Santana Minerals Limited about timing of lodgement, and consultation requirements under the Act. We have now been formally advised that an application will be lodged in late June 2025.

Reports are being provided by Santana Minerals as part of the consultation process and Council officers are in the process of engaging 's consultants and refining the scope of work.

At the meeting in April Council made the following resolutions:

RESOLUTION
Moved: McPherson

Seconded: McKinlay

That the Council

- A. Receives the report and accepts the level of significance.
- B. Endorses the proposed process for responding to applications under the Fast Track Approvals Act.
- C. Nominates Cr Gillespie to the expert panel to consider the application for the Bendigo-Ophir Gold project under the Fast Track Approvals Act.
- D. Nominates Her Worship the Mayor and Cr Browne to approve Council's comments (Key Issues Report) for the Bendigo-Ophir Gold project under the Fast Track Approvals Act.

The applicants draft reports are starting to come through as part of consultation and there is already a significant volume of material which needs to be read and understood. It has become evident that one the application is lodged, it will be challenging for Council to meet its obligations under the Fast Track Approvals Act in the twenty days provided, being: the review of the application, distribution to consultants with instructions, completion and review of consultants' reports and preparation and approval of the key issues report.

The application by Santana Minerals is significant for the district and ideally there would be time for Councillors to formally review and approve the document. The key issues report will largely be based on the technical evidence of consultants relating the effects of the proposal, and proposed conditions. Rather than a formal review and approval of the report is it proposed that documents be shared with Councillors as they become available, for comment.

It is also proposed that in the interests of efficiency the approval of the key issues report be delegated to the Chief Executive. Following approval, the report will be circulated to Council for information only.

4. Financial Considerations

No financial implications relating to this decision

5. Options

Option 1 – (Recommended approach) Council approves the delegation of approval of the key issues report to the Chief Executive

Advantages:

 Timeframe obligations under the Fast Track Act are particularly challenging so delegating the approval to staff provides extra time to get the key issues report completed, reviewed and lodged with the EPA

Disadvantages:

 Does not give Councillors the opportunity to review the report prior to lodgement with the EPA

Option 2 – do not approve the delegations of approval of the key issues report to the Chief Executive

Advantages:

Enables a formal review by Councillors prior to lodgement of the report with the EPA.

Disadvantage:

 The report may not be completed and reviewed in the time required under the Fast Track Approvals Act 2024.

6. Compliance

Local Government Act 2002 Purpose	This decision relates to the Fast Track
Provisions	Approvals Act 2024
Decision consistent with other Council	
plans and policies? Such as the District	Not relevant
Plan, Economic Development Strategy	
etc.	
Considerations as to sustainability, the	
environment and climate change impacts	Unknown
Risks Analysis	Council must implement the new FTA and meet our obligations, including responding within prescribed timeframes. This requires sufficient capacity within the team or engaging external resource. If Council does not provide accurate or thorough advice to the Fast Track panels, there is a risk that a proposal is granted with inappropriate or insufficient conditions. There is also a reputational risk if Council does not adequately discharge our duty of providing correct planning and technical advice. In terms of legal risk, there is a possibility that the community or an environmental group challenges Council if it does not discharge its duty under the Act. However, there is a limited role for Council in the process and limited ability for appeals
	under the Act.
Significance, Consultation and	This decision is not significant under the

Engagement	Councils Significance and Engagement
(internal and external)	Policy

7. Next Steps

Continued preparation for receiving the application under the FTA.

8. Attachments

Nil



25.12.22 REGIONAL DEALS

Doc ID: 2502113

Report Author:	Dylan Rushbrook, Regional Partnership Lead
Reviewed and authorised by:	Peter Kelly, Chief Executive Officer

1. Purpose of Report

The purpose of this report is to confirm how Council intends to approach Regional Deals should the Central Otago Lakes proposal be progressed by Central Government.

Recommendations

That the Council

- A. Receives the report and accepts the level of significance.
- B. Notes a similar report will be considered by Queenstown Lakes District Council and Otago Regional Council this week.
- C. Approve the establishment of a Joint Committee with limited delegations as set by the full partner Councils.
- D. Notes that the full Councils will retain approval of the final form of the deal.
- E. Delegates the Joint Committee the ability to determine the best form of Negotiating Authority based on government process and preferences.
- F. Approves the negotiating principles outlined in this report.
- G. Delegate to the Joint Committee the power to agree joint priorities for Otago Central Lakes.
- H. Note that Otago Central Lakes priorities will only guide negotiations with government.
- I. Note that to appoint a joint committee a Memorandum of Agreement (MoA) must be agreed by all partner councils
- J. Note that the attached MoA outlines that the joint committee will have two elected members from each partner council and that one of these is the Mayor /Chair, but that each Council will determine how to appoint the other member,
- K. Approve the Memorandum of Agreement (note this will appoint the Joint Committee based on the powers and delegations outlined in the Memorandum of Agreement).

2. Background

a. Central Otago, has until relatively recently been protected from the challenges of growth, with the rate of growth stable with the New Zealand average throughout the 1990s and

- 2000s. However, since 2015 Central Otago has been experiencing rapid growth both in resident population and visitor nights.
- b. Growth is generally regarded as a good thing, it brings diversity, energy into communities, new economic opportunities and vibrancy. But Central Otago's rapid growth is putting significant pressure on a small rate payer base to maintain infrastructure and build future infrastructure to meet demand. Population growth forecasts show no sign of that growth easing in the next 20 years, which will only lead to greater pressure being put on a small ratepayer base to fund growth.
- c. Central Government late in 2024 released the City & Regional Deals framework, outlining a new way to partner with Local Government to deliver shared objectives and outcomes through an agreed 30-year vision and 10-year strategic plan. Central government has made clear objectives and outcomes that deals must be centred around to ensure a focus on building economic growth and productivity. Government has outlined what Regional Deals will/will not do, and how it will participate.
- d. Central Otago District Council (CODC), alongside Queenstown Lakes District Council (QLDC) and Otago Regional Council (ORC) submitted a Regional Deal proposal in late February for Otago Central Lakes based on the Government's Strategic Framework.

Central government want to partner with local government to deliver shared objectives and outcomes through an agreed 30-year vision and 10-year strategic plan.

- a. Government intends Regional Deals to be long-term commitments that endure and focus both central and local governments on building economic growth. To better deliver shared objectives and outcomes between central and local government, the deals will align with local government 10-year planning cycles rather than central government's three-year planning cycles.
- b. Government intends Regional Deals to be a vehicle for greater regional collaboration and coordination, enhanced private sector involvement and improved local government decision-making, funding and financing. This is intended to promote innovative and collaborative ways of working between central and local government, ensuring resilient cities and regions. Deals will aim to unlock economic and regional growth, remove regulatory bottlenecks and support investment in infrastructure funding and provisions, in exchange for commitments from local government to investment and support for key government initiatives. Government's aspiration is that this will provide better value for ratepayers and taxpayers.

Central Government has made clear objectives and outcomes that deals must be centred around to ensure a focus on building economic growth and productivity.

a. The Regional Deal Strategic Framework sets out priority objectives that will be the focus for central government across Regional Deals. Central and local government will need to agree on what projects will be best placed to support these objectives, which could involve trade-offs and priority setting as regional deals are negotiated.

Priority Objectives	Outcomes
Build economic growth	 Increased jobs and skills Improved standard of living Increased productivity

Deliver connected and resilient infrastructure	•	Better connected communities and businesses through infrastructure Infrastructure (and identified investment in support of it) is more resilient against the impacts of natural hazards and climate change Infrastructure enables development, including housing objectives
Improve the supply of affordable, quality housing	•	Increased supply of build ready land (both greenfield and brownfield), including ensuring the necessary infrastructure is in place for development. Improved housing affordability for rental and home ownership

3. Discussion

- a. A Cabinet decision is expected in June 2025 on proposals to advance to the next phase and the expectation is that successful regions will be ready to enter the negotiation process immediately. Agreeing a negotiation approach in advance will put OCL in the best position to participate in a Regional Deal negotiation process should the opportunity arise.
- b. To achieve this, Council needs to give its formal approval to how negotiations will be undertaken on its behalf, in collaboration with partner Councils.
- c. The key areas needing agreement are;
 - Authorising Authority Who will be authorised to agree to what?
 Recommendation: Joint Committee with limited delegations.
 - 2) **Negotiating Authority** Who will meet, and directly negotiate, with Government? Either an independent negotiator or the partner council CEs, or a hybrid, depending on what will work best with the government's approach.
 - Recommendation: Delegate to the joint committee the ability to determine which of these approaches should be taken.
 - 3) **Negotiating Principles** What are the principles that will guide negotiations with Government?
 - Recommendation: Agree to the negotiating principles set out in this report.
 - 4) **Establishing a Joint Committee**, if the recommended option for authorising authority is approved.
 - Recommendation: Approve the attached Memorandum of Agreement and appoint the joint committee.
 - 5) In all scenarios the Negotiating Authority and Authorising Authority will be supported by a cross council working group (CODC, ORC and QLDC) of relevant leadership and subject matter experts.
 - 6) A secretariat function will be needed to support the advisory work of this group. At this stage it is assumed that the private sector will be engaged through a separate mechanism.
 - 7) If option 1 for the authorising authority is approved, a joint committee will need to be established. This section outlines:
 - Establishing a Joint Committee Process
 - Establishing a Joint Committee Memorandum of Agreement

8) Authorising Authority – who will be authorised to agree to what? The following key elements informed the options analysis:

- a) Government has expressed a desire to work with a small group of officials, empowered to negotiate in a timely and efficient manner without disruption from local government elections. Any option that is unlikely to enable timely negotiation with Government was not recommended.
- b) Councils expect that appropriate democratic oversight is maintained throughout the process, reflecting the importance and impact of the outcomes sought on the community. Any option that does not provide an appropriate level of democratic oversight was not recommended.
- c) In considering democratic oversight it is important to note the following:
- d) The partner Councils' role in delivering the full range of the programme is relatively limited. The primary role for the partner Councils lies in striking the deal and setting it up for success and in influencing central government agencies and Ministers to invest in areas of priority for OCL.
- e) Components of the proposal that Council is directly responsible for will likely require public consultation if not already undertaken.
- f) Components of the proposal will still need to go through appropriate planning and resource consent processes.
- g) Those components of the deal that fall within the remit of other Councils or central government agencies would be subject to the usual public sector oversight requirements of those Councils / agencies. For example, decisions about where public funded health services would be located and who in the private sector Te Whatu Ora will partner with will be driven by Te Whatu Ora's decision-making framework.

