

Waimakariri District Council

Agenda

Tuesday 4 March 2025

9.00am

Council Chambers

215 High Street

Rangiora

Members:

Mayor Dan Gordon

Cr Neville Atkinson

Cr Al Blackie

Cr Robbie Brine

Cr Brent Cairns

Cr Tim Fulton

Cr Jason Goldsworthy

Cr Niki Mealings

Cr Philip Redmond

Cr Joan Ward

Cr Paul Williams



WAIMAKARIRI
DISTRICT COUNCIL

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An ordinary meeting of the Waimakariri District Council will be held in the Council Chamber, Rangiora Service Centre, 215 High Street, Rangiora, on **Tuesday 4 March 2025** commencing at 9am.

Sarah Nichols
GOVERNANCE MANAGER

**Recommendations in reports are not to be construed as
Council policy until adopted by the Council.**

BUSINESS

Page No

1. **APOLOGIES**

2. **CONFLICTS OF INTEREST**

Conflicts of interest (if any) to be reported for minuting.

3. **ACKNOWLEDGEMENTS**

4. **CONFIRMATION OF MINUTES**

4.1 **Minutes of a meeting of the Waimakariri District Council held on Tuesday 4 February 2025**

RECOMMENDATION

10-23

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of the Waimakariri District Council meeting held on Tuesday, 4 February 2025.

MATTERS ARISING (from Minutes)

5. **DEPUTATIONS AND PRESENTATIONS**

Nil.

6. **ADJOURNED BUSINESS**

Nil.

7. REPORTS

7.1 Adoption of the Draft 2025/26 Annual Plan and Consultation Document, Including the Proposed Arrangements for the Delivery of Water Services – G Bell (Acting General Manager Finance and Business Support) and S Docherty (Policy and Corporate Planning team Leader)

RECOMMENDATION

24-35

THAT the Council:

- (a) **Receives** Report No. 250128013224.
- (b) **Adopts** the Draft Annual Plan 2025/26 (TRIM No. 241217224568) as the principal document relied on for the content of the Draft Annual Plan 2025/26 Consultation Document.
- (c) **Adopts** the Consultation Document (TRIM No. 250204018344) as the statement of proposal for public participation in decisions on the content of the Draft Annual Plan 2025/26 and as the information for consultation in relation to:
 - (i) amendments to the Rating Policy and definition of Separately Used or Inhabited Part of a Rating Unit as approved at the Council meeting on 28 January 2025
 - (ii) the draft 2025/26 Development Contributions Schedule as approved at the Council meeting on 28 January 2025
 - (iii) the arrangements for delivering water services under Sections 58 to 64 of the Local Government (Water Services Preliminary Arrangements) Act 2024.
- (d) **Approves** the proposed fee increase for cemeteries and community facilities as set out in attachment iii (TRIM 250205018951) as the basis for the relevant draft Recreation Activity revenue budgets in the draft Annual Plan 2025/26.
- (e) **Notes** the Annual Plan Engagement Schedule with the special consultative procedure to open on 14 March 2025 and close on 14 April 2025.
- (f) **Notes** the Draft Annual Plan and Consultation Document refers to further information and reports and this information will be provided on the Council website during the special consultative procedure from 14 March 2025 to 14 April 2025.
- (g) **Notes** that the average rate increase per rating unit is 4.98% and that this is consistent with achieving the Council's Financial Strategy set out in its Long-Term Plan 2024-2034 LTP).
- (h) **Delegates** to the Mayor and Chief Executive authority to amend the Consultation Document following Council comments and to the General Manager Finance and Business Support authority to make necessary minor edits and corrections to the Draft Annual Plan 2025/26 prior to publication.

7.2 Transport Choices (Strategic Cycleway) Project Update – J McBride (Roading and Transport Manager) and K Straw (Civil Projects Team Leader)

RECOMMENDATION

36-52

THAT the Council:

- (a) **Receives** Report No. 250219027357.
- (b) **Approves** Project 2 (Rangiora Town Cycleway – Stage 1) being postponed until such time as funding becomes available.
- (c) **Approves** a portion of Project 3 (Woodend to Ravenswood) being Chinnerys Road to Ravenswood proceeding to detailed design, and construction as a low-cost interim solution, with an estimated cost of \$320,000 (subject to NZTA approvals)

- (d) **Approves** the revised scheme design for Project 3 as per attachment I of this report, noting that the scope of works has reduced from that previously approved through the Transport Choices programme.
- (e) **Approves** Project 4 (Rangiora On-Road Cycle lanes) being postponed until such time as funding becomes available.
- (f) **Approves** the carryover of budget of \$320,000 from Delivering Strategic Cycling Networks (PJ 102153.000.5135) from 2024/25 to 2025/26 for the delivery of the Chinnerys Rd to Ravenswood project, with a report being brought to the Annual Plan to move the remaining budget in this area of \$571,419 out to 2027/28.
- (g) **Notes** that Project 1 (Kaiapoi to Woodend) was partially funded by “Better Off” funding. A separate report will be presented to Council in April seeking a decision on this project.
- (h) **Notes** that the scope of “Project 3” has been reduced to a 2.0m footpath constructed on the existing road shoulder between Chinnerys Road, and Ravenswood (St Barnabas Church).
- (i) **Notes** that the design will be progressed in such a way that does not preclude the 2.0m wide footpath being widened to a 2.5m wide shared path in the future, once the road is handed over to Council.
- (j) **Notes** that the design components of Chinnerys Road to Ravenswood have changes from those previously approved by Council through the Transport Choices Programme, and that the proposed solution is a cost-effective solution utilising the existing road shoulder.
- (k) **Notes** that this project continuing to construction will be subject to NZTA approval. Specific design details such as kerb separator details, and buffer widths will also be worked through with NZ Transport Agency (NZTA) Network Staff to come to an agreement on what is acceptable to NZTA until such time that this section of Main North Road is handed over to Council ownership upon completion of the Belfast to Pegasus Motorway extension (Woodend Bypass).
- (l) **Notes** that the remaining projects from the “Delivering Strategic Cycleways” component of the Transport Choices Programme remain in the Walking and Cycling Network Plan, and that the delivery of the Network Plan have been postponed at this time.
- (m) **Notes** that the funding to complete the Woodend to Ravenswood path will come from the Council Share of the Delivering Strategic Cycling Networks funding, and that a further report will be prepared seeking approval to move the balance of funding out through the Annual Plan process.
- (n) **Circulates** this report to the Kaiapoi-Tuahiwi and Woodend-Sefton Community Boards for their information.

7.3 **Eastern Waimakariri Strategic Transport Programme Submission to Infrastructure Priorities Programme – J McBride (Roading and Transport Manager) and R Kerr (Rangiora Eastern Link Programme Manager)**

RECOMMENDATION

53-110

THAT the Council:

- (a) **Receives** Report No. 250131016275.
- (b) **Endorses** the Eastern District Strategic Transport Programme - Strategic Assessment (Trim No. 250114003992).
- (c) **Approves** the Eastern District Strategic Transport Programme - Strategic Assessment be submitted to the Te Waihanga NZ Infrastructure Commission for consideration for inclusion in the National Infrastructure Priorities Programme.

7.4 **Submission on State Highway Speed Limit Reversals – J McBride (Roading and Transport Manager) and S Binder (Senior Transportation Engineer)**

RECOMMENDATION

111-117

THAT the Council:

- (a) **Receives** Report No. 250221028843.
- (b) **Endorses** the attached submission on State Highway speed limit reversals (attachment i), (TRIM 250221028609).
- (c) **Circulates** the report and attached submission to the community boards for their information.

7.5 **Alcohol Control Bylaw 2025 – Draft for Formal Public Consultation – N Thenuwara (Policy Analyst)**

RECOMMENDATION

118-186

THAT the Council:

- (a) **Receives** Report No. 250212022367 and attachments.
- (b) **Notes** that the review results confirmed that the alcohol control bylaw is the most appropriate tool available for the Council to regulate alcohol-related crimes in public places in Waimakariri.
- (c) **Approves** the Statement of Proposal, Section 155 Report and Draft Alcohol Control Bylaw 2025 for public consultation, to occur between April and May 2025.
- (d) **Notes** that the Draft Alcohol Control Bylaw 2025 has been informed by an analysis of data on alcohol-related crimes in public places and stakeholder consultation, including the Management Team and Community Boards.
- (e) **Appoints** the Alcohol Control Bylaw 2025 Hearing Panel, consisting of three Councillors, to hear submissions on the proposal in May 2025 and to recommend decisions to the Council meeting in August 2025.
- (f) **Nominates** the General Manager, Strategy, Engagement, and Economic Development to approve any minor edits to the Statement of Proposal and Draft Alcohol Control Bylaw 2025 as required prior to the formal public consultation.
- (g) **Notes** that the final Alcohol Control Bylaw 2025, based on comments received during consultation, will be presented to the Council for adoption in June/July 2025.
- (h) **Circulate** this report to Community Boards for their information.

7.6 **Electoral Candidate Order on Local Body Election Voting Papers – S Nichols (Governance Manager)**

RECOMMENDATION

187-189

THAT the Council:

- (a) **Receives** Report No. 250224029993.
- (b) **Approve**, under regulation 31 of the Local Electoral Regulations 2001, that the names of candidates at the 2025 and 2028 triennial elections and any subsequent by-elections be arranged in random order.
- (c) **Circulates** a copy of this report to the Community Boards for information.

7.7 Elected Member Conference Policy and Conference – S Nichols (Governance Manager)

RECOMMENDATION

190-194

THAT the Council:

- (a) **Receives** Report No. 250227032189.
- (b) **Approves** amendments to the Elected Member Conference and Training Course Attendance Policy (Trim 230126009764).
- (c) **Approves** Councillors,,,,, and attending the Local Government New Zealand Zone 5/6 conference on 10 and 11 April 2025 in Christchurch, accompanying the Mayor.
- (d) **Notes** a verbal report from attendees will be provided to a future workshop to discuss information and opportunities learnt from the attendance.
- (e) **Notes** a report related to the LGNZ National conference attendance will be presented in May 2025 for Council consideration.

8. MATTER REFERRED FROM THE UTILITIES AND ROADING COMMITTEE

8.1 **Rangiora Stormwater Management Plan 2025-2040 Draft for Approval** – S Allen (Water Environment Advisor)

(Refer to the attached copy of report Trim no. 250120008174 to the Utilities and Roading Committee of 25 February 2025).

RECOMMENDATION

195-283

THAT the Council

- (a) **Approves** the Rangiora Stormwater Management Plan 2025-2040 to be submitted to Environment Canterbury.

9. HEALTH, SAFETY AND WELLBEING

9.1 Health, Safety and Wellbeing Report January 2025 to Current - J Millward (Chief Executive)

RECOMMENDATION

284-294

THAT the Council:

- (a) **Receives** Report No 250218026373
- (b) **Notes** that there were no notifiable incidents this month. The organisation is, so far as is reasonably practicable, compliant with the duties of a person conducting a business or undertaking (PCBU) as required by the Health and Safety at work Act 2015.
- (c) **Circulates** this report to the Community Boards for their information.

10. COMMUNITY BOARD MINUTES FOR INFORMATION

10.1 Minutes of the Oxford-Ohoka Community Board meeting 5 February 2025

10.2 Minutes of the Woodend-Sefton Community Board meeting of 10 February 2025

RECOMMENDATION

295-307

- (a) **THAT** Items 10.1 and 10.2 be received for information.

11. MAYORS DIARY - SUNDAY 26 JANUARY TO WEDNESDAY 23 FEBRUARY 2025

RECOMMENDATION

308-310

- (a) **THAT** the Council receives report no. 250227032968.

12. COUNCIL PORTFOLIO UPDATES

- 12.1 **Iwi Relationships** – Mayor Dan Gordon
12.2 **Greater Christchurch Partnership Update** – Mayor Dan Gordon
12.3 **Government Reforms** – Mayor Dan Gordon
12.4 **Canterbury Water Management Strategy** – Councillor Tim Fulton
12.5 **Climate Change and Sustainability** – Councillor Niki Mealings
12.6 **International Relationships** – Deputy Mayor Neville Atkinson
12.7 **Property and Housing** – Deputy Mayor Neville Atkinson

13. QUESTIONS

(under Standing Orders)

14. URGENT GENERAL BUSINESS

(under Standing Orders)

15. MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Section 48, Local Government Official Information and Meetings Act 1987.

In accordance with section 48(1) 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 sections 6, 7 or 9 of the Official Information Act 1982, as the case may be), it is moved:

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

- 15.1 Confirmation of Public Excluded Minutes of Council meeting of 3 December 2024
15.2 Murphy Park Kaiapoi River Access – Pontoon Procurement
15.3 Rangiora Airfield - New Lease Agreements

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:

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
MINUTES			
15.1	Confirmation of Public Excluded Minutes of Council meeting of 4 February 2025	Good reason to withhold exists under section 7	To protect the privacy of a natural person, including that of deceased natural persons, and to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). LGOIMA Sections 7(2) (a) and (i).
REPORTS			
15.2	Murphy Park Kaiapoi River Access – Pontoon Procurement	Good reason to withhold exists under section 7	Section 7(i) of the Local Government Official Information and Meetings Act; “enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations);”
15.3	Rangiora Airfield - New Lease Agreements	Good reason to withhold exists under section 7	To protect the privacy of natural persons and information where making available the information would be likely to unreasonably prejudice the commercial position of the person who supplied or

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
			who is the subject of the information; and, enabling any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities; or enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations); or prevent the disclosure or use of official information for improper gain or improper advantage, as per LGOIMA Section 7 (2) (a, b(II), h, i & j).

CLOSED MEETING

Refer to Public Excluded Agenda (separate document).

OPEN MEETING

16. NEXT MEETING

The next ordinary meeting of the Council is scheduled for Tuesday 1 April 2025, commencing at 9am to be held in the Council Chamber, Rangiora Service Centre, 215 High Street, Rangiora.

MINUTES OF THE MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON TUESDAY, 4 FEBRUARY 2025 WHICH COMMENCED AT 1PM.

PRESENT

Mayor D Gordon (Chairperson), Deputy Mayor N Atkinson, Councillors A Blackie, R Brine, B Cairns (via Teams), J Goldsworthy, T Fulton, N Mealings (arrived at 9.06am), P Redmond, J Ward, and P Williams.

IN ATTENDANCE

J Millward (Chief Executive), C Brown (General Manager Community and Recreation), G Cleary (General Manager Utilities and Roding), S Hart (General Manager Strategy, Engagement and Economic Development), M Maxwell (Strategy and Business Manager), H Downie (Strategy and Centres Team Leader), S Binder (Senior Transport Engineer), G McLeod (Greenspace Manager), K Straw (Civil Projects Team Leader), and K Rabe (Governance Adviser).

K Barnett (Deputy Chairperson, Rangiora-Ashley Community Board), S Powell (Chairperson Woodend-Sefton Community Board) and S Barkle (Chairperson Oxford-Ohoka Community Board).

1. APOLOGIES

There were no apologies.

2. CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3. ACKNOWLEDGEMENTS

3.1 New Year Honour List

The Mayor acknowledged the following the recipients of New Year's Honours for 2025:

- *Mrs Marguerite Christophers*, of Pegasus for services to parasports.
- *Mr Ross McQueen*, of Rangiora for services to the community.
- *Mr Darryl Smith*, of Rangiora, for services to survivors of abuse in care.

The Mayor noted that he had contacted all the recipients to congratulate them on their awards and had followed up his calls with congratulatory letters. Recipients would be invited to a morning tea to celebrate their achievements.

3.2 Retirement of Mike Power

The Mayor acknowledged Mr Power's 30 years of dedicated service, especially to the maintenance of the Waimakariri District's unsealed road network.

4. CONFIRMATION OF MINUTES

4.1 Minutes of a meeting of the Waimakariri District Council held on Tuesday 3 December 2024

Moved: Councillor Goldsworthy

Seconded: Councillor Ward

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of the Waimakariri District Council meeting held on Tuesday, 3 December 2024.

CARRIED

MATTERS ARISING (from Minutes)

There were no matters arising.

5. DEPUTATIONS AND PRESENTATIONS

Nil.

6. ADJOURNED BUSINESS

Nil.

7. REPORTS

7.1 Parking Management Plan Project: Approaches to Managing and Meeting Parking Demand and Supply for Rangiora and Kaiapoi Town Centres to 2040 for Public Consultation – H Downie (Strategy and Centres Team Leader) on behalf of the Parking Management Plan Project Advisory Group (PAG)

H Downie presented the report, which sought the Council's approval to consult on the proposed approaches to meeting and managing parking demand and supply in the Rangiora and Kaiapoi Town Centres. She also tabled "*Let's Talk About Parking – Draft WDC Let's Talk web content for public consultation on proposed approaches to parking in Rangiora and Kaiapoi Town Centres*".

The Mayor noted that it was recommended that the General Manager Strategy, Engagement and Economic Development be nominated to approve any minor changes to the tabled document and requested that the Council's Portfolio Holders for Transport and Roading be included.

Councillor Fulton questioned why public consultation was being undertaken about parking in Kaiapoi when it was acknowledged that there was currently plenty of parking provided in the Kaiapoi Town Centre. H Downie explained that although there was no perceived parking shortage in Kaiapoi, various tools, such as parking restrictions, could be used to improve the current parking situation. She noted that the consultation documents for Rangiora and Kaiapoi Town Centres would be different to account for the differing needs in the areas.

In response to Councillor Fulton's further query, H Downie noted that Parking Management Plans would be progressively rolled out to other centres in the Waimakariri District, including Oxford, Ravenswood/Woodend, and Pegasus.

Responding to Councillor Cairns's question, H Downie confirmed that the Parking Plan would include mobility and bike parking included in the scope of the project.

Moved: Councillor Ward

Seconded: Councillor Redmond

THAT the Council:

- (b) **Receives** Report No. 250114004581.
- (c) **Approves** public consultation on the proposed approaches for managing and meeting parking demand and supply for Rangiora and Kaiapoi Town Centres out to 2040, and the accompanying Let's Talk web content and Feedback Form (Trim 250116005961 and 250116005978).
- (d) **Notes** that public consultation will occur from early February to the end of February / early March 2025.

- (e) **Nominates** the General Manager, Strategy, Engagement and Economic Development, the Transport and Roading Portfolio holders, Mayor Gordon and Councillor Redmond, respectively, to approve any minor edits to the Let's Talk web content and Feedback Form as required prior to public consultation commencing.
- (f) **Notes** that the proposed approaches for managing and meeting parking demand and supply for Rangiora and Kaiapoi Town Centres out to 2040 have been informed by key project inputs including a strategic context review, technical investigations, and elected member, stakeholder and community engagement to date.
- (g) **Notes** that the proposed approaches for managing and meeting parking demand and supply for Rangiora and Kaiapoi Town Centres out to 2040, together with the Let's Talk consultation, have been endorsed by the Parking Management Plan Project Advisory Group (PAG) on whose behalf this report is written.
- (h) **Notes** that feedback gained through public consultation on the proposed approaches will help inform a Parking Management Plan for Rangiora and Kaiapoi Town Centres, which will be presented to the Council for adoption in May 2025, and which will contain more details than the approaches to be tested through public consultation.
- (i) **Circulates** this report to Community Boards, acknowledging the involvement of the Rangiora-Ashley and Kaiapoi-Tuahiwi Community Boards during the course of the Parking Management Plan project to date and noting that Community Boards have the opportunity to submit the proposed approaches during public consultation.

CARRIED

Councillor Ward supported the motion, acknowledged the numerous discussions and workshops held with stakeholders during the development of the draft Parking Management Plan, and thanked staff for the work done on this project.

Councillor Redmond also supported the motion, noting that historically, the Kaiapoi Town Centre had been subject to parking pressures, so it had been interesting to note that Rangiora actually required more attention to parking management.

Councillor Mealings observed that the National Policy Statement on Urban Development (NPS-UD) removed the requirement for developers to provide adequate parking, so councils were required to provide Parking Management Plans to combat the impact of less parking provision in town centres. The Central Government, therefore, required this work to ensure that parking provisions were managed appropriately in the future.

Mayor Gordon similarly supported the motion, stating that the Parking Management Plan had been developed through research of relevant studies and with stakeholder feedback. He acknowledged that the Waimakariri District was a growth district which attracted many visitors which made parking management in town centres a priority to ensure people would regularly visit the district. He believed that there needed to be a better use of land in the central business districts and was, therefore, supportive of a restricted parking trial to ascertain if this could be a viable option for future parking management. Mayor Gordon noted that technology was improving, and it would be sensible to monitor the advances made and efficiencies that could be achieved by installing technology within the parking sphere.

Councillor Fulton supported the motion, commenting that it would be interesting to see if public opinion matched the perceived parking issues in the town centres.

Councillor Ward noted that the need for longer parking facilities should not be overlooked, as not all businesses require a quick turnover of parking.

7.2 **Request to Bring Forward Budget for Kendall Park Sport Field Lighting – G MacLeod (Greenspace Manager) and K Straw (Civil Projects Team Leader)**

The report sought the Council's approval to bring forward the capital budget of \$132,860 from the 2025/26 financial year into the 2024/25 financial year to allow the upgrade of the Kendall Park Sports Field lighting to light-emitting diode (LED). K Straw noted that the incorrect report seemed to have been included in the Council agenda and tabled an updated report, which included different recommendations.

The meeting was adjourned at 9:24 a.m. and reconvened at 9:34 a.m. to allow copies of the report to be circulated and reviewed by elected members.

Report 7.4 Rangiora-Ashley Community Board Chairperson's Report for the Period 1 January to 31 December 2024 was taken at this time. However, the order of the agenda was retained in the minutes to mitigate confusion.

Councillor Williams noted the three tenders received for this work and queried which companies had been considered. K Straw confirmed that Techlight, Mark Herring Lighting, and Magnatech, known suppliers of sports field lights, were being considered.

Councillor Williams expressed a concern that no local companies who could have possibly been able to offer better prices/terms were being considered. K Straw replied that the procurement process had been followed during the tendering process, and he was unaware of local companies who specialised in lighting for sports fields. He also noted that the suppliers were required to prepare a lighting design to demonstrate compliance with the required lighting standards. Warranty information and track record were included in the evaluation process to ensure a reliable product was selected.

Councillor Fulton questioned why the Council had previously installed a lighting option with only a 10-year lifespan when there were products with a far longer lifespan. G McLeod noted that although the previous lights were now obsolete and replacement lamps difficult to source, the lights still had a further life expectancy of another three or four years.

Councillor Cairns sought clarity on the membership of the Waimak United Football Club, how many nights they would be training, what the cost benefits would be to change to LED lighting, and whether there was any possibility of cost recovery. G McLeod explained that football was a growing sport, and the club was growing rapidly, with training occurring most weekday nights. He confirmed that there would be cost savings in switching to LED, and there was a possibility of some recovery of the cost.

Mayor Gordon asked if there were local contractors who could do the required work, and K Straw replied that he was unaware of any speciality lighting contractors in the Waimakariri District. Mayor Gordon asked if the process could be reviewed to ensure that the best procurement practices were being followed and requested that a report come to the Council on this matter in the future.

Moved: Councillor Ward

Seconded: Councillor Brine

THAT the Council:

- (a) **Receives** Report No. 241129212035.
- (b) **Approves** funding this project through the renewals fund as depreciation has been collected on the asset. This will result in no rate impact.
- (c) **Notes** the Capital Budget of \$132,860 in PJ 102558.000.5223 (Light Upgrade at Kendall Park) from the 2025/26 financial year will become a saving.
- (d) **Notes** that the request to bring forward the Capital Budget is to ensure that the lights are upgraded and, therefore, more reliable for the upcoming 2025 winter season.

- (e) **Notes** that a Request for Proposals has already been tendered and closed in order to ensure timely completion of the work, but that tenderers were advised that the award was subject to the Council approval.
- (f) **Notes** that the Request for Proposals closed on 22 January 2025, and the evaluation is yet to be completed; however, the highest proposal submitted would be within the combined budget (taking into account other committed costs).
- (g) **Notes** that the award of the contract is within staff delegation and will happen as a matter of course if the Council approve bringing the budget forward.
- (h) **Notes** that the level of service for the playing field will remain the same as the existing lighting, with a 200 lux maintained average light level suitable for “semi-professional” play.
- (i) **Circulates** this report to the Kaiapoi-Tuahwi Community Board for their information.

CARRIED

Councillor Ward supported the motion, noting that it was important that the lights be replaced before the 2025 winter season, as this had health and safety implications. She also encouraged the growth of football in the district.

Councillor Brine also supported the motion, noting that football was a growing sport worldwide and that switching to LED lighting was an excellent cost-saving option.

Councillor Williams noted that he would be supporting the motion; however, he was disappointed in the short life span of the previous lights and that local suppliers had not been encouraged to tender for this project.

Councillor Mealings noted that she supported the motion as per the amended recommendations.

Councillor Cairns noted that Waimak United Football Club had worked hard to grow its membership and supported the change to LED.

Councillor Fulton noted that football was a growing sport in the district that needed to be supported. However, he was disappointed by the short life span of the current lighting and hoped that this would not be repeated with the new LED option.

Deputy Mayor Atkinson stated that the report did not include information about the procurement of the original lights at Kendall Park; however, he was sure that due diligence had been done. He noted that there were no guarantees on how long the lights would last after the original warranty had expired, often, equipment ceases to operate months after the warranty expires.

Mayor Gordon supported the motion, noting that the Council preferred to use local contractors when possible and asked that the procurement process be reviewed to ensure that this requirement was prioritised when possible; however, acknowledged that this would need to be balanced with ensuring that the best product at the best price was purchased.

7.3 Chairperson's Performance Report for the Kaiapoi-Tuahwi Community Board, 1 February to 31 December 2024 – J Watson (Chairperson Kaiapoi-Tuahwi Community Board)

Deputy Mayor Atkinson presented this report on behalf of the Kaiapoi-Tuahwi Community Board Chairperson, J Watson. He noted that the Kaiapoi-Tuahwi Community Board was a proactive and busy Board, especially after the earthquakes, which had required Board Members to put in a lot more work than was usually expected. However, most of the post-earthquake work had been completed, and members could now look forward to business as usual, although that would be busier than previously, given the growth of the Kaiapoi area.

Mayor Gordon acknowledged the work done by the Board and the good working relationship between the Board and the Council, which had resulted in Kaiapoi's recovery after the earthquakes.

Moved: Deputy Mayor Atkinson

Seconded: Councillor Goldsworthy

THAT the Council:

- (a) **Receives** report No. 2411219917.
- (b) **Circulates** a copy of this report to all the Community Boards.

CARRIED

Deputy Mayor Atkinson commended the good work done in Kaiapoi over the last 15 years and noted that the slowdown in work was a good sign, allowing members to concentrate on the core role of being elected members. He thanked the members of the Board over the years for their dedication and hard work.

Mayor Gordon agreed with Deputy Mayor Atkinson's comments, noting that the Board had achieved an enormous workload when repairing infrastructure in Kaiapoi. He noted that the Waimakariri District had a reputation for good working relationships between the Council and its Community Boards. Some districts did not enjoy this understanding and partnership, which was why there was a move by some districts to disband Community Boards. Mayor Gordon believed that Community Boards added value to decision-making and in accessing community needs and wants.

7.4 Chairperson's Report for the Period 1 January to 31 December 2024 – J Gerard (Chairperson Rangiora-Ashley Community Board)

Deputy Chairperson K Barnett was in attendance to present the Rangiora-Ashley Community Board's Chairperson's report on behalf of the Chairperson, J Gerard. She took the report as read and thanked the Council for its support in dealing with the Board's submission on the Whiterock Quarry resource consent application.

Mayor Gordon noted that at the recent budget meeting, the Council had approved funding to support Community Boards with similar matters in the future. He thanked the Rangiora-Ashley Community Board for its willingness to work with the Council on issues that affected both the Council and the Board.

Moved: Councillor Williams

Seconded: Councillor Fulton

THAT the Council:

- (a) **Receives** report No. 241211220173.
- (b) **Circulate** a copy of this report to all the Community Boards.

CARRIED

7.5 Chairperson's Report for the Period of 1 January 2024 to 31 December 2024 – S Barkle (Chairperson Oxford-Ohoka Community Board)

The Chairperson of the Oxford-Ohoka Community Board, S Barkle, presented the report highlighting the following areas of the Board's work over the previous year:

- An overview of the Community Board Conference noted the good working relationship between the Council, Community Boards, and staff, which seemed not to be shared by Community Boards in other districts.
- The Board's work in opposing the Woodstock Quarry resource consent application. This was now before the Environment Court.
- Supporting the Ohoka community in its opposition to Plan Change 31 and the fast-track process.

- Flooding issues, including flooding at Washington Place – the Board believed that solutions should be well thought out and well designed with plenty of research prior to any work being done.
- There should be careful consideration of the location of new developments to ensure that ratepayers were not expected to pay for flood/drainage mitigation in the future.
- The hydrology of the district should be seriously researched, and consideration should be given to supporting a university student to carry out a thesis on this topic to gain a better understanding of resurgence and underwater flows.
- The Board was concerned with water quality, noting the number of shallow wells in the area and the damage done through land usage in the past. The Board advocated better education for landowners.
- Nitrates were not the only contamination to be focused on, and landowners needed to understand other contaminants within their water supplies.
- Wolffs Bridge—The Board supported the work being done by the community, led by Councillor Fulton, to retain and promote this historic icon.
- The Board supported highlighting the varied and rich history of the area by installing signage and urged that consideration be given to a rail trail along the old railway tracks linking settlements in the ward.
- Pump track project instigated by local youth had now become a reality.
- Oxford dog exercise area finally taking shape – this had been a long and protracted project.
- The Discretionary Grant fund was fully utilised, given that no big business was in the area to support local events and projects.

The Mayor thanked S Barkle and T Robson for their excellent leadership and the Board for working tirelessly on issues in its area, especially relating to Woodstock Quarry and Plan Change 31, both of which had required enormous amounts of time and effort. He suggested that the Board include the request for a student to study and report on the hydrology of the area in their Annual Plan submission. The Mayor also noted that Wolffs Bridge would be a topic of a workshop and discussion with a report to come to the Council in the near future.

Councillor Fulton noted that some of the smaller projects seemed to take more time to achieve than larger projects and queried why this was. S Barkle acknowledged that this was often the case, and it may mean that the Board could work with community groups on smaller projects rather than always relying on the Council. Mayor Gordon noted that this option would need to be discussed with the Chief Executive in relation to risks before embarking on such a venture.

Moved: Councillor Mealings

Seconded: Councillor Fulton

THAT the Council:

- Receives** report No. 241029187467.
- Circulates** a copy of this report to all the Community Boards.

CARRIED

Councillor Mealings commended S Barkle and T Robson on their hard work and leadership during a very trying year, noting they had gone above and beyond their duty when dealing with the Woodstock Quarry application and the Plan Change 31 matter. She stated that most people were completely unaware of the massive workload that these entailed.

S Barkle thanked Councillors Mealings and Fulton for their work and support on the Board, noting their dedication to keeping the Board informed of Council matters.

Councillor Fulton noted he admired S Barkle's 'can do' attitude and her work in building good relations with staff to achieve desired outcomes.

7.6 **Chairperson's Report for the Period 1 January to 31 December 2024 – S Powell**
(Chairperson Woodend-Sefton Community Board)

S Powell, Chairperson of the Woodend-Sefton Community Board, presented her report, highlighting the following points:

- The installation of the accessibility platforms and their positive impact on the community. She thanked M Kwant for his work on this initiative.
- The new playground in Woodlands was well received by the community, and the table tennis table was a popular addition. This park offered different play options than other parks in the area.
- Thanked the Council for the extension of surf lifesaving patrols, which appeared to be working well.
- The successful bid for funding from the Tourism Fund meant that the Woodend public toilets could be refurbished and upgraded before the schedule and came under budget. This meant that landscaping and a picnic table had been included in the project. This facility was utilised by cyclists as well as visitors to the area.
- The Board funded two seats in Bob Robertson Drive. After discussing possible locations with Ravenswood developers, the Developers installed two further seats, which was a good outcome for the community.
- Thanked the Council and staff for their support in the Board's continued advocacy on the Woodend Bypass, which was now coming to fruition.
- Thanked Councillors Cairns and Redmond, who had provided wonderful support for Board initiatives and worked hard within the community over the term.

Mayor Gordon thanked S Powell for her work ethic, dedication to her community, and leadership in chairing the Pegasus Community Centre Project Working Group. Her work was appreciated.

Moved: Councillor Redmond

Seconded: Councillor Ward

THAT the Council:

- (a) **Receives** report No. 241211219825.
- (b) **Circulates** a copy of this report to all the Community Boards.

CARRIED

Councillor Redmond thanked S Powell for a good report and for her excellent leadership of the Board. He also thanked her for her comments regarding Councillor Cairns and himself.

Councillor Ward thanked S Powell for her work, noting that she did an amazing job in chairing the Board and advocating for her community.

Councillor Cairns commended S Powell's passion and enthusiasm and noted that this was apparent in all she did.

Mayor Gordon noted that the Council was still advocating that the New Zealand Transport Agency install a walk/cycleway between Ravenswood/Woodend and Pegasus. If that was not successful, the Council would seriously consider other options to achieve a good outcome.

8. HEALTH, SAFETY AND WELLBEING

8.1 Health, Safety and Wellbeing Report December 2024 to Current - J Millward (Chief Executive)

J Millward took the report as read.

Moved: Deputy Mayor Atkinson

Seconded: Councillor Fulton

THAT the Council:

- (a) **Receives** Report No 250121009277.
- (b) **Notes** that there were no notifiable incidents this month. The organisation is, so far as is reasonably practicable, compliant with the duties of a person conducting a business or undertaking (PCBU) as required by the Health and Safety at Work Act 2015.
- (c) **Circulates** this report to the Community Boards for their information.

CARRIED

9. COMMITTEE MINUTES FOR INFORMATION

9.1 Minutes of a meeting of the Audit and Risk Committee of 10 December 2024

9.2 Minutes of a meeting of the Utilities and Roading Committee of 10 December 2024

Moved: Councillor Goldsworthy

Seconded: Councillor Mealings

THAT the Council:

- (a) **Receives** Items 9.1 and 9.2 for information.

CARRIED

10. COMMUNITY BOARD MINUTES FOR INFORMATION

10.1 Minutes of the Woodend-Sefton Community Board meeting 3 December 2024

10.2 Minutes of the Oxford-Ohoka Community Board meeting of 4 December 2024

10.3 Minutes of the Rangiora-Ashley Community Board meeting of 11 December 2024

10.4 Minutes of the Woodend-Sefton Community Board meeting of 12 December 2024

Moved: Councillor Brine

Seconded: Councillor Redmond

THAT the Council:

- (a) **Receives** Items 10.1 to 10.4 for information.

CARRIED

11. MAYOR'S DIARY - SUNDAY 1 DECEMBER 2024 – 25 JANUARY 2025

Moved: Deputy Mayor Atkinson

Seconded: Councillor Ward

THAT the Council:

- (a) **Receives** Report No 250129014590.

CARRIED

12. **COUNCIL PORTFOLIO UPDATES**

12.1 **Iwi Relationships** – Mayor Dan Gordon

The Mayor and the Chief Executive would meet with the Rūnanga to update them on Council matters and understand any issues that the Council should be aware of in the area. The Mayor would keep the Council updated on progress.

12.2 **Greater Christchurch Partnership Update** – Mayor Dan Gordon

A review of the partnership's functionality going forward was planned to ascertain if a change in structure could gain any efficiencies. This partnership was an opportunity to bring local authorities together to improve understanding and support each other in achieving the best possible outcomes for Canterbury.

12.3 **Government Reforms** – Mayor Dan Gordon

These were many and varied proposed reforms, and the Council had been ably supported by staff who developed submissions to the Government on its behalf.

12.4 **Canterbury Water Management Strategy** – Councillor Tim Fulton

- There were only three Water Zone Committee meetings remaining. It had been suggested that previous Committee members be invited to the last meeting to thank them for the good work they have carried out over the years.
- Funding was allocated to 14 applicants from the Canterbury Water Management Strategy Action Plan Budget for biodiversity projects throughout the Waimakariri District, which was a satisfying process.
- Build-up of gravel in riverbeds contributing to flood risks was discussed.
- Waimakariri Irrigation Limited updated the Committee on the biodiversity projects undertaken and the group's transformation with dedicated in-house staff.

Councillor Redmond questioned who would determine whether the Water Zone Committees would be disbanded and was advised that Environment Canterbury was assessing the effectiveness of the various committees; however, the Mayoral Forum would make the final decision.

Mayor Gordon noted that while Waimakariri's Water Zone Committee was functional, others were not, and acknowledged that 'one size fits all' was not necessarily a good fit for these committees.

Councillor Fulton urged that the work done by the Water Zone Committee be retained and built on in the future.

12.5 **Climate Change and Sustainability** – Councillor Niki Mealings

- The launch of the Canterbury Climate Partnership Plan took place, formalising the partnership of the ten Canterbury councils working together to share information, expertise and resources on furthering work done in the climate space. A huge milestone to be celebrated!
- Enterprise North Canterbury was hosting a 'climate basics for business course' run by the Sustainable Business Network and subsidised by the Council through the Better Off Funding programme. The course, which ran from 19 March to 18 June 2025, was aimed at assisting local businesses in developing a solid plan to reduce emissions successfully.
- Scoping for the planned climate risk assessment for the rest of the Council's assets (Greenspace, Property, Solid Waste, roading) was now underway. This was followed by the 3 Waters Climate Risk Assessment completed by Waugh's Infrastructure in 2022. It was also a Better off Funding project and would help inform the planned Climate Resilience Strategy.

- The Waimakariri District Council Resilience Explorer portal was up and running, with some fine-tuning to be completed. Informed by the latest National Institute of Water and Atmospheric Research data provided a visual picture of the Waimakariri District's climate risk under different Intergovernmental Panel on Climate Change climate scenarios and during different time periods.
- Progress with the 2020 Organisational Sustainability Strategy actions is currently being reviewed. This strategy will be refreshed as a plan in the second half of this year.
- Staff were in the process of procuring a refresh of the Council's Greenhouse Gases (GHG) footprint (also funded by Better off Funding). This was last done in 2017/18 and would be used to help inform organisational emissions reporting and prioritise actions in the refreshed Organisational Sustainability Plan."

12.6 **International Relationships** – Deputy Mayor Neville Atkinson

The first meeting was scheduled for March 2025.

12.7 **Property and Housing** – Deputy Mayor Neville Atkinson

Work was ongoing; however, the next meeting was later in February 2025, so there is nothing new to report at this time.

13. **QUESTIONS**

(under Standing Orders)

Nil.

14. **URGENT GENERAL BUSINESS**

(under Standing Orders)

Nil.

15. **MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

Section 48, Local Government Official Information and Meetings Act 1987.

In accordance with section 48(1) 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 sections 6, 7 or 9 of the Official Information Act 1982, as the case may be), it is moved:

Moved: Deputy Mayor Atkinson

Seconded: Mayor Gordon

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

- 15.1 Confirmation of Public Excluded Minutes of Council meeting of 3 December 2024
- 15.2 Local Water Done Well - Financial and Economic Analysis Update and Request for Decision on preferred Water Services Delivery model for consultation with the Waimakariri Community
- 15.3 Contract 23/29 – Streetlight Maintenance Contract - Tender Evaluation and Contract Award Report
- 15.4 Contract 24/78 Closed Landfill Cover Investigations Tender Evaluation and Contract Award Report
- 15.5 Electricity Supply Contract with Meridian Energy for Non-Half Hourly (NHH) Metered Sites for Four Years – 1 April 2025 to 30 September 2029 and Electricity Supply Contract with Meridian Energy for Time of Use (TOU) Metered Sites for Five Years – 1 September 2025 to 30 September 2030

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:

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public-
MINUTES			
15.1	Confirmation of Public Excluded Minutes of Council meeting of 3 December 2024	Good reason to withhold exists under section 7	To protect the privacy of a natural person, including that of deceased natural persons, and to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). LGOIMA Sections 7(2) (a) and (i).
Item No.	Subject	Reason for excluding the public	Grounds for excluding the public-
REPORTS			
15.2	Local Water Done Well Update	Good reason to withhold exists under section 7	To enable the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege as per LGOIMA Section 7 (2)(g) and (i).
15.3	Mainpower Stadium – Solar Panels	Good reason to withhold exists under section 7	Section 7(h) of the Local Government Official Information and Meetings Act; “enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities”.
15.4	Contract 23/29 – Streetlight Maintenance Contract - Tender Evaluation and Contract Award Report	Good reason to withhold exists under section 7	To protect the privacy of natural persons and enabling the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege as per LGOIMA Section 7 (2)(a), (g) and (i).
15.5	Contract 24/78 Closed Landfill Cover Investigations Tender Evaluation and Contract Award Report	Good reason to withhold exists under section 7	To protect the privacy of natural persons and enabling the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege as per LGOIMA Section 7 (2)(a), (g) and (i).
15.6	Electricity Supply Contract	Good reason to withhold exists under section 7	To enable the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) as per LGOIMA Section 7 (2) (i).
15.7	Belgrove “Road 1” (Belgrove Boulevard) Land Valuation	Good reason to withhold exists under section 7	Section 7(h) of the Local Government Official Information and Meetings Act; “enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities”.

CARRIED

The meeting adjourned from 11.03am to 11.40am for refreshments.

CLOSED MEETING

The public excluded portion of the meeting commenced at 11.40am and concluded at 2.43pm.

Resolution to resume in Open Meeting

Moved: Councillor Ward

Seconded: Councillor Brine

THAT open meeting resumes and the business discussed with the public excluded remains public excluded or as resolved in individual reports.

CARRIED

OPEN MEETING**15.3 MainPower Stadium – Solar Panels – I Clark (Project Manager)**

Moved: Mayor Gordon

Seconded: Councillor Ward

THAT the Council:

- (a) **Receives** Report No. 240703107870.
- (b) **Notes** that based on the current estimate for the recommended option (Option 1) of \$222,833 and an estimated cost of \$91,142 for maintenance and operation over the life of the solar panel (30 years), it is estimated that this option should result in a net profit of \$375,126.
- (c) **Approves** option one for the installation of solar panels on the canopy area (blue and green zone) at MainPower Stadium.
- (d) **Approves** the allocation of \$313,913 from the Multi-use Sports Facility Budget (100660.000.5013) towards the installation of Solar Panels at MainPower Stadium, noting that this will allow for any changes in price from the current estimate and a healthy contingency.
- (e) **Notes** that while the recommended model is not a joint venture with MainPower, they have contributed to this project by providing modelling and data analysis at their cost to support the Council in finding the most cost-effective outcome.
- (f) **Notes** that power costs for MainPower Stadium are currently under the current Simply Energy contract (expiring 31/10/2025). Anticipated increases in electricity prices further highlight the need for cost-saving measures.
- (g) **Notes** that when designed, the front steel canopy on the northwest corner of the stadium was engineered to allow for the future installation of solar panels.
- (h) **Notes** that solar panels typically last between 25 to 30 years and modelling undertaken shows the Council would start to see a return on the investment after 12 years.
- (i) **Notes** that this report assists with the Council's environmental aspirations.
- (j) **Resolves** that the recommendations in this report be made publicly available but that the contents remain publicly excluded as there is good reason to withhold in accordance with Section 7(h) of the Local Government Official Information and Meetings Act; "enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities".

CARRIED**15.5 Contract 24/78 Closed Landfill Cover Investigations Tender Evaluation and Contract Award Report – K Waghorn (Solid Waste Asset Manager)**

Moved: Councillor Brine

Seconded: Councillor Redmond

THAT the Council:

- (a) **Receives** Report No. 250107001309.
- (b) **Authorises** Council staff to award Closed Landfill Cover Investigations to Pattle Delamore Partners for a sum of \$93,380 to be funded from Disposal Account Old Sites *Resource Consent Compliance* ledger code 10.401.255.2467.

- (c) **Approves** increasing the operational budget allowance for this project by up to \$43,380, to a total budget of \$93,380, with the additional funding coming from the \$1.62 equity balance in the Disposal Account.
- (d) **Notes** that this value is less than the tendered price, as it excludes the scheduled item of \$16,735 for intrusive investigations at the Mandeville closed landfill, which is now being delayed until after the trees are harvested and will be subject to a separate budget request in the future.
- (e) **Notes** that the recommended budget increase can be accommodated without impacting on rates or other solid waste projects.
- (f) **Notes** that this work is necessary to gain information on how best to address the discharge consent non-compliances reported by Environment Canterbury for the Kaiapoi, Oxford and Rangiora closed landfill sites, and that while Council has not been issued with a non-compliance for Cust closed landfill this site has been included to ensure that the Council is in compliance with the discharge consents for all contested closed landfills.
- (g) **Notes** that all tenderers will be advised of the name and prices of all tenders used for Lowest Price Conforming and the number of tenders received. This information will be made available to the public if requested.
- (h) **Resolves** that the recommendations in this report be made publicly available but that the contents of the report, attachments, discussion and minutes remain public excluded for reasons of protecting the privacy of natural persons and enabling the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege as per LGOIMA Section 7 (2)(a), (g) and (i).

CARRIED

16. **NEXT MEETING**

The next ordinary meeting of the Council was scheduled for Tuesday, 4 March 2025, commencing at 9 a.m., in the Council Chamber, Rangiora Service Centre, 215 High Street, Rangiora.

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 2.43PM.

CONFIRMED

Chairperson
Mayor Dan Gordon

Date

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** LTC-03-21/250128013224**REPORT TO:** COUNCIL**DATE OF MEETING:** 4 March 2025**AUTHOR(S):** Greg Bell, Acting General Manager Finance & Business Support
Syvia Docherty, Policy & Corporate Planning Team Leader**SUBJECT:** Adoption of the Draft 2025/26 Annual Plan and Consultation Document, including the proposed arrangements for the delivery of water services**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1. The purpose of this report is to recommend to Council the adoption for consultation the Draft Annual Plan 2025/26 and Consultation Document 2025/2026 (CD). A proposed Annual Plan Engagement Schedule is included in the report for feedback. To provide for efficient and effective consultation, the Consultation Document includes concurrent consultation on the Council's proposed arrangements for the delivery of water services.

Attachments:

- i. Draft Annual Plan 2025/26 (TRIM No. 241217224568) (*circulated separately*)
- ii. Consultation Document 2025/26 (TRIM No. 250204018344) (*circulated separately*)
- iii. Proposed Recreation Activity fees and charges (TRIM No. 250205018951)

2. RECOMMENDATION**THAT** the Council:

- (a) **Receives** Report No. 250128013224.
- (b) **Adopts** the Draft Annual Plan 2025/26 (TRIM No. 241217224568) as the principal document relied on for the content of the Draft Annual Plan 2025/26 Consultation Document.
- (c) **Adopts** the Consultation Document (TRIM No. 250204018344) as the statement of proposal for public participation in decisions on the content of the Draft Annual Plan 2025/26 and as the information for consultation in relation to:
 - i. amendments to the Rating Policy and definition of Separately Used or Inhabited Part of a Rating Unit as approved at the Council meeting on 28 January 2025
 - ii. the draft 2025/26 Development Contributions Schedule as approved at the Council meeting on 28 January 2025
 - iii. the arrangements for delivering water services under Sections 58 to 64 of the Local Government (Water Services Preliminary Arrangements) Act 2024.
- (d) **Approves** the proposed fee increase for cemeteries and community facilities as set out in attachment iii (TRIM 250205018951) as the basis for the relevant draft Recreation Activity revenue budgets in the draft Annual Plan 2025/26.

- (e) **Notes** the Annual Plan Engagement Schedule with the special consultative procedure to open on 14 March 2025 and close on 14 April 2025.
- (f) **Notes** the Draft Annual Plan and Consultation Document refers to further information and reports and this information will be provided on the Council website during the special consultative procedure from 14 March 2025 to 14 April 2025.
- (g) **Notes** that the average rate increase per rating unit is 4.98% and that this is consistent with achieving the Council's Financial Strategy set out in its Long-Term Plan 2024-2034 LTP).
- (h) **Delegates** to the Mayor and Chief Executive authority to amend the Consultation Document following Council comments and to the General Manager Finance and Business Support authority to make necessary minor edits and corrections to the Draft Annual Plan 2025/26 prior to publication.

3. **BACKGROUND**

- 3.1. The Draft Annual Plan 2025/26 presented for approval is a requirement of the Local Government Act 2002 and sets out the activities, services and investment planned for the Council over the year and how council sets out how to fund its activities and services. The Annual Plan is for the second year of the LTP that is prepared every three years.
- 3.2. Section 95 States the Council must prepare and adopt an annual plan for each financial year. Section 95 (2A) provides exemption of consulting if the annual plan does not include significant or material differences from the content of the LTP for the financial year to which the proposed annual plan relates. Even though this Annual Plan does not differ significantly to the LTP, Council considers it is good practice to consult with its community each year.
- 3.3. Section 95B, states the purpose of the Consultation Document is to provide a basis for effective public participation in local authority decision-making processes relating to the activities on costs and funding, as proposed for inclusion in the annual plan by:
 - (a) Identifying significant or material difference between the proposed Annual Plan and the content of the LTP for the financial year to which the annual plan relates; and
 - (b) Explaining the matters in paragraph (a) in a way that can be readily understood by interested or affected people and;
 - (c) Informing discussion between the local authority and its communities about the matters in paragraph (a).
- 3.4. Local Government Act 2002 states that it is Council's discretion to decide what is appropriate to include in the Consultation Document.
- 3.5. The Annual Plan is not required to be audited.
- 3.6. Under the Local Government (Water Services Preliminary Arrangements) Act 2024 each territorial authority is required to consult on its proposal in relation to its anticipated or proposed model or arrangement for delivering water services in its water services delivery plan. The Council's proposal, which has been developed after taking into account independent advice, is being undertaken in conjunction with the Draft Annual Plan and is included in the Consultation Document.

4. **ISSUES AND OPTIONS**

Draft Annual Plan 2025/26

- 4.1. Preparing the Draft Annual Plan for consultation and achieving a balance between affordable rate levels and maintaining the level of service delivery has been challenging. Key factors that have been addressed within the Draft Annual Plan are set out below.
 - 4.1.1. Continuing general inflation impacting the Local Government sector will increase the cost of service delivery. The BERL forecast for the Local Government sector for cost increases in 2025 year is 3.4%, compared with current CPI of 2.2%.
 - 4.1.2. An increase in three waters assets values by 27% at the 30 June 2024 valuation has had a direct impact on depreciation expense.
 - 4.1.3. Rising insurance premiums, with an increase of over 40% in 2024/25 and further increases expected in 2025/26, will continue to impact the cost of services.
 - 4.1.4. Falling interest rates have allowed a reduction in forecast interest costs, helping offset some of the cost increase.
 - 4.1.5. Lower than requested NZTA funding for roading for the period 2024 -2027 has required the roading programme for maintenance, renewal and capital works to be revised and reduced to stay within LTP funding levels.
 - 4.1.6. The Government's proposal that water regulation (quality and economic) is funded by local government will further increase costs.
- 4.2. There are other factors that may have an impact on future costs, including continuing Government reforms and upcoming contract renewals for the maintenance of roads and greenspace. No specific allowance has been made for these factors due to the uncertainties involved, and as such there is some risk of future cost pressures.
- 4.3. The Draft Annual Plan proposes an average rating increase of 4.98%, slightly higher than signalled in the 2024- 2034 Long Term Plan. This is an average across all rating units and will vary depending on the individual property. Because the factors affecting rate increases noted above have a disproportionate impact on water and wastewater rates, rating units that are serviced by water and wastewater systems will generally have a higher increase than those that are not serviced. The proposed rates increase this is consistent with achieving the Council's Financial Strategy set out in its Long-Term Plan 2024-2034 LTP).
- 4.4. Increases to fees and charges were included in the draft budgets for the Recreation Activity for 2025/26 approved at the Council meeting on 28 January 2025, however the detail was not included in the budget commentaries provided. The increases for community facilities are inflation-based increases, but some larger increases are proposed for cemeteries. Interment fees are recommended to increase by 19-23%. This restores cost recovery following an increase in the contractor's fee in April 2024 and brings the fees closer to charges made by other councils. The recommendation is that plot purchase fees, which were not reviewed for a number of years prior to 2020, again be increased by a higher percentage continuing a gradual move to be in line with levels other Councils are charging. The higher fee better reflects the cost of developing the cemetery land to provide areas for burial. Additional income is required to develop ashes plots due to increasing demand.

Updated Development Contributions Policy Schedule

- 4.5. At the meeting on 28 January 2025 the Council approved a proposed update to the Development Contribution Policy to be consulted on as part of the Annual Plan. This proposed update is to the schedule of development contributions payable and to allow development contributions for several larger projects to be charged to more than 10 years of growth.

Amendments to Rates Policy

- 4.6. Two proposed changes to the Rates Policy were also approved for consultation in the 2025/26 Draft Annual Plan at the Council meeting on 28 January 2025.
- 4.6.1. First, to include a rates remission on multiple dwellings on a single rating unit and amend the definition of a separately used or inhabited part of a rating unit. The purpose of the proposed change it is to add transparency to the process of reducing rates for multiple dwellings and make the process simpler to administer.
- 4.6.2. Second, to remove the discount for the early payment of rates. The discount is provided on certain rates and the purpose of the change is to reduce the cost associated with offering the discount.

Delivery of Water Services

- 4.7. The Council's consultation in relation to the delivery of water services is being carried out in conjunction with the annual plan as this is an efficient and effective way to consult with the community. Council has considered a range of options available in relation to service delivery, including an Internal Business Unit (the current model), a Council Controlled Organisation (CCO) and joint arrangements with Hurunui and Kaikoura District Councils as either a CCO or shared services arrangement. Based on its assessment of the options the Council concluded an Internal Business Unit is its favoured model and this is what is proposed. The Council will also signal its willingness to continue to work with Hurunui and Kaikoura District Councils to explore ways in which the councils can collaborate in relation to the delivery of water services.

Consultation

- 4.8. Key topics that the Council is seeking feedback on within the Consultation Document are:
- Delivery of water services - Local Water Done Well
 - Transport programme
 - Outside Factors Driving Cost Increases
 - Rates Policy – rate remission and discount for early payment
 - Development Contributions policy
- 4.9. The key communications and actions planned over the consultation period are set out in the Engagement Schedule below.

