



NOTICE OF MEETING

**Notice is hereby given of the Meeting of the
Infrastructure and Projects Committee
to be held in the Council Chamber, First Floor,
Civic Theatre, 88 Tay Street, Invercargill on
Tuesday 4 February 2025 at 2.00 pm**

Cr G M Dermody (Chair)
Mayor W S Clark
Cr A J Arnold
Cr R I D Bond
Cr P M Boyle
Cr S J Broad
Cr T Campbell
Cr A H Crackett
Cr P W Kett
Cr D J Ludlow
Cr I R Pottfinger
Cr L F Soper
Cr B R Stewart
Rev E Cook - Māngai - Waihōpai
Mrs P Coote - Kaikaunihera Māori - Awarua

MICHAEL DAY
CHIEF EXECUTIVE

Infrastructure and Projects Committee - Public

04 February 2025 02:00 PM

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a. Members are reminded of the need to stand aside from decision-making when a conflict arises between their role as an elected representative and any private or other external interest they might have.	
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MINUTES OF THE INFRASTRUCTURE AND PROJECTS COMMITTEE, HELD IN THE COUNCIL CHAMBERS, FIRST FLOOR, CIVIC THEATRE, 88 TAY STREET, INVERCARGILL ON TUESDAY 3 DECEMBER 2024 AT 3.00 PM

Present:

- Cr G M Dermody (Chair)
- Mayor W S Clark
- Cr A J Arnold
- Cr R I D Bond
- Cr P M Boyle
- Cr S J Broad
- Cr T Campbell
- Cr A H Crackett
- Cr D J Ludlow
- Cr I R Pottinger
- Cr L F Soper
- Cr B R Stewart
- Mrs P Coote – Kaikaunihera Māori – Awarua

In Attendance:

- Mr M Day – Chief Executive
- Ms E Moogan – Group Manager – Infrastructure
- Mrs P Christie – Group Manager – Finance and Assurance
- Mrs T Hurst – Group Manager – Community Engagement and Corporate Services
- Mr R Capil – Group Manager – Community Spaces and Places
- Mr J Shaw – Group Manager - Consenting and Environment
- Mr M Morris – Manager – Governance and Legal
- Ms L Knight – Manager – Strategic Communications
- Mr D Rodgers – Manager – Strategic Asset Planning
- Mr L Butcher – Project Director
- Ms E Wallace – Director Te Unua Museum of Southland
- Ms K Braithwaite – Digital and Communications Advisor
- Ms M Sievwright – Senior Executive Support

1. Apologies

Cr Kett, Rev E Cook

Moved Cr Ludlow, seconded Cr Soper and **RESOLVED** that the apologies be accepted.

Note: Mayor Clark did not accept the apology from Rev Cook as she had attended several other public meetings in the last few days.

2. Declaration of Interest

Nil.

3. Public Forum

Nil.

4. Minutes of the Waste Advisory Group (WasteNet) Meeting held on Monday 2 September 2024

A5534239

Moved Cr Pottinger, seconded Cr Stewart and **RESOLVED** that the Minutes of the Waste Advisory Group (WasteNet) held on Monday 2 September 2024 be received.

5. Minutes of the Infrastructure and Projects Committee Meeting held on Tuesday 5 November 2024

A55613748

Moved Cr Ludlow, seconded Cr Soper and **RESOLVED** that the Minutes of the Infrastructure and Projects Committee meeting held on Tuesday 5 November 2024 be confirmed.

6. Minutes of the Extraordinary Infrastructure and Projects Committee Meeting held on Tuesday 12 November 2024

A5626222

Moved Cr Stewart, seconded Mrs Coote and **RESOLVED** that the Minutes of the Extraordinary Infrastructure and Projects Committee meeting held on Tuesday 12 November 2024 be confirmed.

7. Temporary Road Closures – Great South – Don Street Food Market – 18 January 2025

A5642752

Mr Doug Rodgers spoke to the report.

In response to a question regarding why this was not in Esk Street, it was noted that this was not a Council decision.

In response to whether a reserve date had been planned, it was noted if this was cancelled then it would not happen.

Moved Cr Dermody, seconded Cr Crackett and **RESOLVED** that the Infrastructure and Projects Committee:

1. Received the report titled "Temporary Road Closures – Great South – Don Street Food Market – 18 January 2025".
2. Resolve that the proposed event outlined in the report will not impede traffic unreasonably.

3. Approves the temporary road closure for Don Street, from Dee Street to Kelvin Street, on Saturday, 18 January 2025 from 2.00pm to 10.00pm, as permitted under the Local Government Act 1974 (Section 342 and Schedule 10).

8. Awarua Bay Land Sale - Delegations

A5652648

Mr Michael Morris spoke to the report.

Moved Cr Ludlow, seconded Cr Bond and **RESOLVED** that the Infrastructure and Projects Committee:

1. Received the report "Awarua Bay Land Sale - Delegations".
2. Note the Deadline sale is to end on 6 December 2024.
3. Notes that Council has delegated consideration of the sale outcome to it (this Committee).
4. Resolve to refer the outcome and decision making on the sale of this piece of land to Council at its December 2024 meeting.

Recommend to Council

5. That Council make the decision on the outcome of the deadline sale process for the land at 21 and 45 Awarua Bay, Invercargill.

9. Strategic Capital Projects Report

A5552386

Mr Lee Butcher provided a brief overview of the dashboard.

To summarise the museum project, the PMO was tracking the programme but had issues with the experience design which would impact the overall opening if the overall experience was delayed.

In response to a question regarding the structural build of the museum, it was noted the build aspect was going well and on track for completion. While foundations had gone well and the build was on track, until some cultural aspects were addressed it could impact the overall timeline. Contingencies had been built into the budget.

In response to a question regarding 70% of the experience would be digital, and what impact did this have in displaying the collection. Mr Butcher was supported by Ms Eloise Wallace. It was noted that the concept for experience had been approved in terms of digital an example provided was of a large digital component could be the photographs which were held in the collection. A lot of the physical objects would be used, just in a different way than previous. It might not be practical to bring physical objects into the room, but you could show more in a digital format.

It was noted that staff had not released this concept to the public as did not want to give away what the experience would look like. Staff were coming to the end of the development design and would come back to Council in the new year.

It was noted that TAMI has now advised they could not sign off on the design from Gibson Group. Mayor Clark advised he would seek clarification on why they would not participate. He would also seek clarification on ownership of the collection. There were some current roadblocks and Mayor Clark was working through these.

Staff had been proactive in working with the Runaka and there was strong commitment with the Runaka and what was best for them. There was a plan in place which would hopefully be finalised at the end of this week.

It was noted that Iwi did support this experience and even though TAMI had declined working on this, it was confirmed that local Runaka were very keen. There were two issues, the narrative and the collections. Council staff were working with the Trust to ensure a successful path forward.

In response to a question regarding CCTV and lack of infrastructure, it was noted there was new ducting which was required. it was based on the assumptions that lines could be used where unfortunately they could not.

Moved Cr Soper, seconded Cr Stewart and **RESOLVED** that the Infrastructure and Projects Committee:

1. Received the report "Strategic Capital Projects Report".
2. Receives the "ICC PMO Programme Dashboard".
3. Notes the current status of the projects, including project risk assessment.

10. Public Excluded Session

Moved Cr Ludlow, seconded Cr Soper and **RESOLVED** that the public be excluded from the following parts of the proceedings of this meeting, namely:

- a. Minutes of the Public Excluded Session of the Infrastructure Committee Meeting held on 5 November 2024

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
a. Minutes of the Public Excluded Session of the Infrastructure Committee Meeting held on 5 November 2024	Section 7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7

There being no further business, the meeting finished at 3.41 pm.

INFRASTRUCTURE AND PROJECTS COMMITTEE – TUESDAY 3 DECEMBER 2024

PUBLIC EXCLUDED SESSION

Present:

- Cr G M Dermody (Chair)
- Mayor W S Clark
- Cr A J Arnold
- Cr R I D Bond
- Cr P M Boyle
- Cr S J Broad
- Cr T Campbell
- Cr A H Crackett
- Cr D J Ludlow
- Cr I R Pottfingher
- Cr L F Soper
- Cr B R Stewart
- Mrs P Coote – Kaikaunihera Māori – Awarua

In Attendance:

- Mr M Day – Chief Executive
- Ms E Moogan – Group Manager – Infrastructure
- Mrs P Christie – Group Manager – Finance and Assurance
- Mrs T Hurst – Group Manager – Community Engagement and Corporate Services
- Mr R Capil – Group Manager – Community Spaces and Places
- Mr J Shaw – Group Manager - Consenting and Environment
- Mr M Morris – Manager – Governance and Legal
- Ms L Knight – Manager – Strategic Communications
- Mr L Butcher – Project Director
- Ms E Wallace – Director Te Unua Museum of Southland
- Ms M Sievwright – Senior Executive Support

Note: Mayor Clark left the meeting at 3.39 pm

1. **Minutes of the Public Excluded Session of the Infrastructure and Projects Committee Meeting held on Tuesday 5 November 2024**

A5613760

Moved Cr Crackett, seconded Cr Bond and **RESOLVED** that the Minutes of the Public Excluded Session of the Infrastructure and Projects Committee meeting held on Tuesday 5 November 2024 be confirmed.

Moved Cr Stewart, seconded Cr Ludlow and **RESOLVED** that the meeting moves back into open meeting.

**MINUTES OF THE EXTRAORDINARY INFRASTRUCTURE AND PROJECTS COMMITTEE, HELD
IN THE COUNCIL CHAMBERS, FIRST FLOOR, CIVIC THEATRE, 88 TAY STREET,
INVERCARGILL ON TUESDAY 21 JANUARY 2025 AT 2.00 PM**

Present:

- Cr G M Dermody (Chair)
- Mayor W S Clark (via zoom)
- Cr A J Arnold
- Cr R I D Bond
- Cr P M Boyle
- Cr S J Broad
- Cr T Campbell
- Cr A H Crackett
- Cr D J Ludlow
- Cr I R Pottinger
- Cr L F Soper
- Cr B R Stewart
- Rev E Cook – Māngai – Waihōpai (from 2.07 pm)

In Attendance:

- Mr M Day – Chief Executive
- Ms E Moogan – Group Manager – Infrastructure
- Mrs P Christie – Group Manager – Finance and Assurance
- Mrs T Hurst – Group Manager – Community Engagement and Corporate Services
- Mr J Shaw – Group Manager - Consenting and Environment
- Mr M Morris – Manager – Governance and Legal
- Ms R Suter – Manager – Strategy and Policy
- Mr A Strahan – Transition Manager – Three Waters
- Mr M Bridge – Department of Internal Affairs
- Mr S Cross – Morrison Low (via zoom)
- Ms K Braithwaite – Team Leader Communications
- Mr M Butler – Digital and Visual Communications Advisor
- Ms M Sievwright – Senior Executive Support

1. Apologies

Cr Kett, Mrs Coote, and Rev Cook for lateness.

