MEETING OF THE

Clutha District Council

12 November 2026

Commencing at 1.30pm

At the Council Chambers

1 Rosebank Terrace

BALCLUTHA

CLUTHA DISTRICT COUNCIL

Notice is hereby given that a Meeting of the Clutha District Council will be held in the Council Chambers, 1 Rosebank Terrace Balclutha on Thursday 12 November 2026, commencing at 1.30pm.

Steve Hill
CHIEF EXECUTIVE OFFICER

Committee Members

Mayor: Jock Martin

Councillor Dane Catherwood
Councillor Roger Cotton
Councillor Larry Frost
Councillor Bruce Graham
Councillor Rachel Harrison
Councillor Michele Kennedy
Councillor Simon McAtamney
Councillor Dean McCrostie
Councillor Brendon Smith

CLUTHA DISTRICT COUNCIL

Thursday 12 November 2026

APOLOGIES
None advised at the time of printing this agenda.

DECLARATIONS OF INTEREST
None advised at the time of printing this agenda.

PUBLIC FORUM

Item	Page #	Title
1	**5**	**Vehicles on Beaches Speed Review Update** *(For Council's Decision)* Report provides reviews of 21 beach sections for speed limit reductions based on technical assessments and asks Council to consider these for public consultation.
2	**46**	**Stock Crossing Exemption – Circle Hill Road** *(For Council's Decision)* Report seeks Council approval for a stock underpass exemption on Circle Hill Road.
3	**51**	**Temporary Road Closure – Kaitangata Trail Ride** *(For Council's Decision)* Report seeks approval of temporary road closures to facilitate the running of the annual Kaitangata Trail Ride.
4	**55**	**Confirmation of Council Minutes** *(For Council's Confirmation)* Minutes of the Council Meeting held on 15 October 2026.
5	**64**	**Risk & Assurance Committee Minutes** *(For Council's Information)* Minutes of the Risk & Assurance Committee Meeting held on 15 October 2026.
6	**74**	**Youth Council Minutes** *(For Council's Information)* Minutes of the Youth Council Meeting held on 19 October 2026.
7	**78**	**Emergency Management Update** *(For Council's Information)* Report provides an overview of activities from XX to XX.

8	**87**	**Mayoral Report** *(For Council's Information)*
9	**89**	**Chief Executive's Report** *(For Council's Information)*
10	**92**	**Internal Services Department Update** *(For Council's Information)* Report provides an overview of activities within the Department.
11	**99**	**Infrastructure Strategy & Delivery Department Update** *(For Council's Information)* Report provides an overview of activities within the Department.
12	**132**	**Three Waters Department Update** *(For Council's Information)* Report provides an overview of activities within the Department.
13	**138**	**Three Waters Compliance Update** *(For Council's Information)* Report provides an overview on all compliance-related issues.
14	**151**	**Reasons to move into Public Excluded** *(For Council's Decision)* The Council may upon resolution or upon motion being made, exclude the public from the whole or any part of the proceedings of any meeting.

Clutha District Council

Item for DECISION

Report	Vehicles on Beaches Speed Review Update
Meeting Date	12 November 2026
Item Number	1
Prepared By	Pierre Kotze – Senior Asset Manager - Transportation
File Reference	1068438

REPORT SUMMARY

The report reviews proposed speed limit reductions on 21 beach sections in the Clutha District, recommending lowering the current 100 km/h limit to 30 km/h based on technical assessments. The Council is asked to choose whether to approve all, some, or none of the reductions for public consultation. The report also details the consultation process, financial implications, and relevant legal and policy considerations.

RECOMMENDATIONS

1. That Council receives the 'Vehicles on Beaches Speed Review Update' report.

2. That Council agrees to:

2.2 Option 1: Approve all proposed speed limit reductions for the 21 beach sections listed in Table 1 to proceed to public consultation; or

2.3 Option 2: Approve only the proposed speed limit reductions for the beach sections selected by Council to proceed to public consultation, with the remaining sections retaining the existing 100 km/h speed limit; or

2.4 Option 3: Decline all proposed speed limit reductions, with all beach sections retaining the existing 100 km/h speed limit.

3. Allow staff to proceed with a six-week public consultation on the proposed speed limits approved under Recommendation 2.2 or 2.3, in accordance with Section 3.8 of the Land Transport Rule: Setting of Speed Limits 2024.

REPORT

1 Background

Council has received applications for speed limit reductions on beaches within the district. Beaches are classified as roads under the Land Transport Rule: Setting of Speed Limits 2024 (LTR: SoSL 2024), and the current speed limit on the beach sections assessed is 100 km/h.

In accordance with Section 3.8 of the LTR: SoSL 2024, beach speed limit reviews require a technical assessment for each defined beach section. Council approval is

then required before the proposed changes can proceed to a six-week public consultation. Consultation material must include a cost-benefit disclosure statement.

The boundaries and access points for each beach section have now been defined and spatially mapped. This step is necessary because all permanent speed limits in New Zealand must be recorded in the National Speed Limit Register (NSLR) to be legally enforceable. Any speed limits confirmed following consultation will be entered into the NSLR.

As previously agreed with Council, the technical assessments were completed by the end of September 2026. Subject to Council approval, consultation is now expected to begin by the end of November/early December 2026.

2 Strategic Goals and Outcomes

2.1 Community Outcomes

- Healthy Sustainable Environment

2.2 Key Priority Areas

- Healthy Safe Communities

3 Assessment of Options

Council has received applications for speed limit reductions on beaches within the district. Under Section 3.8 of the LTR: SoSL 2024, a technical assessment must be completed for each defined beach section before any proposed change can proceed to public consultation. Council approval is required before public consultation can begin. Technical assessments have now been completed for all beach sections, using the approach set out in the Beach Speed Review Alternative Method 2026 (Appendix B).

Under the LTR: SoSL 2024, beaches are classified as roads. As required, the classification of each beach section was determined using the characteristics of the adjacent road providing access to it. The appropriate speed limit for each classification was then confirmed against Tables 1, 2 and 3 in Section 12 of the LTR: SoSL 2024.

Each beach section was defined by its access points. Where vehicle access is continuous, the boundary was set to cover the whole stretch. The outcome of the assessment for all 21 beach sections is summarised in Table 1.

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 (Appendix A - Table 3)	Qualify for change
Tautuku Beach	100	30	Permanent	2026	Beach	Yes
Papatowai or Tahakopa Bay Beach	100	30	Permanent	2026	Beach	Yes
Purakaunui Bay Beach	100	30	Permanent	2026	Beach	Yes
Jacks Bay Beach	100	30	Permanent	2026	Beach	Yes
Cannibal Bay Beach	100	30	Permanent	2026	Beach	Yes
The Nuggets	100	30	Permanent	2026	Beach	Yes
The Nuggets	100	30	Permanent	2026	Beach	Yes
The Nuggets	100	30	Permanent	2026	Beach	Yes
Short Bay Beach	100	30	Permanent	2026	Beach	Yes
Wilsher Bay Beach	100	30	Permanent	2026	Beach	Yes
Kaka Point Beach	100	30	Permanent	2026	Beach	Yes
Molyneux Bay Beach 1	100	30	Permanent	2026	Beach	Yes
Molyneux Bay Beach 2	100	30	Permanent	2026	Beach	Yes
Molyneux Bay Beach 3	100	30	Permanent	2026	Beach	Yes
Smiths Beach	100	30	Permanent	2026	Beach	Yes
Measly & Chrystalls Beach	100	30	Permanent	2026	Beach	Yes
Surat Bay Beach	100	30	Permanent	2026	Beach	Yes
Cathedral Caves	100	30	Permanent	2026	Beach	Yes
Bull Creek	100	30	Permanent	2026	Beach	Yes
Watson Road Beach	100	30	Permanent	2026	Beach	Yes
Taieri Beach	100	30	Permanent	2026	Beach	Yes

Table 1: Proposed speed limits for beach sections

The technical assessment found that all 21 beach sections qualify for the proposed speed limit reduction from 100 km/h to 30 km/h. Council is now asked to decide which of the proposed speed limit changes should proceed to public consultation. The following options are available:

Option 1 – Approve all proposed speed limit reductions for public consultation. All 21 beach sections listed in Table 1 would proceed to a six-week public consultation for a reduction to 30 km/h. This option reflects the outcome of the technical assessment and provides a consistent approach to speed limits on beaches across the district. Signage and consultation costs are set out in Section 8.

Option 2 – Approve selected speed limit reductions for public consultation. Only the beach sections chosen by Council would proceed to public consultation. The remaining sections would keep the existing 100 km/h speed limit. Signage costs would reduce in proportion to the number of locations approved. However, this option may result in inconsistent speed limits between beaches with similar classifications.

Option 3 – Decline all proposed speed limit reductions. No public consultation would take place, and all beach sections would keep the existing 100 km/h speed limit. No signage or consultation costs would be incurred. However, this option does not reflect the outcome of the technical assessment or respond to the applications received.

For reference, the LTR: SoSL 2024 Section 12 is attached in Appendix A.

4 Consultation

Consultation will be undertaken in accordance with LTR: SoSL 2024 as set out in Section 3.8.

A minimum required six-week public consultation period is proposed.

This will be communicated through public notices in newspapers (OTD and local for affected areas), together with Council's website with the provision for electronic submission or written submissions by interested parties. Property owners adjacent to roads affected will be written to directly.

Consultation will conform with the following statutory requirements

(a) consult on each proposed speed limit change; and

(b) consult in accordance with the consultation principles; and

(c) use reasonable efforts to consult on the proposed changes with the following groups:

  (i) persons that use the roads for which speed limit changes are proposed, including freight users; and

  (ii) local communities; and

  (iii) businesses located on roads for which speed limit changes are proposed; and

(iv) schools located on roads for which speed limit changes are proposed; and

(v) road controlling authorities responsible for roads adjoining roads for which speed limit changes are proposed.

5 Iwi Consultation

Clutha District Council is committed to meaningful, respectful, and consistent engagement with mana whenua, supporting good governance, better decision-making, and responsible Te Tiriti partnership.

Iwi will be involved as a stakeholder in the consultation process.

6 Policy Considerations

Roading Bylaw 2018 – Part 6 to be assessed according to Land Transport Rule: setting of Speed Limits 2024 and not 2003.

7 Legal Considerations

Ministry of Transport - Land Transport Rule: Setting of Speed Limits 2024

8 Financial Impact

Installation Cost:
Site setup, installing new signage and moving existing signage: $650.00 per sign (based on rates of the existing Maintenance Contract)

20-year maintenance cost:
Site setup, sign replacement every 10 years assuming 3.5% annual escalation: $2,140.00 per sign

Whole-of-life costs:
Installation costs and 20-year maintenance for all 21 locations, assuming one sign per location: **$58,590.00**

Public Consultation Costs: Additional costs (not including staff time) will be limited to public notices in newspapers and estimated to be $2,000.00.

9 References/Attachments

Appendix A – Land Transport Rule: Setting of Speed Limits 2024

Appendix B – Beach Speed Review Alternative Method 2026

Appendix A

Schedule 3
Permanent speed limits for different classes of road

Ref: clause 4.5

Section 12 Permanent speed limits for different classes of road

12.1 Definitions for speed limit classifications

In this Schedule 3, **high risk crash types** means crash types that are most likely to result, or have resulted, in death and serious injury.

12.2 Permanent speed limits for different classes of road

For the purposes of clause 4.5—

(a) each class of road is set out in column 2 of Tables 1 to 3; and

(b) the permitted permanent speed limit, or permitted range of permanent speed limits, for each class of road in Table 1 is set out in column 4 of that table; and

(c) the permitted permanent speed limit, or permitted range of permanent speed limits, for each class of road in Table 2 is set out in column 4 of that table; and

(d) if a road is of a class set out in Table 3, a road controlling authority may (but is not required to) set, for that road, the alternative permanent speed limit specified in (or a permanent speed limit within the range of alternative permanent speed limits specified in) Table 3 instead of any permanent speed limit permitted in Table 1 or 2 (as the case may be).

Table 1

Urban street classifications

Number	Class of road	Description	Speed Limit
1	Urban streets	Residential and neighbourhood streets, and streets that provide access to and support businesses, shops, on-street activity and services	50 km/h
2	Civic spaces	Streets mainly intended for localised on-street activity with little or no through movement	10 – 20 km/h

3	Urban connectors	Streets that provide for the movement of people and goods between different parts of urban areas, with low levels of interaction between the adjacent land use and the street	50 – 80 km/h
4	Urban transit corridors	Urban motorways and corridors that provide for movement of people and goods within an urban environment	80 – 100 km/h

Table 2

Rural street classifications

Number	Class of road	Description	Speed Limit
5	Peri-urban roads	Roads that primarily provide access from residential property on the urban fringe or in a rural residential area, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations	50 – 80 km/h
6	Stopping places	Rural destinations that increase activity on the roadside and directly uses the road for access	50 – 80 km/h
7	Rural roads	Roads that primarily provide access to rural land for people who live there and support the land-use activity being undertaken	80 – 100 km/h
8	Rural connectors	Roads that provide a link between rural roads and interregional connectors	80 – 100 km/h
9	Interregional connectors	Roads that provide for movement of people and goods between regions and strategic centres in a rural context	100 km/h
10	Expressway	State highways that are median divided, with two or more traffic lanes in each direction, grade separated intersections, access controlled, with a straight or curved alignment	100 – 120km/h

Table 3

Alternative permanent speed limits for certain roads in Tables 1 and 2

Number	Class of road	Description	Speed Limit
11	Beaches	Beaches to which the public have access	10 – 60 km/h
12	Unconventional, low-volume or low speed road types	Parking areas, beach access points, riverbeds, cultural and recreational reserve or similar	10 – 30 km/h
13	Unsealed rural roads	Rural roads that are unsealed	60 – 80 km/h
14	Urban streets with significant levels of pedestrian and/or cycling activity	Residential and neighbourhood streets, and streets that provide access to and support businesses, shops, on-street activity and services that have significant levels of pedestrian and/or cycling activity	40 km/h
15	Urban streets with no footpaths	Residential and neighbourhood streets with pedestrian activity and no footpaths	40 km/h
16	Urban intersection speed zone	Intersections that have a history of high risk crash types	30 – 70 km/h
17	Rural intersection speed zone	Intersections that have a history of high risk crash types	60 – 70 km/h
18	Mountainous or hill corridors	Roads where the alignment is tortuous	60 – 80 km/h

Clutha District Council

Alternative Method Proposal for Beach Speed Reviews

National Land Transport Programme (NLTP) period [July 2024 to June 2027]

Alternative Method Proposal Contents

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Map 5: Cannibal Bay Beach 13

Map 6: Nuggets Beach – Section 1 14

Map 7: Nuggets Beach – Section 2 15

Map 8: Nuggets Beach – Section 3 16

Map 9: Short Bay Beach 17

Map 10: Wilsher Bay Beach 18

Map 11: Kaka Point Beach 19

Map 11: Molyneux Bay Beach 1 20

Map 13: Molyneux Bay Beach 2 21

Map 14: Molyneux Bay Beach 3 22

Map 15: Smiths Beach 23

Map 16: Measly & Chrystalls Beach 24

Strategic Context

Text in this box is provided as guidance, and can be deleted before the proposal is submitted:

Provide an overview on how the alternative method proposal has regard to road safety aspects of the GPS on land transport. Outline how NZTA guidance and information provided under clauses 3.12 and 3.13 of the Rule has been considered.

Clutha District Council's speed limit review has been initiated in response to recent reported incidents of unsafe driving behaviour on beaches within the district. This has raised concerns for the safety of beach users. The review supports the safety objectives of the Government Policy Statement on Land Transport 2024 and the 2024–27 National Land Transport Programme through a targeted, evidence-based approach to managing speed-related risks.

In accordance with clauses 3.12 and 3.13 of the Land Transport Rule: Setting of Speed Limits 2024, Council has considered NZTA guidance and applied the most recent NZTA-supplied data available at the time of assessment, including MegaMaps and the Crash Analysis System (CAS). This information has been considered alongside local knowledge, reported safety concerns and the characteristics of the beach environments.

The proposed speed limits seek to improve safety for all beach users while considering accessibility, economic impacts and the needs of the local community.

Consultation

Public consultation has yet to be undertaken

Text in this box is provided as guidance, and can be deleted before the proposal is submitted:

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
  - people who use the road for which speed limit changes are proposed
  - freight users
  - local communities
  - businesses located on roads for which speed limit changes are proposed
  - schools located on roads for which speed limit changes are proposed
  - 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.

Note: If this Alternative Method Proposal addresses roads outside schools exclusively, then consultation is not required - clause 2.6(2)

Cost Benefit Disclosure Statements

Benefit Cost Statements included in the appendix per street

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 (from adjacent road)	Additional Information	Map name / reference
Tautuku Beach	100	30	Permanent	2026	Peri-urban		Map 1
Papatowai or Tahakopa Bay Beach	100	30	Permanent	2026	Peri-urban		Map 2
Purakaunui Bay Beach	100	30	Permanent	2026	Peri-urban		Map 3
Jacks Bay Beach	100	30	Permanent	2026	Peri-urban		Map 4
Cannibal Bay Beach	100	30	Permanent	2026	Rural Roads		Map 5
The Nuggets	100	30	Permanent	2026	Rural Connector		Map 6
The Nuggets	100	30	Permanent	2026	Rural Connector		Map 7
The Nuggets	100	30	Permanent	2026	Rural Connector		Map 8
Short Bay Beach	100	30	Permanent	2026	Rural Connector		Map 9
Wilsher Bay Beach	100	30	Permanent	2026	Local Streets		Map 10
Kaka Point Beach	100	30	Permanent	2026	Rural Roads		Map 11
Molyneux Bay Beach 1	100	30	Permanent	2026	Peri-urban		Map 12
Molyneux Bay Beach 2	100	30	Permanent	2026	Rural Roads		Map 13
Molyneux Bay Beach 3	100	30	Permanent	2026	Rural Roads		Map 14
Smiths Beach	100	30	Permanent	2026	Rural Roads		Map 15
Measly & Chrystalls Beach	100	30	Permanent	2026	Rural Roads		Map 16

Surat Bay Beach	100	30	Permanent	2026	Rural Roads		Map 17
Cathedral Caves	100	30	Permanent	2026	Rural Roads		Map 18
Bull Creek	100	30	Permanent	2026	Rural Roads		Map 19
Watson Road Beach	100	30	Permanent	2026	Rural Roads		Map 20
Taieri Beach	100	30	Permanent	2026	Rural Roads		Map 21

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
n/a						

Table 3 – Safety Infrastructure changes

Name of Road (include start and end point)	Proposed infrastructure changes	Year of commencement	Further information
n/a			

Declaration

I Pierre Kotze, Asset Manager Transportation from Clutha 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
NZTA guidance and information provided under clauses 3.12 and 3.13 of the Rule has been considered	Yes
Consultation has been carried out in accordance with clause 3.8 of the Land Transport Rule: Setting of Speed Limits 2024 ~~OR~~ ~~This alternative method proposal addresses roads outside schools exclusively, therefore consultation is not required - clause 2.6(2)~~	Not Yet
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~~	n/a
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

Map 1: Tautuku Beach

Proposed changes to the Catlins Area: Tautuku Beach

Site Location:	Catlins
Site Name:	Tautuku Beach – Full Length
Request Source:	Council and Public Service requests

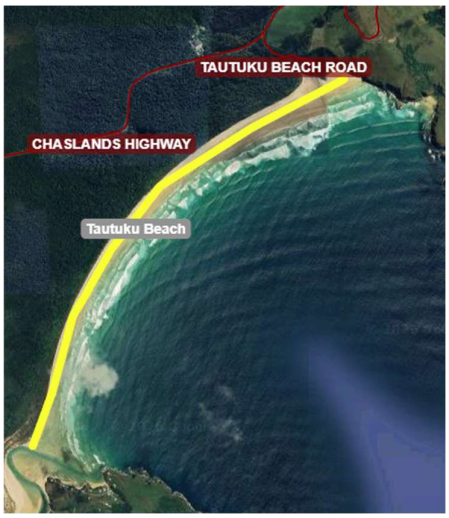
Assessment Item	Information	Source
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Peri-Urban Road	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Tautuku Beach
Urban or Rural	Rural
Distance (km)	0.377
Annual Average Daily Traffic (AADT)	1
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	0.07
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	0.07
Increase/Decrease in average annual aggregate travel time (hours)	1
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3

Map 2: Papatowai Beach

Proposed changes to the Catlins Area: Papatowai Beach

Site Location:	Catlins
Site Name:	Papatowai Beach– Full Length
Request Source:	Council and Public Service requests

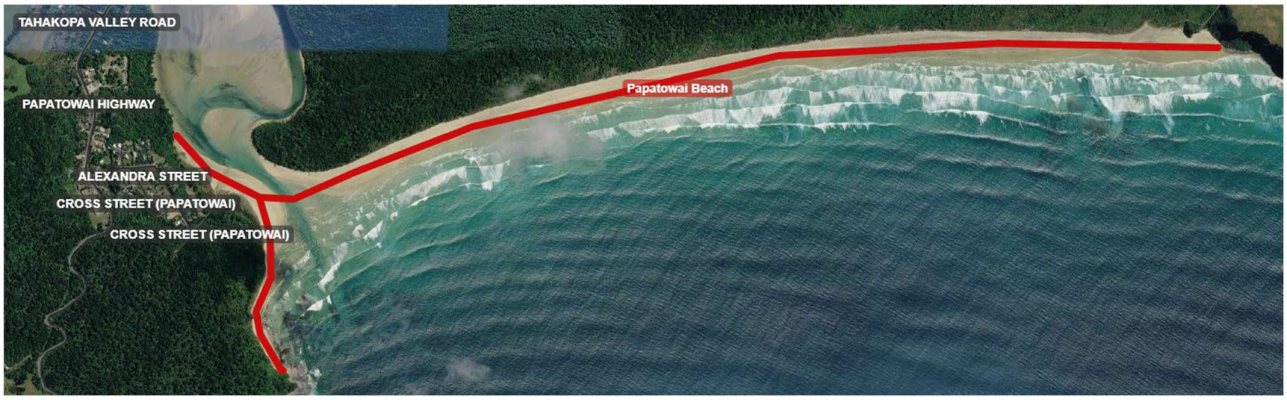
Assessment Item	Information	Source
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Peri-Urban Road	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Paptowai Beach
Urban or Rural	Rural
Distance (km)	4.748
Annual Average Daily Traffic (AADT)	3
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	1.29
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	1.24
Increase/Decrease in average annual aggregate travel time (hours)	30
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3.

Map 3: Purakaunui Bay

Proposed changes to the Catlins Area: Purakaunui Bay Beach

Site Location:	Catlins
Site Name:	Purakaunui Bay Beach – Full Length
Request Source:	Council and Public Service requests

Assessment Item	Information	Source
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Peri-Urban Road	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Purakaunui Beach
Urban or Rural	Rural
Distance (km)	0.431
Annual Average Daily Traffic (AADT)	3
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	0.08
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	0.08
Increase/Decrease in average annual aggregate travel time (hours)	3
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3.

Map 4: Jacks Bay Beach

Proposed changes to the Catlins Area: Jacks Bay Beach

Site Location:	Catlins
Site Name:	Jacks Bay Beach – Full Length
Request Source:	Council and Public Service requests

Assessment Item	Information	Source
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Peri-Urban Road	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Jacks Bay Beach
Urban or Rural	Rural
Distance (km)	0.484
Annual Average Daily Traffic (AADT)	8
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	0.09
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	0.09
Increase/Decrease in average annual aggregate travel time (hours)	8
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3.

Map 5: Cannibal Bay Beach

Proposed changes to the Catlins Area: Cannibal Bay Beach

Site Location:	Catlins
Site Name:	Cannibal Bay Beach
Request Source:	Council and Public Service requests

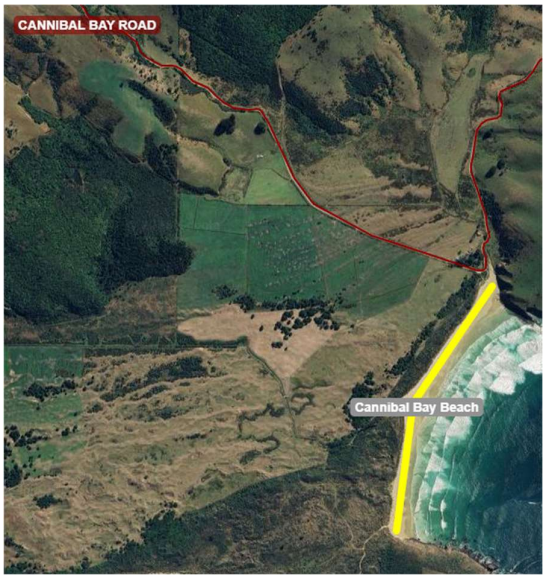
Assessment Item	Information	Source
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Rural Roads	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Cannibal Bay Beach
Urban or Rural	Rural
Distance (km)	0.92
Annual Average Daily Traffic (AADT)	3
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	0.17
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	0.16
Increase/Decrease in average annual aggregate travel time (hours)	6
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3.

Map 6: Nuggets Beach – Section 1

Proposed changes to the Kaka Point Area: Nuggets Beach 1

Site Location:	Kaka Point
Site Name:	Nuggets Beach Section 1
Request Source:	Council and Public Service requests

Assessment Item	Information	Source
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Rural Connector	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Nuggets Beach 1
Urban or Rural	Rural
Distance (km)	0.189
Annual Average Daily Traffic (AADT)	21
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	0.04
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	0.03
Increase/Decrease in average annual aggregate travel time (hours)	8
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3.

Map 7: Nuggets Beach – Section 2

Proposed changes to the Kaka Point Area: Nuggets Beach 2

Site Location:	Kaka Point
Site Name:	Nuggets Beach Section 2
Request Source:	Council and Public Service requests

Assessment Item	Information	Source
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Rural Connector	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Nuggets Beach 2
Urban or Rural	Rural
Distance (km)	0.703
Annual Average Daily Traffic (AADT)	21
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	0.13
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	0.12
Increase/Decrease in average annual aggregate travel time (hours)	31
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
Implementation cost	$0.001m



Note: AADT assumed to be 5% of nearest adjacent road traffic

OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3.

Map 8: Nuggets Beach – Section 3

Proposed changes to Kaka Point Area: Nuggets Beach 3

Site Location:	Kaka Point
Site Name:	Nuggets Beach Section 3
Request Source:	Council and Public Service requests

Assessment Item	Information	Source
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Rural Connector	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Nuggets Beach 3
Urban or Rural	Rural
Distance (km)	1.273
Annual Average Daily Traffic (AADT)	21
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	0.24
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	0.22
Increase/Decrease in average annual aggregate travel time (hours)	55
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3.

Map 9: Short Bay Beach

Proposed changes to the Kaka Point Area: Short Bay Beach

Site Location:	Kaka Point
Site Name:	Short Bay Beach – Full Length
Request Source:	Council and Public Service requests

Assessment Item	Information	Source
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Rural Connector	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Short Bay Beach
Urban or Rural	Rural
Distance (km)	0.549
Annual Average Daily Traffic (AADT)	22
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	0.10
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	0.10
Increase/Decrease in average annual aggregate travel time (hours)	25
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3.

Map 10: Wilsher Bay Beach

Proposed changes to the Kaka Point Area: Wilsher Bay Beach

Site Location:	Kaka Point
Site Name:	Wilsher Bay Beach – Full Length
Request Source:	Council and Public Service requests

Assessment Item	Information	Source
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Local Streets	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Wilsher Bay Beach
Urban or Rural	Rural
Distance (km)	0.07
Annual Average Daily Traffic (AADT)	22
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	0.01
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	0.01
Increase/Decrease in average annual aggregate travel time (hours)	3
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3.