Activity	Action
Consultation Document	Distributed to Council Service Centres and other public places
Engagement events	Events are planned in Rangiora, Woodend, Oxford, Kaiapoi and Pegasus
Media releases/ news stories	<ul style="list-style-type: none"> • One released day before consultation opens • Second two weeks into engagement opens reminding there is 2 weeks left to provide feedback • Third after engagement closes outlining next steps
Community noticeboard	<ul style="list-style-type: none"> • To include media release content through the engagement period in the column
Newspaper adverts	<ul style="list-style-type: none"> • Northern Outlook • North Canterbury News

	<ul style="list-style-type: none"> • Smaller Community Newspapers i.e. Oxford, Pegasus, Woodend, Kaiapoi
Mayoral columns	<ul style="list-style-type: none"> • Summarising engagement topics and encouraging residents to provide feedback. • Columns included in North Canterbury News
Digital Slides	<ul style="list-style-type: none"> • Digital Slides to be used across screen network at Council buildings
Video series	<ul style="list-style-type: none"> • An introductory message on what the Annual Plan is, what the key issues are, why it is important for the community to participate, and how they can provide feedback • Short snappy videos – clear messaging and call to action. Every video will link to online engagement
Radio Ads	<ul style="list-style-type: none"> • Quick summary of Annual Plan topics with call to action directing people to online engagement • Second reminder with two weeks to go • Third spot to encourage 'final week to tell us what you think'
Social media – Facebook Instagram	<ul style="list-style-type: none"> • Regular social media posts at each stage of the Annual Plan engagement • Posts are sponsored / boosted to increase reach • Drop in events posted on our page and community targeted • Encourage people/ groups and organisations to share our posts
Billboards	<ul style="list-style-type: none"> • Integrated with our print ad collateral the billboards will be used in Rangiora and Kaiapoi. Outlining key topics in Draft Annual Plan and call to action for feedback
Letterbox drop - mailbox A5 flyer delivery	<ul style="list-style-type: none"> • Integrated with our print ad collateral the A5 will outline key topics in Draft Annual Plan and call to action for feedback
Internal Communication	<ul style="list-style-type: none"> • Methods: Workplace, CE Update, Project pages • Informing staff about the process to arm them with information in case they are asked any questions by friends, family, or members of the public
Email to target local groups	<ul style="list-style-type: none"> • Email to all community and residents' groups/associations with links to online engagement encouraging them to participate • Use Engagement and e-news platforms to send emails to those registered with link to online engagement
Public events	<ul style="list-style-type: none"> • These events are limited due to the restrictions of numbers due to Covid and Council's acknowledging the Health and Safety precautions
Let's Talk – Engagement page	<ul style="list-style-type: none"> • Let's Talk engagement page set up showing project lead, topics, various engagement opportunities as well as the process for providing feedback • Link to Submissions Manager and other engagement tool – poll or Q&A option • CD is online and available for download • Aim to be transparent about the implications of decision making on rates and the impact on the ability to deliver the longer-term work programme for the district • Easy for people to share via social media

Key Dates

- Consultation period - 14 March to 14 April 2025;
- Council hearing of submissions - 7 May - 8 May 2025;
- Council deliberations on submissions - 27 May - 28 May 2025;
- Adoption of the 2025/2026 Annual Plan - 17 June 2025.

Implications for Community Wellbeing

The adoption and implementation of the Annual Plan following consultation will make an important contribution to the well-being of the community.

- 4.10. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are consulted through various forums and groups contributing to the LTP and subsequent Annual Plans.

5.2. Groups and Organisations

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report and they will be able to make submissions as part of the consultation process.

5.3. Wider Community

The wider community is likely to be affected by, or to have an interest in the subject matter of this report and they will be able to make submissions as part of the consultation process.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

The Draft Annual Plan 2025/26 proposes a District average rate increase of 4.98%. The Long-Term Plan signalled an increase of 4.73%. This increase is consistent with the Council's Financial Strategy which is designed to keep the Council's sound financial health over the coming ten years.

The forecast accounting surplus for the year is \$37.7m. This includes non-cash vested assets revenue of \$26.5m (this is the value of land and infrastructure assets transferred to the Council from land developers). Excluding vested assets, the surplus is \$11.2m. This surplus is required to fund capital expenditure.

By 30 June 2026 the Council's net asset value is estimated to be \$2,855m with net debt of \$232m. The forecast net debt is well within Council's Treasury Policy limits as set out in the table below.

Measure	Limit	Actual 2024	Forecast 2026
Gross interest paid on term debt will not exceed 15% of gross operating revenue	15.0%	8.4%	7.4%
Net debt as percentage of operating revenue shall not exceed 250%	250%	138%	151%
Net cash inflow from operating activities exceeds gross annual interest expense by two times	2.0 times	2.6 times	4.5 times
Net interest is a maximum of 25% of rates revenue	25.0%	8.2%	9.4%

Measure	Limit	Actual 2024	Forecast 2026
Net debt as a percentage of total assets will not exceed 15%	15%	6.4%	6.1%
Liquidity ratio of greater than 110% (LGFA ratio)	110%	117%	126%

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do have direct sustainability and/or climate change impacts. Sustainability and Climate Change Impacts have been considered in each of the Council activity statements.

6.3. Risk Management

The Key Assumptions and Risks determined within the LTP have been used as the underlying basis in preparation of the Annual Plan.

6.4. Health and Safety

There are not health and safety risks arising from the adoption/implementation of the recommendations in this report.

7. CONTEXT

7.1. Consistency with Policy

This matter is a matter of significance in terms of the Council's Significance and Engagement Policy and the report sets out the community engagement process that will undertaken in relation to the Draft Annual Plan, including the arrangements for the delivery of water services.

7.2. Authorising Legislation

Preparation of the Annual Plan is in accordance with the Local Government Act 2002. Consultation on the arrangements for delivering water services is in accordance with the Local Government (Water Services Preliminary Arrangements) Act 2024.

7.3. Consistency with Community Outcomes

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

The Draft Annual Plan contains Councils plans for achieving community outcomes and applies to specially to the outcomes.

There are wide ranging opportunities for people to contribute to decision-making by national and regional organisations that affect the district.

7.4. Authorising Delegations

The Council has the decision-making responsibility for the Annual Plan 2025/26 and proposals in relation to arrangements for delivering water services.

COMMUNITY FACILITIES FEES AND CHARGES 2025/26

	Current 2024/25	Proposed 2025/26	Current 2024/25	Proposed 2025/26
	Commercial (incl GST)	Commercial (incl GST)	Other users (incl GST)	Other users (incl GST)
Rangiora Town Hall				
Main Auditorium - Performance Day	1,250.00	1,291.25	470.00	485.50
Main Auditorium - Pack In/Out, Rehearsal (maximum 14 days)	275.00	284.10	180.00	185.95
Main Auditorium - Pack In/Out, Rehearsal (additional days)	348.50	360.00	210.00	216.95
Move smother to another location	138.50	143.10	138.50	143.10
Sound system per show day	150.00	154.95	150.00	154.95
Sound system per rehearsal day	75.00	77.50	75.00	77.50
Furniture set up	53.06	54.80	53.06	54.80
Small Theatre - per hour (minimum 2 hours)	150.00	154.95	75.00	77.50
Small Theatre - day rate	900.00	929.70	420.00	433.85
Small Theatre - projection equipment	88.45	91.35	88.45	91.35
Small Theatre - removal or change of stage set up (carpet)	176.91	182.75	176.91	182.75
Small Theatre - furniture set up	53.06	54.80	53.06	54.80
Function Room (minimum 2 hours)	71.86/hour 431.17/day	74.25/hour 445.40/day	71.86/ hour 431.17/day	74.25/hour 445.40/day
Studio Room (each)	45.00	46.50	30.00	31.00
Green Room	45.00	46.50	30.00	31.00
Yamaha Grand Piano	53.06	54.80	53.06	54.80
Technical support (maximum of 2 hours)	69.25	71.50	69.25	71.50

	Current 2024/25	Proposed 2025/26	Current 2024/25	Proposed 2025/26
	Commercial (incl GST)	Commercial (incl GST)	Other Users (incl GST)	Other Users (incl GST)
Oxford Town Hall				
A & P Room- per hour	68.20	70.45	18.00	18.60
Main Hall - per hour	68.20	70.45	28.40	29.35
Entire venue - per hour	102.40	105.75	45.44	46.95
Entire venue - day rate (six hour or more)	614.50	634.75	285.00	294.40
Projection equipment	84.00	86.75	84.00	86.75
AV System	57.30	59.20	57.30	59.20
Wedding rate (including 3 hours set up, full day hire and 2 hours cleaning)	NA		237.50	245.30
OB & I League for movies (x3 hours, incl WDC owned projection equipment, wi-fi and electricity)	N/A		53.40	55.16
Ruataniwha Civic Centre				
Room One	34.00	35.10	30.00	31.00
Room Two	34.00	35.10	30.00	31.00
Combined Meeting Room	57.90	59.80	30.00	31.00
Pegasus Community Centre				
The Big Room	34.00	35.10	15.00	15.50
Infinity Room (Reception Area)	N/A	N/A	N/A	N/A
Todd Room (Meeting Room)	34.00	35.10	15.00	15.50
Southern Capital Room (Small Meeting Room)	34.00	35.10	6.00	6.20
Whole Facility	95.00	98.10	30.00	31.00
Whole Facility (Maximum Daily)	570.00	588.80	180.00	185.95
Woodend Community Centre				
Sports Hall	34.00	35.10	17.00	17.60
Meeting Room A or B	34.00	35.10	17.00	17.60
Combined Meeting Rooms A & B	68.30	70.50	34.00	35.10
Entire Complex (hourly rate)	102.40	105.80	51.00	52.70
Entire Complex- per day	491.60	507.80	272.71	281.70

	Current 2024/25	Proposed 2025/26	Current 2024/25	Proposed 2025/26
	Commercial (incl GST)	Commercial (incl GST)	Other users (incl GST)	Other users (incl GST)
All Other Venues				
Excluding those listed separately	34.00	35.10	15.00	15.50
Pavilions and other Community Facilities				
Cust Domain	13.00	13.40	6.00	6.20
Ohoka Domain	13.00	13.40	10.00	10.35
Sefton Domain*	13.00	13.40	6.00	6.20
View Hill**	13.00	13.40	6.00	6.20
Loburn Domain	29.00	29.90	15.00	15.50
Pearson Park (Oxford)	34.00	35.10	15.00	15.50
Dudley Park (note that booking users cannot access toilets)	34.00	35.10	13.00	13.40
Cust Community Centre	34.00	35.10	15.00	15.50
Fernside Memorial Hall	34.00	35.10	15.00	15.50
Kaipoi Community Centre (bookable room)	34.00	35.10	15.00	15.50
Oxford Jaycee Hall	34.00	35.10	15.00	15.50
Rangiora War Memorial Hall	34.00	35.10	15.00	15.50
Waikuku Beach Hall	34.00	35.10	15.00	15.50
<i>*noting that there is a proposal to remove the building and replace it with a community owned asset.</i> <i>**this pavilion does not offer the full range or experience of other facilities.</i>				

	Current 2024/25	Proposed 2025/26
	(incl GST)	(incl GST)
Park Bookings		
Non-Commercial Park bookings		
Daily fee	35.00	36.15
Commercial Park Bookings		
Daily fee	200.00	206.60
<i>If the event charges admission for access, Council reserves the right to charge a commercial rate over and above the standard \$200 booking fee which will be set at \$2.50 per participant or ticket sold.</i>		
Trousselot Park Band Rotunda		
Daily fee	45.00	46.50
<i>Excludes reserve fee</i>		
Victoria Park Band Rotunda		
Daily fee	45.00	46.50
<i>Excludes reserve fee</i>		
Other Facilities Related Charges		
Lost Key	23.75	24.55
Additional Bins - Per Bin Per Day	23.75	24.55
Toilet Clean	35.60	36.80
Special Clean per hour (full building etc)	89.00	91.90
Security Guard Call Out (alarm activation)	89.00	91.90
Fire Alarm Activation (Brigade connected)	415.55	429.25

CEMETERY FEE TABLE 2025/26

	Current Fee	Proposed Fee	Increase
	(incl GST)	(incl GST)	
Interment fees (cost recovery)			
Interment fee (single or double depth)	\$816.65	\$1,010.00	23%
Ashes Interment *	\$185.00	\$220.00	19%
Child Interment	\$816.65	\$1,010.00	23%
Stillbirth or Baby Interment	\$224.30	\$250.00	11%
Plot Purchase	\$825.20	\$1,000.00	21%
Child's Plot Purchase (special section at Kaiapoi Cemetery)	\$206.30	\$249.62	21%
Ashes Plot	\$221.40	\$300.00	35%
Services Cemetery Plot	No fee	No fee	No fee
Records Fee (for all burials to be paid at plot purchase)	\$50.40	\$52.00	3.10%
Late fee for burials outside normal operating hours (to be paid in addition to Interment fee)	\$280.00	\$290.00	3.50%
Additional Interment Fee where no funeral director is involved	\$280.00	\$290.00	3.50%
Exhumation/Disinterment	At cost**	At cost**	
Memorial Permit	\$72.95	\$75.50	3.40%
Transfer Right of Burial or Amend Cemetery Deed	\$50.40	\$52.00	3.10%
Repurchase plots previously sold by WDC (This does not automatically apply to plots purchased prior to Council taking over management of a cemetery.)	Half current retail price	Half current retail price	
*Ashes interment fees are charged per ashes urn interred			
** Exhumation/Disinterment fees include a record fee			

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-32-115 / 250219027357**REPORT TO:** COUNCIL**DATE OF MEETING:** 4 March 2025**AUTHOR(S):** Kieran Straw – Civil Projects Team Leader
Joanne McBride – Roading & Transportation Manager**SUBJECT:** Transport Choices (Strategic Cycleway) Project Update**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1. This report is to provide an update on the four cycleway projects that were proposed under the previous Governments “Transport Choices – Delivering Strategic Cycling Networks” programme, and to seek approval to proceed with an alternative low-cost solution to provide a footpath connection between Chinnerys Road (Woodend) and Ravenswood (Garlick Street), subject to NZ Transport Agency Agreement.
- 1.2. A number of issues have been raised about the lack of a suitable footpath connection from Ravenswood to Woodend.
- 1.3. Staff have been in discussions with NZ Transport Agency staff in regard to alternate options to address the deficiency, which is currently being worked through.
- 1.4. The approvals sought in this report are subject to NZ Transport Agency acceptance of the proposed alternate design.

Attachments:

- i. Chinnery Road to Ravenswood – Plan of Works (Trim No. 250218025768)
- ii. Memo to NZTA re Chinnery Rd to Ravenswood (Trim 250211021680)

2. RECOMMENDATION**THAT** the Council:

- (a) **Receives** Report No. 250219027357.
- (b) **Approves** Project 2 (Rangiora Town Cycleway – Stage 1) being postponed until such time as funding becomes available.
- (c) **Approves** a portion of Project 3 (Woodend to Ravenswood) being Chinnerys Road to Ravenswood proceeding to detailed design, and construction as a low-cost interim solution, with an estimated cost of \$320,000 (subject to NZTA approvals)
- (d) **Approves** the revised scheme design for Project 3 as per attachment I of this report, noting that the scope of works has reduced from that previously approved through the Transport Choices programme.
- (e) **Approves** Project 4 (Rangiora On-Road Cycle lanes) being postponed until such time as funding becomes available.

- (f) **Approves** the carry over of budget of \$320,000 from Delivering Strategic Cycling Networks (PJ 102153.000.5135) from 2024/25 to 2025/26 for the delivery of the Chinnerys Rd to Ravenswood project, with a report being brought to the Annual Plan to move the remaining budget in this area of \$571,419 out to 2027/28.
- (g) **Notes** that Project 1 (Kaiapoi to Woodend) was partially funded by “Better Off” funding. A separate report will be presented to Council in April seeking a decision on this project.
- (h) **Notes** that the scope of “Project 3” has been reduced to a 2.0m footpath constructed on the existing road shoulder between Chinnerys Road, and Ravenswood (St Barnabas Church).
- (i) **Notes** that the design will be progressed in such a way that does not preclude the 2.0m wide footpath being widened to a 2.5m wide shared path in the future, once the road is handed over to Council.
- (j) **Notes** that the design components of Chinnerys Road to Ravenswood have changes from those previously approved by Council through the Transport Choices Programme, and that the proposed solution is a cost-effective solution utilising the existing road shoulder.
- (k) **Notes** that this project continuing to construction will be subject to NZTA approval. Specific design details such as kerb separator details, and buffer widths will also be worked through with NZ Transport Agency (NZTA) Network Staff to come to an agreement on what is acceptable to NZTA until such time that this section of Main North Road is handed over to Council ownership upon completion of the Belfast to Pegasus Motorway extension (Woodend Bypass).
- (l) **Notes** that the remaining projects from the “Delivering Strategic Cycleways” component of the Transport Choices Programme remain in the Walking and Cycling Network Plan, and that the delivery of the Network Plan have been postponed at this time.
- (m) **Notes** that the funding to complete the Woodend to Ravenswood path will come from the Council Share of the Delivering Strategic Cycling Networks funding, and that a further report will be prepared seeking approval to move the balance of funding out through the Annual Plan process.
- (n) **Circulates** this report to the Kaiapoi-Tuahiwi and Woodend-Sefton Community Boards for their information.

3. **BACKGROUND**

- 3.1. The Waimakariri District Council have developed a Walking & cycling Network Plan which outlines a commitment to improving walking & cycling connections within the district. The purpose is to deliver safe and accessible facilities, which provide people with choice around transport modes and how they choose to travel.
- 3.2. In October 2022 the previous government announced the “Transport Choices” funding package, and Council’s application was subsequently approved and received pre-implementation funding for three sub-categories. Of relevance to this report is the “Delivering Strategic Cycleways” package of projects, which consisted of:
 - **Project 1** - Woodend to Kaiapoi Cycleway (Williams St to Woodend Beach Rd)
 - **Project 2** - Railway Rd / Torlesse St / Coronation St / Ellis Rd
 - **Project 3** - Woodend to Pegasus (SH1)
 - **Project 4** - Ashley St / Ivory St / Percival St in Rangiora – On-road Cycle Lane Gaps

- 3.3. To be accepted as a “Transport Choices” project, the design of the proposed facilities was required to appeal to “interested but concerned” cyclists. This is typically what is referred to as “Grade 1” and “Grade 2” facilities within the approved cycle network plan.
- 3.4. In October 2023 the previous government announced that the Transport Choices Programme was on hold until the new government was in place. The new government subsequently withdrew all Transport Choices funding for projects that had not yet being approved by NZ Transport Agency.
- 3.5. At the same time, the new government announced that the Woodend Bypass project would be “fast-tracked” as a Road of National Significance.
- 3.6. In March 2024 staff held a workshop with Council which was to provide an update to Council on the Draft Policy Statement for Land Transport, and to seek feedback on the funding for the previously approved walking and cycling projects that were included within the Transport Choices funding stream.
- 3.7. In addition to the Transport Choices funding, the Kaiapoi to Woodend Cycleway utilised “Better-Off funding” for the Council share of the project costs. The balance of this funding remains available.
- 3.8. As at February 2025, the status of each of the Transport Choices - Delivering Strategic Cycleways projects is “On hold”.
- 3.9. However, the local Council portion of the funding remains in the budget, and decisions still need to be made on how and if it will be spent.
- 3.10. During the previous few months, staff and a number of elected members has become aware of an issue caused by the lack of a suitable path from Ravenswood to Woodend. There is a formed and surfaced footpath constructed from Garlick St in Ravenswood to within 20m of the State Highway boundary. However, there is no path on the last 20m to the highway, and no formed path along the highway to Chinnerys Rd. Recently the fence has been cut, and the Council has received reports of people with prams using this route to get to St Agnes church community events.
- 3.11. In February 2025 Council staff had a meeting with NZTA to discuss the options available to complete the connection on Main North Road through to Ravenswood Reserve, and reinforced the importance to the Community of providing a safe linkage. A memo (attachment ii) was subsequently drafted and has been circulated to NZTA for their feedback. At the time of writing this report, feedback from NZTA has not been received.

4. ISSUES AND OPTIONS

4.1. Project 1 – Woodend to Kaiapoi Cycleway

This project is currently on hold, and the route remains a high priority. This proposed route received strong community support through both the Walking and Cycling Network Plan, and subsequent consultation to develop the route.

The Council Share of this project was funded through “Better Off” funding. This funding is still available, and a separate report is being prepared seeking a decision from Council on how this funding should be spent. This report is expected to be presented to Council in April 2025.

4.2. Project 2 – Railway Rd / Torlesse St / Coronation St / Ellis Road

This project is currently on hold. While this route received strong community support through the Walking and Cycling Network Plan consultation, subsequent consultation and

design to develop the route was more challenging, with particular challenges associated with the Marsh Road level crossing, and the interactions between path users and delivery vehicles for Pak n Save Rangiora.

This route was intended to be one of two north-south cycle routes, with this one being considered the “Grade 2” facility, appropriate for the “interested but concerned” demographic that was the target user of facilities being co-funded through the Transport Choices programme.

Staff are not proposing to proceed with this project at this time, although the route will remain within the Walking & Cycling Network Plan, as a “Priority One” site.

There is no current funding for the development of these routes at this time, and therefore it is proposed to postpone this project until funding becomes available.

4.3. Project 3 – Woodend to Pegasus (SH1)

This project is currently on hold, and the route remains a high priority. This proposed route received strong community support through both the Walking and Cycling Network Plan, and subsequent consultation to develop the route.

The proposed route is broken into the following two components:

- Woodend Road to Chinnerys Road

The original scope started at Woodend Road, at the location of the then-proposed signalised intersection. The proposed cycle way sought to widen the existing footpath to become a shared path on the western side of the road.

With the proposed Woodend Bypass construction confirmed, NZ Transport Agency no longer intend to signalise this intersection.

Therefore, staff do not intend to proceed with this portion of the route at this time and note that pedestrian access at this location currently exists.

- Chinnerys Road to Ravenswood (connection to Garlick Street)

The existing footpath ceases at the Chinnery Road intersection. There is no footpath connection beyond this location to either Ravenswood, or Pegasus.

The previously approved design included piping of the open drain and constructing a shared path in the alignment of the open drain, before constructing a short length of kerb and channel outside the church. Just north of the church, the path alignment enters the Ravenswood Reserve.

This portion of the route is not impacted by the proposed construction of the Woodend Bypass. Completing this connection would provide residents of Ravenswood, Pegasus and Woodend with a walking and cycling connection that currently does not exist.

The construction could proceed either as per the current approved design (to Grade 1), or to a reduced level of service (Grade 2) subject to NZTA approvals.

The recommendations within this report seek approval of a low-cost solution to utilise the existing road shoulder on Main North Road (SH1) rather than pipe the open drain.

The concept of moving the path to the existing carriageway is subject to NZTA approval, and as such this project will not proceed until such time as this is confirmed.

While details on the kerb separation detail, and the required buffer widths are yet to be worked through with NZTA, initial conversation with them have been promising that they will accept a lower level of service in the short term until this section of Main North Road is handed over to Council following completion of the proposed Belfast to Pegasus motorway extension.

4.4. Project 4 - Ashley St / Ivory St / Percival St in Rangiora – On-road Cycle Lane Gaps

This project is currently on hold, as a result of the project not securing NZ Transport Agency approval for the Transport Choices programme. This project is the second north-south cycle route within the approved walking and cycling network plan. The design (previously approved by the RACB and Council) sought to complete the existing partial network of on-road cycle lanes along Ashley Street, Ivory Street and Southbrook Road.

This route was intended to be one of two north-south cycle routes, with this one being considered the “Grade 3” facility, appropriate for confident cyclists. This therefore did not meet the funding criteria for the Transport Choices co-funding.

Staff are not proposing to proceed with this project at this time, although the route will remain within the Walking & Cycling Network Plan, as a “Priority One” site.

There is no current funding for the development of these routes at this time, and therefore it is proposed to postpone this project until funding becomes available.

4.5. Council has the following options available:

4.5.1 **Option One: Do Nothing**

This option is to do no further work on any of the identified sites, including the missing pedestrian connection between Chinnerys Road, and Ravenswood Reserve (connection to Garlick Street).

This option is not recommended as there is strong support for this pedestrian link to be completed, demonstrated by locals having cut through the existing fence at the end of the existing footpath within the Garlick Street reserve.

4.5.2 **Option Two: Proceed with a portion of “Project 3” utilising the road shoulder - (Chinnerys Road to Ravenswood) – Alternative Design**

This option seeks approval to proceed with the detailed design, tender and construction of a reduced scope for “Project 3” (Woodend to Ravenswood). No further works would be undertaken on any of the remaining Transport Choices Projects.

This option seeks approval of all works, as shown in attachment i, of this report, noting that details relating to kerb separators, and width of buffer zones is yet to be worked through, and agreed with by the NZTA Network Staff.

The key features of this option include:

- Retention of the existing open drain
- Reallocation of the existing road shoulder to become a 2.0m wide footpath
- Kerb separators between SH1 traffic, and the proposed footpath
- Formalising of the parking outside St Barnabas Church
- Extent of site reduced to the length between Chinnerys Road and the Garlick St Reserve.

The estimated cost associated with this portion of this option is \$320,000.

This option recognises that the solution is an interim solution to address an immediate need to complete a connection to join in with the recently completed shared user path within Ravenswood Reserve. It recognises that further improvements to safety can be planned as part of the State Highway design, however this is likely to be another 5 – 6 years away.

This option would provide a 2.0m wide footpath, and would be done in such a way as to not preclude widening in the future to achieve a 2.5m wide shared path.

This is the recommended option as it addresses an immediate need to complete the pedestrian connection between Woodend and Ravenswood.

The Transport Choices Projects which are proposed to be postponed will remain within the Walking and Cycling Network Plan for delivery at a later date should funding become available.

4.5.3 **Option Three: Proceed with “Project 3” Woodend to Ravenswood, using the previously approved design (piping the drain)**

This option is to proceed with the previously approved design of “Project 3” Woodend to Ravenswood cycleway. This option would reinstate the full scope of the site from Woodend Road through to the Garlick Street reserve, as previously approved.

No further works would be undertaken on any of the remaining Transport Choices Projects within this option

The estimated cost associated with this option is \$424,000 and would require additional Council Share from the Transport Choices programme to construct this project without co-funding.

This option is not recommended as while it is unlikely that this length of Main North Road will be physically altered as a result of the planned Belfast to Pegasus Motorway extension, there is a risk that the works will be impacted by the project. Furthermore, the traffic volumes within this length of Main North Road will be significantly reduced, improving the safety of the proposed design.

4.5.4 **Option Four: Proceed with all Transport Choices Projects as per approved Designs**

This option is to request additional budget and proceed with the following works:

- Project 1 – Kaiapoi to Woodend
All works as previously approved within Report No. 230830134485 between Smith Street and Woodend at a total estimated cost of \$3,120,000.
- Project 2 – Rangiora Town Cycleway – Stage 1
All works as previously approved within Report No. 230919145813 at a total estimated cost of \$1,145,000
- Project 3 – Woodend to Ravenswood (as previously approved with piping of the drain)
All works as previously approved within Report No. 230830134485 at a total estimated cost of \$650,000.

- Project 4 – Rangiora On-Road Cycle Lanes

All works as previously approved within Report No. 230131011985 at a total estimated cost of \$515,000.

Total cost across all four projects is \$5,730,000.

This option is not recommended as the combined total cost to deliver all four Transport Choice cycling projects is \$5,730,000. This option would require additional unsubsidised budget to be committed to the projects which would have an adverse rating impact.

- 4.6. There are implications on community wellbeing by the issues and options that are the subject matter of this report.

While the recommendations of this report do not address this network deficiencies, they will go some way to addressing a missing pedestrian link between the communities of Woodend and Ravenswood, where currently the only direct option between the two communities for pedestrians is to walk along State Highway 1.

- 4.7. The Management Team has reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report.

Extensive consultation regarding the alignment has been carried out as part of the previously completed design phase. This also includes a Cultural Statement for the Kaiapoi to Woodend Archaeological Authority which has been completed regarding this project.

Upon approval of this report, all stakeholders, including Te Ngāi Tūāhuriri will be provided with a project update.

5.2. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

Many impacted stakeholders were identified across all projects during the development of the Transport Choices programme. These stakeholders have been informed of the current status of the projects.

Should this report be approved, all stakeholders within the impacted areas of Project 3 will receive a project update notice, advising them of the proposed works.

5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report.

Feedback from the wider community was reported on during the consultation of the Walking and Cycling Network Plan, in which 82% favoured an increase in investment from Council towards constructing walking and cycling infrastructure.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report.

The cost estimate associated with the recommendations within this report for the alternative design for the Ravenswood to Woodend Cycleway (forming a 2.0m wide footpath on the road shoulder) is \$320,000.

There is existing budget available in the 2024/25 financial year of \$939,600 for Delivering Strategic Cycling Networks (PJ 102153.000.5135). There is spend to date in this area of \$48,184.

As such there is available budget of \$891,419 which could be utilised to deliver the connection between Woodend and Pegasus.

It is noted that this project was put forward in the National Land Transport Funding bid but did not receive any co-funding. As such, should the project proceed then this work would be unsubsidised.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts.

Creating a safe and accessible walking and cycling network, which comes with improving infrastructure, increases the uptake of these activities for both recreational and commuter users. This results in a subsequent decrease in the number of people using single occupancy vehicles, particularly for shorter trips. This comes with many benefits, including health and the reduction of greenhouse gas emissions.

6.3 **Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report.

There is a risk that NZ Transport Agency may not approve the proposed design which utilises the road shoulder on the current State Highway. Staff will continue to work closely with NZTA in an effort to progress this project. Construction will not proceed until such time as confirmation of acceptance has been received from NZTA.

The significant scaling back of the implementation of the Walking & Cycling Network Plan may be perceived as failure to deliver the promises of the Walking and Cycling Strategy that has previously been adopted by Council.

6.4 **Health and Safety**

There are health and safety risks arising from the adoption/implementation of the recommendations in this report.

This proposal will address a key community risk for residents of Woodend by providing a safe pathway between Woodend and the commercial development in Ravenswood. Currently no such facility exists, resulting in the need for pedestrians to walk and cycle on State Highway One to reach this destination.

7. **CONTEXT**

7.1. **Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. **Authorising Legislation**

Local Government Act 2002 and the Land Transport Act are relevant in this matter.

7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

Cultural

...where our people are enabled to thrive and give creative expression to their identity and heritage...

- *Public spaces express our cultural identities and help to foster an inclusive society.*
- *The distinctive character of our takiwā / district, arts and heritage are preserved and enhanced.*

Social

A place where everyone can have a sense of belonging...

- *Public spaces are diverse, respond to changing demographics and meet local needs for leisure and recreation.*
- *Council commits to promoting health and wellbeing and minimizing the risk of social harm to its communities.*
- *Our community has equitable access to the essential infrastructure and services required to support community wellbeing.*

Environmental

...that values and restores our environment...

- *People are supported to participate in improving the health and sustainability of our environment.*
- *Our district is resilient and able to quickly respond to and recover from natural disasters and the effects of climate change.*
- *Our district transitions towards a reduced carbon and waste district.*
- *The natural and built environment in which people live is clean, healthy and safe.*
- *Our communities are able to access and enjoy natural areas and public spaces.*

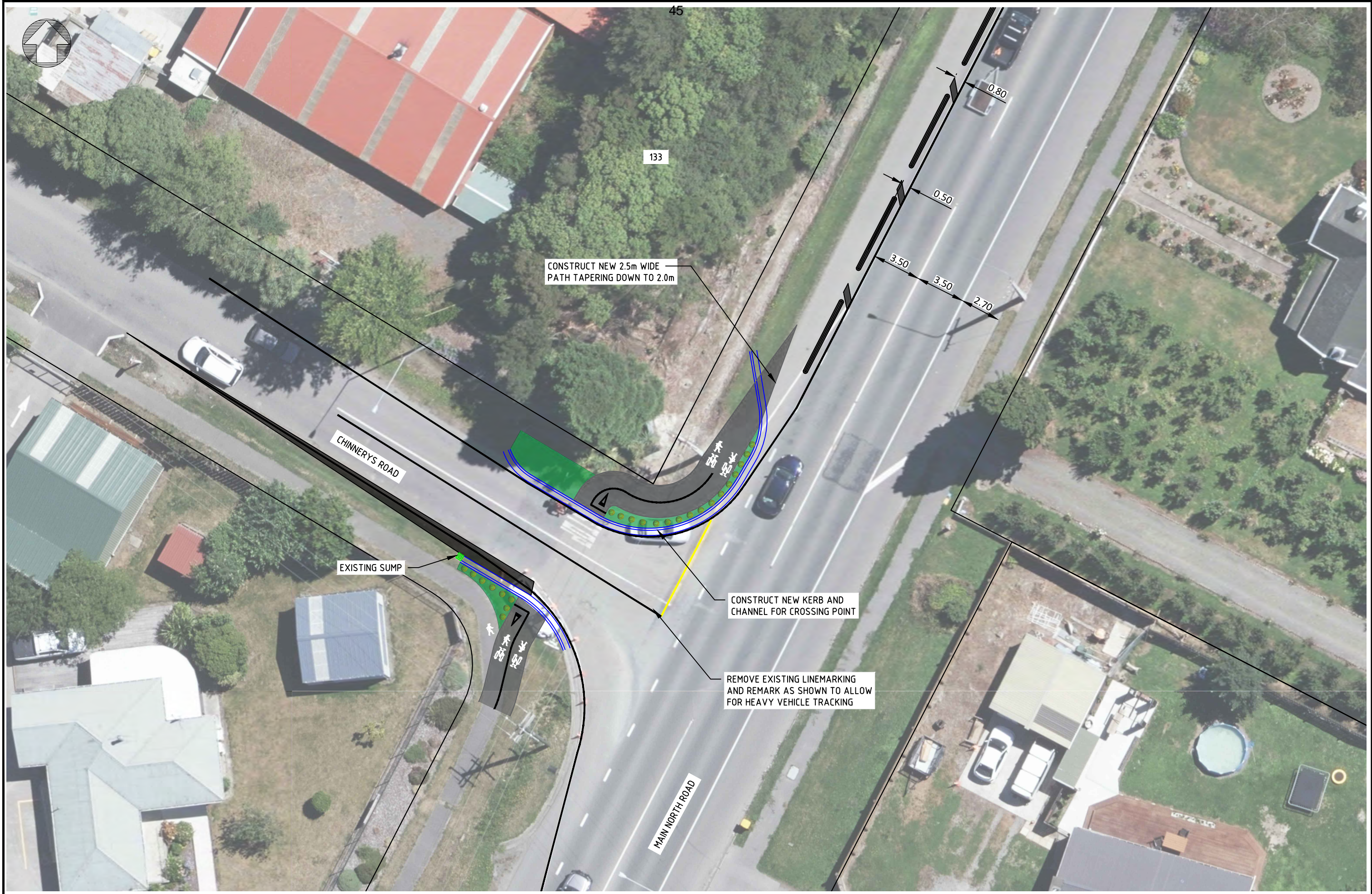
Economic

...and is supported by a resilient and innovative economy.

- *Infrastructure and services are sustainable, resilient, and affordable.*

7.4. Authorising Delegations

The Council have the Delegations to accept this report and approve the recommended works.



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	GK			13/02/2025

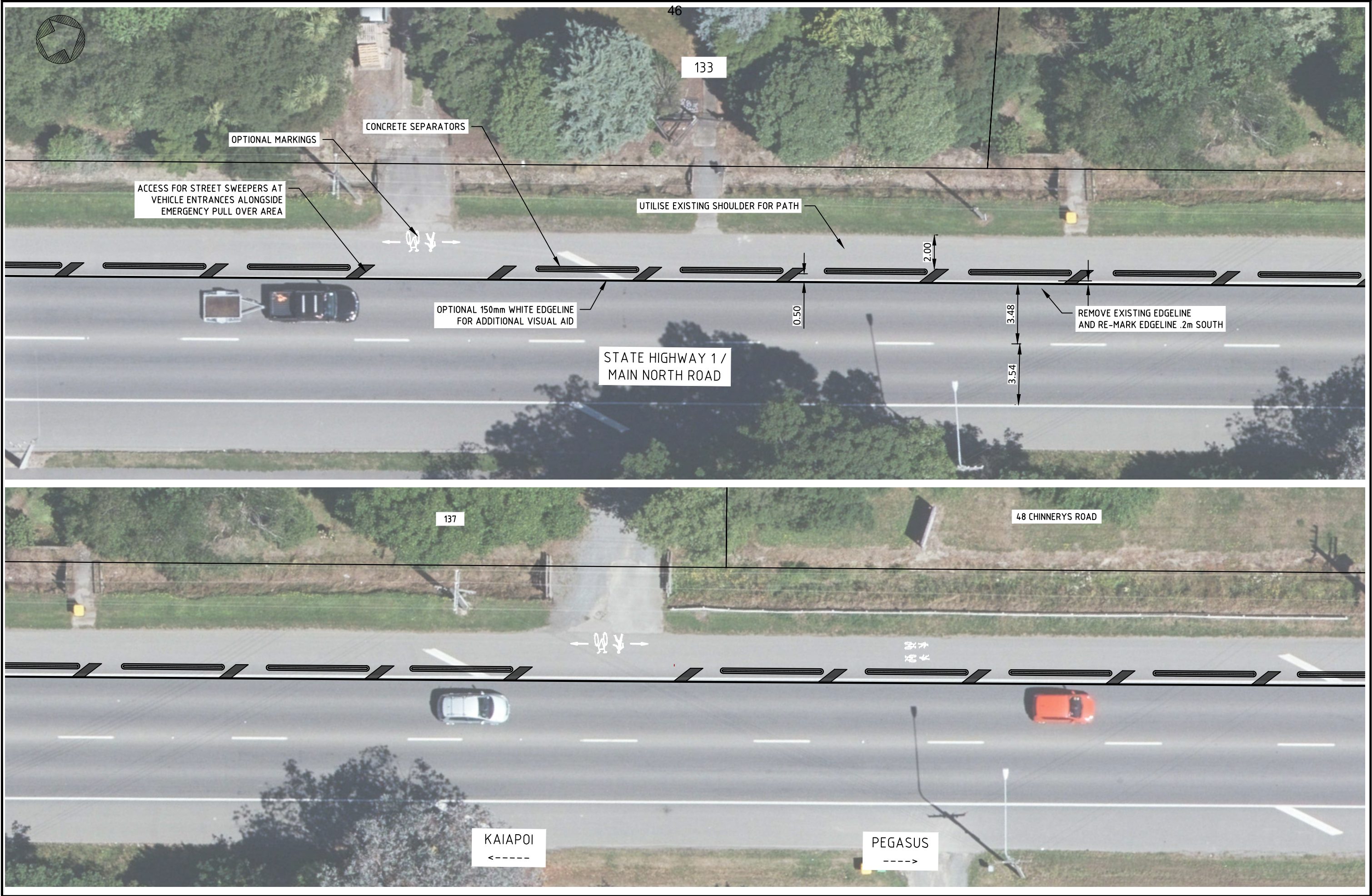
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DRAWN	GK	13/02/2025	CON No	
DRAWING CHKD			SCALE (A3)	1:250
DESIGNED			DATUM ORIGIN	
DESIGNED CHKD			HORIZONTAL NZTM GD2000	
APPROVED			VERTICAL	



PROJECT	TRANSPORT CHOICES PROJECTS WOODEND TO RAVENSWOOD/PEGASUS
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SHEET TITLE	MAIN NORTH ROAD CHINNERY'S ROAD INTERSECTION
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FOR INFORMATION NOT FOR CONSTRUCTION	
DRAWING	4357
SHEET	REVISION
01	A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
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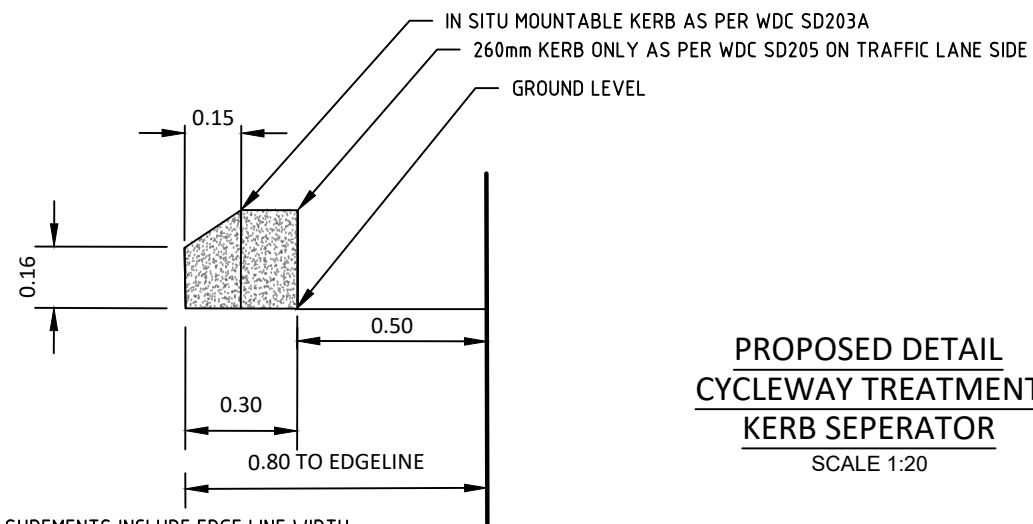
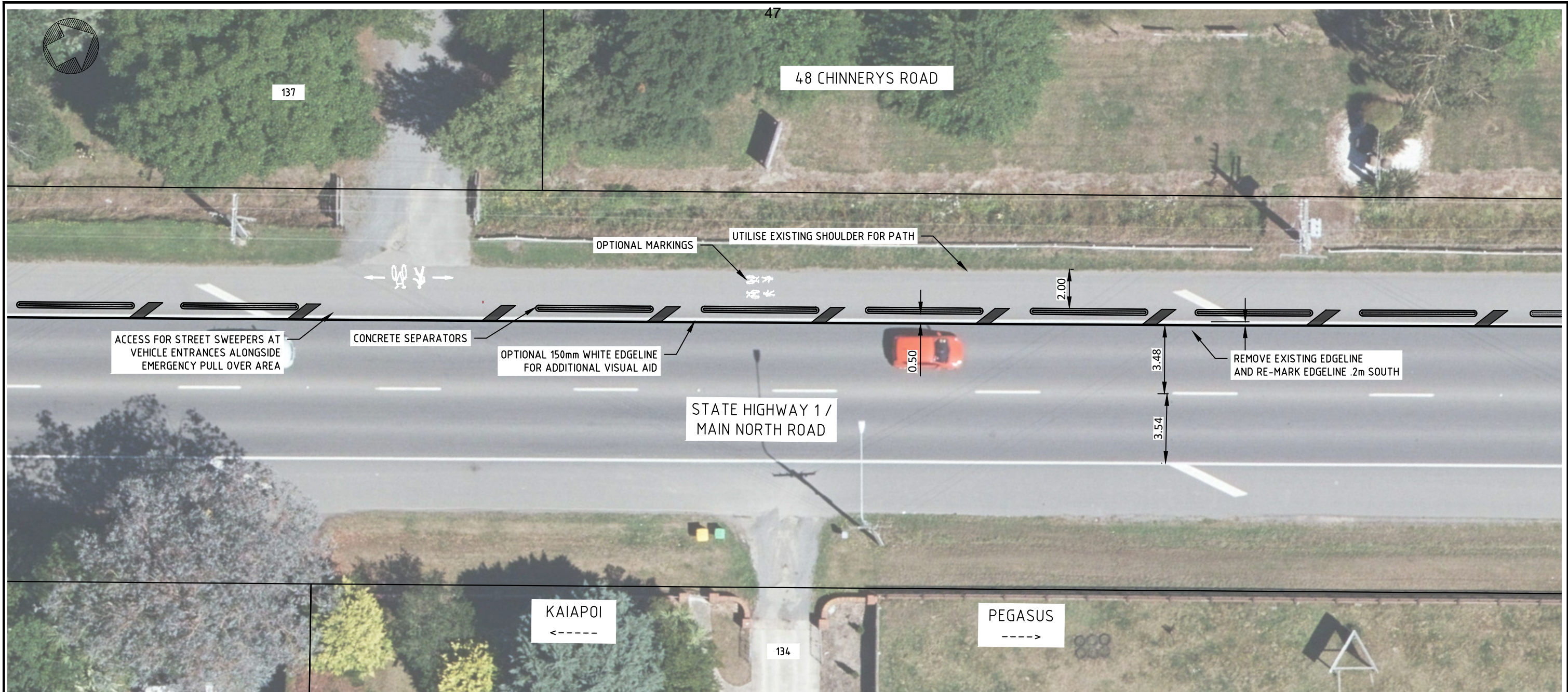
SURVEYED			PROJECT No	PD001950
DRAWN	GK	13/02/2025	CON No	
DRAWING CHKD			SCALE (A3)	1:1000
DESIGNED			DATUM ORIGIN	
DESIGNED CHKD			HORIZONTAL	NZTM GD2000
APPROVED			VERTICAL	



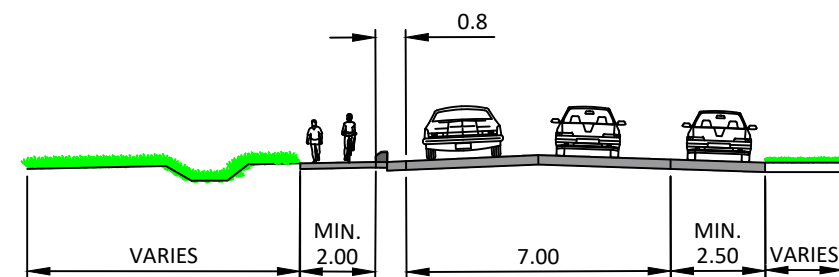
PROJECT	TRANSPORT CHOICES PROJECTS WOODEND TO RAVENSWOOD/PEGASUS
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SHEET TITLE	MAIN NORTH ROAD TO RAVENSWOOD
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FOR INFORMATION NOT FOR CONSTRUCTION	
DRAWING	4357
SHEET	REVISION
02	A



**PROPOSED DETAIL
CYCLEWAY TREATMENT
KERB SEPERATOR**
SCALE 1:20



**DETAIL A
TYPICAL CROSS SECTION
MAIN NORTH ROAD / SH1**
SCALE 1:200

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	GK			13/02/2025

SURVEYED			PROJECT No	PD001950
DRAWN	GK	13/02/2025	CON No	
DRAWING CHKD			SCALE (A3)	1:1000
DESIGNED			DATUM ORIGIN	
DESIGNED CHKD			HORIZONTAL	NZTM GD2000
APPROVED			VERTICAL	



PROJECT
TRANSPORT CHOICES PROJECTS
WOODEND TO RAVENSWOOD/PEGASUS

SHEET TITLE
MAIN NORTH ROAD
SEPERATION DETAIL

FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4357
SHEET	REVISION
03	A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	GK	KS		13/2/2025

SURVEYED			PROJECT No	PD001950
DRAWN	GK	13/02/2025	CON No	
DRAWING CHKD			SCALE (A3)	1:500
DESIGNED			DATUM ORIGIN	
DESIGNED CHKD			HORIZONTAL	NZTM GD2000
APPROVED			VERTICAL	



PROJECT
TRANSPORT CHOICES PROJECTS
WOODEND TO RAVENSWOOD/PEGASUS

SHEET TITLE
MAIN NORTH ROAD
CHURCH TO RAVENSWOOD

FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4357
SHEET	REVISION
04	A

WAIMAKARIRI DISTRICT COUNCIL**MEMO**

FILE NO AND TRIM NO: RDG-32-115-04 / 250211021680

DATE: 14 February 2025

MEMO TO: Brendon French (NZTA)
Michael Blyleven (NZTA)

FROM: Kieran Straw – Civil Projects Design Team Leader (Waimakariri District Council)

SUBJECT: Woodend to Ravenswood Walking & Cycling Connection

Purpose of Memo:

The purpose of this memo is to outline the Waimakariri District Council's proposed project to construct a Walking and Cycling connection within the Main North Road (SH1) road corridor between Woodend, and Ravenswood, on the understanding that this portion of Main North Road would be handed over to the Waimakariri District Council upon completion of the Woodend Bypass.

Background:

The Waimakariri District Council have committed to improving walking & cycling connections within the district, and in October 2022 the Waimakariri District Council adopted the "Walking and Cycling Network Plan. The Plan's purpose is to deliver safe and accessible facilities, which provide people with choice around transport modes and how they choose to travel.

Included within the adopted Walking and Cycling Network Plan was a project to provide a walking and cycling connection between Woodend and Ravenswood. The Ravenswood sub-division contains a retail development which is a destination for those in Woodend, while Woodend also has a small town centre, church, community centre and other destinations for the local residents.

The previous Labour government announced the "Transport Choices" funding in October 2022. The Waimakariri District Council applied and was successful gaining pre-implementation funding for the development of this shared cycle and pedestrian link. Council staff, along with assistance from the Waka Kotahi Transport Choices team, and the Waka Kotahi Network Engineers worked together to develop a design that was suitable for all parties.

Initially, the Council proposed that the portion of the shared path between Chinnerys Rd and the Woodend urban boundary would be located on the sealed shoulder, with kerbing or deflectors and a buffer strip to separate from the vehicle traffic. This option was not supported by NZTA safety engineers, due to two concerns

- The possibility that vehicles would still be travelling at higher speed as they enter Woodend from the north
- The narrowness of the space between the shared path and the vehicles, and the distance without an 'emergency pull-over' area if the shoulder was taken up for use as a shared path.

Due to the lack of agreement, the staff amended the design by allowing to pipe the neighbouring drain, shifting the shared path onto the verge. This was at an expected additional cost of \$202,500.00.

When the National government came into power in November 2023, the implementation funding for the project was withdrawn, and the project put on hold. At the same time, the National government announced that the Woodend Bypass would be constructed as a “Road of National Significance”. As a result, the Council has put on hold any plan for extending the shared path.

However, since November 2023, development in both Woodend and Ravenswood has continued to progress. As part of that development, the Ravenswood development has constructed a path through the stormwater reserve immediately to the north of Woodend, stopping just before the boundary fence and going no further. This has resulted in a partially completed solution, which has now created an additional hazard, in that there is a safe solution provided for the northern section, but no safe solution for the remainder.

The Council staff and Councillors have received multiple concerns from the community about the current situation. It is clear that there is a demand for a link between Ravenswood and Woodend, and this is currently not provided for. Instances of the type of demand include Ravenswood mothers attending the toddler’s playgroup in St Barnabas Church, and Woodend people going to the new commercial area (including McDonalds) in Ravenswood.

Recently we have received photos of a hole being cut in the fence, and reports of mothers with prams walking along the road carriageway to access Woodend. This results in pedestrians walking for a distance of approximately 300m on the western side of Main North Road (SH1) until they reach the existing footpath at Chinnerys Road.

Photo 1: Hole cut in fence, demonstrating desire line between the Ravenswood Reserve, and State Highway 1.



Photo 2: Arial image showing the extent of the new path, stopping short of Main North Road



As a result of these concerns, the Council would like to investigate the opportunity for a cost effective solution to be installed to fill the next 5-6 years until a more formal footpath and cycleway linkage is constructed as part of the B2P project.

This would involve the following

- Extending the existing path within Ravenswood to emerge onto the State highway at about the St Barnabas boundary
- Construct a path along the frontage of St Barnabas church and cemetery, while formalising the informal parking spaces that currently exist
- Form a shared path on the existing sealed shoulder between St Barnabas and Chinnerys Rd, constructing appropriate kerb barriers and buffer zones as agreed with NZTA
- Construct a short return section at Chinnerys Rd to join the existing footpath, within the current road reserve.

The rationale for this approach is as follows

- There is a current unresolved issue with a lack of a safe path, that is already an existing hazard
- There is obviously a demand for this link, and blocking it off again will not resolve this
- The full solution is still at least 5-6 years away
- The original safety concerns expressed by the NZTA safety engineers were under the assumption that this link may need to be in place for the long term. However, it is now certain that this is only an interim solution.
- The road will be vested in the Council once the B2P was constructed.

- Further improvements to safety can be planned as part of both the State Highway design, and the design of the revoked section of state highway closer to Woodend.

Any concerns regarding a lack of shoulder for vehicle break downs are mitigated by the relatively short length of 200m that will be subject to the reduced shoulder width. Within this 200m length there is two vehicle entrances that will provide an opportunity for a vehicle to exit the traffic lane in the event of a break-down.

Next Steps

Council staff are currently preparing a report to Council, to be presented at the March Council meeting.

Staff would like preliminary feedback from NZTA on this approach ahead of this meeting in order to discuss with the Council. Following on from that, if both NZTA and the Council were supportive, then the staff of both organisations would work through the detail.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-32-123-08 / 250131016275**REPORT TO:** COUNCIL**DATE OF MEETING:** 4 March 2025**AUTHOR(S):** Rob Kerr, Rangiora Eastern Link Programme Manager
Joanne McBride, Roothing and Transport Manager**SUBJECT:** Eastern Waimakariri Strategic Transport Programme
Submission to Infrastructure Priorities Programme**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1. This report sets out the opportunity to apply to Te Waihanga NZ Infrastructure Commission for the programme of major roading projects planned in the Eastern Districts to be included in the new National Infrastructure Priorities Programme (IPP).
- 1.2. IPP is administered by Te Waihanga, an autonomous Crown entity charged with identifying and building consensus around the top infrastructure priorities. The IPP is an independent and standardised process to identify proposals and projects that will meet New Zealand's strategic objectives, represent good value for money and can be delivered.
- 1.3. A submission is voluntary. There is no requirement to submit projects for consideration for inclusion in the IPP. It does not mean projects will be funded and does not replace any funding process such as with NZTA. While there is no funding associated with the IPP, inclusion of the programme as a national priority will support the funding bids, while not being included may weaken a case for funding.
- 1.4. This programme of works is proposed to be called the Eastern Waimakariri Strategic Transport Programme and consists of the range of capital projects included in the 2024-34 Long Term Plan as well as non-physical activities such as road safety programme. Collectively, they address the impacts of growth, congestion, safety and resilience.
- 1.5. The programme has a total capital value of \$92 million and is shown in the map included in the main body of this report. The application to be included in the IPP is in the form of a Strategic Assessment (being the first part of a Business Case), and this is attached.
- 1.6. Endorsement of the Strategic Assessment is sought, and approval to submit the document by 17th April for consideration for inclusion in the IPP.

Attachments:

- i. Eastern District Strategic Transport Programme – Strategic Assessment (250114003992)

2. RECOMMENDATION**THAT** the Council:

- (a) **Receives** Report No. 250131016275.
- (b) **Endorses** the Eastern District Strategic Transport Programme - Strategic Assessment (Trim No. 250114003992).

- (c) **Approves** the Eastern District Strategic Transport Programme - Strategic Assessment be submitted to the Te Waihangā NZ Infrastructure Commission for consideration for inclusion in the National Infrastructure Priorities Programme.

3. **BACKGROUND**

What is the Infrastructure Priority Programme.

- 3.1. IPP is administered by Te Waihangā, an autonomous Crown entity charged with identifying and building consensus around the top infrastructure priorities. The IPP is an independent and standardised process to identify proposals and projects that will meet New Zealand's strategic objectives, represent good value for money and can be delivered.
- 3.2. It is voluntary. There is no requirement to submit projects for consideration for inclusion in the IPP. It does not mean projects will be funded and does not replace any funding process such as with NZTA.
- 3.3. However, the IPP is a part of the development of the National Infrastructure Plan. Proposals and projects assessed as meeting the criteria under the IPP will be published and included within the National Infrastructure Plan, sending a strong signal to decision-makers and the public that these are infrastructure priorities.
- 3.4. Anyone can submit a project or proposal for any part of New Zealand. This could include central government agencies, Crown entities, state-owned enterprises, mixed-ownership model companies, local government, council-controlled organisations, community housing providers, charitable organisations, community groups, individuals, and the private sector.
- 3.5. A proposal doesn't have to be a built piece of infrastructure. It could be a solution to avoid the need for building new infrastructure, like a congestion charge that can help manage use of an existing road.
- 3.6. Guidance on what constitutes a national priority indicates that benefits over \$50 million would be considered. Noting that there is no limit to the number of projects on the IPP list, then this is not a competitive process against other parts of the region of country.

What stages are there in the process

- 3.7. Proposals can be submitted at different stages, from the initial idea to options assessment, to the stage at which they are ready to be built. They can then be progressed through the stages until they are ready to deliver.
- 3.8. Proposals can be submitted at three different stages of the project lifecycle. The Eastern District programme is at Stage One in the table below:

Stage	Stage of project	Business case stage
1	You will have identified a problem or opportunity but no solution has been locked in.	Strategic Assessment
2	You will have identified a problem or opportunity and have a range of options to solve it. You'll have a reasonable amount of information on most of these solutions, including how much they will cost	Programme Business Case or Indicative Business case
3	Your proposal is ready for investment. You'll have a high level of maturity in financial (e.g., costings), commercial, procurement, and governance planning.	Full Business Case

What are the assessment criteria?