The following table sets out the options, the analysis supporting the options and the recommended approach to determining the authorising authority.

Option:

OPTION 1: Joint Subcommittee – Some Delegation

A joint subcommittee is established by the three partner Councils and is made up of the Mayors/Chair, one other Elected Member and the CEs. The joint subcommittee would be in place for the duration of the negotiations only. The ongoing governance structure to provide oversight of the deal itself would be agreed during the negotiations. Councils empower the joint subcommittee to:

- appoint the negotiating authority,
- agree to deal components in line with the negotiating principles,
- use its discretion to determine whether deal components are in line with, or outside of, the negotiating principles,
- agree joint priorities, and
- apply the negotiating principles to determine whether direction needs to be

Analysis and Recommendation:

RECOMMENDED

Provides an appropriate balance between ability to flexibly and efficiently negotiate with Government and democratic oversight of outcomes sought.

Advantages:

Provides ability to efficiently make decisions to progress the negotiation.

Provides for democratic oversight of outcomes for the region through Councils retaining responsibility to set negotiating principles and as the ultimate approver on the final form of the deal.

Disadvantages:

Doesn't provide the highest level of democratic oversight from partner councils of outcomes for the region of all options.

Doesn't provide the highest ability of all options to efficiently make decisions to progress the negotiation.

- sought from partner Councils, via workshop, to inform negotiations.
- The joint subcommittee would provide regular updates to partner Councils on progress and agreements made with Government.
- Councils retain responsibility to:
- agree to deal components outside the negotiating principles, and
- ratify the final form of the deal.

OPTION 2: Joint Subcommittee – Full Delegation

A joint subcommittee is established by the three partner Councils and is made up of the Mayors/Chair, one other Elected Member and the CEs. The joint subcommittee would be in place for the duration of the negotiations only. The ongoing governance structure to provide oversight of the deal itself would be agreed during the negotiations.

The joint subcommittee is delegated full authority to negotiate and approve the deal; Councils empower the subcommittee to:

- appoint the negotiating authority,
- agree the negotiating principles,
- · agree joint priorities,
- agree deal components within or outside the negotiating principles, and
- agree the final form of the Regional Deal.

The joint subcommittee will provide regular updates to partner Councils on progress and agreements made with Government.

NOT RECOMMENDED

Would not provide sufficient democratic oversight from partner Councils.

Advantages:

Provides the highest ability of all options to efficiently make decisions to progress the negotiation.

Disadvantages:

Does not provide sufficient involvement from Councils to ensure that that democratic oversight is appropriate.

OPTION 3: No Joint Subcommittee

The three partner Councils retain responsibility for all components of negotiating and finalising a Regional Deal.

NOT RECOMMENDED

Would not enable efficient decisions to progress the negotiation.

Advantages:

Provides the highest level of democratic oversight of outcomes for the region of all options.

Disadvantages:

Does not provide the ability to efficiently make decisions to progress the negotiation and therefore would not meet Government expectations.

Negotiating Authority - Who will meet, and directly negotiate, with Government

The following key elements informed the options analysis:

a. Government has expressed a desire to be able to work with a small group of officials, empowered to negotiate in a timely and efficient manner without disruption from local

government elections. Any option that is unlikely to enable timely negotiation with Government was not recommended.

The following table sets out the options, the analysis supporting the options and the recommended approach to determining the negotiating authority.

Option:

OPTION 1: Combination of CEs + Independent Negotiator

Negotiations with government representatives would be undertaken by a team made up of the CEs of the three partner councils, supported by someone with specific experience and expertise in both negotiating and establishing long term work programmes with Government. This person would also be independent of all partner councils in that they would not have specific ties to, or previous political or employment experience with, any individual partner council.

The negotiator would likely be appointed as outlined above.

Analysis and Recommendation:

Recommended if Government allows a small group to negotiate.

Advantages:

- Having both an independent negotiator and the CEs working as a team on negotiations with the government ensures that the views of the three partner councils are appropriately weighted. The independent negotiator brings a neutral perspective, while the CEs, despite not being independent, collectively represent the interests of the three councils effectively.
- Someone skilled in negotiation would maximise the opportunities available through the regional deal by being able to navigate best where there is flexibility and where there is not.
- Someone skilled in establishing long term work programmes with Government would be able to "speak the same language" as Government and enable OCL to best understand what Government is looking for and how to integrate this what is best for
- The CEs have detailed knowledge of the proposal and the supporting strategies that informed the proposal as such they will have a clear understanding of what falls within the scope of their decision making and where they must revert to the subcommittee or partner councils.
- The CEs understand the unique context of the sub-region and are invested in such a way that will reduce the risk of missing important opportunities.
- This option mitigates all the disadvantages of the having either only an independent negotiator or the CEs as the negotiating authority.

Disadvantages:

This will require the co-ordination of a larger team to participate in the process, which may present some challenges.

OPTION 2: Independent negotiator. Negotiations with government representatives would be undertaken by someone with specific experience and expertise in both negotiating and

Recommended if Government requires one party to negotiate.

Advantages:

establishing long-term work programmes with Government.

The negotiator would be independent of all partner councils in that they would not have specific ties to, or previous political or employment experience with, any individual partner council.

The negotiator would likely be appointed through a direct appointment process following the government rules of sourcing guidance for such appointments. The procurement approach would be agreed by the relevant party based on the authorising authority agreed above.

- Someone independent of the three partner councils would bring a neutral perspective, ensuring that the views of the three partners were appropriately weighted in discussions and negotiations with Government.
- Someone skilled in negotiation would maximise the opportunities available through the regional deal by being able to navigate best where there is flexibility and where there is not.
- Someone skilled in establishing long term work programmes with Government would be able to "speak the same language" as Government and enable OCL to best understand what Government is looking for and how to integrate this what is best for OCL.

Disadvantages:

- An independent negotiator won't have detailed knowledge of the proposal or the supporting strategies that informed the proposal as such they will need to be given very clear and specific instructions about where they can make agreements and where they must revert to the subcommittee or partner councils.
- An independent negotiator won't understand the unique context of the sub-region and are invested in such a way that will reduce the risk of missing important opportunities.

OPTION 3: Partner Council CEsNegotiations with government representatives would be undertaken by a team made up of the CEs of the three partner councils.

Not Recommended if Government allows a small group to negotiate. Option 1 enables the disadvantages of this option (and option 2) to be mitigated.

Advantages:

- The CEs have detailed knowledge of the proposal and the supporting strategies that informed the proposal as such they will have a clear understanding of what falls within the scope of their decision making and where they must revert to the subcommittee or partner councils.
- The CEs understand the unique context of the sub-region and are invested in such a way that will reduce the risk of missing important opportunities.
- While the CEs are not independent of the three partner councils, having all three negotiating would ensure that the views of the three partners were appropriately weighted in discussions and negotiations with Government.

Disadvantages:

 While CEs have broad management experience, they may lack the specialised negotiation skills that an expert independent negotiator possesses. This could result in less effective negotiation strategies and outcomes.

OPTION 4: Mayors / Chair

Negotiations with government representatives would be undertaken by a team made of the mayors / chair of the three partner councils.

 Differences in opinions and approaches among CEs could lead to internal conflicts, which could weaken the negotiation stance and reduce overall effectiveness of the negotiating team.

Not recommended. As this would be unlikely to meet government expectations this option is not reasonably practicable, as such an option of the mayors / chairs + independent negotiator has not been considered.

Advantages:

- The mayors and chair have good knowledge of the proposal and the supporting strategies that informed the proposal as such they will have a clear understanding of what falls within the scope of their decision making and where they must revert to the subcommittee or partner councils.
- The mayors and chair understand the unique context of the sub-region and have "skin in the game" and so will not miss identifying "game changing" opportunities.
- While the mayors and chair are not independent of the three partner councils, having all three negotiating would ensure that the views of the three partners were appropriately weighted in discussions and negotiations with Government.

Disadvantages:

- The local body election scheduled for October 2025 is in the middle of the negotiation period. This could result in all, or some, of the members of the committee, and therefore all Councillor members of the subcommittee, not being re-elected. This would result in new members having to be appointed and educated in the matter. This would slow down the ability to negotiate and would be unlikely to meet Government expectations.
- While the mayors and chair have broad management experience, they may lack the specialised negotiation skills that an expert independent negotiator possesses. This could result in less effective negotiation strategies and outcomes
- Differences in opinions and approaches among the mayors and chair could lead to internal conflicts, which could weaken the negotiation stance and reduce overall effectiveness of the negotiating team.
- a. It is recommended that Council approve options 1, 2 and 3 and delegate to the joint committee the ability to determine which approach is taken based on confirmation from government about their process, if OCL are invited to participate in a negotiation. This could include a hybrid of both options.