Moved Cr Stewart, seconded Cr Soper and **RESOLVED** that the apologies be accepted.

2. Declaration of Interest

Nil.

3. Local Water Done Well – ICC Water Service Delivery Options

A5732173

Ms Erin Moogan and Mr Andrew Strahan spoke to the report.

Ms Moogan noted that no matter what options Council decided, there was going to be significant changes in how Three Waters would be operated. Clear direction had been provided by central government that Three Waters was to be run more in line with a private service and would apply regardless of whether the services were delivered by Council, a CCO or a regional entity. Government expectation was that Council needed to give consideration to regional entities, however this did not need to be the decision that Council made.

Mr Marlon Bridge, the Chief Technical Advisor of Three Waters for the Department of Internal Affairs (DIA) gave an overview of his background and the process undertaken to date.

Note: Rev Cook arrived at 2.07 pm.

His objective was to find the best option for the region. He was involved with the majority of councils around New Zealand and noted his observations. For example, the Waikato region had taken the option of working together and would join seven of ten councils in creating a full asset owning CCO. The ten councils in the Wellington region were all working together. There were some councils in isolation and were looking at borrowing more to deliver.

Invercargill had done a good job over a period of time and could see the dilemma in working with others but could also see lost opportunities in not working with others.

The DIA would be checking the financial sustainability, the environmental compliance aspects and also strategic intent, which would provide the platform for the regulators, specifically the Commerce Commission who would need to review the entire Council to ensure costs could be met. This would mean a high level of scrutiny which would be very intrusive. The DIA role was not specifically for Invercargill but it was to provide the right level of support and requested Council to work with DIA.

In response to a question regarding whether any other council had such a steep increase in rates if it entered a regional entity, it was noted that ICC were not that different. It was an issue but it also brought huge benefits. There was an element that entities who started working together could see intangibles and this was a challenge that Council needed to consider. Working together did bring benefits and efficiencies.

In response to a question regarding working as a CCO, in terms of creating a CCO it could be as cheap or expensive as desired.

In response to a question regarding having an in-house as opposed to a CCO, it was noted that there was no such thing as status quo any more. There was a challenge and a number of agreements would be required. Establishment of a CCO was transparent in regard to costs. In terms of directors and councillors, they could be the same and the legislation would come into effect 1 July. A CCO could be created now if required.

In response to a question regarding a Southland or Otago CCO, it was noted that the challenge with other councils for example Tauranga had been working on this for the last 10 years and were taking a different perspective on how this would look. Hamilton City and Waikato were looking to work together. There were means to address voting concerns. Potential road blocks could be worked through. Supplier capacity was an issue and work hard to grow local suppliers. Definitely need capacity.

In response to a question regarding water meters, it was noted that trust had been lost with councils when mandated water reform, it was introduced by Minister Mahuta at the time. A push on water meters had not come as a result. There were a number of consents expiring and this would cause challenges to renew. Water losses were at 18% and ideally this should be around 10% to 12%. Asset age was 50-60 years old and this would mean challenges for council over the next few years.

In response to a question regarding competing with other people for staff and who that was, it was noted that the electricity sector did not work together and by default the visibility of opportunities in other entities.

In response to a question regarding the role for central government around addressing concerns of governance, leadership, training and procurement, it was noted the new regional entities were likely to drive sector development.

In response to a question regarding the difference between a board of directors or council making decisions, it was noted that everyone needed to understand the intent. The right leadership was key in any model.

The Chair thanked Mr Bridge for attending today's meeting.

Mr Strahan and Mr Cross took the meeting through a PowerPoint presentation.

In response to a question regarding the costs, it was noted that the modelling of the Council in-house option had subtracted the efficiencies, or reduced cost of the entities for the first five years of operating costs.

In response to a question regarding harmonisation leading to Option 7 in the Otago Southland entity, it was noted this could also be included in the Southland option and why there was not an Option 8, it was noted it was partly due to time and Council went ahead and paid for the Southland entity and as the three councils were unable to reach agreement to undertake the work jointly.

In response to a question regarding growth of the network, it was noted the revenue requirements were set on the growth of the network.

In response to a question regarding breaching headroom and what it was at the moment, it was noted that headroom was 250% ratio which was a 30% buffer. In dollar terms there was plenty of borrowing capacity. In terms of water regulators, there was unlikely to be a concern about opting into an entity. The concern was raised that where Invercargill was at the moment, there was no platform for Invercargill to become a regional CCO at this time.

In response to a question regarding criteria analysis and how the scoring was done, it was noted that Morrison Low had undertaken this. It was noted that the scoring was potentially subjective. The purpose of the formula was to get to the shortlist.

In response to a question regarding the multi criteria analysis and what the science where a combined WSE could deliver a better service than in-house, it was noted it was not scientific, the difference was around efficiency and effectiveness. It was more about the fact there was a greater focus on risk management, and reducing competition.

Note: The meeting adjourned by 4.05 pm.

Note: The meeting resumed at 4.16 pm.

Ms Moogan took the meeting through the remainder of the PowerPoint presentation which included the impacts on legacy, and noted the modelling has been based on the 8.5% increase in the Long-term Plan.

In response to a question regarding key risks and the criteria for DIA sign off, it was noted that there were a number of criteria provided but this was not the complete list and regional was still changing.

In response to a question regarding options from DIA and what the scope was for an entity to use non harmonisation, it was noted that DIA perspective in how to set up a regional entity was up to the entity, however the big negative with this model was not the model discussed through the Otago Southland collaboration.

In response to a question regarding potential expansion of reticulation which was in the Long-term Plan, how much risk was there within the first 10 years that DIA or Taumata Arawai were concerned about this not being provided for. It was noted there was an environment where standards were changing. However modelling showed scope for significant additional cost without breaking debt caps.

It was suggested that Option 7 was mythical and Council could not go to the public with such an option.

Legal advice was that an in-house option was required for status quo, but there could be more than one in-house option.

It was noted that Council had not explored a Southland model in depth. It was suggested that more work be done on Option 5 to get it ready for consultation.

Moved Cr Soper, seconded Cr Crackett and **RESOLVED** that the Infrastructure and Projects Committee:

1. Receives the report "Local Water Done Well – ICC Water Service Delivery Options".

Moved Cr Soper, seconded Cr Crackett and **RESOLVED** that the Infrastructure and Projects Committee:

Recommend to Council:

2. That it approves:
 - Option 2 – ICC in house with Structural Change as the preferred water service delivery model to take to public consultation.

Moved Cr Soper, seconded Cr Stewart and **RESOLVED** that the Infrastructure and Projects Committee:

3. That it meets legislative requirements by taking three options to public consultation being:
 - Option 2 – ICC in house with Structural Change as the preferred water service delivery model to take to public consultation (**Preferred**);
 - Option 4 – ICC Standalone CCO as water service delivery model to take to public consultation;
 - Option 5 – Southland only WSE, with further work required on developing the option including harmonisation / deferred harmonisation.

4. Waste Minimisation Act Review Letter of Support

A5701943

Ms Rhiannon Suter and Ms Erin Moogan spoke to the report.

It was noted it would be useful to include a note about packaging, and container return scheme.

In response to a question regarding whether the government had stated they were making changes to save costs, it was noted this had been advised by the government that they were looking to address savings.

Moved Cr Crackett, seconded Cr Soper and **RESOLVED** that the Infrastructure and Projects Committee:

1. Receives the report “Waste Minimisation Act Review Letter of Support”.
2. Notes the proposed draft letter provided by Industry body WasteMINZ (A5705198)
3. Agrees to request the Mayor to send the proposed letter of support for a review of the Waste Minimisation Act, with any noted changes, being around waste stewardship.

5. Proposed Water Services Authority Levy and Commerce Commission Water Levy Submission

A5733983

Mr Andrew Strahan and Ms Erin Moogan spoke to the report.

It was noted there was not a great understanding of how this would work.

It was noted there were a number of items not included in the amount and there was not enough information to make an informed decision. While the levies were in line with levies in other utilities, there was a lot of information not presented, so a submission should be submitted.

It was suggested that an executive summary of issues be included however there was no opportunity for this to happen due to the electronic submission process.

Moved Cr Campbell, seconded Cr Boyle and **RESOLVED** that the Infrastructure and Projects Committee:

1. Receives the report "Water Services Authority Levy and Commerce Commission Levy Submissions".
2. Note the draft submission on the proposed Water Services Authority Levy (A5733986) and the Commerce Commission Levy (A5733991).
3. Agrees to proceed with the submissions, noting any changes required.

There being no further business, the meeting finished at 5.07 pm.

TEMPORARY ROAD CLOSURE – GREAT SOUTH – WAITANGI ESK FEST – 6 FEBRUARY 2025

To:	Infrastructure and Projects Committee
Meeting Date:	Tuesday 4 February 2025
From:	Doug Rodgers - Manager Strategic Asset Planning
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Wednesday 29 January 2025
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

Council has received a request for a temporary road closure for the Great South – Waitangi Esk Fest to be held in Esk Street on Thursday, 6 February 2025.

This event is a repeat of events previously well supported by the community with well organised traffic management that does not unreasonably impede traffic around the closure area.

Council is being asked to consider utilising its powers under Local Government Act 1974 (Section 342 and Schedule 10).

This Act allows Council to close a road for an event (after consultation with the NZ Police and NZTA) which it decides will not unreasonably impede traffic.

Recommendations

That the Infrastructure and Projects Committee:

1. Receives the report titled "Temporary Road Closures – Great South – Waitangi Esk Fest – 6 February 2025".
2. Resolve that the proposed event outlined in the report will not impede traffic unreasonably.
3. Approves the temporary road closure for Esk Street, from Dee Street to Kelvin Street, on Thursday, 6 February 2025 from 5.00am to 8.00pm, as permitted under the Local Government Act 1974 (Section 342 and Schedule 10).

Background

On 21 November 2025 Council received a request from the City Centre Coordinator at Great South for a road closure of Esk Street between Kelvin Street and Dee Street on Thursday, 6 February 2025 from 5.00am till 8.00pm for the event at 11.00am – 4.00pm.

The Local Government Act 1974 Section 342 allows Council to close a road for an event (after consultation with the NZ Police and Waka Kotahi New Zealand Transport Agency), which it decides will not unreasonably impede traffic. Consultation with the public under this legislation is not required.

This event will have minimal impact on traffic movement.

Good traffic management will be provided and with the planned time of day, 5.00am – 4.00pm, and the city grid roading network, there are alternative routes available.

A request has been made to the NZ Police and NZTA for support of this closure, and we are not expecting any objections. The event does not impact State Highway 6 – Dee Street.

Issues and Options

Analysis

This event will create only minor disruption to traffic flows. Business access will be managed by the event organisers. The closing of the street is necessary to ensure appropriate safety of participants in this community event.

Significance

This request is not significant in terms of Council policy.