- 3.9. Proposals are assessed by expert assessors at Te Waihangā and reviewed by an expert panel. The criteria are standardised, so all proposals are reviewed independently and

based on their own merit. How submissions are assessed depends on the stage of a proposal. All proposals are considered against three key criteria:

- a) **Strategic alignment.** Does a proposal support future infrastructure priorities and/or improve existing infrastructure systems and networks that New Zealanders need?
- b) **Value for money.** Does a proposal provide value to New Zealand above the costs required to deliver, operate, and maintain it?
- c) **Deliverability.** Can a proposal be successfully implemented and operated over its life?

- 3.10. The focus of assessment changes depending on the stage of the proposal with greater weight on strategic alignment at stage one progressing to more weight on deliverability in stage three.

Timeline for process

- 3.11. The deadline for the first round was 20th December 2024 for decision and public release in April 2025. This enabled inclusion in the Draft National Infrastructure Plan.
- 3.12. The deadline for second round is **17 April 2025**. This will enable inclusion in the Final National Infrastructure Plan. A third round is planned but not yet certain to be implemented until the success of the IPP is confirmed.
- 3.13. As such, submission by 17th April 2025 is the preferred timeline

Linkages to other programmes

- 3.14. Preparation of the Strategic Assessment for submission for inclusion on the IPP has been informed by the Integrated Transport Strategy as well as Transport AMP and other planning processes.

Eastern District Transport Programme Strategic Assessment: Executive Summary

- 3.15. The following is the executive summary of the Strategic Assessment which is proposed to be the submission to IPP. It should be noted that the physical and non-physical interventions/projects outlined are all existing initiatives and are included in the Long Term Plan and Transport Activity Management Plan. The whole document is included as attachment i).
- 3.16. The Waimakariri Eastern Strategic Transport Programme has been developed to address pressing transport challenges in the rapidly growing Waimakariri District, a critical community of the Greater Christchurch region.
- 3.17. This programme seeks to alleviate traffic congestion, support residential growth, enhance safety, bolster infrastructure resilience, and promote sustainable transport modes.
- 3.18. By combining physical infrastructure improvements with strategic non-physical interventions, the initiative aims to meet the demands of a growing population while reducing environmental impact and ensuring the efficient movement of people and freight.

Key Issues

- 3.19. The Waimakariri District has experienced significant population growth, increasing by 74% over the last two decades. This rapid growth has placed immense pressure on the transport network, leading to rising traffic volumes, severe congestion, and infrastructure deficits.

- 3.20. Safety is also a major concern, as the district has stubbornly high crash rates, particularly at dangerous intersections and on key arterial roads. Additionally, the impacts of climate change and extreme weather events pose a growing threat to the region's transport infrastructure, highlighting the urgent need for resilient systems. The lack of adequate transport links to new growth areas will slow residential and economic development while contributing to congestion and delays.

Proposed Interventions

- 3.21. To address these challenges, the programme outlines a mix of physical and non-physical interventions. Physical projects include major developments such as the Rangiora Eastern Link and upgrades to the Tram Road Corridor.
- 3.22. These projects are designed to improve connectivity, enhance safety, and facilitate growth. Complementing these efforts, the programme proposes non-physical interventions that focus on better traffic management, road safety education, the promotion of sustainable transport options, and improvements to public transport infrastructure, such as further development of park-and-ride facilities.



Expected Benefits

- 3.23. The programme is expected to support transformative benefits for the Waimakariri District. By unlocking land for the development, it will support significant population growth and economic expansion. Safety enhancements across the transport network will aim to reduce crash rates and improve conditions for all road users.
- 3.24. Resilient infrastructure will ensure the district can withstand the impacts of natural disasters and climate change, while a focus on sustainable transport options will help to lower emissions and encourage a shift towards public and active modes of transport.

Strategic Alignment

- 3.25. The programme aligns closely with the New Zealand Government's Policy Statement on Land Transport, the Greater Christchurch Spatial Plan, and the Canterbury Regional Land Transport Plan along with the Council's Infrastructure Strategy (2024) and Economic Development Strategy (2023). These alignments reinforce national priorities such as economic growth, safety, resilience, and sustainability while advancing the regional objective of fostering integrated development across Greater Christchurch.

Costs and Funding

- 3.26. The total estimated cost of the programme is approximately \$92 million with benefits in enabling growth, travel time savings (and reliability), reduction in death and serious injury, emissions reduction and accessibility. This investment will be supported by funding from the Waimakariri District Council, Waka Kotahi NZ Transport Agency, and other land development stakeholders.
- 3.27. A focus on efficient resource allocation and leveraging co-funding opportunities underscores the programme's commitment to delivering maximum value for investment.
- 3.28. The Waimakariri Eastern Strategic Transport Programme represents a critical initiative for the future of the district. By addressing transport challenges head-on, the programme ensures that the Waimakariri District remains a thriving, connected, and resilient region within Greater Christchurch, poised to meet the demands of its rapidly growing population.

4. **ISSUES AND OPTIONS**

Does the Council endorse the Strategic Assessment?

- 4.1. Noting that the programme of works is included in the Long Term Plan and also outlined in the Transport Asset Management Plan, the Council has already adopted the programme of works. The Strategic Assessment only puts further rationale and a coherent story around the problems, benefits and strategic alignment of the programme.
- 4.2. Provided that the Council is comfortable with the general direction of these problems and benefits, then there is no other new information in the document aside from the evidence to back up these problems statements.

What are the benefits to WDC?

- 4.3. *A robust assessment of the project/programme:* A free, independent, and targeted advice on the strategic alignment, value for money and deliverability of the project and how it could be improved.
- 4.4. *Better chance of successfully securing funding:* Acknowledgement as to national priority and being in the National Infrastructure Plan, coupled with the credibility provided by the assessment process will support applications to NZTA (and/or others) for funding.
- 4.5. *Establish the programme as a coherent focus for the organisation:* Working through each stage under the IPP will require increasing attention to the management of the projects as an overall co-ordinated programme.

What are the costs to WDC?

- 4.6. *Money/staff time:* There is some effort required in putting together any further business case preparation should the programme progress. It should be noted that this is effort that would likely be required for any business case work submitted for NZTA funding support.
- 4.7. *Risk of rejection:* There is some risk that the application would be rejected. This is a reputational risk.
- 4.8. *Commitment to retaining programme on priority list:* As the project/programme matures through its life cycle, it would be expected that Council seeks reassessment of the later stages outlined above. Again, this is cost that should be anticipated to enable successful realisation of the programme and secure co-funding through the National Land Transport programme..

Implications for Community Wellbeing

There are not implications on community wellbeing by the issues and options that are the subject matter of this report.

- 4.9. The Management Team has reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū may be affected by or have an interest in the subject matter of this report, notwithstanding their interest in the programme itself.

5.2. Groups and Organisations

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report, notwithstanding their interest in the programme itself.

5.3. Wider Community

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report, notwithstanding their interest in the programme itself.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. Financial Implications

There are no financial implications of the decisions sought by this report.

This budget for the programme of works set out in the Strategic Assessment is included in the Annual Plan/Long Term Plan.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do not have sustainability and/or climate change impacts, noting that this is likely to be a matter to be considered as part of the Programme Business Case.

6.3 Risk Management

There are risks arising from the adoption/implementation of the recommendations in this report and these are discussed earlier

6.3 Health and Safety

There are not health and safety risks arising from the adoption/implementation of the recommendations in this report.

7. **CONTEXT**

7.1. Consistency with Policy

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. Authorising Legislation

Not applicable.

7.3. Consistency with Community Outcomes

The Council's community outcomes are relevant to the actions arising from recommendations in this report. The relevant community outcomes are:

Social:

A place where everyone can have a sense of belonging...

- Our community has equitable access to the essential infrastructure and services required to support community wellbeing.

Environmental:

...that values and restores our environment...

- Our district is resilient and able to quickly respond to and recover from natural disasters and the effects of climate change.
- Our district transitions towards a reduced carbon and waste district.
- The natural and built environment in which people live is clean, healthy and safe.

7.4. Authorising Delegations

The Council is authorised to endorse the strategic assessment and approve submission to the Infrastructure Priorities Programme.



EASTERN WAIMAKARIRI STRATEGIC TRANSPORT PROGRAMME

STRATEGIC ASSESSMENT

March 2025



Prepared by
Waimakariri District Council
215 High Street
Private Bag 1005
Rangiora 7440
New Zealand
waimakariri.govt.nz

Revision History:

Revision N°	Description	TRIM	Date
A	Draft Strategic Assessment	250114003992	February 2025

Executive Summary

Overview

The Waimakariri Eastern Strategic Transport Programme has been developed to address pressing transport challenges in the rapidly growing Waimakariri District, an important part of the Greater Christchurch region. This programme seeks to alleviate traffic congestion, support residential growth, enhance safety, bolster infrastructure resilience, and promote sustainable transport modes. By combining physical infrastructure improvements with strategic non-physical interventions, the initiative aims to meet the demands of a growing population while reducing environmental impact and ensuring the efficient movement of people and freight.

Key Issues

The Waimakariri District has experienced significant population growth, increasing by 74% over the last two decades. This rapid growth has placed immense pressure on the transport network, leading to rising traffic volumes, severe congestion, and infrastructure deficits. Safety is also a major concern, as the district has stubbornly high crash rates, particularly at dangerous intersections and on key arterial roads. Additionally, the impacts of climate change and extreme weather events pose a growing threat to the region's transport infrastructure, highlighting the need for resilient systems. Moreover, the lack of adequate transport links to new growth areas will slow residential and economic development while contributing to congestion and delays.

Proposed Interventions

To address these challenges, the programme outlines a mix of physical and non-physical interventions. Physical projects include major developments such as the Rangiora Eastern Link and upgrades to the Tram Road Corridor. These projects are designed to improve connectivity, enhance safety, and facilitate growth. Complementing these efforts, the programme proposes non-physical interventions that focus on better traffic management, road safety education, the promotion of sustainable transport options, and improvements to public transport infrastructure, such as further development of park-and-ride facilities.

Expected Benefits

The programme is expected to support transformative benefits for the Waimakariri District. By unlocking land for the development, it will support further significant population growth and economic expansion. Safety enhancements across the transport network will aim to reduce crash rates and improve conditions for all road users. Resilient infrastructure will ensure the district can better withstand the impacts of natural disasters and climate change, while a focus on sustainable transport options will help to lower emissions and encourage a shift towards public and active modes of transport.

Strategic Alignment

The programme aligns closely with the New Zealand Government's Policy Statement on Land Transport, the Greater Christchurch Spatial Plan, and the Canterbury Regional Land Transport Plan. These alignments reinforce national priorities such as economic growth, safety, resilience,

and sustainability while advancing the regional objective of fostering integrated development across Greater Christchurch.

Costs and Funding

The total estimated cost of the programme is approximately \$92 million with benefits in enabling growth, travel time savings (and reliability), reduction in death and serious injury, emissions reduction and accessibility. This investment will be supported by funding from the Waimakariri District Council, Waka Kotahi NZ Transport Agency, and other land development stakeholders. A focus on efficient resource allocation and leveraging co-funding opportunities underscores the programme's commitment to delivering maximum value for investment.

The Waimakariri Eastern Strategic Transport Programme represents a critical initiative for the future of the district. By addressing transport challenges head-on, the programme ensures that the Waimakariri District remains a thriving, connected, and resilient region within Greater Christchurch, poised to meet the demands of its rapidly growing population.

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Introduction

The proposed programme

This strategic assessment explores the opportunity to relieve traffic congestion, unlock land for residential development and enhance the resilience of the transport network through delivery of programme of physical and non-physical interventions.

The eastern District of Waimakariri is an important part of greater Christchurch and is one of the faster growing districts in New Zealand¹.



Figure 1: Extent of Greater Christchurch

Rangiora is a Key Activity Area² and Priority Development Area in the Greater Christchurch Spatial Plan (2023)³. This status is to facilitate coordinated regional investment and effort that is focused on accelerating and supporting significant growth in the township.

Tuahiwi MR873 (a place set out in Kemps Deed for mana whenua to establish and retain a 'kainga nohoanga' (place of residence) for Ngāi Tūāhuriri to be zoned Special Purpose Kāinga Nohoanga)⁸ is a Key Move under the Greater Christchurch Spatial Plan and recognised in the Proposed District Plan.

¹ <https://enterprisenorthcanterbury.co.nz/invest/waimakariri-demographics/>

² Canterbury Regional Policy Statement

Significant investment by the Council and Waka Kotahi NZTA over the last number of decades has supported growth to date, however further significant growth is being enabled through the various planning instruments including the (Proposed) District Plan. Together across the eastern Waimakariri District, a total of 10,000 greenfield residential lots are enabled in the Proposed District Plan, with possibly a further 7,000 more lots being considered by the Hearings Panel.

This fast growth creates pressure on infrastructure, and coupled with climate change and existing deficiencies which would otherwise have been tolerable when traffic volumes were lower, demands a response to enable safer, more efficient, resilient and affordable transport choices for this region.

The programme being investigated consists of a range of physical and non physical interventions, including:



Figure 2: Greater ChCh Spatial Plan

³ <https://www.greaterchristchurch.org.nz/urbangrowthprogramme/greater-christchurch-spatial-plan/draft-greater-christchurch-spatial-plan>

Non-physical interventions

- Manage maintenance strategies to prioritise road hierarchy and crash risk and meet appropriate levels of service.
- Set safe and appropriate speeds for all roads in the District
- Develop safety management system integrating across design, capital projects, contractors, and asset management
- Ensure event planning is well-disseminated and effective.
- Ensure overall transport investment meets the needs of all users regardless of ability or means.
- Encourage transition away from fossil fuel driven vehicles.
- Deliver cyclist and driver education.
- Set safe and appropriate speeds for all roads in the district.
- Develop safety management system integrating across design, capital projects, contractors, and asset management.



Figure 4 MOT Transport Objectives Framework



Figure 3: DSI in the Waimakariri District

Physical Interventions

The following physical interventions are proposed and be further tested through this programme of works.

- A Traffic Signals on Southbrook Road at Torlesse and Coronation Streets**
Total Cost: \$1.8m (1)
These traffic signals were installed in May 2023 to help improve safety and access for residents and school traffic in the area. We will continue to monitor traffic flows on these streets, and surrounding streets, and gather data to address any issues that arise.

B Rangiora Eastern Link
Background Cost: \$35.7m (1)
The proposed Rangiora Eastern Link Road is a 2.88km long road connecting McPhail Ave at the north to SH171 Laneside Rd in the south. The road alignment has been designated and preliminary works to plan for the new infrastructure has been undertaken in areas of river development of a business case. Council has budgeted the work over the next six years subject to national funding being confirmed.

C West Rangiora Route Improvements
Background Cost: \$M.7m (Wyns)
Several projects along the Farnside / Flaxton / Skewbridge Road route into Christchurch (known as the West Rangiora Route) have been completed in recent years. There are several improvements still required along the route over the next 30 years to accommodate continuing growth in the area including the installation of roundabouts, right turn bays, and significant lane widening.

D Five Cross Roads
Total Cost: \$5.5m (1)
This convergence of five busy, mostly connected roads is dangerous. As our population grows the risks associated with this intersection will continue to escalate. A roundabout is planned to address this.

E Townsend Road Culvert
Total Cost: \$105,000 (1)
The culvert bridge that carries the South Brook under Townsend Road is narrow and is approaching the end of its expected life. The bridge replacement is programmed for 2024/25.

F Skewbridge Replacement
Total Cost: \$72m (1)
Skewbridge is a narrow bridge, that is not suitable for heavy and large loads. Council has programmed the bridge replacement to be completed in 2027/28.

G Woodend Bypass *NZTA Funded*
State Highway 1 through Woodend is administered by NZTA. The government has now identified the Woodend Bypass as a Road of National significance, and planning is underway by NZTA to design and construct this. This will result in better connectivity and safety for traffic, particularly through Woodend. Pedestrian and cycling access across SH1 at the Ravenswood / Pegasus / SH1 intersection will also provide a safer environment. While this project will be led by NZTA, WDC will be closely involved with the interconnectivity with local roads, and the effect on local communities.

H Local Network Improvements in conjunction with Woodend Bypass
Total Cost: \$3.8m (1)
Council is planning safety improvements along Rangiora / Woodend Road, connecting to SH1 at Woodend / Ravenswood, and upgrading local road connections around the proposed Woodend Bypass.

I Lineside Rd (including Mulcocks Rd and Farnside Rd Intersections) *NZTA Funded*
Lineside Road is administered by NZTA, and Council have been working with them, and KiwiRail, to consider safety improvements along its length and especially at the two intersections at Mulcocks Road and at Farnside Road. There is currently uncertainty about what and how much can be achieved, however Council will be working closely with NZTA to try to achieve some improvements. Funding of approximately \$30.0m was allocated in the last LTP, but an amount has not yet been determined in the revised programme.

J Tram Road Corridor
Background Cost: \$19.4m (Wyns)
Safety improvements along Tram Rd, which is a major arterial carrying up to 12,000 vehicles per day of high-speed traffic (at its eastern end near SH1). Council has a 10-year programme to progressively upgrade key intersections, often using low-cost solutions such as Rural Intersection Advanced Warning Signs (RIAWs) to improve safety.

K Railway Road, Station Road and Marsh Road Intersection
Total Cost: \$1.6m (1)
Work is now budgeted for 2026/27 with minor works occurring prior to the redevelopment of the intersection in conjunction with the planned Rangiora Eastern Link road. The redevelopment of this intersection will be subject to further consultation with impacted stakeholders as part of this project.

L Southbrook Road Culvert
Total Cost: \$1.8m (1)
The culvert on Southbrook Road over the Kaitake Brook (just south of South Bay) requires replacing. It is at the end of its life, and construction is planned for 2025/26.

M Park and Ride Facilities
Background Cost: \$3.2m (1)
We've seen an increase in the use of park and ride facilities. Improvements to Park & Ride facilities are planned for future years, including a facility in the Woodend / Ravenswood area. Environment Canterbury are proposing to increase bus services within the district dependent on funding.

N Cycleways
Total Cost: \$5m (Wyns)
As part of the Walking and Cycling Network plan, the Council has been looking into several new cycleways. Unfortunately, central government funding has been withdrawn so Council will be considering which cycleways it wishes to progress, with separate funding.

Note: This map and description is currently being updated and the final version will be included in the version sent to IPP

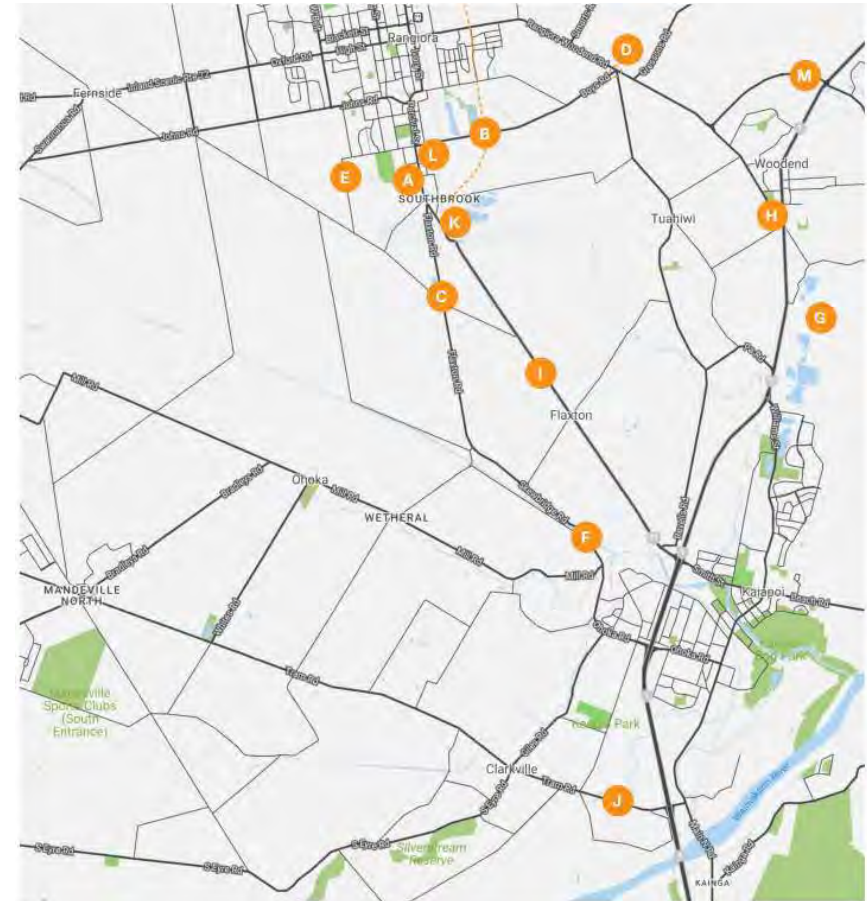


Figure 5 Likely strategic transport programme physical works

Note that NZTA co-funding is yet to be confirmed on future projects and are subject to NLTP funding processes

The stakeholders in this proposal

The key partners in this proposed investment are:

- Waimakariri District Council – the sponsor and driver of this investment proposal as the road controlling authority;
- Waka Kotahi / NZTA – as co-funder with the Council of the business case and concept design and potential delivery funding partner;
- Te Ngāi Tūāhuriri Rūnanga – as mana whenua of the takiwa in which Rangiora is located
- Land developers in Woodend, Kaiapoi and Rangiora
- Kiwirail, as operator of the Main North Truck Railway;
- Major freight movers,
- The various Community Boards, representing the community, including residents and businesses; and
- Waimakariri District Council – as regulator under the Resource Management Act and as three waters infrastructure operator.

quality natural, living and productive environments within the District and assists development of a strong sense of community.

To deliver upon this goal, Council manages⁴

- 1,562 km of roads (979km sealed and 568km unsealed)
- 157 bridges and 132 large culverts
- 385km of footpaths and 25km of shared paths
- 5,648 Street lights
- 32 bus shelters

The sponsor organisation

The Waimakariri District lies to the north of the Waimakariri River in North Canterbury. The district covers around 225,000 hectares of land and extends from Pegasus Bay in the east to the Pukatea Range in the west and is bounded to the north by the Hurunui District.

The Council is the road controlling authority for the district, with the role of managing the districts transport network. Our goal is to *provide a transport network which is affordable, integrated, safe, responsive and sustainable, and which contributes to the attainment of high*

⁴ as at 1 July 2023

What are the potential costs and benefits

For the purpose of informing the National Infrastructure Plan and the Infrastructure Priorities Programme, the following table summarises the expected costs and provides a rough order forecast of the costs of the programme

Forecast Capital Costs

Project Cluster	Projects	Physical works cost (2024\$)
Enabling growth	Rangiora Eastern Link	\$34.0 M
	West Rangiora route	\$14.7 M
Relieving congestion	Southbrook/Torlesse Intersection	\$0.9 M
	Southbrook/ Coronation Intersection	\$0.9 M
	Railway/Station/Marsh intersection	\$1.05 M
	Ashley/Percival/Northbrook	\$1.9 M
Improving safety	Tram Road Corridor	\$13.4 M
	Five Cross Roads	\$1.9 M
	Skew Bridge replacement	\$12.0 M
	Local Woodend Improvements	\$1.15 M
Enhancing resilience and connection	Townsend Rd Culvert	\$0.7 M
	Southbrook Rd Culvert	\$1.1 M
	Park and Ride	\$ 3.2 M
	Cycleways	\$5.0 M
	TOTAL	\$91.9

Valuation of social cost of crashes

Using the NZTA Crash Analysis System, the following table sets out the historical crashes recorded and forecasts the potential savings in costs using values per injury from the Monetised Benefits and Costs Manual⁵. This shows the potential present value cost savings is in the

⁵ NZTA, July 2024

order of \$50 Million if only a 20% crash reduction is achieved by the programme.

While these are ‘back of the envelope’ calculations, this provides an indication of the scale of potential crash benefits.



Figure 6: Heat map of crashes in eastern district over ten years

Crash type	Last five years	Average per annum	Cost per annum	MCBM Factor	Cost
Fatal	4	0.8	\$ 12,500,000.00	1.14	\$ 11,400,000.00
Serious	21	4.2	\$ 660,100.00	1.14	\$ 3,160,558.80
Minor	86	17.2	\$ 68,000.00	1.14	\$ 1,333,344.00
Non injury	135	27.0			
			per annum		\$ 15,893,902.80
			30Y present value (4%)		\$274,837,896.50
			If 20% crash reduction	pa	\$12,715,122.24
			30Y present value (4%)		\$219,870,317.20
			Saving (PV)		\$54,967,579.30

Savings in Vehicle Operating Costs

The analysis has not yet been completed at this stage of the programme maturity to identify the full extent of vehicle operating

costs, however one project, the Rangiora Eastern Link is forecast to reduce travel time by 588/hrs per day.

Wider economic benefits

1. Increased Economic Activity & Productivity

- **Improved Freight Efficiency:** Faster and more reliable transport routes benefit agriculture, manufacturing, and logistics sectors, reducing costs and improving supply chain reliability.
- **Boost to Local Businesses:** Enhanced transport links can attract more customers to retail and service businesses in Kaiapoi, Rangiora, and Woodend.
- **Labour Market Expansion:** Better connectivity to Christchurch expands employment opportunities for Waimakariri residents and provides businesses access to a larger workforce.

2. Enhanced Property Values & Development

- **Increased Land Value:** Improved transport infrastructure, such as road upgrades or public transit improvements will enhance areas, leading to higher property values.
- **New Housing & Commercial Developments:** Better transport links encourage residential and business expansion, supporting regional growth.

3. Reduced Travel Costs & Time Savings

- **Lower Commuting Costs:** Efficient public transport and improved roads reduce fuel costs, vehicle maintenance expenses, and travel times for commuters.

- **Time Productivity Gains:** Shorter and more reliable trips enhance productivity by reducing time lost in congestion.

4. Tourism & Visitor Economy Growth

- **More Accessibility for Visitors:** Improved transport options make Waimakariri more attractive for tourists, particularly for destinations like the Ashley River, Pegasus Bay, and local wineries.
- **Increased Local Spending:** Easier access encourages day trips and weekend visits, benefiting hospitality and tourism-related businesses.

5. Environmental & Social Benefits

- **Lower Carbon Emissions:** Investment in public transport, cycling, and pedestrian infrastructure reduces reliance on cars, leading to lower emissions and improved air quality.
- **Health & Well-being Improvements:** Active transport options (walking and cycling) contribute to better public health and reduced healthcare costs.
- **Community Connectivity:** Better transport infrastructure strengthens links between rural and urban areas, enhancing social cohesion and regional development.

6. Resilience & Disaster Preparedness

- **Stronger Infrastructure for Emergencies:** Well-maintained and diversified transport networks ensure better response and recovery capabilities in case of natural disasters or extreme weather events.
- **Alternative Transport Options:** Investments in cycling, and public transport provide backup options in case of road disruptions.

7. Economic Diversification & Investment Attraction

- **Attracting New Businesses:** Reliable transport infrastructure encourages investment in industries such as logistics, agribusiness, and tourism.
- **Support for Innovation & Technology:** Smart transport systems, electric vehicle charging infrastructure, and digital connectivity improvements foster innovation.

The Strategic Case

The Strategic Alignment

This section explores the alignment of the proposed investment with national, regional and local priorities. A detailed tabulated assessment of the alignment with policies and strategies is included as attachment A.

Government Transport Policy prioritises economic growth and productivity as the overarching mission for land transport.

The *New Zealand Government Policy Statement (GPS) on Land Transport 2024-34* outlines the strategic direction and funding priorities for the country's transport system over the next decade. The strategic priorities are:

- *Economic Growth and Productivity:* Emphasising the importance of transport infrastructure in supporting economic development and productivity.
- *Increased Maintenance and Resilience:* Focusing on maintaining and enhancing the resilience of the transport network to withstand natural disasters and climate change.
- *Safety:* Aiming to reduce the number of deaths and serious injuries on New Zealand roads.
- *Value for Money:* Ensures that transport investments deliver the best possible outcomes for the money spent, with some emphasis on a 'no frills' perspective on project definition

The GPS says the major contribution that the transport sector can play in enhancing economic growth is by moving people and freight more quickly and unlocking land for housing.

There is a comprehensive set of plans to enable housing growth and economic development in Greater Christchurch

The *Greater Christchurch Spatial Plan* will help shape how Greater Christchurch grows as its population reaches more than 700,000 over the next 30 years and becomes home to possibly more than a million people in the decades that follow.

The Plan guides how greater Christchurch will accommodate new houses and businesses in a way that enhances the environment, integrates with transport and other infrastructure provision, builds greater community resilience against risks to natural hazards, and contributes to a sustainable future for Greater Christchurch.



Greater Christchurch is thriving - and growing fast.

Over the past 15 years, Greater Christchurch has grown rapidly to a population of around half a million. By 2050, up to 700,000 people could be living in Greater Christchurch – 40% more than there are today, with the population potentially doubling to 1 million people in the future,⁶

Greater Christchurch is well placed for much greater population and economic growth. The latest projections from Stats NZ indicate Greater Christchurch's population could grow from a population of approximately half a million to around 700,000 by 2051.

The Greater Christchurch Spatial Plan anticipates steady growth in the Waimakariri District from the current population of 67,900 to around 82,000 by 2033, and in the order of 102,000 by 2052. Up to 15,000 additional homes are expected to be required to accommodate population change over the next 30 years.



If Greater Christchurch was to grow at the rate seen over the last 15 years, then it could reach a population of 700,000 within the next 30 years and in time one million, doubling the size of today's population.

⁶ Greater Christchurch Spatial Plan, 2023

Waimakariri District is a critical part of greater Christchurch

The Waimakariri district was one of the five fastest growing (measured as a percentage growth rate) local authorities in New Zealand in seven of the ten years between 2007 and 2016. At the 2018 census growth was 3.81%. In 2019, the national ranking dropped to 11thth and growth now sits at around an estimated 2.7%, (67,900-69,760) compared with an average estimated growth rate for New Zealand of 2.3% (5,117,100-5,236,300), from 2022-2023⁷.

Rangiora plays a significant role in the urban form of Greater Christchurch, contributing to the region's economic, social, and infrastructural landscape. It is one of Greater Christchurch's Key Activity Centres which highlights its importance in clustering community, retail, residential, and business activities.

The town is well-connected to Christchurch via major transport routes, including State Highway 1 with improved public transport options between Rangiora and Christchurch, reducing reliance on private

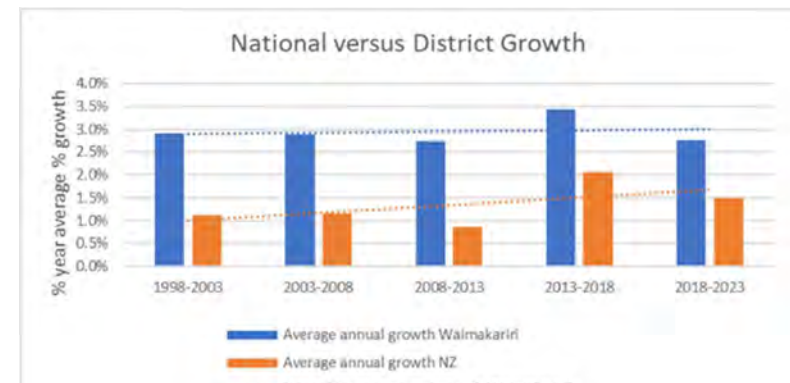


Figure 7 Waimakariri and National growth

⁷ Transport Asset Management Plan 2024 (WDC, 2024)

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vehicles and promoting sustainable transport. It is the largest centre in one of the fastest growing districts in New Zealand and has experienced significant economic growth and development in recent years.

While 41%⁸ of spending by residents is outside the district (ie retail leakage) is not good news for local business, it reminds us of the strong connection between Christchurch and the Waimakariri. The district also provides jobs for around 7% of Greater Christchurch's labour, the proximity to Christchurch provides an important way for businesses to access and attract skilled labour.

Canterbury's priorities for transport investment are about economic growth, safety and resilience coupled with promoting more sustainable transport modes.

The *Canterbury Regional Land Transport Plan (CRLTP) 2024-34* outlines the strategic direction for land transport planning and investment in the Canterbury region over the next decade.



The Rangiora Eastern Link and Skew Bridge Replacement is a Regionally Significant Project in the Canterbury RLTP.

The major transport challenges for Canterbury are rapid population growth with growing urban boundaries while maintaining efficient freight routes and adapting to a changing climate.

Mass rapid transit is getting closer – but not as far as Waimakariri

In 2020, the Greater Christchurch Partnership prepared the PT Futures Business Case Foundations & Rest of Network Business Case, which set out a strategic approach to the development of the Greater Christchurch public transport system over the next decade. This was endorsed by all partners including NZTA Waka Kotahi and the Waimakariri District Council in December 2020. The programme of works includes service delivery upgrades (delivered by ECan as the PT Service Provider), with supporting infrastructure delivered by Waimakariri District Council within the district.

Noting that rapid transit systems are city shaping interventions, and its introduction into a city requires a rethink of the spatial allocation of forecast growth, the interim report of the Indicative Business Case (WSP, published June 2021), explored three rapid transit scenarios within the northern and south-western corridors. These scenarios were selected to balance access to the rapid transit system against the competitiveness of the system against private vehicles. The analyses done show that forecast land-use by 2048 will generate enough

⁸ Waimakariri Economic Development Strategy, 2024).

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demand to warrant further investigation into some form of high capacity transit system – especially along the northern and south-western corridors within Greater Christchurch.

The preferred northern route for mass public transit in the Greater Christchurch Spatial Plan involves street level light rail or metro bus to Papanui and Belfast, connecting via bus to Park and Ride facilities in Kaiapoi and Rangiora.

Direct bus services were introduced in 2020 and have proven to be very popular, being fast, limited stops service, between Rangiora - Christchurch and Kaiapoi - Christchurch. To support the use of public transport, five Park & Ride sites have been developed, three in Rangiora and two in Kaiapoi. It is anticipated that as public transport services are improved, demand for these sites including complementary facilities (bike stands, lockers, showers / toilets etc.) may also be required, as well as the possible further expansion of the sites themselves. A further Park & Ride site is being investigated in the Woodend / Ravenswood areas, to also be able to connect to existing public transport routes.

Park and Ride sites being developed in Waimakariri in conjunction with direct buses provide peak hour commuters with faster trips into Christchurch city.



Figure 8 Preferred MRT routes

This is the first stage of development of a region wide MRT – further work continues to ensure that corridors are protected and infrastructure and land use planning is future proofed for the long term.

Rangiora is a Priority Development Area for growth and economic development in greater Christchurch

A strengthened network of urban and town centres is one of the five key moves identified in the *Greater Christchurch Spatial Plan* and, through *Priority Development Areas*, provide the opportunity to accelerate development in locations that support the desired pattern of growth.

Rangiora is one of these areas and the Plan supports the growth of Rangiora by:

1. **Intensification and Development:** Encouraging higher density residential and commercial development around Rangiora's town centre while retaining its character.
2. **Transport Connectivity:** Improving public transport connections to enhance accessibility and reduce reliance on private vehicles.
3. **Economic Hub:** Recognising Rangiora as a key service and employment centre for surrounding areas, providing a mature offering of employment, retail, and community facilities.
4. **Infrastructure Investment:** Ensuring that infrastructure is planned and developed to support the anticipated growth and maintain the quality of life for residents.

Identifying Rangiora as a Priority Development Area means coordinated efforts and investments will be focused to accelerate and support significant growth.

Māori Reserve 873 (MR873), located between Kaiapoi and Rangiora in the Waimakariri District, has faced significant development challenges due to historical zoning restrictions and inadequate infrastructure.

Initially established in 1848 as part of Kemp's Deed to provide Ngāi Tūāhuriri whānau with land for residence and mahinga kai (food cultivation), the reserve's development was hindered by planning regulations that did not accommodate the unique needs of its Māori owners. In the 1960s, new planning rules further restricted the use of the land by descendants, effectively removing development rights.

These constraints, coupled with a lack of essential infrastructure investment, have prevented the rightful owners from fully utilising MR873 for housing and economic activities. Recognizing these historical grievances, the Council's proposed District Plan, notified in September 2021, includes special purpose zoning for MR873. This zoning aims to enable local Māori to return to their customary land, allowing for up to seven houses on a four-hectare section. The Greater Christchurch Spatial Plan also acknowledges the necessity for infrastructure investment to support kāinga nohoanga (places of residence) across the area.

The Council's Integrated Transport Strategy seeks to ensure the impacts of growth do not hinder the efficient movement of freight

This strategy, and the underlying Transport Asset Management Plan, seeks to establish a preferred freight route that bypasses Rangiora and Kaiapoi town centres and manages freight movements (e.g. safe stopping point locations) with destinations within our townships.

Along with other objectives, it also seeks to better connect the industrial areas and freight hubs to the arterial network and looks to upgrade strategic freight routes that service rural areas for primary industries.

The Integrated Transport Strategy supports greenfield expansion where the development will improve transport outcomes or is enabled by good multi-modal transport linkages.

The Investment Environment

This section considers the strategic environment that this investment is being considered, and what may influence the outcomes sought

Major risks and uncertainties

Main Risks	Conseq'ce (H/M/L)	Likelih'd (H/M/L)	Comments and Risk Management Strategies
Land development and growth does not occur as expected	L	L	The District Plan had established the land use pattern and areas of future development for the next period, and this it is unlikely that this will change materially. Regardless, the benefits of the investment would accrue either slightly faster or slower depending on the pace of growth.
Mass Rapid Transport is funded and delivered in the near term	L	M	Mass Rapid Transport is being planned for greater Christchurch, with the likely form of link to Rangiora via high frequency buses and park and ride systems. This is already largely in place and the investment would minimise travel time for public transport.

Main Risks	Conseq'ce (H/M/L)	Likelih'd (H/M/L)	Comments and Risk Management Strategies
Technological change away from private car use	M	L	Should an unknown technology that changes the type and volume of traffic, then this will result in a longer lifespan of the proposed investment.
Insufficient funding with the NLTP to support this investment	H	H	WDC has its share funding in place for the proposed investment, however if it is not able to raise the balance of the funding through the NLTP or other sources, then the current Long Term Plan, then the investment would be delayed and some projects may not proceed.
The [Proposed] District Plan is made operative and not challenged to the Environment Court.	L	L	The time required to conclude the RMA proceedings are shorter than the development timeframe for this programme.
Pressure on rates leads to deferral or removal of funding	H	L	Although the Waimakariri District is subject to pressure on rates as most local authorities in New Zealand, The Council have committed to this programme.

Key Assumptions

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Main Assumptions	Consequence if incorrect (H/M/L)	Likelihood of incorrect (H/M/L)	Comments and Issue Management Strategies
Traffic forecasts are correct	M	L	The thresholds for action have already been reached (poor level of service and rezoning of residential land, and hence variation in forecasted traffic volumes is unlikely to make a material change to the benefits

Key Dependencies

Main Dependency	Consequence if incorrect (H/M/L)	Likelihood of incorrect (H/M/L)	Comments and Issue Management Strategies
Woodend Bypass	L	L	The Government has committed to this project
Lineside Road safety improvements (NZTA)	L	M	The programme is not reliant on this project but some safety benefits could not be achieved
Rate of development of growth areas	M	L	Fitting some projects within the growth areas will require progress to be made in advancing the planning for these developments. In all cases this appears to be proceeding

The Case for Change

What are the problems?

Refer Investment Logic map in attachment B and alignment with the Council's Strategic Transport Business case in Attachment C

Problem 1: Growing traffic volumes are causing congestion, increasing travel time and the risk of death or serious injury

Problem 2: The intensifying effects of climate change will lead to increasing disruption and cost of recovery.

Problem 3: New growth areas have insufficient capacity transport links, which will constrain housing growth and economic activity.

Problem 4: Public Transport is unreliable due to congestion, leading to higher car use and intensified congestion.

Evidence for these problems

Population and traffic growth

The district's population has grown by 74% over the last ten years

The Waimakariri District has had an increasing population trend over the past twenty-year period, from 40,200 in 2003 to estimated 69,760 in 2023, i.e. just under 74% increase. As a comparison, the New Zealand population grew by just over 30%. With this level of growth, the Waimakariri District has been one of the fastest growing districts in New Zealand.

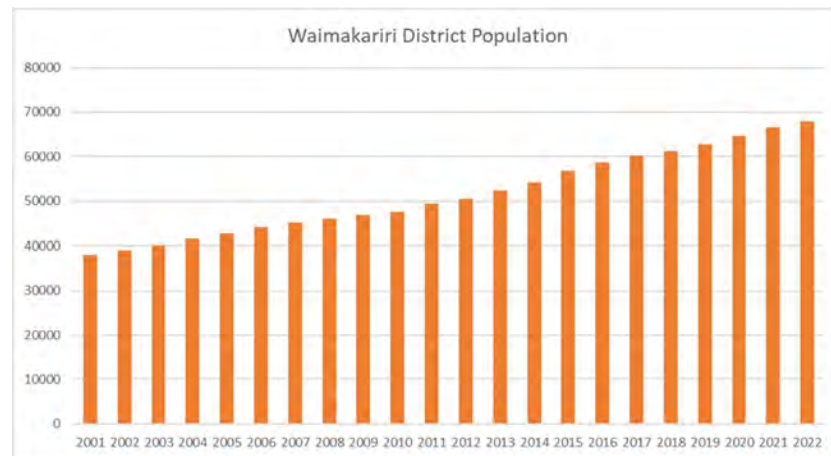


Figure 9 Waimakariri District population growth (2001 to 2022)

Between 2020 and 2023 Waimakariri is estimated to have grown from 64,700 to 67,900, an average growth rate of just over 1%. The

population is expected to grow to 77,100, by 2030, which by then will have averaged to an annual growth rate of around 1.5%. With this population growth, roading and transport assets have grown. Vehicle kilometres travelled in the district has grown by 22% in urban areas, and around 5% in rural areas since 2016/17. The overall move from rural to urban travel is 3.3%.

The district's urban road network has grown around 13% in the last three years, the same as for the previous three years, and up from 9% for the three years before that.

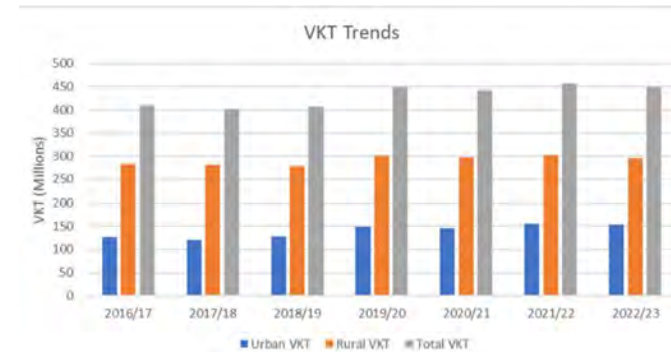


Figure 10: Waimakariri VKT trends

The proposed District Plan identifies greenfield residential land with capacity of 24,000 to 40,000 new residents.

Figure xx shows the areas identified in the [proposed] District Plan for greenfield residential development in Rangiora. This encompasses 415ha to the east of Rangiora, of which approximately 25ha has already been developed, with a potential yield of 5,086 lots. A further 200ha of land in West Rangiora is re-zoned with a potential yield of 1,733 lots.

In Kaiapoi and Woodend, approximately 3739 greenfield residential lots are proposed, with a further 7000 which may be approved by the hearings panel or under the Fast Track legislation.⁹

This makes a total of between 10,500 and 17,500 new lots enabled with a likely growth of 24,000 to 40,000 new residents

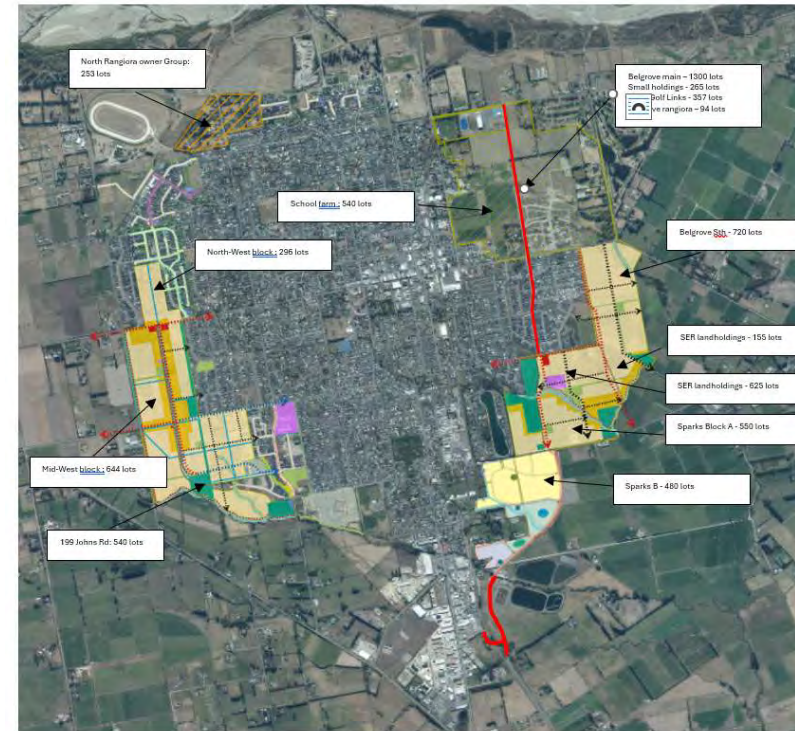


Figure 11: Growth areas in Rangiora

⁹

https://www.waimakariri.govt.nz/_data/assets/excel_doc/0035/166598/s42A-Residential-Rezonings-Summary-Table-FINAL.xlsx

GROWING CONGESTION

Congestion on the main North-South strategic route in south Rangiora is now severe¹⁰ (Level of Service D,E&F) and is already a constraint on economic activity and growth and is forecast to deteriorate further. There are limited alternative routes to this corridor and so congestion and access issues are expected to worsen as growth continues¹¹.

2020
base

Southbrook Road/Torlesse Street/Coronation Street Signals						NB: Only Movements thru Southbrook + Schools are modelled																									
		07:00:00					08:00:00					14:00:00					15:00:00					16:00:00					17:00:00				
Approach	Movement	Flow	Max Delay	Average Delay	LOS	Flow	Max Delay	Average Delay	LOS	Flow	Max Delay	Average Delay	LOS	Flow	Max Delay	Average Delay	LOS	Flow	Max Delay	Average Delay	LOS	Flow	Max Delay	Average Delay	LOS						
Southbrook Rd Sth	Left	3	54	3	A	7	68	6	A	8	58	5	A	7	66	8	A	18	93	5	A	11	102	5	A						
Southbrook Rd Sth	Thru	471	59	5	A	663	90	7	A	823	73	10	A	864	69	8	A	1108	93	11	B	1092	118	11	B						
Southbrook Rd Sth	Right	6	52	9	A	9	72	16	B	9	74	11	B	5	74	14	B	8	90	11	B	10	108	11	B						
Coronation St West	Left	7	60	8	A	15	299	39	D	1	102	23	C	1	348	135	F	9	473	105	F	10	477	124	F						
Coronation St West	Thru	0	45	0	A	1	161	22	E	0	30	0	A	2	407	172	F	0	252	0	A	0	0	0	A						
Coronation St West	Right	4	61	14	B	6	343	59	E	4	157	34	C	4	101	36	C	4	540	146	F	3	677	158	F						
Southbrook Rd Nth	Left	33	39	2	A	105	137	1	A	44	19	1	A	75	151	3	A	6	43	3	A	3	27	2	A						
Southbrook Rd Nth	Thru	772	38	1	A	839	149	1	A	559	22	2	A	658	175	2	A	568	469	14	B	588	189	6	A						
Southbrook Rd Nth	Right	1	48	9	A	1	124	31	C	0	75	0	A	1	94	25	C	4	483	106	F	4	199	39	D						
Torlesse St East	Left	5	38	7	A	4	221	23	C	2	29	5	A	2	446	122	F	11	527	43	D	2	262	49	D						
Torlesse St East	Thru	1	60	16	B	1	339	84	F	0	0	0	A	2	784	342	F	0	0	0	A	0	750	205	F						
Torlesse St East	Right	46	174	31	C	86	1007	184	F	24	248	57	E	60	952	322	F	14	1328	324	F	10	1126	376	F						
Intersection		1350		4	A	1796		16	B	1475		7	A	1678		18	B	1750		15	B	1741		12	B						

2035
base

Southbrook Road/Torlesse Street/Coronation Street Signals										NB: Only Movements thru Southbrook + Schools are modelled																																																	
07:00:00										08:00:00										14:00:00										15:00:00										16:00:00										17:00:00									
Approach	Movement	Flow	Max Delay	Average Delay	LOS	Flow	Max Delay	Average Delay	LOS	Flow	Max Delay	Average Delay	LOS	Flow	Max Delay	Average Delay	LOS	Flow	Max Delay	Average Delay	LOS	Flow	Max Delay	Average Delay	LOS	Flow	Max Delay	Average Delay	LOS																														
Southbrook Rd Sth	Left	3	52		5 A	7	149		24 C	10	64		8 A	9	84		10 B	17	134		14 B	18	126		14 B																																		
Southbrook Rd Sth	Thru	519	48		5 A	713	457		27 C	931	71		10 A	A	1118	97		13 B	1162	137		16 B	1163	175		18 B																																	
Southbrook Rd Sth	Right	6	46		6 A	7	459		66 E	10	74		15 B	12	98		16 B	11	132		28 C	12	169		28 C																																		
Coronation St West	Left	7	44		9 A	14	307		59 E	1	195		99 F	1	99		28 C	8	1653	399	F	12	2295		625 F																																		
Coronation St West	Thru	0	0		0 A	1	150		47 D	1	229		35 C	0	146		40 D	0	0		0 A	0	0		0 A																																		
Coronation St West	Right	3	93		18 B	9	296		70 E	2	92		29 C	4	548		144 F	3	844		315 F	3	1948		543 F																																		
Southbrook Rd Nth	Left	18	41		1 A	129	98		4 A	46	43		1 A	56	21		1 A	9	218		11 B	8	224		14 B																																		
Southbrook Rd Nth	Thru	898	53		2 A	1139	109		7 A	542	42		2 A	704	53		2 A	592		341 C	20	576		708 C		34 C																																	
Southbrook Rd Nth	Right	1	64		15 B	3	117		16 B	0	62		12 B	0	68		0 A	5	353		109 F	6	721		168 F																																		
Torlesse St East	Left	4	61		10 A	3	437		165 F	3	36		4 A	2	695		322 F	5	321		53 D	1	454		109 F																																		
Torlesse St East	Thru	1	74		23 C	3	925		182 F	1	152		54 D	1	743		167 F	1	812		369 F	0	652		120 F																																		
Torlesse St East	Right	29	123		22 C	116	1090		214 F	37	312		55 E	43	1516		649 F	17	969		336 F	18	1515		592 F																																		
Intersection		1489			4 A	A	2145		26 C	C	1584		8 A	A	1952		23 C	C	1829		23 C	C	1818		34 C																																		

¹⁰ Paramics Southbrook Delays and LOS. Ableys (2021) WDC Trim Reference 210414060512

¹¹ REL Transport Assessment (WSP 2022) (for Notice of Requirement)

PUBLIC TRANSPORT

The Greater Christchurch PT Combined Business Case¹² provides a basis for understanding the issues of the public transport network in the eastern district. The confirmed problems for the whole of greater Christchurch used in the business case are:

- Problem Statement One - The current PT system can be unreliable, and many journey times are not competitive with the private vehicle, resulting in poor PT mode share and longer and less reliable journey times (50%)
- Problem Statement Two - The current PT system is not effectively supporting highly populated/high growth areas and connections to key destinations, resulting in poor PT mode share within these areas (25%)
- Problem Statement Three - There are several barriers to using PT in Greater Christchurch, resulting in a low uptake of new PT users and subsequent poor PT mode share (25%)

The evidence presented for these problems as they relate to eastern Waimakariri include:

- A comparison of the journey times using private vehicles vs. buses was also undertaken using the bus information extracted from ECan's PowerBI and car travel time from TomTom Route Analysis Application Planning Interface (API) (via Waka Kotahi). This shows that private vehicle travel is quicker than using public transport from Rangiora (the Blue Line).
- The business case also compiled data on the Planning Time Index (ratio of minimum travel time to 95%ile travel time) using GIS data data. This shows that a trip on the Blue Line could be more than 50% longer than planned.

This evidence shows that public transport is both unreliable and offers no travel time benefits over private cars



¹² WSP New Zealand Limited, Aurecon New Zealand Limited, QTP Limited and Boffa Miskell Limited. Dec 2020

ROAD SAFETY

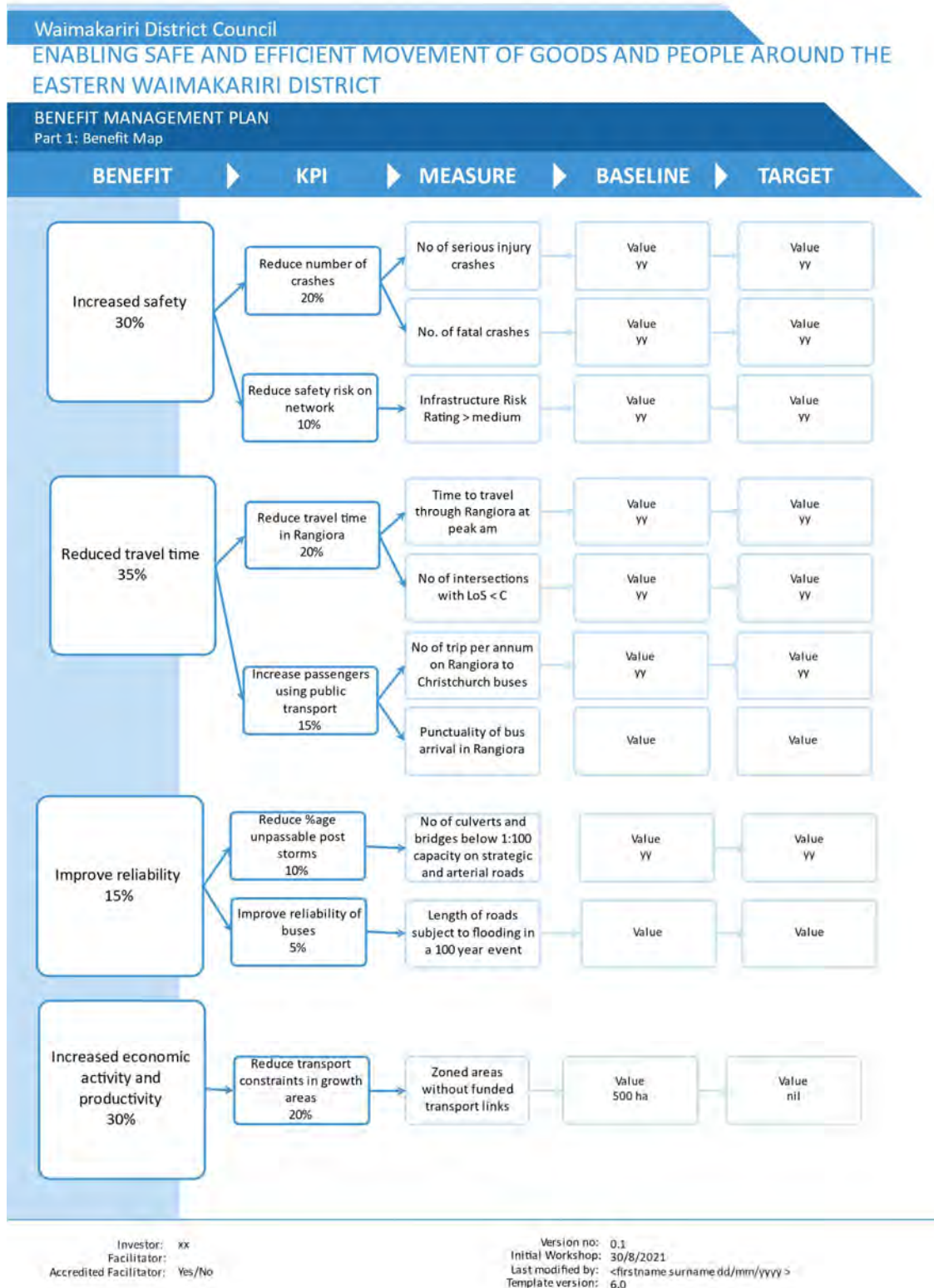
Excluding the decade high in 2017, fatal and serious crash numbers have been relatively stable over the last ten years and are not showing any sign of potential consistent downward trends. The geographic nature of the district, (high risk rural roads and intersections) combined with the population growth and reliance on vehicles for transport means a changed approach safety is essential to bring about any noticeable reduction in these trends.