Map 11: Kaka Point Beach

Proposed changes to the Kaka Point Area: Kaka Point Beach

Site Location:	Kaka Point
Site Name:	Kaka Point Beach – Full Length
Request Source:	Council and Public Service requests

Assessment Item	Information	Source
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Rural Roads	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Kaka Point Beach
Urban or Rural	Rural
Distance (km)	0.555
Annual Average Daily Traffic (AADT)	33
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	0.10
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	0.10
Increase/Decrease in average annual aggregate travel time (hours)	38
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3.

Map 11: Molyneux Bay Beach 1

Proposed changes to the Kaka Point Area: Molyneux Bay Beach 1

Site Location:	Kaka Point
Site Name:	Molyneux Bay Beach 1 – Section 1
Request Source:	Council and Public Service requests

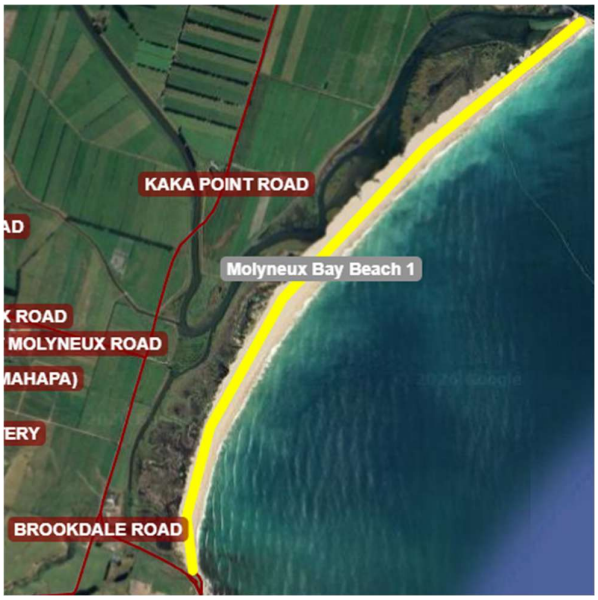
Assessment Item	Information	Source
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Peri Urban	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Molyneux Beach 1
Urban or Rural	Rural
Distance (km)	3.871
Annual Average Daily Traffic (AADT)	43
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	1.13
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	1.08
Increase/Decrease in average annual aggregate travel time (hours)	345
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3.

Map 13: Molyneux Bay Beach 2

Proposed changes to the Hillend Area: Molyneux Bay Beach 2

Site Location:	Hillend
Site Name:	Molyneux Bay Beach – Section 2
Request Source:	Public Service request

Assessment Item	**Information**	**Source**
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Rural Roads	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Molyneux Beach 2
Urban or Rural	Rural
Distance (km)	2.697
Annual Average Daily Traffic (AADT)	4
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	0.51
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	0.48
Increase/Decrease in average annual aggregate travel time (hours)	22
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3.

Map 14: Molyneux Bay Beach 3

Proposed changes to the Hillend Area: Molyneux Bay Beach 3

Site Location:	Hillend
Site Name:	Molyneux Bay Beach – Section 3
Request Source:	Public Service request

Assessment Item	Information	Source
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Rural Roads	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Molyneux Beach 3
Urban or Rural	Rural
Distance (km)	3.855
Annual Average Daily Traffic (AADT)	3
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	1.13
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	1.08
Increase/Decrease in average annual aggregate travel time (hours)	24
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3.

Map 15: Smiths Beach

Proposed changes to the Hillend Area: Smiths Beach

Site Location:	Hillend
Site Name:	Smiths Beach – Full Length
Request Source:	Council identified and Public Service request

Assessment Item	Information	Source
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Rural Roads	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Smiths Beach
Urban or Rural	Rural
Distance (km)	4.914
Annual Average Daily Traffic (AADT)	2
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	1.33
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	1.27
Increase/Decrease in average annual aggregate travel time (hours)	20
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3.

Map 16: Measly & Chrystalls Beach

Proposed changes to the Bruce Area: Measly & Chrystalls Beach

Site Location:	Balclutha
Site Name:	Measly & Chrystalls Beach – Full Length
Request Source:	Council identified and Public Service request

Assessment Item	**Information**	**Source**
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Rural Roads	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Measly & Chrystalls
Urban or Rural	Rural
Distance (km)	0.283
Annual Average Daily Traffic (AADT)	1
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	0.05
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	0.05
Increase/Decrease in average annual aggregate travel time (hours)	1
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3.

Map 17: Surat Beach

Proposed changes to the Catlins Area: Cannibal Bay Beach

Site Location:	Catlins
Site Name:	Surat Beach
Request Source:	Council and Public Service requests

Assessment Item	Information	Source
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Rural Roads	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Surat Bay
Urban or Rural	Rural
Distance (km)	2.974
Annual Average Daily Traffic (AADT)	3
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	0.56
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	0.52
Increase/Decrease in average annual aggregate travel time (hours)	19
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3.

Map 18: Cathedral Caves Beach

Proposed changes to the Catlins Area: Cathedral Caves Beach

Site Location:	Catlins
Site Name:	Cathedral Caves
Request Source:	Council and Public Service requests

Assessment Item	**Information**	**Source**
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Rural Roads	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Cathedral Caves
Urban or Rural	Rural
Distance (km)	3.7
Annual Average Daily Traffic (AADT)	3
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	1.10
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	1.05
Increase/Decrease in average annual aggregate travel time (hours)	23
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3.

Map 19: Bull Creek

Proposed changes to the Bruce Area: Bull Creek

Site Location:	Bruce
Site Name:	Bull Creek
Request Source:	Council and Public Service requests

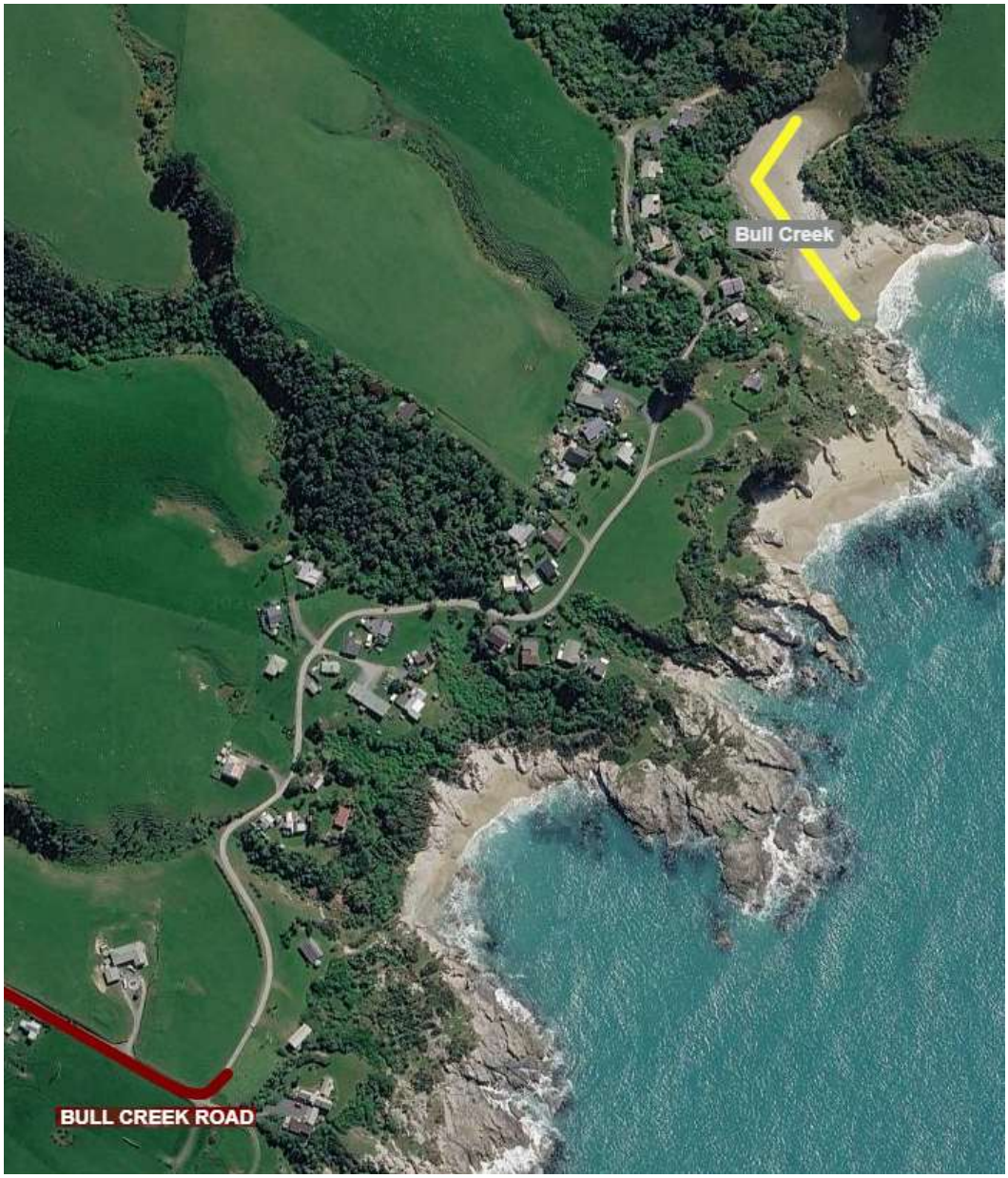
Assessment Item	**Information**	**Source**
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Rural Roads	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Bull Creek
Urban or Rural	Rural
Distance (km)	0.138
Annual Average Daily Traffic (AADT)	2
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	0.03
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	0.02
Increase/Decrease in average annual aggregate travel time (hours)	1
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3

Map 20: Watson Road Beach

Proposed changes to the Bruce Area: Watson Road Beach

Site Location:	Bruce
Site Name:	Watson Road Beach
Request Source:	Council and Public Service requests

Assessment Item	Information	Source
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Rural Roads	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Watson Road Beach
Urban or Rural	Rural
Distance (km)	0.595
Annual Average Daily Traffic (AADT)	3
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	0.11
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	0.10
Increase/Decrease in average annual aggregate travel time (hours)	4
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3

Map 21: Taieri Beach

Proposed changes to the Bruce Area: Watson Road Beach

Site Location:	Bruce
Site Name:	Watson Road Beach
Request Source:	Council and Public Service requests

Assessment Item	Information	Source
Posted Speed Limit	100 km/h	Mega Maps
ONF Street Classification	Rural Roads	AWM
Schedule 3 section 12.2	10-60 km/h	Land Transport Rule: Setting of Speed Limits 2024 Table 3 No. 12
Road Safety Metric		
Infrastructure Risk Rating		
Mean Operating Speed		
Crash Data	Nil	NZTA CAS data
Proposed Speed Limit	30 km/h	Council suggestion, public request
Cost benefit outcome	Below	NZTA cost benefit disclosure statement
Map	Below	AWM

Optional Cost Impact Analysis Tool

Inputs	
Route/Section name	Taieri Beach
Urban or Rural	Rural
Distance (km)	4.212
Annual Average Daily Traffic (AADT)	43
Expected annual traffic growth (0-7%)	3
Current posted speed limit (kph)	100
Proposed new posted speed limit (kph)	30
Current mean travel speed (kph) - [only 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
Implementation cost ($m)	0.00065

Outputs	
Increase/Decrease in expected mean vehicle operating speed (kph)	27.8
Increase/Decrease in average individual light vehicle trip time (minutes.seconds)	1.19
Increase/Decrease in average individual heavy vehicle trip time (minutes.seconds)	1.14
Increase/Decrease in average annual aggregate travel time (hours)	376
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
Implementation cost	$0.001m

Note: AADT assumed to be 5% of nearest adjacent road traffic



OUTCOME: Does qualify as a viable speed limit according to LTR:SoSL 2024 Schedule 3 Table 3

Clutha District Council

Item for DECISION

Report	Stock Underpass Exemption - Circle Hill Road
Meeting Date	12 November 2026
Item Number	2
Prepared By	Craig Jessop – Transportation Network Control Officer
File Reference	1066509

REPORT SUMMARY

The report advises of a request received for a stock crossing permit on Circle Hill Road and seeks the granting of a new stock underpass exemption.

RECOMMENDATIONS

1 That Council receives the 'Stock Underpass Exemption – Circle Hill Road.

2 That Council approves / does not approve a Stock Underpass Exemption for Circle Hill Road expiring on 30 December 2030.

REPORT

1 Background

Council's Roading Bylaw and Policy on Stock Crossing, Races on Road Reserve and Stock Underpasses were adopted in 2008. Since then, new dairy conversions and expansions operating on opposite sides of a road, have been required to install stock underpasses. Council can grant an exemption of this requirement on roads where the Annual Average Daily Traffic (AADT) is less than 500 vehicles.

Re-assessment of exemptions are done on a five-yearly basis, however if the stock crossings continue to be operated in accordance with the permit conditions this could be extended to a five-yearly basis so that good operators have more security. Where there are repeat complaints or breaches of the permit conditions these permits will be reviewed as soon as practicable through the Council and exemptions may be revoked within the exemption period.

2 Report

A request has been received from Chris and Kristelle Wills applying for a stock crossing on Circle Hill Road, Milton. Circle Hill Road is a local sealed road and has an average daily traffic count of 130. The application states their concerns are that the water table is high in the area making an underpass extremely difficult, costly to install and they are expecting 6 crossings per month. Roading Operations Team have no objections to a stock underpass exemption at this address, the site has good visibility on approach.

There are no known complaints relating to this farming operation.

3 Strategic Goals and Outcomes

This report contributes towards the below Community Outcome:

- Roading infrastructure that sustainably supports the community and economy.

4 Assessment of Options

Options for Council to consider include:

- Approval of a Stock Underpass Exemption expiring on 1 December 2030 in line with all other stock underpass exemptions.
- Refusal of the request for exemption.

If a crossing site is not operated appropriately then it can come back to Council for review at any stage.

5 Consultation

This matter has a low level of significance other than to those who use Circle Hill Road daily. Council already has a sound understanding of the views and preferences of those likely to be affected or interested in the matter.

6 Iwi Consultation

Clutha District Council is committed to meaningful, respectful, and consistent engagement with mana whenua, supporting good governance, better decision-making, and responsible Te Tiriti partnership.

Iwi Consultation is not required for stock crossing exemptions at this site.

7 Policy Considerations

Roading Bylaw 2008 Part 2 "Stock Movement", 02-01-013 "Policy on Stock Crossings, Races on Road Reserve and Stock Underpasses.

8 Legal Considerations

Not applicable.

9 Financial Impact

If the exemption is not approved, then a stock underpass should be installed immediately, resulting in significant costs to the landowner. In that case, Council may contribute towards the underpass structure only, with any funding drawn from existing roading budgets. Potential council funding would be based on the Land Transport NZ formula under Section 3 in 02-01-013 Policy on Stock Crossings.

10 References – Tabled/Agenda Attachments

Appendix A – Request Letter.

Appendix B – Plan of Stock Crossing.

Appendix C – Site Photos.

Appendix A – Request Letter

Nakitago Farming Ltd

Chris and Kristelle Wills
109 Circle Hill Rd
RD1 Milton
9291

October 6, 2026

To whom it may concern

We are applying for a stock crossing over Circle Hill Rd to enable us to cross our dairy cows and milk off our adjoining 40ha block on the other side of Circle Hill Rd to the dairy shed. The crossing site is around 300m away from the dairy shed, 300m from the railway line and 400m from Finch Rd

The water table is high in the area making an underpass extremely difficult. and costly to install. We propose to use a mat to cross the cows on which will be taken off the road after each crossing and flipped upside down in the paddock to remove any dung residue. We will use road tapes on either side of the mat with a flashing light. We also have Halter collars on the cows and our practice is to activate the flashing LED lights on the collars if they're crossing in low light.

The area we are adding in is 18 percent of the total platform so that equates to 6 crossing per month.

Please see attached photos and map.

Regards

Chris and Kristelle Wills

Appendix B – Plan of Stock Crossing



Appendix C – Site Photos





Clutha District Council

Item for DECISION

Report	Temporary Road Closure – Kaitangata Trail Ride
Meeting Date	12 November 2026
Item Number	3
Prepared By	Craig Jessop – Transportation Network Control Officer
File Reference	1066662

REPORT SUMMARY

The purpose of this report is to seek approval for temporary road closures to facilitate the running of the annual Kaitangata Trail Ride on Saturday 28 November 2026.

RECOMMENDATIONS

1 That Council receives the 'Temporary Road Closure – Kaitangata Trail Ride' report.

2 That Council approves/does not approve the temporary closure of the following roads on Saturday, 28 November 2026 from 9am to 4pm:

- **Smyth Street (Full length)**
- **Eddystone Street (From Stoddart Street to Smyth Street)**
- **Macrocarpa Road (Full length)**

REPORT

1 Background

This closure has been requested under Schedule 10. Clause 11 (e) of the Local Government Act 1974.

The Kaitangata Trail Ride Committee have run the annual Kaitangata Trail Ride successfully for a number of years. Hundreds of people enter the event which spans over forestry and farmland with a couple of road sections.

Letter drops will be made to properties affected by the closures, noting that most landowners provide use of their paddocks for the ride.

The Road Closure is managed by an approved Traffic Management Plan.

2 Strategic Goals and Outcomes

2.1 Community Outcomes

- Vibrant Rural Towns and Communities.

2.2 Key Priority Areas

- Healthy Safe Communities.
- Support Culture & Heritage.

3 Assessment of Options

If the road closure is not approved, the event will not be able to be held.

4 Consultation

The event was advertised in the Clutha Leader Newspaper on 24 September 2026 as well as being published on CDC's website. Anyone objecting to the closure was invited to submit their objections in writing to Council by 22 Octobber 2026. No submissions were received at the time of writing this report.

5 Policy Considerations

No policy on this.

6 Legal Considerations

The closure has been requested under Schedule 10 of the Local Government Act 1974, Clause 11. (e), road closures under this schedule protect Council from prosecution under the Health and Safety at Work Act 2015, as for the period of closure the road within the closure is under the sole responsibility of the organisation or persons to which the closure has been granted.

Closures requested under Schedule 10. 11 (e) of the Local Government Act 1974 can only be approved by resolution of a full Council meeting.

7 Financial Impact

This event will have no financial impact on Council.

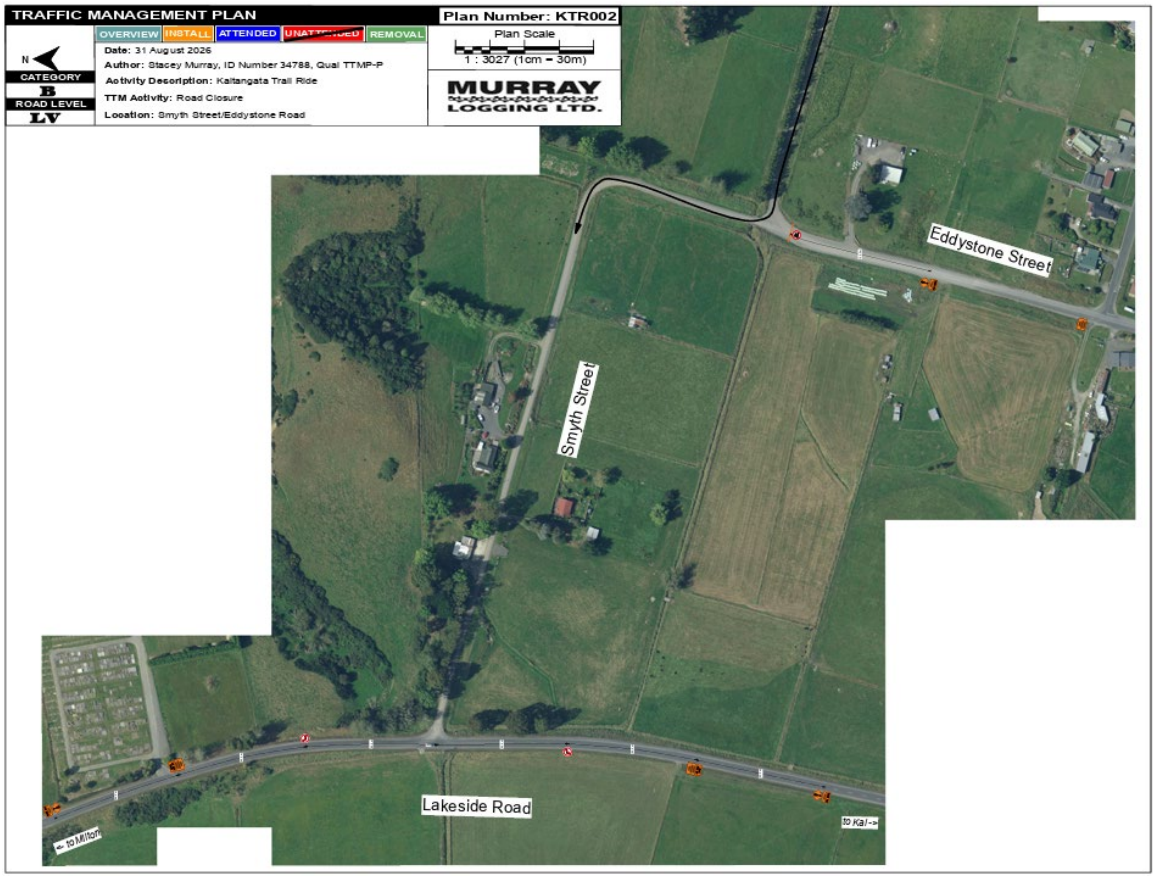
This is an established event run at the same time each year, with this in mind we programme our maintenance cycles to minimise the risk of road damage, however, should damage by caused by the event beyond what can be fixed with a routine grade, then the event organiser will be charged for the repairs.

8 References – Tabled/Agenda Attachments

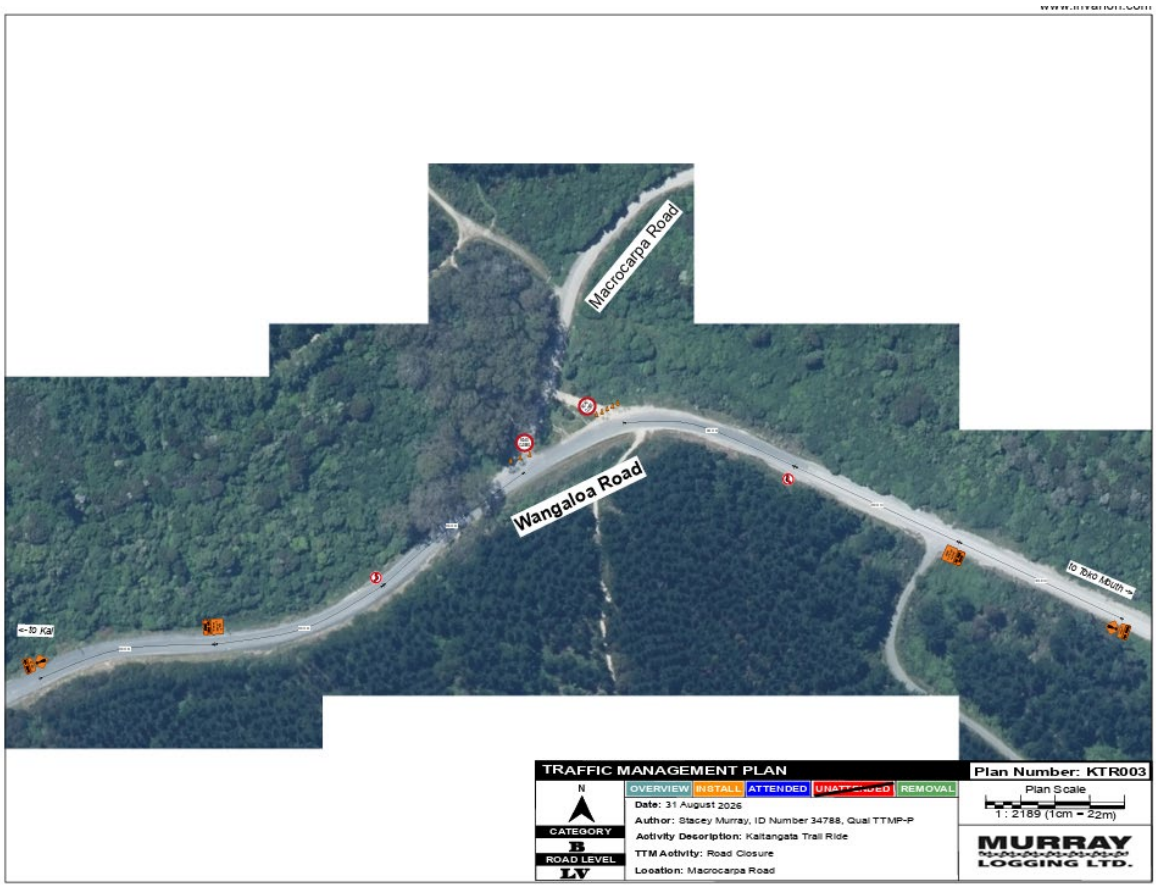
Appendix A – Stoddart / Smyth St Traffic Management Plan.

Appendix B – Macrocarpa Rd Traffic Management Plan**.**

Appendix A


TRAFFIC MANAGEMENT PLAN
Plan Number: KTR002
OVERVIEW
INSTALL
ATTENDED
REMOVAL
Plan Scale
1 : 3027 (1cm = 30m)
Date: 31 August 2026
Author: Stacey Murray, ID Number 34788, Qual TTMP-P
Activity Description: Kaitangata Trail Ride
TTM Activity: Road Closure
Location: Smyth Street/Eddystone Road
CATEGORY
B
ROAD LEVEL
LV
MURRAY
LOGGING LTD.
Eddystone Street
Smyth Street
Lakeside Road

Appendix B


Macrocarpa Road
Wangaloa Road
<- to Kai
To Toko Mouth ->
TRAFFIC MANAGEMENT PLAN
Plan Number: KTR003
OVERVIEW
INSTALL
ATTENDED
UNATTENDED
REMOVAL
Date: 31 August 2026
Author: Stacey Murray, ID Number 34788, Qual TTMP-P
Activity Description: Kaitangata Trail Ride
TTM Activity: Road Closure
Location: Macrocarpa Road
N
CATEGORY
B
ROAD LEVEL
LV
Plan Scale
1 : 2189 (1cm = 22m)
MURRAY LOGGING LTD.

Clutha District Council

Item for CONFIRMATION

Report	Confirmation of Council Minutes
Meeting Date	12 November 2026
Item Number	4
Prepared By	Julie Gardner – Executive Assistant/Governance Advisor
File Reference	1068559

REPORT SUMMARY

Attached for confirmation are the minutes of the meeting of the Clutha District Council held on 15 October 2026.

RECOMMENDATION

1. **That the minutes of the meeting of the Clutha District Council held on 15 October 2026 be approved as a true and correct record.**

Clutha District Council

Minutes of the meeting of Clutha District Council held in the Council Chambers, 1 Rosebank Terrace, Balclutha on Thursday 15 October 2026 commencing 1.31pm.

Present	His Worship the Mayor Jock Martin, Councillors Dane Catherwood, Roger Cotton, Larry Frost, Bruce Graham, Rachel Harrison, Michele Kennedy, Simon McAtamney, Councillor Dean McCrostie and Brendon Smith
In Attendance	Steve Hill (Chief Executive), Jules Witt (Deputy Chief Executive), Donna McArthur (Infrastructure Strategy & Delivery Group Manager), Simon Wong (Communications Manager), Beki McCabe (Senior Communications Advisor), Julie Gardner (Executive Assistant/Governance Advisor)
Apologies	There were no apologies.

UNCONFIRMED

Mayor Jock Martin welcomed Councillors, staff and the media to the meeting.

Christina Johnston said a Karakia to start the meeting.

LATE ITEM

Moved Councillors Harrison/McCrostie and Resolved:

"That the 'Request to Accept a Late Item to the Public Excluded Council Meeting Agenda' report be received.