Options

The options which exist are to approve or decline the request. The street planned to be closed is seen as appropriate to effect a safe area for the activities.

Community Views

This legislation does not require community views to be sought however this is a public event which is being organised to activate the CBD.

Implications and Risks

Strategic Consistency

This report is consistent with good governance of our roads.

Financial Implications

No direct financial implications.

Legal Implications

This report looks to ensure that the legal process of temporarily stopping a road for an event is followed.

Council is considering how it manages its obligations under health and safety legislation.

Climate Change

This report does not have a direct climate change impact.

Risk

The key risk noted is to ensure that good traffic management is delivered by experienced contractors.

The NZ Police and Waka Kotahi are being consulted on this closure and expected to be supportive.

Council staff are working through the health and safety risks that may arise as a result of overlapping PCBU duties.

Next Steps

If the closure is approved, the event organisers will be advised and a traffic management contractor engaged by the organiser. A public notice would be published in a local newspaper and information posted using various media outlets promoting the event.

Attachments

Appendix 1 – Temporary Road Closure Request – Great South – Waitangi Esk Fest (A5673146).

A5673146



20/11/24

REQUEST FOR ROAD CLOSURE

Event: Waitangi Esk Fest

Date: Thursday 6 February 2025

Event Time: 11:00am – 4:00pm

Main Event Area: Esk Street (between Dee Street and Kelvin Street)

Requested Road Closure Timings:

Closed: 5:00am

Reopened: 8:00pm

Radio Southland are creating a Waitangi Day music and culture event on Esk Street, with support from Great South and Invercargill City Council. The event will occur on Thursday the 6th of February 2025 from 11:00am until 4:00pm. This will require the closure of Esk Street between Dee Street and Kelvin Street between the hours of 5:00am and 8:00pm to allow for the safe set up, delivery and pack down of the event.

This activation provides an opportunity for the public to celebrate our national holiday in the Invercargill city centre, creating a vibrant atmosphere and encouraging the use and enjoyment of the recent city centre upgrades.

Event details

- Entertainment will include multicultural performances and live bands performing on a raised stage, through a PA system. This will operate within noise control guidelines of 85dB.
- Community group stalls with the intent of community engagement will be present on site.
- This is an alcohol-free event.
- A robust health and safety plan and waste management plan will be implemented.
- Traffic Management to be planned and implemented by RTMNZ.

Retailer/Business Communication

- Notification of this proposed road closure will be made in the City Centre Update newsletters for December and January. A specific notification will be distributed to affected businesses and stakeholders by Monday 16 December 2024.

Key Point of Contact

Oli Cameron is the key contact person regarding this road closure request. Please do reach out if you have any questions. Best contact is oli.cameron@greatsouth.nz

Yours faithfully,

A handwritten signature in black ink that reads "Oli Cameron".

Oli Cameron – City Centre Coordinator
020 410 88602
oli.cameron@greatsouth.nz



Southland Regional Development Agency

143 Spey Street, PO Box 1306, Invercargill 9840, Southland, New Zealand
Phone +64 3 211 1400 Email info@greatsouth.nz

greatsouth.nz

TEMPORARY ROAD CLOSURE – WENSLEY’S CYCLES SURF TO CITY 2025

To: Infrastructure and Projects Committee

Meeting Date: Tuesday 4 February 2025

From: Doug Rodgers - Manager Strategic Asset Planning

Approved: Erin Moogan - Group Manager - Infrastructure Services

Approved Date: Wednesday 29 January 2025

Open Agenda: Yes

Public Excluded Agenda: No

Purpose and Summary

Council has received a request for a temporary road closure for the Wensley's Cycles Surf to City 2025 to be held on Sunday, 2 March 2025.

This event is a repeat of events previously well supported by the community.

Council is being asked to consider utilising its powers under Local Government Act 1974 (Section 342 and Schedule 10). This Act allows Council to close a road for an event (after consultation with the NZ Police and NZTA) which it decides will not unreasonably impede traffic. Consultation with the public under this legislation is not required.

This event will have an impact on traffic movements in the Otatara area on a Sunday morning, however alternative routes are available and residents will be provided with letter drops from the organiser with information on accessing the detour routes.

We seek the support of the NZ Police and NZTA for this closure. The event does impact State Highway 6 at Dee Street / Victoria Avenue intersection.

Dunns Road, Otatara	All (from Oreti Beach to Curran Road)
Stead Street, Invercargill	All (from Curran Road to Bond Street)
Victoria Avenue, Invercargill	From Dee Street to Queens Park

Access to and from the airport will be retained and managed by Temporary Traffic Management Control staff on site during the closure.

Recommendations

That the Infrastructure and Projects Committee:

1. Receives the report titled "Temporary Road Closures – Wensley's Cycles Surf to City 2025".
2. Resolve that the proposed event outlined in the report will not impede traffic unreasonably.
3. Approves the temporary road closures for Dunns Road (Oreti Beach to Curran Road), Stead Street (Curran Road to Bond Street) and Victoria Avenue (Dee Street to Queens Park) on Sunday, 2 March 2025 from 9.00am, until 12.30pm with progressive reopening of roads behind the last participants, as permitted under the Local Government Act 1974 (Section 342 and Schedule 10).

Background

Council received a request for road closures for Dunns Road (Oreti Beach to Curran Road), Stead Street (Curran Road to Bond Street) and Victoria Avenue (Dee Street to Queens Park) on Sunday, 2 March 2025 from 9.00am, until 12.30pm with the event commencing from the beach and progressive reopening of roads behind the last participants

This event is a repeat of events previously well supported by the community.

Council is being asked to consider utilising its powers under Local Government Act 1974 (Section 342 and Schedule 10). This Act allows Council to close a road for an event (after consultation with the NZ Police and Waka Kotahi New Zealand Transport Agency), which it decides will not unreasonably impede traffic. Consultation with the public under this legislation is not required.

This event will have an impact on traffic movements in the Otatara area on a Sunday morning, however alternative routes are available and residents will be provided with letter drops from the organiser with information on accessing the detour routes.

We seek the support of the NZ Police and NZTA for this closure. The event does impact State Highway 6 at Dee Street / Victoria Avenue intersection.

Issues and Options

Analysis

This event will create only minor disruption to traffic flows. Progressive reopening of roads behind the last participants and business access will be managed by the event organisers.

Access to and from the airport will be retained and managed by Temporary Traffic Management Control staff during the closure. The closing of the streets is necessary to ensure appropriate safety of participants in this community event.

Significance

This request is not significant in terms of Council policy.

Options

The options which exist are to approve or decline the request. The street planned to be closed is seen as appropriate to effect a safe area for the activities.

Community Views

This legislation does not require community views to be sought.

Implications and Risks

Strategic Consistency

This report is consistent with good governance of our roads.

Financial Implications

No direct financial implications.

Legal Implications

This report looks to ensure that the legal process of temporarily stopping a road for an event is followed.

Council is considering how it manages its obligations under health and safety legislation.

Climate Change

This report does not have a direct climate change impact.

Risk

The key risk noted is to ensure that good traffic management is delivered by experienced contractors.

The NZ Police and Waka Kotahi are being consulted on this closure and expected to be supportive.

Council staff are working through the health and safety risks that may arise as a result of overlapping PCBU duties.

Next Steps

If the closure is approved, the event organisers will be advised and a traffic management contractor engaged by the organiser. A public notice would be published in a local newspaper and information posted using various media outlets promoting the event.

Attachments

None.

TEMPORARY ROAD CLOSURE – ROYAL NEW ZEALAND PIPE BAND ASSOCIATION NATIONAL CHAMPIONSHIPS

To:	Infrastructure and Projects Committee
Meeting Date:	Tuesday 4 February 2025
From:	Doug Rodgers – Manager – Strategic Asset Planning
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Wednesday 29 January 2025
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

Council has received a request for a temporary road closure for the RNZPBA National Pipe Band Championships, on Saturday 8 March 2025.

Council is being asked to consider utilising its powers under Local Government Act 1974 (Section 342 and Schedule 10). This Act allows Council to close a road for an event (after consultation with the NZ Police and Waka Kotahi) which it decides will not unreasonably impede traffic.

Recommendations

That the Infrastructure and Projects Committee:

1. Receives the report "Temporary Road Closure – Royal New Zealand Pipe Band Association National Championships".
2. Resolve that the proposed event outlined in the report will not impede traffic unreasonably.
3. Approves the temporary road closure for sections of Gala Street, Victoria Avenue, Leet Street, Kelvin Street, Deveron Street and Doon Street between the hours of 5.00am and 5.00pm.

Background

The City of Invercargill Highland Pipe Band are hosting 57 pipe bands (including 4 from Australia) for National Championships being held in Invercargill over 2 days, with the contest being based at the Southland Cricket Ground in Queens Park.

On 21 December 2024 Council received a request for temporary road closures for sections of Gala Street, Victoria Avenue, Leet Street, Kelvin Street and Deveron Street to hold the event's street parade.

Given the watermain installation also being undertaken in the area, an alternative route requiring closures of sections of Gala Street, Doon Street, Leet Street, and Deveron Street is also proposed as a contingency plan.

The event is being held on Saturday 8 March 2025 from 5.00am until 5.00pm to allow for the safe set up, delivery and pack down for the street parade event, which is to be held from 8.00am until 12.00pm.

The Local Government Act 1974 Section 342 allows Council to close a road for an event (after consultation with the NZ Police and Waka Kotahi New Zealand Transport Agency), which it decides will not unreasonably impede traffic. Consultation with the public under this legislation is not required.

This event will have minor impact on traffic movements, however good traffic management will be provided, and with the location of this event, there are alternative routes available.

A request has been made to the NZ Police and Waka Kotahi and no objections to this event are anticipated.

Issues and Options

Analysis

This event will create only minor disruption to traffic flows.

The closing of the streets is necessary to allow the event site to be set up on the day of the event. The closure will also assist the event organisers to provide appropriate safety of the set up staff, participants and general public at this event.

Significance

This request is not significant in terms of Council policy.

Options

The options which exist are to approve or decline the request. The streets planned to be closed is seen as appropriate to effect a safe area for the activities.

Community Views

This legislation does not require community views to be sought.

Implications and Risks

Strategic Consistency

This report is consistent with good governance of our roads.

Financial Implications

No direct financial implications.

Legal Implications

This report looks to ensure that the legal process of temporarily stopping a road for an event is followed.

Council is considering how it manages its obligations under health and safety legislation.

Climate Change

This report does not have a direct Climate Change impact.

Risk

Council will be seeking that the Event Manager provide an Event Management Plan which considers the risks and methods to mitigate them. These plans will form part of the approval.

The key risk noted is to ensure that good traffic management is delivered by experienced contractors.

The NZ Police and Waka Kotahi are being consulted on this closure and expected to be supportive.

Council staff are working through the health and safety risks that may arise as a result of overlapping PCBU duties.

Next Steps

If this closure is approved, the event organisers will be advised and a traffic management contractor engaged by the organiser. A public notice would be published in a local newspaper and information posted on the ICC website.