The proposed programmes include rural road intersections, hazard removal, safety outside schools, amongst others.

Figure 0-12: Waimakariri fatal and serious casualties. (Source CAS data)



What are the potential benefits



Summarising the Case for Change

The fast growing towns of Tuahiwai, Woodend, Rangiora and Kaiapoi is an important component of the South Island's largest urban conglomeration, with Rangiora a Priority Development Area for greater Christchurch. On top of the high growth already experienced over several decades, the eastern district is set to grow considerably further with over 10,000 greenfield residential lots enabled under the Proposed District Plan with the potential for a further 7,000 to be added through the hearings process.

New transport links are required to unlock these development areas and ensure that people and freight can move quickly. But this growth is hindered by the severely congested north south strategic corridors in Rangiora and in Woodend to connect business, freight and people to Christchurch.

The increased traffic volumes also highlight existing weaknesses in the network that would otherwise be tolerable, and particularly the level rail crossings, Tram Road intersections and bridges on strategic and arterial routes.

With climate change leading to an increased frequency of extreme events, the need for lifeline routes and resilient infrastructure is even more important, and flood modelling shows that parts of the strategic and arterial network are inundated in large events.

There is evidence for these problems through modelling, traffic survey and expert evidence as well as lived anecdotal experience of travel delays in peak times reported by residents and businesses.

Without intervention, traffic delays will continue to worsen, rates of death and serious injury rates will not decrease and residential growth will be severely constrained.

With national priorities for land transport focused on economic growth, resilience and unlocking land for housing, there is a strong case for intervention to address these issues. The scope of the programme business case is set out in attachment D which defines the next steps for development of this investment programme.

Attachment A Detailed assessment of strategic alignment

STRATEGIC PRIORITIES AND OBJECTIVES			
Objective/Priority	What this means	How this investment could contribute	Magnitude of contribution
TRANSPORT OUTCOMES FRAMEWORK			
Inclusive access	Inclusive access enables all people to participate in society through access to social and economic opportunities such as work, education and healthcare. To be inclusive, the transport system must be accessible to all people in New Zealand including those with disabilities, low income earners, and people of different ages, genders and ethnicities.	Unlocking residential land and reducing congestion. Added walking and cycling links Improved rail crossing safety Improved public transport	Medium
Healthy and safe people	The system: <ul style="list-style-type: none"> protects people from transport-related injuries and harmful pollution, and makes physically active travel an attractive option. 	Improved rail crossing safety (Lineside and Marsh Tran Rd and other intersection upgrades Driver Safety programme Safet speed interventions	High
Economic prosperity	The transport system supports economic activity via local, regional and international connections, with efficient movements of people and products.	Improved freight and people movement Unlocks greenfield residential development land	High
Environmental sustainability	The transport system: <ul style="list-style-type: none"> transitions to net zero carbon emissions, and maintains or improves biodiversity, water quality and air quality. 	Material reduction in travel time leads to lower emissions for the same trip	Medium
Resilience and security	The transport system:	Increase capacity of key waterway crossings	Medium

STRATEGIC PRIORITIES AND OBJECTIVES			
Objective/Priority	What this means	How this investment could contribute	Magnitude of contribution
	<ul style="list-style-type: none"> minimises and manages the risks from natural and human-made hazards anticipates and adapts to emerging threats, and recovers effectively from disruptive events. 		
GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT 2024			
Economic Growth and Productivity	<ul style="list-style-type: none"> Reduced journey times and increased travel time reliability. Less congestion and increased patronage on public transport. Improved access to markets, employment and areas that contribute to economic growth. More efficient supply chains for freight. Unlocked access to greenfield land for housing development and supporting greater intensification. 	Materially reduces travel time Enhanced reliability of public transport Improve freight connections and makes supply chains more efficient Unlocks greenfield residential development land	High
Increased Maintenance and Resilience	<ul style="list-style-type: none"> More kilometers of the road network resealed and rehabilitated each year. Fewer potholes. A more resilient road and rail network. 		Low
Safety	<ul style="list-style-type: none"> Reduction in deaths and serious injuries. Increased enforcement. 	Improved rail crossing safety (Lineside and Marsh Tran Rd and other intersection upgrades Driver Safety programme Safet speed interventions	High
Value for Money	<ul style="list-style-type: none"> Better use of existing capacity. Less expenditure on temporary traffic management. 	Relieves capacity on existing part of network so better used as a corridor	Medium

STRATEGIC PRIORITIES AND OBJECTIVES			
Objective/Priority	What this means	How this investment could contribute	Magnitude of contribution
NATIONAL INFRASTRUCTURE STRATEGY			
Enabling a net-zero carbon emissions Aotearoa	<ul style="list-style-type: none"> Minimise lock-in of future emissions Achieve net-zero carbon emissions at minimum cost Speed the build of low-emissions energy infrastructure to leverage our abundant resources Ensure a fair, inclusive and equitable transition to a low-emissions economy 	Material reduction in travel time leads to lower emissions for the same trip	Medium
Supporting towns and regions to flourish	<ul style="list-style-type: none"> Improve efficiency and security of freight and the national supply chain Reduce barriers to and costs of providing infrastructure services Reduce population uncertainties for infrastructure demand, planning and delivery Prepare for zero-emissions commercial electric flights and unmanned aircraft 	Materially reduces travel time and reduces congestion Enhanced reliability of public transport Improve freight connections and makes supply chains more efficient	High
Building attractive and inclusive cities	<ul style="list-style-type: none"> Increase the supply and use of low-emissions transport modes Reduce costs by optimising infrastructure corridors Optimise the use of urban land Improve the efficiency and consistency of urban planning by standardising planning rulebooks improve the delivery of transit-oriented development Improve the efficiency and outcomes of infrastructure through spatial planning Reduce congestion and improve urban mobility 	Unlocks greenfield residential development land Eliminates congestion on main entry/exit to township Improved rail crossing safety (Lineside and Marsh Tran Rd and other intersection upgrades Driver Safety programme Safet speed interventions	Medium

STRATEGIC PRIORITIES AND OBJECTIVES			
Objective/Priority	What this means	How this investment could contribute	Magnitude of contribution
	<ul style="list-style-type: none"> • Target transport investment to areas of highest need using signals from congestion pricing • Increase housing development opportunities in areas with good access to infrastructure • Improve spatial planning through better information on infrastructure capacity and costs to service growth 		
Moving to a circular economy	<ul style="list-style-type: none"> • Establish a clear national direction for circularity in waste management • Prioritise options that minimise waste entering the market to avoid unnecessary infrastructure costs • Improve recycling infrastructure for priority materials • Use behavioural interventions to address barriers to recycling, reduce waste and avoid contamination • Reduce landfill emissions resulting from organic waste • Develop uses for recycled materials in infrastructure • Clarify the strategic role of waste-to-energy • Improve waste sector data and insight • Encourage public infrastructure waste minimisation and designing for deconstruction 	Not applicable	nil
Strengthening resilience to shocks and stresses	<ul style="list-style-type: none"> • Increase the resilience of critical infrastructure • Improve infrastructure risk management by making better information available • Prepare infrastructure for the impacts of climate change 	Improve capacity of waterway crossings on key routes	Medium

STRATEGIC PRIORITIES AND OBJECTIVES			
Objective/Priority	What this means	How this investment could contribute	Magnitude of contribution
	<ul style="list-style-type: none"> Support the security of supply of essential materials, goods and services to build, operate and maintain infrastructure 		
NATIONAL ADAPTATION PLAN			
Reduce the vulnerability of exposed assets:	Understand where infrastructure, and the services it provides, are exposed and vulnerable to the impacts of climate change. The priority will be to manage risks that affect services.	Improve capacity of waterway crossings on key routes	Low
Ensure all new infrastructure is fit for the future climate:	Consider long-term climate impacts when making infrastructure design and investment decisions so that the right infrastructure is built in the right places. Options for adapting to climate change should be understood and financed as part of the business case.	Improve capacity of waterway crossings on key routes	Medium
Use renewal programmes to improve our ability to adapt:	Consider the future climate when maintaining, upgrading, repairing and replacing existing infrastructure. The process for managing infrastructure should include reviewing resilience, improving the ability to adapt and planning for how services will be provided into the future.	Not applicable	n/a
CANTERBURY REGIONAL LAND TRANSPORT PLAN (CRLTP) 2024-34			
<i>Sustainable Transport:</i>	Promotes the use of sustainable transport modes to reduce emissions and environmental impact.	Supports provision of reliable and efficient public transport	Medium
<i>Safety:</i>	Aims to reduce deaths and serious injuries on the roads.	Improved rail crossing safety and other intersection improvements	Medium
<i>Resilience:</i>	Enhances the resilience of the transport network to withstand natural disasters and climate change.	Improve capacity of waterway crossings on key routes	Low

Eastern Waimakariri Strategic Transport Programme

Strategic Assessment

STRATEGIC PRIORITIES AND OBJECTIVES			
Objective/Priority	What this means	How this investment could contribute	Magnitude of contribution
<i>Economic Growth:</i>	Supports economic development through efficient and reliable transport infrastructure.	Materially reduces travel time Enhanced reliability of public transport Improve freight connections and makes supply chains more efficient Unlocks greenfield residential development land	High
GREATER CHRISTCHURCH SPATIAL PLAN			
Overarching Direction 1	<ul style="list-style-type: none"> Focus growth through targeted intensification in urban and town centres and along public transport corridors Enable the prosperous development of kāinga noho 	Materially reduces travel time Enhanced reliability of public transport Improve freight connections and makes supply chains more efficient Unlocks greenfield residential development land	High
Overarching Direction 2	<ul style="list-style-type: none"> Enable the prosperous development of kāinga nohoanga on Māori Land and within urban areas 	Supports development of MR873 by improvement in transport network	Low
Key Move 1	<ul style="list-style-type: none"> The prosperous development of kāinga nohoanga 	Supports development of MR873 by improvement in transport network	Low
Key Move 2	<ul style="list-style-type: none"> A strengthened network of urban and town centres 	Materially reduces travel time Enhanced reliability of public transport Improve freight connections and makes supply chains more efficient Unlocks greenfield residential development land	High
Key Move 3	<ul style="list-style-type: none"> A mass rapid transit system 	Supports provision of reliable and efficient public transport	Medium

Eastern Waimakariri Strategic Transport Programme

Strategic Assessment

STRATEGIC PRIORITIES AND OBJECTIVES			
Objective/Priority	What this means	How this investment could contribute	Magnitude of contribution
Key Move 4	<ul style="list-style-type: none"> A collective focus on unlocking the potential of Priority Areas 	An essential component of supporting Rangiora as a Priority Development Area	High
Key Move 5	<ul style="list-style-type: none"> An enhanced and expanded blue-green network 	Not applicable	n/a
Strategy 1: Growth in appropriate places	<ul style="list-style-type: none"> Opportunity 1: Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places Opportunity 2: Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people 	Unlocks appropriately zoned greenfield land	Medium
Strategy 2: An urban form for people and business	<ul style="list-style-type: none"> Opportunity 4: Enable diverse, quality and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs Opportunity 5: Provide space for businesses and the economy to prosper in a low carbon future 	Improve freight connections and makes supply chains more efficient Unlocks greenfield residential development land	High
Strategy 3: Connecting people and places	<ul style="list-style-type: none"> Opportunity 6: Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities 	Materially reduces travel time Enhanced reliability of public transport	High
	<ul style="list-style-type: none"> 		
GREATER CHRISTCHURCH PUBLIC TRANSPORT FUTURES			
Improve journey time and reliability	<ul style="list-style-type: none"> Reduce in-vehicle PT journey time along specific routes 	Materially reduces travel time	Medium

STRATEGIC PRIORITIES AND OBJECTIVES			
Objective/Priority	What this means	How this investment could contribute	Magnitude of contribution
of PT services by 2028	<ul style="list-style-type: none"> Reduce private vehicle congestion along bus routes Reduce severe congestion at intersections 		
Improve PT services to and from highly populated/growth areas and key destinations across Greater Christchurch by 2028	<ul style="list-style-type: none"> Increase households able to access the city centre by bus within 30mins Increase households able to access high employment zones by bus within 30mins Increase households able to access the Papanui, Riccarton, Hornby, Shirley and Linwood KACs by bus within 30mins Increase households that can access more than one KAC by bus within 30mins Increased accessed to more businesses from key residential areas by bus within 30mins Increase households able to access Rolleston and Rangiora centres by bus within 30mins Reduce journey time from Rangiora, Kaiapoi, Rolleston and Lincoln to the city centre Increase the population that are located within 800m of a frequent route 	Enhanced reliability of public transport	Medium
Remove barriers to the uptake of PT by 2028	<ul style="list-style-type: none"> Private vehicle kilometres travelled per capita Annual greenhouse gas emission from all transport sources Annual HC emissions from all transport sources Annual VoC emissions from all transport sources Annual NOx emissions from all transport sources Increase the number of PT trips 5.4 Increase the proportion of trips made by PT Improved the perceived ease of use of the PT system 	Material reduction in travel time leads to lower emissions for the same trip	High

STRATEGIC PRIORITIES AND OBJECTIVES			
Objective/Priority	What this means	How this investment could contribute	Magnitude of contribution
WAIMAKARIRI DISTRICT COMMUNITY OUTCOMES			
A place where everyone can have a sense of belonging...	<ul style="list-style-type: none"> Public spaces are diverse, respond to changing demographics and meet local needs for leisure and recreation. Council commits to promoting health and wellbeing and minimizing the risk of social harm to its communities. Housing is available to match the changing needs and aspirations of our community. Our community groups are sustainable and able to get the support they need to succeed. Our community has access to the knowledge and skills needed to participate fully in society and to exercise choice about how to live their lives. People are able to enjoy meaningful relationships with others in their families, whanau, communities, iwi and workplaces. Our community has equitable access to the essential infrastructure and services required to support community wellbeing. 	Materially reduces travel time Enhanced reliability of public transport Improve freight connections and makes supply chains more efficient Unlocks greenfield residential development land	
where our people are enabled to thrive and give creative expression to their identity and heritage...	<ul style="list-style-type: none"> Public spaces express our cultural identities and help to foster an inclusive society. The distinctive character of our takiwā / district, arts and heritage are preserved and enhanced. All members of our community are able to engage in arts, culture and heritage events and activities as participants, consumers, creators or providers. 	Not applicable	n/a

STRATEGIC PRIORITIES AND OBJECTIVES			
Objective/Priority	What this means	How this investment could contribute	Magnitude of contribution
	<ul style="list-style-type: none"> Waimakariri's diversity is freely expressed, respected and valued. There is an environment that supports creativity and innovation for all. Local arts, culture and heritage are able to make a growing contribution to the community and economy. 		
...that values and restores our environment...	<ul style="list-style-type: none"> People are supported to participate in improving the health and sustainability of our environment. Land use is sustainable; biodiversity is protected and restored. Our district is resilient and able to quickly respond to and recover from natural disasters and the effects of climate change. Our district transitions towards a reduced carbon and waste district. The natural and built environment in which people live is clean, healthy and safe. Our communities are able to access and enjoy natural areas and public spaces. 	Materially reduces travel time Enhanced reliability of public transport Improve freight connections and makes supply chains more efficient Unlocks greenfield residential development land	
...and is supported by a resilient and innovative economy.	<ul style="list-style-type: none"> Enterprises are supported and enabled to succeed. There is access to meaningful, rewarding, and safe employment within the district. Our district recognizes the value of both paid and unpaid work. Infrastructure and services are sustainable, resilient, and affordable. 	Materially reduces travel time Enhanced reliability of public transport Improve freight connections and makes supply chains more efficient Unlocks greenfield residential development land	

STRATEGIC PRIORITIES AND OBJECTIVES			
Objective/Priority	What this means	How this investment could contribute	Magnitude of contribution
	<ul style="list-style-type: none"> • Our district readily adapts to innovation and emerging technologies that support its transition to a circular economy. • There are sufficient and appropriate locations where businesses can set up in our District. • There are sufficient skills and education opportunities available to support the economy. 		
	<ul style="list-style-type: none"> • 		
MOVING FORWARD: WAIMAKARIRI INTEGRATED TRANSPORT STRATEGY 2035+			
Creating a well-connected multi-modal district to support modal choice	<ul style="list-style-type: none"> • Establish more connections for walking, cycling and public transport – in and between townships and rural areas. • Plan for growth by identifying where existing multi modal connections are, and where we need better connectivity to key destinations. • Partner with Environment Canterbury to improve public transport connectivity, coverage and service as well as explore innovative ways to provide public transport e.g., on-demand services • Introduce requirements for developers of new residential areas to include good connections to public transport and walking and cycling • Prioritise, increase funding for, and explore alternative funding opportunities for public transport, walking and cycling projects • Improve accessibility for all in high pedestrian areas such as around schools and in town centres. • Enhance the resilience of the transport system through supporting multi-modal options to allow 	Provides a new walking and cycling route to connect to new and existing residential areas	High

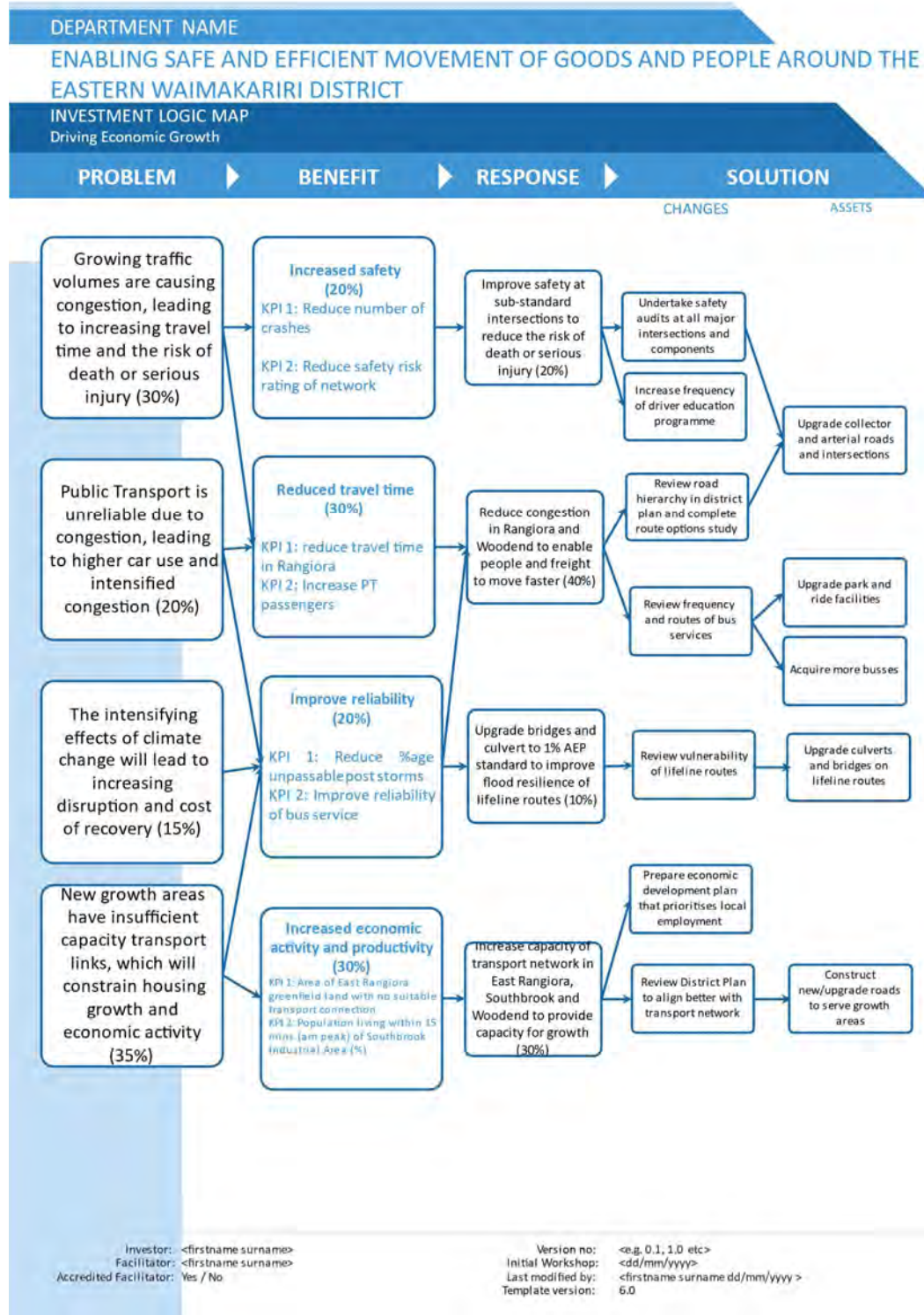
STRATEGIC PRIORITIES AND OBJECTIVES			
Objective/Priority	What this means	How this investment could contribute	Magnitude of contribution
	<p>for flexibility and continuity if one mode faces difficulties.</p> <ul style="list-style-type: none"> 		
Integrating land use and transport to underpin higher density living in urban areas	<ul style="list-style-type: none"> Consider transport implications of housing intensification and ensure planned transport infrastructure supports this Collaborate with developers to achieve sustainable mobility outcomes and intensification in town centres and existing residential areas that are close to multi-modal transit corridors. Continue to collaborate with Greater Christchurch Partnership to ensure alignment and understanding of wider growth patterns and transport planning. Require plans for parking management as part of urban area intensification and collaborate with developers to provide for travel demand management and multi-modal facilities. Support greenfield expansion where the development will improve transport outcomes or is enabled by good multi-modal transport linkages. Develop an intensification plan to influence future intensification in appropriate places that enable a broad spectrum of sustainable transport options to be used. Better integrate retirement villages into the urban environment to reduce social isolation. 	Unlocks residential development land zoned in the Proposed District Plan.	High
Designing the transport network	<ul style="list-style-type: none"> Collaborate with freight providers to better understand freight movements and transfer 	Materially reduces travel time for freight and people	Medium

STRATEGIC PRIORITIES AND OBJECTIVES			
Objective/Priority	What this means	How this investment could contribute	Magnitude of contribution
for the efficient movement of freight to ensure the impacts of growth in the district will not hinder the district's freight needs	<p>locations so we can fully consider the impact on the road network.</p> <ul style="list-style-type: none"> Investigate a preferred freight network that bypasses Rangiora and Kaiapoi town centres and review the management of freight movements (e.g. safe stopping point locations) with destinations within our townships Better connect our industrial areas / freight hubs to the arterial network and look to upgrade strategic freight routes that service rural areas for primary industries. Collaborate with Greater Christchurch Partnership and Canterbury Mayoral Forum to align a freight strategy across the wider region. Investigate the opportunities for Council to support decarbonising freight, for example through supporting infrastructure or looking into the demand for integrated transport, logistics and storage hubs to reduce freight movement. 		
Delivering a safe transport system for everyone	<ul style="list-style-type: none"> Ensure a proactive approach to implementing national road safety strategies. Improve infrastructure for, cyclists, pedestrians, mobility scooter users and others to increase the attractiveness of active transport Improve pedestrian and cyclist safety to schools, and work with schools to encourage walking and cycling. Be prepared for improvements required as demand for active transport increases. Continue to review speed limits and implement changes to ensure they are safe and 	<p>Improved walking and cycling infrastructure</p> <p>Improved rail crossing safety (Lineside and Marsh)</p> <p>Supports a reliable public transport network</p>	Medium




STRATEGIC PRIORITIES AND OBJECTIVES			
Objective/Priority	What this means	How this investment could contribute	Magnitude of contribution
	<p>appropriate, prioritising areas where the greatest safety benefit can be realised.</p> <ul style="list-style-type: none"> Identify and prioritise road safety improvements at key locations for all transport modes. Review local road safety initiatives to improve road user education and behaviour. Ensure that transportation projects are proactively aligned with Waka Kotahi Safe System Principles. 		
Supporting alternative travel choices and encouraging our residents to walk, cycle and use public transport more.	<ul style="list-style-type: none"> Increase investment into education and travel behaviour change Investigate alternative funding mechanisms to support transport choice and make alternative modes more attractive. Support more micro-mobility (e.g., e-bikes, e-scooters etc) services and infrastructure, carbon neutral vehicle infrastructure, and travel behaviour change initiatives. Provide better internal connections to encourage people to use modes other than private car for short trips. Work with companies, communities, and schools to implement travel demand management plans. Work with Environment Canterbury to increase understanding of available transport services and options. Work with schools to establish multi-modal travel behaviour from a young age. Ensure Council's Parking Management Strategy optimises parking demand and supply, while 	<p>Improved walking and cycling infrastructure</p> <p>Improved rail crossing safety (Lineside and Marsh)</p> <p>Supports a reliable public transport network</p>	High

STRATEGIC PRIORITIES AND OBJECTIVES			
Objective/Priority	What this means	How this investment could contribute	Magnitude of contribution
	<p>continuing to monitor the effectiveness of parking enforcement.</p> <ul style="list-style-type: none"> • Continue to support the North Canterbury Cycle Sense Programme. • 		

Attachment B: Investment Logic Map




Attachment C Linking to the Transport Asset Management Plan

Transport AMP Problems and Benefits			Eastern District Transport Programme	
Problems	Benefits		Problems	Benefits
1. Population growth and changing land use is resulting in increased vehicle use, making it harder to maintain safe and appropriate levels of service	<p>Better integration between land use and transport will allow for more efficient use of the existing transport network.</p> <p>Improved non-motorized facilities will increase throughput on existing network with limited additional investment and lower long-term lifecycle costs.</p> <p>Intentional routing of freight traffic will reduce maintenance impacts and out-of-context roading issues.</p>		Growth areas do not have adequate transport links, which will prevent new homes being built	<p>Reduced cost of servicing residential development</p> <ul style="list-style-type: none"> • Reduce transport constraints on growth areas
2. Climate change is expected to result in increasing numbers of extreme weather events, rising groundwater and coastal inundation, leading to effects ranging from temporary disruption to potentially life-changing impacts.	<p>Providing environmentally friendly options allows people to choose travel that assists with lowering emissions and helping to control climate change.</p> <p>Planning and preparing for extreme weather events will reduce the chances of loss of life and helps to minimise disruption.</p> <p>Strengthening resilience of roading network for future climate change-related events will reduce future rehabilitation costs.</p>		Climate change and extreme events will increase damage and disruption to the network	<p>Improve network reliability</p> <ul style="list-style-type: none"> • Reduce vulnerability of culverts and bridges • Reduce vulnerability to flooding
3. Lack of mode choice leads to social disconnect, increased need for more roads, environmental impacts due to vehicle emissions and lack of opportunity for safe and healthy activity.	<p>Improving mode choice will expand opportunities for both essential and non-essential journeys for all users regardless of ability or means.</p> <p>Shift from vehicular travel to alternative modes will contribute to improved air quality and reduce emissions.</p> <p>More focus on walking and cycling will provide residents an opportunity to participate in low-cost healthy activity and the potential for social contact.</p> <p>Increased public transport mode share will provide for more efficient and lower-emissions use of the existing network.</p>		Public Transport can be unreliable and expensive, leading to high car use and congestion	<p>Reduced travel time</p> <ul style="list-style-type: none"> • Reduce travel time in Rangiora • Increase passengers using public transport

Eastern Waimakariri Strategic Transport Programme

Strategic Assessment

<p>4. Road users on our network have little room for error or recovery from mistakes, which has resulted in fatal and serious injuries when crashes occur</p>	<p>Crashes, while they are still likely to occur, will be of lesser severity and societal impact. Reduced costs to the community through loss of life and ongoing rehabilitation.</p>		<p>Growing traffic volumes is causing congestion, increasing travel time and the risk of death or serious injury.</p>	<p>Increased safety</p> <ul style="list-style-type: none"> • Reduce number of crashes • Reduce safety risk on network
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Attachment D: What we do not know: Scoping the Programme Business Case

<i>The Strategic Case</i>	
What do we know now?	What do we not know yet?
The work to date has ensured we understand the problems and strategic context well.	<ul style="list-style-type: none"> • Reconfirm overall strategic alignment of the proposed investment • Confirm the problem definition and agree the benefits and objectives for the proposed investment using an ILM workshop methodology
<i>Intended outcomes achieved on completion of strategic case phase</i> <ul style="list-style-type: none"> • Confirmed Problem Definition, Benefits and consequent Investment Objectives 	

<i>The Economic Case</i>	
What do we know now?	What do we not know yet?
<p>A range of studies have been undertaken which has informed the scoping and understanding of the problems and range of potential solutions. These have included:</p> <ul style="list-style-type: none"> • Greater Christchurch Spatial Plan • Proposed District Plan • PT Futures Business Case (Greater Christchurch) • Integrated Transport Plan (Waimakariri District) • Transport Asset Management Plan • Ongoing Asset Management studies • Various local/site specific studies 	<p>Is the range of projects and programmes optimal to address the problems and deliver the benefits?</p> <p>The Economic Case will address this question, and undertake the following work programme:</p> <ul style="list-style-type: none"> • Optioneering workshops to develop the strategic response options • Confirm the do-minimum scenario for incremental analysis • A high-level set of cost estimates for each option. • Multi-criteria analysis to shortlist the options. • Transport modelling and Safety Assessments as appropriate to assess the impacts of each option. • An economic appraisal undertaken in accordance with the NZTA Monetised Cost and Benefits Manual. • An Appraisal Summary Table (AST) for each short-listed option. • Recommendation on the Preferred Way Forward
<p><i>Intended outcomes achieved on completion of economic case phase</i></p> <ul style="list-style-type: none"> • <i>The preferred programme of work</i> 	

The Financial Case	
What do we know now?	What do we not know yet?
<ul style="list-style-type: none"> An initial cost estimate has been produced for the current range of potential projects and interventions Development Contributions towards the capital cost of some project have been received for new lots created within the current development areas. 	The full cost of the work and the likelihood of securing NLTP co-funding
Intended outcomes achieved on completion of financial case phase <i>A more accurate cost estimate of the programme and the proposed source of funding</i>	
The Commercial Case	
What do we know now?	What do we not know yet?
<ul style="list-style-type: none"> Demonstrated in-house expertise in procurement and delivery. The Council has successfully delivered a range of previous projects of a similar scale and nature 	<ul style="list-style-type: none"> The procurement strategy for this project will be documented and assessed against NZTA and Council guidelines
Intended outcomes achieved on completion of Commercial case phase <i>How the programme will be procured</i>	

<i>The Management Case</i>	
What do we know now?	What do we not know yet?
<ul style="list-style-type: none"> Initial project planning, land requirements and negotiations have already commenced for some projects A well-established major project delivery and governance structure and process is already in place in Council. 	<ul style="list-style-type: none"> A programme and schedule of tasks and activities required to deliver the programme Development of an outline Programme Management Plan Confirmation of governance and management arrangements
<i>Intended outcomes achieved on completion of Management case phase</i> <i>How the programme will be managed and delivered</i>	

Attachment E: Schedule of transport projects in the eastern district

Project	Value ¹³	Outline
Traffic Signals on Southbrook Road at Torlesse and Coronation Streets	Total Cost: \$1.8m	These traffic signals were installed in May 2023 to help improve safety and access for residents and school traffic in the area. We will continue to monitor traffic flows on these streets, and surrounding streets, and gather data to address any issues that arise.
Rangiora Eastern Link	Budgeted Cost: \$35.1m	The proposed Rangiora Eastern Link Road is a 2.88km long road connecting McPhail Ave at the north to SH71 Lineside Rd in the south. The road alignment has been designated and preliminary works to plan for the new infrastructure has been undertaken ahead of the development of a business case. Council has budgeted the work over the next six years subject to national funding being confirmed*.
West Rangiora Route Improvements	Budgeted Cost: \$14.7m (10yrs)	Several projects along the Fernside/ Flaxton/ Skewbridge Road route into Christchurch (known as the West Rangiora Route) have been completed in recent years. There are several improvements still required along the route over the next 30 years to accommodate continuing growth in the area including the installation of roundabouts, right turn bays, and significant lane widening.
Five Cross Roads	Total Cost: \$1.9m	This convergence of five busy, mostly connector, roads is dangerous. As our population grows the risks associated with this intersection will continue to escalate. A roundabout is planned to address this.
Townsend Road Culvert	Total Cost: \$700,000	The culvert bridge that carries the South Brook under Townsend Road is narrow and is approaching the end of its expected life. The bridge replacement is programmed for 2024/25*.
Skew Bridge Replacement	Total Cost: \$12m	Skew Bridge is a narrow bridge, that is not suitable for heavy and large loads. Council has programmed the bridge replacement to be completed in 2027/28*.
Woodend Bypass	NZTA Funded	State Highway 1 through Woodend is administered by NZTA and is a Road of National significance, and planning is underway by NZTA to design and construct this. This will result in better connectivity and safety for traffic, particularly through Woodend. Pedestrian and cycling access across SH1 at the Ravenswood / Pegasus / SH1 intersection will also provide a safer environment.

¹³ Note that NZTA subsidies are yet to be confirmed on future projects and are subject to NLTP funding processes

Eastern Waimakariri Strategic Transport Programme

Strategic Assessment

Project	Value ¹³	Outline
Local Network Improvements in conjunction with Woodend Bypass	Total Cost: \$1.15m	Council is planning safety improvements along Rangiora Woodend Road, connecting to SH1 at Woodend / Ravenswood, and upgrading local road connections around the proposed Woodend Bypass.
Lineside Rd (including Mulcocks Rd and Fernside Rd intersections)	NZTA Funded	Lineside Road is administered by NZTA, and Council have been working with them, and KiwiRail, to consider safety improvements along its length and especially at the two intersections at Mulcocks Road and at Fernside Road. Funding of approximately \$16.6m was allocated in the last LTP, but an amount has not yet been determined in the revised programme.
Tram Road Corridor	Budgeted Cost: \$13.4m (10yrs)	Safety improvements along Tram Rd, which is a major arterial carrying up to 12,000 vehicles per day of high-speed traffic (at its eastern end near SH1). Council has a 10-year programme to progressively upgrade key intersections, often using low-cost solutions such as Rural Intersection Advanced Warning Signs (RIAWSs) to improve safety.
Railway Road, Station Road and Marsh Road Intersection	Total Cost: \$1.05m	Work is now budgeted for 2026/27 with minor works occurring prior to the redevelopment of the intersection in conjunction with the planned Rangiora Eastern Link road.
Southbrook Road Culvert	Total Cost: \$1.1m	The culvert on Southbrook Road over the Middle Brook (just south of South Belt) requires replacing. It is at the end of its life, and construction is planned for 2025/26.
Park and Ride Facilities	Budgeted Cost: \$3.2m	Improvements to the existing Park & ride facilities are planned for future years, including a facility in the Woodend / Ravenswood area. Environment Canterbury are proposing to increase bus services within the district (dependent on funding).
Cycleways	Total Cost: \$5m (10yrs)	As part of the Walking and Cycling Network plan, the Council has been looking into several new cycleways.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** EXT-39 / 250221028843**REPORT TO:** COUNCIL**DATE OF MEETING:** 4 March 2025**AUTHOR(S):** Shane Binder, Senior Transportation Engineer
Joan McBride, Roding & Transport Manager**SUBJECT:** Submission on State Highway Speed Limit Reversals**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1. The purpose of this report is to seek Council approval of a draft submission to the New Zealand Transport Agency Waka Kotahi (NZTA) on speed limit reversals proposed for SH1 south of Woodend.
- 1.2. The Land Transport Rule: Setting of Speed Limits 2024, which came into effect on 30 October 2024 requires NZTA to reverse speed limits on certain roads to limits that were in effect prior to January 2020, in a one-off 'transition' exercise. For two of these categories (state highway interregional connectors and rural connectors), the Rule allows NZTA to consult with key stakeholders on staying at existing speed limits or reversed.
- 1.3. NZTA have proposed reversing the speed limit on SH1 between Woodend Beach Road and the start of the Christchurch Northern Motorway south of Williams Street.
- 1.4. The attached draft submission (TRIM No. 250221028609) has been prepared in response to this proposal based on feedback from a workshop held with Council.
- 1.5. In principle, the draft Council submission supports retaining the existing 80 km/h speed limit given high turning and through volumes, traffic safety, speed limit consistency, and future network considerations along the corridor.

Attachments:

- i. Waimakariri District Council submission on State Highway speed limit reversals (transitional changes 2024-25), (TRIM 250221028609)

2. RECOMMENDATION**THAT** the Council:

- (a) **Receives** Report No. 250221028843.
- (b) **Endorses** the attached submission on State Highway speed limit reversals (attachment i), (TRIM 250221028609).
- (c) **Circulates** the report and attached submission to the community boards for their information.

3. **BACKGROUND**

- 3.1. The Land Transport Rule: Setting of Speed Limits 2024, which came into effect on 30 October 2024 requires NZTA to reverse speed limits on certain categories of roads (known in the Rule as 'specified roads') to limits that were in effect prior to January 2020, in a one-off 'transition' exercise. For two of these categories (state highway interregional connectors and rural connectors), the Rule allows NZTA to consult with key stakeholders on staying at existing speed limits or reversed.
- 3.2. Within Canterbury, four sections of State Highway have proposed speed limit reversals proposed for consultation and just one of these is within the Waimakariri area, on SH1 between Woodend Beach Road and the start of the Christchurch Northern Motorway south of Williams Street.
- 3.3. The speed limit on this section of SH1 was dropped from 100 km/h to 80 km/h in December 2020.
- 3.4. A workshop was held with Council to provide an opportunity to consider the proposed speed limit reversal and provide staff with guidance on Council's position on the reversal.
- 3.5. In principle, the draft Council submission supports retaining the existing 80 km/h speed limit given high turning and through volumes, traffic safety, speed limit consistency, and future network considerations along the corridor.
- 3.6. The full details of the draft Council submission are available in the document that accompanies this report (TRIM 250221028609).

4. **ISSUES AND OPTIONS**

- 4.1. Issues and options in relation to the topic and the subject of the submission were canvassed as part of preparing the draft submission.
- 4.2. The following options are available to Council:
 - 4.2.1. Option One: Approve the submission to object to the proposed speed limit reversal
This option would involve supporting the existing speed limit of 80 km/h. This would retain safety improvements in the area, reduce the impact from collisions, support the future Woodend Bypass, and achieve more consistent speed limits. This is the recommended option.
 - 4.2.2. Option Two: Modify the submission to support the proposed speed limit reversal
This option may result in the speed on this section of road reversing to the former limit of 100 km/h; due to safety concerns this is not the recommended option.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Setting speed limits needs to consider the health, wellbeing and liveable places for all.

- 4.3. The Management Team has reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū may be affected by, or have an interest in the subject matter of this report. Closures of SH1 in this area often divert traffic through Tuahiwi so an increase in crashes may increase effects on Tuahiwi area residents. Staff have not specifically consulted with Rūnanga on this submission but note that NZTA is engaging separately with affected stakeholders through public consultation from 30 January to 13 March 2025.

5.2. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. NZTA is engaging with affected stakeholders through public consultation from 30 January to 13 March 2025.

5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. NZTA is engaging with affected stakeholders through public consultation from 30 January to 13 March 2025.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are not financial implications of the decisions sought by this report.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report have sustainability and climate change impacts. The NZTA emissions prediction model identified 70-75 km/h as the optimum speed for light vehicles travelling on New Zealand roads. The model predicts an average increase of 5% to 10% of emissions for roads where the speed limit is increased from 80 to 100 km/h.

6.3 **Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report. It is important that Waimakariri District Council consider the impacts of State Highway speed limits on connecting local roads and future local roads (e.g., due to revocation), to ensure a cohesive speed limit in the wider area.

6.3 **Health and Safety**

There are no specific health and safety risks arising from the adoption/implementation of the recommendations in this report; however, setting safe and appropriate speeds on roads has a significant safety benefit to the wider community.

7. **CONTEXT**

7.1. **Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. **Authorising Legislation**

The Land Transport Rule: Setting of Speed Limits 2024 defines the responsibility of road-controlling authorities (including NZTA) to create and consult on speed management plans.

7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report. In particular, the following community outcomes are of relevance to the issue under discussion:

Environmental: a place that values and restores our environment

- The natural and built environment in which people live is clean, healthy and safe.

Economic: a place that is supported by a resilient and innovative economy

- Infrastructure and services are sustainable, resilient, and affordable. There is a safe environment for all.

7.4. **Authorising Delegations**

The Council has the authority to approve the submission to NZTA.

Our Reference: EXT-39 / 250221028609

21 February 2025

New Zealand Transport Agency Waka Kotahi
44 Bowen Street
Pipitea
Wellington 6011

speedmanagement@nzta.govt.nz

WAIMAKARIRI DISTRICT COUNCIL SUBMISSION ON SPEED LIMIT REVERSALS (TRANSITIONAL CHANGES IN 2024-25)

1. Introduction

- 1.1. The Waimakariri District Council (the Council) thanks the New Zealand Transport Agency Waka Kotahi (NZTA) for the opportunity to provide a submission on the speed limit reversals proposed for SH1 south of Woodend (the Speed Limit Reversal).
- 1.2. We note NZTA is consulting on the Speed Limit Reversal until 13 March 2025. The proposed speed limit reversal would change the existing speed limit of 80 km/h, set in 2020, back to the prior speed limit of 100 km/h.
- 1.3. The Council supports the general intent of the existing Setting of Speed Limits Rule 2024. However, given high turning and through volumes, traffic safety, speed limit consistency, and future network considerations, we strongly support maintaining the existing speed limit of 80 km/h on the SH1 corridor south of Woodend.

2. Background / Context

- 2.1. Waimakariri District is located in the Canterbury Region, north of the Waimakariri River. The district lies within the takiwā of Ngāi Tūāhuriri, a hapū of Ngāi Tahu. It extends from Pegasus Bay in the east to the Puketeraki Ranges in the west, sharing boundaries with Christchurch City to the south, Selwyn District to the south and west, and Hurunui District to the north.
- 2.2. The Waimakariri District is geographically diverse, ranging from provincial towns such as Rangiora and Kaiapoi, through to the remote high country farming area of Lees Valley. Eighty percent of the population is located in the east of the district and approximately 60 percent of residents live in the four main urban areas of Rangiora, Kaiapoi, Woodend/Pegasus, and Oxford. The remainder live in smaller settlements or the district's rural area, including approximately 6000 on rural-residential or rural lifestyle blocks.
- 2.3. The district's population increased from 33,000 to 62,800 in the years 1996 - 2020 and is estimated now in 2024 to be just over to 71,000. This makes Waimakariri District the fourth largest territorial local authority of South Island/ Te Wai Pounamu, with a population larger than Invercargill City, Nelson, Timaru, and the Queenstown-Lakes District.

- 2.4. Geographically, socio-culturally, and economically the Waimakariri District has a strong agricultural base and rural outlook. People and visitors alike identify with and are attracted to a 'country lifestyle.' However, the district's proximity to Christchurch City means it has a significant and growing urban and 'peri-urban' population.
- 2.5. As a territorial local authority, the Council is the administering body for its locality. It has under statute responsibilities for diverse functions alongside providing a wide range of services that directly impact on the lives and safety of its residents.

3. Key Submission Points

- 3.1. The Council strongly supports retaining the current speed of 80 km/h on SH1 between Woodend and Kaiapoi, for the following reasons.

3.2. *Busy, complicated corridor*

- 3.2.1. This portion of the SH1 corridor is a busy corridor with challenging side road intersections and higher traffic volumes. The 2023 average daily traffic was 21,473 as reported by NZTA.
- 3.2.2. The corridor runs through chiefly "peri-urban" land between the Woodend and Kaiapoi urban areas. Consequently, there are frequent side roads and private accesses, generating a significant amount of turning traffic. Further proposed development in the area will also increase the amount of traffic to/from destinations along and through the corridor.

3.3. *Crash history along corridor*

- 3.3.1. NZTA's Crash Analysis System includes 7 head-on crashes in the past decade, including 3 severe and 1 fatal crash on the corridor. There have been 86 total crashes including 9 severe and 1 fatal crash between 2015 and 2024.
- 3.3.2. Increasing the speed limit will increase the time needed for a motorist to perceive a conflict and react. This will likely lead to an increased risk of crashes along the corridor.

3.4. *Impacts to Tuahiwi / MR873*

- 3.4.1. When crashes occur, traffic must be diverted to Council's local roads. For this section, the primary local roads used for detours run through Tuahiwi and Māori Reserve 873. Any increase in crashes on SH1 will increase effects on the residents of this locality.

3.5. *New Woodend Bypass*

- 3.5.1. NZTA is presently working through the design of the Roads of National Significance (RoNS), including the Woodend Bypass. The Bypass is expected to divert a significant amount of traffic off of this section of SH1, around Woodend.
- 3.5.2. If the Woodend Bypass becomes a toll road, this section of SH1 will be an attractive route for traffic to avoid the toll. Retaining the existing speed limit will

help minimise the attraction for motorists who wish to avoid the toll, from rat-running through what will be local roads.

3.6. Consistency in speed limits

- 3.6.1. Council anticipates an 80 km/h speed limit when the State Highway designation is revoked and the road reverts back to Council control. Any increase in the speed limit now will cause confusion and frustration, if it is to then be decreased upon revocation.
- 3.6.2. Council also supports consistency in speed limits that motorists encounter on their daily journeys. The present NZTA design for the Williams Street motorway interchange at the south end of the corridor allows for a 60 km/h speed limit. The existing speed limit of Williams Street south of SH1, which will become the southern extension of the corridor upon completion of the Bypass, is 80 km/h. Maintaining the existing 80 km/h speed limit north of the future interchange will allow for more consistent speed limits along the corridor.

4. Summary of Position and Recommendations

- 4.1. In principle, we support the Setting of Speed Limits Rule 2024, including reviews of existing speed limits.
- 4.2. However, we strongly support maintaining the existing speed limit of 80 km/h on this corridor. The existing corridor has high through and turning volumes, which are expected to continue to grow with future development in the area.
- 4.3. The corridor also experiences a high rate of collisions, including head-on and severe and fatal collisions. Increasing the speed limit will likely lead to an increased risk of crashes along the corridor. And as the detour route in the event of a crash runs through Tuahiwi and MR873, an increased speed limit will likely lead to increased effects on the residents of this locality.
- 4.4. NZTA is presently working through the design the Road of National Significance, the Woodend Bypass. The existing speed limit will reduce the attractiveness of a parallel route should the Bypass be a tolled facility.
- 4.5. Finally, Council strives for a predictable driving environment and consistent speed limits supporting this. The existing 80 km/h speed limit is more consistent with future plans for the new Woodend Bypass as well as Council's intention for the existing corridor when it reverts to Council control.

Our contact for service and questions on this submission is Joanne McBride – Roading & Transport Manager, who can be contacted on 03 266 9293 or joanne.mcbride@wmk.govt.nz.

Yours faithfully,

Dan Gordon
Mayor
Waimakariri District Council

Jeff Millward
Chief Executive
Waimakariri District Council

On behalf of:
Neville Atkinson, Deputy Mayor
Philip Redmond, Councillor, Roading Portfolio Holder
Al Blackie, Councillor
Robbie Brine, Councillor
Brent Cairns, Councillor
Tim Fulton, Councillor
Jason Goldsworthy, Councillor
Niki Mealings, Councillor
Joan Ward, Councillor
Paul Williams, Councillor

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: BYL-71/ 250212022367

REPORT TO: COUNCIL

DATE OF MEETING: 4 March 2025

AUTHOR(S): Nadeesha Thenuwara, Policy Analyst

SUBJECT: Alcohol Control Bylaw 2025 – Draft for Formal Public Consultation

ENDORSED BY:
(for Reports to
Council, Committees
or Boards)


General Manager


Chief Executive

1. **SUMMARY**

1.1. The purpose of this report is to obtain the Council's approval for formal public consultation on the Draft Alcohol Control Bylaw 2025 (Draft Bylaw). The Draft Bylaw has been informed by an analysis of data on alcohol-related crime in public places recorded by the New Zealand Police, stakeholder consultation, and a content analysis of the Alcohol Control Bylaw 2018.

1.2. The Draft Bylaw is a localised regulatory tool that enables the Council to address alcohol-related crimes¹ in public places². It allows the Council to prohibit or regulate the bringing, possession, and consumption of alcohol in public places. The Draft Bylaw applies to selected public places in the Waimakariri District as follows:

- Ashley Gorge (7.00 pm 31 December to 3.00 am 1 January)
- Beach settlements (7.00 pm 31 December to 3.00 am 1 January)
- Kaiapoi town (24 hours, 365 days a year)
- Rangiora town (24 hours, 365 days a year)
- Woodend town (24 hours, 365 days a year)
- Oxford town (24 hours, 365 days a year)
- Murphy Park Reserve (24 hours, from 1st April to 1st September)

Alcohol bans in Kaiapoi, Rangiora, Woodend and Oxford towns apply to selected public places, including town centres.

¹ According to the Section 5 of Sale and Supply of Alcohol Act 2012, alcohol-related crimes can be defined as the harm caused by the excessive or inappropriate consumption of alcohol, and it includes:

(i) any crime, damage, death, disorderly behaviour, or injury, directly or indirectly caused, or directly or indirectly contributed to in public places, by the excessive or inappropriate consumption of alcohol; and
(ii) any harm to society generally or the community, directly or indirectly caused, or directly or indirectly contributed to, by any crime, damage, death, disorderly behaviour, or injury of a kind described in subparagraph (i).

² Public place has the same meaning provided in section 147 of the Local Government Act 2002, that is:

(a) a place that is open to or is being used by the public, whether free or on payment of a charge, and whether any owner or occupier of the place is lawfully entitled to exclude or eject any person from it; but
(b) does not include licensed premises.

For the avoidance of doubt this definition includes, but is not limited to, roads, footpaths, berms, parks, beaches and riverbanks.

- 1.3. The current bylaw (Alcohol Control Bylaw 2018) was adopted in 2018 for a five-year period, with its statutory review due by 1 October 2023. Under the provisions of Section 160A of the Local Government Act 2002, this bylaw has a two-year grace period to complete the review before it automatically revokes on the date that is two years after the last date on which the bylaw should have been reviewed. This means that the current bylaw is operationally valid until 30 September 2025.
- 1.4. As the review of the Alcohol Control Bylaw 2018 was undertaken outside the five-year period (2018-2023), the bylaw adopted after the review should be treated as a new bylaw. The next review needs to be completed within five years from the date the new bylaw is made.
- 1.5. Stakeholder consultation and a review of New Zealand Police recorded alcohol-related crimes in Waimakariri revealed varying degrees of alcohol-related crimes in the district's public areas. It is important to note that the alcohol-related crime data received from the New Zealand Police has not been included in this report due to confidentiality requirements. For more information related to the New Zealand Police data, please refer to Appendix 3, Section 155 report. As the existing general laws and the powers of the New Zealand Police are insufficient to address alcohol-related crimes in public places in the district, it is recommended that the Council continue to have an alcohol control bylaw.
- 1.6. According to the review results, the recommended option for the Council is to revoke the Alcohol Control Bylaw 2018 and adopt a new bylaw (Alcohol Control Bylaw 2025) with substantially the same effect as the expiring bylaw.
- 1.7. All the changes proposed for the Draft Bylaw are minor, meaning that they do not impact the existing rights, interests, titles, immunities, duties, status, or capacity of any person to whom the bylaw applies.
- 1.8. As the Draft Bylaw needs to be treated as a 'new bylaw' (explained in clause 1.4), it is mandatory for the Council to undertake a formal public consultation before it is adopted, even though the proposed changes are not significant.
- 1.9. Subject to the Council approving the release of the Draft Bylaw for consultation, it is anticipated that submissions will be invited between April and May 2025. The Hearing Panel will then consider the feedback received and provide their recommendations to prepare the final bylaw (Alcohol Control Bylaw 2025), to be presented to the Council for adoption in August 2025.

Attachments:

- i. Statement of Proposal and Draft Alcohol Control Bylaw 2025 for Consultation (250212022349)
- ii. Section 155 Report (250212022347)
- iii. Alcohol Control Bylaw 2018 with track changes (250212022345)

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 250212022367 and attachments.
- (b) **Notes** that the review results confirmed that the alcohol control bylaw is the most appropriate tool available for the Council to regulate alcohol-related crimes in public places in Waimakariri.

- (c) **Approves** the Statement of Proposal, Section 155 Report and Draft Alcohol Control Bylaw 2025 for public consultation, to occur between April and May 2025.
- (d) **Notes** that the Draft Alcohol Control Bylaw 2025 has been informed by an analysis of data on alcohol-related crimes in public places and stakeholder consultation, including the Management Team and Community Boards.
- (e) **Appoints** the Alcohol Control Bylaw 2025 Hearing Panel, consisting of three Councillors,,, to hear submissions on the proposal in May 2025 and to recommend decisions to the Council meeting in August 2025.
- (f) **Nominates** the General Manager, Strategy, Engagement, and Economic Development to approve any minor edits to the Statement of Proposal and Draft Alcohol Control Bylaw 2025 as required prior to the formal public consultation.
- (g) **Notes** that the final Alcohol Control Bylaw 2025, based on comments received during consultation, will be presented to the Council for adoption in June/July 2025.
- (h) **Circulate** this report to Community Boards for their information.

3. **BACKGROUND**

- 3.1. An alcohol control bylaw is a localised regulatory tool that enables territorial authorities to address alcohol-related crimes in public places.
- 3.2. Section 147 of the Local Government Act 2002 (LGA) provides power to territorial authorities to make alcohol control bylaws “for the purpose of prohibiting or otherwise regulating or controlling, either generally or for one or more specified periods, any or all of the following:
 - (a) the consumption of alcohol in public places:
 - (b) the bringing of alcohol into public places:
 - (c) the possession of alcohol in public places” (Section 147 (2), LGA, 2002).

These regulations aim to:

- minimise alcohol related crimes or disorder in public places.
- protect the public from nuisance.
- protect, promote and maintain public health and safety.

Waimakariri District has seven alcohol ban areas. Details regarding restricted areas and restricted time periods are shown in Table 1. Alcohol bans in Kaiapoi, Rangiora, Woodend and Oxford towns apply to selected public places, including town centres.

Table 1: Alcohol ban areas in Waimakariri District

Area	Days and Times
Ashley Gorge	7.00 pm 31 December to 3.00 am 1 January
Beach settlements	7.00 pm 31 December to 3.00 am 1 January
Kaiapoi Town	24 hours, 365 days a year
Rangiora Town	24 hours, 365 days a year
Woodend Town	24 hours, 365 days a year
Oxford Town	24 hours, 365 days a year

Murphy Park Reserve	24 hours, from 1 st April to 1 st September
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- 3.3. The current bylaw (Alcohol Control Bylaw 2018) was adopted in 2018 for a five-year term and was due for review by 1 October 2023. Under Section 160A of the LGA 2002, a bylaw that is not reviewed within the five-year time frame, if not earlier revoked by the local authority concerned, is operationally valid for another two years after the last date on which the bylaw should have been reviewed. This means that the Alcohol Control Bylaw 2018 is operationally valid until 30 September 2025.
- 3.4. The review of the Alcohol Control Bylaw 2018 was completed outside the five-year timeframe in 2024. If the Council intends to continue alcohol ban areas, the bylaw adopted after this review needs to be treated as a new bylaw and must be reviewed within five years from the date it is adopted.
- 3.5. The review of the Alcohol Control Bylaw 2018 was carried out in three steps as described below:

(i) Content review of the Alcohol Control Bylaw 2018: The purpose of this step was to assess the clarity and comprehensibility of the bylaw. It reduces the risk of unintentional violations due to misunderstandings and facilitates the bylaw enforcement process.