Negotiating Principles – What are the principles that will guide negotiations with Government?

- a. To enable the authorising authority and negotiating authority to negotiate with government they will need parameters within which to operate. Negotiating principles will guide the negotiations, enabling the authorising and negotiating authorities to make agreements with government without having to come back to partner Councils for direction or authorisation. While the authorising and negotiating authorities will be able to make agreements (within the negotiating principles) during negotiations, this will not be binding until the final form of the deal has been ratified by the partner Councils.
- b. The negotiating principles below have been developed based on discussions with partner Councils about what will be important to them during a negotiation. As such this forms advice, options analysis has not been completed.
- c. It is recommended that Council approves the negotiating principles listed below to guide Regional Deal negotiations:
 - Streamlined planning / consenting / permitting / land acquisition pathways must relate only to projects specified under the Regional Deal.
 - Streamlined planning / consenting / permitting / land acquisition pathways must be consistent with the partner Council's climate and biodiversity, spatial and destination management plans.
 - Delivery staging for the health and transport packages will be consistent with dependencies identified by partner Councils
 - An agreed deal will uphold Te Tiriti o Waitangi and its principles and will be delivered in partnership with Ngāi Tāhu.
 - Deal components must be within the scope of the activity areas outlined in the proposal.
- d. It is worth noting that in previous council workshops, the allocation of mining royalties, local visitor levy and affordable housing contributions were included in the negotiating principles. Upon further analysis, it was considered that such allocations would require further discussion and oversight from the councils and as such is addressed in the delegations for the joint subcommittee instead.

Establishing a Joint Subcommittee - Process Requirements

If Council approves the authorising authority as set out in option 1, then a joint committee between Council, ORC and QLDC will need to be established. Outlined below is the process for establishing a joint subcommittee and how each step will be executed.

- Reach agreement with partner councils to appoint a joint committee.
 An agreement to establish a joint committee must be made between the partner councils, and the agreement must specify:
 - the number of members each partner council may appoint to the committee,
 - how the chairperson and deputy chairperson of the committee are to be appointed,
 - the terms of reference of the committee,
 - what responsibilities (if any) are to be delegated to the committee by each partner council, and
 - how the agreement may be varied.
- b. Partner Councils appoint, and agree delegations and powers of, the joint committee

By reaching agreement on the matters above, the partner councils appoint the joint committee and approve the role, function, terms of reference and delegations of the joint committee.

- c. Joint committee appoints Chairperson and Deputy Chairperson.
 - The joint committee once established can appoint a chairperson and deputy chairperson.
- d. Joint committee appoint a subcommittee and delegates its powers to that subcommittee Membership of the Committee cannot include an employee of the partner councils acting in the course of their employment, as such the Chief Executives cannot be members of the Committee. However, employees can be members of a subcommittee. To ensure continuity of membership of the group overseeing deal negotiations over the local body election period, the Committee will establish a subcommittee and delegate all its powers and responsibilities to that subcommittee.

Establishing a Joint Committee – Memorandum of Agreement

If Council approves the authorising authority as set out in **Option 1 A Joint Subcommittee – Some Delegation**, then a joint committee will need to be established. To establish a joint committee agreement must be reached between the partner councils. A Memorandum of Agreement (MoA) is commonly used for the purposes of obtaining this agreement.

Once a MoA is approved by all partner councils the joint committee is appointed and powers delegated to it. Key points to highlight from the MoA;

- 1. The number of members each partner council may appoint to the committee.
 - Section 2 of the MoA sets out that the joint committee is to be comprised of two elected members from each Council and this must include the mayor / chair. The MoA does not specify how each Council will determine the second member.
- 2. How the Chairperson and Deputy Chairperson of the committee are to be appointed.
 - Section 3 of the MoA sets out the process by which a Chairperson and Deputy Chairperson will be selected.
- 3. The terms of reference of the committee
 - Section 6 of the MoA sets out the terms of reference of the Committee, outlining the role, functions, activity areas and negotiating principles of the Committee.
- 4. What responsibilities are to be delegated to the committee by each partner council.
 - Section 7 sets out the delegations of the Committee.
- 5. How the agreement may be varied.
 - Section 11 of the MoA sets out the approach to varying the MoA.

The MoA also addresses the points below, although these are not required by the Local Government Act 2002.

- a. Whether a quorum must include 1 or more members appointed by each partner council. Section 4.1 sets out the quorum required for a meeting. All members must be present for a quorum to be attained to ensure that there is always an appropriate balance of all partner council representation. The Chairperson and Deputy Chairperson have no additional voting powers.
- b. The extent to which the standing orders of any partner council apply to meetings of the joint committee.

Section 4.3 sets out that the standing orders of QLDC will apply to this Committee. Adopting the standing orders of one of the partner councils is the most efficient way of enabling this committee. This section makes clear that if there is any inconsistency between the MoA and the Standing Orders that the MoA takes precedence.

- c. That the committee will not be discharged at the point of the next election to maximise continuity of the negotiation process over the election period.
 - Section 2.5 sets out that the Committee will not be discharged at the next election, and that any members of the Committee who remain elected members of the partner councils will remain members of the Committee after the election.
- d. That the committee has been expressly created for the purposed of negotiating the deal, and it will be discharged on completion of the deal negotiations.
 - Section 1.3 sets out that the Committee will be automatically discharged on completion of the regional deal negotiation phase, or after 18 months, whichever comes first. Separate governance for the deal itself will be agreed during the negotiations and will depend on the final form of the deal.

By approving the MoA, the partner councils appoint and empower the joint committee. The MoA sets out the role, functions, activity areas and delegations of the Committee and as such encompasses the Terms of Reference.

4. Financial Considerations

The direct financial costs to Council are not clear at this stage. If Central Otago Lakes was selected to progress there would be Council staff resource required to support this activity.

Equally if an independent negotiator was to be appointed that cost would be shared across the partner Councils.

It is expected much of these costs could be covered through existing budgets, or the use of reserves.

5. Options

Option 1 – (Recommended)

Supports the establishment of a Joint Committee and approves the MoA.

Advantages:

 Enables Central Otago Lakes to establish a joint committee to oversee Regional Deals and work closely with central government from July 2025 if the region is chosen by Cabinet in June to progress

Disadvantages:

It is not clear the costs and resource impacts this work stream may have on Council.

Option 2

Declines to support the establishment of a Joint Committee and approval of MoA.

Advantages:

 The opportunity to engage with central government on Regional Deals and aspects within the proposal will be gone

Disadvantages:

• The opportunity to engage with central government on Regional Deals and aspects within the proposal will be gone.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision enables democratic local decision making and action by, and on behalf of communities by giving Councillors the decision making authority on behalf of their communities.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	The Regional Deal proposal was written with key strategic plans in mind such as spatial plans, destination management plan, economic development plan.
Considerations as to sustainability, the environment and climate change impacts	Nil that relate directly to this decision.
Risks Analysis	There is some limited risk to Councillors due to being seen as partnering with QLDC. It is important to ensure communities understand there is no amalgamation of councils or sharing of assets (or costs) associated with this work program.
Significance, Consultation and Engagement (internal and external)	There have been a number of Council workshops and meetings held prior to this decision paper being presented. Relevant staff of CODC, ORC and QLDC have also been engaged as required.

7. Next Steps

1. Attachments

Appendix 1 - Negotiation Joint Committee Memorandum of Agreement J







Memorandum of Agreement

Otago Central Lakes Regional Deal Negotiation Joint Committee

This Memorandum of Agreement is consistent with the requirements for joint committees as outlined in the Local Government Act (Clause 30A of Schedule 7).

OCL Regional Deal Negotiation Joint Committee – Memorandum of Agreement 2025

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This Memorandum of Agreement was:

- endorsed by the Central Otago District Council on 25 June 2025,
- endorsed by the Otago Regional Council on 25 June 2025, and

Signed on behalf of Queenstown Lakes District Council

• endorsed by the Queenstown Lakes District Council on 26 June 2025.

Executed by:

Mayor Tamah Alley	Date
Signed on behalf of Central Otago District Council	
Chair Gretchen Robertson	Date
Chair Gretchen Robertson Signed on behalf of Otago Regional Council	Date
	Date
	Date
	Date

OCL Regional Deal Negotiation Joint Committee - Memorandum of Agreement 2025

1. PURPOSE OF THE AGREEMENT

1.1 This agreement is made pursuant to Clause 30A of Schedule 7 of the Local Government Act 2002 (LGA 2002).

- 1.2 The purpose of this agreement is to establish a joint committee between Central Otago District Council, Otago Regional Council and Queenstown Lakes District Council ("Partners") to oversee and provide guidance that will inform negotiations for the terms of a Regional Deal for the combined districts of Central Otago and Queenstown Lakes (referred to as "Otago Central Lakes'). The joint committee will be known as the Otago Central Lakes Regional Deal Negotiation Committee (the Committee).
- 1.3 The Committee is a formal joint committee pursuant to the LGA 2002 (clauses 30 and 30A, Schedule 7). The committee will not be discharged at the point of the next election (in line with Clause 30(7) of Schedule 7, LGA 2002). The committee will be automatically discharged on approval by the Partners of a negotiated regional deal agreement between the Partners and central government or after 18 months, whichever comes first.