That Council accepts the following item as a Public Excluded Late Item:

- ***Project Overseer***

That Council excludes the public from the following part of the proceedings of this meeting pursuant to the provisions of the Local Government Official Information and Meetings Act 1987 namely:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
Project Overseer	To protect private individuals.	*A2 (a)* Protect the privacy of natural persons, including that of deceased natural persons

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by Section 6 or Section 7 of that Act or Section 6 or Section 7 or Section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as shown after each item."

DECLARATIONS OF INTEREST

None.

PRESENTATION

Clutha Stars Silver Star Awards

Chief Executive Steve Hill, Mayor Jock Martin and Christina Johnston congratulated the following teams on achieving their Silver Star Award and presented them with a certificate in recognition of their achievements:

- All 3 Waters Teams
- HR
- Health & Safety
- OPI
- Waste & Greenspace
- I-site

Miles O'Connor – Bancorp

Miles presented Bancorp's treasury update, explaining heightened global market volatility, the effect of United States debt, energy prices and artificial intelligence investment, and the implications for New Zealand interest rates and Council's borrowing costs.

UNCONFIRMED

Steve Hill introduced Simon Wong, Council's new Communications Manager, and welcomed him to the organisation.

1 KNARSTON PARK SEAWALL

The Project Management Team Leader – 3 Waters, submitted a request for Council approval of additional funding to cover costs of the full extent of 245m seawall construction at Knarston Park, Taieri Mouth.

John Eteuati was in attendance for this item and reminded Councillors that this item had first come to Council in May for a budget for urgent repair work to the sea wall.

Moved Councillors Graham/Catherwood and Resolved:

***"That Council receives the 'Knarston Park Seawall'* report.**

That Council approves an additional $100,000 to cover costs for full length of seawall construction (245m) at Knarston Park, as consented by Otago Regional Council on 27 August 2026.

That Council accepts the results of the closed tender process and/or the process itself, which was adopted via a request for quotation (RFQ) issued to 3 specifically selected contractors, based on their relevant experience, for this type of work."

Unanimous.

2 STOCK UNDERPASS EXEMPTION – REDFORD EASTON (R EASTON TRUSTEE LTD) – TOKO MOUTH ROAD

The Transportation Network Control Officer submitted a request for a stock crossing permit on Toko Mouth Road and seeks the granting of a new stock underpass exemption.

In Craig Jessop's absence, Sean Braid (Operations Manager) was in attendance for this item.

He highlighted that the landowner had purchased a property across the road and would be putting in an underpass but needed time for this to happen.

Moved Councillors Catherwood/McCrostie and Resolved:

***"That Council receives the 'Stock Underpass Exemption – Redford Easton – Toko Mouth Road'* report.**

That Council grants a Stock Underpass Exemption for Redford Easton's farming operation on Toko Mouth Road which expires on 1 December 2030."

Unanimous.

UNCONFIRMED

3 ROAD CLOSURE DELEGATION – TRANSPORT ACT 1965

A report was submitted requesting Council approval to add a delegation relating to vehicular road closures under the Transport Act 1965 to the Council Delegations Manual.

In Craig Jessop's absence, Sean Braid (Operations Manager) was in attendance for this item.

Moved Councillors Cotton/Harrison and Resolved:

***"That Council receives the 'Road Closure Delegation – Transport Act 1965'* report.**

That Council delegates to the Chief Executive all powers, duties and functions of Council under the Transport Act 1965 relating to the temporary closure of roads to vehicular traffic.

That Council approves the inclusion of this delegation in Appendix C – Delegations Register of the Council Delegations Manual 2025-2028 and notes that the amendment will be recorded in Appendix D – Amendments Register of the Delegations Manual."

Unanimous.

4 TEMPORARY ROAD CLOSURE – LAKE TO SEA TRAIL RIDE

The Transportation Network Control Officer submitted a request for temporary road closures to facilitate the running of the annual Lake to Sea Trail Ride Fundraiser for Tokomairiro School on Saturday 31 October 2026.

In Craig Jessop's absence, Sean Braid (Operations Manager) was in attendance for this item.

Moved Councillors Catherwood/Graham and Resolved:

"That Council receives the 'Temporary Road Closure – Lake to Sea Trail Ride' report.

That Council approves the temporary closure of the following roads on Saturday, 31 October 2026 from 10am to 4.30pm:

- ***a) Quoin Point Road (at Akatore Road end)***
- ***b) Irishmans Road (last 200 metres at beach end)***
- ***c) Akatore Road (at Easons Road, also at Quoin Point Road)***
- ***d) Bull Creek Road (beyond Rapid 114)***
- ***e) Eason Road (at intersection with Akatore Road)."***

Unanimous.

UNCONFIRMED

5 TEMPORARY ROAD CLOSURE – COASTAL CLASSIC 2026 (MTB, RUN & WALK EVENT)

The Transportation Network Control Officer submitted a request for temporary road closures to facilitate the running of the Coastal Classic Event on Sunday, 8 November 2026.

In Craig Jessop's absence, Sean Braid (Operations Manager) was in attendance for this item.

Moved Councillors Harrison/Catherwood and Resolved:

"That Council receives the 'Temporary Road Closure – Coastal Classic 2026' report.

That Council approves the temporary closure of the following roads on Sunday, 8 November 2026 from 8.30am to 4.30pm:

a) Kingston Terrace – Full length

b) Moturata Road – Full length

c) Coutts Gully Road – Full length

d) Burma Road – Full length

e) Taieri Beach Road – Full length

f) Akatore Road – From Moturata Road to Pleasant Road

g) Big Creek Road to Glenledi Road."

Unanimous.

6 CONFIRMATION OF COUNCIL MINUTES

The minutes of the meeting of the Clutha District Council held on 17 September 2026 were submitted for confirmation.

Moved Councillors Catherwood/Graham and Resolved:

"That the minutes of the meeting of the Clutha District Council held on 17 September 2026 be approved as a true and correct record."

Unanimous.

7 LAWRENCE/TUAPEKA COMMUNITY BOARD MINUTES

The unconfirmed minutes of the meeting of the Lawrence/Tuapeka Community Board held on 30 September 2026 were submitted.

UNCONFIRMED

Moved Councillors Cotton/Graham and Resolved:

"That the unconfirmed minutes of the meeting of the Lawrence/Tuapeka Community Board held on 30 September 2026 be noted."

8 MAYORAL REPORT

The Mayor and Councillors provided updates on meetings and events they had attended since the previous meeting of Council.

Moved Mayor Martin/Councillor Cotton and Resolved:

"That the 'Mayoral Report and Councillors attendances' dated 15 October 2026 be received."

9 CHIEF EXECUTIVE'S REPORT

Reports on events attended, staffing and other matters in hand at present.

Moved Councillors Graham/Kennedy and Resolved:

"That the 'Chief Executive's Report' dated 15 October 2026 be received."

10 COMMUNITY SERVICES DEPARTMENT UPDATE

The Community Services Group Manager submitted a report which provides an overview of the activities that make up the interests within the Department.

As Mike Goldsmith was absent, Jordan Asplet presented the report along with other members of his department.

Moved Councillors Kennedy/Graham and Resolved:

"That Council receives the 'Community Services Department Update' report dated 15 October 2026."

11 FINANCE & POLICY DEPARTMENT UPDATE

The Finance & Policy Group Manager submitted a report which provides an overview of the activities that make up the interests within the Department.

In Sharon's absence Steve presented the report, and Peter Stafford was available to answer questions.

Moved Councillors McAtamney/McCrostie and Resolved:

"That Council receives the 'Finance & Policy Department Update' report dated 15 October 2026."

UNCONFIRMED

12 REGULATORY SERVICES DEPARTMENT UPDATE

The Regulatory Services Group Manager submitted a report which provides an overview of the activities that make up the interests within the Department.

Olivia Restieaux was in attendance to talk to the report and answer questions.

Moved Councillors Frost/Graham and Resolved:

"That Council receives the 'Regulatory Services Department Update' report dated 15 October 2026."

13 REASONS TO MOVE TO PUBLIC EXCLUDED SESSION

Moved Councillors Harrison/Kennedy and Resolved:

"That Council receives the 'Reasons to Move to Public Excluded Session' report.

That Council excludes the public from the following part of the proceedings of this meeting pursuant to the provisions of the Local Government Official Information and Meetings Act 1987 namely:

General subject of each matter to be considered	**Reason for passing this resolution in relation to each matter**	**Ground(s) under section 48(1) for the passing of this resolution**
Contract 917 – Richardson Water Main Renewal (Moffat Road)	The information contained in the report is commercially sensitive.	A2(h) Enable any Council holding the information to carry out, without prejudice or disadvantage, commercial activities. A2(i) Enable any Council holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).
SRG Rural Water Representative Appointment	The information contained in the report relates to an appointment and recruitment process.	A2(a) Protect the privacy of natural persons. A2(i) Enable any Council holding the information to carry on,

UNCONFIRMED

		without prejudice or disadvantage, negotiations
Public Excluded Council Minutes – 17 September 2026 Matters dealt with in these minutes: • Budget Allocation Milton Pipeline Renewals • Strategic Procurement Case for Mt Cooee • Wastewater Treatment Plant Prosecutions Update	The information contained in the report is commercially sensitive. The information contained in the report is commercially sensitive. The information contained in this report relates to a matter before the Court.	The specific provisions of the Act that relate to these minutes can be found in the open minutes of the Council meeting held on 17 September 2026.

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by Section 6 or Section 7 of that Act or Section 6 or Section 7 or Section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as shown after each item.

The meeting moved into public excluded session at 4.03pm.

The meeting moved back into public session and closed at 5.23pm.

Read and Confirmed

J K Martin
MAYOR

UNCONFIRMED

Clutha District Council

Item for INFORMATION

Report	Risk & Assurance Minutes
Meeting Date	12 November 2026
Item Number	5
Prepared By	Rolene Coetzee – Executive Assistant/Property Manager
File Reference	1068668

REPORT SUMMARY

Attached are the unconfirmed minutes of the meeting of the Risk & Assurance Committee held on 15 October 2026.

RECOMMENDATIONS

1. **That the unconfirmed minutes of the Risk & Assurance Committee held 15 October 2026 be noted.**

Risk & Assurance Committee

Minutes of the meeting of the Risk & Assurance Committee held in the Council Chambers, 1 Rosebank Terrace, Balclutha, on Thursday 15 October 2026, commencing at 9.30am.

Present	Chair David Ward, His Worship the Mayor Jock Martin, Councillors Dane Catherwood, Roger Cotton, Larry Frost, Bruce Graham, Rachel Harrison, Michele Kennedy, Dean McCrostie, Simon McAtamney, Brendon Smith
In Attendance	Steve Hill (Chief Executive), Sharon Jenkinson (Finance and Policy Group Manager), Greg Bowie (Chief Financial Officer), Trey Willis-Croft (Finance Team Leader), Peter Stafford (Strategic Policy Manager), Donna McArthur (Infrastructure Strategy & Delivery Group Manager), Reymar Tiburcio (Manager Project Management Infrastructure Strategy & Delivery), Christina Johnston (Organisational Performance Improvement Health and Safety Manager), Enrique Orellana (Senior Project Manager – Three Waters), John Eteuati (Project Management Team Leader – Three Waters), Sonu Kumar (Senior Project Manager), Sean Braid (Operations Manager), Beki McCabe (Senior Communications Advisor), Niko Trbuhovic (Three Waters Strategy and Planning Manager), Wayne Alcock (Senior Policy Advisor) and Rolene Coetzee (Executive Assistant/Property Manager)
Apologies	There were no apologies.

Unconfirmed

The Chair David Ward welcomed Councillors, staff, members of the public and those watching on livestream to the meeting. A Karakia was done to start the meeting.

DECLARATIONS OF INTEREST

There were no declarations of interest.

PUBLIC FORUM

There was no Public Forum.

1. CONFIRMATION OF MINUTES

The minutes of the meeting of the Risk & Assurance Committee held on 3 September 2026 were submitted for confirmation.

Moved Councillors Kennedy / Graham and Resolved:

"That the Risk & Assurance Committee confirms as a true and correct record the minutes of the Risk & Assurance Committee held 3 September 2026."

2. RISK & ASSURANCE CHAIR REPORT

David Ward – (Risk & Assurance Chair) was in attendance to speak to the report and gave everyone a verbal overview and was available to answer any questions.

He highlighted the following:

- The draft Annual Report was not ready for adoption. The 26 November 2026 programme would be a morning workshop, an afternoon Risk & Assurance Committee meeting and, if required, a short special Council meeting to adopt the report.
- Performance reporting should have a clear audience, link spending and activities to community outcomes, and provide accessible, meaningful information. Unnecessary reporting should be refined or discontinued through the Long Term Plan process.
- The Davison Report recommendations included recording identified risks, maintaining a central hazard register and assigning accountable ownership for risks to life. These matters would inform the review of Council's risk register and controls.

Moved Councillors McAtamney / Cotton and Resolved:

"That the Risk & Assurance Committee receives the Risk & Assurance Chair Report."

CE Hill left the meeting at 9:37am and returned at 09:40am.
Mayor Martin left the meeting at 9:40am and returned at 10:16am.

3. RISK REGISTER STATUS REPORT

Steve Hill – (Chief Executive) was in attendance to speak to the report and gave everyone a verbal overview and was available to answer any questions.

He highlighted the following:

- The new risk, "Financial pressures making rates unaffordable", covered Council-level pressures that could lead to unsustainable rates increases, rather than individual ratepayers' circumstances.
- Causes included investment and economic volatility, borrowing costs, interest rates, asset revaluations and organisational performance.

Unconfirmed

- Controls included professional advisers, external valuations, peer review, audit and Risk & Assurance oversight. The annual and long-term planning work programme was not considered a direct control for this risk.
- Approximately $880,000, or 3% of rates, was subsidised from investment returns. Reducing this subsidy would lessen exposure to investment losses but would immediately affect rates.

Moved Councillors Harrison / Graham and Resolved:

"That the Risk & Assurance Committee receives the Risk Register Status report - Financial pressures making rates unaffordable."

"That the Risk & Assurance Committee notes the residual risk assessment likelihood parameter and that of the Councillor's risk rating in September 2026 in Attachment A is considered High even though individual parameters leading to that assessment differ."

4. HEALTH & SAFETY REPORT

Christina Johnston (Organisational Performance Improvement Health and Safety Manager) was in attendance to speak to the report and gave everyone a verbal overview and was available to answer any questions. She highlighted the following:

- The focus remained on Human and Organisational Performance and line-led health and safety, so teams retained the capability to manage health and safety when team members left. Councillors were encouraged to discuss critical risks, controls, gaps and support needs with their portfolio teams. Council's maturity was assessed as "performing", with a goal of progressing to "leading", and the focus was on verifying that agreed controls were being applied.
- Mitti recorded 833 inspections, providing information on sites and asset condition. Staff would review whether the right data was being collected. Corrective actions were reviewed monthly and escalated to the relevant Group Manager where necessary. The escalation process had improved significantly over six months, although the aim was to complete actions without repeated follow-up.
- All health and safety reporting was considered valuable, regardless of whether the potential risk was major or minor.
- PCBU responsibilities were discussed, including the proposed legislative changes and Council's ongoing expectations of contractors.
- Psychosocial risk work focused on job demands, role clarity, change management and leadership, including controls to minimise their impact. Work was underway with the Senior Leadership Team and external support, with an independent specialist reviewing Council's processes and providing recommendations.

Moved Councillors Graham / Harrison and Resolved:

"That the Risk & Assurance Committee receives the Health & Safety report."

Unconfirmed

5. CAPITAL PROJECT REPORT – CATEGORY A

Sharon Jenkinson (Finance and Policy Group Manager), Donna McArthur (Infrastructure Strategy & Delivery Group Manager), Reymar Tiburcio (Manager Project Management Infrastructure Strategy & Delivery), Enrique Orellana (Senior Project Manager - Three Waters), John Eteuati (Project Management Team Leader – Three Waters), Sonu Kumar (Senior Project Manager), Sean Braid (Operations Manager) and Peter Stafford (Strategic Planning and Policy Manager) were in attendance to speak to the reports and answer questions.

They highlighted the following:

- **5A - Elsie Stewart Community Library and Pool Project**
    - All pool equipment had arrived. The project was progressing well, with no financial concerns, and was slightly ahead of schedule. Early completion would not reduce the lump-sum contract price.
    - The contaminated soil did not meet Mt Cooee's disposal requirements and remained on site, with no additional financial exposure to Council under the lump-sum contract.
    - Any optional or additional work would need to remain within the approved combined pool and library budget or be externally funded.
    - A Steering Group meeting was scheduled for the following month to review colour-board samples. Electricity planning and iwi engagement on artwork and design were underway, and regular public updates included time-lapse footage.
    - Workstream and transition meetings had commenced, with four to six weeks of testing and trialling planned before a staged public opening.

- **5B - North Milton State Highway 1 Pipeline Renewals**
    - The remaining work had commenced, with completion forecast for 8 December 2026. The final pavement layer was provisionally expected in November, subject to confirmation.
    - The Independent Certifier found the contractor liable for the Union Street pavement damage. The contractor disputed the decision and had until 8 December 2026 to seek a review. Council would carry the project costs until responsibility and recovery were resolved.
    - The forecast excluded the full cost of reinstating and resealing the detour route. Only essential interim repairs would be completed before the full work was added to Council's reseals programme after Christmas–New Year. Separately, Fulton Hogan would undertake the Union Street resealing as a subcontractor to Isaac Construction. Future reports would show the full potential and contingent cost exposure.
    - Service requests were reviewed weekly, with customers to be contacted within five working days. The Project Manager and team Administrator were responding proactively. One customer had still not been contacted after following up about 10 days later. Councillors were asked to provide the customer's name or service-request number for any unresolved complaint.

Unconfirmed

- The required Waka Kotahi corridor permits had been received, enabling work to start the previous Monday.

- **5C - Milton Streetscape**
  - The area opened on 25 September 2026. No public feedback had been received, although it was noted that the area looked good. A leaking water fountain required follow-up.
  - As the project had been de-scoped, the approved physical works contract needed to be clearly distinguished from professional services, other non-construction costs and the total forecast. The brick wall had been considered previously, with divided views on the preferred finish, including mural and sandblasted options.
  - Staff were asked to confirm the budget and approval history for costs outside the construction contract and report back at the next meeting with a revised financial summary.

- **5D - Milton AC and concrete pipeline renewals**
  - Detailed design was complete for both Milton water pipeline renewals. The affected landowner did not support Council accessing private property for the asbestos cement pipeline. Although statutory access was available, Council preferred to avoid impacts on the landowner, contractor and staff.
  - Staff were investigating relocating the pipeline to the road reserve, which could simplify construction and maintenance and avoid creek crossings. A consultant would prepare a revised concept design, and the cost, programme, construction impacts and value for money would be assessed before confirming the preferred option.
  - Staff remained confident the work could be completed within the financial year. If work continued beyond the Southern Waters changeover, the same contractors would remain in place under established transition processes.

- **5E - Milton Sewer and Stormwater network renewals**
  - Staff confirmed that more than $300,000 had been transferred from this project to the current Milton Main Street pipeline renewals; the overall project had not been placed on hold. Where the same streets were affected, related renewals could be combined to avoid reopening roads.

- **5F - Rosebank Hill (Clyde Street) pipeline Renewals**
  - Discussion focused on completing Council's underground work before Waka Kotahi's planned reseal by March 2027. Staff would confirm programme alignment and any timing flexibility before awarding the contract.

- **5G1 - Transportation Group of Projects (year 3)**
  - More than 100 defects had been identified across 93 bridges. Detailed reviews and annual maintenance assessments informed the programme, but available budgets did not cover all identified repairs.

Unconfirmed

- Repairs were prioritised by risk, with critical work first. Carry-forward funding allowed critical/high and medium-priority repairs to be considered during the current year; deferred defects could worsen over time.
- Staff would provide the next meeting with a full list of high- and medium-priority repairs, estimated costs and how far the available repair budget would extend. Routine bridge maintenance was funded separately through Roading Operations.
- An earlier assessment identified repair needs that exceeded available funding.
- The completion date was corrected from 30 June 2026 to 30 June 2027.

- **5G2 - Transportation Group of Projects (year 3)**
  - Future reports would distinguish routine bridge maintenance, structural repairs and bridge renewal or replacement.
  - The Chaslands Highway preferred solution was a reinforced soil slope with improved drainage. As the $1.4 million estimate exceeded the $522,000 budget, procurement was paused while costs and alternatives were reviewed. Council approval would be required to proceed above budget.

- **5G3 - Transportation Group of Projects (year 3)**
  - Waka Kotahi was responsible for state-highway street lighting. Long-standing Lawrence faults had been raised with the shared Council/Waka Kotahi contractor, and similar issues were noted in Tapanui.
  - Staff would clarify public reporting channels and refer any state-highway lighting requests received by Council to Waka Kotahi.
  - The report retained “monitor” status because of previous underspends and ongoing underspend risk. Since January, a three-month forward works programme, full contractor visibility and regular meetings had been in place to improve delivery and performance, with full budget use forecast.

- **5H - Wastewater Compliance Projects**
  - The Milton prosecution related to the ultraviolet system not operating, not the condition of the wetland beds. The current treatment process was not suitable for the wastewater received.
  - Interim work would maintain compliance while Southern Waters considered the long-term Milton and Milburn solution. Significant investment in the existing process would be avoided until that solution was confirmed.
  - The proposed wash facilities were clarified as staff hygiene facilities for handwashing and equipment cleaning.

- **5I - Southern Water Done Well Transition Process**
  - The Southern Waters transition was creating significant additional work across Council, particularly in operations, finance and IT, as

Unconfirmed

information was required at short notice to develop the new operating model and systems.
- Limited additional resources were available, and specialist staff were absorbing most of the work alongside their normal duties.
- Detailed information on future charges was unlikely before Christmas. Council would continue seeking early visibility for the community, although Southern Waters would control the information released.
- The Committee acknowledged the substantial additional workload being carried by staff.

- **5J - Long Term Plan Project.**
  - The duplicate 24 March timetable entry was noted.
  - The report would be updated to reflect the latest direction on early engagement. Legislative uncertainty and the short post-Christmas consultation and audit timeframe were noted.

Moved Councillors Kennedy / Graham and Resolved:

"That the Risk & Assurance Committee receives the 'Capital Project report – Category A'."

6. CAPITAL PRIORITISATION LIST REPORT

Donna McArthur (Infrastructure Strategy & Delivery Group Manager) was in attendance to speak to the report and gave everyone a verbal overview and was available to answer any questions.

She highlighted the following:

- The Committee discussed funding and borrowing for the capital programme. Transportation projects received Waka Kotahi subsidies, while other projects were funded through borrowing, reserves or rates. The programme and associated borrowing were included in the Long Term Plan, with Three Waters debt expected to transfer to Southern Waters.

Moved Councillors Cotton / Kennedy and Resolved:

"That the Risk & Assurance Committee receives the **Capital Prioritisation List Report.***"*

7. TREASURY MANAGEMENT INVESTMENT REPORT

Greg Bowie – (Chief Financial Officer) was in attendance to speak to the report and gave everyone a verbal overview and was available to answer any questions.

- The managed fund recorded a net decrease for September after an unrealised loss was partly offset by the quarterly interest distribution.
- Despite market volatility, the six-month return remained above the reported average annual return.

Unconfirmed

Moved Councillors Harrison / Cotton and Resolved:

"That the Risk & Assurance Committee receives the 'Treasury Management Investment Report'."

8. TREASURY MANAGEMENT DEBT REPORT

Greg Bowie (Chief Financial Officer) was in attendance to speak to the report and answer questions.

- The undrawn facility represented short-term liquidity rather than debt headroom. Forecast debt included the Long Term Plan capital programme and remained within approved borrowing limits. Debt limits and headroom would be reviewed after the Three Waters debt transferred to Southern Waters.

Moved Councillors McCrostie / His Worship the Mayor and Resolved:

"That the Risk & Assurance Committee receives the 'Treasury Management Debt Report'."

9. REASONS TO MOVE TO PUBLIC EXCLUDED SESSION

Moved Councillors Graham / Frost and Resolved:

"That the Risk & Assurance Committee receives the 'Reasons to Move to Public Excluded Session' report.

That if required, the Risk & Assurance Committee excludes the public from the following part of the proceedings of this meeting pursuant to the provisions of the Local Government Official Information and Meetings Act 1987 namely:"

General subject of each matter to be considered	**Reason for passing this resolution in relation to each matter**	**Ground(s) under section 48(1) for the passing of this resolution**
Annual Report & Audit Progress Update	The information contained in the report is commercially sensitive.	*Section A2 (b)* Protect information where the making available of the information would: Disclose a trade secret; or Be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.
Public Excluded Risk & Assurance Committee Minutes – 3 September 2026	The information contained in the report contains details relating to the prevention,	The specific provisions of the Act that relate to these minutes can be found in the open

Unconfirmed

Matters dealt with in these minutes: • Milton Main Street Sewer and Stormwater Urgent Renewal	investigation, and detection of offences.	minutes of the R&A meeting held on 3 September 2026.

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by Section 6 or Section 7 of that Act or Section 6 or Section 7 or Section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as shown after each item.

The meeting moved into public excluded session at 11:42 am.

The meeting moved out of public excluded session at 12:27pm. Before the closing karakia, the Chair thanked Councillors and staff.

The meeting closed at 12:45pm.

Read and Confirmed

David Ward

CHAIRPERSON

Unconfirmed

Clutha District Council

Item for INFORMATION

Report	Youth Council Minutes
Meeting Date	12 November 2026
Item Number	6
Prepared By	Sonia Farquharson – Community Services Administrator
File Reference	1011181

REPORT SUMMARY

Attached are the unconfirmed minutes of the meeting of the Clutha District Youth Council held on 19 October 2026.

RECOMMENDATIONS

1. **That the unconfirmed minutes of the Youth Council meeting held on 19 October 2026 be noted.**

Youth Council

Minutes of the meeting of Youth Council of the Clutha District Council held in the Council Chambers, 1 Rosebank Terrace, Balclutha, on Monday 19 October 2026 commencing at 6.36pm.

Present	Youth Councillors Nancy Antill (Acting Chair), Farheen Shah, Dakota Coleman, Hollie Crawford, Jayden Gelacio, Jonathan Lawrence, Waniya Khan, Kalya Gamage, Tilly Davies, Ollie Tunnah (via teams) and Councillor Rachel Harrison.
In Attendance	Lilly Paterson (Community Development Team Leader), Rachael Walker (Clutha Youth Worker) and Sonia Farquharson (Community Services Administrator).
Apologies	His Worship the Mayor Jock Martin, Youth Councillors Hannah Murray, Harper Melville, Jerico Gerida, Emerson Black and Councillor Brendon Smith. ***Moved by Youth Councillors D Coleman / T Davies and Resolved:*** ***"That the apologies be sustained"***

unconfirmed

URGENT BUSINESS

There was no urgent business.

PUBLIC FORUM

There was no public forum.

1. CONFIRMATION OF MINUTES

Attached are the minutes of the meeting of the Youth Council held on 7 September 2026 for confirmation.

Moved by Youth Councillors H Crawford / J Gelacio and Resolved:

"That the Youth Council confirms as a true and correct record the minutes of the meeting held 7 September 2026".

2. BALCUTHA BRIDGE PARK REPORT

The Community Development Team Leader submitted a report on the Balclutha Bridge Park Mural Design.

- Following the September Youth Council meeting, the CDC Parks and Reserves Officer advised that the project be placed on hold due to health and safety concerns regarding the fort. A community group is required to assume responsibility for the fort's revitalisation. Otherwise, the fort will remain boarded up and unavailable for use or be demolished.

Moved by Youth Councillors F Shah / J Lawrence Resolved:

"That the Youth Council receives the 'Balclutha Bridge Park Mural Design Project Report', dated 19 October 2026".