(ii) Analysis of alcohol-related crimes in public places data (2018-2024): It is mandatory to confirm that the Council meets the conditions specified under Section 147A(3) of the LGA 2002 before replacing an expiring bylaw with one that is to the same effect (or substantially the same effect) as the expiring bylaw. Accordingly, the Council must be satisfied that “a high level of crime or disorder (being crime or disorder caused or made worse by alcohol consumption in the area concerned) is likely to arise in the area to which the bylaw is intended to apply if the bylaw is not made.” The analysis of alcohol-related crime data aimed to achieve this requirement.

There are few options for Council staff to meet the aforementioned condition because the Council does not currently collect primary data (e.g., surveys on alcohol-related crimes or anti-social behaviour, alcohol-related litter records from contractors) to inform the alcohol control bylaw review. Consequently, staff review the following data to understand the prevalence of alcohol-related crimes or misbehaviour in public places in the district:

- Alcohol-related issue complaints received by the Council between 2018 and 2024.
- Alcohol harm in public places statistics received from New Zealand Police for the period of 2020 to June 2024.

It is important to note that the Council staff had no control over how the New Zealand Police data was collected and had no capacity to validate it. There is a possibility that the police data does not reflect the actual scenario related to alcohol harm in public places in Waimakariri because not all incidents are reported.

(iii) Stakeholder Consultation: This step involved collecting feedback from 17 stakeholders about the effectiveness of Alcohol Control Bylaw 2018 and areas for improvement. A summary of the stakeholder consultation is presented in Appendix 2, Section 155 Report.

4. ISSUES AND OPTIONS

- 4.1. The review results confirmed the incidence of alcohol-related crimes in Waimakariri's public places at varying degrees. The Alcohol Control Bylaw 2018 assists in mitigating these crimes, especially in alcohol ban areas. Overall, New Zealand Police recorded data shows an increasing trend of alcohol-related crimes in public places in the district from 2020 to 2024, in line with the growing population. Due to the confidentiality of New Zealand Police data, they were not included in this report. Please refer to Appendix 3 attached to the Section 155 Report for more details.
- 4.2. All stakeholders perceived that the Alcohol Control Bylaw 2018 is effective in regulating alcohol-related crimes in public places, promoting a safe and family-friendly environment while discouraging drinking behaviour. They also perceived that alcohol-related crimes in public places are likely to increase if the bylaw is revoked.
- 4.3. Staff identified two options available for the Council to regulate alcohol-related crimes in public places.

Option 1 - Let the current bylaw (Alcohol Control Bylaw 2018) lapse, do not adopt a new alcohol control bylaw, and rely on general laws and police powers.

If the current bylaw lapses, the Council will have to rely on general laws and police powers to regulate alcohol-related crimes in the district's public places. Currently, there are no general laws that directly prohibit alcohol consumption and possession in public places, implying that existing general laws related to alcohol are insufficient to address alcohol-related crimes specific to the district's community. This highlights the importance of having a more localised regulatory tool (bylaw) to fill the gaps that general laws do not fully cover. Given all these reasons, **Option 1 is not recommended.**

Option 2 - Revoke the Alcohol Control Bylaw 2018 and adopt a new alcohol control bylaw (Alcohol Control Bylaw 2025) with substantially the same effect as the expiring bylaw.

As explained under Option 1, it is not practical for the Council to rely solely on general law to control district-specific alcohol-related crimes in public places. Doing so would likely result in an increasing trend of these crimes, as indicated by New Zealand Police recorded crime statistics and perceived by all stakeholders consulted during the review. This suggests that the Council should continue to have an Alcohol Control Bylaw. **Therefore, Option 2 is the recommended option.**

Adoption of the Proposed Alcohol Control Bylaw 2025 will provide following benefits to the Council and the community:

- **Enhanced Regulatory Framework:** The bylaw offers a robust regulatory mechanism to manage the possession and consumption of alcohol in public spaces. This complements non-regulatory tools like educational initiatives and existing police powers, allowing for customized rules to address area-specific challenges related to alcohol consumption. New Zealand Police have the power to enforce alcohol control bylaw on behalf of the Council.

- **Promotion of Public Health and Safety:** By minimising alcohol-related crimes and disorder in public places, the bylaw significantly enhances public health and safety, fostering a safer community environment.
- **Environmental Protection and Cleanliness:** The bylaw contributes to the preservation of public spaces by reducing littering and anti-social behaviours such as vandalism and graffiti. This ensures cleaner and more welcoming public areas, benefiting both the environment and the community.

- 4.4. Desired objectives and outcomes of the Draft Alcohol Control Bylaw 2025 will be the same as those of the expiring Alcohol Control Bylaw 2018 (Table 2).

Table 2: Desired objectives and outcomes of Draft Alcohol Control Bylaw 2025

Objectives of the Draft Bylaw	Desired Outcomes
<ul style="list-style-type: none"> - Minimise alcohol related crimes or offensive behaviour in public places. - Protect the public from nuisance. - Protect, promote and maintain public health and safety. 	<ul style="list-style-type: none"> - Enhanced public safety and improved community well-being due to reduced incidents of anti-social or disruptive behaviour associated with alcohol consumption in public places. - Better perception of public places in Waimakariri. - Clean and family friendly environment (e.g., reduced vandalism, graffiti and littering). - Effective law enforcement.

- 4.5. The Draft Alcohol Control Bylaw 2025, proposed for the formal public consultation is considered the most appropriate form of the bylaw for to following reasons.

- **Legal Compliance:** The Draft Bylaw complies with all relevant legislation (e.g., LGA 2002, Local Government (Alcohol Ban Breaches) Regulation 2013).
- **The Draft Bylaw aligns with the Council's strategic priorities and community outcomes.**
- **Clarity and Understandability:** It provides clear and understandable information and guidance to the community and bylaw enforcement authorities.
- **Enforceability:** The Draft Bylaw covers all aspects that make it suitable for practical enforcement.
- **Participatory Approach:** Staff engaged with key stakeholders to receive their views before drafting the proposed bylaw. The Draft Bylaw, along with the Statement of Proposal and Section 155 report, will be made available for public consultation to gather views from the wider community before the Council adopts it.

- 4.6. The Draft Alcohol Control Bylaw 2025 places reasonable limits on people's rights and freedoms and does not give rise to any implications under the New Zealand Bill of Rights Act 1990.

- 4.7. Key dates of Alcohol Control Bylaw 2018 review:

Project milestone	Dates
Review of the bylaw	2024
Drafting Alcohol Control Bylaw 2025	December 2024
Council report to approve formal public consultation and appoint a hearing panel	March 2025
Formal Public Consultation	April-May 2025
Hearing	May 2025
Council report to adopt Alcohol Control Bylaw 2025	June/July 2025

5. **Implications for Community Wellbeing**

- 5.1 There are implications on community wellbeing by the issues and options that are the subject matter of this report. The bylaw enables the Council to designate alcohol ban areas in the district to regulate alcohol related crimes in public places. It helps minimise crimes or anti-social behaviour link with alcohol consumption, and ultimately to protect, promote and maintain public health and safety.
- 5.2 The Management Team has reviewed this report and supports the recommendations.

6. **COMMUNITY VIEWS**

6.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are likely to have an interest in the subject matter of this report. No feedback was received from Te Ngāi Tūāhuriri hapū when they were consulted during the stakeholder consultation. Formal public consultation will offer them a further opportunity to provide feedback on the Draft Alcohol Bylaw 2025 to provide suggestions for improvement.

6.2. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. Stakeholder consultation aimed to give these groups and organizations an opportunity to share their views with the staff before drafting the Alcohol Control Bylaw 2025. These groups will have an additional opportunity to provide feedback on the Draft Alcohol Control Bylaw 2025 during the formal consultation process.

6.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. This primarily involves residents and members of the general public who may have concerns regarding the restricted and prohibited activities outlined in the Draft Alcohol Control Bylaw 2025. Enforcing this bylaw plays a crucial role in regulating the use of public spaces, reducing disorderly behaviour, and fostering a safer environment for everyone.

OTHER IMPLICATIONS AND RISK MANAGEMENT

6.4. **Financial Implications**

There are no financial implications of the decisions sought by this report. All expenditures associated with this bylaw review are included within the Long-Term Plan budget. Bylaw and policy review costs are part of the operational budgets of the Strategy and Business Unit. Consultation and engagement costs are also budgeted for as part of the normal

operational expenditure within the Communications and Engagement Unit's operational budgets.

6.5. Sustainability and Climate Change Impacts

The recommendations in this report do have minor sustainability and/or climate change impacts. Implementing an alcohol control bylaw will result in a reduction in litter in public places, particularly disposable alcohol containers, thereby creating a cleaner environment.

6.6 Risk Management

There are not risks arising from the adoption/implementation of the recommendations in this report.

6.7 Health and Safety

There are not health and safety risks arising from the adoption/implementation of the recommendations in this report.

7. CONTEXT

7.1. Consistency with Policy

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. Authorising Legislation

Local Government Act 2002

Local Government (Alcohol Ban Breaches) Regulations 2013

Sale and Supply of Alcohol Act 2012

7.3. Consistency with Community Outcomes

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

7.4. Authorising Delegations

The District Planning and Regulation Committee is responsible for the administration of bylaws other than those clearly under the jurisdiction of another standing committee, but the full Council rather than this Committee has traditionally been involved in the preparation of the Alcohol Control Bylaws due to its significance to the district.

**STATEMENT OF PROPOSAL AND DRAFT ALCOHOL
CONTROL BYLAW 2025**

ALCOHOL CONTROL BYLAW 2018 REVIEW

**WAIMAKARIRI DISTRICT COUNCIL
MARCH 2025**

Statement of Proposal

1. Introduction

This Statement of Proposal (SOP) presents and explains the rationale behind the proposed Draft Alcohol Control Bylaw 2025 (Draft Bylaw). As explained in the Section 155 report, the bylaw is the most appropriate option for the Council to address alcohol-related crimes¹ in public places². A bylaw adopted after this review should be treated as a new bylaw and must be reviewed within five years from the adoption date (Section 160A, LGA 2002). This necessitates the Council to formally consult the public on the Draft Bylaw.

In accordance with Section 82A of the Local Government Act 2002 (LGA), it is mandatory to prepare an SOP if the Council engages in formal public consultation. This proposal is underpinned by a comprehensive analysis of alcohol related crimes in public places in Waimakariri, as well as all practical options available for the Council to regulate them in order to:

- minimise alcohol related crimes or offensive behaviour in public places.
- protect the public from nuisance.
- protect, promote, and maintain public health and safety.

This SOP first outlines the Council's proposal regarding its alcohol control bylaw, including the proposed changes and the rationale for them. Then, the Draft Bylaw is presented with the proposed changes.

The Council is dedicated to ensuring that the community is well-informed and involved in this decision-making process. This SOP, along with the Draft Alcohol Control Bylaw 2025, will be publicly available during the period of formal consultation. Once the Council approves the SOP, following details will be added before it is made publicly available, as required by Section 83(1)(b) of the Local Government Act 2002:

- A detailed description of how the interested persons can present their views to the Council on the Draft Bylaw.
- A statement of the period within which views on the proposal may be provided to the Council (1 month from the date the statement is issued).

¹ Alcohol related crime means:

(a) the harm caused by the excessive or inappropriate consumption of alcohol; and

(b) includes—

(i) any crime, damage, death, disorderly behaviour, or injury, directly or indirectly caused, or directly or indirectly contributed to in public places, by the excessive or inappropriate consumption of alcohol; and

(ii) any harm to society generally or the community, directly or indirectly caused, or directly or indirectly contributed to, by any crime, damage, death, disorderly behaviour, or injury of a kind described in subparagraph (i)

² Public place has the same meaning provided in section 147 of the Local Government Act 2002, that is:

(a) a place that is open to or is being used by the public, whether free or on payment of a charge, and whether any owner or occupier of the place is lawfully entitled to exclude or eject any person from it; but

(b) does not include licensed premises.

For the avoidance of doubt this definition includes, but is not limited to, roads, footpaths, berms, parks, beaches and riverbanks.

2. Our Proposal

Waimakariri District Council proposes to revoke the Alcohol Control Bylaw 2018 and replace it with the new Alcohol Control Bylaw 2025, which has substantially the same effect as the expiring bylaw. The changes made in the Draft Bylaw and the rationale for these changes are presented in detail in Table 1.

Table 1: Changes proposed for the Waimakariri District Council Alcohol Control Bylaw

Pertinent clause in the Alcohol Control Bylaw 2018	Proposed change	Pertinent clause in the Draft Alcohol Control Bylaw 2025	Bylaw-making powers	Rationale for the change	Type of change (Minor³ or Significant)
Table of contents	Add a table of contents to the Draft Bylaw.	Table of contents	Section 147, LGA 2002	To enhance the readability and facilitate easy reference.	Minor
1. General	Replace '1. General' with '1. Introduction'.	1. Introduction	Section 147, LGA 2002	To enhance the readability and facilitate the numbering of bylaw clauses.	Minor
1.1 Introduction	Reword clause 1.1.1	1.1, 1. Introduction	Section 147, LGA 2002	To enhance the readability.	Minor
1.1 Introduction	Replace clause 1.1.2 with "The initial resolution adopting a statement of proposal for this Bylaw was passed by the Waimakariri District Council at an ordinary meeting of the Council held on [date] and, following consideration of submissions received during the special consultative procedure, this Bylaw was made by a resolution at a	1.2, 1. Introduction	Section 147, LGA 2002	To increase the clarity and understanding of the bylaw making process.	Minor

³ According to Section 156 of the LGA 2002, minor changes are adjustments or corrections made to a bylaw that do not impact the existing rights, interests, titles, immunities, duties, status, or capacity of any person to whom the bylaw applies.

	subsequent meeting of the Council on [date]”.				
1.1 Introduction	Change the order of clauses 1.2 and 1.3.	1. Introduction	Section 147, LGA 2002	To enhance the flow and readability.	Minor
1.1 Introduction	<p>Delete 1.1.4 (‘The purpose of this Bylaw is to enhance safety and public enjoyment of public places by providing for alcohol controls in restricted public places, and for restricted periods and events’).</p> <p>Include a new clause as ‘1.4 This bylaw applies to selected public places in Waimakariri District as specified in the section 5”.</p>	1. Introduction	Section 147, LGA 2002	<p>This statement repeats the purpose of the bylaw.</p> <p>To explain the areas in which the bylaw applies.</p>	<p>Minor</p> <p>Minor</p>
1.2 Objectives	Replace ‘1.2 Objective’ with ‘2 Purpose of the Bylaw’.	2. Purpose of the Bylaw	Section 147 (2), LGA 2002	To increase the clarity and understanding of the bylaw’s purpose and to ensure it reflects Section 147 (2) of LGA 2002.	Minor
1.2 Objectives	Reword the content previously included under 1.2 to explain the purpose of the bylaw and goals it aims to achieve.	2. Purpose of the Bylaw	Section 147 (2), LGA 2002	To increase the clarity and avoid repetitions.	Minor

1.3 Definitions	Add the definition of ' Alcohol ' as per Section 5 of the Sale and Supply of Alcohol Act 2012.	3. Definitions	Section 147, LGA 2002	To enhance the clarity and facilitate understanding without referring to other documents/Acts.	Minor
1.3 Definitions	Add the definition of ' Alcohol related crimes in public places '	3. Definitions	Section 147, LGA 2002	To enhance the clarity and facilitate understanding.	Minor
1.3 Definitions	Add the definition of ' Licensed premises ' as per Section 5(1) of the Sale and Supply of Alcohol Act 2012	3. Definitions	Section 147, LGA 2002	For easy reference.	Minor
1.3 Definitions	Add the definition of ' Public notice ' as per Section 5 of the Local Government Act 2002.	3. Definitions	Section 147, LGA 2002	For easy reference.	Minor
New Section	Add clause 4 to list legislations and other Council documents relevant to the alcohol control bylaw. (4. Relevant Legislations and Council Documents)	4.Relevant Legislations and Council Documents	Section 147, LGA 2002	To enhance understandability and facilitate future bylaw review processes.	Minor
2 Designated alcohol bans	Add a new clause to provide clarity about the alcohol ban areas in Kaiapoi, Rangiora, Woodend and Oxford towns. The new clause should read as follows: 5.2 Alcohol bans in Kaiapoi, Rangiora, Woodend	5.Designated Alcohol Bans	Section 147, LGA 2002	To enhance the clarity and understanding of alcohol ban areas.	Minor

	and Oxford towns apply to selected public places, including town centres.				
5 Offences and Penalties	Include a new clause: '11.2 As specified in Section 4 of the Local Government (Alcohol Ban Breaches) Regulation 2013, the infringement fee for breaching an alcohol ban is \$250'.	11. Offences and Penalties	Section 239A, LGA 2002 Local Government (Alcohol Ban Breaches) Regulation 2013	To provide clear information about the infringement fees associated with breaching alcohol bans.	Minor
7 Powers of New Zealand Police	Reword this as '12 Enforcement Powers of New Zealand Police'	12. Enforcement Powers of New Zealand Police	Section 169, LGA 2002	To increase understandability.	Minor
7 Powers of New Zealand Police	Include a new clause: '12.1 Under Section 169 of the LGA 2002, New Zealand police have the power to enforce this bylaw on behalf of the Council'.	12. Enforcement Powers of New Zealand Police	Section 169, LGA 2002	To provide clarity on who enforces the alcohol control bylaw.	Minor
9 Vehicles	Reword as '9 Alcohol Consumption and Possession in Vehicles in Public Places'	9. Alcohol Consumption and Possession in Vehicles in Public Places	Section 147, LGA 2002	To increase understandability.	Minor

10 Review of Bylaw	Include a second statement explaining what happens if the bylaw is not reviewed within the specified timeframe: "15.2 This Bylaw can be reviewed at any other time before that date at the discretion of the Council. If this bylaw is not reviewed before [date month 2030], it will automatically revoke by [date month 2032]".	15. Review of Bylaw	Section 158, LGA 2002 and Section 160A LGA 2002	To provide clarity on the next bylaw review.	Minor
Schedule 1, Kaiapoi Town	Add Scott Rose Garden under the Kaiapoi Town alcohol ban area description.	Schedule 1	Section 147, LGA 2002	Scott Rose Garden is an alcohol ban area. It was not included in the Schedule 1 of the Alcohol Control Bylaw 2018.	Minor
Numbering of Bylaw Clauses	Change the numbering of the entire bylaw.		LGA 2002 Section 147	This is required as some clauses were deleted and a few clauses were added.	Minor

DRAFT WAIMAKARIRI DISTRICT ALCOHOL CONTROL BYLAW 2025

This Alcohol Control Bylaw 2025
was adopted at a Council meeting held on
[Date Month 2025]

Chief Executive

Governance Manager

[Month 2025]

WAIMAKARIRI DISTRICT COUNCIL

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Draft Waimakariri District Alcohol Control Bylaw 2025

1. Introduction

- 1.1 This Bylaw is the Waimakariri District Alcohol Control Bylaw 2025.
- 1.2 The initial resolution adopting a statement of proposal for this Bylaw was passed by the Waimakariri District Council at an ordinary meeting of the Council held on [date] and, following consideration of submissions received during the special consultative procedure, this Bylaw was made by a resolution at a subsequent meeting of the Council on [date].
- 1.3 This Bylaw comes into force on [Date Month 2025].
- 1.4 This bylaw applies to selected public places in the Waimakariri District as specified in the Section 5.
- 1.5 Before making this Bylaw, Council was satisfied that those matters listed in section 147A(3) of the Local Government Act 2002 apply.

2. Purpose of the Bylaw

The purpose of the Bylaw is to prohibit, control or regulate:

- the consumption of alcohol in public places
- the bringing of alcohol into public places
- the possession of alcohol in public places

for restricted periods and events. These regulations aim to:

- (a) minimise alcohol related crimes or disorder in public places.
- (b) protect the public from nuisance.
- (c) protect, promote and maintain public health and safety.

3. Definitions

For the purposes of this Bylaw the following definitions shall apply:

Alcohol has the meaning given by section 5(1) of the Sale and Supply of Alcohol Act 2012 that is:

alcohol means a substance—

(a) that—

is or contains a fermented, distilled, or spirituous liquor; and
at 20°C is found on analysis to contain 1.15% or more ethanol by volume; or

(b) that—

(i) is a frozen liquid, or a mixture of a frozen liquid and another substance or substances;

and

(ii) is alcohol (within the meaning of paragraph (a)) when completely thawed to 20°C; or

(c) that, whatever its form, is found on analysis to contain 1.15% or more ethanol by weight in a form that can be assimilated by people

Alcohol ban means those restrictions outlined at clause 5.1 of this Bylaw, and as may be amended by clause 6 and 7 of this Bylaw, which specify those public places and time periods whereby the consumption and possession of alcohol is restricted or banned, as well as those restrictions which may be imposed by Council in accordance with clause 8.1 of this Bylaw.

Alcohol-related crimes or disorder public places has a similar meaning to alcohol related harm, which is defined in the Section 5 of Sale and Supply of Alcohol Act 2012.

Alcohol related crime or disorder means:

(a) the harm caused by the excessive or inappropriate consumption of alcohol; and

(b) includes—

(i) any crime, damage, death, disorderly behaviour, or injury, directly or indirectly caused, or directly or indirectly contributed to in public places, by the excessive or inappropriate consumption of alcohol; and

(ii) any harm to society generally or the community, directly or indirectly caused, or directly or indirectly contributed to, by any crime, damage, death, disorderly behaviour, or injury of a kind described in subparagraph (i)

Council means the Waimakariri District Council.

Licensed premises has the meaning given by the section 5(1) of the Sale and Supply of Alcohol Act 2012.

Licence premises means any premises for which a licence is held.

Public notice has the meaning given in section 5 of the Local Government Act 2002. A notice given by the Council that:

(a) is made publicly available, until any opportunity for review or appeal in relation to the matter notified has lapsed, on the local authority's Internet site; and

(b) is published in at least—

(i) 1 daily newspaper circulating in the region or district of the local authority; or

(ii) 1 or more other newspapers that have a combined circulation in that region or district at least equivalent to that of a daily newspaper circulating in that region or district

Public place has the same meaning provided in section 147 of the Local Government Act 2002, that is:

a) a place that is open to or is being used by the public, whether free or on

payment of a charge, and whether any owner or occupier of the place is lawfully entitled to exclude or eject any person from it; but

b) does not include licensed premises.

For the avoidance of doubt this definition includes, but is not limited to, roads, footpaths, berms, parks, beaches and riverbanks.

Restricted public place is a public place Specified in this Bylaw at clause 5.1, and as may be amended by Council in accordance with clause 6 and 7 of this Bylaw, or in a Council resolution passed in accordance with clause 8 of this Bylaw, and in respect of which an alcohol ban is imposed.

Restricted period is a time period designated in this Bylaw at clause 5.1, and as may be amended by Council in accordance with clause 6 and 7 of this Bylaw, or in a Council resolution passed in accordance with clause 8 of this Bylaw, and in respect of which an alcohol ban is imposed.

Time period is a period of time, which may include days and specific dates and/or times of the day.

Ashley Gorge is as described in Schedule 1 of this Bylaw and outlined in the accompanying map of the area.

Beach Settlements is as described in Schedule 1 of this Bylaw and outlined in the accompanying map of the area.

Kaiapoi town is as described in Schedule 1 of this Bylaw and outlined in the accompanying map of the area.

Rangiora town is as described in Schedule 1 of this Bylaw and outlined in the accompanying map of the area.

Woodend town is as described in Schedule 1 of this Bylaw and outlined in the accompanying map of the area.

Oxford is as described in Schedule 1 of this Bylaw and outlined in the accompanying map of the area.

Murphy Park Reserve is as described in Schedule 1 of this Bylaw and outlined in the accompanying map of the area.

4. Relevant Legislations and Council Documents

Legislations:

- Local Government Act 2002
- Sale and Supply of Alcohol Act 2012

- Local Government (Alcohol Ban Breaches) Regulations 2013

Waimakariri District Council Bylaws

- Signage Bylaw

Other Council Documents:

- Signage Bylaw
- Community Outcomes
- Strategic Priorities

5. Designated Alcohol Bans

- 5.1 Alcohol bans specified in this Bylaw: No person shall possess or consume in, or bring alcohol into, the restricted public places and during the restricted time periods, as follows:

Area	Days and times
Ashley Gorge	7.00 pm 31 December to 3.00 am 1 January
Beach settlements	7.00 pm 31 December to 3.00 am 1 January
Kaiapoi town	24 hours, 365 days a year
Rangiora town	24 hours, 365 days a year
Woodend town	24 hours, 365 days a year
Oxford town	24 hours, 365 days a year
Murphy Park Reserve	1 hours, from 1 st April to 1 st September

- 5.2 Alcohol bans in Kaiapoi, Rangiora, Woodend and Oxford towns apply to selected public places, including town centres.

6. Murphy Park Reserve Specified Periods

- 6.1 Council may amend, alter or remove the specified period in relation to the Murphy Park Reserve by resolution in accordance with sections 147B and 151 of the Local Government Act, and in consideration of the dates of the current year's Rugby and Rugby League season.
- 6.2 Any resolution made in accordance with clause 6.1 above will be publicly notified.

7. Amendment to Bylaw

- 7.1 Council may remove, add to, or alter any of the listed restricted public places and may amend the restricted periods outlined at clause 5.1 of this Bylaw in accordance with section 156 of the Local Government Act 2002.

8. Designation of Specified Events and Periods

- 8.1 In addition to those restrictions imposed in clause 5.1 of this Bylaw, Council may, by resolution in accordance with sections 147B and 151 of the Local Government Act 2002, restrict the bringing, consumption and possession of alcohol:
- in a public place and during a time period; and
 - for a public event, function or gathering in a public place.
- 8.2 Any resolution made in accordance with clause 8.1 of this Bylaw, will be notified by public notice.

9. Alcohol Consumption and Possession in Vehicles in Public Places

- 9.1 No person may consume or possess alcohol in any vehicle while in any restricted public place and during any restricted time period as designated under clause 5.1 of this Bylaw or by resolution under clause 8.1 of this Bylaw, save for those exceptions outlined at clause 10 of this Bylaw.

10. Exceptions

- 10.1 This Bylaw does not prohibit, regulate or control, in the case of alcohol in an unopened bottle or other unopened container:
- (a) the transport of the alcohol from licensed premises next to a public place, if -
 - (i) it was lawfully bought on those premises for consumption off those premises; and
 - (ii) it is promptly removed from the public place; or
 - (b) the transport of the alcohol from outside a public place for delivery to licensed premises next to the public place; or
 - (c) the transport of the alcohol from outside a public place to premises next to a public place by, or for delivery to, a resident of the premises or his or her bona fide visitors; or
 - (d) the transport of the alcohol from premises next to a public place to a place outside the public place if -
 - (i) the transport is undertaken by a resident of those premises; and
 - (ii) the alcohol is promptly removed from the public place.
- 10.2 This Bylaw does not apply to those registered campsites at the Beach Settlements and those registered camp sites at Ashley Gorge.

11. Offences and Penalties

- 11.1 A person who commits a breach of this Bylaw commits an infringement offence under section 239A of the Local Government Act 2002 and may be liable for an infringement fee.
- 11.2 As specified in Section 4 of the Local Government (Alcohol Ban Breaches) Regulation 2013 the infringement fee for breaching an alcohol ban is \$250.

12. Enforcement Powers of New Zealand Police

- 12.1 Under the section 169 of the LGA 2002, New Zealand police have the power to enforce this bylaw on behalf of the Council.
- 12.2 In accordance with section 169 of the LGA 2002, a constable of the New Zealand Police may, without warrant, for the purpose of ascertaining whether alcohol is present, search a container in the possession of a person who is in, or entering a restricted public place and during a restricted period, or a vehicle that is in, or entering, a restricted public place and during a restricted period.
- 12.3 A constable may without warrant also:
 - 12.3.1 Seize and remove any alcohol, and its container, that is in breach of an alcohol ban;
 - 12.3.2 Arrest any person whom the constable finds committing an offence under this Bylaw;
 - 12.3.3 Arrest any person who has refused to comply with a request by a constable -
 - (i) To leave a restricted public place;
 - (ii) To surrender to a constable any alcohol that, in breach of an alcohol ban, is in the person's possession.
- 12.4 Before exercising such power outlined at clauses 12.2 and 12.3 of this Bylaw, the member of the New Zealand Police must -
 - a) inform the person in possession of the container or the vehicle, as the case may be, that he or she has the opportunity of removing the container or the vehicle from the restricted public place;
 - b) provide the person with a reasonable opportunity to remove the container or the vehicle as the case may be, from the restricted public place.

13. Signage

- 13.1 Where reasonable, signage will be erected within the restricted public places to provide information to the public on the alcohol bans.

- 13.2 To avoid any doubt, the absence of any signage in a restricted public place does not authorize breach of this Bylaw.

14. Revocation

The Waimakariri District Alcohol Control Bylaw 2018 is revoked.

15. Review of Bylaw

- 15.1 This Bylaw shall be reviewed by 1 October 2030.
- 15.2 This Bylaw can be reviewed at any other time before that date at the discretion of the Council. If this bylaw is not reviewed before month 2030, it will automatically revoke by [Month 2032].

Schedule 1: Alcohol Ban Areas and Maps

ASHLEY GORGE means the public area known as the Ashley Gorge Reserve including the picnic area and camping ground from its entrance on Ashley Gorge Road and including the banks and waterways of the Ashley River/Rakahuri which adjoins the picnic area and including all roadways within the Reserve but excludes camp sites and such buildings as may be designated by the camping ground caretaker. Please refer Map 1.

BEACH SETTLEMENTS means the public areas (parks, reserves, etc) plantations, beaches, lagoons and roadways bounded by the Waimakariri River in the south, the Ashley River/Rakahuri in the north, the low water mark on all the beach frontage between those points and east from the intersection of Waikuku Beach Road with Kings Avenue and Preeces Road, Waikuku, extending in a straight line to the corner of Woodend Beach Road where it intersects with Stalkers Road, Woodend Beach, and intersections of Beach Road, Featherstone Avenue and Dunns Avenue at Pines Kairaki and continuing in a straight line from there to the Waimakariri River.

The ban applies to all roadways within the motor camps of Waikuku, Woodend Beach and Pines Kairaki, but excludes the registered campsites

KAIAPOI TOWN means Kaiapoi town centre from the intersection of Courtenay Drive and Williams St., north to the intersection of Williams St and Sewell St. Charles St river bank from the Mandeville Bridge east to Jones St., including Trousselot Park Reserve, Scott Rose Garden, Morgan Williams Reserve, Tom Ayers Reserve and that part of Corcoran Reserve that contains the skateboard park. Raven Quay from Black St east including the Kaiapoi Memorial Reserve and across Williams St. to the east end of the Cure Boating Club. Black St from Raven Quay to Hilton St. The public car park between Raven Quay and Hilton St east of Williams St.

Ohoka Rd from Williams St east to Stone St. Stone St. Courtenay Drive from Williams St to Kaikanui St. Kaikanui St. Carew St from Williams St to Hills St.

OXFORD means Main St from High St to Mill Rd. High St from Main St to Church St. Transport Lane. Church St. Bay Rd from Church St to Main St. Dohrmans Rd. Showgate Drive. Meyer Place. Pearson Park. Oxford Pool car park. Oxford Town Hall car park. Oxford Pavilion, Oxford Jaycee Hall, and Oxford Museum carparks. Oxford Service Centre car park. Burnett St Reserve. Reids Lane Reserve. Thornton Estate Reserve. Rimu Place Reserve. Matai Place Reserve. Oxford Skate Park. Meyer Place Gardens, Barracks Road Reserve, West Oxford Reserve and Oxford Cemetery Reserve.

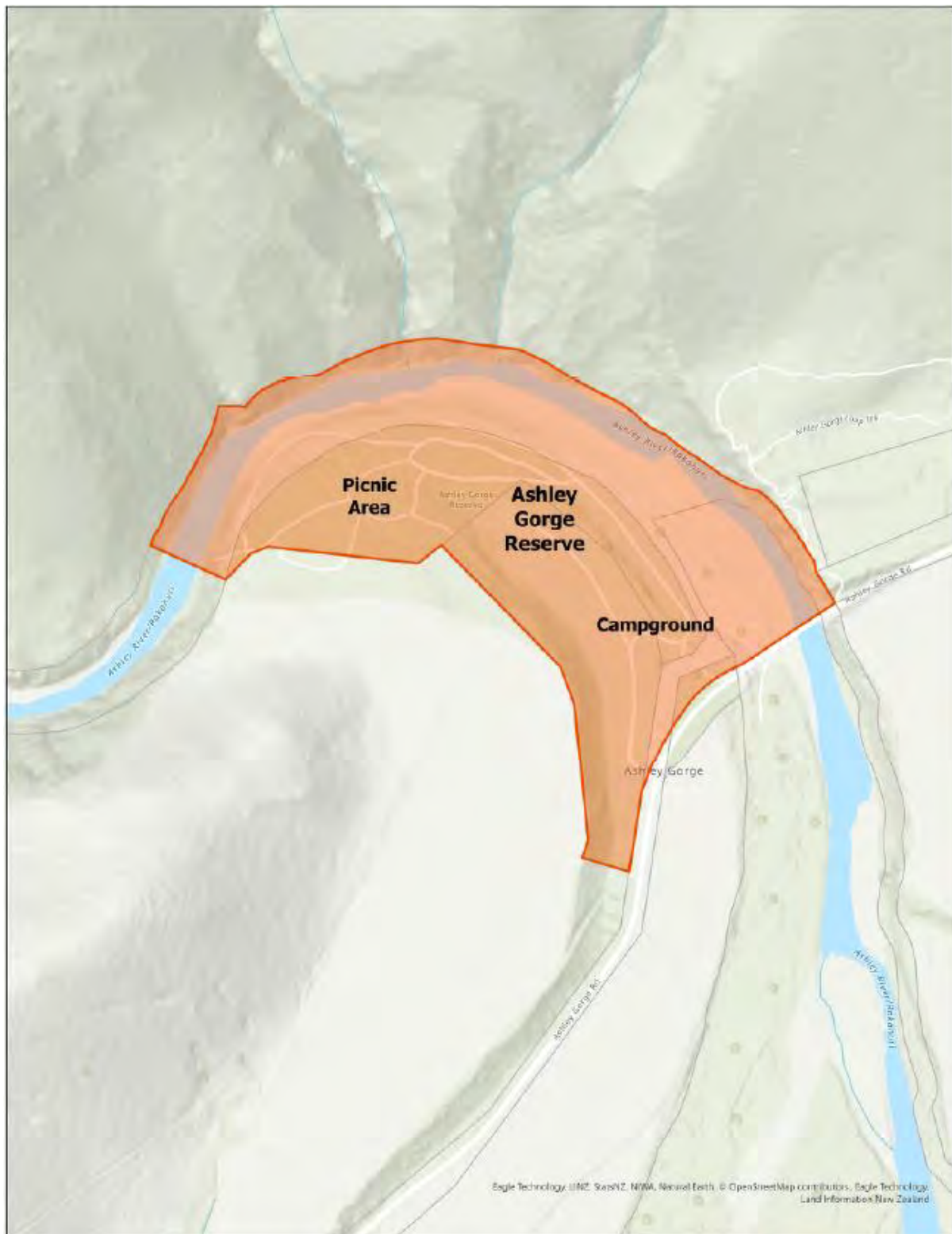
RANGIORA TOWN means Rangiora town centre from the intersection of High Street and Church Street east to the railway line, Ivory Street from High Street to Cone Street, Cone Street Alfred Street from Ivory Street to Percival Street, Victoria Street from Queen to High Street, Percival Street from Queen Street to High Street, King Street from Queen Street to Blackett Street, Church Street from Dudley Pool to High School, the car parking area behind the library and Rangiora Service Centre, Durham Street from High Street to Blackett Street, Blake Street, the Blake Street public car park. Good Street to Blackett Street to High Street, the service lane behind New World supermarket and the public carpark to the east of New World, Ashley Street from High Street to Blackett Street, Blackett Street from Ashley Street to Durham Street, Burt Street, Albert Street from High Street to Burt Street. Allen Reserve, Ashley Picnic Area, Ashgoove Park, Ballarat Reserve, Bells Siding, Bridget Lane Reserve, Bush St Reserve, Chelsea Court Reserve, Dudley Park, Elephant Park, Elm St Reserve, Good St Reserve, Green St Walkway, Grove Place Reserve, Hazeldean Reserve, Janelle Place Reserve, Kowhai Ave Reserve, Kippenberger War Memorial Reserve, Lilybrook Reserve, Manchester Place Reserve, Maria Andrews Park,

Matawai Park, Neil Aitken Reserve, Newnham St Reserve, Northbrook Wetlands Reserve, Oak Tree Reserve, Oxford Line Reserve, Parkhouse Reserve, Rangiora Recreation Ground, Regent Park, Rickton Place Reserve, River Rd Reserve, Southbrook Park, Town Hall Reserve, Town Hall car park, Victoria Park, Ward Park.

WOODEND TOWN means Main North Rd from the junction with Te Pouapatuki Rd north to Chinnerys Rd. Rangiora Woodend Rd from the Main North Rd to School Rd. School Rd. Owen Stalker Park and the Recreation Ground. The Community Centre grounds. Grange View Reserve.

MURPHY PARK RESERVE means the area of reserve bounded to the north by the Kaiapoi River and west by Raven Quay and up to but not including the area southeast of the reserve that contains the Kaiapoi Croquet Club and the Kaiapoi Boat Club Reserve.

Ashley Gorge Alcohol Ban Area



Alcohol Ban Areas: : Ashley Gorge

Date: 7/01/2025

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Original Size: A3



Beach Settlements Alcohol Ban Area



Alcohol Ban Areas: : Beach Settlements

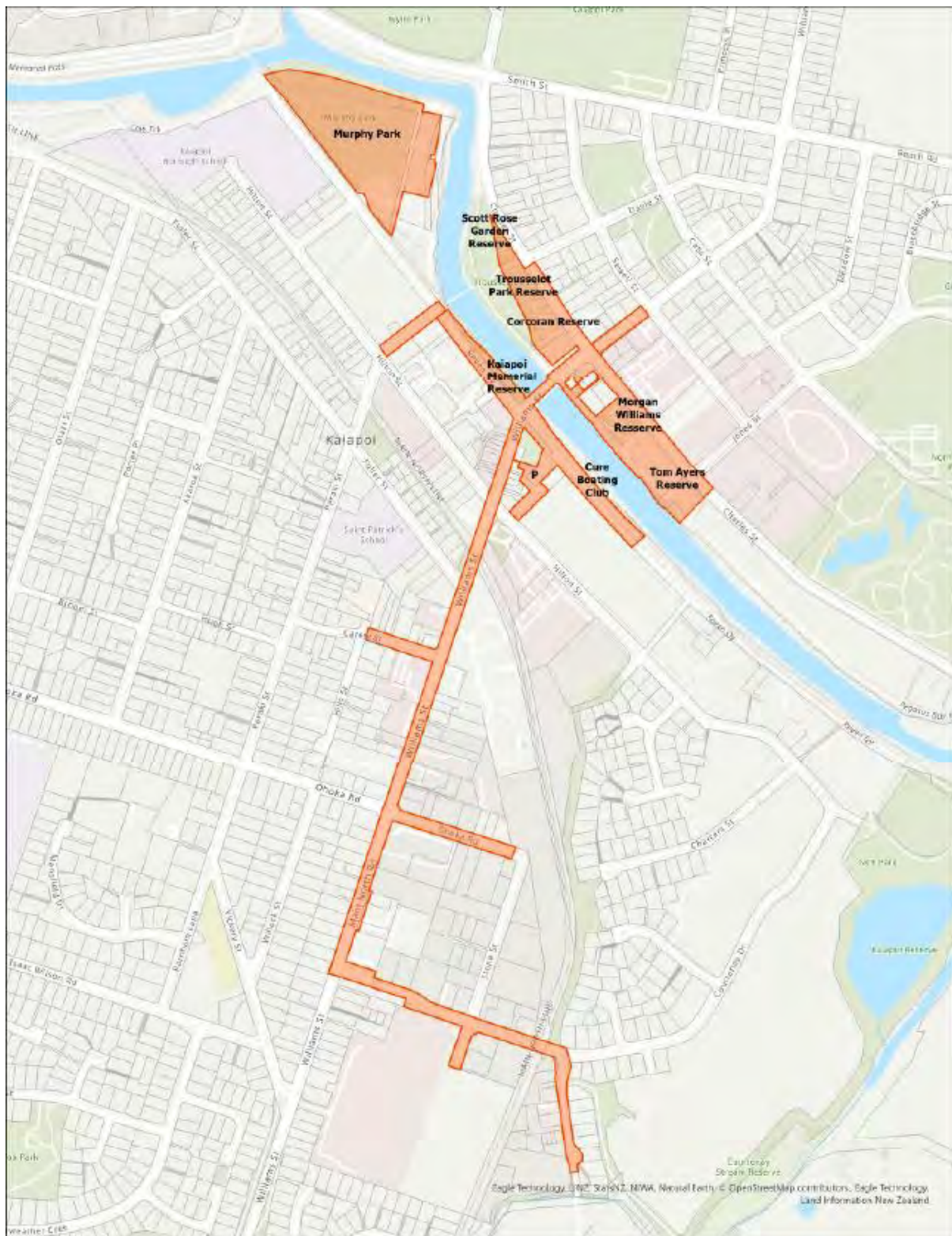
Date: 7/01/2025

Original Size: A3



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Kaipoi Alcohol Ban Area



Alcohol Ban Areas: : Kaipoi

Date: 9/01/2025

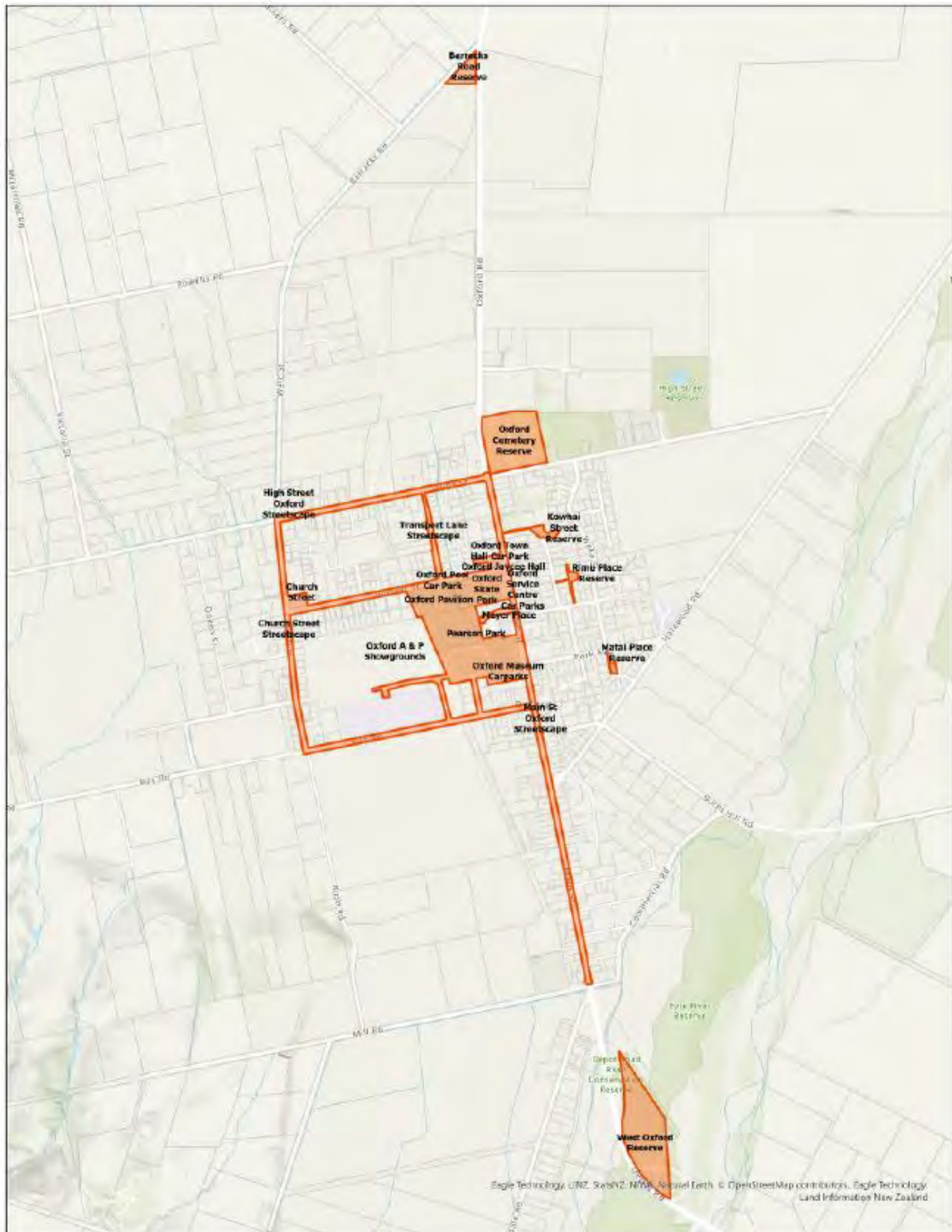
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Oxford Alcohol Ban Area



Alcohol Ban Areas: : Oxford

Date: 7/01/2025

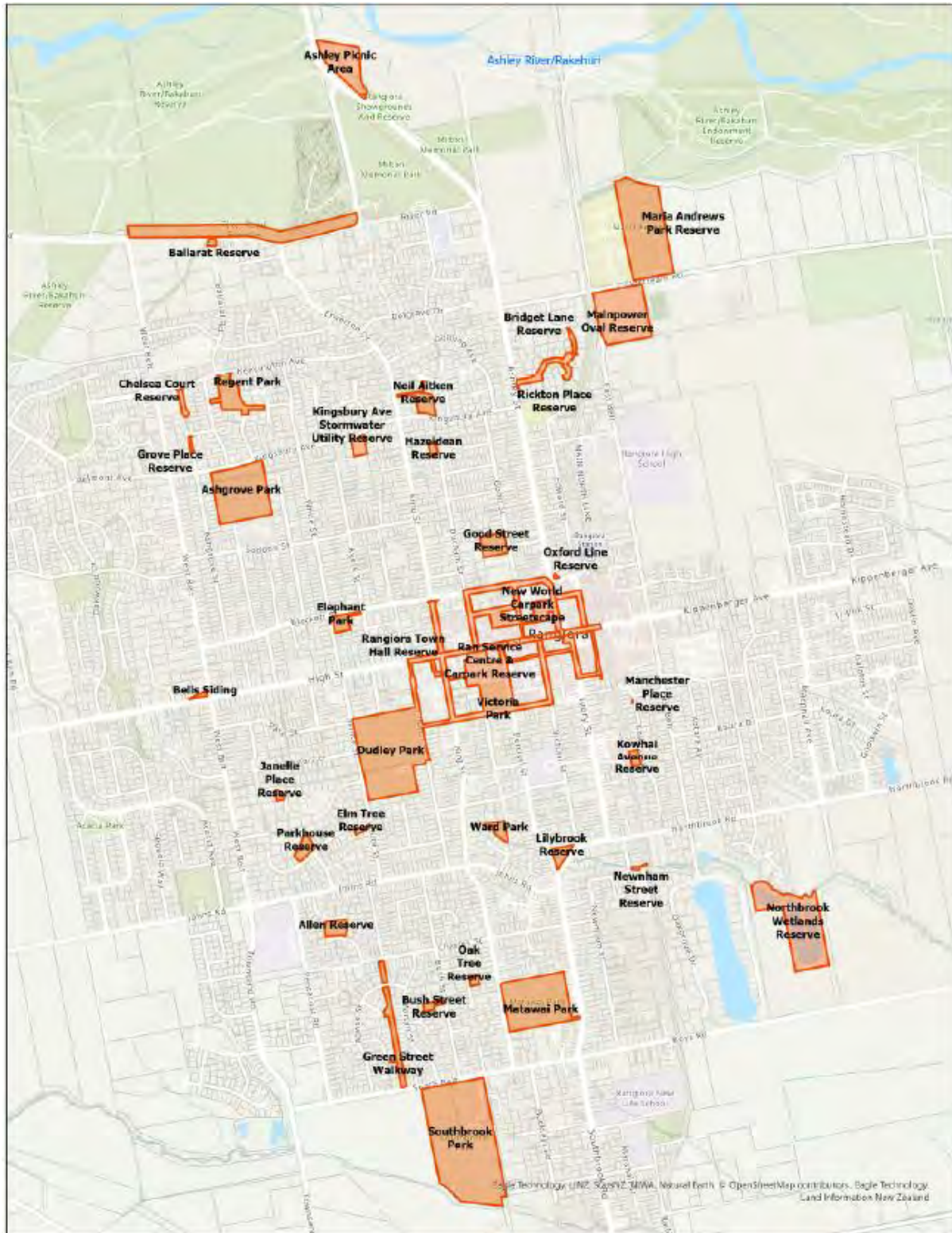
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Original Size: A3



Rangiora Alcohol Ban Area



Alcohol Ban Areas: : Rangiora

Date: 17/12/2024

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Original Size: A3



Murphy Park Alcohol Ban Area



Alcohol Ban Areas: : Murphy Park

Date: 16/12/2024

Original Size: A3



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SECTION 155 REPORT
ALCOHOL CONTROL BYLAW 2018 REVIEW

WAIMAKARIRI DISTRICT COUNCIL
MARCH 2025

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SECTION 155 REPORT

1. General Introduction

An alcohol control bylaw is a localised regulatory tool that enables the territorial authorities to address alcohol related crimes in public places¹. According to the Section 5 of Sale and Supply of Alcohol Act 2012, alcohol related crimes can be defined as the harm caused by the excessive or inappropriate consumption of alcohol, and it includes:

- (i) any crime, damage, death, disorderly behaviour, or injury, directly or indirectly caused, or directly or indirectly contributed to in public places, by the excessive or inappropriate consumption of alcohol; and
- (ii) any harm to society generally or the community, directly or indirectly caused, or directly or indirectly contributed to, by any crime, damage, death, disorderly behaviour, or injury of a kind described in subparagraph (i).

The alcohol control bylaw allows the Council to prohibit or regulate:

- the consumption of alcohol in public places
- the bringing of alcohol into public places and
- the possession of alcohol in public places

These regulations can apply either generally or for one or more specified periods in order to:

- (a) minimise alcohol related crimes in public places.
- (b) protect the public from nuisance.
- (c) protect, promote and maintain public health and safety.

The purpose of the alcohol control bylaw aligns with the Council's strategic priority to enhance community wellbeing, safety, inclusivity and connectedness.

Waimakariri District Council (Council) implemented its first Liquor Ban Bylaw in 2003 at the request of the New Zealand Police due to a considerable level of alcohol-related crimes in public places in Kaiapoi, Rangiora, Ashley Gorge, and Beach Settlements (Pines Kairaki, Woodend Beach, Waikuku Beach). Subsequently, the Council's Liquor Ban Bylaw underwent two reviews in 2007 and 2017. The current bylaw (Alcohol Control Bylaw 2018) was adopted on 4 September 2018 and came into force on 1 October 2018. The continuation of this bylaw up to the present has been supported by both the New Zealand Police and the community, as they perceive that the Alcohol Control Bylaw 2018 contributes to regulating alcohol-related crimes in public places. Details about the historical background of the Council's alcohol control bylaw are presented in Appendix 1.

¹ Public place has the same meaning provided in section 147 of the Local Government Act 2002, that is:

(a) a place that is open to or is being used by the public, whether free or on payment of a charge, and whether any owner or occupier of the place is lawfully entitled to exclude or eject any person from it; but

(b) does not include licensed premises.

For the avoidance of doubt this definition includes, but is not limited to, roads, footpaths, berms, parks, beaches and riverbanks.

At present, Waimakariri District has seven alcohol ban areas. Details regarding restricted areas and restricted time periods are shown in Table 1. Alcohol bans in Kaiapoi, Rangiora, Woodend and Oxford towns apply to selected public places, including town centres.

Table 1: Alcohol ban areas in Waimakariri District

Area	Days and Times
Ashley Gorge	7.00 pm 31 December to 3.00 am 1 January
Beach settlements	7.00 pm 31 December to 3.00 am 1 January
Kaiapoi Town	24 hours, 365 days a year
Rangiora Town	24 hours, 365 days a year
Woodend Town	24 hours, 365 days a year
Oxford Town	24 hours, 365 days a year
Murphy Park Reserve	24 hours, from 1 st April to 1 st September

As the Alcohol Control Bylaw 2018 was adopted for a five-year period from 2018 to 2023, its statutory review was due by 1 October 2023. Section 160A of the Local Government Act 2002 (LGA) explains that a bylaw that is not reviewed within the five-year timeframe, if not earlier revoked by the local authority concerned, is revoked on the date that is two years after the last date on which the bylaw should have been reviewed. This means that the current bylaw is operationally valid until 30 September 2025. As this review was completed outside the five-year timeframe in 2024, a bylaw adopted after this review needs to be treated as a new bylaw and must be reviewed within five years from the date it is adopted.

The purpose of this report is to describe how the Council evaluated the effectiveness of the Alcohol Control Bylaw 2018, analysed the trend and current scenario of alcohol-related crimes in the district in order to decide on the most appropriate way of regulating alcohol-related crimes in public places. This report first presents the legislative and administrative framework of the alcohol control bylaw in general, and then describes whether the bylaw is appropriate to address alcohol related crimes in public places in Waimakariri (Section 155 Report).

2. Legislative and Administrative Framework of the Alcohol Control Bylaw

- **Authority and powers to make bylaws:** Section 147 of the LGA 2002 provides territorial authorities with the power to make bylaws to control crimes or anti-social behaviour associated with alcohol consumption in public places. (Note: Prior to the LGA 2002, Section 709C of the LGA 1974 provided local authorities with the power to prohibit liquor in public places.)
- **Replacing expiring bylaws:** As specified under Section 147A of LGA 2002, when a territorial authority intends to replace an expiring bylaw with one that is to the same effect (or to substantially the same effect) as the expiring bylaw, it must be satisfied that:
 - (a) the bylaw can be justified as a reasonable limitation on people's rights and freedoms; and

(b) a high level of crime or disorder (being crime or disorder caused or made worse by alcohol consumption in the area concerned) is likely to arise in the area to which the bylaw is intended to apply if the bylaw is not made; and

(c) the bylaw is appropriate and proportionate in the light of that likely crime or disorder.

- **Signage requirements:** Section 147C of the LGA 2002 requires territorial authorities to erect and maintain signs indicating the existence or boundaries of areas within their district where alcohol control bylaws apply.
- **Consultation requirements:** Special consultation requirements for making, amending, or revoking bylaws, as described in Section 156 of the LGA 2002, are similarly applicable to the alcohol control bylaw.
- **Enforcement authority and infringement penalty:** New Zealand Police have the authority to enforce alcohol control bylaws. Section 169 of the LGA 2002 grants police constables the authority to arrest, search, and seize in relation to alcohol bans. Breaching an alcohol ban is an infringement offense. Section 4 of the Local Government (Alcohol Prohibition Breaches) Regulation 2013 specifies that the infringement fine for such a violation is \$250.
- **Administrative responsibilities:** The Strategy and Business Unit (SBU) and Environmental Services Unit (ESU) handle different aspects of the Alcohol Control Bylaw administration process. The SBU is responsible for reviewing the bylaw. The ESU operates the bylaw and provides advisory services during the review, as they are directly involved in alcohol-related regulatory services offered by the Council.