2. COMMITTEE MEMBERSHIP

- 2.1 Each Partner may appoint two of its elected members as members of the Committee, one of which must be the Mayor or Chair of the Partner.
- 2.2 Each Partner may discharge a member of the Committee appointed by it and appoint another member their stead. This does not apply to the Mayor or Chair of each Partner, who are to remain members of the Committee.
- 2.3 There is no provision for alternates.
- 2.4 All members are voting members of the Committee.
- 2.5 The Committee will not be discharged following a triennial election (refer Clause 30(7) of Schedule 7 of the LGA 2002). If following an election there has been a change of Mayor or Chair, the new Mayor or Chair will become a member of the Committee in place of the former Mayor or Chair. Any other vacancies resulting from the elections will be immediately filled by new members appointed by the relevant Partner.
- 2.6 Members of this committee will remain members of this committee after the triennial election under the following circumstances:
 - If a Partner appointed a specified elected member and that elected member is reelected to the Partner's Council, they will remain a member of this Committee.
 - If a Partner appointed an elected member based on position and that elected member is re-elected to the Partner's Council and remains in the named position they will remain a member of this Committee.

OCL Regional Deal Negotiation Joint Committee - Memorandum of Agreement 2025

3. CHAIRPERSON AND DEPUTY CHAIRPERSON

- 3.1 A Chairperson and Deputy Chairperson will be appointed by the Committee at the commencement of the Committee and will continue in the role unless resolved by the Committee or upon a resignation being received.
- 3.2 The Chairperson and Deputy Chairperson will be appointed by unanimous vote.
- 3.3 There will be no remuneration for the Chairperson or Deputy Chairperson.

4. QUORUM AND CONDUCT OF MEETINGS

- 4.1 The quorum for each meeting shall be three members (half the committee) and must include one member from each Partner Council.
- 4.2 The Mayors and Chair are members of the Committee by design and not simply because Mayors are automatically members of all committees. As such, those members count for the purposes of determining whether a quorum exists (refer clause 30A(6A) Schedule 7 LGA 2002).
- 4.3 The standing orders of the administering council, Queenstown Lakes District Council, shall apply, unless there is something in this Memorandum of Agreement that is inconsistent with those standing orders, in which case this Agreement applies.
- 4.4 Decisions of the Committee are made by consensus vote of the members voting and present. The person presiding at the meeting has a deliberative vote but not a casting vote. In the case of a lack of consensus the motion is defeated, and the status quo is preserved.

5. MEETING FREQUENCY

- 5.1 The Committee shall meet fortnightly, or at such other times (in addition to the fortnightly meetings) as necessary and determined by the Chair in liaison with the Committee. Meetings shall be held in public unless matters meet the requirement to enter public excluded.
- 5.2 Notification of meetings and the publication of agendas and reports shall be conducted in accordance with the requirements of Part 7 of the Local Government Official Information and Meetings Act 1987.

6. TERMS OF REFERENCE

- 6.1 The role of the Committee is to provide direction that informs the negotiation of a Regional Deal between the Partners and Central Government. The direction provided by the Committee is to reflect the joint priorities agreed by the Committee, as per the process in clause 6.2b below, with reference to the agreed activity areas specified in clause 6.3 below. The overall aim is to ensure that a mutually beneficial deal, generally aligned with the OCL Regional Deal Proposal dated 28 February 2025, is struck.
- 6.2 The functions of the Committee are to:
 - a. Support a collaborative and timely approach to negotiations between the Partners and central government.

OCL Regional Deal Negotiation Joint Committee - Memorandum of Agreement 2025

b. Consider the priorities of each Partner and develop and agree the joint prioritisation within the activity areas set out in clause 6.3 that will inform the negotiations to be fronted by the Partner's negotiating authority.

- c. Direct the negotiating authority that will be interfacing directly with central government through negotiations, to ensure that negotiations are informed by the joint prioritisation, and will remain in line with the agreed activity areas (clause 6.3) and negotiating principles (clause 6.4).
- d. Direct the negotiating authority as to whether any aspect raised through negotiations is consistent with the joint prioritisation, agreed activity areas and negotiating principles.
- e. Report back to Partner Councils at each Council Meeting on progress made during negotiations, and to seek any recommendations / direction required to allows negotiations to progress. There will be a standing agenda item relating to the Regional Deal negotiations at each meeting of the governing body of each Partner during the negotiation phase to ensure that timely decisions can be made as required.
- f. If considered necessary, seek direction or advice, from Partners to inform the Committee's ability to provide direction to the negotiating authority.
- g. Identify and manage risks associated with the negotiation process.
- 6.3 The agreed activity areas that the Committee is responsible for overseeing and providing direction on are those contained in the Otago Central Lakes Regional Proposal dated 28 February 2025. For the avoidance of doubt, the activity areas are:
 - a. Transform Transport
 - Refresh transport strategy around offline MRT and sub-regional visitor, commuter and freight links
 - Establish bespoke settings to enable offline MRT
 - Establish alternative funding / financing / ownership / delivery mechanisms for critical public transport, roading and bridge infrastructure.
 - b. Capturing Value
 - Bespoke settings to ensure growth pays for growth
 - Local visitor levy
 - Bespoke settings to enable a pipeline of affordable housing
 - Mining royalties
 - c. Electrify Otago Central Lakes
 - Provide streamlined planning and land acquisition pathway for a transmission corridor.
 - Establish bespoke settings to allow Queenstown to be treated as part of the Grid
 - Require Transpower to undertake additional options analysis for the new Queenstown line
 - Launch the Ratepayer Assisted Scheme for rooftop solar and batteries.
 - Establish bespoke settings to enable innovation in alternative energy generation
 - Establish bespoke settings to enable increased uptake of solar
 - d. Private Investment, Public Health
 - Use OCL resident and visitor numbers in funding model

OCL Regional Deal Negotiation Joint Committee - Memorandum of Agreement 2025

- Accelerate the delivery of a comprehensive health needs assessment for the region
- Develop integrated private / public healthcare models
- Deliver partnered health services based on high priority needs and private opportunities
- e. Visitors and Investors
 - Grow highly productive sectors
 - Increase total value of the visitor economy
 - Position OCL as NZ's investment and business shopfront
 - Power sustainable tourism through data driven insights
- 6.4 In carrying out its functions, including when overseeing and directing the negotiating authority, the Committee will apply the following negotiating principles:
 - a. Streamlined planning / consenting / permitting / land acquisition pathways must relate only to projects specified under the Regional Deal.
 - b. Streamlined planning / consenting / permitting / land acquisition pathways must be consistent with the partner Council's climate and biodiversity, spatial and destination management plans.
 - c. Delivery staging for the health and transport activity areas will be consistent with the dependencies that have been identified by the Partners. The dependencies are shown by the order in which the activity area components are listed in section 6.3 above.
 - d. An agreed deal will uphold Te Tiriti o Waitangi and its principles and will be delivered in partnership with Ngāi Tāhu.

7. DELEGATIONS OF COMMITTEE

- 7.1 Making decisions on any matter coming within its Terms of Reference.
- 7.2 Commissioning through the Partners and the Working Group (refer clause 10.3) additional advice or evidence (including from external sources), or further definition of requirements, to support negotiations with central government.
- 7.3 Agreeing joint prioritisation of agreed activity areas for OCL, to guide negotiations with government.
- 7.4 Agreeing, in principle, to components of a deal that are consistent with the agreed negotiating principles and within the agreed activity areas.
- 7.5 Appointing a negotiating authority as the direct interface with central government for negotiations.
- 7.6 Appointing a Chairperson and Deputy Chairperson in accordance with any process agreed by the Committee and the requirements of the LGA 2002.
- 7.7 The Committee may delegate any or all its responsibilities, duties or powers to a subcommittee that is made up of all the members of the Committee and the Partner's Chief Executives.

OCL Regional Deal Negotiation Joint Committee - Memorandum of Agreement 2025

8. LIMITATION OF POWERS

- 8.1 The Committee does not have the authority to commit any Partner to any course of action or expenditure and its recommendations do not compromise the Partners' freedom to deliberate and make decisions.
- 8.2 For the avoidance of doubt, while the Partners will endeavour to support the work of the Committee, they are under no obligation to accept the recommendations of the Committee.
- 8.3 In accordance with legislative requirements, Partners will retain decision-making and other statutory responsibilities in relation to their functions and responsibilities under the LGA 2002 and RMA 1991, and other legislation as relevant.
- 8.4 The Committee's powers exclude:
 - a. ability to determine how new revenue sources made available through the regional deal will be allocated across the partner Councils (e.g. local visitor levy, mining royalties and value capture for affordable housing).
 - b. ability to agree in principle components of a deal that are not consistent with the agreed negotiating principles or are outside the agreed activity areas.
 - c. ability to approve the final form of the regional deal agreement (which remains with the partner Councils),
 - d. powers that Councils are unable to delegate to committees under the Local Government Act 2002 (e.g. setting of rates).

9. OPERATING PRINCIPLES

- 9.1 The Committee will operate and make its decisions in a way that achieves consensus so that alignment and integration across all Partners can be achieved.
- 9.2 The Chairperson and Deputy Chairperson do not have any additional voting powers.
- 9.3 The Committee will work in a collaborative and cooperative manner and consider the interests of all sectors of the community.
- 9.4 The Committee will operate in accordance with the requirements of the Local Government Official Information and Meetings Act 1987.

10. COMMITTEE SUPPORT

- 10.1 Queenstown Lakes District Council will act as the administering authority to the Committee.
- 10.2 A secretariat will be provided to support effective functioning of the Committee.
- 10.3 The Committee will also be supported through the provision of advice by a Subject Matter Expert Working Group made up of staff from across the Partners.