3. THE RIPPLE EFFECT – MENTAL HEALTH

The Community Development Team Leader submitted a report outlining details of the proposed Ripple Effect Video with a focus on Mental Health.

- The Community Development Team Leader and the Community Services Administrator met with Mikayla from Storybridge on the 23 September to finalise the scope (see attachment a) and discuss interview locations/timing and have since sent out date/timing options to video participants which will take place in the first week of November.

Moved by Youth Councillors H Crawford / W Khan Resolved:

"That the Youth Council receives the Ripple Effect – Mental Health report.

4. YOUTH COUNCIL FINANCE REPORT

This report presented to the Youth Council, giving them an overlook of their budgets.

Attached are a copy of the budgets and the actual expenditure for the period 1 August to 31 August 2026.

Moved by Youth Councillors T Davies / H Crawford and Resolved:

"That the Youth Council receives the 'Youth Council Finance Report', dated 19 October 2026."

5. YOUTH COUNCIL WORK PROGRAMME

This report updates the Youth Council members on their various projects/events with a timeline to complete by.

Moved by Youth Councillors J Lawrence / D Coleman and Resolved:

unconfirmed

"That the Youth Council receives the 'Work Programme' report, dated 19 October 2026".

6. YOUTH COUNCIL MEMBERS UPDATE

Members of the Youth Council are asked to give a verbal report to the meeting

- Any issues or concerns in relation to youth within your community.
- Any events, programmes, or activities in your local area that Youth Council

7. YOUTH COUNCIL MEETING DATES 2026

The report outlines the meeting dates for the Youth Council meetings in 2026.

- Next meeting is Monday 30 November on duty will be The Catlins Area School.

Moved Youth Councillors J Gelacio / K Gamage and Resolved:

"That the Youth Council receives the 'Youth Council Meeting Dates 2026' report, dated 19 October 2026".

The meeting closed at 7.10 pm.

Confirmed

Nancy Antill

ACTING CHAIRPERSON

unconfirmed

Clutha District Council

Item for INFORMATION

Report	Emergency Management Update
Meeting Date	12 November 2026
Item Number	7
Prepared By	Jess Craik – Emergency Management Advisor – Clutha
File Reference	1064827

REPORT SUMMARY

Report provides an overview of the daily activities that make up the Emergency Management Otago Clutha Office.

RECOMMENDATIONS

1 That Council receives the 'Emergency Management Update' report.

REPORT

1 Activities I have attended since the last Council Meeting

Date	Activity
21 Sep 2026	Met with the Clinton/Clydevale Community Resilience Group
21 Sep 2026	Met with the Taieri Mouth Community Resilience Group
23 and 24 Sep 2026	Emergency Management Otago All Staff Meeting
28 Sep 2026	Met with the Milton and Waihola Community Resilience Group
30 Sep – 2 Oct 2026	National Emergency Management Agency (NEMA) conference
7 Oct 2026	Presentation to Owaka Wise Owls
7 Oct 2026	Met with the Kaka Point Directory Group
13 and 14 Oct 2026	Tsunami Workshop and National Exercise
21 Oct 2026	Bird Flu Discussion
21 Oct 2026	ShakeOut 2026 at Big River Educare

Date	Activity
22 Oct 2026	Adverse Weather Events Group Meeting
28 Oct 2026	Emergency Management ITF Foundation Training for CDC
28 Oct 2026	CIMS Basic Training
28 Oct 2026	West Otago Community Resilience Group Initial Meeting
5 Nov 2026	D4H Part 1
5 Nov 2026	D4H Part 2
6 Nov 2026	Otago Emergency Management Committee
9 Nov 2026	Taieri Mouth Community Resilience Group Meeting

2. Community Resilience Group Updates

Community Resilience Groups (CRG) are groups created and formed by members of the public with the assistance of Emergency Management Otago (EMO). The purpose of these groups is to encourage communities to be prepared in the event a natural disaster was to occur.

Each financial year, my focus is to develop and train two CRGs to become operational. Currently we have two fully qualified and operational CRGs with an additional two in training.

The steps to creating a CRG's are as follows:

1) Initial Public Meeting

    a. Explain what CRGs do, outline local hazards, discuss preparedness and confirm sufficient local interest

2) Group Formation

    a. Bring interested people together, agree on the geographic area the group will cover, assign roles and responsibilities, and organize meeting frequencies and basic arrangements

3) Hazards and Impacts

    a. Review the specific hazards relevant to the local area and analyse their potential impacts.

4) Community Response Plan

    a. The group develops a practical Community Response Plan covering key contacts, communication arrangements, Hub locations, local resources, and the actions the group may consider during an emergency

Once all administrative trainings are completed, the group then moves onto the practical trainings as below:

5) Health and Safety Training
6) Community Emergency Hub Operation
7) Communications and Status Reporting
8) Undertake a Scenario Exercise

The two fully qualified and operational CRGs are detailed below:

Clinton/Clydevale CRG:

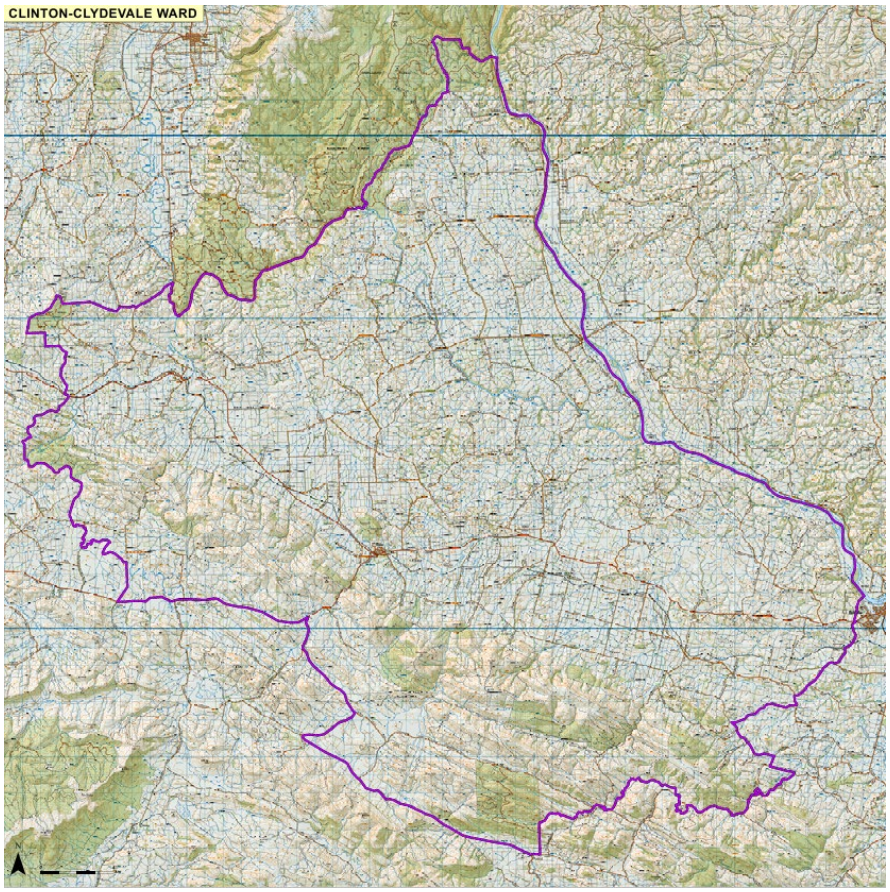


***Figure 1**: Clinton/Clydevale CRG Boundary provided by the CRG Group*

Taieri Mouth CRG:

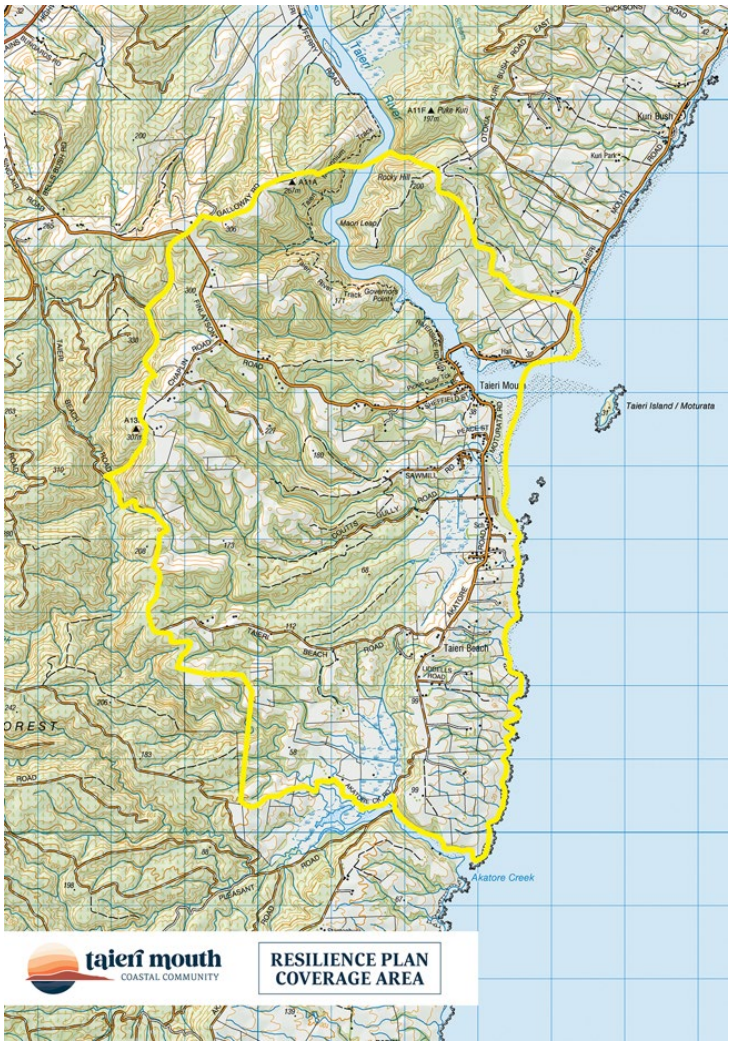


***Figure 2**: Taieri Mouth CRG Boundary provided by the CRG Group*

The current CRG's being trained as part of this 2026/2027 financial year are as follows:

Milton CRG: This group has completed the majority of its theory training and is now preparing to undertake practical training.

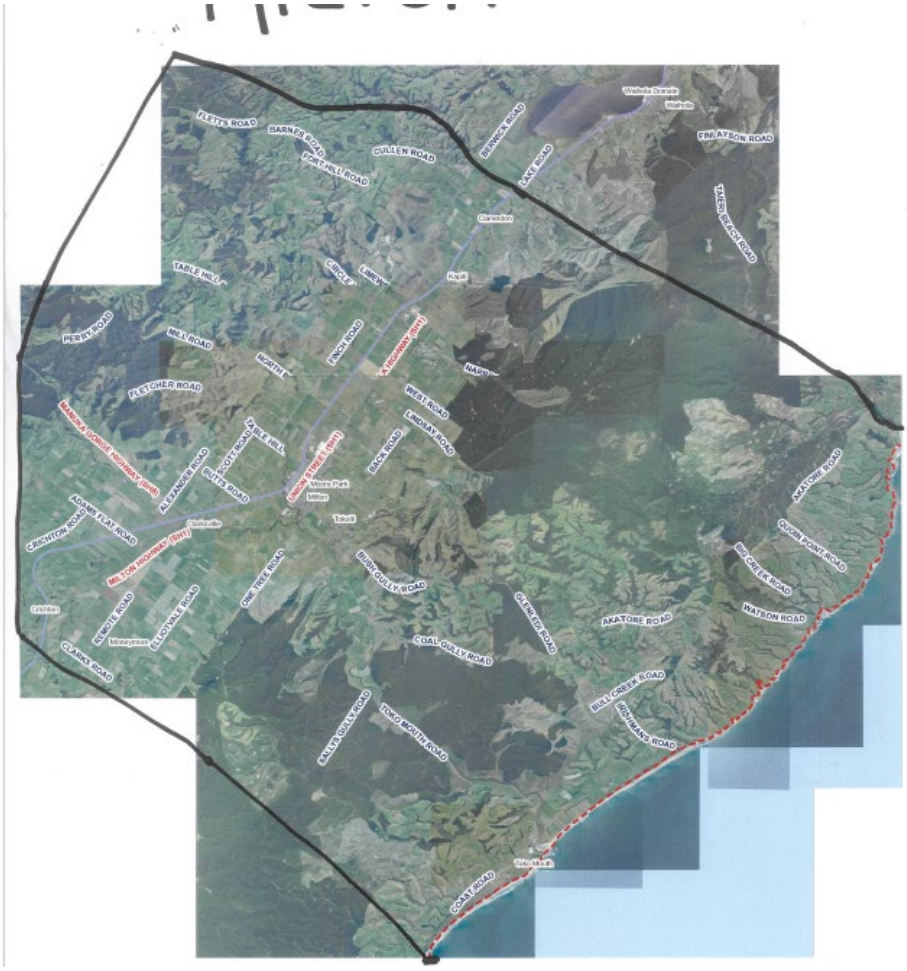


***Figure 3**: Milton CRG Boundary provided by the CRG Group*

Waihola CRG: This group has completed the majority of its theory training and is now preparing to undertake practical training.

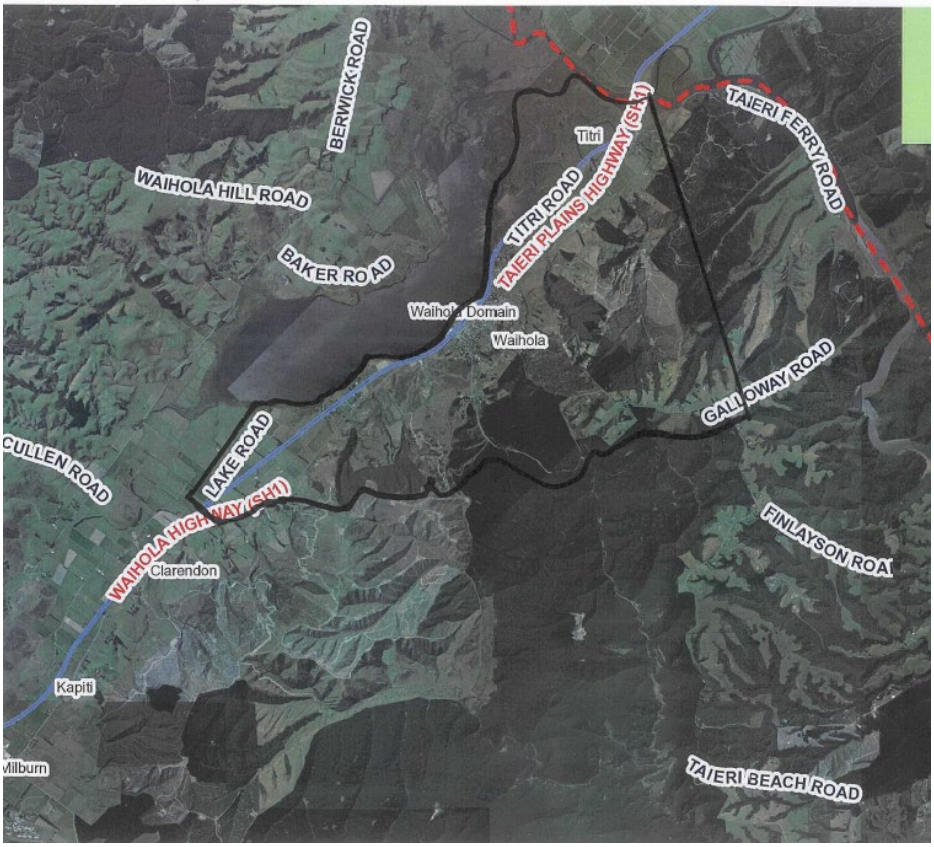


***Figure 4**: Waihola CRG Boundary provided by the CRG Group*

Possible 2027/2028 Financial year CRGS:

West Otago: The EMO Clutha Advisor was approached by the West Otago community to provide an overview of CRGs. This meeting took place on 28 October. Should there be sufficient interest in creating a formal CRG, they will be the next group we focus on in the upcoming financial year

Kaitangata: The EMO Clutha Advisor has also been approached by the Kaitangata community. They currently have an informal group organized but have expressed interest in starting the formal process to become a CRG.

3. Course and Training updates

Clutha District Council staff have the opportunity to become fully qualified Emergency Operations Centre Response Team Members by completing the four compulsory courses below:

Integrated Training Framework (ITF)

- Introduces staff to Emergency Management and provides the wider context of how local, regional, and national emergency management systems link together.

Coordinated Incident Management System Basic (CIMS Basic)

- Introduces the structuring, commanding, and coordinating frameworks across multiple agencies when an emergency occurs and an Emergency Operations Centre activates.

D4H 1 Part 1 and Part 2

- D4H is the software used in an emergency response. Training is compulsory to ensure staff are comfortable using the system if the Emergency Operations Centre is activated.

As of 3 November, the statistics are as follows:

Table 1: Statistics of Clutha District Council Staff Qualifications

Course	**Qualified**	**Unqualified**
ITF	119	6
CIMs Basic	93	20
D4H Part 1	98	16
D4H Part 2	84	25

In addition, when staff are assigned specific CIMS functions (Intelligence, Logistics, Operations, Public Information Management (PIM), Planning, and Welfare), they have the opportunity to undertake function-specific training. For Function Manager roles, the required courses also includes CIMS Level 4 and a 1 day-Function Leadership course. In addition to these, it is preferable that they attend an Incident Management Team (IMT) course.

As of 3 November, the statistics for the additional trainings are detailed below:

Table 2: Statistics of Clutha District Council Staff Optional Qualifications

Training	**Qualified**	**Unqualified**
CIMS Level 4	28	3
Function Leadership 1-Day Training	7	5
IMT Course	7	8
Intelligence	2	12
Logistics	4	11
Operations	10	9
PIM	6	9
Welfare	11	4

The CIMS framework includes Controllers, a Response Manager, a Recovery Manager, and Function Leads. These roles are generally filled by council staff who have completed the four compulsory courses and, where applicable, function-specific training. The table below indicates the number of staff in these roles as of 29 October.

Table 3: Statistics of Clutha District Council Staff in Leadership Roles

Roles	**Number of Staff in the role**
Controllers	2 (with an additional 2 external individuals)
Function Mangers	11
Recovery Manager	1
Response Manger	1 (with EMO Clutha Advisor being the external second person)

As staff are appointed to or resign from Clutha District Council, these statistics will change accordingly.

Outside of scheduled sessions, staff can access *Takatū – Be Ready*, an online training library that allows them to complete CIMS related courses independently at their own pace.

D4H Updates

Continued progression of updating our emergency response software D4H. We are currently in the middle of updating our prepopulated plans and updating the contents in our library to ensure that it is fit for purpose and up to date.

4. Community Engagement

Active engagement continues between the Emergency Management Otago Clutha Advisor and local community groups.

A meeting was held with the Adverse Weather Events Group (AWEG) on 22 October 2026 as a meet-and-greet. As a result of this meeting, we will schedule regular catchups and have agreed on the best ways of working together moving forward. There are plans to hold an annual meeting with the public and the Adverse Weather Events Group to ensure farmers are kept up to date with personal preparedness strategies.

The wider Emergency Management Otago team meets with the Rural Advisory Group on a quarterly basis. However, due to the declaration of Southland and the Clutha District as experiencing extreme wet and cold conditions as part of the El Niño weather pattern, these meetings are currently being held fortnightly. The next meeting is scheduled for 12 November. The purpose of these regularly occurring meetings is to have round table discussions to keep communication lines open as a group.

The EMO Clutha Advisor met with the Owaka Wise Owls on 7 October to present on the natural hazards in Owaka and discuss how to be prepared. The Advisor also met with the Kaka Point Directory Group on 7 October as a meet-and-greet and will look at developing a formal CRG in the future.

5. My focus for the next quarter

- Maintaining and updating D4H
- Ensuring there are enough Response Team staff available over the Christmas and New Year period
- Ongoing Response Team training
- Preparation for the summer period which includes increased community activities and interactions
- Ongoing CRG development

Clutha District Council

Item for INFORMATION

Report	Mayoral Report
Meeting Date	12 November 2026
Item Number	8
Prepared By	Arna Smith - EA to the Mayor
File Reference	1068562

REPORT SUMMARY

This report details mayoral matters, the meetings, and functions I have attended since the last meeting. Councillors will report verbally on their attendances.

RECOMMENDATIONS

1. **That the Mayoral Report and councillors' attendances dated 12 November 2026 be received.**

REPORT

1 Mayoral Attendances

Date	Activity
16 October 2026	Travelled to Dunedin to the Dunedin Theatrical Society
19 October 2026	Attended Otago Mayoral Forum Meeting via Team's
20 October 2026	Attended Photo opportunity with Three Waters Staff
20 October 2026	Attended meet and greet with visiting international Thai students
20 October 2026	Weekly catchup with Steve Hill
20 October 2026	Attended Tuapeka Health governance meeting in Lawrence
22 October 2026	Attended meeting via Teams re; Rob MacIntyre Destination Tourism
24 October 2026	Attended & participated as a judge at Dachshund Derby Day in Lawrence

1 November 2026	Participated in 150-year celebration of National Anthem Parade in Lawrence
2 November 2026	Attended Jobbortunities monthly team catchup
3 November 2026	Attended Clutha District Youth catch-up with Jobbortunities in Milton
3 November 2026	Attended Clutha Development Bi-monthly meeting
4 November 2026	Weekly catchup with Steve Hill
4 November 2026	Attended Southern Forest Growers Consortium meeting at Clutha Development
4 November 2026	Attended meeting with Clutha Foundation; Alison Ludemann
5 November 2026	Attended HR morning tea with Jobbortunities & SilverFern Farms
5 November 2026	Attended Toko High School prize giving in Milton
5 November 2026	Attended SOHS prize giving at TPOMA
6 November 2026	Attended meeting via Teams re; Southern Waters SRG
6 November 2026	Attended Otago Emergency Management Committee meeting in Balclutha
7 November 2026	Attended Milton Artist Exhibition in Milton
9 November 2026	Attended Three Waters Portfolio catchup in Lawrence
10 November 2026	Weekly catchup with Steve Hill
10 November 2026	Attended Mercury Wind Farm event at Mahinerangi
11 November 2026	Attended Internal Services Portfolio catchup
12 November 2026	Attended Council workshop
12 November 2026	Attended Council meeting

Clutha District Council

Item for INFORMATION

Report	Chief Executive's Report
Date	12 November 2026
Item Number	9
Prepared By	Steve Hill – Chief Executive
File Reference	1068564

REPORT SUMMARY

Reports on events attended, documents for consent and seal and other matters in hand at present.

RECOMMENDATIONS

1. **That the Chief Executive's report dated 12 November 2026 be received.**

2. **That Council approves the fixing of its seal, under the hands of the Chief Executive to the documents as listed.**

REPORT

1 Activities I have attended since the previous Council meeting.

Date	Activity
16 October 2026	Met with Ratepayer regarding maintenance around Balclutha
19 October 2026	Clutha Development Monthly Meeting
	Southern Waters - Project Steering Group
	Otago Mayoral forum - Catch up
21 October 2026	Met with Ratepayer regarding section in Kaitangata
22 October 2026	Site visit to Kai Build housing
23 October 2026	Otago CE Forum in Oamaru
	CDEM CEG Meeting in Oamaru
30 October 2026	Met with Clutha Community Riding representative
02 November 2026	Met with Aukaha regarding wastewater matters at Waihola
	Southern Waters CE catch up
	Southern Waters – Project Steering Group meeting

03 November 2026	Senior Leadership Team Monthly Meeting
	Clutha Development Bi-monthly meeting
04 November 2026	Met with Developer representative about Milburn
	Sport Clutha and Cross Recreation Centre recognition evening
06 November 2026	Otago Emergency Management Committee meeting
12 November 2026	Council Workshop
	Council Meeting

- Attended 2 x per week meetings regarding Three Waters Operations with the Water Incident Management Team.

2 Staffing

2.1 External Appointments

Aidan Cloete – Student Library Assistant as of 12 October 2026
Maria Bartlett – Planning Team Leader as of 2 November 2026
Sheanne Vivas – Engineering Intern as of 9 November 2026
Mark Shaw – Reticulation Technician as of 9 November 2026
Mischa Wild – Intermediate Planner as of 7 December 2026

2.2 Staff Resignations

Mary-Jo Tohill – Communications Advisor as of 28 October 2026 (End of Fixed Term Contract)
Reymar Tiburcio – Manager Project Management as of 18 November 2026
Leo Michie – Contracts Supervisor as of 27 November 2026

3 Documents for Consent and Seal

Documents for consent and seal are scheduled hereunder:

1.	Road Occupation Licence Agreement
	Between Clutha District Council and Kaka Point Life Saving Club Section DS Land No: 9974, LINZ ID: 3176860 noted as part of the recreational area known as Esplanade Waterfront Between Clutha District Council and Joseph Wystan Thomas of Irishman's Road at Glenledi delineated legally described as Site on road between Sec 9 & Lot 4 DP 1562 & Foreshore Blk V Akatore SD

	Between Clutha District Council and Fonterra Limited on Mount Wallace Road, Kaitangata Highway, Stirling and Anderson Road, Stirling being the legal roads (as defined in Section 315 of the Local Government Act 1974) vested in Council.
2.	Warrant of Appointment
	The following Contracted Warrant Officers have responsibilities under the Dog Control Act 1996, Impounding Act 1955, Resource Management Act 1991. • Tyler Dungey • Gert (Jaco) Earle • Graeme Duke

Clutha District Council

Item for INFORMATION

Report	Internal Services Department Update
Portfolio Heads	Mayor Jock Martin, Deputy Mayor Michele Kennedy
Meeting Date	12 November 2026
Item Number	10
Prepared By	Jules Witt – Deputy Chief Executive
File Reference	1068572

REPORT SUMMARY

Report provides an overview of the activities that make up the Internal Services Department.

RECOMMENDATIONS

1 That Council receives the 'Internal Services Department Update' report dated 12 November 2026.

REPORT

1 Activities I have attended since the last Council meeting

Date	Activity
21 Oct 2026	Meet with Toko Mouth resident
21 Oct 2026	Bird flu discussion
22 Oct 2026	ICT Team meeting
23 Oct 2026	New & Change Forum
23 Oct 2026	Revenue Assurance workshop
27 Oct 2026	CDC/SouthRoads Governance meeting
28 Oct 2026	Fujifilm fleet renewal proposal meeting
2 Nov 2026	Meet with Aukaha
3 Nov 2026	Senior Leadership Team meeting
4 Nov 2026	Internal Services Management meeting

Date	Activity
5 Nov 2026	ICT Team meeting
11 Nov 2026	Quarterly IPA meeting
11 Nov 2026	Internal Services Portfolio meeting
12 Nov 2026	Council workshop
	Council meeting

- Attended 2 x per week meetings regarding Three Waters Operations with the Water Incident Management Team.

2 Governance

Seven elected members responded to the recent Clutha Stars KPI survey: 43% were very satisfied and 57% satisfied with the governance function.

In response to requests for further training, Meeting & Governance Solutions will deliver a session on Wednesday, 24 February 2027 for elected members, community board members, and relevant staff.

Working relationships between elected members and staff was rated from satisfactory to excellent.

3 Communications

Since our last update, we have welcomed Simon Wong as Communications Manager. Simon brings over 15 years of experience in media, strategic communications, and stakeholder engagement. He is also CIM-trained as a PIM (Public Information Manager) for Civil Defence. We are thrilled to have Simon on board.

We have also welcomed Pauline Young back to the Communications Team following her maternity leave, and Mary-Jo Tohill's fixed term contract came to an end on 28 October 2026. MJ's support and contribution to the Communications team over the past 12 months has been appreciated.