3. Section 155 Report

3.1 Introduction to Section 155 Report

Section 155 of the LGA 2002 mandates that territorial authorities carefully evaluate the necessity and suitability of a bylaw before developing it. The objective of this Section 155 report is to ascertain if an alcohol control bylaw is the most appropriate way to tackle alcohol-related crimes in public places in Waimakariri. This determination is based on evidence and an analysis of the pros and cons of all available options for the Council to address the issue. After determining the appropriateness of the bylaw, the report outlines:

- why the Council believes the proposed bylaw is the most appropriate form of the bylaw; and
- whether it has any potential implications under the New Zealand Bill of Rights Act 1990.

3.2 Research and Engagement Methodology Informed the Review

The review of the Alcohol Control Bylaw 2018 involved three key steps to meet the requirements of the Section 155 report. These steps are:

- (i) **Content review of the Alcohol Control Bylaw 2018:** The purpose of this step was to assess clarity and comprehensibility of the bylaw. This helps

the community understand what is expected of them by the bylaw and reduces the risk of unintentional violations due to misunderstandings. Additionally, an understandable bylaw supports authorities (New Zealand Police) in enforcing it consistently and effectively.

- (ii) **Analysis of alcohol-related crimes in public places data (2018-2024):** This analysis aimed to understand trends and patterns in alcohol-related crimes in public places in Waimakariri. It is a mandatory requirement in the review process to confirm that the Council meets the conditions specified under Section 147A(3) of the LGA 2002 before replacing an expiring bylaw with one that is to the same effect (or to substantially the same effect) as the expiring bylaw. Accordingly, the Council must be satisfied that “a high level of crime or disorder (being crime or disorder caused or made worse by alcohol consumption in the area concerned) is likely to arise in the area to which the bylaw is intended to apply if the bylaw is not made” (Section 147A(3), LGA 2002).

The options available for the Council staff to meet the aforementioned conditions were limited because the Council does not currently collect primary data (e.g., surveys on alcohol-related crimes or anti-social behaviour in public places, alcohol-related litter records from contractors) to inform the alcohol control bylaw review, except for customer complaints. A review of customer complaints received by the Council from 2018 to 2024, where alcohol was a contributing factor, found only 12 incidents relevant to this bylaw review. Consequently, staff mainly relied on New Zealand Police recorded crime data (2020 to June 2024) to gain insight into the prevalence of alcohol-related crimes in public places in the district.

When using New Zealand Police recorded data (secondary data), staff assumed that the police had collected the data accurately based on standard procedures and maintained consistency in data collection methods. It is important to note that the Council staff had no control over how the secondary data was collected and had no capacity to validate this data. There is a possibility that the New Zealand Police data does not reflect the actual scenario related to alcohol harm in public places in Waimakariri because not all incidents are reported.

- (iii) **Stakeholder Consultation:** This step involved collecting feedback from 17 stakeholders about the effectiveness of the Alcohol Control Bylaw 2018 and areas for improvement. A consultation form was used to gather written feedback from both internal and external stakeholders, which facilitated gaining insight into stakeholders’ awareness of the bylaw and what they expect from it. A summary of the stakeholder consultation is presented in Appendix 2.

3.3 Appropriateness of the Alcohol Control Bylaw to Address the Perceived Problem

3.3.1 Is there still a problem and is the problem the same?

The issue that the alcohol control bylaw aims to address is crimes linked to the consumption of alcohol in public places. Different types of alcohol-related crimes take place in public places, including:

- Property damage (e.g., vandalism, graffiti)
- Property abuse (e.g., misuse of property for illegal activities that directly impacts its value)
- Sexual assault
- Violence (e.g., physical assault, aggressive behaviour)
- Dishonesty (e.g., fraud, theft)
- Breaches of alcohol bylaw and other acts
- Minors having or consuming alcohol in a public place without a parent/guardian

Review results confirmed the incidence of alcohol-related crimes in Waimakariri's public places at varying degrees, while the Alcohol Control Bylaw 2018 assists in mitigating them, especially in alcohol ban areas.

Overall, New Zealand Police recorded data shows an increasing trend of alcohol-related crimes in public places in the district from 2020 to 2024, in line with the growing population. Appendix 3 provides a detailed summary of the analysis of data on alcohol-related crimes in key town areas within the district. Staff received this confidential data from the New Zealand Police on the condition that the Council would not share it with the public for security reasons. Due to the confidentiality, this data was not included in this report.

3.3.2 Has the Alcohol Control Bylaw 2018 effectively regulated alcohol-related crimes in public places?

In an environment where evidence confirms the prevalence of alcohol-related crimes in public places, questions arise about the effectiveness of the current bylaw (Alcohol Control Bylaw 2018) and whether it has achieved its intended objectives. This section answers the question: "Has the existing bylaw helped achieve the desired objectives and outcomes?".

To assess the effectiveness, stakeholders' perceptions on the Alcohol Control Bylaw 2018 were analysed. The findings revealed:

- all stakeholders, including the New Zealand Police, believe that the bylaw promotes a safe and family-friendly environment while discouraging drinking behaviour.
- all stakeholders agree that alcohol-related crimes in public places are likely to increase if the bylaw is revoked.

3.3.3 Options available for the Council to regulate alcohol related crimes in public places

Staff identified two options available for the Council to regulate alcohol-related crimes in public places. The following section provides a description of those options, including their pros and cons, and finally presents the recommended option.

Option 1 - Let the current bylaw lapse and do not adopt a new alcohol control bylaw.

If the Alcohol Control Bylaw 2018 lapses, the Council will have to rely on general laws and police powers to regulate alcohol-related crimes in the district's public places. Establishing national rules that effectively address alcohol-related crimes in public places is difficult due to the diverse nature and extent of alcohol-related crimes, which vary based on factors such as community demographics, land use patterns, and cultural practices. Territorial authorities designate alcohol ban areas by considering specific local factors, as well as the needs and preferences of the community.

Currently, there are no general laws that directly prohibit alcohol consumption and possession in public places, implying that existing general laws related to alcohol are insufficient to address alcohol-related crimes specific to the district's community. This highlights the importance of having a more localised regulatory tool (bylaw) to fill the gaps that general laws do not fully cover. **Given all these reasons, option 1 is not recommended.**

Advantages:

- Save council resources in terms of developing, operating and reviewing the bylaw.
- The community will have more freedom to possess and consume alcohol in public places .

Disadvantages:

- Increased likelihood of alcohol related crimes in public places.
- Without a regulatory tool, the Council will not have the capacity to control the possession and/or consumption of alcohol in public places, potentially compromising public health and safety. This could lead to some residents and tourists feeling that district is unsafe.

Option 2 - Revoke the Alcohol Control Bylaw 2018 and adopt a new bylaw (Alcohol Control Bylaw 2025) with substantially the same effect as the expiring bylaw.

The review results revealed the presence of alcohol-related crimes in the Waimakariri District and confirmed that the Alcohol Control Bylaw 2018 is effective in regulating them. Additionally, as explained under Option 1, it is not practical for the Council to rely solely on general law to control district-specific alcohol-related crimes in public places. Doing so would likely result in an increasing trend of these crimes, as perceived by stakeholders

including New Zealand Police. This suggests that the Council should continue to have an alcohol control bylaw. **Therefore, Option 2 is the recommended option.**

As explained in the General Introduction Section, should an alcohol control bylaw be adopted after this review, it will be a new bylaw that must be reviewed within five years from the adoption date (Section 160A, LGA 2002).

Advantages:

- Provides a regulatory tool to control the possession and consumption of alcohol in public places, alongside non-regulatory tools (e.g., education) and existing police powers. This tool will also allow the Council to apply customised rules to address area-specific issues related to alcohol consumption and possession in public areas.
- Supports public health and safety by reducing alcohol related crimes/disorder.
- Contributes to environmental protection and the cleanliness of public places. Alcohol consumption in public areas can lead to littering and other anti-social behaviours (e.g., vandalism, graffiti) that harm public properties and the environment. Implementing a bylaw will create an environment to minimise these incidents.

Disadvantages:

- Limits public freedom to some extent regarding the possession and consumption of alcohol in designated public places.
- Requires Council resources to review the bylaw, erect and maintain signage.

3.3.4 Are the bylaw's desired objectives and outcomes the same?

The desired objectives and outcomes of the new bylaw (Draft Alcohol Control Bylaw 2025) will be the same as those of the expiring Alcohol Control Bylaw 2018. The objectives and desired outcomes are presented in Table 2.

Table 2: Desired objectives and outcomes of Draft Alcohol Control Bylaw 2025

Objectives of the Draft Bylaw	Desired Outcomes
Minimise alcohol related crimes or offensive behaviour in public places	<ul style="list-style-type: none"> - Enhanced public safety and improved community well-being due to reduced incidents of anti-social or disruptive behaviour associated with alcohol consumption in public places. - Better perception of public places in Waimakariri. - Clean and family friendly environment (e.g., reduced vandalism, graffiti and littering). - Effective law enforcement.
Protect the public from nuisance.	
Protect, promote and maintain public health and safety.	

3.4 Evaluating the Most Appropriate Form of the Bylaw

The bylaw adopted after this review will be treated as a 'new bylaw' and will have substantially the same effect as the expiring bylaw. The Council will maintain its alcohol control bylaw as a standalone document as it intends to provide the community with more understanding and clarity on bylaw rules, enforcement, and the consequences of breaching the bylaw.

Minor administrative changes will be made to the content of the bylaw as detailed in the Statement of Proposal in order to:

- Increase understandability
- Increase the feasibility of enforcement

The staff considered multiple factors in evaluating the appropriate form of the Draft Alcohol Control Bylaw 2025, as described below:

(i) **Legal compliance:** The Draft Bylaw is legally backed by the LGA 2002 and the Local Government (Alcohol Ban Breaches) Regulation 2013. All the regulations included in the Draft Bylaw align with them.

(ii) **Alignment with Council's strategic priorities and community outcomes:** The Draft Bylaw contributes to enhancing community wellbeing, safety, inclusivity, and connectedness (Strategic Priority Number 2). It also facilitates the Council's commitment to promoting health and wellbeing and minimising the risk of social harm to its communities (Community Outcome related to Social Wellbeing).

(iii) **Clarity and understandability:** It provides clear and precise information and guidance to the community and bylaw enforcement authority.

(iv) **Enforceability:** As the bylaw enforcement authority, New Zealand Police agreed that this bylaw covers all aspects that make it suitable for practical enforcement. The Draft Bylaw provides a clear description of offences and penalties for non-compliance (Section 11, Draft Alcohol Control Bylaw 2025), which are enforceable.

(v) **Appropriate and proportionate:** The proposed bylaw is entirely based on evidence to ensure that it is appropriate and proportionate. Staff conducted a thorough analysis of all available data in close collaboration with New Zealand Police to confirm the prevalence of alcohol-related crimes in public places within the district (please refer to Section 3.2). The bylaw rules are relevant and sufficient to address the identified issues without being overly restrictive. Overall, the Draft Bylaw facilitates the Council in maintaining a balance between ensuring people's health and safety and preserving individual freedom.

(vi) **Participatory approach:** Staff engaged with key stakeholders to receive their views before developing the Draft Alcohol Control Bylaw 2025. The Draft Bylaw, along with the Statement of Proposal and Section 155 Report, will be made available for public consultation to gather views from the wider community before the Council adopts it.

The final version of the alcohol control bylaw will be in a form that satisfies both the Council and the community it serves. Therefore, staff consider the Draft Alcohol Control Bylaw 2025 to be the most appropriate form of the bylaw to achieve the intended objectives described in the General Introduction Section.

3.5 Implications of the Bylaw Under the New Zealand Bill of Rights Act 1990

The New Zealand Bill of Rights Act 1990 (NZBORA) protects and promotes human rights and fundamental freedoms in New Zealand. The Act covers a wide range of civil and political rights, which are categorized under four key areas:

- Life and security of the person
- Democratic and civil rights
- Non-discrimination and minority rights
- Search, arrest, and detention

The Local Government Act 2002 requires the review to consider whether the alcohol control bylaw gives rise to any implications under the NZBORA. The bylaw could potentially impact some democratic and civil rights of people, such as the freedom of peaceful assembly and the freedom of association, but only if alcohol is involved. This means it is likely to affect social, cultural, and political gatherings where alcohol is consumed.

Review results revealed a prevalence of crimes and disorder in the district linked to alcohol consumption in public places. In such an environment, ensuring public safety and protecting residents from nuisance becomes a priority for the Council. This justifies that the benefits the community gains by adopting the Draft Alcohol Control Bylaw 2025 outweigh the disadvantages of imposing some restrictions on alcohol consumption and possession in selected public places. Moreover, it is understood that people can peacefully assemble and associate without drinking alcohol in public places. All these facts guarantee that the Draft Alcohol Control Bylaw 2025 places reasonable limits on people's rights and freedoms and does not give rise to any implications under the NZBORA.

Appendix 1: History of Waimakariri District Council Alcohol Control Bylaw

- 1995/96** Council banned alcohol in Pines Kairaki, Woodend Beach, Waikuku Beach and Ashley Gorge on New Year's Eve from 7.00 p.m. on 31 December 1995 to 2.00 a.m. on 1 January 1996
Relevant legislation: Section 709C of Local Government Act 1974 (LGA)
- 2001** Alcohol bans in Pines Kairaki, Woodend Beach, Waikuku Beach and Ashley Gorge on New Year's Eve were re-established. (Ban days and times: 7 pm on 31 December 2001 to 2am on 1 January 2002).
Relevant legislation: Section 709C of LGA 1974
- 2003** Alcohol bans in Rangiora and Kaiapoi town centres were first implemented for a one-year trial period.
Ban days and times: Friday and Saturday nights from 7pm to 7am the following day from April 2003 to April 2004.
Relevant legislation: Section 147 of LGA 2002
- 2004** Council adopted its first Liquor ban bylaw (Liquor Ban Bylaw 2004), effective from 4 May 2004. Introduce New Year's Eve alcohol ban in Rangiora and Kaiapoi.
Ban areas, days and times included in Liquor ban bylaw 2004:
- *Ashley Gorge - New Year's Eve from 7pm to 3am the following day*
 - *Beach settlements – New Year's Eve from 7pm to 3am the following day*
 - *Kaiapoi Town – Every Friday and Saturday from 7pm to 7am the following day. New Year's Eve from 7pm on 31 December to 7am the following day (1 January)*
 - *Rangiora Town - Every Friday and Saturday from 7pm to 7am the following day. New Year's Eve from 7pm on 31 December to 7am the following day (1 January)*
- Evidence used: Council used New Zealand Police request, and 3 submissions received from public to support/justify the bans.
- 2007** Revoked the Liquor Ban Bylaw 2004 and adopted Liquor Ban Bylaw 2007 on 11 October 2007.
Liquor Ban Bylaw 2007 came into force 1 December 2007.
Changes made: Introduced 24/7 ban for Rangiora and Kaiapoi towns, introduced a new alcohol ban in Woodend Town Centre as the Council received a request from community members.
Ban areas, days and times included in Liquor Ban Bylaw 2007:
- *Ashley Gorge - New Year's Eve from 7pm to 3am the following day*
 - *Beach settlements – New Year's Eve from 7pm to 3am the following day*
 - *Kaiapoi Town – 24 hours, 365 days a year*
 - *Rangiora Town – 24 hours, 365 days a year*

- *Woodend Town – 24 hours, 365 days a year*

Evidence used: Request made by New Zealand Police

2008

Amended Liquor Ban Bylaw to include Oxford Town.

Ban areas, days and times included in the Amended Liquor Ban Bylaw 2007:

- *Ashley Gorge - New Year's Eve from 7pm to 3am the following day*
- *Beach settlements – New Year's Eve from 7pm to 3am the following day*
- *Kaiapoi Town – 24 hours, 365 days a year*
- *Rangiora Town – 24 hours, 365 days a year*
- *Woodend Town – 24 hours, 365 days a year*
- *Oxford Town – 24 hours, 365 days a year*

Evidence: New Zealand Police request and three submissions received from the community

2017/18

Reviewed Liquor Ban Bylaw 2007.

Alcohol Control Bylaw 2018 was adopted on 4 September 2018, and it came to effect from 1 October 2018. This bylaw superseded Liquor Ban Bylaw 2007. Murphy Park Reserve seasonal alcohol ban area was first introduced.

Ban areas, days and times included in the Amended Alcohol Control Bylaw

2018:

- *Ashley Gorge - New Year's Eve from 7pm to 3am the following day*
- *Beach settlements – New Year's Eve from 7pm to 3am the following day*
- *Kaiapoi Town – 24 hours, 365 days a year*
- *Rangiora Town – 24 hours, 365 days a year*
- *Woodend Town – 24 hours, 365 days a year*
- *Oxford Town – 24 hours, 365 days a year*
- *Murphy Park Reserve - 24 hours, from 1st April to 1st September*

Evidence used in implementing the ban in Murphy Park: Request made by Northern Bulldogs Rugby League Club. This was supported by New Zealand Police.

2024/25

Reviewed Alcohol Control Bylaw 2018.

Appendix 2: Summary of Stakeholder Consultation

A total of 22 stakeholders were consulted, and only 17, which are listed below provided feedback to inform the Alcohol Control Bylaw 2018 review.

1. Waimakariri District Council Community Team
2. Waimakariri District Council Greenspace
3. Waimakariri District Council Environmental Services Unit
4. Kaiapoi-Tuahiwi Community Board
5. Oxford-Ohoka Community Board
6. Rangiora-Ashley Community Board
7. Woodend-Sefton Community Board
8. Waimakariri District Council Solid Waste Unit
9. Community Alcohol Action Group, Alcohol and Drug Harm Steering Group
10. New Zealand Police - Alcohol Harm Reduction Unit, Christchurch
11. National Public Health Service (Te Mana Ora)
12. Ashley Rakahuri Rivercare Group
13. Alcohol Health Watch
14. Northern Bulldogs Rugby League
15. Youth Council
16. Pegasus Residents Group Incorporate (PRGI)
17. Salvation Army and Church Group

All the stakeholders perceived that:

- Alcohol Control Bylaw 2018 promotes a safe and family-friendly environment while discouraging drinking behaviour.
- Alcohol-related crimes in public places are likely to increase if the bylaw is revoked.
- Alcohol Control Bylaw 2018 is effective in controlling alcohol related crimes in public places.

Note:

- The National Public Health Service provided feedback on behalf of Health Promotion Agency (Southern Regional Office) and Canterbury District Health Board (CDHB). The Health Promotion Agency (Southern Regional Office) informed us that due to the restructuring in health they do not provide inputs for local policy development.
- Waimakariri District Licensing Committee was not consulted as it would be a conflict of interest. This decision was agreed upon by the Management Team when the Alcohol Control Bylaw 2018 review results were presented in August 2024.
- An email with the stakeholder consultation form was sent to Te Ngāi Tūāhuriri Rūnanga (Rūnanga Office) requesting their feedback on the Alcohol Control Bylaw 2018 and suggestions for its improvement. No response was received.
- Hospitality Association NZ, Community Wellbeing North Canterbury and Cancer Society did not provide feedback.

Appendix 3: Alcohol-Related Crimes in Public Places in Waimakariri District - New Zealand Police Recorded Crime Data

Background Information

1. Data on alcohol-related crimes in public places was received from New Zealand Police in October 2024 upon an Official Information Act 1982 (OIA) request made by staff to inform the review of the Alcohol Control Bylaw 2018.
2. Different types of alcohol-related crimes take place in public places in Waimakariri, including:
 - Property damage (e.g., vandalism, graffiti)
 - Property abuse (e.g., misuse of property for illegal activities that directly impacts its value)
 - Sexual assault
 - Violence (e.g., physical assault, aggressive behaviour)
 - Dishonesty (e.g., fraud, theft)
 - Breaches of alcohol bylaw and other acts
 - Minors having or consuming alcohol in a public place without a parent/guardian
 - Covid restriction breaches
3. The data covers the period from January 2020 to June 2024. This data does not include 'alcohol related family harm' as it is not relevant to the alcohol control bylaw.
4. The source of the data is the Police National Intelligence Application (NIA), one of the systems the New Zealand Police use to record information for the National Alcohol Harm Viewer.
5. National Intelligence Application system records occurrences that police respond to. Since 2019, all offences, infringements, incidents recorded in NIA must indicate if alcohol was a contributing factor. As such, data contained in this document represents incidents verified by the police as involving alcohol as a factor in the event.
6. **This information was received with the condition that the Council staff should keep it confidential and not share it with the public due to security reasons.**
7. Definitions

Alcohol related crime means:

- (a) the harm caused by the excessive or inappropriate consumption of alcohol; and
- (b) includes—
 - (i) any crime, damage, death, disorderly behaviour, or injury, directly or indirectly caused, or directly or indirectly contributed to in public places, by the excessive or inappropriate consumption of alcohol; and

(ii) any harm to society generally or the community, directly or indirectly caused, or directly or indirectly contributed to, by any crime, damage, death, disorderly behaviour, or injury of a kind described in subparagraph (i)

Public place has the same meaning provided in section 147 of the Local Government Act 2002, that is:

- a) a place that is open to or is being used by the public, whether free or on payment of a charge, and whether any owner or occupier of the place is lawfully entitled to exclude or eject any person from it; but
- b) does not include licensed premises.

For the avoidance of doubt this definition includes, but is not limited to, roads, footpaths, berms, parks, beaches and riverbanks.

a) Alcohol-Related Crimes in Public Places in Waimakariri District

Table 1 shows the total number of alcohol-related crimes reported to New Zealand Police from 2020 to June 2024. It is important to note that the number of reported incidents for 2020, 2021, and 2022 were influenced by the COVID-19 pandemic. Based on average moving forecasting, approximately 480 incidents could have been reported by December 2024. Overall, data shows an increasing trend of alcohol-related crimes in public places in the district from 2020 to 2024 (Figure 1) in line with the growing population. This supports the Council's decision to continue with an alcohol control bylaw.

Table 1: Number of Alcohol-related crimes in Waimakariri from 2020 to 2024

Year	Number of incidents
2020	291
2021	354
2022	333
2023	444
2024 (Jan to June)	239

(Source: New Zealand Police, 2024)

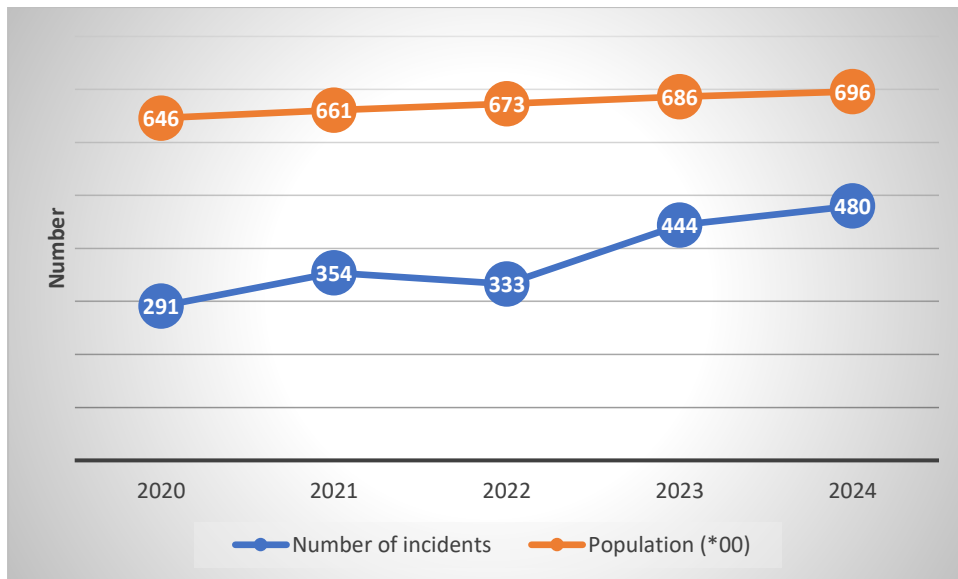


Figure 1: Trend in alcohol-related crimes in public places in Waimakariri (please note that the figure related to 2024 is based on the moving average forecasting).

Source of population data: Subnational population estimates (TA, SA2), by age and sex, at 30 June 1996-2024 (2024 boundaries), Statistics New Zealand.

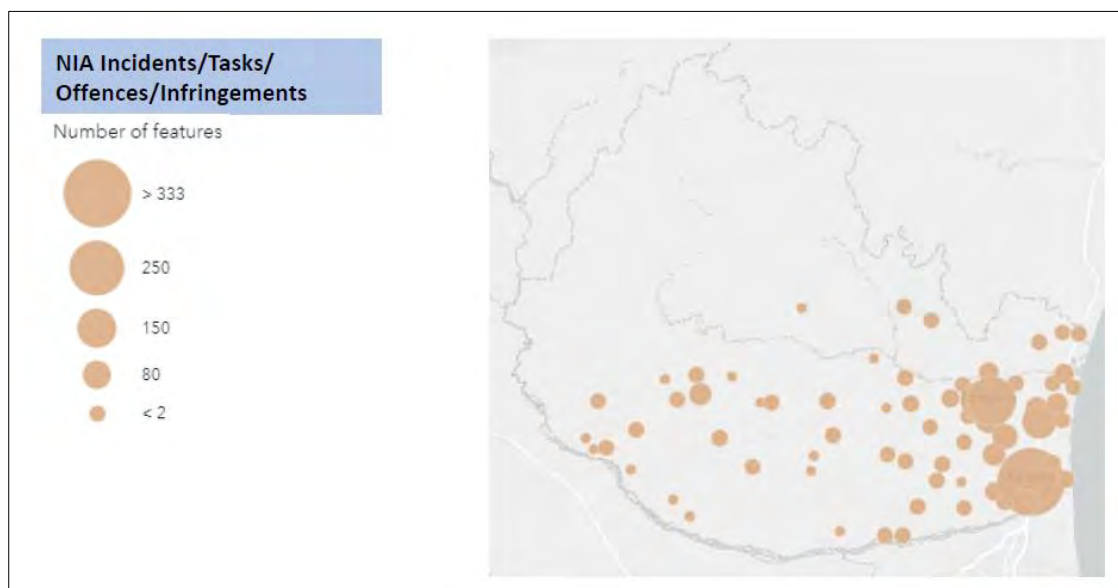


Figure 2: Geographic distribution of alcohol-related crimes/disorder in public place in Waimakariri

b) Alcohol Control Bylaw 2018 Breaches

A total of 8 bylaw breaches have been reported from 2020 to June 2024 (Table 2).

Table 2: Alcohol ban breaches in Waimakariri District

Year	Number of incidents
2020	3
2021	0
2022	1
2023	4
2024 (Jan to June)	0

c) Alcohol-related crimes in key towns in Waimakariri

The Council received statistics on alcohol-related crimes in public places for several towns in the district: Rangiora, Kaiapoi, Pegasus, Oxford, and Sefton. The data related to these towns covers a one to five kilometre radius around a particular centre point in each town as described below:

- Rangiora – 4 kilometre (km) radius from 44 High Street
- Kaiapoi – 5km radius from 184 Williams Street
- Pegasus – 1km radius from Pegasus main Street
- Oxford – 3km radius from 52 Main Street
- Sefton – 3km radius from 573 Upper Sefton Road

Table 3: Alcohol-related crimes in public places within a 4km radius area from 44 High Street in Rangiora

Year	Number of incidents
2020	77
2021	89
2022	117
2023	139
2024 (Jan to June)	85

Table 4: Alcohol-related crimes in public places within a 5km radius from Williams Street in Kaiapoi (covers Kaiapoi Town Centre, The Pines Beach, Kairaki)

Year	Number of incidents
2020	155
2021	154
2022	131
2023	168
2024 (Jan to June)	81

Table 5: Alcohol-related crimes in public places within a 1km radius from 60 Pegasus Main Street in Pegasus

Year	Number of incidents
2020	15
2021	27
2022	28
2023	27
2024 (Jan to May)	10

Table 6: Alcohol related crimes in public places within a 3km radius from 52 Main Street in Oxford

Year	Number of incidents
2020	5
2021	15
2022	10
2023	10
2024 (Jan to May)	12

Table 7: Alcohol related crimes in public places within a 3km radius from 573 Upper Sefton Road, Sefton

Year	Number of incidents
2020	2
2021	2
2022	1
2023	1
2024 (Jan to May)	0

WAIMAKARIRI DISTRICT ALCOHOL CONTROL BYLAW ~~2018~~2025 (DRAFT)

This Alcohol Control Bylaw ~~2018-2025~~
was adopted at a Council meeting held on
Date Month 2025



[Signature]
Chief Executive

[Signature]
Governance Manager

Month ~~2018~~2025

Month 2025

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WAIMAKARIRI DISTRICT COUNCIL

Waimakariri District Alcohol Control Bylaw ~~2018~~2025

~~1 General~~

~~1.1 Introduction~~ 1. Introduction

~~1.1.1~~ 1.1 This Bylaw ~~may be cited as~~ the Waimakariri District Alcohol Control Bylaw ~~2018~~ 2025.

~~1.2~~ This Bylaw is made by the Waimakariri District Council in exercise of the powers and authority vested in the Council by section 147 of the Local Government Act 2002. The initial resolution adopting a statement of proposal for this Bylaw was passed by the Waimakariri District Council at an ordinary meeting of the Council held on [date] and, following consideration of submissions received during the special consultative procedure, this Bylaw was made by a resolution at a subsequent meeting of the Council on [date].

~~1.1.21.3~~ This Bylaw ~~supersedes the Waimakariri District Alcohol Control Bylaw 2018 and~~ comes into force on [date].

1.4 This bylaw applies to selected public places in Waimakariri District as specified in the Section 5.

~~This Bylaw is made by the Waimakariri District Council in exercise of the powers and authority vested in the Council by section 147 of the Local Government Act 2002.~~

~~1.1.4~~ This Bylaw ~~supersedes the Waimakariri District Alcohol Control Bylaw 2018 and comes into force on~~ Date Month Year.

~~The purpose of this Bylaw is to enhance safety and public enjoyment of public places by providing for alcohol controls in restricted public places, and for restricted periods and events.~~

~~1.5~~ 1.1.5 Before making this Bylaw, Council was satisfied that those matters listed in section 147A(3) of the Local Government Act 2002 apply.

~~1.2 Objectives~~ 2. Purpose of the Bylaw

~~The objective of the Bylaw is to prohibit the possession and/or consumption of alcohol in restricted areas, thereby:~~

- ~~(a) protecting the public from nuisance in public places~~
- ~~(b) protecting, promoting and maintaining public health and safety in public places~~
- ~~(c) minimising the potential for offensive behaviour in public places~~
- ~~(d) minimising alcohol related harm.~~

The purpose of the Bylaw is to prohibit, control or regulate:

- the consumption of alcohol in (selected/certain) public places

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- the bringing of alcohol into (selected/certain) public places
- the possession of alcohol in (selected/certain) public places

for restricted periods and events. These regulations aim to:

- (a) minimise alcohol related crimes or disorder in public places.
- (b) Protect the public from nuisance.
- (c) protect, promote and maintain public health and safety.

4.3.3. Definitions

For the purposes of this Bylaw the following definitions shall apply:

Alcohol has the meaning given by section 5(1) of the Sale and Supply of Alcohol Act 2012 that is:

alcohol means a substance—

(a) that—

is or contains a fermented, distilled, or spirituous liquor; and

at 20°C is found on analysis to contain 1.15% or more ethanol by volume; or

(b) that—

(i) is a frozen liquid, or a mixture of a frozen liquid and another substance or substances; and

(ii) is alcohol (within the meaning of paragraph (a)) when completely thawed to 20°C; or

(c) that, whatever its form, is found on analysis to contain 1.15% or more ethanol by weight in a form that can be assimilated by people

Alcohol ban means those restrictions outlined at clause 2.45.1 of this Bylaw, and as may be amended by clauses 2.26 and 2.37 of this Bylaw, which specify those public places and time periods whereby the consumption and possession of alcohol is restricted or banned, as well as those restrictions which may be imposed by Council in accordance with clause 3.48.1 of this Bylaw.

Alcohol-related crimes or disorder in public places has a similar meaning to alcohol related harm, which is defined in the Section 5 of Sale and Supply of Alcohol Act 2012.

Alcohol related crime or disorder means:

(a) the harm caused by the excessive or inappropriate consumption of alcohol; and

(b) includes—

(i) any crime, damage, death, disorderly behaviour, or injury, directly or indirectly caused, or directly or indirectly contributed to in public places, by the excessive or inappropriate consumption of alcohol; and

(ii) any harm to society generally or the community, directly or indirectly caused, or directly or

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indirectly contributed to, by any crime, damage, death, disorderly behaviour, or injury of a kind described in subparagraph (i)

Council means the Waimakariri District Council.

Licensed premises has the meaning given by the section 5(1) of the Sale and Supply of Alcohol Act 2012.

Licence premises means any premises for which a licence is held.

Public notice has the meaning given in section 5 of the Local Government Act 2002.

Public notice, in relation to a notice given by a local authority, means one that—

(a) is made publicly available, until any opportunity for review or appeal in relation to the matter notified has lapsed, on the local authority's Internet site; and

(b) is published in at least—

(i) 1 daily newspaper circulating in the region or district of the local authority; or

(ii) 1 or more other newspapers that have a combined circulation in that region or district at least equivalent to that of a daily newspaper circulating in that region or district

Public place has the same meaning provided in section 147 of the Local Government Act 2002, that is:

- (a) a place that is open to or is being used by the public, whether free or on payment of a charge, and whether any owner or occupier of the place is lawfully entitled to exclude or eject any person from it; but
- (b) does not include licensed premises.

For the avoidance of doubt this definition includes, but is not limited to, roads, footpaths, berms, parks, beaches and riverbanks.

Restricted public place is a public place Specified in this Bylaw at clause 2-45.1, and as may be amended by Council in accordance with clauses 2-26 and 2-37 of this Bylaw, or in a Council resolution passed in accordance with clause 3-8 of this Bylaw, and in respect of which an alcohol ban is imposed.

Restricted period is a time period designated in this Bylaw at clause 2-45.1, and as may be amended by Council in accordance with clauses 2-26 and 2-37 of this Bylaw, or in a Council resolution passed in accordance with clause 3-8 of this Bylaw, and in respect of which an alcohol ban is imposed.

Time period is a period of time, which may include days and specific dates and/or times of the day.

Ashley Gorge is as described in Schedule 1 of this Bylaw and outlined in the accompanying map of the area and marked [insert reference].

Beach Settlements is as described in Schedule 1 of this Bylaw and outlined in the accompanying map of the area and marked [insert reference].

Kaiapoi town is as described in Schedule 1 of this Bylaw and outlined in the accompanying map of the area and marked [insert reference].

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Rangiora town is as described in Schedule 1 of this Bylaw and outlined in the accompanying map of the area ~~and marked [insert reference]~~.

Woodend town is as described in Schedule 1 of this Bylaw and outlined in the accompanying map of the area ~~and marked [insert reference]~~.

Oxford is as described in Schedule 1 of this Bylaw and outlined in the accompanying map of the area ~~and marked [insert reference]~~.

Murphy Park Reserve is as described in Schedule 1 of this Bylaw and outlined in the accompanying map of the area and marked [insert reference].

4. Relevant Legislations and Council Documents

Legislations:

- Local Government Act 2002
- Sale and Supply of Alcohol Act 2012
- Local Government (Alcohol Ban Breaches) Regulations 2013

Waimakariri District Council Bylaws

- Signage Bylaw

Other Council documents:

- Community Outcomes
- Strategic Priorities

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5. Designated ~~alcohol~~ Alcohol bans

5.1 Alcohol bans specified in this Bylaw:

No person shall possess or consume in, or bring alcohol into, the restricted public places and during the restricted time periods, as follows:

Area	Days and times
Ashley Gorge	7.00 pm 31 December to 3.00 am 1 January
Beach settlements	7.00 pm 31 December to 3.00 am 1 January
Kaiapoi town	24 hours, 365 days a year
Rangiora town	24 hours, 365 days a year
Woodend town	24 hours, 365 days a year
Oxford town	24 hours, 365 days a year

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Murphy Park Reserve	hours, from 1st April to 1st September
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5.2 Alcohol bans in Kaiapoi, Rangiora, Woodend and Oxford towns apply to selected public places, including town centres.

6. Murphy Park Reserve ~~specified~~Specified periodsPeriods

~~2.2.4~~6.1 Council may amend, alter or remove the specified period in relation to the Murphy Park Reserve by resolution in accordance with sections 147B and 151 of the Local Government Act 2002, and in consideration of the dates of the current year's Rugby and Rugby League season.

6.2 Any resolution made in accordance with clause ~~2.2.4~~6.1 above will be publicly notified.

7. Amendment to Bylaw

7.1 Council may remove, add to, or alter any of the listed restricted public places and may amend the restricted periods outlined at clause ~~2.45.1~~ of this Bylaw in accordance with section 156 of the Local Government Act 2002.

8. Designation of ~~specified~~Specified eventsEvents and ~~periods~~Periods

~~3.18.1~~ In addition to those restrictions imposed in clause ~~2.45.1~~ of this Bylaw, Council may, by resolution in accordance with sections 147B and 151 of the Local Government Act 2002, restrict the bringing, consumption and possession of alcohol

~~3.1.1~~ - in a public place and during a time period; and

~~3.1.2~~ - for a public event, function or gathering in a public place.

~~3.28.2~~ Any resolution made in accordance with clause ~~3.18.1~~ of this Bylaw, will be notified by public notice.

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9. Alcohol Consumption and Possession in Vehicles in Public Places

~~4.19.1~~ No person may consume or possess alcohol in any vehicle while in any restricted public place and during any restricted time period as designated under clause ~~2.45.1~~ of this Bylaw or by resolution under clause ~~3.48.1~~ of this Bylaw, save for those exceptions outlined at clause ~~5-10~~ of this Bylaw.

~~6.10~~ Exceptions

~~6.10.1~~ This Bylaw does not prohibit, regulate or control, in the case of alcohol in an unopened bottle or other unopened container:

- ~~(a) the transport of the alcohol from licensed premises next to a public place, if -~~
 - ~~(i) it was lawfully bought on those premises for consumption off those premises; and~~
 - ~~(ii) it is promptly removed from the public place; or~~
- ~~(b) the transport of the alcohol from outside a public place for delivery to licensed premises next to the public place; or~~
- ~~(c) the transport of the alcohol from outside a public place to premises next to a public place by, or for delivery to, a resident of the premises or his or her bona fide visitors; or~~
- ~~(d) the transport of the alcohol from premises next to a public place to a place outside the public place if -~~
 - ~~(i) the transport is undertaken by a resident of those premises; and~~
 - ~~(ii) the alcohol is promptly removed from the public place.~~

~~6.10.2~~ This Bylaw does not apply to those registered campsites at the Beach Settlements and those registered camp sites at Ashley Gorge.

~~5.11~~ Offences and ~~penalties~~Penalties

~~11.1~~ A person who commits a breach of this Bylaw commits an infringement offence under section 239A of the Local Government Act 2002 and may be liable for an infringement fee.

~~11.2~~ As specified in Section 4 of the Local Government (Alcohol Ban Breaches) Regulation 2013 the infringement fee for breaching an alcohol ban is \$250.

~~6~~ Exceptions

~~6.1~~ This Bylaw does not prohibit, regulate or control, in the case of alcohol in an unopened bottle or other unopened container:

- ~~(a) the transport of the alcohol from licensed premises next to a public place, if -~~
 - ~~(i) it was lawfully bought on those premises for consumption off those premises; and~~

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~~(ii) it is promptly removed from the public place; or~~

~~(b) the transport of the alcohol from outside a public place for delivery to licensed premises next to the public place; or~~

~~(c) the transport of the alcohol from outside a public place to premises next to a public place by, or for delivery to, a resident of the premises or his or her bona fide visitors; or~~

~~(d) the transport of the alcohol from premises next to a public place to a place outside the public place if~~

~~(i) the transport is undertaken by a resident of those premises; and~~

~~(ii) the alcohol is promptly removed from the public place.~~

~~6.2 This Bylaw does not apply to those registered campsites at the Beach Settlements and those registered camp sites at Ashley Gorge.~~

7-12. Enforcement Powers of New Zealand Police

12.1 Under the section 169 of the LGA 2002, New Zealand police have the power to enforce this bylaw on behalf of the Council.

7-12.42 In accordance with section 169 of the Local Government Act, a constable of the New Zealand Police may, without warrant, for the purpose of ascertaining whether alcohol is present, search a container in the possession of a person who is in, or entering a restricted public place and during a restricted period, or a vehicle that is in, or entering, a restricted public place and during a restricted period.

7-212.3 A constable may without warrant also:

7-2-412.3.1 Seize and remove any alcohol, and its container, that is in breach of an alcohol ban;

12.3.2 Arrest any person whom the constable finds committing an offence under this Bylaw;

7-2-312.3.3 Arrest any person who has refused to comply with a request by a constable -

(i) To leave a restricted public place;

(ii) To surrender to a constable any alcohol that, in breach of an alcohol ban, is in the person's possession.

7-312.4 Before exercising such power outlined at clauses **7-212.2** and **7-312.3** of this Bylaw, the member of the New Zealand Police must -

7-3-4(a) inform the person in possession of the container or the vehicle, as the case may be, that he or she has the opportunity of removing the container or the vehicle from the restricted public place;

7-3-2(b) provide the person with a reasonable opportunity to remove the container or the vehicle as the case may be, from the restricted public place.

8-13. Signage

813.1 Where reasonable, signage will be erected within the restricted public places to provide information to the public on the alcohol bans.

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[813.2](#) To avoid any doubt, the absence of any signage in a restricted public place does not authorize breach of this Bylaw.

[9-14.](#) Revocation

The ~~following Bylaw is hereby revoked:~~ Waimakariri District Alcohol Control Bylaw 2018 [is revoked](#).

[40-15.](#) Review of Bylaw

This Bylaw shall be reviewed by [\[Date Month 2030\]](#).

This Bylaw can be reviewed at any other time before that date at the discretion of the Council. [If this bylaw is not reviewed before \[Date Month 2032\], it will automatically revoke by \[month 2032\]](#).

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Schedule 1: Alcohol Ban Areas and Maps

ASHLEY GORGE means the public area known as the Ashley Gorge Reserve including the picnic area and camping ground from its entrance on Ashley Gorge Road and including the banks and waterways of the Ashley River/Rakahuri which adjoins the picnic area and including all roadways within the Reserve, but excludes camp sites and such buildings as may be designated by the camping ground caretaker.

BEACH SETTLEMENTS means the public areas (parks, reserves, etc) plantations, beaches, lagoons and roadways bounded by the Waimakariri River in the south, the Ashley River/Rakahuri in the north, the low water mark on all the beach frontage between those points and east from the intersection of Waikuku Beach Road with Kings Avenue and Preece Road, Waikuku, extending in a straight line to the corner of Woodend Beach Road where it intersects with Stalkers Road, Woodend Beach, and intersections of Beach Road, Featherstone Avenue and Dunns Avenue at Pines Kairaki and continuing in a straight line from there to the Waimakariri River.

The ban applies to all roadways within the motor camps of Waikuku, Woodend Beach and Pines Kairaki, but excludes the registered campsites

KAIAPOI TOWN means Kaiapoi town centre from the intersection of Courtenay Drive and Williams St., north to the intersection of Williams St and Sewell St. Charles St [riverbank](#) from the Mandeville Bridge east to Jones St., including Trousselot Park Reserve, [Scott Rose Garden](#), Morgan Williams Reserve, Tom Ayers Reserve and that part of Corcoran Reserve that contains the skateboard park. Raven Quay from Black St east including the [Kaiapoi](#) Memorial Reserve and across Williams St. to the east end of the Cure Boating Club. Black St from Raven Quay to Hilton St. The public car park between Raven Quay and Hilton St east of Williams St. Ohoka Rd from Williams St east to Stone St. Stone St. Courtenay Drive from Williams St to Kaikanui St. Kaikanui St. Carew St from Williams St to Hills St.

OXFORD means Main St from High St to Mill Rd. High St from Main St to Church St. Transport Lane. Church St. Bay Rd from Church St to Main St. Dohrmans Rd. Showgate Drive. Meyer Place. Pearson Park. Oxford Pool car park. Oxford Town Hall car park. Oxford Pavilion, Oxford Jaycee Hall, and Oxford Museum car parks. Oxford Service Centre car park. Burnett St Reserve. Reids Lane Reserve. Thornton Estate Reserve. Rimu Place Reserve. Matai Place Reserve. Oxford Skate Park. Meyer Place Gardens, Barracks Road Reserve, West Oxford Reserve and Oxford Cemetery Reserve.

RANGIORA TOWN means Rangiora town centre from the intersection of High Street and Church Street east to the railway line, Ivory Street from High Street to Cone Street, Cone Street Alfred Street from Ivory Street to Percival Street, Victoria Street from Queen to High Street, Percival Street from Queen Street to High Street, King Street from Queen Street to Blackett Street, Church Street from Dudley Pool to High School, the car parking area behind the library and Rangiora Service Centre, Durham Street from High Street to Blackett Street, Blake Street, the Blake Street public car park. Good Street to Blackett Street to High Street, the service lane behind New World supermarket and the public carpark to the east of New World, Ashley Street from High Street to Blackett Street, Blackett Street from Ashley Street to Durham Street, Burt Street, Albert Street from High Street to Burt Street. Allen Reserve, Ashley Picnic Area, Ashgove Park, Ballarat Reserve, Bells Siding, Bridget Lane Reserve, Bush St Reserve, Chelsea Court Reserve, Dudley Park, Elephant Park, Elm St Reserve, Good St Reserve, Green St Walkway, Grove Place Reserve, Hazeldean Reserve, Janelle Place Reserve, Kowhai Ave Reserve, Kippenberger War Memorial Reserve, Lilybrook Reserve, Manchester Place Reserve, Maria Andrews Park, Matawai Park, Neil Aitken Reserve, Newnham St Reserve, Northbrook Wetlands Reserve, Oak Tree Reserve, Oxford Line Reserve, Parkhouse Reserve, Rangiora Recreation Ground, Regent Park, Rickton Place Reserve, River Rd Reserve, Southbrook Park, Town Hall Reserve, Town Hall car park, Victoria Park, Ward Park.

WOODEND TOWN means Main North Rd from the junction with Te Pouapatuki Rd north to Chinnerys Rd. Rangiora Woodend Rd from the Main North Rd to School Rd. School Rd. Owen Stalker Park and the Recreation Ground. The Community Centre grounds. Grange View Reserve.

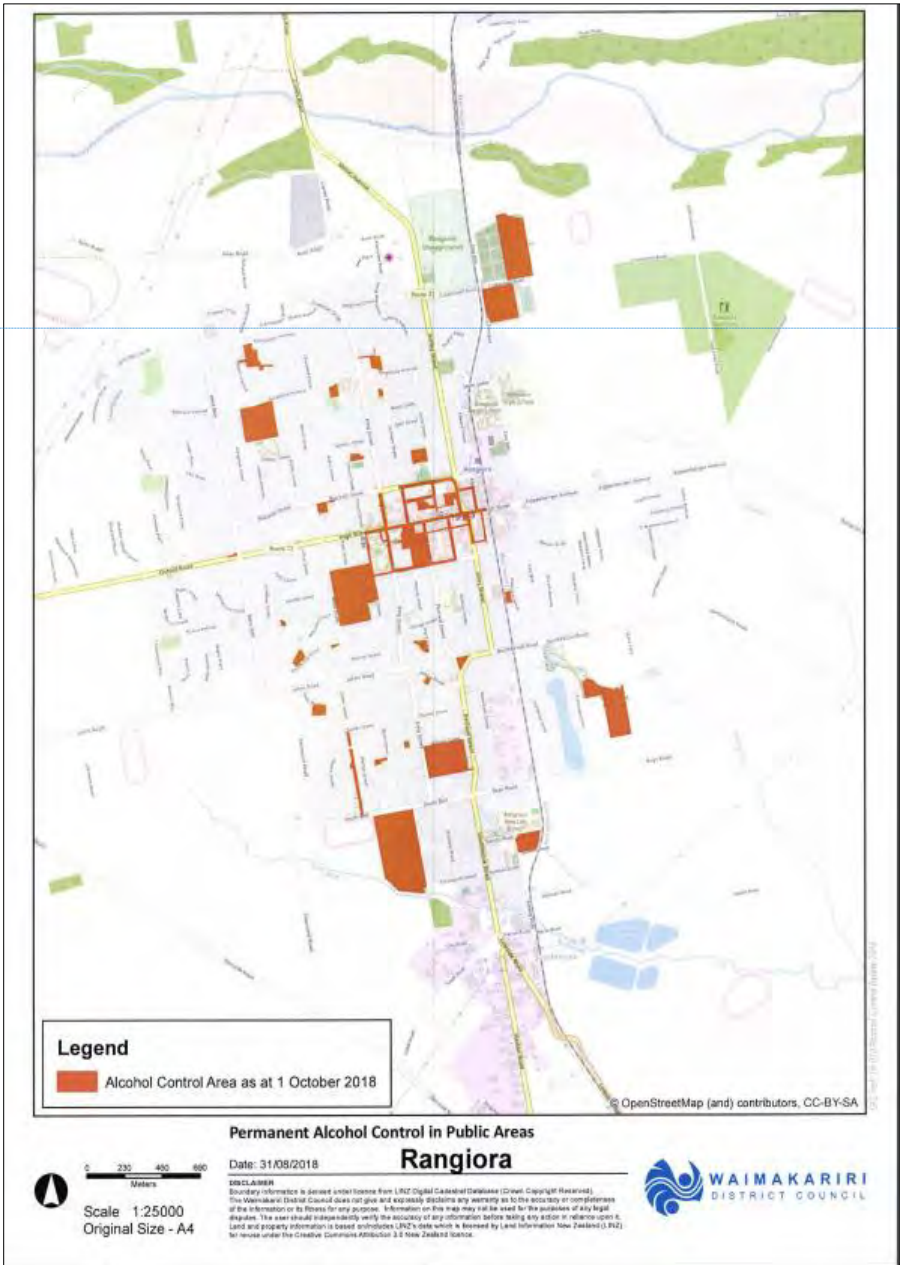
MURPHY PARK RESERVE means the area of reserve bounded to the north by the Kaiapoi River and west by Raven Quay and up to but not including the area southeast of the reserve that contains the Kaiapoi Croquet Club and the Kaiapoi Boat Club Reserve.



Commented [NT1]: The updated map has been attached to the Draft Alcohol Bylaw 2025, which is included in the statement of proposal.



Commented [NT2]: The updated map has been attached to the Draft Alcohol Bylaw 2025, which is included in the statement of proposal.



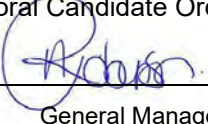
Commented [NT3]: The updated map has been attached to the Draft Alcohol Bylaw 2025, which is included in the statement of proposal.



Commented [NT4]: The updated map has been attached to the Draft Alcohol Bylaw 2025, which is included in the statement of proposal.



Commented [NT5]: The updated map has been attached to the Draft Alcohol Bylaw 2025, which is included in the statement of proposal.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** ELC-01- 07-02 /250224029993**REPORT TO:** COUNCIL**DATE OF MEETING:** 4 March 2025**AUTHOR(S):** Sarah Nichols, Governance Manager**SUBJECT:** Electoral Candidate Order on Local Body Election Voting Papers**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1. The purpose of this report is to obtain Council approval for the order of candidates to appear on voting papers in the 2025 and 2028 Local Body Triennium elections and any subsequent by-elections.
- 1.2. The Council confirmed the retention of the voting method of First Past the Post (FPP) at its meeting of February 2021.

2. RECOMMENDATION**THAT** the Council:

- (a) **Receives** Report No. 250224029993.
- (b) **Approve**, under regulation 31 of the Local Electoral Regulations 2001, that the names of candidates at the 2025 and 2028 triennial elections and any subsequent by-elections be arranged in random order.
- (c) **Circulates** a copy of this report to the Community Boards for information.

3. BACKGROUND

- 3.1. Regulation 31 of the Local Electoral Regulations 2001 (the regulations) enables the Council to determine, by resolution, which order candidate names are to be arranged on voting documents. The options for order are alphabetical, random or pseudo-random.
- 3.2. Candidate profile statement booklets are printed in alphabetical order. It is only the order of candidate names on voting documents that the Council can determine.
- 3.3. Alphabetical order is the default option under the regulations. If the Council does not make a decision, under regulation 31(3) candidate names will be listed in alphabetical order by surname.
- 3.4. The Council decision on the order of candidate names on voting documents will be in place for the 2025 and 2028 local body elections to be held on 11 October 2025 and 14 October 2028 respectively and any by-elections held during the 2025 and 2028 triennial terms.
- 3.5. The recommended option for the order of candidate names on voting documents is random order. Random order is where all candidate surnames are randomly selected by computer so that the order of surnames is different on each voting document.

- 3.6. The Council has used random order for voting documents at all triennial elections for all elections during at least the past 15 years. Voters in Waimakariri District elections are likely to be familiar with this approach.

4. ISSUES AND OPTIONS

- 4.1. Random order removes the perception of name order bias, each voter will receive a voting paper with candidates in different orders. All candidates will have equal opportunity to be at the top of some voting papers, and the bottom of others.
- 4.2. Under random order, candidate names will be listed differently on the voting paper than the candidate booklet, where names are listed alphabetically. There is the perception of confusion as some voters may have difficulty finding the candidates they wish to vote for, particularly when many candidates are contesting the same issue.
- 4.3. The other options available to the Council for the order of candidates on voting documents are alphabetical and pseudo-random order.

Alphabetical

- 4.4. Alphabetical order is listing candidate surnames alphabetically. This is the default option under the regulations if the Council does not make a decision.
- 4.5. Alphabetical order aligns with the order that candidates are listed in the candidate profile booklets. Voters may be familiar with names being listed alphabetically from Parliamentary elections.
- 4.6. There is some suggestion that candidates with a surname starting at the 'A' end of the alphabet may have an advantage over candidates with a surname starting at the 'Z' end of the alphabet as they will be at the top of each voting paper. This may be considered unfair for candidates.

Pseudo-random order

- 4.7. Pseudo-random order is where candidate surnames are randomly selected, and the order selected is the order appearing on all voting documents.
- 4.8. If pseudo-random order is decided, under regulation 31(4) the electoral officer must state by public notice the date, time and place in which the order of candidates' names will be arranged and any person is entitled to appear. Pseudo-random order provides for candidates to have equal opportunity to be at the top of the voting paper. However, some candidates will be listed at the bottom of every voting paper.
- 4.9. Both pseudo-random and random order remove the perception of name order bias, the pseudo-random order of names simply substitutes a different order for an alphabetical order. Any first-name bias will transfer to the name at the top of the pseudo-random list.
- 4.10. The regulations allow for the Council to make a decision on the order of candidate names.
- 4.11. Voting documents for the 2025 elections will include elections for the regional council, Environment Canterbury. Environment Canterbury will consider this matter and pass its own resolution if pseudo-random or random order is to be used for these elections. Environment Canterbury has used random order in the past two elections.
- 4.12. The decision affects all Waimakariri District Council wards and community board areas.

Implications for Community Wellbeing

There are no implications on community wellbeing by the issues and options that are the subject matter of this report.

- 4.13. The Chief Executive has reviewed this report and supports the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

5.2. **Groups and Organisations**

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report. The recommendation of random order has been consistently used for Local Body elections within the District for some years and people are familiar with this.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are not financial implications of the decisions sought by this report. There is no price difference in printing in different candidate order. The budget is included in the Annual Plan/Long Term Plan.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability and/or climate change impacts.