Attachments

Attachment 1 – Request For Road Closure (A5732671)



21st December 2024

City of Invercargill Highland Pipe Band
54 Elles Road, Invercargill 9810.
Email: BDcope@xtra.co.nz
Mobile; 0272 980 691

Nathan Gill
Invercargill City Council
Private Bag 90104, Invercargill.

Dear Nathan

I am writing in reply to the email you send to Jim McLeod regarding the band's requirement for a road closure on Saturday 8th March 2025 for us to hold the Street March for the RNZPBA National Pipe Band Championships being held in the city over two days, Friday 7th, & Saturday 8th March 2025.

There are 57 bands from around NZ entered, including 4 from Australia so will be a significant event for the city. The contest is being held at the Southland Cricket Ground in Queens Park as it was in 2020. We have the support of a number of community funders for the event, including the ICC Wellbeing Fund.

We have engaged Traffic Management Services to assist us with zoning off areas for bus parking and closing roads for the street march.

Our requirements are as follows:

On Friday 7th March we need the following only:

- Disabled parking coned off at entranceway to cricket ground, we need 6-8 parks just to the west of the cricket ground entranceway we thought we might be able to use.
- Bus drop off & parking zone on Gala St (from Jed St to Doon St) and Doon St along the back of the water tower. I have attached a copy of the area coned off from 2020. I think for memory these were coned from Thursday night.

A5732671

On Saturday 8th March we require the following:

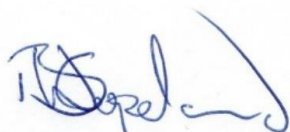
- The Street march is the Saturday, and bands will start warming up around 8.00am (they start playing at 9.00am) and this will be finished by 12.00 noon.
- The preferred street march option is the same route as the one used in 2020 when the event was last in the city, starting on Kelvin Street opposite Super Bowl, turning right onto Gala St and then left at Deveron St / Gala St lights and finish at the Feldwick Gates.
- Due to the possibility of roadworks in the proposed street march area, TMS have submitted a second alternative plan starting opposite the Water Tower on Doon St, along Gala and finishing at the Feldwick Gates.
- We will also need the disabled parking and bus drop off and parking areas that day.

The contest finishes around 6.30pm on the Saturday and bands will leave on Sunday / Monday.

As well as approximately 2000 bands people we are expecting a number of visitors from as far away as Australia to the city during that week.

Please come back to me if there is anything further you require.

Regards and Merry Christmas



Brendan Copeland
President.

TEMPORARY ROAD CLOSURE – GREAT SOUTH – ESK STREET FOOD MARKET – 28 MARCH 2025

To:	Infrastructure and Projects Committee
Meeting Date:	Tuesday 4 February 2025
From:	Doug Rodgers - Manager Strategic Asset Planning
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Wednesday 29 January 2025
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

Council has received a request for a temporary road closure for the Great South – Esk Street Food Market to be held in Esk Street on Friday, 28 March 2025.

This event is a repeat of events previously well supported by the community with well organised traffic management that does not unreasonably impede traffic around the closure area.

Council is being asked to consider utilising its powers under Local Government Act 1974 (Section 342 and Schedule 10).

This Act allows Council to close a road for an event (after consultation with the NZ Police and NZTA) which it decides will not unreasonably impede traffic.

Recommendations

That the Infrastructure and Projects Committee:

1. Receives the report titled "Temporary Road Closures – Great South – Esk Street Food Market – 28 March 2025".
2. Resolve that the proposed event outlined in the report will not impede traffic unreasonably.
3. Approves the temporary road closure for Esk Street, from Dee Street to Kelvin Street, on Friday, 28 March 2025 from 2.00pm to 10.00pm, as permitted under the Local Government Act 1974 (Section 342 and Schedule 10).

Background

On 14 January 2025 Council received a request from the City Centre Coordinator at Great South for a road closure of Esk Street between Kelvin Street and Dee Street on Friday, 28 March 2025 from 2.00pm till 10.00pm for the event at 5.00pm – 8.00pm.

The Local Government Act 1974 Section 342 allows Council to close a road for an event (after consultation with the NZ Police and Waka Kotahi New Zealand Transport Agency), which it decides will not unreasonably impede traffic. Consultation with the public under this legislation is not required.

This event will have minimal impact on traffic movement.

Good traffic management will be provided and with the planned time of day, and the city grid roading network, there are alternative routes available.

A request has been made to the NZ Police and NZTA for support of this closure, and we are not expecting any objections. The event does not impact State Highway 6 – Dee Street.

Issues and Options

Analysis

This event will create only minor disruption to traffic flows. Business access will be managed by the event organisers. The closing of the street is necessary to ensure appropriate safety of participants in this community event.

Significance

This request is not significant in terms of Council policy.

Options

The options which exist are to approve or decline the request. The street planned to be closed is seen as appropriate to effect a safe area for the activities.

Community Views

This legislation does not require community views to be sought however this is a public event which is being organised to activate the CBD.

Implications and Risks

Strategic Consistency

This report is consistent with good governance of our roads.

Financial Implications

No direct financial implications.

Legal Implications

This report looks to ensure that the legal process of temporarily stopping a road for an event is followed.

Council is considering how it manages its obligations under health and safety legislation.

Climate Change

This report does not have a direct climate change impact.

Risk

The key risk noted is to ensure that good traffic management is delivered by experienced contractors.

The NZ Police and Waka Kotahi are being consulted on this closure and expected to be supportive.

Council staff are working through the health and safety risks that may arise as a result of overlapping PCBU duties.

Next Steps

If the closure is approved, the event organisers will be advised and a traffic management contractor engaged by the organiser. A public notice would be published in a local newspaper and information posted using various media outlets promoting the event.

Attachments

Appendix 1 – Temporary Road Closure Request – Great South – Esk Street Food Market – 28 March 2025 (A5735166).

A5735166



14/01/2025

REQUEST FOR ROAD CLOSURE

Event: Esk Street Food Market

Date: Friday 28 March 2025

Event Time: 5:00pm – 8:00pm

Main Event Area: Esk Street (between Dee Street and Kelvin Street)

Requested Road Closure Timings:

Closed: 2:00pm

Reopened: 10:00pm

Great South and Invercargill City Council are creating a Food Market activation on Esk Street on Friday 28 March 2025, from 5:00pm until 8:00pm. This will require the closure of Esk Street between Dee Street and Kelvin Street between the hours of 2:00pm and 10:00pm to allow for the safe set up, delivery and pack down of the event.

This activation provides an opportunity for the public to gather and be entertained in the Invercargill city centre, creating a vibrant atmosphere and encouraging the use and enjoyment of the recent city centre upgrades.

Event details

- Entertainment will include live music and a DJ.
- Around 20 Mobile food vendors will be set up along Esk Street to serve the public.
- This is an alcohol-free event.
- A robust health and safety plan and waste management plan will be implemented.
- Between 2:00pm and 4:15pm, vehicles parked on Don Street will be allowed to safely exit the closed section of road to limit disruption of normal road usage.
- Alternative parking arrangements in Invercargill Central's carpark will be made for affected Esk Street residents, businesses, and their staff and tenants.
- Traffic Management to be planned and implemented by RTMNZ.

Retailer/Business Communication

- Notification of this proposed road closure has been made in the January City Centre Update newsletter. This will be repeated in the February and March editions, and a specific notification will be distributed to affected businesses and stakeholders by Tuesday 4 February 2025.

Key Point of Contact

Oli Cameron is the key contact person regarding this road closure request. Please do reach out if you have any questions. Best contact is oli.cameron@greatsouth.nz

Yours faithfully,

A handwritten signature in black ink that reads "Oli Cameron". The signature is written in a cursive, flowing style.

Oli Cameron – City Centre Coordinator
020 410 88602
oli.cameron@greatsouth.nz

Southland Regional Development Agency

143 Spey Street, PO Box 1306, Invercargill 9840, Southland, New Zealand
Phone +64 3 211 1400 Email info@greatsouth.nz

greatsouth.nz

DRAFT PERMITTED LIQUID TANKERED WASTE STREAMS POLICY

To:	Infrastructure and Projects Committee
Meeting Date:	Tuesday 4 February 2025
From:	Russell Keen, Manager- Three Waters Operations and Rhiannon Suter, Manager- Strategy, Policy and Engagement
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Wednesday 29 January 2025
Open Agenda:	Yes

Purpose and Summary

This report provides the Infrastructure and Projects Committee with the opportunity to review, deliberate and provide direction to Council on the Permitted Liquid Tankered Waste Stream Policy.

Recommendations

That the Infrastructure and Projects Committee:

1. Receives the report "Draft Permitted Liquid Tankered Waste Streams Policy".
2. Notes that early engagement with affected parties has been completed and as such consultation is not recommended.

Recommend to Council:

3. That it adopts the Permitted Liquid Tankered Waste Stream Policy (A5608855)

Background

Liquid Tankered waste activities within Invercargill City District is administered under Council's Trade Waste Bylaw 2017 (the bylaw). The bylaw refers to a Permitted Liquid Tankered Waste Streams Policy, however an internal review has indicated that Council have not formally adopted this policy.

The draft Permitted Liquid Tankered Waste Streams Policy (draft policy) is now presented to the Infrastructure and Projects Committee for deliberation.

Formal consultation is not recommended given that it only affect parties (or contractor(s)) with Council's approval to discharge liquid tankered waste into Council's Waste Water Treatment Plant (WWTP) or reticulated network of pipes, pumps or others used for the collection of waste water.

Early engagement on the draft policy was conducted between 27 November 2024 and 23 January 2025. Officers shared the draft policy with eleven stakeholders with approvals to discharge Tankered waste into the WWTP. Council received four response that did not express any issues with the policy and the remaining stakeholders did not provide feedback during early engagement.

Issues and Options

Analysis

Liquid tankered waste means water or other liquid, including waste matter in solution or suspension, which is conveyed by vehicle for disposal, excluding domestic sewage discharged directly from house buses, caravans, buses and similar vehicles. All activities concerning the discharge of tankered waste are administered under Council's Trade Waste Bylaw (the bylaw).

The bylaw has specific criteria in relation to the discharging of tankered waste into Council's sewage system. The bylaw refers to the "Permitted Liquid Tankered Waste Streams Policy" to provide the terms and conditions that a person or contractors(s) must comply with to fulfil the requirements of the Bylaw.

An internal review of the Bylaw has identified the policy has never been formally adopted by Council, however, its principles have been utilised internally by Council for considering trade waste consent applications.

The proposed draft policy will codify the tankered waste discharge requirements of the bylaw and the operational requirements of the WWTP. It will support sections 5. 4. 3 and 6.7 of the bylaw to reaffirm the tankered waste compliance conditions and inform the criteria and conditions for consideration of trade waste consents for tankered waste discharge into the WWTP.