A key focus for the Communications Team has been preparing and planning for the 2027/37 Long Term Plan, including development of the LTP consultation document and digital elements including the webpages and feedback form.

We have been working to update and refresh some areas of Council's website. The Building Control section of the website was revamped in September, incorporating more information for customers and making it easier to navigate. We are now working with the Community Development team to review and update the website's Our Place Community Planning section.

Our team has been involved in regional huis and webinars regarding two key topics leading up to the summer season – Bird Flu and El Nino. Our team has created a Bird Flu Communications Plan which has been implemented by way of website information and front counter messaging and will progress to further stages in the event of an outbreak in our district.

With some staff movements and a new team now in place, the Communications Team is focused on further developing and streamlining our processes and procedures, both internally and in the way we support other departments. Work is now underway in this space. We have also started connecting with other neighbouring council Communications teams on an informal basis, in an effort to collaborate and share ideas where we can.

The department continues to respond quickly to requests. Most task-based requests are completed well within one hour, while larger design or collateral work is generally completed within one to two days.

In the Civil Defence/Public Information Management (PIM) space, the Senior Communications Advisor recently completed Function Leadership Training as well as an Incident Management Team (IMT) course.

CDC Communications Dashboard - Sept & Oct 2026

Social Media & Engagement

Channel growth for CDC's main Social Media accounts continues to grow, with Facebook now having **9.3K** followers, and LinkedIn **509** followers.

Top content by views



It's extremely disappointing to see...
Tue Sep 29, 1:46pm
51.3K 80 35 5



Silent Auction: Damaged Reservoir...
Fri Sep 11, 1:57pm
47.8K 28 46 7



The Gray Street Plaza in Milton has been...
Fri Sep 25, 3:51pm
27.5K 99 70 2



New youth-focused team strengthens...
Tue Oct 13, 4:37pm
20.3K 140 7 9

No formal engagement has been held to date through September and October. The Communications team has been working closely with the Waste & Greenspace team for the Recycle Right campaign, which has received mostly positive engagement online. Planning is underway for different campaigns, including the Long Term Plan and Punt Passport promotions.

Media requests

We have responded to **6** media requests during September and October.

Task Requests

The Communications Team has received a number of support requests, ranging from creating collateral, website updates, advertising, road advisory and water messaging, and developing communication plans and campaign plans for projects.

LGOIMA

Council has received 18 LGOIMA requests during September/October. **7** requests remain open and active.

Catch up on our latest NEWS

Pro-active external communications included the following:

- Jobbortunities & Rangatahi Pathways appointments
- Storm-damaged reservoirs sold
- Recycle Right
- Elsie Stewart Community Library & Pool build updates
- Simplifying Local Govt announcement - statement from Mayor Jock Martin
- Second Hand Sunday
- Lawrence-Tuapeka Community Board by-election
- Eye on Clutha District Newsletter

4 Health & Safety

Full update was recently presented at the October Risk and Assurance Meeting 04 Health & Safety Report.docx.

5 ICT

BAU:

Service desk tickets:

382 (*up from 251*) closed (last 30 days)

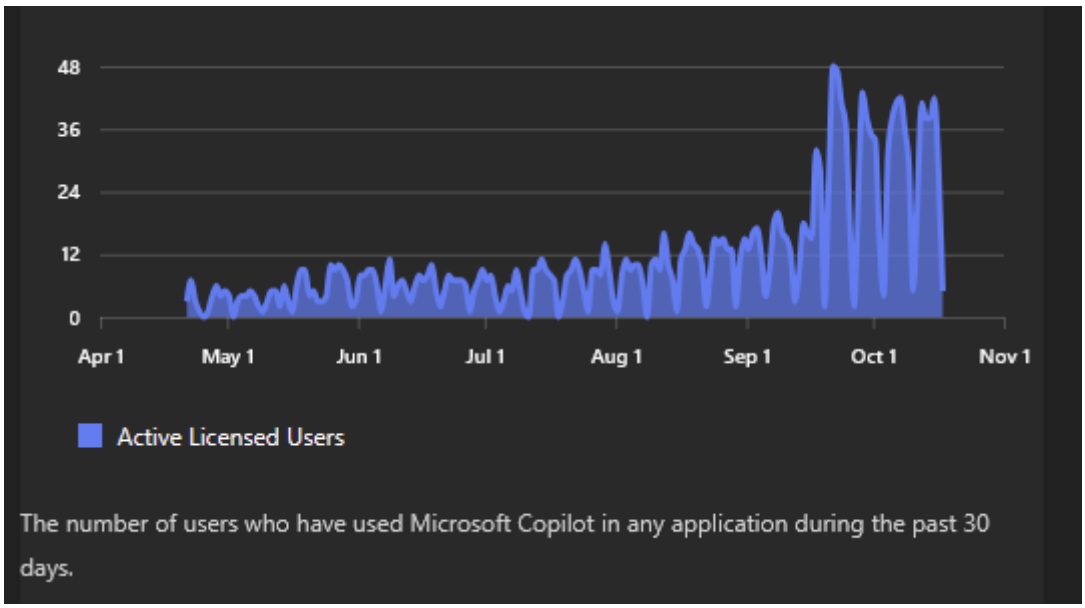
374 (*up from 296*) received (last 30 days)

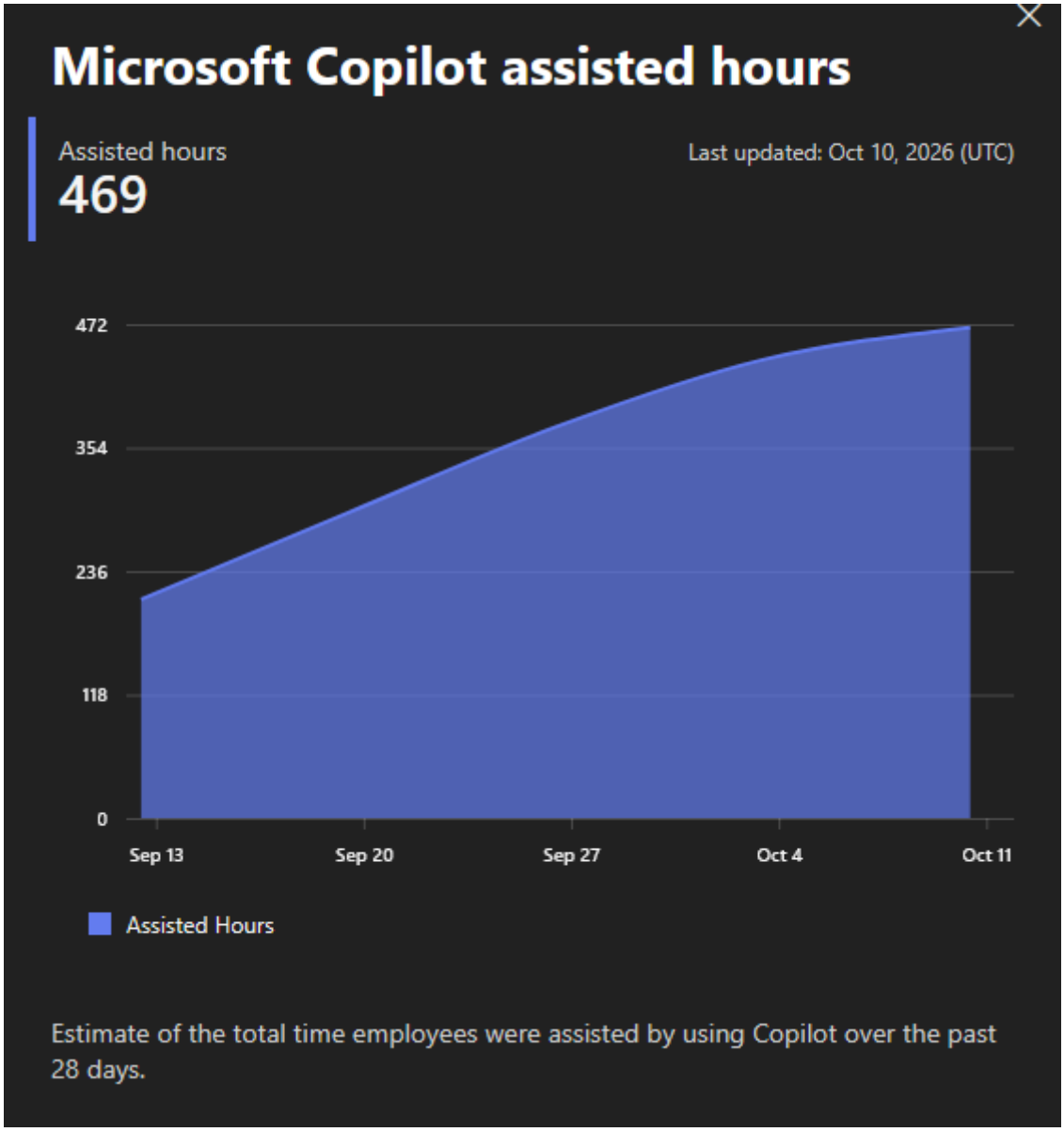
129 (*down from 157*) open (*60 Datascape related*)

The IT Manager (***Saeed Jouzdani)*** has been recruited and starts on 16 November.

Southern Waters IT Workshop with Robert Hawes and Philippe Paya on 15 October was productive and they found it quite worthwhile and useful to meet with the Asset team down at Crown Street as well as the office team while down there. Also met with the GIS and IM leads, and the Rates and Property leads at Rosebank.

Co-pilot phase 2 roll out has been completed (*around 2/3 of staff now have access)*.





High-priority Projects:

Datascape ERP:

Automation is progressing well. One of the most time-consuming manual processes are now running fully seamlessly utilising automation with controls (the NDD extraction, review and delivery process' time has been reduced by 97%).

NDD files are now being extracted successfully and delivered to NDD for the last 5 weeks.

Next on the list is streamlining further operations including the infringement process.

6 Organisational Performance

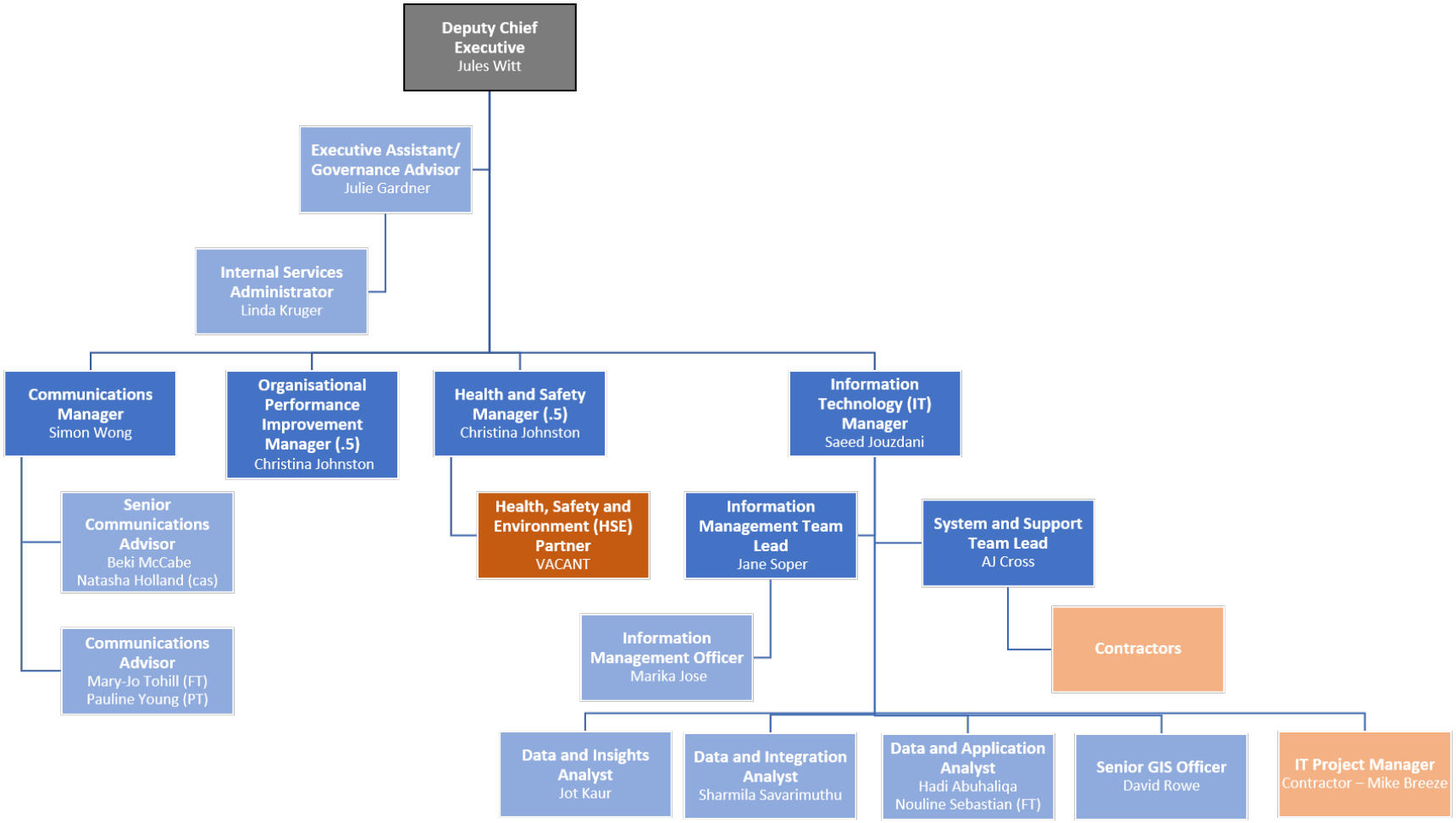
Seven teams have achieved Silver in the financial year to date, with three further applications pending.

The annual Clutha Stars Action Plan is in place, providing a structured approach to progressing organisational performance goals. This period has focused on improving the quality and efficiency of performance reporting and confirming ongoing scope and budget for the framework. Over the next reporting period, attention will shift to developing a defined pathway to Gold and identifying teams who need support to obtain Silver.

7 Requests received under the Official Information Act

Name	Request
Member of the public	Council reserve strip on Tokoiti Road Milton
Member of the public	Abandoned, rating-sale and surplus rural land in Clutha District
Member of the public	Register or List of Building Consents 2025
NZ Taxpayers' Union	Head Start programme expenditure
Member of the public	Bridge Inventory and steel bridge inspection & maintenance records
Member of the public	Bridge weight and height restrictions
Member of the public	Building Consent RFI Data
Member of the public	Silent Auction for 4 Tanks
Member of the public	Supplier Payments FY 2021-2026
Otago Regional Council	Holding/septic tanks at 1400 & 1402 Taieri Mouth Road
New Zealand Utilities Advisory Group (NZUAG)	National Code of Practice for Utility Operator CARs
Member of the public	Information management and archives staffing
NZ Taxpayers Union	LGOIMA Request - Request the number of Full-time Equivalent (FTE) positions and associated staff costs for each financial year from 2017/18 to 2025/26, for specific areas
Andre Meyer / First Sweep	Register of licenced premises, s 65 Sale & Supply of Alcohol Act 2012
NZ Taxpayers' Union	Non-core activities for each FY 2017/18 and 2025/26
Member of the public	The Town Hall Budget Balclutha

Internal Services Department



Clutha District Council

Item for INFORMATION

Report	Infrastructure Strategy & Delivery Update
Portfolio Heads	Deputy Mayor Michele Kennedy, Councillor Bruce Graham, Councillor Larry Frost
Meeting Date	12 November 2026
Item Number	11
Prepared By	Donna McArthur – Infrastructure Strategy & Delivery Group Manager
File Reference	1068578

REPORT SUMMARY

The report details items from the Infrastructure Strategy & Delivery (ISD) Team for information and discussion.

RECOMMENDATIONS

1. **That Council receives the 'Infrastructure Strategy & Delivery Update' report, dated 12 November 2026.**

REPORT

1. **Activities I have attended since the previous Council meeting.**

Date	Activity
14 September	Open Spaces Presentation - preparing for our AMP Workshop
15 September	Roading Year End Results
16 September	Transportation Discussion
	Manager Project Management Monthly Meeting
17 September	Council Workshop
	Council Meeting
18 September	25/26 Final Roading Results and Landfill Aftercare
21 September	Portfolio Meeting
22 September	SPMT Mtg #14
	25% Budget Discussion (Steve)

23 September	Proposal for Community Green Waste Removal Initiative (Balclutha and Stirling/Benhar)
24 September	Zero-Based LTP Budgets
	C908 - Union St SW & FS - IC Decision
	Milton Community Library
	Brainstorming - Mt Cooee Procurement Going Forward - DS Project Solutions
25 September	CE Meeting
	OPI Workshop - KPIs
	Mitti Training
	Catch Up – EA
	LTP Project Budget Review
28 September	Capital Prioritisation List
	ISD Team Meeting
	54MT Tanker Approval – Fonterra
	GM 3Waters Meeting
	ISD Operations Manager Meeting
29 September	Senior Leadership Team
30 September	Mt Cooee Update – Procurement Plan – DS Project Solutions
1 October	Roading Budget Allocations
	SPMT Mtg #15
	Strong Wind Watch - Incident Management Team Meeting
	LTP Capital Projects
2 October	Power Point Information Review Capital Prioritisation
6 October	Elsie Stewart Project Visit - Look at Pool Components Delivered
7 October	HR Meeting
	GM Community Services Meeting
8 October	Milton CLP - Monthly Contract Meeting
	CE Meeting
	Operations Team Meeting
9 October	Senior Policy Advisor - Meet & Greet - Wayne Alcock
	WasteCo Meet new CEO & Regional Manager

	Copilot Webinar
	Review LTP Power Point
	Meeting HR
12 October	Mt Cooee ECI Process Walkthrough – DS Project Solutions
	Manager Project Management Monthly Meeting
	LTP Workshop and Mayors Enquiry – CEO & GM Financial Services
	HR Meeting
13 October	Program Management Assistance - RCP
14 October	Council Workshop
15 October	Heavy Rain Watch For Clutha IMT Meeting
	Risk & Assurance Meeting
	Council Meeting
16 October	Spmt Mtg #16
	Manager Asset Management Monthly Meeting
19 October	Meet Simon Wong (Comms Manager)
	Councillor Monthly Portfolio Meeting
	CA Role Clarification For Milton Pipeline Renewals
	GM 3Waters Monthly Meeting
20 October	Meet Bruce And Ryan (RCP) - cover whilst recruiting for Manager Project Management
	Meeting - PM's
21 October	CE Meeting
	Nelson Landfill Trip Agenda Discussion – DS Project Solutions
	Program Management Assistance - Clutha District Council
27 October	Roading Capital Meeting
	Southroads Governance Meeting
	Roading Valuation Outcomes - Deloittes
28 – 30 October	Nelson Landfill Trip
2 November	Handover – Manager Project Management
	Roading Valuation Update
	LTP Workshop Discussion
	121 – Ryan

	GM Community Services Monthly Meeting
	Review Draft ISD Report
3 November	Senior Leadership Team Monthly Meeting
	SPMT Mtg #17
	121 – Ryan
4 November	Breakdown Of Additional Costs from Milton SH Project
	Manager Project Management Meeting
	Roading Valuation Findings
	Roading Valuation Update - Deloittes
05 November	Milton CLP - Monthly Contract Meeting
	CE Meeting
	Quarterly IPA Hui
	121 – Ryan
	121 - EA
06 November	Day Out on Network – Roading
	ISD Department Team Meeting
	121 – Ryan
9 November	Manager Project Management Monthly Meeting
11 – 12 November	LGSPR Conference

2. STAFF MOVEMENTS

Resignations:

Reymar Tiburcio – Manager, Project Management

Leo Michie – Northern Contract Supervisor - Roading Operations

New Team Members:

Ryan Sutton (RCP) – Consultant Project Manager, Manager.

Internal Movement:

None for the month.

3. HEALTH AND SAFETY

Nothing to report.

4. CONTRACT AWARDS

4.1. Contract 917 – Moffat Road Water Renewal, Richardson

This Contract was awarded to Rutter Civil Limited for $137,371 plus 10% contingency and provisional items of $20,865, excluding GST.

The tender was advertised on the Government Electronic Tender Service on 24 July 2026 and closed on 19 August 2026. 35 suppliers subscribed to the notice with 3 tenders received.

The tenders were evaluated by the Lowest Price Conforming method and ranged in price from $137,371 to $568,881 excluding GST. The total approved budget for the project was $250,000* excluding GST. The engineers' estimate for the Phase 1 physical works is $139,340. The cost was estimated for 1,840 metres of pipe renewal which is 50% of the original scope (approved by RWS).

*The original project budget was insufficient to complete the full scope of work, so the work was divided into two phases. Phase 1, comprising of approximately 1,840 metres, was advertised for tender on GETS. The tender documents also included pricing for Phase 2, comprising of a further 1,900 metres, so this work could be added through a contract variation. At its meeting on 15 October 2026, Council approved an additional $190,000 for Phase 2, enabling completion of the full project scope.

Contract 906 – Clydevale Old Lake Road Water Pipeline Renewal

This Contract was awarded to Rutter Civil Limited for $661,361 including 10% contingency, excluding GST.

The tender was advertised on the Government Electronic Tender Service on 8 July 2026 and closed on 6 August 2026. 52 suppliers subscribed to the notice with 4 proposals received from 3 tenderers.

The tenders were evaluated by the Lowest Price Conforming method and ranged in price from $661,361 to $1,303,709 excluding GST.

The project has an approved budget of $956,060 excluding GST, compared with the engineer's estimate of $1,740,094. The estimate included a contingency to allow for fuel price movements and international market uncertainties. Accordingly, the contract was divided into Separable Portions A and B, with Council reserves the right to remove any portion of the works if required. As the successful tender was below the estimate and within budget, the full scope of works can proceed.

Contract 921 – Balclutha and Owaka Three Waters Pipeline Renewals Programme, Charlotte Street, Renfrew Street and Owaka

This Contract was awarded to Rutter Civil Limited for $666,385 including 10% contingency, excluding GST.

The tender was advertised on the Government Electronic Tender Service on 28 August 2026 and closed on 3 September 2026. 43 suppliers subscribed to the notice with 6 proposals received from 5 tenderers.

The tenders were evaluated by the Lowest Price Conforming method and ranged in price from $666,385 to $1,329,965 excluding GST.

The total approved budget for the project is $1,100,867 excluding GST and the engineers' estimate is $845,000 including 15% contingency to allow for fuel price movements and international market uncertainties.

5. OPERATIONS

5.1. TRANSPORTATION

This report is based on work completed in September and October 2026 up to the time of writing so will not include jobs completed in the later part of October 2026.

The gravel trucks had been working mainly around the Milton and Kaitangata areas, placing over 9,000 tonnes of gravel on the roads. The grader operator that had been on extended sick leave, is back at work so we back up to having 4 fulltime graders on the network, with over 870 kilometres of roads graded.

The Stabi crew started back up for the season in September and have completed over 1000m2 to date.

Culvert work continues across the network with 12 culverts cleaned and 8 replaced. There has also been 30 kilometres of water tables cleared. Slips were cleared from Chinamans Flat Road, Papatowai Highway, Waipori Road, Puketiro Road, Roberts Road and The Nuggets Road. Unsafe trees were removed from across Steep Street, Reserve Road, Waipori Falls Road, Finch Road and Clutha River Road

The routine trucks have been working on filling potholes, with 116 holes filled on sealed roads. Sign repairs have also kept the routine trucks busy with 164 signs repaired and 34 replaced.

A dust suppression site has been completed on Stony Creek Road

In early September, we had snow fall which affected roads in the West Otago and Waipori areas. 2 grader drivers were dispatched to clear the affected roads.

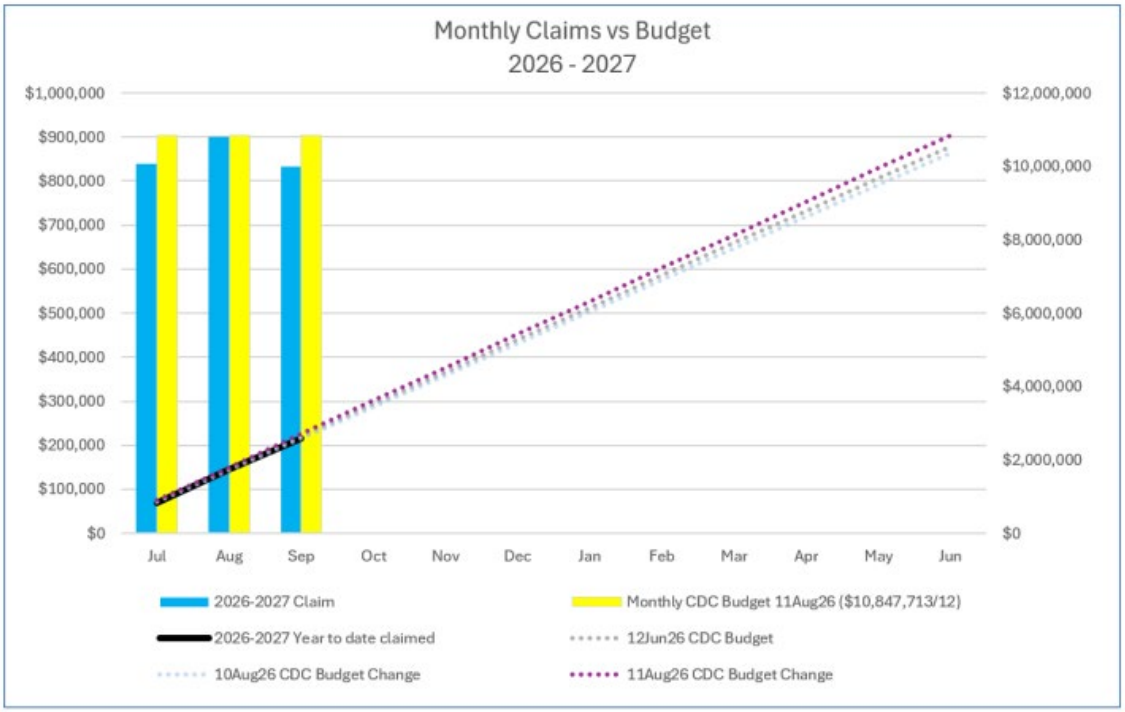
Purakaunui Falls Road has had the vegetation trimmed back on it.