OCL Regional Deal Negotiation Joint Committee - Memorandum of Agreement 2025

10.4 The Chief Executives of the Partners will each appoint officials to the Working Group.

11. VARIATIONS

- 11.1 The Committee may, at any time, make a recommendation to the Partners to vary this Agreement.
- 11.2 In order to be effective a recommendation to vary this Agreement must be ratified at the governance meetings of all Partners.
- 11.3 Any variation to this Agreement will be attached to a copy of this document.



8	MAYOR'S	REPORT

25.12.23 MAYOR'S REPORT

Doc ID: 2430941

1. Purpose

To consider an update from Her Worship the Mayor.

Recommendations

That the Council receives the report.

2. Attachments

Mayor Report - June 2025

Mayors Report – June 2025

As we head into the season of the inversion layer, it's important to focus on some of the fun stuff we've had going on alongside the intergenerational work.

We hosted a visit from the New Taipei City Council in Cromwell who were in NZ looking at environmental solutions for wastewater and rubbish, including a site visit to the Wastewater Treatment Plant in Cromwell.

I attended the YES (Young Enterprise Scheme) judging in Cromwell for schools from all around Central Otago and Queenstown Lakes. This was an outstanding event – teams of young people have come up with a business idea that they pitch to a panel, and progress with this throughout the year. There were some excellent ideas from a healthier, low-sugar ice-cream made with local fruit to locally made beauty products and artisan crackers made from the by-product of craft beer.

Minister Andrew Hoggard visited the Lauder Creek planting with Wairoa Manuherekia Catchment Group. This is the second time the Minister has been to visit the work of the group, which can be viewed from the rail trail if you are biking through. It has been wonderful to see the collaboration between a number of partners on these projects, including farmers, local schools, and the Regional Council.

We hosted a citizenship ceremony and welcomed 20 new kiwis to our area, including families, grandparents, local business owners and young people. This is always an incredibly special event and one I very much enjoy.

There continues to be a huge amount of pressure on accommodation options around Cromwell – I've spoken to the Ministry of Social Development and Kāianga Ora about challenges that are coming our way.

Southern Water Done Well is to host (and will have done so by the time of this meeting) a workshop for councillors with questions. This is due to have the Minister of Local Government join, as well as Brad Olsen from Infometrics to answer any questions councillors have on the back of the submission process.

Mayors Taskforce for Jobs - congratulations to Craig for the recent achievement of his target - 15 young people into permanent full-time work, alongside a number into part time or seasonal work. This programme continues to not only improve the lives of the young people who are now working, but for some it has been an intergenerational intervention in long term unemployment or benefits for the family - a hugely proud time for some of the young people who have not had full time work modelled in their own homes for various reasons.

Joint Committee, Mayoral Forum and Te Rōpū Taiao were held in Dunedin. Civil Defence Emergency Management have their annual Community Resilience Survey out currently and I encourage you all to fill it in. The survey closes on the 30th of June. It was also a great opportunity to catch up with our mana whenua partners and hear what has been happening in their communities over the last 12 months.

I attended the Girls with Hi-Vis event at the Clyde Dam, hosted by Connexis and Contact Energy. More than 20 young women from high schools across Otago attended, and were able to tour the dam, complete an underwater rove challenge and drive the crane. Talking to some of the girls we can anticipate at least 3 new electricians and a crane driver in the near future. It is great to see young women encouraged into the infrastructure industry through an event that has now been running for 10 years. Hopefully we will see the programme back again next year.

We've also enjoyed another Matariki. Even if you didn't get up early to see the stars rising (hopefully we could and weren't still in inversion!) I hope you had a wonderful day with friends and family celebrating the beginning of the Maori New Year.

Mānawatia a Matariki - may all the blessings and goodness of Matariki be bestowed upon you.



9 STATUS REPORTS

25.12.24 JUNE 2025 GOVERNANCE REPORT

Doc ID: 2423558

Report Author:	Sarah Reynolds, Governance Support Officer				
Reviewed and authorised by:	Paul Morris, Acting Group Manager - Community Experience				

1. Purpose

To report on items of general interest, receive minutes and updates from key organisations, consider Council's forward work programme, business plan and status report updates.

Recommendations

That the report be received.

2. Discussion

The Parks Team will provide an update on the Play Strategy project, following the completion of a two-month pre-engagement period with high levels of community input.

Status Reports

The status reports have been updated with any actions since the previous meeting (see Appendix 1).

3. Attachments

Appendix 1 - 20250625 Council Status Report J.

Status Updates	Committee:	Council

Meeting	Report Title	Resolution No	Resolution	Officer	Status
8/05/2025	Southern Water Done Well – Approval to Consult on Proposed Water Services Delivery Model	25.8.2	Receives the report and accepts the level of significance. B. Approves the draft consultation document "Southern Water Done Well" (Attachment 1) for consultation. C. Delegates to the Chief Executive authority to make any minor editorial and design amendments to the Consultation Documents prior to publication. D. Notes that consultation is planned to occur between 9 May and 6 June 2025 and will be in accordance with the Local Government (Water Services Preliminary Arrangements) Act 2024.	Chief Executive Officer	O6 Jun 2025 Consultation closes of 6 June 2025. MATTER CLOSED 14 May 2025 Currently open for consultation, closed on 6 June. 14 May 2025 Action memo sent to report writer.
30/04/2025	APRIL Cromwell Memorial Hall Operations Decisions	25.7.9	 That the Council A. Receives the report and accepts the level of significance. B. Approves that the Cromwell Memorial Hall will be run as a Council run facility with funding included in the 2025-2034 Long-term Plan. C. Approves a full operational review to be completed after three years of being open in the 2030-2040 Long-term Plan. D. Directs staff to produce a six-monthly report to Council on operations following the opening of the facility. E. Approves that Cromwell Community Board member Sarah Browne be appointed as an advisor to the Cromwell Memorial Hall project team. F. Notes the process the operations team will go through to provide Cromwell Community Board and Council with regular updates on operational progress to the facility opening in July 2026. 	Facility Experience Manager	Of Jun 2025 Operations decisions are ongoing. 15 May 2025 Operations team will continue to provide updates to Council on progress 07 May 2025 Action memo sent to staff.

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26/02/2025 Regional Deals	25.3.10	.10 That the Council		15 May 2025	
	Proposal		Receives the report and accepts the level of significance. Approves the proposal for submission to Central Government under the Regional Deals framework.	Manager - Community Vision	On hold until response received from DIA. ON HOLD 16 Apr 2025 Still waiting to hear back from DIA. 12 Mar 2025 Regional Deals proposition has been submitted awaiting decision from DIA. 04 Mar 2025 Action memo sent to staff.
28/05/2025	Determining the Fixed Rate Portion of the General Rate and Community Facilities Rate	25.11.9	 That the Council A. Receives the report and accepts the level of significance. B. Adopts a Uniform Annual General Charge of \$107.00 for 2025-2026 rating year. C. Adopts a Targeted Fixed Community Facilities Rate of 100% of the total requirement for community facilities activities for the 2025 – 2026 rating year. D. Notes a comprehensive rating review will be undertaken as part of the Revenue and Finance policy, and will form a key work stream for the 2027-37 Long-term Plan 	Acting Group Manager - Governanc e and Business Services	10 Jun 2025 To be fed into the 2025/34 Long-term Plan. MATTER CLOSED. 10 Jun 2025 Action memo sent to report writer.
28/05/2025	Ranfurly and Patearoa Water Supplies Patearoa Barrier Non- compliance	25.11.8	A. That the report be received. B. Noted and approves the implementation of the Mitigation Plan subject to Taumata Arowai approval.	Group Manager - Three Waters	10 Jun 2025 Following a further technical review by Taumata Arowai Council has been advised that only a boil water advisory will be acceptable to manage the protozoa risk until the new treatment upgrades are commissioned. Council staff are now working through this process with Taumata Arowai. 06 Jun 2025 Action memo sent to report writer.

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28/05/2025	Emergency Works Funding - February 2025 Rainfall	25.11.6	Receives the report and accepts the level of significance. B. Approves \$157,633 of funding from the roading emergency works reserve account for Council's response to and recovery from the February 2025 flooding event.	Roading Asset Manager	12 Jun 2025 Journal will be actioned by Roading / Finance. MATTER CLOSED. 10 Jun 2025 Action memo sent to report writer.
28/05/2025	Roxburgh Entertainment Centre External Stakeholder Group	25.11.5	 That the Council A. Receives the report and accepts the level of significance. B. Approves the proposed project structure. C. Approves that the Teviot Valley Community Board has delegation to appoint up to 4 external stakeholders to the Steering group. D Directs staff to investigate the option of an appointed Councillor representative as an additional member of the Steering Group. E. Approves the Terms of Reference Document. F. Authorises the Chief Executive to do all that is necessary to give effect to the Council's resolutions. 	Property and Facilities Officer - Vincent and Teviot Valley	12 Jun 2025 Teviot Valley Community Board have advertised locally for expressions of interest regarding stakeholders. 06 Jun 2025 Action memo sent to report writer.
28/05/2025	Museum Fitout within the Cromwell Memorial Hall	25.11.4	A. Receives the report and accepts the level of significance. B. Approves council officers facilitate the fitout of the museum in the new Cromwell Memorial Hall to work in conjunction with the Cromwell Museum Trust. C. Approves to delegate financial authority to the Chief Executive in the amount \$1.6 million enabling awarding the design and fitout to nominated suppliers as per the procurement policy process, subject to successful external grant funding of the full amount.	Project Manager - Property	12 Jun 2025 Funding has been confirmed from Lotteries in the amount of \$350,000 With the previous \$1.1M from CLT, this totals \$1.45M able to be allocated to the Museum Fitout. Design is underway with Jasmax (Story Inc as subcontractor) including Aukaha with Museum staff. Early engagement with Naylor Love on incorporation into base build underway. 06 Jun 2025 Action memo sent to report writer.