Trade Waste Consent

Council currently grants authorisation to the contractor(s) to discharge liquid tankered waste into the WWTP by means of a Trade Waste Consent under the Bylaw. Section 3.6 of the Bylaw provides for the conditions that Council will consider for setting criteria on consent application based on the waste and the type of its discharge. Appendix 1 of the draft policy will add to section 3.6 to inform waste types and their disposal method that will be considered by Council when applying for Trade Waste Consent.

1. Appendix 1 – Conditions for Permitted, Conditional and Prohibited Liquid Tankered Waste Discharge

Appendix 1 of the draft policy provides a list of examples of waste that are considered permitted, conditional and prohibited for discharge into the WWTP.

These categorisations are made by Council based on environmental concerns under the Resource Management Act 1998, National environmental standards, the Regional Effluent Land Application Plan and the Trade Waste Bylaw.

This will be a supporting element to:

- Schedule 1A – Permitted Discharge Characteristics,
- Schedule 1B – Prohibited Discharge Characteristics and
- Appendix B – Application for Trade Waste Conditional Discharge under the Bylaw

of the bylaw to provide contractor(s) a point of reference to which category that their Trade waste consent discharge activity for tankered waste fall under, along with the disposal method and hours for disposal.

Schedule 1A of the bylaw describes the nature and characteristics of trade waste discharge to be addressed as permitted. All discharge activities that do not meet the conditions of Schedule 1A can be addressed Prohibited activities. Prohibited discharge activities can often lead to significant social and environmental consequences.

Conditional discharge activities are those activities where Council grants temporary discharge privileges to contractor(s) to discharge to the WWTP. Council will impose conditions at its discretion to those activities as it deems appropriate and will utilise a risk based approach to identify and negate potential negative impacts to people and the environment as a result of discharge. Such assessments will utilise a case-by-case approach to establish consent conditions for discharge.

It is important to note that conditions of Schedule 1A and Appendix B of the bylaw will be subjected to modification for each Trade Waste consent discharge application to ensure health and safety requirements, public health and uphold environmental standards.

Significance

The proposed draft policy is a supporting document to inform compliance with the Trade Waste Bylaw. Due to the supporting nature of the document it is identified as not significant and formal consultation is not recommended.

Options

Nil

Community Views

This will be a new Policy for Council that only affects those involved in tankered waste discharge activities with Council's WWTP.

The proposed policy was shared with the affected Stakeholders as an early engagement effort, and those participated did not express any issues with the draft policy.

A wider community perspective will be obtained as part of the Trade Waste Bylaw review scheduled for 2027.

Implications and Risks

Strategic Consistency

This policy is consistent with Council's Trade Waste Bylaw.

Financial Implications

The financial implications associated with this policy is in relation to accidental or intentional damage caused by contractor(s) to the WWTP In such events the policy makes the party in breach liable for complication. Compensation for damage will be instituted appropriately. Council will recover costs associated with the damage in accordance with the Trade Waste Bylaw and Sections 175 and 176 of the Local Government Act 2002 respectively.

Legal Implications

Council has obligations under the Local Government Act 2002 in relation to Trade Waste Bylaws.

Given that the proposed policy is made referenced in the bylaw to inform the terms and conditions of tankered waste activities it is required that the proposed policy be adopted to fulfil the complete intent of the Trade Waste Bylaw.

It is worth noting that changes to all bylaws and associated policies are expected to be required as part of the Affordable Water Reform and this policy will be updated as required at this point.

Climate Change

Nil

Risk

Risk	Mitigation
Inconsistency with section 5.4.3 of the bylaw with the reference to a Permitted Liquid Tankered Waste Stream Policy.	This risk is mitigated with the formal adoption of the draft policy.

Next Steps

Following the decision of Council, the policy will be made available on the website and provided to the directly affected parties.

Attachments

1. Draft Permitted Liquid Tankered Waste Streams Policy (A5608855)

A5608855



Permitted Liquid Tankered Waste Streams Policy





Purpose

The Permitted Liquid Tankered Waste Streams Policy provides the terms and conditions service users are required to follow in order to discharge approved liquid tankered waste into the Invercargill City Council Waste Water Network (Network) and the Invercargill City Council Waste Water Treatment Plant(s) (WWTP). The Permitted Liquid Tankered Waste Streams Policy has been designed to ensure that the reticulation and treatment capacity of the Network and the WWTP are not compromised.

Scope

This Policy applies to contractor(s) discharging liquid tankered waste into the Network and or the WWTP. It creates conditions for discharge of Permitted Liquid Tankered Waste and Conditional Liquid Tankered Waste into the Network or the WWTP and describes what constitutes as Prohibited Liquid Tankered Waste discharge activities.

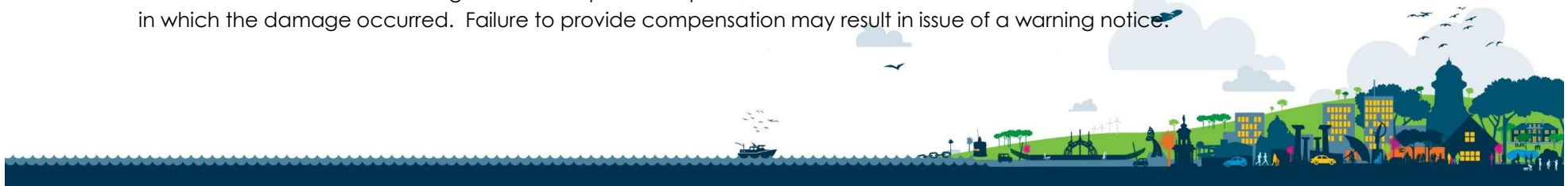
The conditions of the policy are subject to modification at Council discretion as it is deemed necessary. Council will notify contractor(s) of any modification(s) made to this policy.

Definitions

Approval means a prior authorisation for an individual load(s) of a Conditional liquid tankered waste has been given by Manager Three Waters Operations or Three Waters Technical Supervisor.

Authorised / Authorisation means having permission to discharge liquid tankered waste to the WWTP (or in special and pre-arranged circumstances, to the Network).

Compensation means money or labour requested by Council to remedy damage. Where compensation is monetary it shall be in excess of the standard fee charged for the disposal of liquid trade waste to the WWTP and shall be invoiced at the end of the month in which the damage occurred. Failure to provide compensation may result in issue of a warning notice.





Consent means as defined in Council's Trade Waste Bylaw 2017.

Contractor(s) means any person(s) or company or a Trade Waste consent holder discharging liquid tankered waste to the Network or on WWTP site for the purpose of discharging liquid tankered waste into the WWTP.

Council means the Invercargill City Council.

Damage means any harm, loss, blockage, breakage, destruction physically or causes repairs to be required to the Network or to the WWTP equipment and includes but is not limited to physical equipment and other biological systems and products that may be used at the WWTP from time to time to carry out its functions.

Extreme Circumstance means any action or inaction that may endanger the Health and Safety of personnel or equipment, or any deliberate action to circumvent the conditions of this agreement.

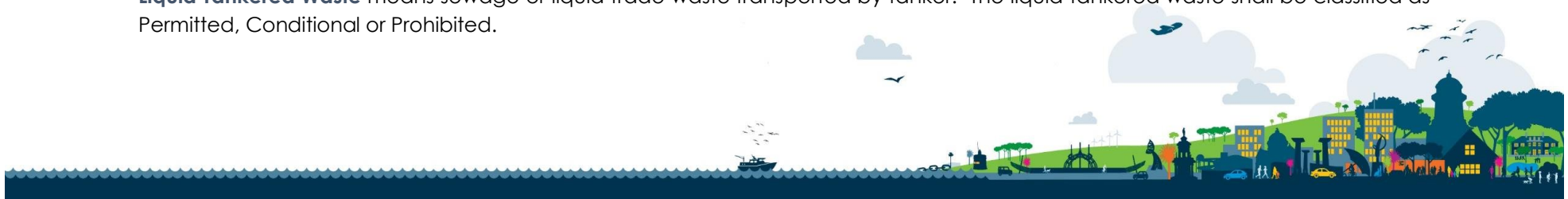
Fees means standard charges for disposal of liquid tankered waste to the Network or to the WWTP as per Council's Fees and Charges. Fees and Charges are calculated annually and published in the Invercargill City Council Annual Plan (Fees and Charges).

Hazardous Substance has the same meaning as the Hazardous Substances and New Organisms Act 1996.

Hours of Operation means the hours that liquid tankered waste is able to be discharged to the WWTP.

JSA means Job Safety Analysis. Job Safety Analysis is a systematic procedure that breaks each job or task into key training sequences, identifies safety elements of each job or task step and coaches the employee on how to avoid potential safety hazards.

Liquid Tankered Waste means sewage or liquid trade waste transported by tanker. The liquid tankered waste shall be classified as Permitted, Conditional or Prohibited.





Network means the reticulated system of pipes, pumps, drains or others owned by Council for the collecting and conveying of Waste Water to the WWTP.

Payload means the maximum load (weight) of Liquid Tankered Waste a vehicle may carry.

PPE means Personal Protective Equipment

Solid Waste means waste that is not liquid in nature (solid waste is a prohibited waste and thus not accepted). Solid Waste shall be interpreted to include liquid waste that becomes or would become solid at ambient temperatures.

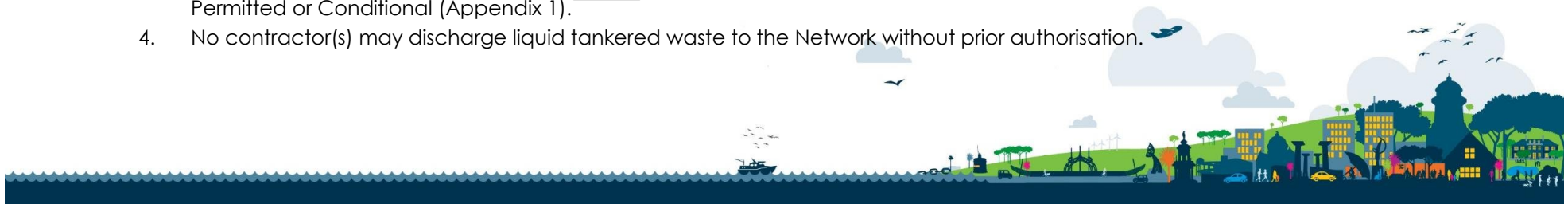
WWTP means the Invercargill City Council Waste Water Treatment Plant at Lake Street Invercargill and shall also include The Bluff Waste Water Treatment Plant and the Omaui Waste Water Treatment Plant.

WWTP officers means all officers employed by the Invercargill City Council with their place of work at the WWTP, and shall include the Manager 3 Waters Operations and / or Three Waters Technical Supervisor or an agent who has been authorised by Manager 3 Waters Operations and / or Three Waters Technical Supervisor to act on their behalf.