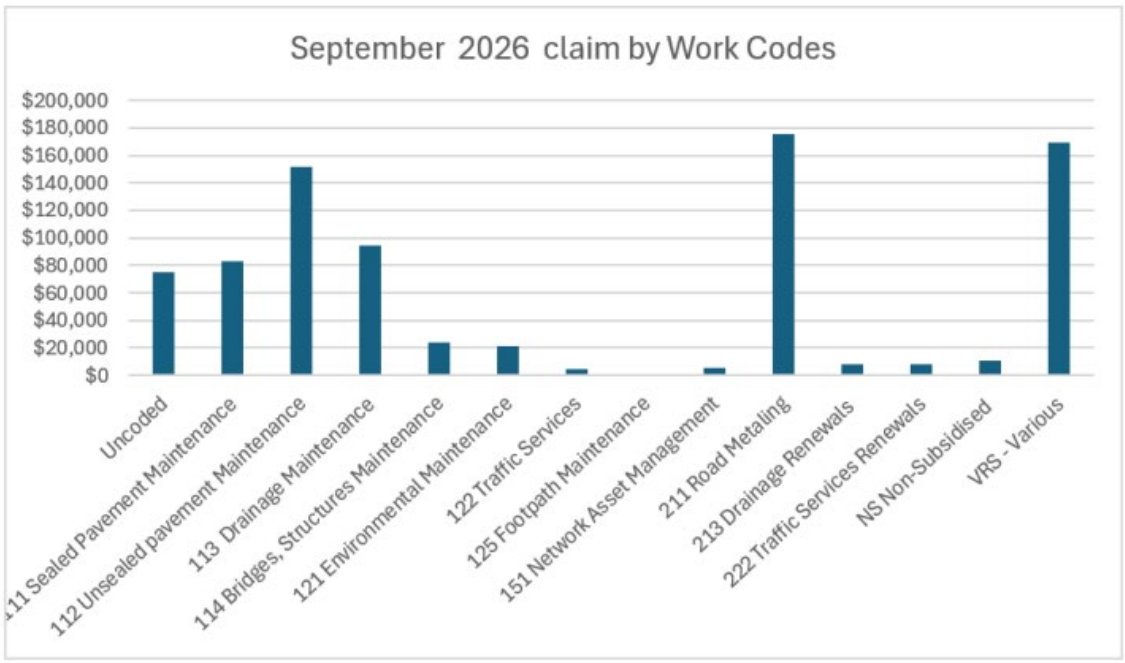


Puketiro Road – Slip removal



Service Request – Steep Street tree removal


Monthly Claims vs Budget
2026 - 2027
$1,000,000
$900,000
$800,000
$700,000
$600,000
$500,000
$400,000
$300,000
$200,000
$100,000
$0
$12,000,000
$10,000,000
$8,000,000
$6,000,000
$4,000,000
$2,000,000
$0
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
2026-2027 Claim
Monthly CDC Budget 11Aug26 ($10,847,713/12)
2026-2027 Year to date claimed
12Jun26 CDC Budget
10Aug26 CDC Budget Change
11Aug26 CDC Budget Change


September 2026 claim by Work Codes
$200,000
$180,000
$160,000
$140,000
$120,000
$100,000
$80,000
$60,000
$40,000
$20,000
$0
Uncoded
111 Sealed Pavement Maintenance
112 Unsealed pavement Maintenance
113 Drainage Maintenance
114 Bridges, Structures Maintenance
121 Environmental Maintenance
122 Traffic Services
125 Footpath Maintenance
151 Network Asset Management
211 Road Metaling
213 Drainage Renewals
222 Traffic Services Renewals
NS Non-Subsidised
VRS - Various

5.2 SOLID WASTE

Milton Glass Trial

We are now 2 months into the colour separated glass collection trial at the Milton Transfer Station and this service is functioning smoothly. We have high uptake and community participation with 1.4 tonnes being collected and recycled already. The colour separation of the 3 types of coloured glass is being adhered to fantastically. There has been no colour contamination along with no contamination of other materials being place into these bins. The glass products accepted here is limited to food and beverage bottles and jars, and to date no other types of glass have been deposited here, which is great to see. The current success of this trial is due to the clear communication the Waste and Communications teams have disseminated to the public via various channels, along with clear and concise signage on site. The partnership for the logistics of this service with DCC and EnviroNZ is also functioning extremely well.



5.3 WASTE MINIMISATION

Recycling Bin Audits

Since 22 September 2026, we have audited 155 bins during recycling collection weeks. So far bin audits have occurred at Benhar, Clinton, Balclutha and Milton. Of these 155 bins, 74 have received a green sticker, 17 orange stickers, and 24 red stickers. To date, the main contamination found in the bins is soft plastics and a variety of food waste. Our truck drivers are happy to see us out and about helping to inform the public about what can go in their recycling bin as well as helping prevent contamination from getting in their trucks. With the 3 different stickers, we can both warn those who have put the wrong items in their recycling bins as well as celebrate those who are doing a fantastic job. While conducting these audits, the Waste Minimisation Officer has been able to talk to the public and give them guidance where needed and conversely tell others what a great job they are doing.





Bin getting audit sticker in Benhar

Lawrence Wise Owls

On 24 September 2026, the Waste Minimisation Officer was invited to give a talk at the Lawrence Wise Owls. She talked to them about our kerbside recycling and what is permitted to go in the recycling bin. She also talked to them about some of the other recycling programmes that we have available outside of kerbside. This included batteries, food and beverage cartons. There were 12 attendees. The attendees' feedback around the talk was positive in that they were able to increase their knowledge and be more confident in what items can go in their recycling bin. They also found it cool to know that the drivers can see what's being tipped in the truck from a camera inside the truck cab. They asked some questions about glass recycling and why we did not have a collection for it, but she was able to highlight the glass trial operating at Milton Transfer Station.

Balclutha Wise Owls

On 29 September 2026, the Waste Minimisation Officer attended the Balclutha Wise Owls and gave them a talk about recycling. There was a total of 7 attendees. This talk discussed kerbside recycling, where it goes once collected and other programmes within the district (both council and non-council operated). They all left saying that they learnt a lot and were very confident that they would make use of the information that was given. Many of them were glad to know where our recycling goes and enjoyed the videos showing Recycle South's sorting process.

Clutha Health First Talks

On 12, 13, and 14 October 2026, recycling talks were given to day rehab participants at Clutha Health First. Over the 3 days, a total of 9 people listened to the talks. In this talk the Waste Minimisation Officer gave them information about what items are allowed in your yellow lidded recycling bin, the other diversion programmes that are in our district and showed them some videos from Recycle South including one that showed why lids cannot go in. They all really enjoyed the talks and said that it gave them confidence about recycling at home. Each of them went away with our recycling sticker, and some went away with the "Managing Waste on Farm and In Your Community" booklets. They asked some interesting questions, and one even stated how their bin had been audited the previous recycling week, and they had gotten a green sticker that said they did a good job.

Compost Workshop

On 17 October 2026, a composting workshop was held at the Milton Community Garden. This workshop was organized in conjunction with Project Bruce delivered by CDC's Waste and Greenspace Team Leader. There was a total of 8 participants who came along to the workshop. During the workshop, different methodologies of composting were discussed. This included giving information on the difference between worm farms, Bokashi Buckets, and home composting bays/bins. Each has a different process as well as variation on what is allowed to be used in each. The group then got hands-on and were guided to construct a compost onsite from various materials brought to site from CDC staff and Project Bruce. Information included breaking down the difference between green and brown, also known as nitrogen and carbon, which you need to have an equal mix of for the composting process to work. Feedback forms filled out by participants stated that they all left feeling more confident and likely to try to compost at home.





Attendees at the Compost Workshop

5.4 WASTE EDUCATION

Since the last report, the Waste Education Officer has worked with more than 300 students across 8 schools in the district. The school holidays were busy too, with beeswax wrap workshops held in Tapanui and Balclutha. The highlights are as follows:

Beeswax Wrap Workshops at Tapanui and Balclutha Libraries
During the school holidays, the Waste Education Officer ran beeswax wrap workshops for adults and children.

31 people participated in the workshops in Tapanui. Everyone learned about the environmental impact of soft plastics and how to make a beeswax wrap then took their creation home. More than 30 people joined the Balclutha Library session, where they cut, decorated and ironed their own wraps to perfection.

Milton Primary School
Milton Primary School continued with their plans for its sensory garden. With support from the Waste Education Officer, students learned how to tell weeds from native plants. They removed 2 bags of weeds and are continuing to clear the garden.

Waiwera South School
Waiwera South School continued its annual beach clean ups at Kaka Point and Port Molyneux. Students worked together to collect, sort and weigh the litter. At Kaka Point Beach, they collected 46 items weighing 602 grams. At the southern end of Port Molyneux Beach, they collected 49 items weighing 6,833 grams.

Tokomairiro High School
Tokomairiro High School SPEC students continued working with the Waste Education Officer on a school-wide recycling refresh. They held their first Envirogroup meeting and designed recycling posters to help others understand what can and cannot be recycled. Year 7 and 8 students also took a hands-on look at the 5 key natural resources used to make recyclable materials.

On 21 October, the SPEC class visited the Milton Transfer Station with the Waste Education Officer for a hands on look at how the community uses this facility. Students sorted 2 recycling bins and compared the amount of contamination with clean recycling.



Tokomairiro High School SPEC students saying no to recycling contamination at the Milton Transfer Station

The Catlins Area School

The Catlins Area School completed the Zero Waste Education programme. Over 4 weeks, students worked through the "Is That Really Rubbish?", "Litterless Lunchbox", "Reusing", "Composting" and "Resource Sustainability" units. The Year 5 and 6 class are now leading a classroom composting trial and choose Bokashi bins as the best option for the school.

Little Hoiho Owaka

During "Talk Like a Pirate Week", the Waste Education Officer joined Little Hoiho for a rubbish treasure hunt at the Owaka Lions Club playground. The children found a full bag of litter here.

Warepa Primary School

The Waste Education Officer joined Warepa Primary School for its fortnightly Envirogroup sessions. Students carried out a litter audit and compared their weekly totals to see which day produced more rubbish. They then turned their compost bins, layed weed matting and planted trees in their new community pantry area.

Waihola Primary School

Waihola Primary School kicked off Recycling Week with a whole-school Enviro Day. In the morning, students tested water at the Waihola Stream and Lake Waihola and even caught some whitebait. In the afternoon, they explored why recycling matters by making useful items from old paper, learning about 5 key natural resources, sorting recyclables and watching videos of Recycle South where the Clutha District's recycling is processed.

St Mary's School

St Mary's School contacted the Waste Education Officer after its recycling bins were tagged for contamination. Each class learned what can and cannot go in the recycling bin and why keeping the recycling stream clean matters. From this, students came up with changes like putting a recycling bin in every classroom, assigning recycling monitors and taking more lunchbox rubbish home.

5.5 GREENSPACE

Playground Audits

The general findings of 75% of playgrounds audited so far in the Clutha District, are that all audited playgrounds that have mulch/pea gravel surfacing require either a top-up or full replacement of bark mulch/pea gravel to meet required standards.

Many playgrounds require scuff mats to prevent trenching and reduce surface wear.

A significant number of playgrounds require New Zealand Playground Standard signage, as existing signage is either missing or does not meet current requirements. Maintenance issues identified during audits are being recorded and progressively addressed, with repairs and remedial works completed where possible.



Henley and Mount Stuart Toilets

The Parks and Reserves Officer has checked the new remote toilet blocks in Henley and Mount Stewart for completion of installment. We have also worked with Contractors to get the toilets ready and organised cleaners for these new remote toilets.



New toilet install

Mount Stuart Reserve

An unsafe tree has been removed as well as hangers in the surrounding trees and a general tidy up of the park. The Mount Stuart Reserve car park has been booked for re-graveling work.

Steep Street Lawrence

In early September, we had to close Steep Street Reserve, associated walking trails and Steep Street itself.

Some of these trees in the reserve posed high risk to public safety so the area was closed to cut unsafe trees and branches down to make the area safe for public to enter.

Due to the volatility of branches falling during high wind, we have made up two new signs for the Steep Street Reserve to make the public aware of falling branches.



The Parks and Reserves Officer attended the Lawerence-Tuapeka Community Board meeting, where it was decided to fence the pea gravel play area at the Whitehaven Playground. The Parks and Reserves Officer will come back to the Community Board with quotes to remove pea gravel, back fill and replace existing surface area with synthetic surface the same as what exists presently at the playground. The Zig Zag track is also going to be taken out of the Greenspace Contract and maintained and planted by the Community.

Milton
We removed a dangerous tree from Toko Showgrounds and continue to fill potholes at Toko Showgrounds and Taylor Park. We replaced a hand dryer and soap dispenser at the Milton Destination Toilets after it was stolen, and fixed 1 toilet roll holder as it was kicked in.

Tapanui
2 new signs were put up at Bushyhill Street playground. This included 1 no dog sign and 1 dog on a lead sign.

Clinton
We have tidied up the top of the rusty swing structure and repainted these.

Inspections

Date	Site Location	Area	Routine inspection or prompted by request	Inspection
18/09/2026	Gormack Street Playround	Playground	Inspection Of Playground	Playground Inspection
18/09/2026	Moir Street Playground	Playground	Inspection Of Playground	Playground Inspection
18/09/2026	Cherry Lane Playground	Playground	Inspection Of Playground	Playground Inspection/ Service Request
22/09/2026	Balclutha Bridge Lanark Street	Playground	Inspection Of Fort	Inspection Of Fort That Is Closed at Present
23/09/2026	Naish Park Playground	Playground	Inspection Of Playground	Playground Inspection
24/09/2026	Yamouth Street Playground	Playground	Inspection Of Playground	Playground Inspection
24/09/2026	Christie Street Playground	Playground	Inspection Of Playground	Playground Inspection
25/09/2026	Pounawea Playground	Playground	Inspection Of Playground	Playground Inspection
25/09/2026	Owaka Playground	Playground	Inspection Of Playground	Playground Inspection
29/09/2026	Baker Street Playground	Playground	Inspection Of Playground	Playground Inspection
30/09/2026	Bushy Hill Playground	Playground	Inspection Of Playground	Playground Inspection
30/09/2026	Whitehaven Playground	Playground	Inspection Of Playground	Playground Inspection
30/09/2026	Peel Street Playground	Playground	Inspection Of Playground	Playground Inspection
2/10/2026	Papatowai Playground	Playground	Inspection Of Playground	Playground Inspection
7/10/2026	Toko Mouth	Parks	Service Request	Looking At Parking On Greenspace
7/10/2026	Wangaloa	Parks	Email	Problems With People Using Ground For Wheelies.
7/10/2026	Toko Playground	Playground	Inspection Of Playground	Playground Inspection
8/10/2026	Waihola Playground	Playground	Inspection Of Playground	Playground Inspection
8/10/2026	Mount Stuart Reserve	Toilets	Service Request	Checking New Toilet, And Old Toilet Removed
8/10/2026	Mount Stuart Reserve	Parks	Inspection Of Site	Park Inspection
8/10/2026	Henley Toilet	Toilets	Inspect The New Toilet	Checking Out The New Toilet
9/10/2026	Willsher Bay	Parks	Inspection	Parks Inspections
13/10/2026	Balclutha Lawn Cemetery	Cemetery	Email	Checking Shed, Taps
13/10/2026	Elizabeth Plaza	Parks	Email	Looking At Paving And Furniture Condition
20/10/2026	Balclutha Bridge Lanark Street	Playground	Inspection Of Playground	Playground Inspection
20/10/2026	Cherry Lane Playground	Playground	Inspection Of Playground	Playground Inspection

6 ASSET MANAGEMENT – TRANSPORTATION

6.1 2027/30 Activity Management Plan and Co-Funding bid

The team is progressing the Transportation Activity Management Plan (AMP) which is key for council to unlock co-funding from the National Land Transport Programme (NLTP) which is due in final format for submission in mid-December.

6.2 Road Corridor Management

The team continues to assess applications for Road Occupation Licences (ROL), Road Stopping, Stock Underpasses and Bridge Permits and provide roading advice to the Planning team. Each request for a ROL or Road Stopping is considered against Council policies and plans. Where a Road Stopping request is acceptable a recommendation is made to the Councillor's to proceed with all costs being at the expense of the applicant.

Type	Number	Status/Comment
Road Occupation Licence	Multiple	- Confirming pre-existing structures on road reserve. Issued and signed - New temporary structure on road reserve to assist Kaka Point Surf Life Saving Club during the festive season
Road Stopping	1	1 received, approved by Council. Now waiting for feedback from applicant
High Productivity Motor Vehicle & Overweight Permits	Multiple	No deviation from standard procedure

6.3 Reseal programme

The 2026/27 reseal programme has progressed into delivery under the extended Contract 858. Site validation was completed in September, with physical works commencing from late September and continuing through October. The 2027/28 reseal sites have been validated and summary report is incoming.

6.4 Bridge Inspections

All 406 bridges in the network have been inspected over the past two years, establishing a comprehensive network baseline. The 2026/27 programme will build on this baseline by inspecting 91 bridges, including 23 posted structures requiring annual special inspections. Inspections and reporting will now follow NZTA S6:2022 Bridge and Other Significant Structures Inspection Policy requirements.

6.5 Roading Valuation

The team have received the draft valuation report and are undertaking a detailed internal assurance review to verify the valuation outcome. In parallel, the valuer is having the report independently peer reviewed to provide additional assurance over the methodology, assumptions and supporting calculations.

6.6 Speed Limit Reviews: Targeted Speed Limits and Speed Limits on beaches

Targeted Speed reviews as well as Beach Speed reviews have gone through technical assessment statements. Targeted speeds have been approved by council for public consultation. Beach speed reviews are going to council for acceptance and approval for public consultation.

Currently the team are working on preparing public consultation documents for both sets of reviews to streamline to consultation and save on cost with a single consultation.

6.7 Development Engineering Update

The Development Engineering team continues to provide technical assessment and infrastructure oversight for land use and subdivision applications, supporting Council's resource consent processes and helping to ensure proposed developments can be appropriately serviced and meet relevant Council requirements.

During August, September and November, more than 28 resource consent applications underwent engineering assessment, with the outcomes documented through LDE reports. The assessments considered infrastructure servicing, Three Waters, access and transportation, stormwater management, and other relevant engineering matters. Where appropriate, engineering conditions were developed and recommended to address identified servicing requirements, infrastructure constraints and compliance matters, supporting the effective and sustainable delivery of development across the district.

More than 15 roading site inspections were also undertaken across building consent and resource consent matters. These included assessments of vehicle access, sight distance visibility, and impervious surface coverage, where relevant. Development Engineering also worked closely with Three Waters team on-site inspections and proposed new service connections, including consideration of existing reticulation capacity, servicing constraints, and potential longer-term network and asset implications.

Two road-stopping matters were progressed during the reporting period. The requests were assessed and preliminary road-stopping actions initiated in accordance with Council's Road Stopping Policy and the Local Government Act 1974, Schedule 10. Initial assessment reports were completed and submitted for Council consideration and approval in principle, addressing the proposed stopping of unformed legal roads and the associated statutory requirements. Applicants were also advised of the relevant process, policy requirements, responsibilities and cost obligations associated with progressing the road-stopping applications.

Development Engineering also represented Clutha District Council through participation in the Otago Spatial Plan process and contributed to associated meetings and technical discussions. The Infrastructure Stocktake Register was completed, providing an overview of infrastructure across Three Waters, transport, waste, energy, and social and environmental infrastructure.

6.8 Activity Management Plans

The team is currently at an advanced stage in developing the draft activity management plans (AMPs) for the following activities:

- Transportation
- Open Spaces
- Community Facilities
- Community Housing
- Solid Waste Management

This work is occupying a significant proportion of the team's time as we work to meet LTP planning milestones.

7 ASSET MANAGEMENT – FACILITIES & WASTE

7.1 Facilities and Waste Management

Closed Landfill Monitoring

The Asset Management and Operations teams worked collaboratively with BECA to undertake water quality testing and site inspections at the Owaka, Tuapeka Mouth, Kaitangata and Milton closed landfills.

The purpose of this work was to assess current water quality conditions and identify any potential environmental effects associated with the closed landfill sites.

The findings will support consent applications for these sites, which are currently in progress. It will also help inform Council's ongoing monitoring and future management of these sites.









Thinkproject Asset & Work Manager Implementation
The implementation of Thinkproject's Asset & Work Manager (AWM) system for Facilities and Waste Asset Management is progressing.

Current project work includes reviewing asset management processes and developing a consistent asset data structure, taxonomy and hierarchy for Council's facilities, community housing, parks, public amenities and solid waste assets.

This work will provide the foundation for structuring, migrating and validating asset information within AWM and supporting improved lifecycle asset management.

7.2 Fleet Management

Fleet Management Policy and Procedures
The revised Fleet Management Policy and Employee Use of Council Vehicles Procedures have been approved and implemented.

The updated framework provides clearer governance and operational responsibilities, reflects current Council fleet systems and practices, and strengthens health and safety controls relating to vehicle use, inspections, defect reporting and journey management.

Fleet Inspections and Health and Safety Reporting
Under the new fleet policy and procedures, inspections will move from monthly to quarterly after October.
To manage the longer interval, each vehicle now carries a printed summary of the required quick visual checks, aligned with NZTA requirements, and drivers are requested to promptly report any issues or safety risks.

8 CAPITAL PROJECTS – ROADING AND STRUCTURES

All the NZTA-funded capital roading projects are reported in the Risk and Assurance Council Meeting.

8.1 Contract 903 – Naish Court Community Housing Unit Maintenance

Background

The Housing Unit Maintenance Component Replacement Programme was approved in the 2024 - 2034 Long Term Plan Projects List by Council. The project budget is $1,220,000 over 3 years (2024 – 2027).

There are 3 sites:

- Naish Courts Community Housing Units (15 units).
- Waihola Community Housing Units (5 units).
- Owaka Community Housing Units (6 units).

Progress Update

The contract for the Naish Court upgrade was awarded to Chapman Construction.

The Naish Court upgrade remains scheduled to commence on 11 January 2027. Chapman Construction has confirmed that the project will proceed from this date, with practical completion targeted for 30 April 2027.

job Code	Project Code	Description	Budget 26/27	Cost to Date 26/27	Available Budget	Forecast Spend	Variance
640023 **WO.63.3012**	640042	Housing Unit Maintenance Component Replacement Programme	$849,196	$0	$849,196	$849,196	$0
Total			**$849,196**	**$0**	**$849,196**	**$849,196**	**$0**

9 CAPITAL PROJECT/S – 3WATERS

9.1 Contract 865 Separable Portion A – Waitahuna Booster Station

The project scope encompasses establishing the Waitahuna Booster Station to increase transfer water flow to approximately 24 L/s, utilizing the existing concrete pad and structure while upgrading pumps, piping, and electrical controls. The total estimated cost for the project is $517,500, covering professional services, pump procurement, building works, and contingencies. This total comprises $78,500 for professional services, $380,000 for pump supply, delivery, building, and other related works, and $59,000 for contingencies and miscellaneous items. The available excess budget of $151,000 from the Balmoral-Tuapeka project was applied to partially offset these expenses. These costs were approved during the 17 September 2026 Council meeting.

The pumps have been manufactured, and we expect it to arrive this November. The demolition works started on 4 Nov and then proceeded by the construction of the booster station estimated to be ~20 working days, which brings us to the 2nd week of December. The team is targeting the completion by 18 December.

As mentioned in the council meeting in September, the cost were high-level estimates and the risk that additional budget maybe requested due to unforeseen conditions on the existing structure. At that point in time, the design is still to be

completed so there is a risk we find something unexpected. We are tracking to over budget by 6k, however, we are still waiting for the cost associated with the Programable Logic Control, telemetry, and supervision from the maintenance contractor.

Based on the CDC delegation's manual, the RWS committee can authorise over expenditure of activity budget if it is less than 15%. Hence, once we get more information on the remaining costs, we will be writing an internal memo to document this and would seek approval.

Job Code	Project Code	Description	Budget	Cost to Date	Available Budget	Forecast Spend	Variance
WO.1266	-	Waitahuna Booster Station	$517,500	$8,420	$509,080	$509,080	-
		Total	**$517,500**	$8,420	$509,080	$509,080	-

9.2 Contract 917 - Moffat Road Pipeline Renewals Richardson Upgrade Pipeline Renewal

Overall progress for Contract 917 remains positive, with key projects advancing through construction, procurement and approval stages.

Contract 917 Richardson Water Main Renewal Phase 1 is under construction, with approximately 1.84 km of water main included in this phase. It is expected to be completed in first week of November 2026.

Council has approved an additional $190,000 excluding GST for Phase 2, increasing the total approved project budget to $440,000.

Internal approval for Phase 2 has also progressed, subject to confirmation of Rutter Civil Limited's documentation, landowner access and contractual requirements. Phase 2 works will commence by mid-January 2027. For Phase 1, pressure testing has been completed. Sanitisation, chlorination, and dichlorination remain outstanding. The cut-in process for Phase 1 and Phase 2 will be undertaken together in February 2027.

Job Code	Project Code	Description	Budget	Cost to Date	Available Budget	Forecast Spend	Variance
360249	361165	Richardson Upgrades/Renewals for Pipelines (Moffat Road)	$428,060*	$17,401	$410,659	$344,327*	$66,332
		Total	**$428,060**	$17,401	$410,659	$344,327	$66,332

$428,060: Total budget comprises $238,060 for this financial year and an additional $190,000 approved by Council.*
$344,327: Forecast expenditure covers project works for both Phase 1 and Phase 2.*

9.3 Contract 918 - Moa Flat Pipeline Renewal Works (Haughs Road)

A Request for Quotation (RFQ) has been prepared with a clearly defined scope of work. Potential cost-saving and value-engineering opportunities have also been identified. In accordance with CDC's procurement policy and applicable delegation requirements, the RFQ will be issued to the contractor to seek competitive pricing for the proposed works.

CDC Operations and Asset Management have been involved in reviewing the proposed changes, particularly where the cost-saving measures may require amendments to the existing design.

The proposed approach and associated design changes have also been shared with the Rural Water Scheme Chair for review and feedback, including advice on the acceptability and practical implications of the proposed changes.

Potential impacts on affected landowners are also being assessed, including whether further consultation or approval will be required should any changes be made to the proposed pipeline alignment.

Discussions with the relevant stakeholders are ongoing, and their feedback will be considered before the project scope and design are finalised

Job Code	Project Code	Description	Budget	Cost to Date	Available Budget	Forecast Spend	Variance
175	362032	Moa Flat Pipeline Renewal Works (Haughs Road)	$250,000	$28,775	$221,225	$221,225*	$0
Totals			**$250,000**	**$28,775**	**$221,225**	**$221,225**	**$0**

$221,225: This Forecast will be allocated to carry out physical works and professional services.*

9.4 Contract 921 – Project No. 400062 – Owaka Sewer Network Renewal

The project forms part of Contract 921 – Balclutha and Owaka Three Waters Renewals Programme, which combines the Owaka Sewer Network Renewal, Charlotte Street Watermain Upgrades and Renfrew Street Stormwater Main Extension under a single construction contract.
This project is required to replace a deteriorated foul sewer main that has reached the end of its serviceable life and can no longer meet the performance, reliability, or resilience requirements of the Owaka wastewater network, due to structural defects, groundwater infiltration, and alignment issues beneath the sports grounds.

Section: From Stuart Street, through the Owaka sports grounds, and extending toward the Cargill Street corridor, covering approximately 196 metres of new DN150 foul sewer pipeline.

Project Progress Summary

Contract 921 was awarded to Rutter Civil Limited on 19 October 2026. The tendered subtotal for the Owaka works is $208,023 excluding GST. Including a 15% contingency allowance of $31,203, the total allowance for the Owaka component is $239,226 excluding GST.

Rutter Civil Limited has confirmed that it has sufficient capacity and resources to deliver the combined programme and can provide additional resources if required. The Owaka physical works are currently scheduled to commence on 10 March 2027 and be completed by 5 May 2027.

Council first contacted the Owaka Rugby Club on 16 October 2025, followed by a meeting on 17 April 2026, as part of the project's stakeholder engagement. The club has expressed support for the project. The works will be planned and staged to maintain access, minimise disruption and avoid unnecessary impacts on club activities and the sports ground.

Job Code	Project Code	Description	Budget	Cost to Date 26/27	Available Budget	Forecast Spend	Variance
517.3082	400062	Macandrew St to Cargill St, Owaka - Foul Sewer Pipeline Upgrades	$353,258	$ 0	$353,258	$353,258	$0
Totals			**$353,258**	**$ 0**	**$353,258**	**$353,258**	**$0**

9.5 Contract 921 - Project No. 351003 - Charlotte Street, Balclutha Pipeline Renewal

The project forms part of Contract 921 – Balclutha and Owaka Three Waters Renewals Programme, which combines the Owaka Sewer Network Renewal, Charlotte Street Watermain Upgrades and Renfrew Street Stormwater Main Extension under a single construction contract.

The project is required to replace an aging 25 mm rider main that has reached the end of its serviceable life and can no longer meet the pressure and performance requirements of the Balclutha water supply network.

Section: From George Street, along Charlotte Street, and extending to Caldervan Street, adding approximately 288 metres of pipeline.

Project Progress Summary

Contract 921 was awarded to Rutter Civil Limited on 19 October 2026. The tendered subtotal for the Charlotte Street works is $123,524 excluding GST. Including a 15% contingency allowance of $18,529, the total allowance for the Charlotte Street component is $142,053 excluding GST.