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28/05/2025	MAY	25.11.3	Notes that \$1.1m has been approved from Central Lakes Trust, and \$350,000 has been approved from Lotteries. Authorising the Chief Executive Officer to do all that is necessary to give effect to these resolutions. That the Council	Facility	40 hm 2005
	Cromwell Memorial Hall Operations Decisions		 A. Receives the report and accepts the level of significance. B. Approves the recommendation from the Cromwell Community Board that the café space and cinema and catering kitchen being considered for lease to commercial operators through Councils normal procurement process. C. Approves that staff seek broad options through expressions of interest to run the spaces in recommendation B so all opportunities can be considered. D. Agrees that staff bring a report back to Cromwell Community Board and Council to review the expressions of interest for consideration. E. Authorises the Chief Executive to do all that is necessary to give effect to the resolution. 	Experience Manager	Registrations of interest opened 16 June. 06 Jun 2025 Action memo sent to report writer.
28/05/2025	Minor Amendments to the Register of Delegations	25.11.10	 That the Council A. Receives the report and accepts the level of significance. B. Adopts the changes to Register of Delegations as they appear in the body of the report, noting they will come into effect on 29 May 2025. 	Governanc e Manager	10 Jun 2025 Amendment made. MATTER CLOSED 10 Jun 2025 Action memo sent to report writer.

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20/05/2025	Submissions on	25.10.2	That	he Council	Acting	06 Jun 2025													
	the 2025-34 Long-term Plan and the draft	,		Α.	A.	Receives the report and accepts the level of significance. Group Manager - Governanc To be included in the Long MATTER CLOSED 21 May 2025													
	Long-term Plan document		B.	Notes the submissions received and thanks the submitters for their feedback.	e and Business Services	Action memo sent to staff.													
			C.	Agrees to set the volumetric water charge at \$1.60 per cubic metre with an indicative fixed charge of \$682.97, subject to the total number of rating units for the 2025/26 FY and \$2.40 per cubic metre and associated fixed charge for the 2026/27 FY.															
				ith Councillor Gillespie recording his vote against															
		D.	D.	Agrees to the following actions for Community Halls and Facilities as outlined in the Long-term Plan:															
					(i) The following halls and facilities to remain under council ownership:														
				□ Ophir Hall															
				□ Poolburn Hall															
				□ Becks Hall, with a review post completion of the Omakau Hub															
				□ Clyde Hall															
				☐ Clyde Museum, Blyth St, with a review of the continued lease arrangements															
																	☐ Clyde Railway Station, with a review of the continued lease arrangements		
				□ Millers Flat Hall															
				□ Ranfurly Hall															
				□ Wallace Memorial Rooms															
				□ Naseby Hall															
				 Naseby General Store, with a review of the continued lease arrangements 															

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	☐ Centennial Milk Bar with a review of the continued lease arrangements
	D. (ii) One item was missed from the initial list of facilities to remain under Council control:
	☐ Fenton Library
	D. (iii) The following halls and facilities to be divested subject to further discussion:
	□ Patearoa Hall
	□ Waipiata Hall
	□ Wedderburn Hall
	D. (iv) The following facilities to be divested:
	 Vallance Cottage noting the need to engage with the committee.
	 Clyde Police Lock Up noting the Clyde Museum requested first rights to the building.
	☐ Briar herb museum and Cottage with staff investigating options and reporting back to Council.
	 Clyde Goods Shed with staff investigating options and reporting back to Council.
	 Millers Flat Bowling club noting the Millers Flat Sport and Recreation Group requested the first right of refusal.
	□ Roxburgh Squash Courts
	D. (v)
	□ Agrees the Alexandra Riding for the Disabled (old building) should be demolished.
	D. (vi)

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☐ Agrees to divest the Ranfurly Service Centre as part of the Long-term Plan 2027-37.	
E. Agrees to accept the Ida MacDonald Roxburgh Pool Punawai Ora to be vested in Council, subject to confirmation to Council of vesting by resolution from the Roxburgh Pool Committee by Monday 26 May 2025. If confirmation is not received by close of business on this date Council will not accept the transfer.	
F. Agrees to retain the Alexandra outdoor pool, subject to review in the 2027-37 Long-term Plan.	
G. Agrees to give a grant of up to \$1.6M for the completion of the Manuherekia Valley Community Hub to be funded from Vincent General Reserves.	
H. On the basis that there is no offer for Central Otago to host a South Island supercars event no funding is to be allocated in the Long-term Plan 2025-34.	
I. Requests a report from the Chief Executive Officer to investigate possible uses for the tourism reserves for 2026-27 Annual Plan.	
J. Agrees to support the Artificial Turf at Maniototo Area School with a grant for \$200k in 2026/27 FY, with the money coming from the Reserve Contributions Fund - Maniototo.	
K. Agrees to support the Artificial Turf at Dunstan High School with a grant for \$300k in 2025/26 FY, with the money to be taken from Vincent General Reserves.	

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	The Assessment of the Control of the
	Agrees to continue investigating a joint Council Controlled Organisation model for water services delivery.
	M. Agrees that income received from mining agreements with Hawkswood Mining is recognised in the budgets and is allocated as follows;
	\$165k to the Roading Emergency Works Fund per annum.
	□ \$120k to the Emergency Event Fund per annum.
	N. Agrees that subject to resolution M above, the rates contribution be reduced from \$165k to \$100k for the 2025/26 FY for the Roading Emergency Works Fund.
	O. Agrees that the Blossom Festival be a line item for \$24,500 for the 2025/26 FY and 2026/27 FY to be funded from District Tourism Reserves.
	P. Requests the Chief Executive Officer to consider the feasibility of a district event fund in the wider ratings review in 2025-26.
	Q. Requests the Chief Executive Officer to bring a paper to Council with a full review of operating models, funding and the use of community space for the museum, arts and heritage sector.
	R. Notes the submissions received on the policies consulted on and adopts the policies as written in the agenda, subject to minor editorial amendments:
	(a) Significance and Engagement Policy
	(b) Development and Financial Contributions Policy
	(c) Revenue and Financing Policy
	(d) Fees and charges
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S. Approves the receipt of the following late submission for consideration as part of the 2025-34 Long-term Plan:
(a) Staff submission on the Fast-track Approvals Act 2024
T. Agrees to an addition to the Fees and Charges 2025-26:
Fast Track Charges / Applications for consent under the Fast Track Act 2024
All costs incurred by Council consulting and providing assistance before the application is lodged (whether or not the application is subsequently lodged) will be recovered on a time charge/hourly rate. All costs incurred by Council in undertaking all functions under the Fast Track Act 2024 when the substantive application is lodged will be recovered on a time charge/hourly rate.
U. Receives and notes the submissions made in appendix 6 on other matters not specifically consulted on in the Long-term Plan and endorses the staff responses to the submitters.
V. Agrees to retain the Rates Remissions Policy as notified, with the amendment that extreme financial hardship applications must come to Council for decision on a case by case basis.
W. Agrees to the Mayor and Chief Executive approving any minor editorial changes and changes required as a result of the above resolutions to the draft 2025-34 Long-term Plan, ahead of the final audit commencing.
X. Approves the draft Long-term Plan 2025-34 for release to Audit New Zealand.

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29/01/2025 Assigning Role	25.1.12	That the Council	Group	10 Jun 2025
of Controller		Receives the report and accepts the level of significance. B. Recommends to the Otago Civil Defence Emergency Group Manager that Patrick Keenan, a Central Otago District Council employee be appointed as a Local Civil Defence Controller (statutory position).	Manager - Community Vision	No update. 16 May 2025 Still with Emergency Management for signing. 16 Apr 2025 Joint Committee still to approve. 17 Mar 2025 Appointment yet to be ratified by Joint Committee. 12 Feb 2025 Awaiting joint committee approval. 31 Jan 2025 Action memo sent to staff.
31/07/2024 Economic Development Strategy	24.9.5	That the Council A. Receives the report and accepts the level of significance. B. Notes the update on the development of a new Economic Development Strategy. C. Appoints Crs Alley and Paterson to act as liaisons to the steering group. D. Extends duration of existing 2019-2024 Economic Development strategy until the new strategy is adopted.	Economic Developme nt Manager	O6 Jun 2025 Graphic design of draft Strategy complete, will now come to the July meeting. 14 May 2025 Draft Strategy currently with graphic designer and coming to June meeting. 15 Apr 2025 Draft Strategy coming to the May meeting. 17 Mar 2025 Draft plan to come to the April Council meeting. 12 Feb 2025 No further updates. 15 Jan 2025 Meeting held with Runaka representatives; draft document being prepared. 08 Nov 2024 No further updates at this stage. 18 Oct 2024 Community workshops have been completed and currently compiling information to liaise with Runaka. 02 Sept 2024 Community consultation taking place over September. 16 Aug 2024

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					06 Aug 2024 Action memo sent to staff.
29/05/2024	Plan Change 19 - Recommended Decision of the Hearings Panel	24.6.12	 That the Council A. Receives the report and accepts the level of significance. B. Adopts the decision on Plan Change 19. C. Approves the notification of the decision in accordance with clause 11 of the First Schedule to the Resource Management Act 1991. 	Principal Policy Planner	Court assisted mediation completed, post settlement actions prior to reporting to the Environment Court required of all parties. 16 Apr 2025 Still awaiting the May / June mediation dates. 17 Mar 2025 There have been informal discussions with all parties and two appeals have been resolved. Formal mediation has been set for May / June 2025. 17 Feb 2025 Informal discussions have been held with appellants. Now waiting for mediation dates from the Environment Court. 15 Jan 2025 Informal discussions continuing. 12 Dec 2024 Informal Discussions progressing 15 Nov 2024 Informal discussions commenced 17 Oct 2024 Mediation not available through Environment Court until until March/, April - Council requested approval to engage in informal discussions with appellants prior to that which has been approved. 13 Sept 2024 Submissions grouped along with section 274 parties. Leave sought from Court to undertake informal discussions with submitters. 15 Aug 2024 14 appeals received; all submitters have been notified on our website. No decision has been made on what parts of PC19 can become operative. 19 Jul 2024 Appeal period closes on 9 August.