Policy Conditions

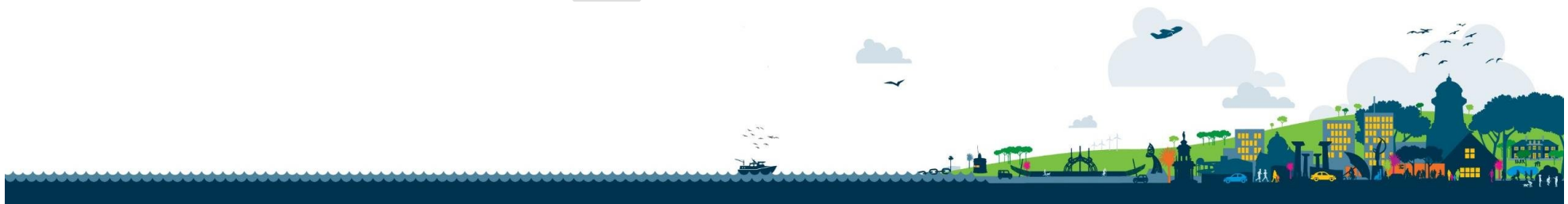
All contractor(s) involved in the discharge of tankered waste into the WWTP must follow all conditions of this policy and the Trade Waste Bylaw. Failure to comply may create an offence under Section 6.7 of the Trade Waste Bylaw.

1. No contractor(s) may discharge liquid tankered waste to the WWTP without a consent issued by Council.
2. No contractor(s) may discharge Conditional liquid tankered waste to the WWTP without prior approval.
3. No contractor(s) may discharge liquid tankered waste to the WWTP unless the waste type or load has been classified as Permitted or Conditional (Appendix 1).
4. No contractor(s) may discharge liquid tankered waste to the Network without prior authorisation.





5. The weight of all discharges of liquid tankered waste shall be recorded by use of a weigh-bridge. A weigh-bridge is available for use, without charge, at Freight Haulage, Lake Street. In circumstance where there is no evidence of the payload, ICC may use the maximum payload of the vehicle to determine fees owed.
6. Weigh-bridge dockets must be deposited in the nominated letter box at the WWTP upon disposal of the liquid tankered waste at the WWTP. The source, location and type of the liquid tankered waste shall be hand-written on the back of the weigh-bridge docket. In circumstances where a docket is not available (due to weigh-bridge failure or other circumstance) an estimated load volume, complete with source, location and the type of the liquid waste load shall be completed and placed in the letter box upon disposal of liquid tankered waste at the WWTP. Failure to supply a weigh-bridge docket, or load volume estimation, or to supply incorrect information, may result in the issue of a warning notice
7. Contractor(s) on WWTP site shall abide by current health and safety regulations, must be inducted on site and must take direction from WWTP officers when indicated. The WWTP is a Hi-Viz site and as such contractors must wear Hi-Viz along with safety footwear and any other appropriate PPE. Failure to abide by health and safety regulations, to take direction from WWTP officers, or to wear appropriate PPE shall be deemed an extreme circumstance and may result in an immediate cancellation of the contractor being authorised to discharge liquid waste at the WWTP under section 3.10 of the Trade Waste Bylaw 2017.
8. Contractor(s) will ensure that the disposal area is hosed clean and is left tidy prior to leaving the WWTP.
9. Liquid tankered waste can only be discharged to the WWTP during hours of operation or by prior approval from WWTP officer.
10. Contractor(s) must not work at heights without appropriate mitigation. e.g. (but not restricted to) Contractor(s) cannot, without appropriate mitigation(s) work from the top of their tankers be it cleaning or checking contents of tanker. A JSA may be required for this work to occur while discharging to Network or while on site at WWTP.
11. Contractor must not enter confined spaces without appropriate mitigation. e.g. (but not restricted to) Contractor(s) cannot, without appropriate mitigation(s) enter a tank for the purpose of cleaning. A JSA may be required for this work to occur while discharging to Network or while on site at WWTP.





Warning Notice

Council will issue a warning notice to contractor(s) where the Council has reasonable grounds to believe that condition(s) of this policy including Appendix 1 have been breached. The Warning Notice shall be a written document which will specify the nature of the alleged breach, steps that are required to remedy the breach and the period within which the breach must be remedied.

Failure to abide by a Warning Notice may result in authorisation to discharge being subject to cancellation under section 3.10 of the Trade Waste Bylaw 2017.

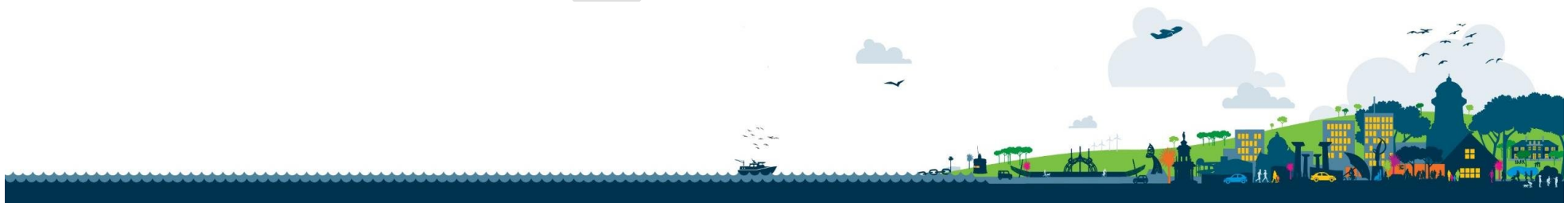
Damage

Any contractor(s) that is deemed responsible for damage to the Network or the WWTP or equipment at the WWTP may be liable for compensation. Failure to immediately report the damage to Council and remedy damage will result in a warning notice.

Compensation for damage will be instituted appropriately. Council may recover costs associated with damage to the Invercargill City Council sewerage system in accordance with Sections 175 and 176 of the Local Government Act 2002 respectively.

Fees

Fees are charged by Council for disposal of liquid tankered waste to the Network or the WWTP in accordance with Council's Fees and Charges. These fees shall be invoiced to the contractor on a monthly basis.





Hours of Operation

The hours of operation are from 8.00 am to 4.30 pm inclusive Monday to Friday, excluding public holidays (or by prior authorisation from Manager - Three Waters Operations).

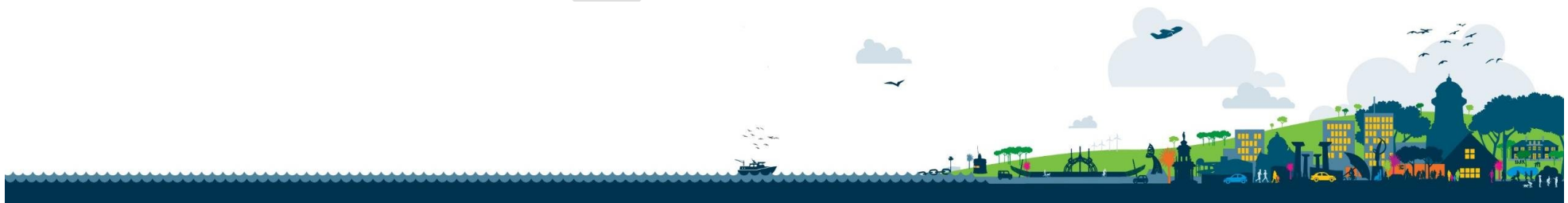
All approved liquid tankered waste discharge must be during the hours of operations. Discharge outside the hours of operation will not be permitted (unless by prior authorisation from Manager Three Waters Operations).

DRAFT





Revision History:	Nil
Effective Date:	February 2025
Review Period:	This Policy will be reviewed every six (6) years, unless earlier review is required due to legislative changes, or is warranted by another reason requested by Council.
New Review Date:	2031
Associated Documents / References:	Trade Waste Bylaw 2017
Supersedes:	Nil
Reference Number:	A5608855
Policy Owner:	Manager – Three Water Operations
Relevant Roles:	Three Waters Technical Supervisor





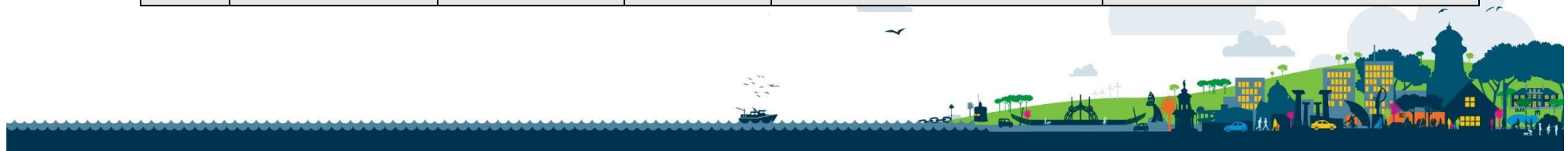
Appendix 1- Conditions for Permitted, Conditional and Prohibited Liquid Tankered Waste Discharge

Appendix 1 provides a list of waste and their discharge to the WWTP categorised as Permitted, Conditional and Prohibited. This is not an exhaust list but provides information to contractor(s) to what constitutes Permitted, Conditional and Prohibited wastes.

It is important to note that the application of Appendix 1 will not be limited to the list provided but will also consider waste discharge activities that are listed but pose risks to environment and natural resources. Discharge of high strength waste or high volumes of waste require prior approval from Manager- Three Waters Operations even if they are listed below.

Table 1 Permitted Liquid Tankered Waste

Waste Code	Waste Description	Suitability	Disposal Site	Examples include but is not limited to	Problem
1.02	Septage Waste	Between 8.00 am and 4.30 pm	Sewer	Waste from Septic Tank	No Problems Under Most Circumstances
1.03	Fat and Grease Waste (excluding Tallow)	Between 8.00 am and 4.30 pm	Septage Receiving Pit	Grease Traps, AMF, Fat, Grease	Loading Capacity of Treatment Plant
1.05	Sewage Waste	Between 8.00 am and 4.30 pm	Sewer	Normal Waste from Reticulated Sewage system	No Problems Under Most Circumstances
1.06	Portable Toilet Waste	Between 8.00 am and 4.30 pm	Sewer	Waste from Port-a-loos	No Problems Under Most Circumstances
1.12	Truck Wash	Between 8.00 am and 4.30 pm	Sewer	Liquid from Truck Wash only - No settled Solids	No Problems Under Most Circumstances
8.01	Engine Coolants (Volume Less than 210 litre)	Between 8.00 am and 4.30 pm	Sewer	Antifreeze without oil contamination	Fine as long as no oil contamination but subject to volume restriction.