6.3 **Risk Management**

There are risks arising from the adoption/implementation of different recommendations in this report. If candidate names are randomised there is a perceived risk of confusion as some voters may have difficulty finding the candidates they wish to vote for. However, as random order has been used by this Council for triennial elections and by-elections for a number of elections and the risk is deemed low. No known negative feedback has been received related to the order of candidates being random.

6.3 **Health and Safety**

There are not health and safety risks arising from the adoption/implementation of the recommendations in this report.

7. **CONTEXT**

7.1. **Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. **Authorising Legislation**

The Local Electoral Regulations 2001 enable the Council to determine by resolution the order candidates' names are to be arranged on voting documents.

7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

7.4. **Authorising Delegations**

The Council is required to make a decision under the Local Electoral Regulations 2002, otherwise the legal default is to alphabetical order.

- 3.3. In addition to the LGNZ National Conference held annually in June/July, the six regional Zones also hold localised events annually. The Councils of the South Island form the Zone 5/6 region.
- 3.4. In 2023, a Zone 5/6 conference was held in Queenstown hosted by Zone 6. This was attended by Mayor Gordon, Councillors Atkinson, Redmond, Ward and Williams. The 2024 Zone conference was held in Christchurch, led by Mayor Gordon as the Zone 5 Chair and National Council representative and co-hosted with Zone 6 representative Bryan Cadogan (Mayor of Clutha District Council). Most Councillors took the opportunity to attend, network and learn from colleagues. The 2025 event, led by Mayor Gordon will run over one and a half days and be held in Christchurch.

4. **ISSUES AND OPTIONS**

- 4.1. The Elected Member Conference and Training Course Attendance Policy proposed changes clarify the criteria and align with the National Conference attendance, enabling more Councillors to attend when held locally, as accommodation and travel is reduced.
- 4.2. In April 2025, Zone 5/6 will hold a conference in central Christchurch and is expected to attract approximately 80-110 participants from the South Island. Attendance enables knowledge sharing and networking opportunities as the programme is designed to be a platform to discuss a range of topical matters.
- 4.3. The theme for the 2025 Zone 5/6 conference is Propelling Progress – navigating change, promoting growth, strengthening local leadership for thriving communities. At the time of writing this report the conference programme was yet to be finalised, however a number of speakers have been approached, including several Ministers of the Crown. An event programme would be circulated to the Councillors once it has been finalised.
- 4.4. The cost of \$380 (GST exclusive) per delegate covers the day time events and refreshments for the two days, dinner on the first night and administration costs. Accommodation is additional and not expected to be relevant for Waimakariri Councillors as the event is being held locally in central Christchurch. Travel is minimal as car-pooling occurs wherever possible.
- 4.5. A report will be presented to the Council in May, to consider members attendance at the LGNZ National Conference being held in Christchurch, once further details are known. The anticipated cost per Councillor for attendance is approximately \$1,500. The remaining budget for the 2024/25 year will enable attendance for some members.

Implications for Community Wellbeing

There are no implications on community wellbeing by the issues and options that are the subject matter of this report. However attendance by elected members enhances information and future decision making for the community benefit.

- 4.6. The Management Team has reviewed this report.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

5.2. **Groups and Organisations**

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report. However, the conference provides benefit, particularly to members, to gain a greater understanding about Local Government and provides both learning and networking opportunities.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report.

Governance administers an operational training and travel budget of Councillors and the Mayor as determined through and included in the Annual Plan/Long Term Plan. The budget currently has an availability balance of approximately \$10,000. Should all ten Councillors and the Mayor attend the spend would be \$4,100.

The mid-July National Conference being held in Christchurch is anticipated to cost approximately \$1,500 per Councillor. There are sufficient funds in the 2024/25 budget to enable attendance of some Councillors to both conferences.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability and/or climate change impacts. Travel is within Canterbury and is minimised with car-pooling where practical.

6.3 **Risk Management**

There are not risks arising from the adoption/implementation of the recommendations in this report.

6.3 **Health and Safety**

There are no health and safety risks arising from the adoption/implementation of the recommendations in this report.

7. **CONTEXT**

7.1. **Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. **Authorising Legislation**

Not applicable.

7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report. Governance - There are wide ranging opportunities for people to contribute to the decision making that effects our District.

7.4. **Authorising Delegations**

The Council has the delegation to decide attendees of the LGNZ Conference as per elected member conference and training course attendance policy S-CP 0905 dated March 2023.

Council Elected Member Conference and Training Policy

1. Purpose

The Council is required to give effect to the purpose of Local Government which is described in the *Local Government Act 2002* (the Act). The purpose enables democratic and effective local decision-making and action, by and on behalf of, communities to meet the present and future needs by playing a broad role in promoting the social, economic, environmental and cultural well-being of their communities, taking a sustainable development approach.

2. Policy context

Elected members are responsible for making decisions on matters such as the services council will provide, the standard they are provided to, how they will be paid for and what bylaws need to be made. Elected members have a governance role in council as well as being an elected representative of the community.

3. Policy objective

3.1. Local Government Conference (LGNZ annual conference)

A report will be considered by the Council each **April/May** to determine attendance.

The Mayor, one Councillor, together with the Chief Executive, may represent the Council at the Local Government Conference annually.

The Deputy Mayor, if available, be able to attend at least one LGNZ Conference during the triennium cycle.

Any nominated Councillor can only attend one LGNZ Conference in any given triennium cycle (unless being held in Canterbury), to enable other members to attend.

When the LGNZ Conference is held in Canterbury, the Council will consider sending up to ten Councillors.

3.2. Local Government Rural and Provincial meetings

The Mayor and one Councillor plus the Chief Executive may represent the Council at the LGNZ Rural and Provincial meetings. If the Mayor and/or Chief Executive are unable to attend, then a representative may attend in their place. This could be a Councillor, Community Board member or staff member (i.e. up to a maximum of three, including the Mayor). These meetings are usually held in Wellington three times per year.

3.3. Local Government Zone 5/6 meetings

The Mayor and one Councillor plus the Chief Executive may represent the Council at the LGNZ Zone 5/6 meetings. If the Mayor and/or Chief Executive are unable to attend, then a representative may attend in their place. This could be a Councillor, Community Board member or staff member (i.e. up to a maximum of three, including the Mayor). These meetings are usually held three times a year.

When the meeting is held in Canterbury, the Mayor may approve up to five members attending.

3.4.

LGNZ Zone 5/6 Conference (annual conference)

A report will be considered by the Council each February/March to determine attendance.

The Mayor, three Councillors, together with the Chief Executive, may represent the Council at the LGNZ Zone 5/6 Conference annually when held outside Canterbury.

When the LGNZ Zone 5/6 Conference is held in Canterbury, and no accommodation is required the Council will consider sending up to ten Councillors.

3.5.

Approval for Councillor training attendance

The Mayor, or in his/her absence, the Deputy Mayor, will approve all training courses, conferences and seminars attended by members of the Council and notify the Governance Manager via a submitted form (Trim 210308038654). This will be reported as part of the Mayor's monthly diary report to Council.

Training courses (and conferences) can also be approved via a report to the Council.

Attendance at overseas conferences for any elected member shall be approved by the Council via a formal report.

The member will provide a verbal report back on conference/training to the appropriate Committee or Council portfolio update section of the meeting.

3.6.

Community Board Members

Approval for Community Board Members to attend conferences or training within New Zealand (excluding in-house) will be via formal Community Board report, consideration and resolution.

Any Community Board member attending a conference is required to provide a written report on the learnings/highlights to be published in the next available Board agenda for public accountability, and circulated to all elected members. Any training session will be verbally reported back at the next meeting.

LGNZ National Community Board Conference (held every two years)

At least one Community Board member from each Community Board may attend the Conference and represent their community.

It is permissible for a Councillor appointed to a Community Board to attend the LGNZ Community Board Conference. However the related registration and expenses will come from the Community Board training budget and not the Council training budget.

4. Questions

Any questions regarding this policy should be directed to the Governance Manager in the first instance.

5. Relevant documents and legislation

- *Local Government Act 2002*

6. Effective date 7 February 2023 5 March 2025

7. Review date March 2026.

8. Policy owned by Governance Manager.

9. Approval Approved and adopted by the Waimakariri District Council on 7 February 2023. 4 March 2025.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: EXT-04-385/250124011270

REPORT TO: UTILITIES AND ROADING COMMITTEE

DATE OF MEETING: 25 February 2025

AUTHOR(S): Sophie Allen – Water Environment Advisor

SUBJECT: Rangiora Stormwater Management Plan 2025-40 draft for approval

ENDORSED BY:
(for Reports to Council,
Committees or Boards)


General Manager


Chief Executive

1. SUMMARY

- 1.1. This report presents the Rangiora Stormwater Management Plan (SMP) 2025-2040 seeking approval from Council to submit to Environment Canterbury. The preparation and implementation of a SMP is required under CRC184601, the Rangiora stormwater network discharge consent.
- 1.2. The SMP seeks to achieve the receiving environment objectives set in Condition 8 of consent CRC184601; including mitigation of downstream flooding of dwellings, scour and erosion (8a and b); improving stormwater quality (8c), and protecting wāhi tapu, wāhi taonga and mahinga kai species and habitat (8d and e). Prioritised projects for the SMP focus primarily on the objective 8c for improved stormwater quality, as this is the area where the need is greatest, however there are other projects that seek to meet the other receiving environment objectives.
- 1.3. Water quality monitoring results from Rangiora baseline monitoring in 2014-17 and 2021-24 under consent CRC184601 show non-compliance for several contaminants. Stormwater improvement projects are required to be implemented to achieve this compliance.
- 1.4. A key component of the SMP is an assessment of treatment and source control options to create an action work programme (Section 8) for operational work, and capital projects (Section 9) that are costed at a high-level. Developed areas where there is no significant attenuation or treatment are the Middle Brook, the Newnham Street industrial area of the North Brook and the majority of the North Drain. In the SMP, these areas are therefore proposed for capital projects. A placeholder budget for these stormwater quality improvements of \$9.8 million is in the current Long Term Plan 2024-34.
- 1.5. Consultation with Te Ngāi Tūāhuriri Rūnanga via Mahaanui Kurataiao Ltd, the Rangiora Ashley Community Board and the Waimakariri Water Zone Committee has taken place regarding the draft Rangiora Stormwater Management Plan.

Attachments:

- i. Rangiora Stormwater Management Plan 2025-2040 (Version 1.1) - 250130015113
- ii. Te Ngāi Tūāhuriri Rūnanga Position Statement: Rangiora Stormwater Management Plan - 241120204733

2. **RECOMMENDATION**

THAT the Utilities and Roothing Committee:

- (a) **Receives** Report No. 250120008174.
- (b) **Notes** that the Rangiora Stormwater Management Plan 2025-2040 has been circulated to for consultation to Te Ngāi Tūāhuriri Rūnanga via Mahaanui Kurataiao Ltd, Rangiora Ashley Community Board, and the Waimakariri Water Zone Committee.

AND

THAT the Utilities and Roothing Committee recommends:

THAT the Council:

- (c) **Approves** the Rangiora Stormwater Management Plan 2025-2040 to be to be submitted to Environment Canterbury.

3. **BACKGROUND**

- 3.1. Rangiora stormwater discharges primarily to the Cam River Ruataniwha catchment, with some discharges also to the Ashley Rakahuri River (via North Drain) and Cust River (via No.7 Drain).
- 3.2. The duration of the SMP is from 2025-2040, as 2040 was stated in the CRC184601 consent application as the date by which the Council intends to meet the Land and Water Regional Plan limits.
- 3.3. There was an SMP drafted in 2001 for Rangiora. This was focussed on managing stormwater quantity and flood control. It has been largely implemented. An Interim SMP for Rangiora was drafted for the application for consent CRC184601 (TRIM 171206132761).
- 3.4. The SMP 2025-2040 has been developed primarily 'in-house' by Council staff by the 3 Waters team and the Network Planning team (Project Delivery Unit) with expertise from other teams where required.
- 3.5. The SMP 2025-2040 will be revised as required and fully reviewed at least every five years.

4. **ISSUES AND OPTIONS**

Objectives of the SMP

- 4.1. Receiving Environment Objectives are set out in Condition 8 of CRC184601, which are the objectives for the Rangiora SMP.

The consent holder shall use best practicable options to achieve the following:

- (a) *Avoid stormwater that is discharging from the reticulated stormwater system from entering any dwelling house located downstream of any network discharge point during any duration two percent Annual Exceedance Probability rainfall event; and*
- (b) *Avoid stormwater that is discharging from the reticulated stormwater system from causing erosion or scour of any receiving or downstream waterway, or causing damage to any downstream infrastructure; and*
- (c) *The receiving environment objectives for management of stormwater discharge quality and which measure the associated effects on receiving waterways set out in Schedule 1 to consent CRC184601; and*

- (d) *The protection and culturally appropriate treatment of wāhi tapu and wāhi taonga habitats and sites (if or where identified by Te Ngāi Tūāhuriri Rūnanga) and cultural items or artefacts; and*
- (e) *The management of stormwater discharges in a manner that protects and enhances mahinga kai species of value to Te Ngāi Tūāhuriri Rūnanga, and enhances mahinga kai areas.*

Focus on stormwater quality improvement

- 4.2. There has been previous work on prevention of downstream flooding, scour and erosion, such as projects from the Rangiora SMP in 2001 and flood recovery work after the 2014 flood event. As CRC184601 is the first stormwater network discharge consent to be issued for Rangiora (granted in May 2021), the Rangiora SMP focuses primarily on stormwater quality improvement projects to be compliance with contaminant levels set in Schedule 1 and the Rangiora Stormwater Monitoring Programme which forms part of the consent.
- 4.3. Water quality monitoring from 2021-2023 shows that there are exceedances of compliance limits, particularly during wet weather. Waterway values have been affected in Rangiora from urbanisation and industrial activities, which has in turn had an impact on mahinga kai practices. Ecological health of waterways has also been shown to be affected by urbanisation using fine sediment and macro-invertebrate indices.

Capital works and retrofitting

- 4.4. Current stormwater treatment in Rangiora consists primarily of wet and dry ponds, infiltration basins, and constructed wetlands, with some proprietary devices also installed. The majority of Rangiora township has existing infrastructure, such as basins, that provide attenuation and/or some form of treatment. However, there are developed areas where there is no significant attenuation or treatment, for example in the Middle Brook, parts of the South Brook, the Newnham Street industrial area of the North Brook and the majority of the North Drain. In the SMP, these areas are therefore proposed for capital projects from the existing \$9.8m budget in the 2024-34 Long Term Plan.
- 4.5. Some catchment areas that were developed in the past without stormwater infrastructure are suitable for retrofitting treatment solutions before reaching the receiving environment. However other catchments have fewer practicable opportunities to treat with wet or dry basins or constructed wetlands, primarily due to constraints with space and high groundwater levels. For these areas source controls will be more important. Risk assessment in the SMP found the North Brook and Middle Brook to be high risk sub-catchment, and the North Drain and No. 7 Drain as medium risk sub-catchments.
- 4.6. The SMP proposes to carry out investigations for options for retrofitting stormwater treatment in all of the North Drain, and parts of the Middle Brook, North Brook as the best solution to achieve improved water quality outcomes.

Consultation

- 4.7. Te Ngāi Tūāhuriri Rūnanga (via Mahaanui Kurataiao Ltd) has been consulted regarding the SMP, with a work programme within Section 8 (Action Work Programme) of the SMP particularly in relation to consent conditions 8 (d) and (e) detailed above (Attachment ii)
- 4.8. The position of Ngāi Tūāhuriri Rūnanga, as mana whenua of the takiwā, is that they do not support or oppose this Rangiora Stormwater Management Plan.

- 4.9. Consultation with the Waimakariri Water Zone Committee (WWZC) and Rangiora Ashley Community Board was carried out at their 3 February 2025 and 12 February 2025 meetings respectively. The WWZC and RACB sought clarification of some points, and were supportive of the SMP as drafted. There was one minor edit to the SMP to clarify the roles of writers and reviewers of the Plan.

Implications for Community Wellbeing

- 4.10. There are wider implications on community wellbeing by the issues and options that are the subject matter of this report. A Rangiora Stormwater Management Plan enables improved stormwater and mahinga kai quality, and nuisance flooding improvements downstream of the township.
- 4.11. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are likely to be affected by, and have an interest in the subject matter of this report. WDC staff carried out consultation with Te Ngāi Tūāhuriri Rūnanga for the SMP via Mahaanui Kurataiao Ltd. A position statement was received on 19 November 2024 (see Attachment ii).

5.2. Groups and Organisations

There are specific groups and organisations likely to be affected by, or to have an interest in the subject matter of this report such as environmental organisations.

5.3. Wider Community

The wider community is likely to be affected by and to have an interest in the subject matter of this report, to improve waterways within and below Rangiora township.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are no financial implications of the decisions sought by this report. A placeholder budget of \$9.8 million capital expenditure is currently in the Long Term Plan 2024-34 for stormwater improvements in Rangiora, which is allocated by the SMP.

Additional budget for stormwater improvements in Rangiora is expected to be required beyond the 10-year period of the Long Term Plan 2024-2034 up until 2040 (the end of the SMP), however no costing has been specified in the SMP. When the SMP is reviewed within 5 years, additional budget costs for the period 2034-2040 will be considered.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do have sustainability and/or climate change impacts. The waterways of Rangiora and downstream will provide a healthier environment for indigenous biodiversity, mahinga kai, amenity and recreation.

6.3. Risk Management

There are no specific risks arising from the adoption of the recommendations in this report. This report is for information only.

6.4. Health and Safety

There are no health and safety risks arising from the adoption/implementation of the recommendations in this report.

7. CONTEXT

7.1. Consistency with Policy

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. Authorising Legislation

Resource Management Act (1991) – under which Environment Canterbury has issued consent CRC184601.

7.3. Consistency with Community Outcomes

The Council's community outcomes are relevant to the actions arising from recommendations in this report, particularly provision of a 'healthy and sustainable environment for all' through healthier waterways in Rangiora.

7.4. Authorising Delegations

The Utilities and Roothing Committee holds the delegation to recommend that the Rangiora SMP 2025-40 is submitted to Council for approval.



CRC184601

Rangiora Stormwater Management Plan 2025-40

Prepared by Waimakariri District Council
18 December 2024



Prepared for: Kalley Simpson 3 Waters Manager

Prepared by: _____ Sophie Allen Water Environment Advisor
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on behalf of Waimakariri District Council

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Version Number	Prepared By	Comments	Date
1	Sophie Allen, Kirtina Ismail, Janet Fraser	Submitted to MKL for review	September 2024
1.1	Sophie Allen, Kirtina Ismail	Incorporated recommendations from Te Ngāi Tūāhuriri Rūnanga	December 2024

1. Executive Summary

A Stormwater Management Plan (SMP) for Rangiora township is required by the Stormwater Network Discharge Consent CRC184601. Its purpose is to reduce the adverse effects of stormwater discharges on surface water quality and quantity, wāhi tapu, wāhi taonga, as well as protect and enhance mahinga kai.

This SMP sets out methods the Council will implement to meet the consent objectives set out in condition (8), which requires the Council to use 'best practicable options' to achieve specified water quantity and water quality outcomes.

Rangiora stormwater discharges primarily to the Cam River Ruataniwha catchment, with some discharges also to the Ashley Rakahuri River and Cust River.

Most developed areas are adequately protected from flooding by the drainage network. There has been previous work on prevention of downstream flooding, scour and erosion. This has included projects from the Rangiora SMP in 2001 and flood recovery work after the 2014 flood event. Therefore, this SMP focuses primarily on stormwater quality improvement projects. Water quality monitoring from 2021-2023 shows that there are exceedances of compliance targets, particularly during wet weather. Waterway values have been affected in Rangiora from urbanisation and industrial activities, which has in turn had an impact on mahinga kai practices. Ecological health of waterways has also been shown to be affected by urbanisation using fine sediment and macro-invertebrate indices.

The position of Ngāi Tūāhuriri Rūnanga, as mana whenua of the takiwā, is that they do not support or oppose this Rangiora Stormwater Management Plan. Stormwater management in Rangiora is expressed in the Mahaanui Iwi Management Plan (IMP) (2013) objective that states *'the discharge of contaminants is discontinued, and all existing direct discharges of contaminants to water are eliminated.'*

Current stormwater treatment in Rangiora consists primarily of wet and dry ponds, infiltration basins, and constructed wetlands, with some proprietary devices also installed. The majority of Rangiora township has existing infrastructure, such as basins, that provide attenuation and/or some form of treatment. However, there are developed areas where there is no significant attenuation or treatment, for example, the Middle Brook sub-catchment, parts of the South Brook, the Newnham Street industrial area of the North Brook and the majority of the North Drain sub-catchment.

Some catchment areas that were developed in the past without stormwater infrastructure are suitable for retrofitting treatment solutions before reaching the receiving environment. However other catchments have fewer practicable opportunities to treat with wet or dry basins or constructed wetlands, primarily due to constraints with space and high groundwater levels. For these areas source controls will be more important. Risk assessment in this SMP found the North Brook and Middle Brook to be high risk sub-catchment, and the North Drain and No. 7 Drain as medium risk sub-catchments.

This SMP proposes to carry out investigations for options for retrofitting stormwater treatment in all of the North Drain, and parts of the Middle Brook, North Brook catchments, as the best solution to achieve improved water quality outcomes.

Stormwater from new developments is required to be attenuated and treated to meet the Waimakariri District Council (WDC) Engineering Code of Practice (ECoP), with the Waterways Wetland and Drainage Guide (Christchurch City Council) and TP10 (by Auckland Regional Council, replaced by GD01 - Auckland Council) recognised as best practice guidance documents for treatment.

WDC proposes an adaptive management approach to stormwater management, where this SMP will be revised annually and reviewed every 5 years. This allows for progress checks of monitoring against the consent objectives, adaptation and learning as well as the adoption of emerging technologies.

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1.3. List of Abbreviations

AEP	Annual Exceedance Probability
ARI	Annual Return Interval
ASPM	Average Score Per Metric
BMP	Best Management Practice
CLM	Contaminant Load Model
CLWRP	Canterbury Land and Water Regional Plan
CWMS	Canterbury Water Management Strategy
DIN	Dissolved Inorganic Nitrogen
DRP	Dissolved Reactive Phosphorus
ECoP	Engineering Code of Practice
GIS	Geographic Information System
GPT	Gross Pollutant Trap
HAIL	Hazardous Activities and Industries List
IMP	Iwi Management Plan
LGA	Local Government Act
LLUR	Listed Land Use Register
MfE	Ministry for the Environment
MKL	Mahaanui Kurataiao Ltd
MOU	Memorandum of Understanding
NPS-FM	National Policy Statement for Freshwater Management
NTCSA	Ngāi Tahu Claims Settlement Act
ODP	Outline Development Plan
PAH	Polycyclic Aromatic Hydrocarbon
PCG	Project Control Group
PIM	Project Information Memorandum
QMCI	Quantitative Macroinvertebrate Community Index
RCP	Representative Concentration Pathway
RMA	Resource Management Act
RUSM	Rangiora Urban Stormwater Model
SMA	Stormwater Management Area
SMP	Stormwater Management Plan
SQEP	Suitably Qualified Environmental Practitioner
SSMP	Site-specific Stormwater Management Plan
TAN	Total Ammoniacal Nitrogen
TSS	Total Suspended Solids
TRoNT	Te Rūnanga o Ngāi Tahu
WDC	Waimakariri District Council
WSD	Water Sensitive Design
WWDG	Waterways, Wetland and Drainage Guide (Christchurch City Council, updated 2012)
ZIPA	Zone Implementation Programme Addendum

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2. Introduction

On 7 May 2021 the Waimakariri District Council was granted consent CRC184601 to discharge stormwater and water treatment chemicals into land and to surface water by Environment Canterbury, for a period of 24 years, effective from 7 May 2021 to 30 June 2045.

Condition 9 of the consent requires that before 1 January 2025, a Stormwater Management Plan (SMP) shall be prepared, and from 1 January 2025, be maintained and implemented for the duration of the consent. The purpose of the SMP is to detail the options to manage the stormwater discharges authorised by CRC184601 so that the receiving environment objectives and targets set out in condition (8) of the consent will be met.

2.1. Receiving Environment Objectives of CRC184601

Waimakariri District Council (WDC) shall use best practicable options to achieve the following receiving environment objectives as stated in Condition 8 of the Rangiora Stormwater Network Discharge Consent:

- 8(a) Avoid stormwater that is discharging from the reticulated stormwater system from entering any dwelling house located downstream of any network discharge point during any duration two percent Annual Exceedance Probability rainfall event; and***
- 8(b) Avoid stormwater that is discharging from the reticulated stormwater system from causing erosion or scour of any receiving or downstream waterway, or causing damage to any downstream infrastructure; and***
- 8(c) The receiving environment objectives for management of stormwater discharge quality and which measure the associated effects on receiving waterways set out in Schedule 1 of CRC184601; and***
- 8(d) The protection and culturally appropriate treatment of wāhi tapu and wāhi taonga habitats and sites (if or where identified by Te Ngāi Tūāhuriri Rūnanga) and cultural items or artefacts; and***
- 8(e) The management of stormwater discharges in a manner that protects and enhances mahinga kai species of value to Te Ngāi Tūāhuriri Rūnanga, and enhances mahinga kai areas.***

2.2. Requirements of this SMP

This SMP is required under Condition 9 of the Rangiora Stormwater Network Discharge Consent CRC184061 to include:

- 2.2.1.** Details of the current status of stormwater quality improvement measures implemented within the catchment (see Section 3.6);
- 2.2.2.** A description of the understanding of the overall effects the existing discharge is having on the receiving environment (see Section 4.2);
- 2.2.3.** A description of the catchment areas covered by the SMP that are developed at the time of writing the SMP (see Section 3.3), and an assessment of what additional development is anticipated in the Rangiora township prior to the next review of the SMP (see Section 3.4.4);
- 2.2.4.** Details of the outcome of investigations undertaken into water quality or water quantity (see Sections 4.1, 4.2), and any investigations that are proposed to occur to inform future SMP decisions and implementation and (see Section 8);
- 2.2.5.** Details of the contaminant load model (CLM) developed for the township, including outcomes of the modelling (see Section 3.5.3 and Appendix C);

- 2.2.6.** Details of measures that will be used to manage discharges of stormwater authorised by CRC184601 (see Section 6);
- 2.2.7.** Details of the management of stormwater from sites requiring or that will require a pollution prevention plan and / or from sites involving the use, storage or disposal of hazardous substances (see Section 6.1);
- 2.2.8.** A description of funding available for stormwater improvement projects proposed over the next ten years and how these funds will be allocated among the prioritised highest risk areas within the Rangiora township (see Section 9);
- 2.2.9.** Methods that will be used to:
 - Maintain compliance with the water quantity limits and requirements in condition (8)(a) and (b) (see Section 6.1.1);
 - Work toward achieving the limits and targets in the monitoring programme “urban impact” sections, as required by condition 8(c), including:
 - A detailed description of the adaptive management approach that will be implemented, and how decisions will be made (see Sections 7 and 11);
 - Reflecting the outcomes of the CLM developed (see Section 8);
 - Consideration of innovative technologies, including trials which have been undertaken (Sections 7.3.2 and 8);
 - Implementation of source controls (Sections 6.2 and 8);
 - The use of sustainable urban design in sub-catchments (see Section 6.3); and
 - Considering the feasibility/practicability of retrofitting existing catchments (Sections 7 and 8).
 - Progress toward meeting the objectives and values of Ngāi Tūāhuriri as set out in condition 8(d) and (e) (Sections 7, 8 and 9); and
 - Implement the measures set out in condition (14) of CRC184601 (Sections 2.4.5. and 3.4.4);
- 2.2.10.** Requirements for appropriate disposal of contaminated material removed from stormwater basins in accordance with the requirements of CRC184601 to a disposal location authorised to receive that material (Appendix B).

2.3. Scope Exclusions

Effects of the discharge of stormwater to groundwater is not considered in this SMP, except for consideration of the maintenance of infiltration basins, such as replacement of filter media.

Flood risk from an Ashley Rakahuri River breakout scenario is out of scope of the Rangiora stormwater network discharge consent. The Ashley Rakahuri River is managed by Environment Canterbury for flood protection.

Contaminants from rural sources or from groundwater inflows into the Rangiora urban area are not considered for actions and projects under this SMP, as these contaminants are out of scope of the consent CRC184601.

2.4. Planning Requirements and Key Non-Statutory Documents

The following planning requirements, or other non-statutory documents are relevant to consider, to understand the context that the SMP operates within.

2.4.1. National Policy Statement for Freshwater Management (2020)

The National Policy Statement for Freshwater Management (NPS-FM) uses the concept of Te Mana o te Wai, that recognises that protecting the health of freshwater protects the health and well-being of the wider environment. As part of Te Mana o te Wai, the hierarchy of obligations prioritises the health and well-being of water bodies and freshwater ecosystems, over the health needs of people (such as drinking water), which is over the ability of people and communities to provide for their social, economic, and cultural well-being, for now and in the future.

2.4.2. Resource Management Act (RMA, 1991) and the Canterbury Land and Water Regional Plan (CLWRP)

Section 5 (Purpose), 6 (Matters of National Importance), 7 (Other Matters), and 8 (Te Tiriti o Waitangi) of the Resource Management Act 1991 prescribe what all persons exercising functions and powers under the Resource Management Act need to consider in relation to managing the use, development and protection of natural and physical resources. The CLWRP is the regional plan developed by Environment Canterbury under the RMA.

2.4.3. Waimakariri District Plan and Proposed District Plan

Stormwater is considered in Chapter 32 of the operative Waimakariri District Plan which states 'Stormwater conveyance and attenuation shall follow the natural drainage patterns of the site, utilising and enhancing naturally occurring indentations and low points for conveyance and attenuation. Stormwater detention basins should be located and sized to support logical staging of the development and assist with sediment control during construction.'

It is noted that WDC is currently reviewing its District Plan, via the Proposed District Plan process. The Proposed District Plan also considers stormwater, primarily in the Subdivision Chapter. In particular, this chapter sets out certain requirements and standards in relation to sustainable design and stormwater management (Policies SUB-P3 and SUB-P10) which is a change to the operative District Plan.

2.4.4. Mahaanui Iwi Management Plan (2013)

The Mahaanui Iwi Management Plan (IMP) is a written expression of kaitiakitanga, setting out how to achieve the protection of natural and physical resources according to Ngāi Tahu values, knowledge, and practices. The plan has the mandate of the six Papatipu Rūnanga, and is endorsed by Te Rūnanga o Ngāi Tahu, as the iwi authority.

2.4.5. WDC Engineering Code of Practice (ECoP) – (last updated July 2020)

The WDC ECoP provides controls to ensure that all developed infrastructure is, and will remain, fit for the intended life of the asset. The document sets out guidelines to assist developers and contractors to comply with the WDC District Plan, bylaws, policies and consents. For water quality, the ECoP refers to the guidelines in the Christchurch City Council Waterways Wetlands and Drainage Guide (2003, partly amended 2012) and the Auckland Regional Council guidelines TP10 (2003), which was updated by Auckland Council in the document GD01 (Cunningham *et al.* 2017).

2.4.6. Canterbury Water Management Strategy (CWMS)

The Canterbury Water Management Strategy provides a collaborative framework to help manage the multiple demands on freshwater resources in the Canterbury region. This includes the control of discharges.

3. Catchment and Network Overview

3.1. Catchment Background

Rangiora is an urban town with a population of approximately 20,000 people. It is located some 8km north of the Waimakariri River, 1km south of the Ashley River and about 6km from the coast. It is bisected by three major spring-fed streams (the 'Three Brooks' - North Brook, Middle Brook, and South Brook) and their tributaries, traversing the lower half of the Rangiora urban area (Figure 1).

Figure 1 indicates the layout of the Rangiora urban drainage network and shows the natural fall of the land. It shows the location of the network in relation to the location of nearby towns, and the Ashley Rakahuri, Kaiapoi and Waimakariri Rivers.

In summary, this SMP has considered stormwater effects on five natural streams (receiving environments) within the Rangiora urban limits; North Brook, Middle Brook, South Brook, South South Brook, and the No. 7 Drain. Most of these streams are spring-fed with yearly baseflow and are generally considered to have high ecological and cultural values. The North Drain is also considered within this SMP, with discharge to the Ashley Rakahuri River (the receiving environment) beyond the urban limits.

3.1.1. Cam Ruataniwha catchment

The Rangiora urban stormwater network predominantly discharges to the three brooks, which form part of the extended tributaries of the Cam River (Ruataniwha) catchment. The Cam River flows into the Kaiapoi and Waimakariri Rivers.

In the eastern part, the town centre is drained by the Railway Stream, with spring-fed base flow emerging at its lower end where it drains into the Kowhai Ave Stream and then into the North Brook mainstem. Both the Railway Stream and the North Brook primarily flow into Io Io Whenua (North Brook ponds) before re-joining a North Brook mainstem baseflow downstream. The principal purpose of these ponds is to attenuate flows and reduce the amount of sediment entering the river systems from stormwater runoff from the town. The Newnham Street industrial area stormwater flows along Boys Road into the North Brook, without passing through Io Io Whenua (North Brook Ponds), with some flows in large rain events also potentially flowing into the Middle Brook catchment.

At Southbrook Park there are smaller ponds that cater for the Green Street catchment. There is also a small pump station (on Rowse St) in the Green Street catchment that provides a groundwater base flow to the upper reaches of the Middle Brook for ecological purposes.

3.1.2. North Drain

The northern part of the town is served by the ephemeral "North Drain" which discharges directly to the Ashley Rakahuri River. A long, grassed swale area provides some infiltration and an unquantified amount of treatment of the flow prior to discharge to the Ashley Rakahuri River.

3.1.3. No. 7 Drain

When the Southbrook industrial area was further developed in 2011 the upper section of the South-South Brook was diverted to the south. This diversion resulted in the upper part of the South-South Brook becoming part of the No.7 Drain (flowing to the Cust Main Drain) catchment, with the lower section of the South-South Brook continuing as part of the Cam River catchment.

3.1.4. Discharge to Ground

There are significant areas to the north of Rangiora that discharge to ground, particularly the north-west subdivisions of Westpark and Arlington. The recent development of the Bellgrove area in the Northeast of Rangiora discharges to ground, except in a 1 in 50-year storm event or above, during which, this area will discharge stormwater into the headwaters of the Cam River itself. Similarly, future development of Bellgrove further stages to the north-east of Rangiora are also proposed to discharge stormwater to ground, with discharge to the headwaters of the Taranaki Stream, in a 1 in 50-year storm event.

3.1.5. Stormwater exclusion

In addition to the main natural streams there are also several smaller tributary waterways. For example, Kōura (Crayfish) Creek is a spring-fed creek draining to the North Brook, originating above North Brook Road, with high ecological values. The area surrounding this creek is within the Rangiora urban area. To preserve the ecological values of this creek none of the stormwater from the development is discharged into the creek.

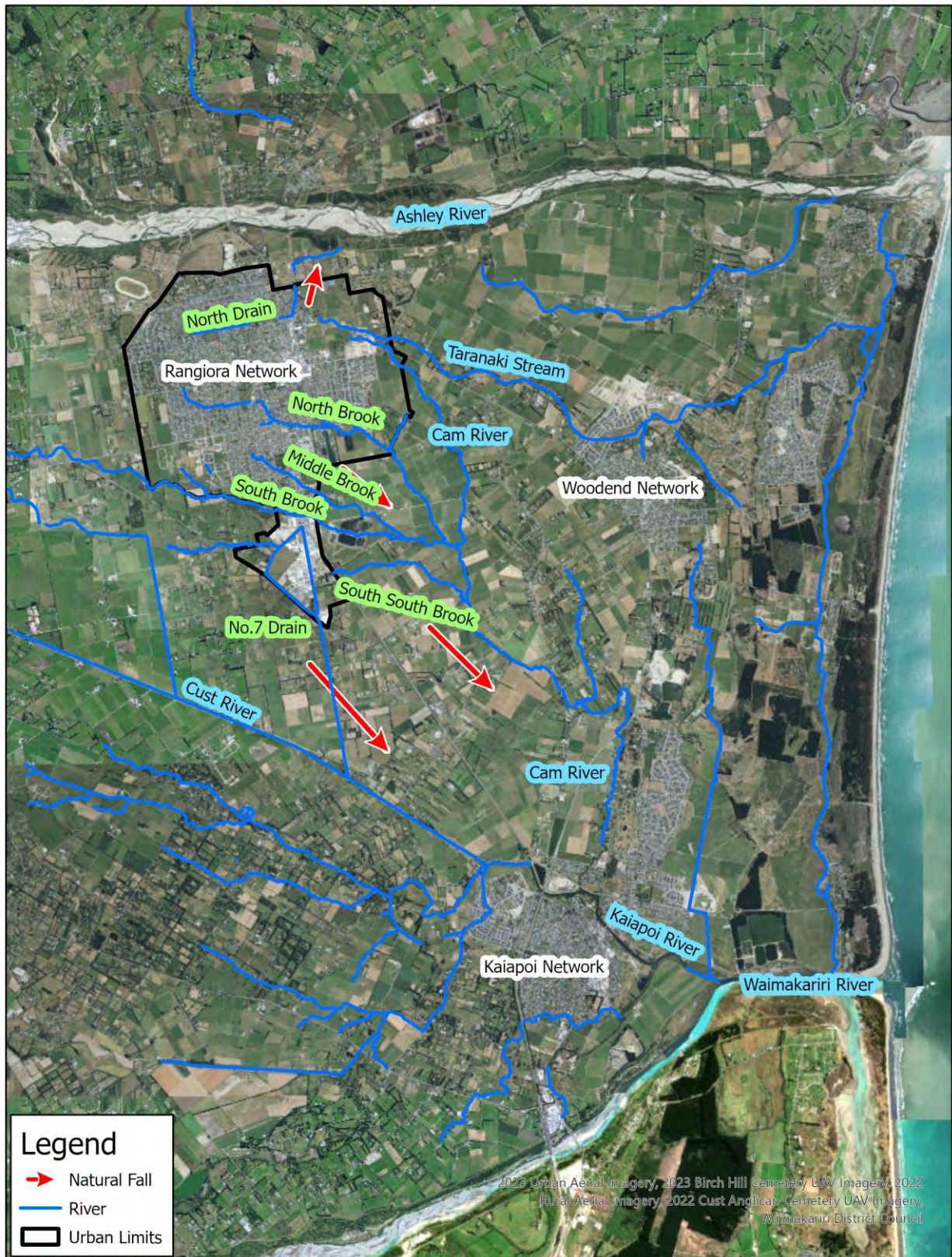


Figure 1: Rangiora network location plan.

3.2. The Receiving Environment

Stormwater discharge from Rangiora is primarily to the Cam River Ruataniwha catchment, with some discharge to the Cust and Ashley Rakahuri Rivers.

3.2.1. Cam River Ruataniwha

The Cam River Ruataniwha originates as spring-fed tributaries on the plains to the west of Rangiora (South Brook) or within Rangiora township itself (Middle Brook, North Brook, and Cam River headwaters). The Cam River Ruataniwha flows to the Kaiapoi River then the Waimakariri River before entering the sea.

The macrofauna species in the Cam River Ruataniwha catchment include¹:

- Tuna / Longfin eel (*Anguilla dieffenbachii*) and shortfin eel (*Anguilla australis*)
- Pātiki / Black Flounder (*Rhombosolea retiaris*)
- Inanga (*Galaxias maculatus*) – a whitebait species
- Toitōi / Common Bully (*Gobiomorphus cotidianus*), Upland Bully (*Gobiomorphus breviceps*), Giant Bully (*Gobiomorphus gobioides*)
- Common smelt (*retropinna retropinna*)
- Yellow-eyed mullet (*Aldrichetta forsteri*)
- Kanakana / pouched lamprey (*Geotria australis*)
- Brown trout (*Salmo trutta*) – An introduced sport fish
- Kākahi / freshwater mussels (*Echyridella menziesi*)
- Freshwater shrimp (*Paratya curvirostris*)
- Wai kōura / freshwater crayfish (*Paranephrops zealandicus*)

There is a historical (1946) record for the Canterbury mudfish (*Neochanna burrowsius*), however this species is no longer known to be present in this catchment.

Parts of the South Brook, North Brook, Cam River mainstem and Kōura (Crayfish) Creek are mapped as areas of Critical Habitat for Indigenous Species under Plan Change 7 of the CLWRP (Figure 2). This is likely to be due to the presence of species such as wai kōura / freshwater crayfish (*Paranephrops zealandicus*) which is ranked as “At Risk- Declining” and kanakana / pouched lamprey (*Geotria australis*) which is “Nationally Vulnerable”.

The presence of larval and juvenile kanakana at multiple sites in 2023 ecological surveys indicates kanakana are likely to be spawning in the South Brook, and potentially wider Cam River catchment (Boffa Miskell, 2024). Wai kōura are also known to be present in the South Brook, North Brook and its tributaries through WDC staff observations.

¹ source: New Zealand Freshwater Fish Database and WDC staff observations

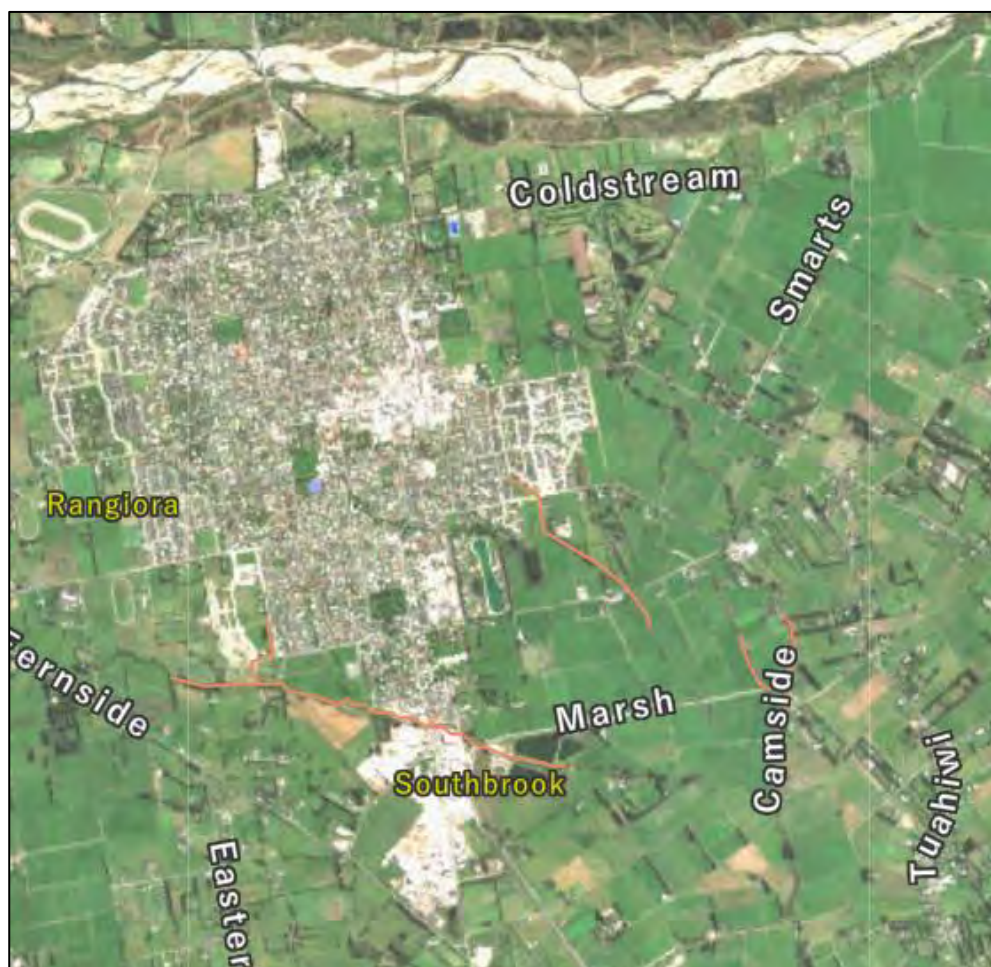


Figure 2: Critical habitat for indigenous species shown in orange (source: CLWRP)

3.2.2. Cust River (No.7 Drain)

The Cust River originates on the plains near Oxford. In the lower reaches the river has been diverted into a channel, often called the Cust Main Drain. The No.7 Drain, which receives stormwater from Rangiora, is one of the drainage channels flowing into the Cust River that was constructed to drain wetland areas in the 19th century.

Macrofauna species in the Cust River catchment include²:

- Tuna / Longfin eel (*Anguilla dieffenbachii*) and shortfin eel (*Anguilla australis*)
- Pātiki / Black Flounder (*Rhombosolea retiaris*)
- Inanga (*Galaxias maculatus*) – a whitebait species
- Toitōi / Common Bully (*Gobiomorphus cotidianus*), Upland Bully (*Gobiomorphus breviceps*), Giant Bully (*Gobiomorphus gobioides*), Bluegill Bully (*Gobiomorphus hubbsi*), Redfin Bully (*Gobiomorphus huttoni*)
- Yellow-eyed mullet (*Aldrichetta forsteri*)
- Kanakana / pouched lamprey (*Geotria australis*) – one record from 1998 only
- Brown trout (*Salmo trutta*), Chinook Salmon (*Oncorhynchus tshawytscha*), Rainbow Trout (*Oncorhynchus mykiss*) – Introduced sport fish
- Kākahi / freshwater mussels (*Echyridella menziesi*)
- Freshwater shrimp (*Paratya curvirostris*)
- Panoko / Torrentfish (*Cheimarrichthys fosteri*)

² Source: New Zealand Freshwater Fish Database

There is one undated record for the Canterbury mudfish (*Neochanna burrowsius*), however this species is no longer known to be present in this catchment.

3.2.3. Ashley Rakahuri River

The Ashley Rakahuri River originates in the Puketeraki Range, which are the foothills to the west of Lees Valley, that then passes through a gorge before coming a braided river on the plains. The Ashley Rakahuri estuary (Te Aka Aka) is a large estuarine area that is a wāhi taonga for tāngata whenua (Mahaanui IMP, Jolly *et al.* 2013).

Macrofauna species in the Ashley Rakahuri catchment include³:

- Tuna / Longfin eel (*Anguilla dieffenbachii*) and shortfin eel (*Anguilla australis*)
- Pātiki / Black Flounder (*Rhombosolea retiaris*)
- Inanga (*Galaxias maculatus*) – a whitebait species
- Toitō / Common Bully (*Gobiomorphus cotidianus*), Upland Bully (*Gobiomorphus breviceps*), Giant Bully (*Gobiomorphus gobioides*)
- Common smelt (*Retropinna retropinna*)
- Yellow-eyed mullet (*Aldrichetta forsteri*)
- Kanakana / pouched lamprey (*Geotria australis*)
- Brown trout – An introduced sport fish (*Salmo trutta*)
- Kākahi / freshwater mussels (*Echyridella menziesi*)
- Freshwater shrimp (*Paratya curvirostris*)
- Bluegill Bully (*Gobiomorphus hubbsi*)
- Estuarine triplefin (*Grahamina* sp.)
- Panoko / Torrentfish (*Cheimarrichthys fosteri*)
- Canterbury galaxias (*Galaxias vulgaris*)
- Koaro (*Galaxias brevipinnis*)

3.3. Rangiora Sub-catchments

A combined area of 3,050 Ha contributes to the Rangiora stormwater catchment area and includes both urban and rural areas. A crucial objective of the SMP is to meet established consent limits for water quality within the receiving waterways. In line with this objective, sub-catchments for the purpose of the SMP were defined based on where the waterway intersects the urban limit (see sub-catchment delineation points shown on Figure 3). These locations were selected to, as best possible, align with the existing sampling locations outlined in the Rangiora Stormwater Monitoring Programme. This intentional overlap facilitates efficient and coordinated ongoing monitoring efforts, enabling:

Clear identification of areas exceeding consent limits.

By correlating water quality data with specific discharge points from each sub-catchment, the SMP identifies areas within the urban landscape where targeted interventions can be implemented to work towards improvements needed to meet established consent limits for discharge.

Assisted in identifying gaps in sampling locations.

Alignment with sampling locations also provided a clear indication of additional sample points to be considered for ongoing monitoring.

Effective tracking of progress towards compliance.

³ Source: New Zealand Freshwater Fish Database and WDC staff personal observations

Using aligned sampling locations allows for consistent data collection and analysis, providing a clear picture of progress made towards achieving compliance with water quality consent limits and other water quality objectives.

Streamlined data interpretation and resource allocation.

Aligning boundary definition of sub-catchments and sampling points simplifies data analysis and interpretation, helping to guide resource allocation and improvement efforts within the SMP, ensuring resources are directed towards areas with the greatest impact on achieving consent limits.

This strategic coordination between the SMP and the CRC184601 Stormwater Monitoring Programme fosters a data-driven approach to stormwater management, ultimately leading to improved water quality within the receiving waterway ensuring steps towards achieving established consent limits.

The following seven sub-catchments, one of which is categorised as areas with discharges to ground, were identified within the Rangiora township, listed below and presented in Figure 3. Total catchment areas for each of these catchments are shown in Table 1.

1. North Brook
2. South Brook
3. Middle Brook
4. North Drain
5. No. 7 Drain
6. South South Brook;
7. Areas that discharge to ground.

Table 1: Total area of each sub-catchment

Sub-catchment	Area (ha)
Discharge to Ground	300
Middle Brook	75
No. 7 Drain	295
North Drain	97
North Brook	594
South South Brook	30
South Brook	1463

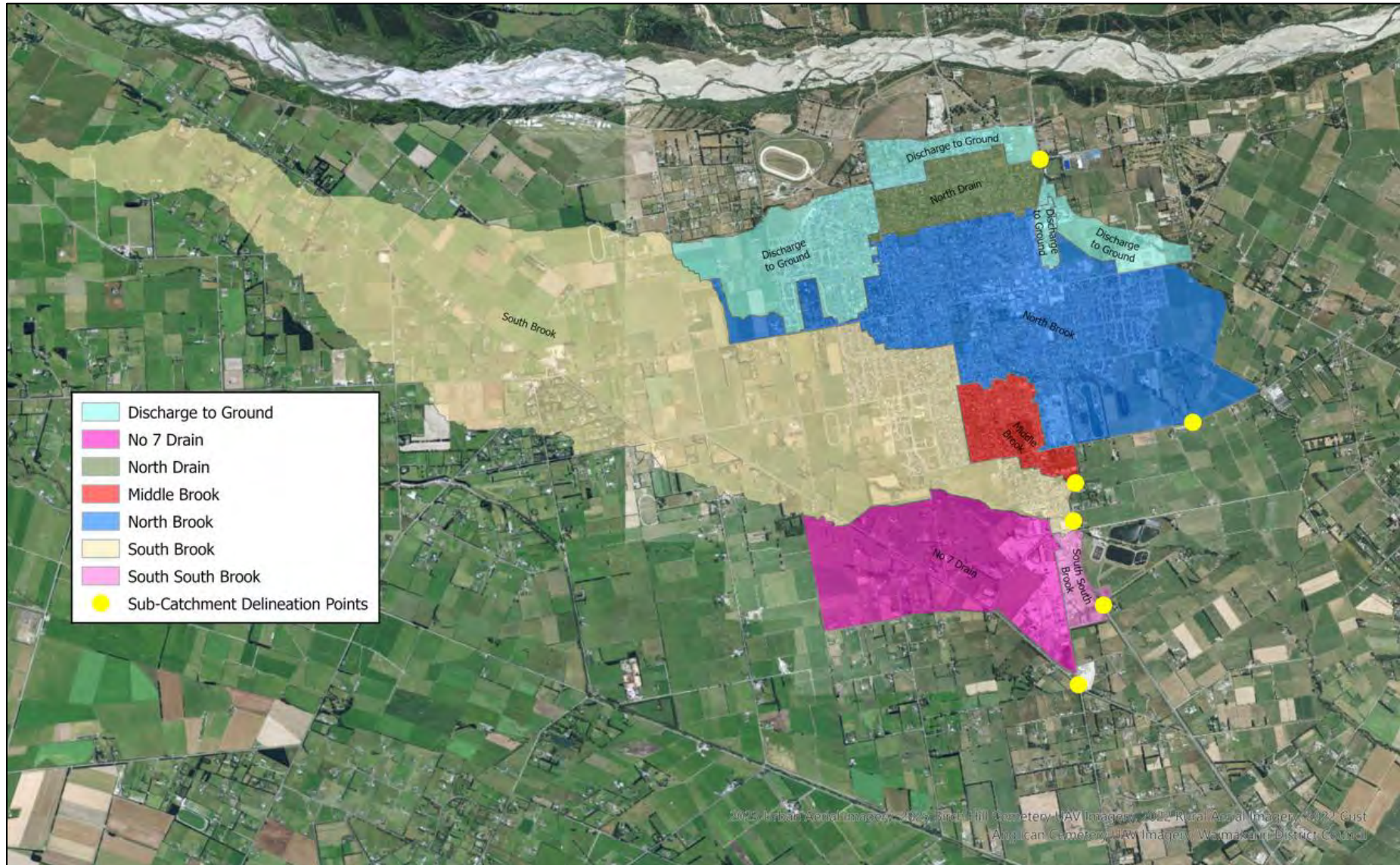


Figure 3: Rangiora SMP sub-catchments.

3.4. Sub-catchment Characteristics

Characterisation of each sub-catchment within the township was undertaken, encompassing the following:

- land-use classifications (residential, industrial, rural, and commercial);
- soil properties and infiltration rates;
- groundwater levels;
- existing stormwater infrastructure, and;
- projected growth areas within Rangiora.

This spatial analysis, documented through comprehensive mapping, provided a valuable foundation for understanding the unique hydrological behaviour of each sub-catchment.

These factors included land use, stormwater drainage and infrastructure, groundwater levels, soil conditions, and future growth areas. The spatial analysis also identified locations with existing treatment facilities, highlighting areas lacking necessary stormwater management controls. This comprehensive mapping exercise provided a detailed overview of each sub-catchment's unique characteristics which leads to informed decision making for this SMP. This information was critical in:

- Identifying high-risk areas within the township. Locations with specific land uses or inadequate treatment that led to increased runoff and contributed to high contaminant generation (further discussed in Section 3.5).
- Analysing the capacity of existing infrastructure and identifying potential flood prone areas or upgrade needs.
- Best Management Practices (BMP) selection. Choosing appropriate BMPs considering specific sub-catchment constraints and opportunities.
- Prioritisation of projects. Improved project implementation plans – resources are directed towards highest risk areas and or projects that would that provide the most significant impact (i.e. poor water quality, directed efforts for areas particularly vulnerable to flooding, highlighted areas where existing treatment systems are lacking in performance and efficiency).

By employing this approach, the plan ensures effective and adaptable stormwater management practices are implemented across the diverse sub-catchments within the township. This ultimately translates to a more efficient and cost-effective method for managing stormwater within Rangiora. Additionally, this characterization allows for future flexibility and adaptability in the face of changing land-use patterns or evolving environmental regulations. By understanding the baseline conditions and potential challenges of each sub-catchment, the plan can readily be updated and refined to maintain optimal stormwater management practices for the township.