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30/10/2024	Private Plan Change 23 (Hartley Road Partnership) - Decision on Acceptance	24.12.10	That the Council A. Receives the report and accepts the level of significance. B. Resolves that Plan Change 23 be accepted under Schedule 1, Clause 25 (2) (b) of the Resource Management Act 1991 and notified as a private plan change under Schedule 1, Clause 26.	Principal Policy Planner	13 Jun 2024 Decision notified 8th June - 30-day appeal period 06 Jun 2024 Action memo sent to staff. 11 Jun 2025 Section 42A report being drafted. Hearing after September at request of Plan Change requestor. Likely to be October due to key staff availability. 16 Apr 2025 Further submissions have closed, and a hearing date is being scheduled. 17 Mar 2025 Summary submission is in. Currently looking to schedule the hearing. 17 Feb 2025 Summary of submissions notified. 15 Jan 2025 submissions close 17th January 12 Dec 2024 No Change 15 Nov 2024 Plan Change 23 Notified 16th November - Submissions close 17th January 06 Nov 2024 Action memo sent to staff.
24/09/2024	Visitor Levy and Short-Term accommodation	24.11.12	 That the Council A. Receives the report and accepts the level of significance. B. Adopts a formal supportive position of Queenstown Lakes District Council's proposal to introduce a localised visitor levy. C. Adopts a supportive position on the investigation of a localised visitor levy within Central Otago in the absence of a national visitor levy. D. Instructs staff to provide a cost/benefit analysis on the introduction of a commercial or targeted rate on short-term rental properties within Central Otago. 	Group Manager - Community Vision	15 May 2025 On hold until response received from DIA. ON HOLD 16 Apr 2025 Still waiting for the Regional Deals proposal response from DIA. 12 Mar 2025 No further updates. 12 Feb 2025 This is now part of the Regional Deals conversations. 13 Jan 2025 No further updates. 18 Nov 2024

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29/11/2023	Business Case Alexandra Wastewater	23.11.3	 That the Council A. Receives the report and accepts the level of significance. B. Agrees that preferred way forward is the option to construct a new wastewater treatment site on Council land adjacent to the Alexandra Airport, with disposal to land. C. Agrees to include funding for investigation and preliminary design to progress the next stage of the business case for the Alexandra wastewater treatment plant project in the Draft 2024 Long-term Plan. D. Directs staff to undertake more detailed investigation into the capability of the existing site to meet long term requirements if discharge to water was to continue. E. Directs staff to provide an updated business case which provides refined costs and a delivery strategy for Council approval following further investigation of both the existing and preferred option of a new site. 	Capital Projects Programm e Manager	Staff working to develop a budget for 2025/26 financial year LTP input. Update to come in March 2025. 18 Oct 2024 Work has begun on this. 04 Oct 2024 Action memo was sent to staff. 01 Dec 2023 The business cases will be further progress once funding is confirmed in the LTP. Likely to commence from July 2024. ON HOLD. 30 Nov 2023 Action memo sent to staff.
29/11/2023	Business Case Omakau Wastewater	23.11.2	Receives the report and accepts the level of significance. Agrees that the preferred way forward is the option to construct a new wastewater treatment site at Omakau in a more resilient location, with disposal	Capital Projects Programm e Manager	01 Dec 2023 The business cases will be further progress once funding is confirmed in the LTP. Likely to commence from July 2024. ON HOLD. 30 Nov 2023 Action memo sent to staff.
			to land. C. Agrees to include funding for investigation and preliminary design to progress the next stage of the		

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	 business case for the Omakau Wastewater Treatment Project in the Draft 2024 Long-term Plan. D. Agrees that the treatment plant design will accommodate the potential future treatment of wastewater from Ophir, but reticulation of Ophir is not included within the scope of this project. E. Directs staff to provide an updated business case which provides refined costs and a delivery strategy for Council approval following preliminary design, and prior to procurement of detailed design and construction. 		
14/12/2022 Private Plan Change 21 Fulton Hoga Parkburn	 That the Council A. Receives the report and accepts the level of significance. B. Agrees to accept and process the request as a private plan change and proceed to notify the request, under clause 26 of the First Schedule to the Resource Management Act 1991. 	Principal Policy Planner	Appeal Resolved - Awaiting confirmation from Environment Court 16 Apr 2025 This plan change is still subject to appeal. 17 Mar 2025 Mediation is ongoing. 17 Feb 2025 Plan change is subject to appeal. 15 Jan 2025 No change 12 Dec 2024 One Appeal received 15 Nov 2024 No Change - Appeals close 18 November 17 Oct 2024 Decision Notified - Appeals close 18 November 13 Sept 2024 Decision going to September Council Meeting for ratification and approval to notify 15 Aug 2024 Decision is being reviewed and will go to September Council meeting for recommendation, will then be notified with 30-day appeal period. 19 Jul 2024

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			Hearing held; decision being drafted by
			hearings commissioners.
			13 Jun 2024
			PC 19 decision notified, and the
			independent Panel for PC 21 are working
			through the implications of the decision and
			recent Environment Court Decision on
			NPS-HPL
			15 May 2024
			Waiting until Plan Change 19 is confirmed.
			15 Apr 2024
			Decision is pending the outcome of Plan
			Change 19.
			11 Mar 2024
			Hearing Held - panel drafting decision
			13 Feb 2024
			Hearing Held 12/13th February
			15 Jan 2024
			Section 42A released and hearing
			scheduled.
			17 Nov 2023
			Section 42A being drafted. Hearing
			scheduled for 12 & 13 February.
			13 Oct 2023
			Proponent has asked for the hearing to be deferred to early 2024 to enable them to
			speak with submitters.
			18 Sept 2023
			No change
			18 Aug 2023
]		Further submissions have closed.
			Independent commissioner chair has been
			appointed.
			04 Jul 2023
]		No change.
			14 Jun 2023
]		No update.
			18 May 2023
			Submissions closed. Summary is
]		completed for the submissions to be
			notified.
			11 Apr 2023
L.	•	<u> </u>	•

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					Plan Change notified and submission closed 22 Feb 2023 Notification 2nd March 11 Jan 2023 Plan Change documents are being prepared for public notification. 16 Dec 2022 Action memo sent to staff.
26/01/2022	Alexandra Airport Masterplan	22.1.3	That the Council B. Adopts the proposed Alexandra Airport Masterplan. C. That a business and financial strategy be developed to support the implementation of the Airport Masterplan.	Property Officer	14 May 2025 Update on Alexandra Airport on hold until requirements for water supply have been confirmed which are still in progress. ON HOLD 16 Apr 2025 There have been further delays connecting the airport to the town water supply. 17 Mar 2025 Update delayed until April meeting due to further information required for water supply. 12 Feb 2025 An update including information on the runway reseal and water supply is planned for the March 2025 meeting. 16 Jan 2025 An update is planned for the March 2025 meeting. 15 Nov 2024 Report will come to Council in the New Year with more information on Airport. ON HOLD 15 Oct 2024 Council have applied for a water connection, and this should go live before the end of the year. 13 Sept 2024 Discussions still ongoing regarding town water supply connection. 14 Aug 2024