13.15	Non Toxic Salts	Between 8.00 am and 4.30 pm	Sewer	Brine solution.	No Problems Under Most Circumstances
15.07	Leachate (Volume restricted)	Between 8.00 am and 4.30 pm	Sewer	Water from landfill Operation	No Problems Under Most Circumstances but volumes may be subject to separate Trade Waste Agreement (limit of 210m ³ per day)

Table 2 Conditional Liquid Tankered Waste

Waste Code	Waste Description	Suitability	Disposal Method	Examples include but is not limited to	Problem
1.04	Vegetable Oils and Derivatives	With Prior Approval may be refused))	Septage Receiving Pit	Cooking Oils	Loading Capacity of Treatment Plant
1.09	Molasses Waste	With Prior Approval may be refused)	Septage Receiving Pit	Molasses	Loading Capacity of Treatment Plant
1.13	Farm Effluent (Dairy, Pig, Chicken)	With Prior Approval may be refused)	Operator Assistance Required	Dairy Effluent, Pig/Chicken shed effluent	Loading Capacity of Treatment Plant. Odour Issues
2.08	Industrial Waste Treatment Sludge	With Prior Approval may be refused))	Operator Assistance Required	Biological Sludge from Effluent Treatment Systems	Sludge probably not be suited to the Treatment Plant System
6.01	Oil Water Mixtures	Not suitable for disposal.	Operator Assistance Required	Water contaminated with minute amounts of oil	Plant not Suitable for Oil Waste
8.12	Detergents, Sanitisers	With Prior Approval may be refused)	Sewer	Detergent, chlorine solution	Possibly OK but check for suitability for the plants biological treatment system
9	Acids	With Prior Approval may be refused)	Sewer	Acetic, Hydrochloric, Sulphuric etc. in any Concentration	Possibly OK but will need assessed and may need to be trickled into Influent Stream.
10	Alkalis	With Prior Approval may be refused)	Sewer	Caustic Soda	Possibly OK but will need assessed and may need to be trickled into Influent Stream.

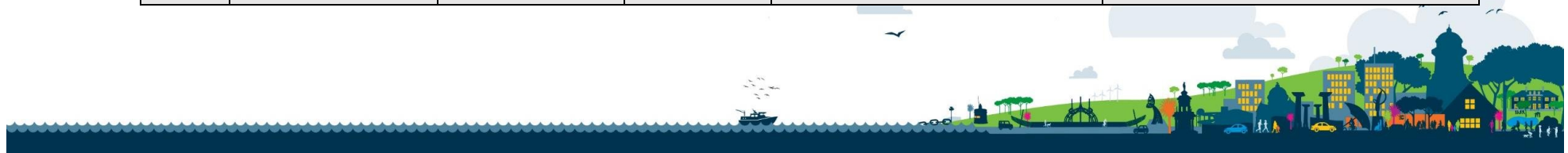




14.01	Industrial Wash Waters	With Prior Approval may be refused)	Operator Assistance Required	Wash water from an industrial process	Possibly OK but will need assessed and may need to be trickled into Influent Stream. May depend on storage capacity at WWTP.
14.02	Stormwater	With Prior Approval may be refused)	Sewer	Rain water runoff	In Most Circumstances Stormwater should not come to the Treatment Plant
NA	Highly Odourous wastes	With Prior Approval may be refused)		Wastes with high ammonia content. Other wastes with high odourous compounds.	Adverse health and safety or adverse effect to the operation of the WWTP and Air Discharge Consent.

Table 3 Prohibited Liquid Tankered Waste

Waste Code	Waste Description	Suitability	Disposal Method	Examples include but is not limited to	Problem
1.01	Animal Waste (e.g. Tallow)	Not accepted	Not accepted	Tallow, Stock Effluent Collection Station, Effluent from Animal processing	Volume Sensitive. Loading Capacity of Treatment Plant. No suitable storage for load balancing at WWTP,
14.02	Roadside Sumps	Not accepted	Not accepted	Gravel / Dirt / Oil contamination	WWTP a Solids Treatment Plant
14.02	Sweepings (Road etc.)	Not accepted	Not accepted	Road Gravel and sweepings (even if contaminated with sewage)	WWTP a Solids Treatment Plant
17.02	Hydrovac Waste	Not accepted	Not accepted	Gravel / Dirt / Mud / Contamination	WWTP a Solids Treatment Plant
17.02	Gravel/silt/dirt	Not accepted	Not accepted	Gravel / Silt / Dirt / Mud (even if contaminated with sewage)	WWTP a Solids Treatment Plant
NA	Herbicides	Not accepted	Not accepted	Residual weed killer	May compromise Biological Treatment
4.02	Pesticides	Not accepted	Not accepted	Residual pest killer	May compromise Biological Treatment
NA	Waters contaminated with dissolved metals	Not accepted	Not accepted	Waters from Metal Manufacturers, Electroplaters	Liquids with high Dissolved Metals not Suitable for Treatment at Plant
NA	Hydrocarbon Solutions	Not accepted	Not accepted	Acetone, Methanol	Plant not set up to accept. Health and Safety Issues.





NA	High Strength Waste	Not accepted	Not accepted	Fermented Mother Liquor, Milk, Cream	Waste Can Exceed treatment Capability of Plant or Compromise Treatment. Odours
17.04	Oil or Oil/Water mixtures	Not accepted	Not accepted	Used Motor Oil / Cleaning from Interceptors	Plant not set up to accept.
NA	Water containing any amount of tar or emulsion	Not accepted	Not accepted	Cleaning from Interceptors	Plant not set up to accept. Blinding of Equipment.
11	Chromium or Chromium contaminated water	Not accepted	Not accepted	Waste from electroplaters or similar	Toxic
NA	Hazardous Substance	Not accepted	Not accepted	Any hazardous substance.	Investigation is required to ascertain suitability of WWTP to treat the waste. If suitable, an individual load could be reclassified as a Condition Liquid Tankered Waste.
2.18	Solid Waste	Not accepted	Not accepted	Any Waste not liquid in nature	WWTP is not a solid waste facility.
NA	Approval Cancelled	Not accepted	Not accepted	Any liquid waste previously approved but has cause problems to health and safety of personnel or to the operation of the WWTP.	Adverse health and safety or adverse effect to the operation of the WWTP.
NA	New Waste Type	Not accepted	Not accepted	Any new waste type that has not previously been classified by the WWTP officer.	Investigation is required to ascertain suitability of WWTP to treat the waste.



THREE WATERS PIPELINE RENEWALS REPORT

To:	Infrastructure and Projects Committee
Meeting Date:	Tuesday 4 February 2025
From:	Rob Hayes – Manager – Engineering Services
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Wednesday 29 January 2025
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose

This report updates the Committee on the status of Three Waters Pipeline Renewals delivered by the Engineering Services (ES).

Recommendations

That the Infrastructure and Projects Committee:

1. Receives the report "Three Waters Pipeline Renewals Update Report".
2. Receives the "ICC ES Programme Dashboard" attached.
3. Notes the current status of the projects.

Background

Engineering Services carry out oversight and management of the Three Waters Pipeline Renewals programme. Through Engineering Services, Invercargill City Council manages all design and delivery aspects by internal staff and external consultants.

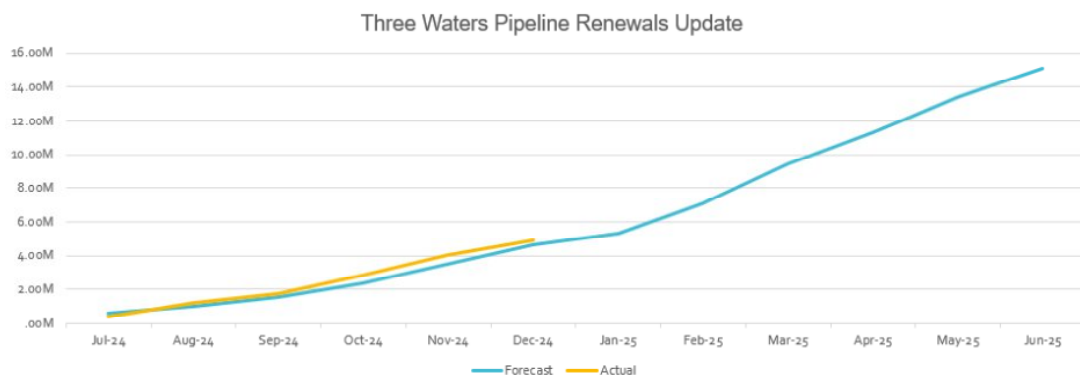
Engineering Services provides a snapshot of progress, risk, and commentary on the programme through the ICC Engineering Services Programme Dashboard presented to the Infrastructure and Projects Committee bi-monthly.

Programme Summary

The last period has been very busy:

- Eight contracts have been awarded with a combined value of \$6.3 million.
- \$4.95 million of work has been Completed to the end of quater two.
- Four contracts with a combined estimated value of \$6 million have been tendered during this quater.
- Engineering serives are preparing to tender another five packages with a combined estimated value of \$5 million during the third quater.
- Engineering Services will finalise the 2025/26 forward works progamme during January.

Forecasting Information



Attachments

Attachment 1 – Engineering Services Programme Dashboard (A5734960)

Infrastructure and Projects Committee - Public - Three Waters Pipeline Renewals Update Report (A5733313)