Rutter Civil Limited has confirmed that it has sufficient capacity and resources to deliver the combined programme and can provide additional resources if required. The Charlotte Street physical works are scheduled to commence in early November 2026 and be completed by the second week of December 2026.

The works will be staged to maintain property access, minimise disruption to residents and road users, and maintain a safe work area throughout construction.

Job Code	Project Code	Description	Budget	Cost to Date 26/27	Available Budget	Forecast Spend	Variance
732.3082	351003	Balclutha pipeline renewals programme - Charlotte Street	$256,300	$ 0	$256,300	$256,300	$0
Totals			**$256,300**	**$ 0**	**$256,300**	**$256,300**	**$0**

9.6 Contract 921 - Project No. 352017 Renfrew Street, Balclutha Stormwater Pipeline Extension

This project forms part of Contract 921 – Balclutha and Owaka Three Waters Renewals Programme, which combines the Owaka Sewer Network Renewal, Charlotte Street Watermain Upgrades and Renfrew Street Stormwater Main Extension under a single construction contract.

The primary purpose of the project is to provide stormwater infrastructure for the proposed residential subdivision on Renfrew Street. The works will also address existing drainage capacity limitations, improve stormwater conveyance and support current and future development in the area.

Section: From 21 Renfrew Street, connecting through John Street and extending toward Douglas Street, approximately 180 - 187 metres of stormwater pipeline, including new manholes, laterals, and mud tanks.

Project Progress Summary

Contract 921 was awarded to Rutter Civil Limited on 19 October 2026. The tendered subtotal for the Renfrew Street works is $247,919 excluding GST. Including a 15% contingency allowance of $37,188, the total allowance for the Renfrew Street component is $285,107 excluding GST.

Rutter Civil Limited has confirmed that it has sufficient capacity and resources to deliver the combined programme and can provide additional resources if required. The Renfrew physical works are currently scheduled to commence on 8 January March 2027 and be completed by 10 March 2027.

Job Code	Project Code	Description	Budget	Cost to Date 26/27	Available Budget	Forecast Spend	Variance
39.3082	352017	Balclutha Stormwater Upgrades - (Renfrew Street)	$424,953	$ 0	$424,953	$424,953	$0
Totals			**$424,953**	**$ 0**	**$424,953**	**$424,953**	**$0**

9.7 Contract 888 and 901 - Tank Farm Reservoir Projects

The controlled silent auction for the 11 damaged reservoir tanks recovered from the Owaka and Pomahaka sites has been completed. The auction opened on 11 September 2026 and closed on 24 September 2026, with bids received for individual tanks and the complete lot. Following evaluation, the whole-of-lot offer of $17,000 including GST from Wairuna Downs Ltd was accepted for all 11 tanks. The tanks were sold on an "as-is, where-is" basis, with the purchaser responsible for collection, transportation, health and safety requirements and associated risks.

A separate 12th damaged tank remains lodged in a gully at Owaka and, due to the practical difficulties associated with its recovery, has been transferred to the affected landowner at no cost. Overall, the disposal process has enabled Council to recover residual value from the damaged assets while reducing ongoing storage, removal, safety and liability risks associated with retaining the tanks.

Tank Farm Project:
The procurement for 95 × 30m³ tanks was awarded to Water Force Limited, on -29 January 2025, under Contract 888.

Civil construction of the Tank Farm Reservoirs is covered under Contract 901, awarded to Isaac Construction Limited ("Isaac's") on 7 April 2025. Isaac's will be responsible for installing all 10 reservoir locations across the project.

Regarding the flowmeters, the specifications for the Arthur D. Riley flowmeter have been confirmed. It will support solar power, gravity-feed operation, pulse measurement, and full-bore functionality. While CDC obtained a quote from one of its approved contractors, the proposed price exceeds current market rates. CDC is currently negotiating with alternative approved contractors to secure a more cost-effective option.

Note: 1) The contractual works under Contract 901, as set out in the tender, were completed by 31 August 2026. A snag and defects list has been identified, and the contractor is currently working through the outstanding items.

2) The Practical Completion Certificate ("PCC") will be issued after the successful completion of snag list.

- **Breakneck, Cockleshell, Mt Stuart, Pomahaka Reservoir:**
  Status: The works under Contract 901 have been completed. A snag and defects list has been identified, and the contractor is currently working through the remaining items.

- **Heathcote Reservoir:**
  Status: CDC has identified a more cost-effective solution valued at $21,818.23, representing a significant reduction from the original proposal. The revised approach is being reviewed with Operations and the contractor to confirm its technical and operational suitability.

  Note: This work is not part of the original contract; however, it will be added as a separable portion to achieve cost benefits.

- **Glenkenich Reservoir and Waihola Reservoir:**
  Status: This contract has been completed. All tanks have been installed and are now fully operational.

- **Owaka Reservoir:**
  Status: This project has been completed. All tanks have been installed and are now fully operational. The remaining budget will be returned to Council.

- **Oakleigh Road Reservoir:**
  Status: All tanks have been installed and are now fully operational. The fencing work is pending because the ground conditions are too wet. The contractor is reviewing the project timeline to identify the best window for installation and completion.

- **Kaka Point Reservoir:**
  Status: This project has been cancelled. The tanks procured under Contract 888 have been stored at the Milton Water Treatment Plant and will be retained for future use, the remaining money will be returned to council.

Job Code	Project Code	Description	Budget*	Cost to Date	Available Budget	*Forecast Spend	Variance
Work Order				25/26			
350085 836.3082	351022	Waihola Reservoir renewals programme	$255,327	$230,656	$24,671	$$24,671	$0
360133 668.3082	361063	Richardson Oakleigh Road Reservoir assessment and renewals	$216,976	$113,982	$102,994	$$102,994	$0
360221 706.3082	361143	Tuapeka East Breakneck Reservoir upgrade	$178,712	$42,894	$135,818	$135,818	$0
360220 720.3082	361142	Tuapeka West Main (Cockleshell) Reservoir upgrade	$179,393	$52,541	$126,852	$126,852	$0
350099 766.3082	351023	Kaka Point Reservoir renewals programme	$328,785	$103,175	$225,610	$225,610	$0
350100 798.3082	351066	Owaka Reservoir upgrade	$330,575	$220,552	$110,023	$$110,023	$0
3360219 712.3082	361139	Mt Stuart Reservoir upgrade	$350,329	$185,222	$165,107	$165,107	$0

360211 596.3082	361090	Pomahaka Main Reservoir upgrade	$223,524	$187,773	$35,751	$35,751	$0
360214 627.3082	361097	Glenkenich Main Reservoir upgrade	$271,468	$235,260	$36,208	$36,208	$0
360262 718.3082	361140	Tuapeka West Heathcote Reservoir upgrade	$203,307	$138,229	$65,078	$65,078	$0
			$2,538,396	**$1,510,284**	**$1,028,112**	**$1,028,112**	**$0**

**Forecast Spend: A portion of this funding will be allocated for the supply and installation of flowmeters at various sites, subject to the supplier's quotation.*

9.8 Contract 904: Project No.351050 - Balclutha WTP Intake Upgrade Project

Contract 904 involves strengthening the existing Balclutha WTP intake platform and providing the associated recreational/jumping platform improvements.

Physical works were deferred to January 2027 due to high Clutha River levels, which increased construction safety risks for the contractor. With construction otherwise commencing in early October, there was also a risk that the works would not be fully completed before the Christmas holiday period. As the jumping platform is a popular recreational area for children and families over summer, leaving the structure partially completed during the holiday period could create a public safety risk. CDC therefore deferred the physical works until January 2027 to allow construction to proceed under safer river and site conditions and reduce risk to the community.

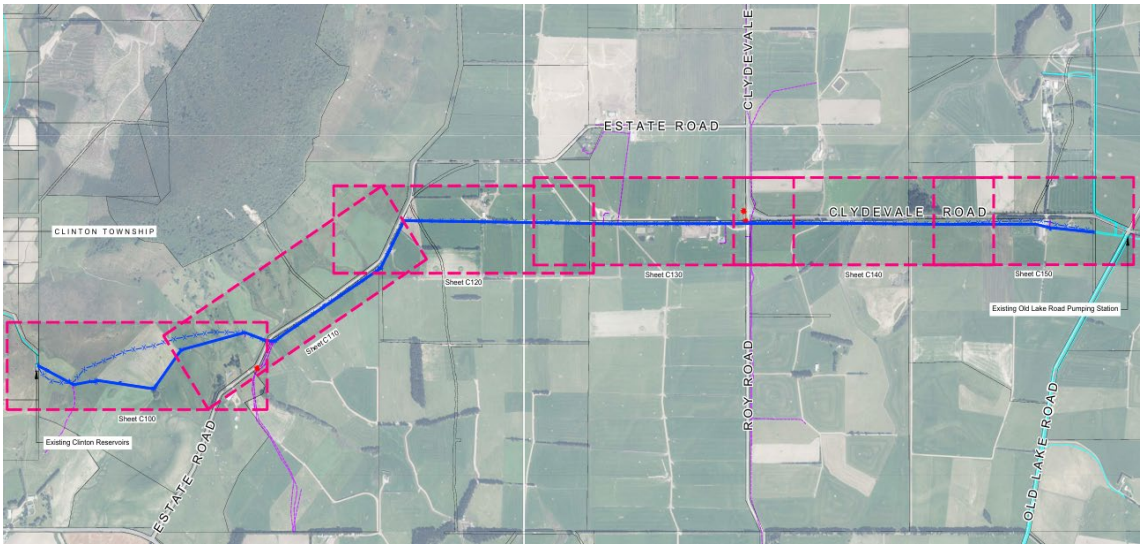
A Stantec engineer has been assigned to undertake the Contract Administrator (CA) role.

Job Code	Project Code	Description	Budget 26/27	Cost to Date 26/27	Available Budget	Forecast Spend	Variance
350086	351050	Balclutha WTP Intake Upgrade	$558,423	$1,058	$557,365	$441,883*	$115,482
Totals			**$558,423**	**$1,058**	**$557,365**	**$441,883**	$115,482

**Forecast to spend ($441,883): This amount allocated to contractual physical works and professional services costs.*

9.9 Contract 906 – Clydevale / Pomahaka Old Lake Road Pipeline Renewal Background

This contract is for the supply, installation, testing and commissioning of approximately 5,267 meters of watermain in Clydevale, starting at Old Lake Road, along Estate Road, and ending at the Clinton Main reservoir.



Clydevale / Pomahaka, Old Lake Road Pipeline Renewal

Project Progress

Contract 906 was awarded to Rutter Civil Limited on 10 September 2026 for the full pipeline works. Kick-off meeting was completed on 30 September 2026, and the contractor is currently undertaking site set-out, surveying, service locating and potholing, with trenching scheduled to commence on 2 November 2026. The works will begin at the Old Lake Road pump station, continue along Estate Road and finish at the Clinton reservoir water tanks. Completion is estimated for 23 December 2026, subject to change due to weather conditions.

Work Order	Project Code	Description	Budget 26/27	Cost to Date 26/27	Available Budget	Forecast Spend	Variance
67.3082	362021	Clydevale / Pomahaka Pipeline Renewal	$910,040	$0	$910,040	$910,040	$0
Total			**$910,040**	**$0**	**$910,040**	**$910,040**	**$0**

** Budget carried forward from 25/26 includes additional budget of $651,000 approved at the May 2026 Annual Plan Council Meeting.*

10 CAPITAL PROJECTS – OTHER

10.1 Contract 914 – Balclutha Hospital Creek Pump Station and Embankment Upgrade

Following the 2024 flood event, Council engaged a consultant to investigate the flooding at the Balclutha Hospital Creek stormwater catchment area which led to a closer look at the Balclutha Hospital Creek pump station and existing gravity discharge outlets which was malfunctioning during the flood event. A project initiation document was prepared (MFilesID950754), outlining the deliverables for improvement works required.

As updated in the last report, the completed detailed designed option scheduled for tender, is now put on hold due to recommendations from 3 Waters Assets to revisit the scope of the project and consider undertaking a complete condition assessment of the multiple existing stormwater discharge outlets within the catchment. Then finalise a scope for any refurbishment or upgrade work required as a collective approach.

The refocused priority approach:

- Discharge Outlets:
  - Seek Offer of Services (OOS) for a complete condition assessment of all the existing discharge outlets and provide a clear recommendation for what is required for each outlet before progressing to detailed design if required.

- Stormwater Catchment:
  - Need OOS for undertaking a complete stormwater modelling work for the wider urban catchment which discharges to the Clutha River through the existing discharge outlet.

- Stormwater Pump Station Upgrade:
  - existing pump discharge outlet upgrade
  - pumps capacity upgrade and;
  - the monitoring alarm system

Hospital Creek Embankment:
This is the second part of the Hospital Creek project. Raising the embankment level to prevent flood waters overflowing over the flood banks. There were assessments undertaken previously and the location of the embankment to be raised was identified. The raised level and specification of fill materials need to be confirmed before seeking quotes from contractors to complete the physical works required. Working with 3 Waters Assets to confirm the required information for raising the embankments before proceeding further.

Work Order	Project Code	Description	Budget 26/27	Cost to Date 26/27	Available Budget	Forecast Spend	Variance
WO.369	450048	Balclutha Hospital Creek Embankment Upgrade	$343,392	$64,603	$278,789	$278,789	$0
WO.370	452001	Balclutha Hospital Creek Pump Station Upgrade and Discharge Outlet Improvements	$102,200	$ -	$102,200	$102,200	$0
Totals			$445,592	$64,603	$380,989	$380,989	**$0**

10.2 Contract 926 – Lawrence Hospital Creek Improvements Project

This project focuses on maintenance work for the creek. This includes re-enforcing the creek banks, firming the existing rock wall and removing debris and silt accumulating on the creek bed to prevent any flow impedance during heavy rainfall events.

Preparation of the Contract award has been delayed due to resource constraints. Before finalising the memo for approval and award, the Contractors have been asked to validate their quotations because of the delay by the 30 October 2026.

The works is schedule to be completed within this financial year.

Job Code	Project Code	Description	Budget 25/26	Cost to Date 25/26	Available Budget	Forecast Spend	Variance
450043	450042	Lawrence Hospital Creek Improvements	$251,100	$0	$251,100	$251,100	$0
Totals			$251,100	**$0**	$251,100	$251,100	**$0**

11 PROJECTS IN THE DESIGN PHASE

11.1 Project: 362033/WO.1227: Renewal, Relocation and Demolition of Old Booster Site (Back Creek)

The Back Creek Pump Station Relocation project has progressed to the procurement preparation stage, with Option 2A remaining the preferred solution and the new booster pump proposed on the north side of the existing reservoir.

Electrical supply requirements for the relocated booster pump are also being progressed, as the proposed location does not currently have the required electrical connection infrastructure. CDC, through Smart Power, have initiated discussions with PowerNet regarding options for extending or relocating the electrical supply to the new pump location. PowerNet has advised that the cost of relocating the electrical supply will be fully borne by Council, as PowerNet previously provided the transformer and contributed towards the existing connection. PowerNet has referred the technical requirements to its senior area engineer for further assessment, and available network capacity. Once the electrical scope and associated costs are confirmed, the overall project scope and budget will be reviewed, and the physical works will proceed through contractor procurement in accordance with CDC's Procurement Plan, subject to sufficient budget being available.

A meeting with PowerNet is scheduled for 4 November to discuss this further. All stakeholder engagement and scope definition are expected to be completed by December 2026.

Job Code	Project Code	Description	Budget 25/26	Cost to Date 25/26	Available Budget	Forecast Spend	Variance
WO.1227	362033	Renewal, Relocation and Demolition of Old Booster Site (Back Creek)	$195,000	$0	$195,000	$195,000*	$0
Totals			$195,000	**$0**	$195,000	$195,000	**$0**

**Variance ($195,000): Relocate pump station without wider pipe upgrades, with required local pipework.*

11.2 Project 400030/402009 - Wastewater Pump Station Renewals

Background

CDC is looking to reinstate 3 wastewater pump stations (Hasborough Place, High Street, Clinton) This design is for:

- Project 400030 – Balclutha High St Pump Station, located at 2 High St.
- Project 400030 – Balclutha Hasborough Pump Station, located at 29 Hasborough Place.
- Project 402009 - Clinton Wastewater Pump Station

Project Progress:

The Project Initiation Document (PID) has now been completed. The project scope has been confirmed to include works at the High Street Pump Station, Hasborough Place Pump Station and Clinton Wastewater Pump Station.

Consultant have been engaged to prepare a quote for the design and tender documentation required for the delivery phase of the 3-wastewater pump station project.

The proposed works include:

- Structural repairs and general maintenance to ensure the pump station buildings remain safe and fit for purpose for Koau and Gypsy
- Assessment of valves, pipework, and buried infrastructure, with repair or replacement of components as required for Koau and Gypsy
- Upgrades to lifting equipment and certification of lifting systems, along with improvements to site access to support safe and efficient maintenance activities
- Assessment and remediation of structural defects, including cracking, to maintain asset integrity and serviceability for Koau and Gypsy
- Health and safety improvements through upgrades to site safety features and infrastructure
- Replacement of the Clinton Wastewater pump station with a resilient, fit-for-purpose facility incorporating emergency storage, flood and odour controls and safe access.

Job Code	Project Code	Description	Budget	Cost to Date	Available Budget	Forecast Spend	Variance
400048 445.3082	402010	Balclutha Pump Station Renewals	$77,252*	$0	$77,252	$77,252	$0
	402009	Clinton wastewater pump station	$152,239	$0	$152,239	$152,239	$0
Total			**$229,491**	**$0**	**$229,491**	**$229,491**	**$0**

**Variance from the Balclutha Pump Station to be used for the design and tender documents of High Street and Hasborough place pump station.*

11.3 Project No 352008 and 352009 – Water Plant Backwash Treatment System (Tapanui, Milton)

The project involves upgrading and managing the backwash and Clean-in-Place (CIP) discharge systems at Milton and Tapanui Water Treatment Plants (WTP) to ensure compliance with Otago Regional Council regulations and improve operational efficiency.

Project Progress Summary:

Due to internal resource constraints, CDC undertook a competitive procurement process and appointed OCTA Associates Limited to provide Project Management Services for the Milton and Tapanui Backwash Treatment System Projects. The Contract was awarded on 11 August 2026, and OCTA has commenced its engagement, working alongside CDC to coordinate project planning, stakeholder management, consenting interfaces, and procurement activities for the Concept Design phase.

- **Milton:** Potential discharge to the Tokomairiro River, subject to consenting and supporting infrastructure.

- **Tapanui**: Transition from temporary surface water discharge to a long-term land-based solution. The short-term resource consent application is currently under review by Otago Regional Council, while the long-term land discharge solution will be developed through the Concept Design phase.

OCTA is currently:

- Issued request for proposal (RFP) seeking design services offer of services from the Panel Consultants for both Milton and Tapanui project sites.
- We have received responses from other consultants not having the capacity and/or resources to complete the scope required in the RFPs, apart from Beca. Awaiting submission from Beca before progressing to the next step.

Job Code	Project Code	Description	Budget	Cost to Date 25/26	Available Budget	Forecast Spend	Variance
351035 816.3082	352008	Tapanui backwash treatment system	$582,540	$59,412	$523,128	$523,128	$0
351036 792.3082	352009	Milton Backwash Treatment System	$592,540	$0	$592,540	$592,540	$0
Totals			**$1,175,080**	**$59,412**	**$1,115,668**	**$1,115,668**	**$0**

12 Government Electronic Tender Service

The capital delivery team regularly updates the contractor via Government Electronic Tender Service (GETS) by providing a list of future procurement opportunities:

Future Procurement Opportunities	Project Manager
• Chasland Highway Slip Repair by 25 Nov 2026. • Sealed/Pre Seal (WC 212 and 111) – 3 Dec 2026	Sonu Kumar Sonu Kumar
Tenders Advertised on GETS	
There are currently no tenders advertised on GETS	

Closed tenders:

Contract 920 – Rosebank Hill Pipeline Renewal (Clyde Street) SH1, Balclutha, closed 28 September 2026. Tender evaluation and clarifications are nearing completion, with contract award targeted for mid-November 2026.

Contract 922 – Reseals Professional Services, closed 28 September 2026 and is in the tender evaluation stage with an estimated tender award date of 10 November 2026.

Clutha District Council

Item for INFORMATION

Report	Three Waters Department Update
Portfolio Heads	Mayor Jock Martin, Councillor Roger Cotton, Councillor Simon McAtamney
Meeting Date	12 November 2026
Item Number	12
Prepared By	Linda Till – Three Waters Group Manager
File Reference	1068580

REPORT SUMMARY

The report provides updates from the Three Waters Department that are for information only.

RECOMMENDATIONS

1. **That Council receives the 'Three Waters Department Update' report dated 12 November 2026.**

REPORT

1. General

1.1 Staffing and General Update

Vacuum truck

The recently purchased vacuum truck was delivered by the supplier in October. Training in the operation of its vacuum equipment has been completed.



The truck's primary function will be to transport sludge and backwash waste from two water treatment plants to the Balclutha wastewater effluent pond. Recruitment for a suitably experienced vacuum truck operator is underway, with interviews scheduled for shortlisted candidates.

Rural Reticulation Technician

Recruitment for the Rural Reticulation Technician position has been completed, with the successful candidate scheduled to commence on 9 November. The appointee has experience in a comparable role and is expected to require limited operational support, aside from training in current information capture processes. Training in the safe off-road operation of 4WD vehicles and operation of the side-by-side vehicle has been scheduled.

2. Water Treatment

2.1 Moa Flat

Operating run times at the Moa Flat Water Treatment Plant have increased following the introduction of polymer into the treatment process. This change has enabled the plant to operate for longer periods and supported continued operation through the remainder of the winter months, with no further issues reported during that period. The introduction of polymer has therefore provided a positive operational benefit in managing the treatment challenges experienced over winter.

More recently, warmer spring days have coincided with a rapid increase in water demand across the scheme. This represents a change from the winter operating conditions, with greater demand being placed on the treatment plant as temperatures rise. While the increased run times achieved following the introduction of polymer have been beneficial, the recent demand increases highlight the changing operating requirements as the scheme moves from winter into the warmer months.

2.3 Kaitangata temporary intake upgrade

Work to improve the intake at the Kaitangata Water Treatment Plant has been completed, with all new infrastructure now installed. Initial operational results have been positive, providing an encouraging indication of the benefits of the upgraded intake arrangement. The completed works have addressed the operational issues associated with the previous installation and eliminated the specific operational and health and safety risks identified with that arrangement**.**

2.4 General

Temperatures have increased over the past month, with daytime highs reaching the high twenties. These warmer conditions have led to increased water demand across Council's water treatment sites, placing greater demand on treatment and storage infrastructure as the district moves further into spring.

The recent increases provide an early indication of the operating conditions that may be experienced during the summer period. With the anticipated warmer spring and summer

conditions and the potential influence of the El Niño conditions referred to in the seasonal outlook, there is a possibility of sustained periods of elevated demand.

The coming months will provide an opportunity to assess how the treatment plants respond to these conditions and the extent to which the additional storage infrastructure assists in managing demand.

3. Wastewater Treatment Plants and General

3.1 Ammonia and TN Trial – Tapanui

A trial is being established at the Tapanui Wastewater Treatment Plant to improve BioFiltro treatment performance and support compliance with resource consent requirements. Some of the works recommended by an external wastewater specialist have already been implemented. Data collection will commence once all recommended works are complete, with the results used to evaluate the trial's effectiveness in improving treatment performance and supporting consent compliance.

Heavy rainfall in early October resulted in a significant increase in flows to the Tapanui Wastewater Treatment Plant, causing the oxidation pond to overflow. This raised concerns about potential new sources of inflow and infiltration (I&I) within the wastewater reticulation network. Contractors investigated and identified two areas with elevated flows, and manhole repairs have since been completed. These repairs are expected to reduce wet-weather flows and the risk of further overflows, although their effectiveness has yet to be confirmed during subsequent rainfall events

3.1 Milton WWTP

Investigations are underway to determine the most appropriate approach to cleaning and repairing the wetlands at the Milton Wastewater Treatment Plant. South Waters, based out of Christchurch, has visited the site and is preparing a proposed methodology and pricing for the works.

Work is also underway to install an automatic shut-off valve at the wetland outlet. Once operational, the valve will prevent discharge when the ultraviolet (UV) disinfection system is in fault or operating outside specified parameters.

3.2 Rosebank Industrial I and I issues

Smoke testing was completed earlier this month as part of the investigation into inflow and infiltration (I&I) issues within the Rosebank industrial area wastewater network. The testing did not produce conclusive findings, and the source of the issue remains unconfirmed. Further investigation is required to establish where additional water is entering the network and to determine the extent of the problem.

3.4 Pond Levels

Monitoring records as of 29 October 2026 indicate that wastewater pond levels across the district are generally at the lower end of the operating range, with sufficient capacity for flows typically experienced at this time of year.

WWTP Pond	Level
Lawrence	67%
Owaka	64%
Balclutha	79.5%
Clinton	78%
Stirling	63%
Tapanui	69%
Kaka Point	76%
Heriot	81%
Kaitangata	71%

4. Three Waters Strategy & Planning

Wastewater Network Modelling

- Managing the build of a network wide wastewater reticulation model for Milton to better understand our network, where our constraints are, and to inform design of a new Milton WWTP
- Managing the build of a network wide wastewater reticulation model for Lawrence and Tapanui to better understand our network, where our constraints are, and to inform how the network can be managed to reduce load on wastewater treatment plants.

Milton WWTP Upgrade Options Assessment

- Managing the options assessment and preliminary design for a new wastewater treatment plant to accommodate anticipated flows from Milburn industrial area over the next 10 years as well as general population growth
- Options being investigated include:

1. Upgraded Milton WWTP to accommodate Milton township and OCF
2. Upgraded Milton WWTP to accommodate Milton township, OCF and Milburn Stage 1 Flows (feasibility)

TRAKK Assets Implementation

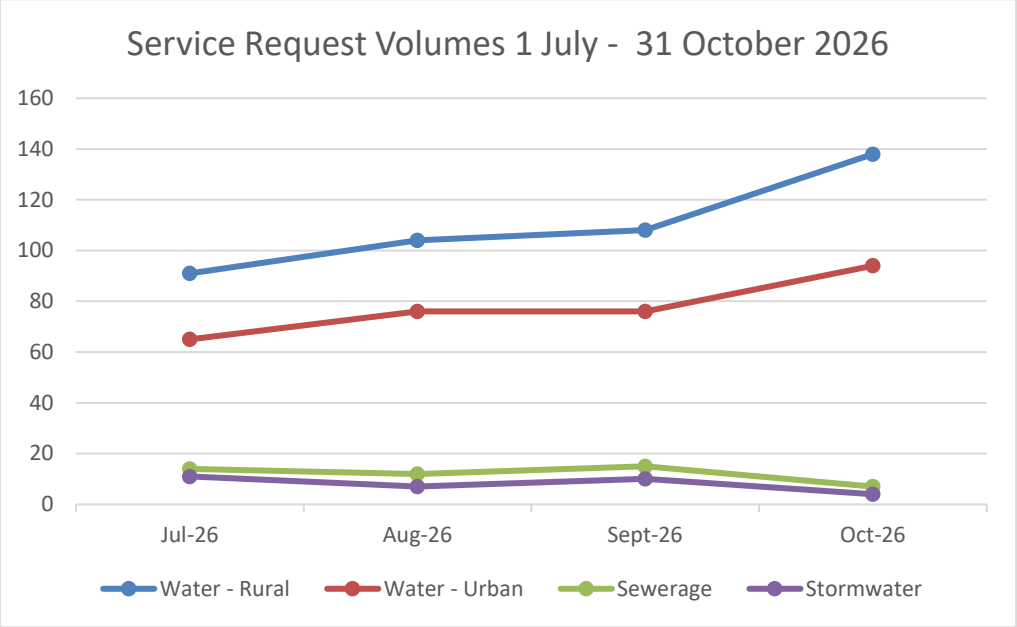
TRAKK Assets is a cloud-based Asset Management Information System (AMIS) designed to help teams transition away from spreadsheets and gain real-time control over infrastructure assets. It bridges the gap between field operations and Asset Management by using mobile-first tools and electronic (NFC/QR Code) asset tags.