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meeting if details on connecting to town water supply can be finalised. 17 Jul 2024 A report will go to Council meeting in August or September. 12 Jun 2024 Information still being collated and staff information still pering collated and staff information still being collated and staff information is finalised an owner connection staff in the state of the staff in the state of the staff information is finalised a report will go to the next available Council meeting. 90 May 2024 Property staff reviewing and collating information for 28 June report. 93 Apr 2024 Still waiting on further information regarding connection to Alexandra Town water supply in order to provide full overwer to Council of progress with development. 96 Mar 2024 Report to Council delayed as further information required. 12 Feb 2024 An information required. 12 Feb 2024 An information only report regarding the Alexandra Airport will be presented to Council at March meeting which will provide a financial update. 99 Jan 2024 Finance are working on reconciliation of Airport budgets, capital expenditure and required rates contributions to be updated in Long Term Plan 2024-34. 99 Nov 2023 No further update. Financial strategy will be reviewed as part of the LTP process. 15 Sept 2023 Updated cost estimate for the new hangar development have been included for new LTP		Report expected to go to September
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			17 Aug 2023
			Updated cost estimates being prepared for
			new hangar development to be included in
			the LTP financials.
			04 Jul 2023
			No further update.
			13 Jun 2023
			No further update. Financial strategy will be
			reviewed as part of the LTP process.
			19 May 2023
			No further update.
			06 Apr 2023
1			Due to drop off in interested parties more
			clarity required on demand for new hangar
			sites. Financial strategy will be reviewed as
			part of the LTP 2024-34 process.
			20 Feb 2023
			Investigations still in progress for
			infrastructure.
			20 Dec 2022
			Investigations in progress for options for
			infrastructure required for new hangar site
			development.
			25 Nov 2022
			Draft concept plan prepared. Meeting
			planned in New Year to update
			stakeholders and seek feedback.
			28 Oct 2022
			No change. Plans still in progress.
			15 Sept 2022
			Business plan and concept plans for new
			hangar precinct are in progress
1			12 Aug 2022
			No change
			20 Jun 2022
			Business plan and concept plans for new
			hangar precinct are in progress
			19 May 2022
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15/07/2020	Lease of Kyeburn Reserve - Ratification	20.5.4	That the Council: A. Receives the report and accepts the level of significance. B. Agrees to grant the Kyeburn Committee a lease pursuant to Section 61(2A) of the Reserves Act 1977, on the following terms: 1. Permitted use: Community Hall 2. Term: 33 years 3. Rights of Renewal: None 4. Land Description Sec 20 Blk V11 Maniototo SD 5. Area: 0.4837 hectares	Masterplan included in Vincent Spatial Plan press release to inform public it has been adopted and is available on CODC website. Work progresses on planning for next stage of development and business plan. 05 Apr 2022 The Masterplan has been added to the CODC website. 22 Feb 2022 Copy of adopted Masterplan will be uploaded to Council's website. Business and financial strategy planning has begun for the new hangar precinct budgeted in Year 2 of the LTP 2021-31. 03 Feb 2022 Information still being collated and waiting on some key outcomes concerning water connection and update on resealing procurement. Once this information is available a report will be presented to Council at next meeting. Statutory Property Team Leader Statutory Property Team Leader Amy 2025 Matter still on the to do list. No further progress has been made. 14 May 2025 Matter only referred to Statutory Team now. Due to a big backlog of outstanding leases and Road Stoppings this matter has not been looked at yet. 14 May 2025 Action reassigned to Zeelie, Zelda by Reynolds, Sarah - New officer 14 May 2025 No updates. 15 Apr 2025 No progress, this has been passed onto Statutory Property to reassess and progress. 18 Dec 2024 Issue will be passed to property statutory staff. ON HOLD. 15 Jan 2024
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	6. Rent: \$1.00 per annum	Have not received a response from
	if requested	Kyeburn Hall Committee. ON HOLD.
	ii requesteu	13 Nov 2023
	Subject to the Kyeburn Hall Committee	6/11/2023 – Requested that the Kyeburn
	Subject to the Ryeburn Hall Committee	Hall Committee table at their AGM and
	Becoming an Incorporated Society	General meeting the outstanding issue of
	1. Becoming an incorporated Society	picking up the ground lease. The Kyeburn
	2. Being responsible for all outgoings, including	Hall Committee reported back that it is
	utilities, electricity, telephone, rubbish	under discussion with the Kyeburn Library
	collection, rates, insurance and ground	Committee Inc. for the lease to be picked
	<u> </u>	up given the Kyeburn Library Committee
	maintenance	are already incorporated.
		11 Oct 2023
		No change. On hold.
		14 Sept 2023
		No change, on hold
		17 Aug 2023
		No change, on hold.
		23 Jun 2023
		No change, on hold.
		12 Jun 2023
		No change. On hold.
		02 May 2023
		No change. On hold.
		27 Apr 2023
		No change. On hold.
		27 Mar 2023
		No change. On hold.
		21 Feb 2023
		No change. On hold
		06 Jan 2023
		No change, on hold.
		25 Nov 2022
		The Kyeburn Hall Committee have now
		advised they don't want to become an
		Incorporated Society; they are looking to an
		existing Incorporated Society in the area to
		see if the ground lease could be picked up
		by them. Awaiting for further information
		from the Kyeburn Hall Committee in the
		new year.
		28 Oct 2022
 	<u> </u>	

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					No change. On Hold. 14 Sept 2022 No Change. On Hold 09 Aug 2022 No change on hold 18 May 2022 No change to the status of this item. Still on
25/09/2019	Consideration of New Zealand Standard (NZS) 4404:2020 (Doc ID 422658)	19.8.10	That the Council: A. RESOLVED that the report be received, and the level of significance accepted. B. AGREED to adopt NZS 4404:2010 as Council's subdivision standard subject to the development of an updated addendum for local conditions.	Infrastructu re Manager	hold. 10 Jun 2025 No further update. 15 May 2025 Draft document expected to be complete by 30 June. 14 Apr 2025 Working with planning, infrastructure and parks teams to continue drafting sections 17 Mar 2025 Drafting of all sections underway. 12 Feb 2025 Drafting of roading and landscaping sections underway. 15 Jan 2025 Project scoping finalised - being reviewed by project team. 05 Dec 2024 Project scoping underway with relevant teams. 13 Nov 2024 Land Development Engineer started 18/11/24 on a fixed term contract for the update of 4404 addendum. Project scoping with relevant teams underway. 16 Oct 2024 Fixed term offer made for land development engineer. The role is project specific for the NZS4404 update and fixed term through to 30 June 2025. 14 Aug 2024 Project still contingent on availability of resource 18 Jul 2024

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		The project's start date will be contingent
		on available resources, and we have
		approached a potential candidate to
		support our Engineering team, who will also
		assist in updating the standards.
		13 Jun 2024
		Project commencement will depend on resourcing, and we are currently recruiting
		for a new staff member in the Engineering
		team who will take this on as their
		responsibility.
		07 May 2024
		Funding has been included in the 2024/25
		Annual Plan to review and update Council's
		addendum to NZS4404. The project is
		currently being scoped, and work is set to
		begin from 1 July.
		08 Feb 2024
		Funding to progress development of
		updated standards has been included in 2024/25 AP. Awaiting funding to progress.
		08 Jan 2024
		No change.
		14 Nov 2023 Applying for funding as part of Council's
		LTP process to progress this piece of work.
		06 Oct 2023
		No Change.
		15 Sept 2023
		No Change
		04 Jul 2023
		No change.
		14 Jun 2023
		No change.
		18 May 2023
		No change.
		11 Apr 2023
		No change.
		17 Feb 2023
		No Change
		10 Jan 2023
		No change
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					01 Dec 2022 No change 28 Oct 2022 No change. 19 Sept 2022 No change. 08 Aug 2022 No change. 23 Jun 2022 No change. 19 May 2022 No change.
Council Owned Land, Pines Plantation Area North of Molyneux Park Netball Courts, Alexandra – Consider Sale/Developm ent by Joint Venture of Residential Land (PRO 61- 2079-00)	17.9.9	B. AGREED to part of Lot Transpower and adjace. C. APPROVE recommen venture de terms and The with Cour Cour	ED that the report be received, and the inificance accepted. Ito the sale of part of Lot 25 DP 3194 and be to 6 DP 300663, located south of the er corridor at the north end of Alexandra ent to the Central Otago Rail trail. ED the Vincent Community Board's idation for sale of the land by way of a joint evelopment and sale of Lots, the minimum conditions including: joint venture partner funding development no security registered over the land. Incil receiving block value. Incil receiving 50% of the net profit, with a mum guaranteed of \$500,000. Inity order of call on sales income: Payment of GST on the relevant sale. Payment of any commission and selling costs on the relevant sale. Payment to the Developer of a fixed portion of the estimated Project	Property and Facilities Manager	223/224 ready to be issued. Once received, title will be applied for. 14 May 2025 Final walk over has been completed and 223/224 has been applied for. 15 Apr 2025 All works complete, final walkover needs to be scheduled for sign off. 12 Mar 2025 Sealing is complete, site tidy up and grass seed areas. Stage 4 walk over by the end of March. 17 Feb 2025 Sealing to occur week of 17th February. Site cleanup to follow, to be completed and off site by March. 16 Jan 2025 Sealing in the next 3 weeks after the engineer's inspection. 05 Dec 2024 Still aiming for work to be completed by the end of the year. 15 Nov 2024 Footpaths have been sealed and curbing completed. Final work preparing the road for sealing is underway, team aiming to have work done by Christmas.

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	Stage 4 all in ground infrastructure is installed. The base course will be finished off before winter and sealing will take place in September which will mean stage 4 complete. 06 Mar 2024 Stage 4 all in ground infrastructure is installed. The base course will be finished off before winter and sealing will take place in September which will mean stage 4 complete. 13 Feb 2024 Working with the developer to get a start date for the last part of the project which is surfacing end roads. 18 Jan 2024 Roading to start first quarter 2024. No further change. 30 Oct 2023 Stage 4 in-ground infrastructure complete. Road surfacing and kerbing to follow. 09 Oct 2023 No Change. 15 Sept 2023 No change
	17 Aug 2023 No change. 27 Jun 2023 No change. 15 Jun 2023
	No update. 02 May 2023 Stage 3 settled, Stage 4 still under construction. 06 Apr 2023
	Stage 3 titles issued, moving into Stage 4 development. 14 Feb 2023 Still awaiting title. 224 issued for Stage 3 10 Jan 2023 No change.
	30 Nov 2022

		No change.
		15 Sept 2022 No Change.
		12 Aug 2022
		Stage 3 Title are due March next year and Stage 4 are due for title June next year.
		23 Jun 2022 No further update available.

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10 COMMUNITY BOARD MINUTES

Nil

11 DATE OF THE NEXT MEETING

The date of the next scheduled meeting is 10 July 2025.

12 RESOLUTION TO EXCLUDE THE PUBLIC

Recommendations

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Plain English Reason
25.12.25 - Ratification of Resolution 25.4.13 (Legalisation and Sale of part of Mutton Town Road)	s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	Commercial sensitivity
25.12.26 - Draft Central Otago District Council Performance Profile	s7(2)(c)(ii) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest	Due to an obligation of confidence and to protect the public interest
25.12.27 - Risk Register Update	s7(2)(j) - the withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage	To prevent use of the information for improper gain or advantage
25.12.28 - June 2025 Confidential Governance Report	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	To enable commercial activities