A5734960

Three Waters Pipe Renewals - Programme Control Group - Dec 2024 Financial											
Project Number	Project Name	Project Budget (original Forecast) 24/25	Committed	Spend to Date	Variation	Forecast to Go	Updated Forecast Project Cost 24/25	LTP Budget	Percentage Finished	RAG Colour	Comment
Storm Water		\$ 7,539,791	\$ -	\$ 1,648,545	\$ 95,884	\$ 2,747,362	\$ 4,581,017	\$ 6,678,000	24.7%		
100802	Leet St SW Renewal	\$ 1,768,579		\$ 906,160	\$ 86,982	\$ 478,840	\$ 1,385,000		65.4%	●	
100794	Deveron St SW Renewal	\$ 282,225		\$ 310,152	\$ 8,902	\$ 81,848	\$ 392,000		79.1%	●	
100656	Kelvin St SW Renewal	\$ 390,000		\$ 20,205		\$ -	\$ 18,525				
100797	Kelvin/Tay & Dee/Esk SW Renewal	\$ 100,000		\$ 288,123		\$ 71,877	\$ 360,000		80.0%		
101019	Abbot St SW Renewal	\$ 729,174		\$ 1,282			\$ 1,282				
101020	Chelmsford St SW Renewal	\$ 291,371		\$ -		\$ -	\$ -				
101021	Tay St SW Renewal	\$ 276,998		\$ -		\$ -	\$ -				
100938	Korimako Avenue Storm Water Main Renewal 2024/25	\$ 1,295,818		\$ 36,368		\$ 887,832	\$ 924,200		3.9%		
100939	Yarrow Street Storm Water Main Renewal 2024/25	\$ 459,530		\$ 26,458		\$ 433,072	\$ 459,530		5.8%		
101032	Albert Crescent Stormwater Renewal	\$ 193,600		\$ 6,810			\$ 193,600				
100449	Sydney Street Storm Water Main Renewal 2024/25	\$ 1,752,495		\$ 53,007		\$ 793,893	\$846,899.54		6.3%		
Foul Sewer		6,430,426	-	1,568,606	250,577	2,796,133	4,506,339	5,108,000	30.7%		
100798	Morell/Nelson St FS Main Renewal	\$1,541,276.00		\$266,932.00		\$ 477,868	\$744,800.00		35.8%	●	
100803	Leet St FS Renewal	\$394,949.92		\$526,315.06	\$ 127,814	\$ 28,685	\$555,000.00		94.8%	●	
100782	Airport Ave FS Renewal	\$762,363.28		\$16,973.00		\$ 213,027	\$230,000.00		7.4%	●	
100853	Leven St FS Renewal	\$625,081.45		\$455,224.00	\$ 108,519	\$ 144,776	\$600,000.00		75.9%	●	
100793	Cargill St FS Renewal	\$0.00		\$149,761.00	\$4,022.93	\$- 1,980	\$147,781.00		100.0%	●	
100655	Kelvin St FS Renewal	\$104,500.00		\$15,005.00		\$- 720	\$14,285.00				
100845	Lower Esk St & Deer FS Renewal	\$0.00		\$38,904.00	\$ 10,221	\$- 2,243	\$36,661.00		100.0%	●	
101022	Deveron St FS Renewal	\$532,700.42		\$0.00		\$ -	\$0.00				
101023	Severn Street FS Renewal	\$132,000.00		\$1,493.00		\$- 818	\$675.00				
100935	Miller Street Foul Sewer Main Renewal 2024/25	\$340,258.36		\$20,646.00		\$ 319,612	\$340,258.36		6.1%		
100936	Bay Road Foul Sewer Main Renewal 2024/25	\$732,418.68		\$38,870.00		\$ 533,130	\$572,000.00		6.8%		
101026	Sydney Street Foul Sewer Renewal 2024/25	\$558,800.00		\$0.00		\$ 558,800	\$558,800.00				
101033	Albert Crescent Foul Sewer Renewal	\$145,200.00		\$3,600.00			\$145,200.00				
100937	Wilton Street Foul Sewer Main Renewal 2024/25	\$560,878.34		\$34,883.00		\$ 525,995	\$560,878.34				
Water Renewals		\$ 10,046,949	\$ 1,944,515	\$ 1,721,769	\$ 184,086	\$ 3,203,957	\$ 6,196,104	\$ 5,353,000	32.2%		
100353	Bluff Hill Reservoir Water Main Portion B	\$ -	\$ 1,798,097	\$ 478,046	\$ 165,850	\$ 59,876	\$ 537,922		88.9%	●	
100849	Clyde St WM Renewal	\$ 612,481		\$ 398,788		\$ 613,873	\$ 1,012,660		39.4%		
100855	Leven St WM Renewal	\$ 506,035	\$ 52,371	\$ 13,525		\$ 302,514	\$ 316,039		4.3%	●	
100854	Don St WM Renewal	\$ 271,700	\$ 79,007	\$ 195		\$ -	\$ 195		100.0%	●	
100637	Bluff High Way Water Main Renewal (Elizabeth-Kew)	\$ 190,000	\$ 5,351	\$ 25,849		\$ 201,151	\$ 227,000		11.4%	●	
100630	Spey Water Main Renewal	\$ 180,000		\$ 1,660			\$ 1,660				
100844	Lower Esk St Water Main Renewal	\$ 132,000		\$ 135,758	\$ 18,235		\$ 132,000		102.8%		
100932	Foye Street Watermain Renewal 2024/25	\$ 361,317		\$ 24,031			\$ 361,317		6.7%		
100645	Stead Street Watermain	\$ 324,292		\$ 93,213		\$ 231,079	\$ 324,292		28.7%		
100906	Albert Crescent Water Main Renewal	\$ 145,200	\$ 1,323	\$ 6,599		\$ 138,641	\$ 145,200		4.5%	●	
101024	Elles Road WM Renewal	\$ 203,500		\$ 1,628		\$- 1,628	\$ -				
100933	Mersey Street Water Main Renewal 2024/25	\$ 2,456,027		\$ 46,468		\$ 310,432	\$ 356,900		13.0%		
100457	Salford Area Water Main Renewal	\$ 1,755,489		\$ 1,268			\$ 938,118				
100448	Derwent St WM Renewal	\$ 1,284,448		\$ 429,539		\$ 690,461	\$ 1,120,000		38.4%	●	
100934	Centre Street Water Main Renewal 2024/25	\$ 1,624,460	\$ 8,366	\$ 65,242		\$ 657,558	\$ 722,800		9.0%		
Total		\$ 24,017,167	\$ 1,944,515	\$ 4,938,919	\$ 530,547	\$ 8,747,451	\$ 15,283,459	\$ 17,139,000	28.8%		

LAND DISPOSAL – 794 QUEENS DRIVE, INVERCARGILL

To:	Infrastructure and Projects Committee
Meeting Date:	Tuesday 4 February 2025
From:	Heather Guise – Property Portfolio Manager
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Wednesday 29 January 2025
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

Through the Long-term Plan process, 794 Queens Drive was considered a parcel of land suitable for disposal and this report seeks approval for the method of disposal by way.

Recommendations

That the Infrastructure and Projects Committee:

1. Receives the report "Land Disposal – 794 Queens Drive, Invercargill".
2. Approves the method of disposal as seeking offer(s) from the adjoining property owners on the basis of size of the land, access issues to the site and the adjoining property owners are currently maintaining the land.

Background

The land at 794 Queens Drive, Invercargill was identified through the Long-term Plan process as a parcel of land surplus to Council requirements and suitable for disposal. An aerial photograph outlining the land in blue is annexed here to as Appendix 1 (A5733039).

Status of the Land and Current Use

The land is currently vacant with some minimal landscaping undertaken and being maintained by the neighbouring property owners.

Property details for the land are as follows:

Legal description	Lot 2 DP 12272
Area	372 m ²
Tenure	Fee Simple
Record of Title	SL9B/742
Registered Owners	Invercargill City Council

Issues and Options

Analysis

The land currently sits within the Parks portfolio however, there is no reserve status or any other encumbrances registered against the land.

The land was initially acquired by Council in 1970 for roading purposes (Bainfield Road/Queens Drive roundabout) and as such is subject to Section 40 of the Public Works Act 1981.

A land status report undertaken by Land Information Services in 2012 provides further details of previous status of the land prior to Council ownership and a copy of the report is annexed hereto as Appendix 2 (A5733053).

A search of immediate descendants of the original owners of the land has determined that there is no living person to offer the land back to in terms of the Public Works Act 1981. Accordingly, Council can now dispose of the land either by way of offer from an adjoining owner or by placing the property on the open market.

The land is only 372 m² in size and due to its shape and proximity to the roundabout, there are access issues making it difficult to build upon. This, combined with the fact that the neighbouring property owners are currently maintaining the property lends itself towards offering the land in the first instance to the neighbouring property owners.

Significance

The disposal of this land is minor and it is not anticipated to trigger Council's Significance Policy.

Options

Option	Advantages	Disadvantages
Seek offers from adjoining property owners. Preferred Option	Low costs of sale. Council will receive income through rates and incur no ongoing expenses on the land. The property can still be placed on the open market should no acceptable offers be received.	Any offer received does not meet the valuation received by Council June 2024 causing a delay in disposal.
Place the land for disposal on the open market through a registered real estate agent.	Allows for competing offers in a public forum. Surety of market value.	Access and location restraints on the property may be reflected in low interest and offers received may be below the current offered price. Costs of sale would be higher reflecting marketing and commission costs resulting in lower net sale proceeds.

Retain the land.	Status quo remains.	<p>Is in conflict with the previous Council decision to dispose of land surplus to Council requirements.</p> <p>Neighbouring property ownership may change resulting in maintenance cost to Council.</p>
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Community Views

Notification of the proposed disposal of the land took place through the Long-term Plan process. Should Council consider the preferred method of disposal to be by way of placing the land on the open market, this would allow for any competing offers to be made in a public forum.

Implications and Risks

Strategic Consistency

The disposal of this land is in line with Council's strategic outcomes, enabling Invercargill's economy to grow and diversify; and the continued use of this property meets any requirements of the District Plan.

Financial Implications

Seeking offers for adjoining property owners in the first instance will result in lower costs of sale and a higher net return to Council.

Legal Implications

Officers have carried out all requirements in order to dispose of the land in terms of the Public Works Act 1981 and there are no other legal implications affecting disposal of the land.

Risk

There is minimal risk in first seeking offers from neighbouring property owners as Council is not required to accept any offer made and will still be in a position to place the property on the open market should a suitable offer not be forthcoming.

Next Steps

Officers will carry out the actions as directed by Council.

Attachments

Appendix 1 – Aerial photograph of subject land (A5733039).
 Appendix 2 – Land Status Report (A5733053).



LAND INFORMATION SERVICES LIMITED

Postal: PO Box 516, Invercargill 9840 | Ph 03 ~~214 4307~~ ^{217 2848} | Fax 03 ~~214 4308~~ ^{217 2849} | info@landinformation.co.nz

20 January 2012

Parks Manager
Invercargill City Council
Private Box 90104
INVERCARGILL

Attention : Robin Pagan

Land Status 794 Queens Drive - Lot 2 DP 12272 - CFR SL9B/742

Dear Robin

I refer to your request on 18 January and advise as follows.

The above land is owned by the City Council in fee simple and the title is not subject to reservation, restriction, encumbrance, lien or other interest. However the history of the property indicates that the property was more than likely acquired by the Council for road purposes and therefore section 40 of the Public Works Act 1982 will apply.

Historically the land was a 900 square metre parcel known as Lot 2 DP 6442 owned by one Alexander Forsyth. The said parcel was acquired by the Council by Transfer on 2 October 1970 pursuant to an Agreement for Sale and Purchase dated 30 September 1970 for the sum of \$3000.00.

In 1988 483 square metres of Lot 2 DP 6442 was declared by Gazette Notice pursuant to section 114 of the Public Works Act 1981 as road; refer SO 10988. The balance was then subdivided on DP 12272 in conjunction with the adjoining Part Lot 1 DP 6442 owned by A D & R M Weir into two Lots. Title to the resulting Lot 1 (571 square metres) was uplifted by the Weirs and by the Council in the case of Lot 2 (372 square metres).

Part of the Weir former Lot 1 DP 6442 was taken for road by the 1988 Gazette Notice and the later subdivision on DP 12272 included in their new Lot 1 part of the former Council Lot 2 DP 6442. It can be deduced therefore that the DP 12272 subdivision was in part for the purpose of land compensation to the Weirs and Transfer 171082.1 confirms this as fact.

In view of the circumstances outlined it is a fair conclusion that the subject land was acquired for the purpose of a Public Work (road) therefore the provisions of section 40 of the Public Works Act 1982 will apply to any disposal. We can assist in this matter if required.

Copies of the prior and current titles for the Council land, the acquisition transfer, road Gazette Notice and survey plans are attached.

I trust this is in order and enclose our invoice for work done on this matter.

Yours sincerely


Tony McGowan
Land Information Services Limited
tony@landinformation.co.nz
Phone: 03 217 2848