Field staff and contractors are able to scan these tags onsite to instantly log inspections, submit maintenance work orders and capture critical data that will be fed into Council's main asset management system.

Rollout has begun this month, and implementation is targeting our larger infrastructure sites initially.

5. Reticulation

Work request volumes year to date are largely in line with trends over the past three years, with rural water jobs representing 53% of total requests and urban water driving 37% of the workload.



A process has been initiated with the contractor to transition to a measure-and-value contract, which is expected to deliver savings in the 2026/27 year. An independent auditor has also been engaged to review contract claims before the schedule of prices is received.

Development of the Planned Maintenance Programme for the remainder of the year is on hold pending receipt of fixed pricing for the work types to be undertaken.

During the September school holidays, our contractors carried out planned inspections at 11 schools across the district. The purpose of this work was to confirm that school fire hydrants were accessible, operational, and ready for use if required.





As part of the maintenance programme, contractors:

- Checked each fire hydrant to ensure it was in good working order.
- Operated and flushed the hydrants as part of the inspection process.
- Tested chlorine levels and confirmed satisfactory results.
- Once testing was completed, the hydrant lids were sprayed yellow to improve identification and visibility.

6. Inflow & Infiltration (I&I) Programme

I&I inspections have continued to progress throughout the year, with the programme now focusing on following up properties that have indicated they are compliant but have not provided the required photographic evidence to confirm this.

To complete the verification process, the Reticulation Team is progressively visiting these properties and carrying out on-site inspections. This allows compliance to be physically confirmed and ensures that outstanding properties can be formally closed off rather than remaining incomplete due to missing documentation.

Good progress has been made across the district, with Balclutha and Milton now being the two major towns remaining to be inspected. These areas represent the next significant stage of the inspection programme, and the team will continue working through the properties with known outstanding issues.

Clutha District Council

Item for INFORMATION

Report	Three Waters Compliance Update
Meeting Date	12 November 2026
Item Number	13
Prepared By	Keiran Medel – Principal Compliance Engineer Greta Campbell – Network Operations Manager
File Reference	1068582

REPORT SUMMARY

This report provides an update on all compliance-related issues across the Three Waters Operations department. It includes information previously provided in both the Operations and Infrastructure Strategy reports and the Protozoal and Bacterial Compliance report to the Risk and Assurance Committee, as well as additional, specific information on compliance activities.

RECOMMENDATIONS

1 That Council receives the 'Three Waters Compliance Update' report dated 12 November 2026.

REPORT

1 Regulator updates

1.1 Taumata Arowai

CDC is reviewing and updating the older Water Safety Plans (WSPs) before resubmitting them to Taumata Arowai via Hinekōrako.

CDC is reviewing and updating its outdated Source Water Risk Management Plans (SWRMPs) before resubmitting them to Taumata Arowai via Hinekōrako.

The Water Services (Drinking Water Quality Assurance) Rules 2026 come into force on 1 July 2027. CDC is reviewing the changes to identify the impact on its current monitoring and reporting requirements.

Aluminium exceedances above the 1 mg/L Maximum Acceptable Value (MAV) continue to be detected in the Moa Flat supply. CDC is assessing options to prevent future exceedances.

1.2 Otago Regional Council

Otago Regional Council (ORC) and CDC operations staff meet routinely to discuss any issues that are at the forefront. Current abatement notices for water treatment include:

Notice ID	Site	Reason and remediation	Due Date
EN.RMA.25.0044	Clydevale WTP	Non-compliant bore condition. The required works are complete. Cancellation has been requested.	Completed
EN.RMA.25.0055	North Bruce WTP	An intake and fish screen upgrade is required. CDC operations have engaged a local engineer to fabricate a new fish screen. A new intake meter, upstream of the raw water reservoir, was installed and verified.	31/12/2026 Completed
EN.RMA.25.0046	Moa Flat WTP	Backwash flows are not accurately monitored, requiring metering to include the two waste streams. Delayed procurement of the flow meter and relevant components caused delays.	Extension Requested
EN.RMA.25.0037	Whitelea Rd WTP	Non-compliant backwash volumes. A new discharge permit will be issued for this activity, allowing for increased discharge volumes. Awaiting input from Te Rūnanga o Ngāi Tahu before the new consent is issued.	30/10/2026

Current enforcement orders for wastewater include:

Notice ID	Site	Reason and remediation	Due Date
CRI-2018-012-000263	District Wide	Discharge of untreated wastewater to water via emergency overflows. Improved monitoring and management of wastewater overflow discharges have resolved this non-compliance. CDC requested cancellation of the order via the Environment Court.	Completed

Current abatement notices for wastewater treatment include:

Notice ID	Site	Reason and remediation	Due Date
EN.RMA.25.0061	Kaka Point WWTP	Non-compliant Total Nitrogen (TN) levels in the discharge. Implementing the optimisation report recommendations will aim to address this non-compliance.	31/01/2027
EN.RMA.25.0062	Stirling WWTP	Non-compliant TN levels in the discharge.	31/01/2027

		Implementing the optimisation report recommendations will aim to address this non-compliance.	
EN.RMA.25.0063	Lawrence WWTP	Non-compliant TN levels in the discharge. Implementing the optimisation report recommendations will aim to address this non-compliance.	31/01/2027
EN.RMA.24.0083	Milton WWTP	Non-compliant discharge volumes. The consent variation was declined, and a new consent application is required. CDC will request an extension.	30/10/2026
EN.RMA.24.0033	Balclutha WWTP	Non-compliant ammonia nitrogen (NH_4-N) levels in the discharge. Implementing the optimisation report recommendations will aim to address this non-compliance.	Extension Requested
EN.RMA.25.146	Rosebank Industrial	Non-compliant discharge volumes. A damaged manhole was replaced, and cancellation was requested.	Completed
EN.RMA.26.0009	Waihola WWTP	Non-compliant manhole overflow. The abatement notice was cancelled.	Cancelled
EN.RMA.26.0030	Kaitangata WWTP	Non-compliant NH_3-N levels in the discharge. Implementing the optimisation report recommendations will aim to address this non-compliance.	Extension Requested
EN.RMA.26.0033	Clinton WWTP	Non-compliant NH_4-N levels in the discharge. Implementing the optimisation report recommendations will aim to address this non-compliance. Non-compliant daily discharge volumes. Installation of a control valve will resolve this non-compliance.	Extension Requested
EN.RMA.26.0049	Tapanui WWT	Non-compliant TN levels in the discharge. Implementing the optimisation report recommendations will aim to address this non-compliance.	31/07/2027

The CDC WWTP Optimisation report was finalised on 10 August 2026. CDC operations have commenced trialling the short-term recommendations to confirm their impact on achieving compliant discharge quality before implementing them across all relevant sites.

ORC is planning to audit the WTP backwash consents in November 2026.

2 Bacto and Proto Compliance Focus

The September 2026 reporting period saw consistently high levels in Urban and Rural Water Bacterial and Protozoal compliance.

URBAN WATER - LEVEL OF SERVICE 1: WATER FROM COUNCIL URBAN SUPPLIES IS SAFE TO DRINK.	Jun 2026	Jul 2026	Aug 2026	Sep 2026
Compliance with the DWQAR Standards for bacteriological compliance	100%	100%	100%	100%
Compliance with the DWQAR Standards for protozoal compliance	100%	100%	100%	100%

RURAL WATER - LEVEL OF SERVICE 1: WATER FROM COUNCIL RURAL SUPPLIES IS SAFE TO DRINK.	Jun 2026	Jul 2026	Aug 2026	Sep 2026
Compliance with the DWQAR Standards for bacteriological compliance	100%	100%	100%	100%
Compliance with the DWQAR Standards for protozoal compliance	100%	100%	100%	100%

3 Water Treatment Plant (WTP) Compliance Focus

3.1 Drinking Water Quality Assurance Rules (the Rules) Compliance Summary

Since the Rules took effect in November 2022, CDC has upgraded facilities throughout the district to improve compliance at several treatment plants. The tables below provide a high-level overview of compliance with the Rules for each site.

Monthly Compliance achieved/anticipated	Technical non-compliance	Moderate non-compliance	Significant non-compliance

Balclutha WTP	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
T3 Bacto: 4.10.1.4 UV Treatment	100%	100%	100%	100%	100%	100%
T3 Proto: 4.10.2.13 UV Treatment	100%	100%	100%	100%	100%	100%
D3 Bacto Balclutha: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
Compliance Comments	N/A					

Milton WTP	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
T3 Bacto: 4.10.1.1 FAC Disinfection	100%	100%	100%	100%	100%	100%
T3 Proto: 4.10.2.11 Membranes	100%	100%	100%	99%	100%	99%
D3 Bacto Milton: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
D3 Bacto OCF: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
D3 Bacto Waihola: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
Compliance Comments	N/A					

Stirling WTP	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
T3 Bacto: 4.10.1.4 UV Treatment	100%	100%	100%	100%	100%	100%
T3 Proto: 4.10.2.13 UV Treatment	100%	100%	100%	100%	100%	100%
D3 Bacto Stirling: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
D3 Bacto South Bruce: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
Compliance Comments	N/A					

Kaitangata WTP	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
T3 Bacto: 4.10.1.4 UV Treatment	100%	100%	100%	100%	100%	100%
T3 Proto: 4.10.2.13 UV Treatment	100%	100%	100%	100%	100%	100%
D3 Bacto Kaitangata: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
D3 Bacto Wangaloa: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
Compliance Comments	N/A					

Whitelea Rd WTP	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
T3 Bacto: 4.10.1.1 FAC Disinfection	100%	98%	97%	100%	100%	99%
T3 Proto: 4.10.2.11 Membranes	100%	100%	100%	99%	100%	99%
D3 Bacto North Richardson: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
Compliance Comments	N/A					

Puerua WTP	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
T3 Bacto: 4.10.1.4 UV Treatment	98%	100%	100%	100%	100%	100%
T3 Proto: 4.10.2.13 UV Treatment	98%	100%	100%	100%	100%	100%
D3 Bacto Richardson South: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
D3 Bacto Kaka Point: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
Compliance Comments	N/A					

Owaka WTP	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
T3 Bacto: 4.10.1.4 UV Treatment	100%	100%	100%	100%	100%	100%
T3 Proto: 4.10.2.13 UV Treatment	100%	100%	100%	100%	100%	100%
D3 Bacto Owaka: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
Compliance Comments	N/A					

Clydevale-Pomahaka WTP	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
T3 Bacto: 4.10.1.4 UV Treatment	100%	100%	100%	100%	100%	100%
T3 Proto: 4.10.2.13 UV Treatment	100%	100%	100%	100%	100%	100%
D3 Bacto Clydevale: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
D3 Bacto Clinton: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
Compliance Comments	N/A					

Glenkenich WTP	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
T3 Bacto: 4.10.1.1 FAC Disinfection	99%	98%	100%	100%	100%	99%
T3 Proto: 4.10.2.11 Membranes	100%	99%	99%	99%	100%	100%
D3 Bacto Glenkenich: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
Compliance Comments	N/A					

Tapanui WTP	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
T3 Bacto: 4.10.1.1 FAC Disinfection	99%	100%	100%	99%	100%	99%
T3 Proto: 4.10.2.13 UV Treatment	99%	100%	100%	100%	100%	100%
T3 Proto: 4.10.2.13 UV Treatment	99%	100%	100%	100%	100%	100%
D3 Bacto Tapanui: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
Compliance Comments	N/A					

North Bruce WTP	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
T3 Bacto: 4.10.1.4 UV Treatment	100%	100%	100%	100%	100%	100%
T3 Proto: 4.10.2.13 UV Treatment	100%	99%	100%	100%	100%	100%
D3 Bacto North Bruce: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
Compliance Comments	N/A					

Moa Flat WTP	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
T3 Bacto: 4.10.1.4 UV Treatment	100%	98%	98%	99%	99%	99%
T3 Proto: 4.10.2.13 UV Treatment	100%	100%	99%	99%	100%	100%
D3 Bacto Moa Flat: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
Compliance Comments	N/A					

Balmoral/Tuapeka WTP	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
T3 Bacto: 4.10.1.4 UV Treatment	100%	99%	100%	99%	100%	100%
T3 Proto: 4.10.2.13 UV Treatment	100%	99%	100%	99%	100%	100%
D3 Bacto Balmoral 1: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
D3 Bacto Balmoral 2: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
D3 Bacto Tuapeka East: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
D3 Bacto Tuapeka West: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
D3 Bacto Lawrence: 4.11.4 Residual Disinfection	100%	100%	100%	100%	100%	100%
Compliance Comments	N/A					

3.2 Disinfection By-Products

The type of DBP formed depends on the pH. The types found in the Milton distribution networks are associated with lower water pH (6.5 – 7.5).

Milton Supply				
Date	**Location**	**Dichloroacetic acid (MAV 0.05 mg/L)**	**Trichloroacetic Acid (MAV 0.2 mg/L)**	**FAC (mg/L)**
08/06/2026	Milton Town	0.009	<0.05	1.74
	Milton OCF	0.006	<0.05	1.43
	Waihola Town	0.012	<0.05	1.58
08/07/2026	Milton Town	0.009	<0.05	1.48
	Milton OCF	0.006	<0.05	1.47
	Waihola Town	0.011	<0.05	1.81
10/08/2026	Milton Town	0.005	<0.05	1.38
	Milton OCF	<0.005	<0.05	1.36
	Waihola Town	0.008	<0.05	1.41
11/09/2026	Milton Town	0.006	<0.05	1.89
	Milton OCF	<0.005	<0.05	1.47
	Waihola Town	0.011	<0.05	1.37

Higher temperatures affect DBP formation, meaning more DBPs form in spring and summer.

When two compliance years of three-monthly sampling results for any by-product determinand are not more than 50% of the MAV, monitoring may be reduced to yearly.

4 Wastewater Treatment Plant (WWTP) Compliance Focus

Improvement: Monthly Compliance achieved	No Change (may be a non-compliance if it continues)	Consent non-compliance

Balclutha WWTP	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26
Discharge Volume Limit Compliant.								
Monthly Samples Non-compliant TSS and NH4-N levels.								
8 out of 12 Consecutive Samples Non-compliant NH4-N levels.								
2 out of 12 Consecutive Samples Non-compliant NH4-N levels.								
Dissolved Oxygen Compliant.								

Balclutha WWTP compliance overview:

- Balclutha WWTP did not exceed its 2,500 m³ daily discharge limit during the reporting period.
- Balclutha WWTP does not consistently comply with the consented NH_4-N discharge limits.
- The DO average remained above the consented limit of 2 g/m³.
- Balclutha WWTP is subject to the Abatement Notice EN.RMA.24.0033, in which the WWTP must comply with the NH_4-N limits. CDC has requested an extension to 30 June 2027.

Clinton WWTP	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26
Discharge Volume Limit Non-compliant.								
Monthly Samples Compliant.								
8 out of 12 Consecutive Samples Compliant.								
2 out of 12 Consecutive Samples Non-compliant NH4-N levels.								
Dissolved Oxygen Compliant.								

Clinton WWTP compliance overview:

- Clinton WWTP exceeded its 400 m³ daily discharge limit during the reporting period. The treatment plant is susceptible to wet weather. A control valve is planned for installation to prevent discharge exceedances.
- Clinton WWTP complied with the consented discharge limits during the reporting period. However, it does not consistently comply with the consented NH_4-N discharge limits.
- The Clinton WWTP has a UV unit installed before the wetland cells, and the post-UV E. coli results are consistently <10 CFU/100 mL since commissioning in October 2024.
- The DO average remained above the consented limit of 2 g/m³.
- Clinton WWTP is subject to the Abatement Notice EN.RMA.26.0033, in which the WWTP must comply with the NH_4-N and daily discharge volume limits. CDC has requested an extension to 31 January 2027.

Waihola WWTP	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26
Discharge Volume Limit (average) Compliant.								
Discharge Timing Compliant.								
Monthly Samples Compliant.								
8 out of 12 Consecutive Samples Compliant.								
2 out of 12 Consecutive Samples Compliant.								
Dissolved Oxygen Compliant.								

Waihola WWTP compliance overview:

- Waihola WWTP did not exceed its 160 m^3 daily discharge limit (taken as an annual average) during the reporting period.
- Waihola WWTP complied with the consented discharge limits during the reporting period.
- The DO average remained above the consented limit of 2 g/m^3.

Milton WWTP	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26
Discharge Volume Limit Non-compliant.								
Monthly Samples Compliant.								
90th Percentile Limits Compliant.								
95th Percentile Limit Compliant.								
Geometric Mean Limit Compliant.								
Treatment Plant Bypass Bypass discharge occurred in September and October.								

Milton WWTP compliance overview:

- Milton WWTP exceeded its 1,625 m^3 daily discharge limit during the reporting period. ORC declined CDC's variation request, requiring a new consent application.
- Milton WWTP discharged partially treated effluent to the Tokomairiro River during the reporting period following heavy rainfall that exceeded the plant's capacity.
- Milton WWTP complied with the consented parameter discharge limits during the reporting period. However, it does not consistently comply with the consented NH_3-N summer discharge limits (Nov. to Mar.).
- Milton WWTP is subject to Abatement Notice EN.RMA.24.0083 for exceeding the 1,625 m^3 daily discharge limit during wet weather periods that do not exceed the plant's capacity. ORC requires a new consent to resolve the ongoing non-compliances.

Kaitangata WWTP	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26
Discharge Volume Limit (average) Compliant.								
Pond Overflow Compliant.								
Monthly Samples Compliant.								
9 out of 10 Samples Non-compliant NH3-N levels.								

Kaitangata WWTP compliance overview:

- Kaitangata WWTP did not exceed its 800 m³ daily discharge limit during the reporting period. The membrane capacity limits the discharge volume.
- Kaitangata WWTP complied with the consented discharge limits during the reporting period. However, it does not consistently comply with the consented NH_3-N discharge limits.
- Kaitangata WWTP did not discharge partially treated effluent via the emergency overflow during the reporting period.
- Kaitangata WWTP is subject to the Abatement Notice EN.RMA.26.0030, in which the WWTP must comply with the NH_3-N limits. CDC has requested an extension to 31 March 2027.

Heriot WWTP	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26
Discharge Volume Limit Compliant.								
Pond Overflow Compliant.								
Monthly Samples Compliant.								
9 out of 10 Samples Compliant.								

Heriot WWTP compliance overview:

- Heriot WWTP did not exceed its 315 m³ daily discharge limit during the reporting period.
- Heriot WWTP complied with the consented discharge limits during the reporting period.
- Heriot WWTP did not discharge partially treated effluent via the emergency overflow during the reporting period.

Stirling WWTP	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26
Discharge Volume Limit Compliant.								
Pond Overflow Compliant.								
Monthly Samples Non-compliant TN and TSS levels.								
9 out of 10 Samples Non-compliant TN, TSS, and BOD levels.								

Stirling WWTP compliance overview:

- Stirling WWTP did not exceed its 140 m³ daily discharge limit during the reporting period.
- Stirling WWTP did not comply with the consented TN and TSS discharge limits during the reporting period, remaining non-compliant with the TN, TSS, and BOD_5 discharge limits.
- Stirling WWTP did not discharge partially treated effluent via the emergency overflow during the reporting period.
- Stirling WWTP is subject to Abatement Notice EN.RMA.25.0062 for exceeding the TN discharge limit. CDC was granted an extension to 31 January 2027.

Kaka Point WWTP	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26
Discharge Volume Limit Compliant.								
Pond Overflow Compliant.								
Monthly Samples Non-compliant TN levels.								
9 out of 10 Samples Non-compliant TN, BOD, and TSS levels.								

Kaka Point WWTP compliance overview:

- Kaka Point WWTP did not exceed its 120 m³ daily discharge limit during the reporting period.
- Kaka Point WWTP did not comply with the consented TN discharge limits during the reporting period and remains non-compliant with the TN, BOD_5 and TSS discharge limits.
- Kaka Point WWTP did not discharge partially treated effluent via the emergency overflow during the reporting period.
- Kaka Point WWTP is subject to Abatement Notice EN.RMA.25.0061 for exceeding the discharge limits for TN, BOD_5, and TSS. CDC was granted an extension to 31 January 2027.

Owaka WWTP	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26
Discharge Volume Limit Non-compliant in September.								
Pond Overflow Compliant.								
Monthly Samples Compliant.								
9 out of 10 Samples Compliant.								

Owaka WWTP compliance overview:

- Owaka WWTP exceeded its 360 m³ daily discharge limit in September 2026.
- Owaka WWTP did not discharge partially treated effluent via the emergency overflow during the reporting period.
- Owaka WWTP complied with the consented discharge limits during the reporting period.

Lawrence WWTP	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26
Discharge Volume Limit Non-compliant in September.								
Dissolved Oxygen Compliant. Not always collected between 11:00 AM and 2:00 PM.								
Pond Overflow Compliant.								
Monthly Samples Compliant.								
9 out of 10 Samples Non-compliant TN levels.								

Lawrence WWTP compliance overview:

- Lawrence WWTP exceeded its 250 m³ daily discharge limit in September 2026.
- Lawrence WWTP complied with the consented discharge limits during the reporting period. However, it does not consistently comply with the consented TN discharge limits.
- Lawrence WWTP did not discharge partially treated effluent via the emergency overflow during the reporting period.
- The DO average remained above the consented limit of 2 g/m³.
- Lawrence WWTP is subject to the Abatement Notice EN.RMA.25.0063 for exceeding the discharge limit for TN, BOD_5, and pH. CDC was granted an extension to 31 January 2027.

Tapanui WWTP	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26
Discharge Volume Limit Non-compliant.								
Pond Overflow The pond overflowed in September and October.								
Monthly Samples Compliant.								
9 out of 10 Samples Non-compliant TN levels.								

Tapanui WWTP compliance overview:

- Tapanui WWTP exceeded its 465 m³ daily discharge limit during the reporting period, resulting from damaged infrastructure in the network, which was repaired.
- Tapanui WWTP discharged partially treated effluent via the emergency overflow during the reporting period.
- Tapanui WWTP complied with the consented discharge limits during the reporting period. However, it does not consistently comply with the consented TN discharge limits.
- Tapanui WWTP is subject to the Abatement Notice EN.RMA.26.0049 for exceeding the TN discharge limit. The abatement notice deadline is 31 July 2027.

Clutha District Council

Item for DECISION

Report	Reasons to Move to Public Excluded Session
Meeting Date	12 November 2026
Item Number	14
Prepared By	Steve Hill – Chief Executive
File Reference	1068565

REPORT SUMMARY

The Council may upon resolution or upon motion being made, exclude the public from the whole or any part of the proceedings of any meeting.

Grounds to exclude the public under the Local Government Official Information and Meetings Act 1987 are contained in Appendix 1 of the Clutha District Council's Standing Orders as attached.

RECOMMENDATIONS

1. **That Council receives the 'Reasons to Move to Public Excluded Session' report.**

2. **That if required, Council excludes the public from the following part of the proceedings of this meeting pursuant to the provisions of the Local Government Official Information and Meetings Act 1987 namely:**

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
Wastewater Treatment Plant Prosecutions Update	The information contained in this report relates to a matter before the Court.	A2(g) To maintain legal professional privilege.
Southern Waters Done Well – LGFA Accession	The information contained in the report is commercially sensitive.	A2(h) Enable any Council holding the information to carry out, without prejudice or disadvantage, commercial activities.
Public Excluded Council Minutes – 15 October 2026 Matters dealt with in these minutes:		The specific provisions of the Act that relate to these minutes can be found in the open minutes of the Council meeting held on 15 October 2026.

• Contract 917 – Richardson Water Main Renewal (Moffat Road) • SRG Rural Water Representative Appointment	The information contained in the report is commercially sensitive. The information contained in the report relates to an appointment and recruitment process.	

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by Section 6 or Section 7 of that Act or Section 6 or Section 7 or Section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as shown after each item.

Appendix 1: Grounds to exclude the public

A local authority may, by resolution, exclude the public from the whole or any part of the proceedings of any meeting only on one or more of the following grounds:

A1 That good reason exists for excluding the public from the whole or any part of the proceedings of any meeting as the public disclosure of information would be likely:

(a) To prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial; or

(b) To endanger the safety of any person.

A2 That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to:

(a) Protect the privacy of natural persons, including that of deceased natural persons; or

(b) Protect information where the making available of the information would:

i. Disclose a trade secret; or

ii. Be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

(ba) In the case only of an application for a resource consent, or water conservation order, or a requirement for a designation or heritage order, under the Resource Management Act 1991, to avoid serious offence to tikanga Māori, or to avoid the disclosure of the location of waahi tapu; or

(c) 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:

i. 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; or

ii. Be likely otherwise to damage the public interest.

(d) Avoid prejudice to measures protecting the health or safety of members of the public; or

(e) Avoid prejudice to measures that prevent or mitigate material loss to members of the public; or

(f) Maintain the effective conduct of public affairs through –the protection of such members, officers, employees, and persons from improper pressure or harassment; or

(g) Maintain legal professional privilege; or

(h) Enable any Council holding the information to carry out, without prejudice or disadvantage, commercial activities; or

(i) Enable any Council holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations); or

(j) Prevent the disclosure or use of official information for improper gain or improper advantage.

See s.7 LGOIMA 1987.

Where A2 of this Appendix applies the public may be excluded unless, in the circumstances of a particular case, the exclusion of the public is outweighed by other considerations which render it desirable and in the public interest, that the public is not excluded.

A3 That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information, the public disclosure of which would:

(a) Be contrary to the provisions of a specified enactment; or

(b) Constitute contempt of Court or of the House of Representatives.

A4 That the purpose of the whole or the relevant part of the proceedings of the meeting is to consider a recommendation made to that Council by an Ombudsman under section 30(1) or section 38(3) of this Act (in the case of a Council named or specified in Schedule 1 to this Act).

A5 That the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the Council to deliberate in private on its decision or recommendation in:

(a) Any proceedings before a Council where:

i. A right of appeal lies to any Court or tribunal against the final decision of the Council in those proceedings.

ii. The Council is required, by any enactment, to make a recommendation in respect of the matter that is the subject of those proceedings; and

iii. Proceedings of a local authority exist in relation to any application or objection under the Marine Farming Act 1971.

See s. 48 LGOIMA.

48 Right of local authorities to exclude public

(1) Subject to subsection (3), a local authority may by resolution exclude the public from the whole or any part of the proceedings of any meeting only on 1 or more of the following grounds:

(a) that the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist,—

(i) where the local authority is named or specified in Schedule 1, under section 6 or section 7 (except section 7(2)(f)(i)):

(ii) where the local authority is named or specified in Schedule 2 of this Act, under section 6 or section 7 or section 9 (except section 9(2)(g)(i)) of the Official Information Act 1982:

(b) that the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information the public disclosure of which would—

(i) be contrary to the provisions of a specified enactment; or

(ii) constitute contempt of court or of the House of Representatives:

(c) that the purpose of the whole or the relevant part of the proceedings of the meeting is to consider a recommendation made to that local authority by an Ombudsman under section 30(1) or section 38(3) of this Act (in the case of a local authority named or specified in Schedule 1) or under section 30(1) or section 35(2) of the Official Information Act 1982 (in the case of a local authority named or specified in Schedule 2 of this Act):

(d) that the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the local authority to deliberate in private on its decision or recommendation in any proceedings to which this paragraph applies.

See s. 48 LGOIMA.