3.4.1. Rangiora Drainage Network and Infrastructure

The discharge of stormwater from the Rangiora urban stormwater network is via the following combination of key infrastructure:

- Kerb and channel, sumps, manholes and pipes
- Passive treatment devices such as swales
- Open drains (naturalised and boxed)
- Dry ponds
- Wet ponds
- Wetlands
- Discharges to ground such as infiltration trenches/soakage basins

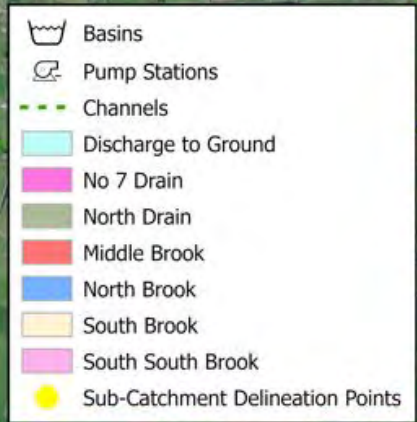
The town centre is drained by the Railway Stream, with a spring-fed base flow. First flush from the Railway Stream and the North Brook discharge into the Io Io Whenua (North Brook Ponds) before re-joining the North Brook downstream. The principal purpose of these ponds is to attenuate flows and reduce the amount of sediment entering the downstream river systems from stormwater runoff from the town.

At Southbrook Park there are smaller ponds that cater for the Green Street catchment. There is also a small pump station in the Green Street catchment that provides a base flow of spring water to the upper reaches of the Middle Brook, for ecological purposes.

In the northwest of the township, stormwater runoff is discharged directly to ground. Runoff from urban areas is conveyed via various combinations of infrastructure such as kerb and channel, sumps, manholes and pipes into swales or soakage systems such as soak pits or infiltration basins to be discharged into ground.

All the basins within the network provide a water quantity function of managing flows, reducing / maintaining flow peaks, managing flood water levels and reducing erosion. In addition, some of these basins are also designed as infiltration/first flush basins which, in addition to attenuating flows, are designed to treat stormwater discharges by discharging contaminants to land and filtering contaminants across grass or vegetation.

The Rangiora stormwater network infrastructure and points where stormwater runoff exits the urban boundary of Rangiora are shown in Figure 4.



Rangiora Stormwater Management Plan 2025-40
Status: DRAFT

3.4.1. Land Use

The spatial distribution of various land use types was identified within each sub-catchment and quantified (Figure 5 and Table 2). This data provides insights into potential types and loads of contaminant generation from runoff based on land use activities. Three main land use types were mapped: rural, business (which include both commercial and industrial sites) and residential zones.

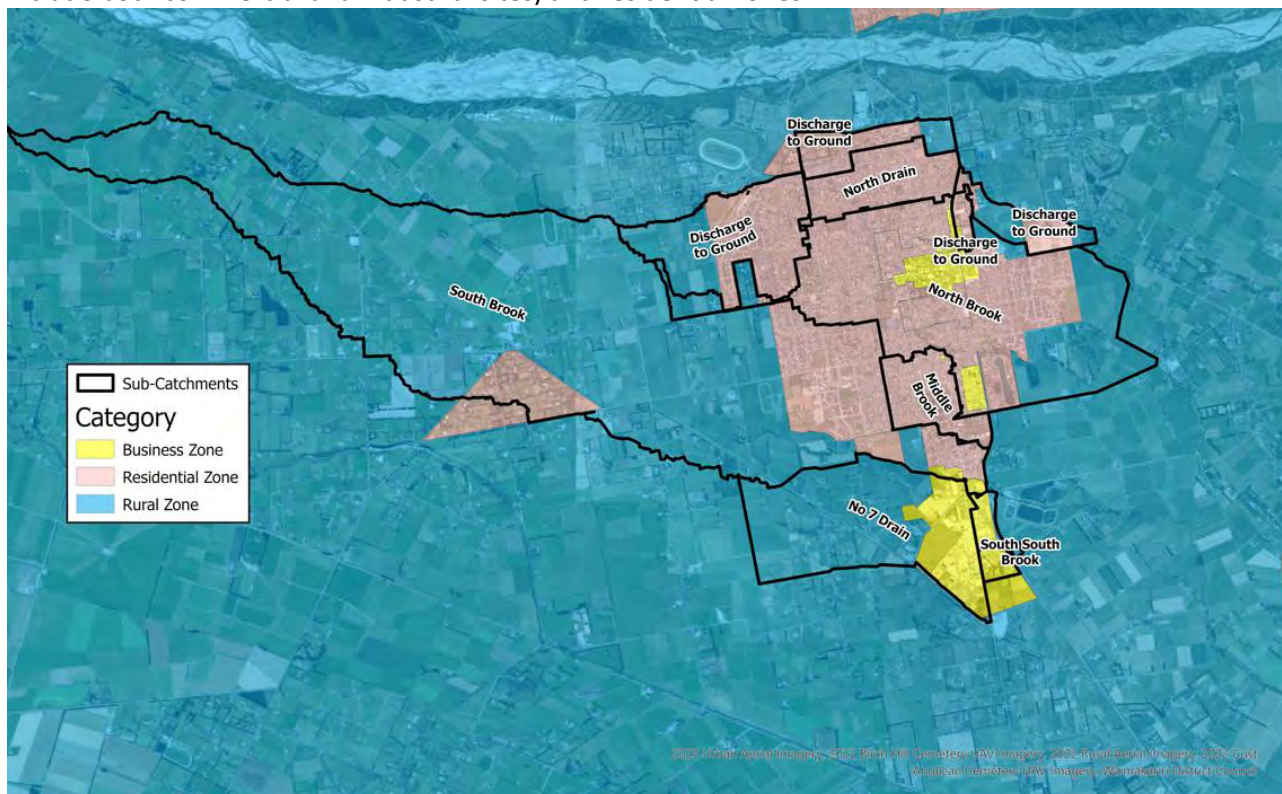


Figure 5: Land Use Zones for Rangiora

Table 2: Land use distribution (%) by sub-catchment.

Note that due to rounding, percentages do not always equal 100%.

Catchment	Business		Residential		Rural	
	Percentage	Ha	Percentage	Ha	Percentage	Ha
Discharge to Ground	1%	2	58%	173	42%	125
No 7 Drain	27%	79	0%	0	73%	217
North Drain	0%	0	99%	96	1%	1
Middle Brook	0%	0	99%	75	0%	0
North Brook	8%	45	63%	374	29%	175
South Brook	1%	8	17%	244	83%	1210
South South Brook	83%	25	0%	0	17%	5

Conclusions drawn from the mapping of land use areas are:

Business zones (industrial and commercial) areas are concentrated.

Business zones within the township are largely located in only three of the seven sub-catchments: North Brook; which includes the entire Rangiora Central Business District (CBD) and some industrial areas, the No. 7 Drain, and South South Brook; with a small portion within the areas that Discharge to Ground (2 Ha) and South Brook (8 Ha).

Industrial and commercial land use activities are recognized as significant sources of pollutants which contain high contaminant load generating activities. Overall, in terms of total area (ha), business zones make up only 6% of land use over the seven sub-catchments. The concentration of industrial and commercial land use being mainly within three sub-catchments leverages economies of scale, allowing for the implementation of treatment measures at a more efficient and cost-effective level. Focusing on treating similar contaminants in concentrated areas avoids logistical and financial challenges associated with scattered treatment across diverse industrial and commercial areas, thus allowing for more effective implementation of necessary treatment measures at a sub-catchment level.

A large portion of overall land use within Rangiora sub-catchments is rural.

Almost all sub-catchments contain areas with rural land use (overall 61% of land use area (Ha) across the seven sub-catchments are zoned as rural), with the exception of Middle Brook and North Drain (1 Ha). South Brook contains the largest amount of rural land use (83%), followed by No.7 Drain (73%), with North Brook and area that discharge to ground consisting of less than 50% of rural area.

While removing total suspended solids (TSS) effectively addresses common urban pollutants, rural run-off poses a distinct challenge due to its prevalence of dissolved contaminants like ammonia, dissolved inorganic nitrogen, and dissolved reactive phosphorus. Rural areas that are not within the reticulated service area of WDC are excluded from the scope of the SMP. Having said that, it is recognised that these dissolved contaminants stemming from rural activities have an impact on overall receiving environment water quality. Source control methods (in line with BMP) and community education are valuable mechanisms that can be utilised to approach mitigation of stormwater pollution from rural areas.

Residential areas are predominant.

Overall, 34% of land use area (Ha) across the seven sub-catchments are zoned as residential. All catchments contain residential areas, except for No.7 Drain and South South Brook. North Drain and Middle Brook has 99% of total area zoned as residential but are the smallest in terms of total area for residential zones within a sub-catchment (96 and 75 Ha respectively). North Brook on the other hand has the largest residential zone in terms of area, 374 Ha which is approximately 63% of land use within the sub-catchment. This indicates the need for a diverse range and sub-catchment specific stormwater management solutions across the catchments, considering the varying densities, size of catchment areas and contaminant concentrations.

Discharge is mostly to ground in the north-west.

In the north, northeast and northwest of Rangiora, land use is predominantly either rural or residential and the soil composition is ideal for stormwater to be disposed of into ground. In more recent builds of subdivisions in this area, a dwelling may have an individual soakpit to dispose of roof water. Runoff from roadways and other impervious areas are normally discharged to a treatment basin before discharging to ground. Secondary flow is sometimes discharged to ground, however overland flow paths are always required to carry the full secondary flow overland to the receiving waterways.

Currently, in Rangiora, most of the northwestern subdivisions dispose of stormwater to ground; these include The Oaks, Arlington, Chesterfield Place, Covan Mews, Enverton Drive and River Road subdivisions.

3.4.2. Soil Drainage Conditions

The distribution of soil drainage capacity across the sub-catchments (Figure 6) was mapped, highlighting their influence on infiltration capacity and potential runoff generation. Understanding this characteristic is crucial for selecting and designing effective stormwater treatment (infiltration-based solutions) and flood mitigation and water quantity storage strategies.

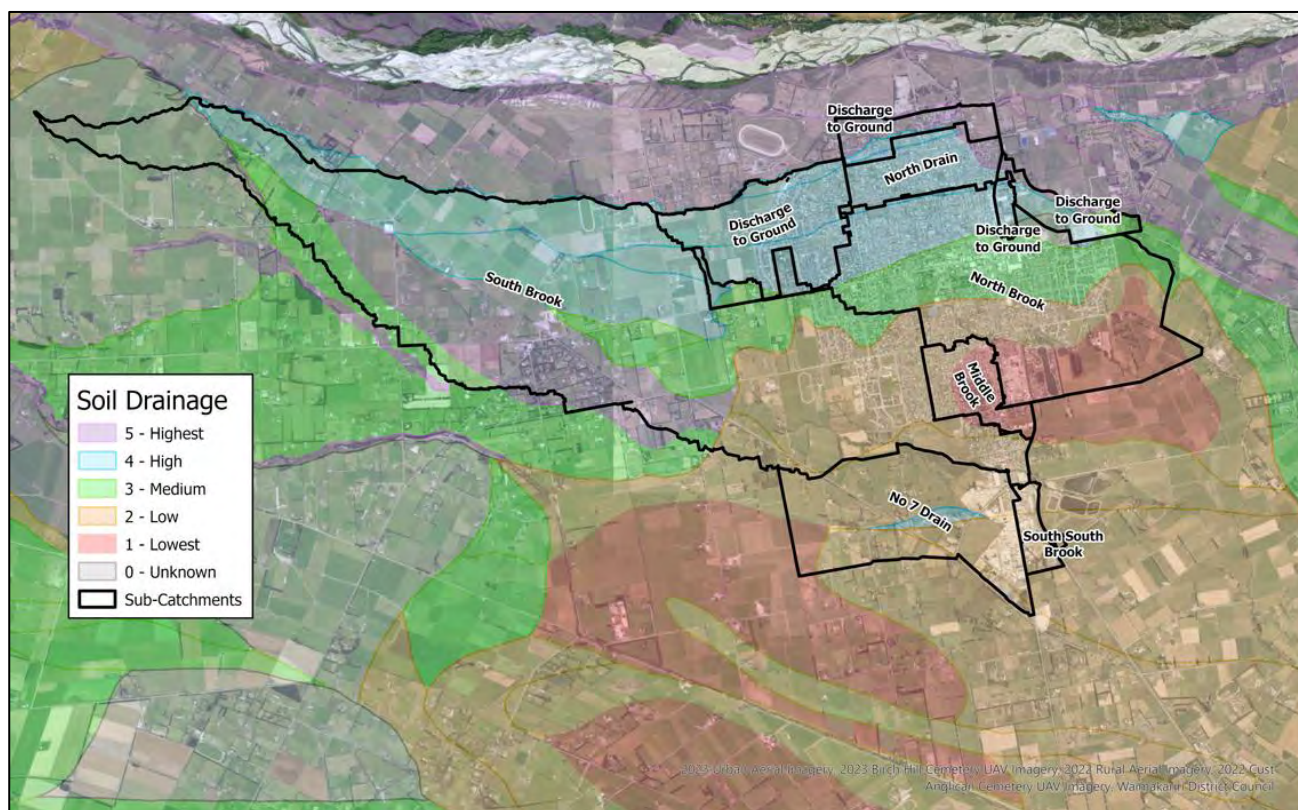


Figure 6: Soil Drainage capacity across sub-catchments within Rangiora

Table 3: Soil drainage capacity distribution (%) by sub-catchment.

Note that due to rounding, percentages do not always equal 100%.

Sub-Catchment	Very Low	Low	Medium	High	Very High	Unknown
Discharge to Ground	0%	0%	4%	74%	20%	2%
No 7 Drain	6%	90%	0%	5%	0%	0%
North Drain	0%	0%	0%	89%	11%	0%
Middle Brook	61%	39%	0%	0%	0%	0%
North Brook	22%	20%	33%	22%	0%	2%
South Brook	0%	24%	19%	30%	21%	6%
South South Brook	0%	100%	0%	0%	0%	0%

The modelling infiltration information is extracted from Manaaki Whenua (Landcare Research), who use a scale of 1-5 to classify the drainage capacity of the soil (or infiltration capacity). A classification number of 1 indicates a soil with low infiltration rates, a 5 indicates a soil with high infiltration rates.

Areas to the north, northwest and northeast of the township have excellent to good soil drainage (ranked high and highest). The North Drain sub-catchment is almost entirely within the “high” soil drainage classification. Towards the middle of the township, soil drainage is average and continues to decline towards the south of Rangiora, with the No.7 Drain catchment in the south being classified mostly with low soil drainage. South Brook, North Brook and Middle Brook catchment areas have varying levels of soil drainage.

For new developments, geotechnical investigations are undertaken during which infiltration tests are undertaken to determine if there is sufficient infiltration capacity at the site for the required runoff volumes. It is a requirement for WDC Engineers to review any information provided via the Land Development team, who will make recommendations regarding any such proposals via the consenting process for any new subdivisions.

As the infiltration capacity of the soil deteriorates over time, the WDC normally requires that a subdivision has soakage solutions are able to convey a 5-year Annual Return Interval (ARI) but constructed to convey a 50-year ARI. This allows the infiltration system to deteriorate to a level still meeting a 5-year ARI storm before being renewed.

Some sub-catchments exhibit a single, consistent soil drainage classification, while others display variations in infiltration capacity across the area. Due to the varying soil drainage characteristics across different sub-catchments within the township, a multipronged approach incorporating diverse strategies and tailored solutions will likely be more effective than relying on a single, uniform approach for managing water quantity runoff and stormwater treatment throughout Rangiora.

3.4.3. Groundwater

Groundwater levels in Rangiora range from high (less than 1m depth, to greater than 3.0m (Figure 7). Depth shown are an average and vary seasonally.

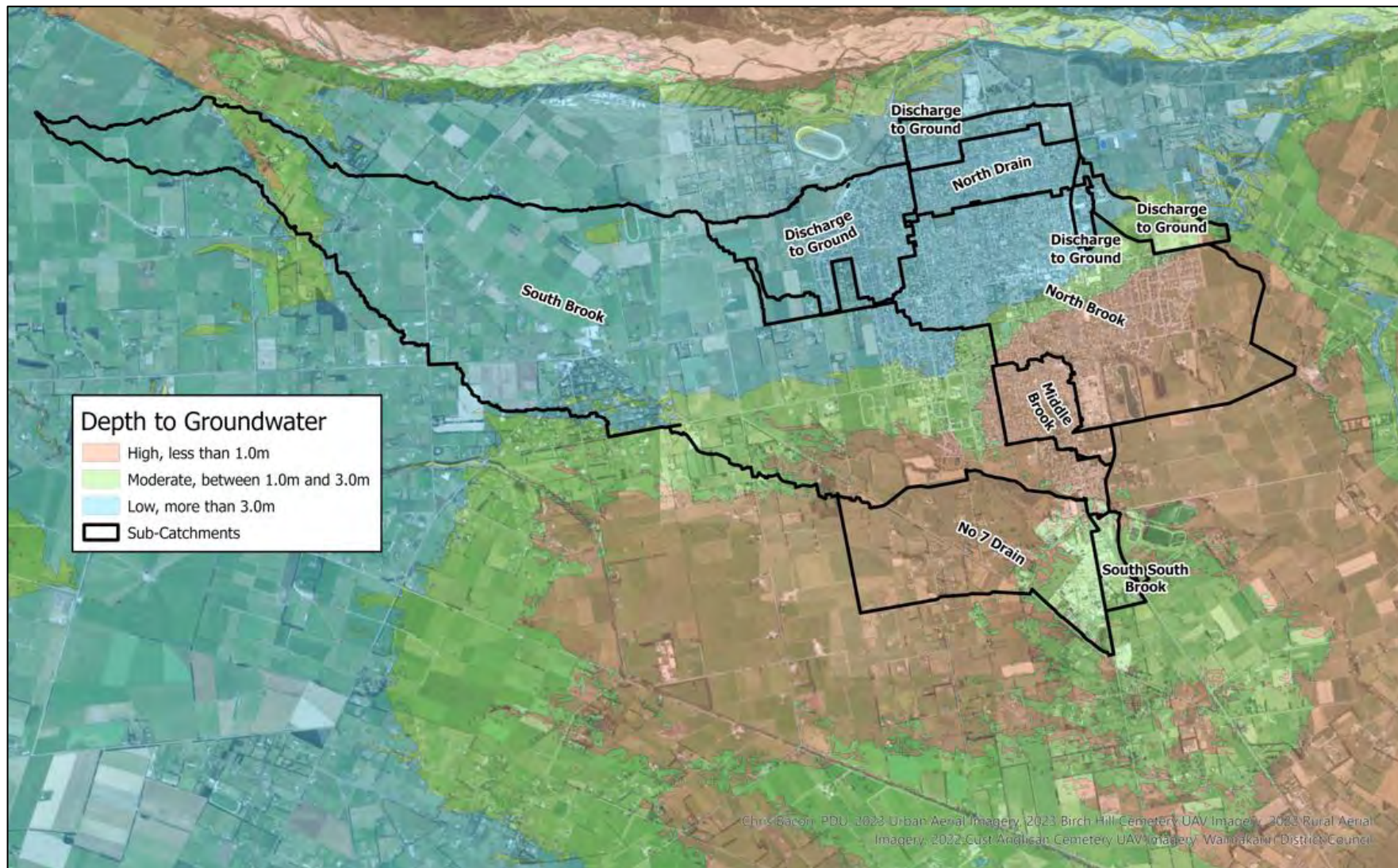


Figure 7: Depth to groundwater for sub-catchments within Rangiora

Table 4: Depth to groundwater (%) for sub-catchments within Rangiora.

Note that due to rounding, percentages do not always equal 100%.

Sub Catchments	High <1m	Moderate 1-3m	Low >3m
Discharge to Ground	1%	11%	88%
No 7 Drain	78%	22%	0%
North Drain	0%	0%	100%
Middle Brook	100%	0%	0%
North Brook	52%	11%	37%
South Brook	12%	21%	67%
South South Brook	4%	96%	1%

Discharge to Ground areas and the North Drain catchment in majority are classified as having “Low” groundwater levels (i.e. depth to groundwater more than 3m); which makes infiltration or soakage systems an ideal stormwater management solution for these areas. On the other hand, Middle Brook and No.7 Drain land area is largely as having high groundwater levels (i.e depth to groundwater at less than 1m). Areas of the South Brook catchment within the urban limits are a mixture of ‘High’, “Moderate and “Low” groundwater. South South Brook land area is in majority classified as “Moderate” (between 1 and 3m). Other sub-catchments have varying levels of depth to groundwater across the catchment area.

The impacts of stormwater runoff on groundwater and its connections to urban infrastructure are complex and multifaceted. This is a relatively new and evolving area of discussion within the industry. Understanding groundwater levels plays a pivotal role in effective stormwater management providing key information that informs the following key factors:

Flood Risk Vulnerability

During heavy rainfall, high groundwater levels can prevent infiltration, leading to increased surface runoff and potentially contributing to flooding. Understanding groundwater dynamics helps assess areas susceptible to flooding due to interactions with surface water, informing decisions and selection of preventive measures.

Suitability of Stormwater Treatment Systems

Different treatment systems rely on various mechanisms to manage stormwater. Infiltration-based systems like infiltration basins or dry ponds require permeable soils and sufficient space below the water table for infiltration. Conversely, solutions like wetlands or wet ponds, that require a permanent water level to function are most suitable for soil conditions with low permeability and are more appropriate for areas with high groundwater levels. Mapping groundwater levels helps identify suitable locations for these systems and inform design, preventing potential issues like ponding, oversaturation, and potential groundwater contamination.

Groundwater Interaction and Quality

Stormwater can interact with groundwater, potentially impacting its quality. If contaminated runoff infiltrates into shallow aquifers, it can endanger drinking water sources. Mapping groundwater levels and flow direction helps assess this risk and inform the selection of treatment systems.

The groundwater levels beneath Rangiora are also illustrated on the Environment Canterbury online GIS viewer (Canterbury Maps) which shows groundwater depth contour lines and shows that the area of the network consent application overlies an unconfined or semi-confined aquifer.

In 2004 MWH Ltd conducted an investigation into the Rangiora groundwater water supply and the capacity of the Ashley River aquifer; (see *Rangiora Water Supply Issues and Options* report, TRIM 040614097). These backup drinking water sources for Rangiora from the Ashley River are not considered to be

significantly impacted by the interaction with surface water due their depth, which is 8.8m and 13.7m for the Ayers Street wells and 22.9m and 19.5m for the Dudley Park wells.

3.4.4. Growth Areas

Possible growth areas of Rangiora have been derived from census data shown in Figure 8. Note that these growth areas are indicative only. They are subject to change, depending on the outcome of the Proposed District Plan zoning process and other factors.

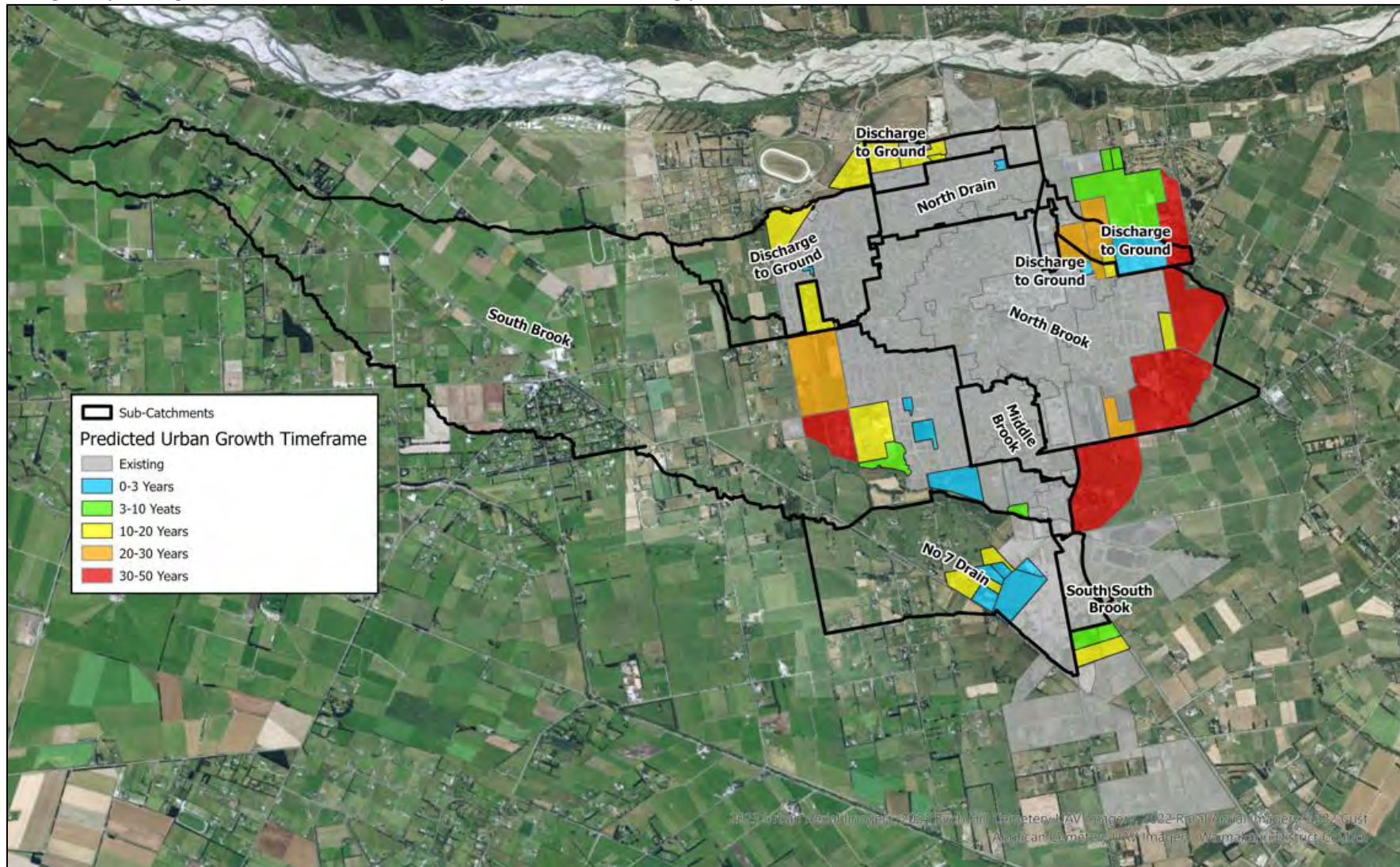


Figure 8: Projected growth areas within Rangiora

Table 5: Projected growth area distribution (%) by sub-catchment.

Note that due to rounding, percentages do not always equal 100%.

Sub-Catchment	Existing	0-3 Years	3-10 Years	10-20 Years	20-30 Years	30-50 Years	>50 years	Rural
Discharge to Ground	57%	7%	0%	11%	5%	2%	20%	0%
No 7 Drain	22%	9%	0%	5%	0%	0%	0%	65%
North Drain	99%	1%	0%	0%	0%	0%	0%	0%
Middle Brook	99%	0%	0%	0%	0%	1%	0%	0%
North Brook	73%	0%	0%	3%	3%	14%	4%	3%
South Brook	11%	1%	1%	1%	3%	1%	4%	77%
South South Brook	100%	0%	0%	0%	0%	0%	0%	0%

Table 6: Projected growth area distribution (Ha) by sub-catchment

Discharge to Ground	Existing	0-3 Years	3-10 Years	10-20 Years	20-30 Years	30-50 Years	Rural
Discharge to Ground	169	20	0	32	14	5	1
No 7 Drain	64	26	0	13	0	0	192
North Drain	96	1	0	0	0	0	0
Middle Brook	75	0	0	0	0	0	0
North Brook	431	2	0	17	16	84	21
South Brook	167	19	10	21	41	20	1126
South South Brook	0	0	0	0	0	0	0

Figure 8 predicts urban growth within the Rangiora catchment area to be concentrated in the south, southeast, north-east and west of the township over the next 10 years. Over this period, the No.7 Drain, South Brook and the Discharge to Ground areas are anticipated to have the most growth and new development in terms of area (Ha).

It is important to take into consideration that the Council requires all new (or greenfield) developments to have their own SMA in the ECoP. This requires developers to consider flood capacity and projected flows in the downstream network and receiving environments when designing their stormwater systems. This requires attenuation of peak flows and peak velocities to match pre-development levels (i.e. to achieve stormwater neutrality). The management of flow regimes to pre-development levels is intended to prevent any damage to structures downstream of the developments, including dwellings located near the lower Three Brooks or alongside the Cam River. Discharge to ground is also required where practicable.

Similarly, any new developments are required to implement stormwater treatment solutions, addressing urban pollutants and will be assessed for approval by the WDC to meet the provisions of Consent CRC184601, such as Condition 14. Land use consents issued by WDC require stormwater from new developments to be treated to meet the ECoP, with the Waterways, Wetlands and Drainage Guide (WWDG) (Christchurch City Council) and TP10 (replaced by GD01, Auckland Council) stated as best practice to follow. This is to ensure potential adverse impacts of the development on water quality in the downstream receiving environment are managed and mitigated close to source.

The following Outline Development Plan (ODP) maps have further detail on these future growth areas within Rangiora and can be found on the WDC website. These maps also include additional information on stormwater, land use, water, wastewater and greenspaces for the projected growth area.

Existing Outline Development Plans:

- Northwest Rangiora Development Area
<https://waimakariri.isoplan.co.nz/draft/rules/0/297/0/0/0/226>
- South Belt Development Area
<https://waimakariri.isoplan.co.nz/draft/rules/0/296/0/0/0/226>
- Southbrook Development Area
<https://waimakariri.isoplan.co.nz/draft/rules/0/278/0/0/0/226>
- North Rangiora Development Area
<https://waimakariri.isoplan.co.nz/draft/rules/0/275/0/0/0/226>

Proposed District Plan Outline Development Plans:

- West Rangiora Development Area
<https://waimakariri.isoplan.co.nz/draft/rules/0/224/0/0/0/226>
- North East Rangiora Development Area
<https://waimakariri.isoplan.co.nz/draft/rules/0/225/0/0/0/226>
- South East Rangiora Development Area
<https://waimakariri.isoplan.co.nz/draft/rules/0/290/0/0/0/226>

Some of these ODP areas are partially developed. If the associated stormwater discharges are already consented by Environment Canterbury the consent conditions will be transferred to the stormwater network consent CRC184601 at the same time at which the corresponding infrastructure is vested in the Council.

3.5. High Risk Areas within Rangiora Township

3.5.1. Approach

Maintaining healthy receiving environments requires effective stormwater management. This section outlines the methodology used to identify high risk areas within the township, allowing WDC to allocate resources towards priority areas that need improvement. Sub-catchments are prioritised based on determining the risk levels for each sub-catchment. High risk areas are determined by evaluating which sub-catchments pose the greatest potential for negative impact on the receiving environment.

3.5.2. Key factors

This assessment methodology assigns risk levels to six sub-catchments based on assessment against three key factors which have a high impact on stormwater quality:

a) Areas with existing treatment infrastructure versus untreated areas

Lack of existing treatment infrastructure is a significant risk as it allows contaminants to enter receiving environments without mitigation. Existing stormwater treatment infrastructure reduces the immediate need for significant investment as preexisting systems in place lowers the likelihood of contaminants exceeding trigger levels.

b) Land use composition

The type of land use is a key factor when determining the risk of that area having a negative impact on the downstream system. For example, areas dominated by business zones (industrial and commercial activities) are typically known sources of higher pollutant loads and more harmful contaminant types. Therefore, the type and extent of land use is a factor when determining the risk of a given area.

c) Water quality sampling results for dissolved copper and zinc

Water quality sampling is crucial for confirming potential issues highlighted by the methodology used to identify and rank elevated risk areas. The collected data from the Rangiora Stormwater Monitoring

Programme offers clear proof of stormwater quality issues; be it non-compliance with regulations, possibility of a spill event, or an indication of subpar performance of existing treatment systems. This data is instrumental in designing targeted improvement measures. By analysing this information, we can gain a deeper understanding of the problem areas and ensure that implemented solutions directly address the root causes (i.e upgrading existing treatment systems, implementing additional treatment measures and or review of maintenance practices and frequencies).

At present, water quality sampling results for dissolved copper and zinc from the identified discharge points are available for all sub-catchments (sampling years 2021 -2023). Sampling for 2024 had not been reported at the time of this SMP development, and therefore has been excluded. Ongoing monitoring over the next few years will highlight any emerging trends. This will not only enhance verification of current water quality but also potentially inform future adjustments to the monitoring program and risk assessment, ensuring an adaptive management approach to stormwater management.

Note: Factor B excluded rural areas of a sub-catchment. Factors B and C both excluded areas that discharge to ground.

3.5.3. Contaminant Load Modelling (CLM)

To complement the three factors for risk assessment, CLM was conducted for each catchment by the WDC Network Planning Team in 2022, using a CLM developed by Auckland Regional Council (see Appendix C for development of the CLM).

The model provided projections of contaminant loads in each sub-catchment area based on land use type and considers any existing treatment systems that are in place. Results of the CLM modelling for TSS, total zinc and total copper for each sub-catchment are shown in Table 7. The results (kg/year) from the CLM model, although not directly comparable to the water quality sampling results, are in line with the risk assessment that identifies South Brook as high risk based on the total loads (kg/yr).

The modelling results indicate that from all the sub-catchments contaminant loads from South Brook is within the three highest levels (shown in cells shaded red in Table 7) of contaminant loads contributing towards total zinc, total copper and TSS.

Table 7: CLM results for projected contaminant loads at discharge point for Rangiora sub-catchments

Catchment	Zn (kg/yr)	Cu (kg/yr)	TSS (kg/yr)	Zn kg/ha/yr	Cu kg/ha/yr	TSS kg/ha/yr
North Drain	14.216	0.567	2230.598	0.426	0.017	66.816
North Brook	30.723	4.215	45356.895	0.121	0.017	178.870
South Brook	69.696	6.683	62921.095	0.048	0.005	43.053
Middle Brook	90.883	6.353	21014.035	1.213	0.085	280.453
South South Brook	8.685	1.676	1019.293	0.285	0.055	33.465
No. 7 Drain	53.995	8.740	16260.976	0.283	0.046	85.207

Note: Shading indicates areas of higher loads.

The outputs from the model are the total load in kilograms per year in each catchment. Alternatively, results are also presented in kilograms per hectare per year, where the large rural area of the South Brook catchment masks the higher loads from the developed area of the sub-catchment.

This CLM can be a useful tool to give indicative contaminant concentrations for scenarios and should not be interpreted as a precise measurement tool. Alongside sampling results, this model can be used to target

sources of contamination and the effectiveness of treatment devices. The output of the model is total copper and zinc per year, therefore direct comparison to CRC184601 water quality limits for dissolved copper and zinc in mg/L is not possible.

Overall, CLM provides a valuable tool for understanding the potential for pollution across Rangiora, even if it does not directly influence the risk assessment. Instead, it can help prioritise areas for further investigation, plan for future risks, and project effectiveness of contaminant concentration reductions for a proposed treatment system or treatment train.

By combining these factors with data-driven assessments, this methodology of assigning risk levels, allows a Project Control Group (PCG) to effectively prioritise funding and targeted improvement initiatives within Rangiora that will provide the most impact on water quality outcomes. This ensures that funds and resources are directed towards areas with the greatest need and enabling flexibility and adaptability to raise or reduce risk levels as needed, maximizing the overall environmental benefit of our stormwater management efforts.

3.5.4. Scoring criteria for each factor

Sub-catchments were assessed against each of the following factors, with scores between 1 to 5 applied to each factor based on the following criteria score bands:

Factor A – Water Quality

This factor was calculated as the percentage of water quality sampling results (dissolved zinc and dissolved copper only) during first flush rain events that were above CLWRP guideline value across the 2021 -2023 monitoring period for all sites in each sub-catchment. During this period a total of 3 sampling rounds were undertaken for each of the six sub-catchments. It is important to note that due to resourcing issues, for North Brook and South South Brook there was only two rounds of sampling undertaken (Q3 2021/2022) and (Q4 2022/2023).

Table 8: Scoring criteria for water quality

Score	Zn and Cu % exceedances of total samples taken
1	= 0-20%
2	≥ 20-40%
3	≥ 40-60%
4	≥ 60-80%
5	≥ 80-100%

Factor B - Untreated areas

Total area (in hectares) within a sub-catchment where stormwater runoff does not pass through a stormwater treatment system prior to discharging into a receiving environment.

Table 9: Scoring criteria for untreated areas

Score	Untreated Areas (Ha)
1	= 0-20 Ha
2	≥ 20-40 Ha
3	≥ 40-60 Ha
4	≥ 60-80 Ha
5	≥ 80-100 Ha

Factor C - Land use composition

The total amount of land use area (in hectares) within a catchment that consists of business zones (commercial or industrial activities).

Table 10: Scoring criteria for land use composition

Score	Business Zone Areas (Ha)
1	= 0-20 Ha
2	≥ 20-40 Ha
3	≥ 40-60 Ha
4	≥ 60-80 Ha
5	≥ 80-100 Ha

3.5.5. Risk Classification

After assigning scores to each factor, the final score for every sub-catchment was determined by calculating the mean of the three factors, using equal weighting for each factor. Based on this average score, risk levels were categorized using the following classification:

Risk Classification

- **Low Risk:** Average score of 1-2
- **Medium Risk:** Average score of >2-3
- **High Risk:** Average score greater than >3-4
- **Very High Risk:** Average score >4-5

This classification system allows for a clear and systematic assessment of risk levels across the sub-catchments based on the averaged factor scores.

3.5.6. Results

The following table displays the results of applying sections 3.5.4 and 3.5.5 above.

Table 11: Risk levels for Rangiora sub-catchments

Sub-catchment	(A) Water quality sampling results	(B) Limited or No Treatment	(C) Land Use - Contains business zone	Average of all 3 factors (A, B & C)	Risk Level
North Drain	3	5	1	3.0	Medium
North Brook	5	2	3	3.3	High
South Brook	1	3	1	1.7	Low
Middle Brook	5	4	1	3.3	High
South South Brook	3	1	2	2.0	Low
No.7 Drain	2	1	4	2.3	Medium

The result of the risk assessment identified the North Brook and Middle Brook as high risk sub-catchments, and the North Drain and No 7. Drain as medium risk. Therefore, these four catchments are the primary focus for implementing future stormwater improvement projects.

This approach leverages existing knowledge to verify the effectiveness of the scoring mechanism, ensuring that the prioritization matrix is not just theoretically sound, but also practically applicable.

Feedback was sought from the 3 Waters Manager on scores and was used in fine-tuning the prioritization matrix by adjusting the scoring mechanisms for greater accuracy and recalibration of criteria thresholds to better reflect real-world conditions. The process underscores the importance of incorporating diverse viewpoints in developing effective decision-making frameworks.

The Newnham Street Industrial area in the North Brook sub-catchment is a business zone with currently no treatment. It is a significant untreated area within Rangiora, and therefore is a specific area worthy of focus for stormwater improvement.

Although ecological values of the receiving environment are not evaluated within the risk assessment criteria, they are in line with the identification of the North Brook as a priority sub-catchment. The North Brook (including Kōura Creek tributary) along together with the South Brook have been mapped by Environment Canterbury as Critical Habitat for Indigenous Species (Figure 2). This was re-confirmed by recent ecological survey results (Boffa Miskell, 2024) which found threatened species kanakana (pouched lamprey, *Geotria australis*) in the South Brook, and wai kōura (freshwater crayfish, *Paranephrops zealandicus*) are present in both waterways.

The results from this assessment can be used to serve a dual purpose. While it effectively identifies priority areas that require focus, it also offers valuable insights into lower risk areas. By strategically allocating resources to these high and medium-risk areas, there is possibility to implement some smaller-scale projects aimed at further improving low risk areas to ultimately posing no risk where environmental outcomes are fully met. Conversely, these medium risk areas can be prevented from being escalated into high-risk ranked areas; by targeting areas with the potential for substantial improvement (even with existing treatment). This approach can potentially yield significant benefits for water quality. This risk assessment process is intended to be re-run for each review of this stormwater management plan to assess progress to downgrade catchments from high through to medium, low or no risk over time.

Sub-catchments that have existing treatment systems, but demonstrate poor water quality results could indicate potential issues such as:

- Overwhelmed Systems
Treatment systems might be overwhelmed by the high volume or specific types of pollutants, leading to inefficient pollutant removal and non-compliance with environmental regulations.
- Improper Functioning or inadequate systems
Existing systems may be malfunctioning due to wear and tear, improper design size, or lack of maintenance.
- Mismatch of treatment system versus type of contaminant
The current treatment system in place does not target removal of dissolved metals, and therefore may require additional treatment measures.
- Upstream Issues
In rare cases, temporary upstream events like spills or accidents could temporarily compromise water quality before reaching the treatment system.

One-off investigations could include additional water quality sampling into medium risk areas to understand root causes of poor performance of existing systems and or to determine the best solution for improvement measures, in addition to sampling for the Rangiora Stormwater Monitoring Programme.

This methodology for assessing risk provides a high-level overview of sub-catchment risk by employing a quantitative approach. Inclusion of CLM modelling data helps proactively identify potential issues even before they appear, allowing for pre-emptive planning. This method also highlights the need for further investigation into existing treatment systems that show poor performance. This could indicate a need for enhanced treatment, improved maintenance, need for improved source control, or even system remediation.

The limitation to this methodology is that it relies on readily available data and may oversimplify complex decisions that does not capture all intricacies of each sub-catchment. Despite attempts at objectivity, scoring systems can still be influenced by inconsistent interpretation of criteria across different evaluators. Therefore, this risk assessment is meant to highlight problem areas within the township at a high level, further site-specific assessments are necessary to refine the risk ranking and identify additional factors. More detailed assessments should be undertaken during the project prioritisation and implementation phase.

3.6. Current Status of Stormwater Quality Improvement Measures

This section provides an overview of the current stormwater quality improvement measures that are currently in place within Rangiora.

3.6.1. Existing Stormwater Treatment

The Rangiora stormwater network services all streets and properties within the developed urban limits (Figure 9). All new (greenfield) developments are required to consider the downstream network and receiving environments when designing their stormwater system. This is done so that the existing receiving waterways are protected. From a stormwater quantity perspective, this is commonly achieved through attenuating peak flows and peak velocities to match pre-development levels.

The majority of the Rangiora stormwater system enters either a retention or detention system consisting of either a wetland, dry pond, wet pond or infiltration swale/basin before being discharged to the receiving environment.

As well as providing attenuation, these systems also provide treatment. Refer to Section 6.3 for types of treatment.

Figure 9 provides an overview of areas that have existing treatment and areas that currently are “untreated” i.e. defined as not passing through a pond or a stormwater management area (SMA) (dry or wet pond, infiltration basin, or wetland) before discharge.

The majority of the Rangiora urban area has an existing pond or basin that provides attenuation and or treatment. There are several urban areas where there is no treatment: for example, all of the Middle Brook catchment and the majority of the North Drain Catchment.

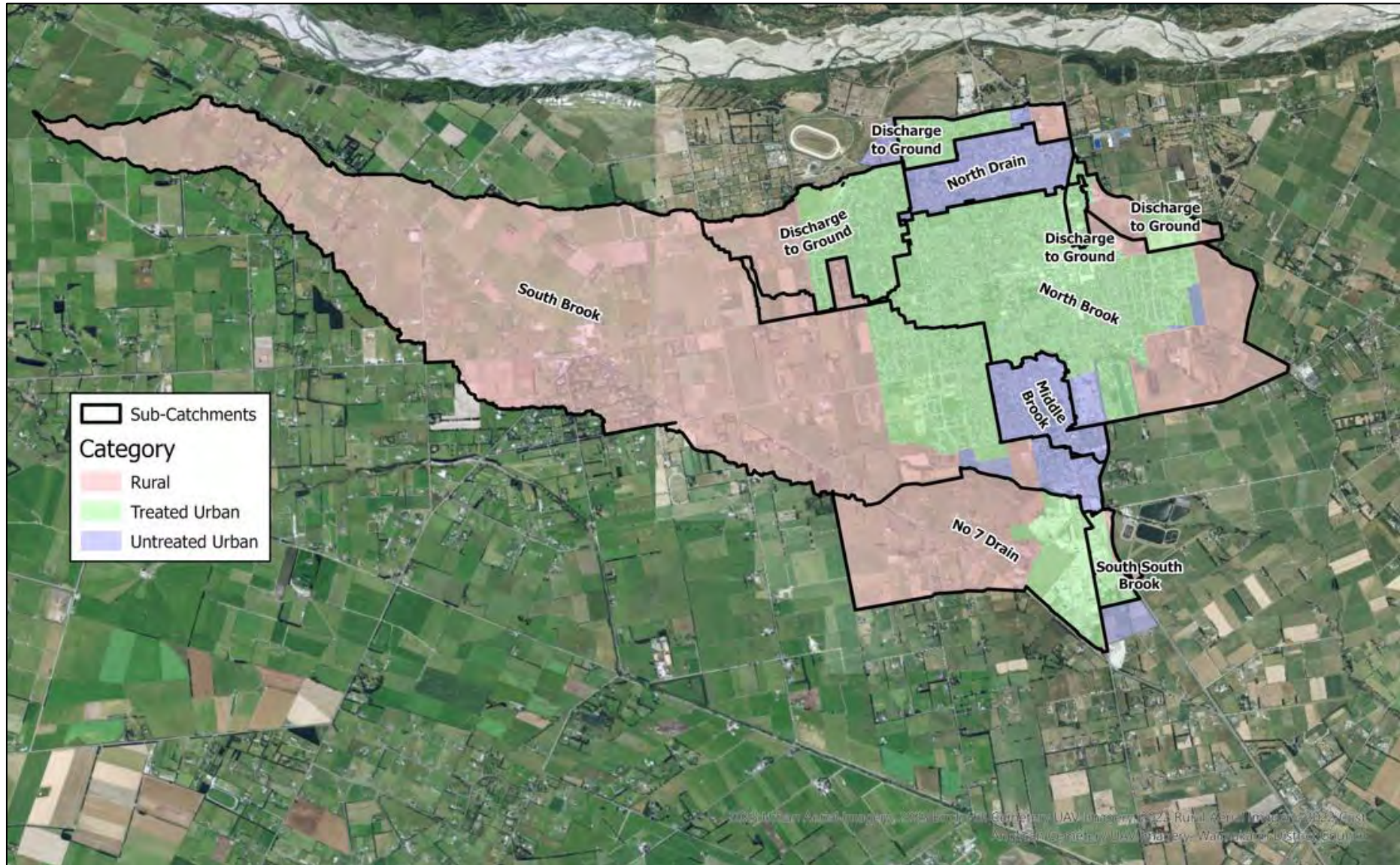


Figure 9: Treated and untreated areas within Rangiora sub-catchments.

Table 12 Distribution of treated and untreated areas by sub-Catchment

Sub-Catchment	Untreated Urban		Treated Urban		Rural %	
	%	Ha	%	Ha	%	Ha
Discharge to Ground	1%	4	65%	194	34%	102
No 7 Drain	0%	0	27%	79	73%	217
North Drain	99%	96	0%	0	1%	1
Middle Brook	100%	75	0%	0	0%	0
North Brook	4%	23	67%	396	29%	175
South Brook	3%	43	10%	153	87%	1266
South South Brook	0%	0	83%	25	17%	5

There are over 23 stormwater basins (the number varies with definition), which are a combination of both wet and dry ponds within the Rangiora urban boundary. The catchment areas served by each of these systems are shown in Figure 10. These ponds aid in reducing/maintaining flow peaks, flood water levels and erosion within the receiving waters. Many of these ponds also function as first flush treatment basins which are primarily designed to treat stormwater discharge but also provide attenuation.

A schematic showing configuration of these systems is included in Appendix D of this report.

It should be noted that data used in mapping Figures 9 and 10 focuses on larger stormwater treatment and storage systems like basins, ponds, and wetlands. It excludes smaller features within the township, such as swales and specialised proprietary treatment devices. Previous studies that utilised this data were focused on water quantity analysis, therefore these smaller systems were omitted at the time, as their primary function is treatment of stormwater, not water quantity management.

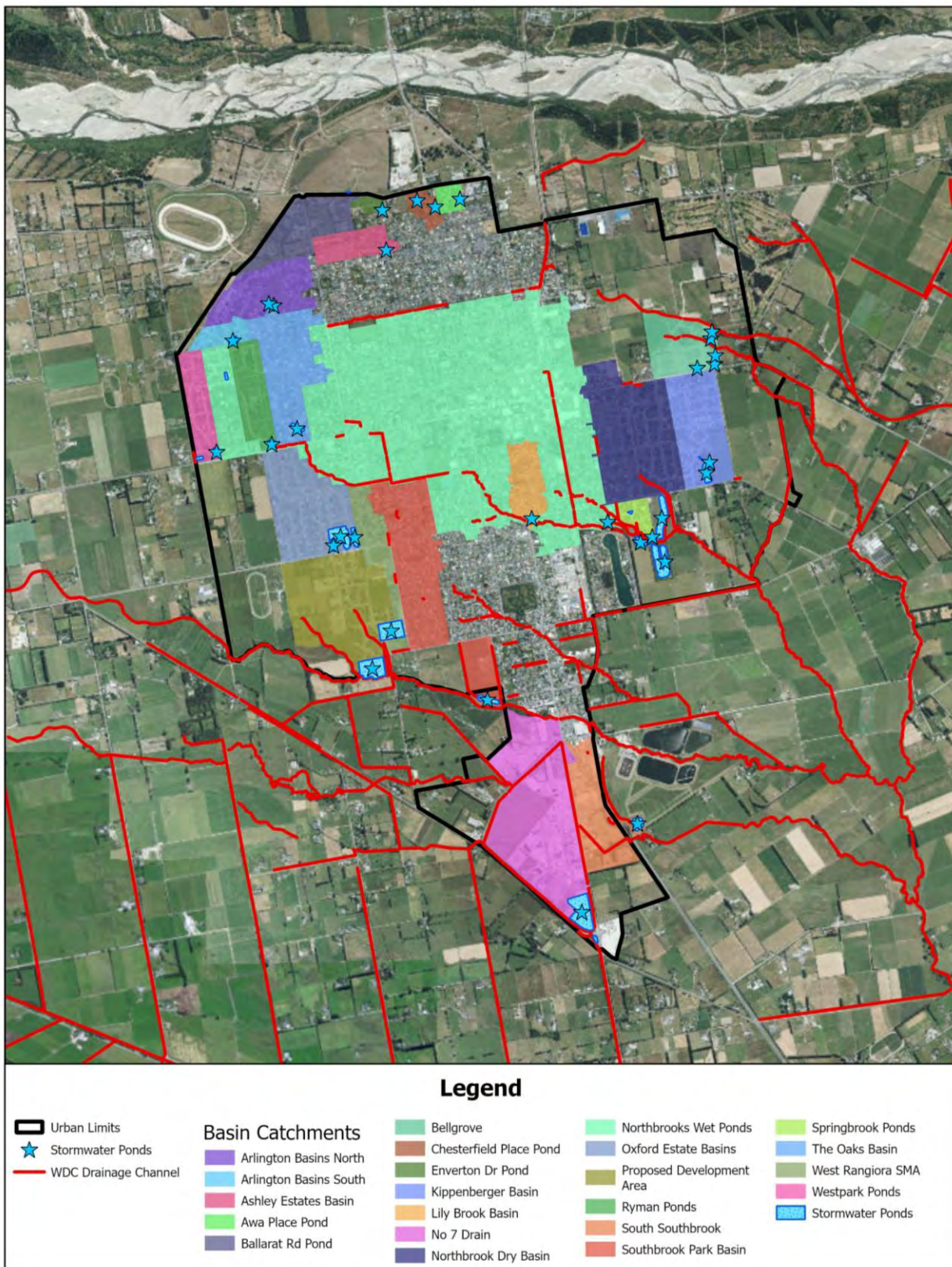


Figure 10: Stormwater Ponds within Rangiora

A record and map of Enviropods or other similar catchpit filters such as the Littatrap across Rangiora is shown in Figure 11 below. Additionally, a record of other proprietary devices such as Stormfilters and soak pits are shown in Table 13 below. A preliminary gap analysis of existing treatment systems such as these proprietary

systems revealed that there is some missing asset information. It is important to note that the figures showing records of these assets are not exhaustive. Further improvement on how asset data is recorded, mapped and maintained is needed; to ensure accurate and complete data registry of treatment systems installed within the township.

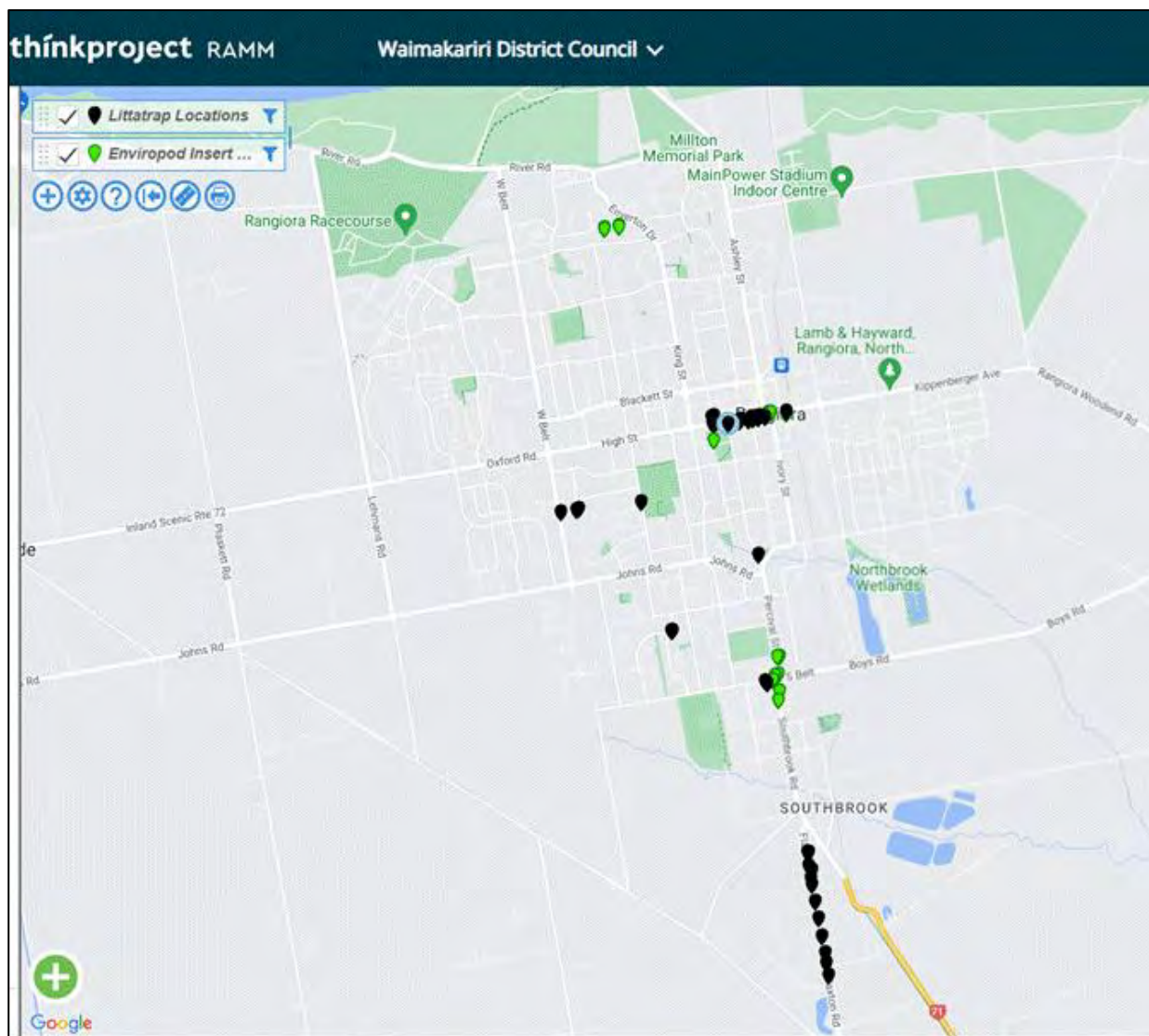


Figure 11: Location of catchpit filters within Rangiora (Littatrap and Enviropods)

Table 13: Record of proprietary devices in Rangiora urban area.

Asset Number	Asset	Asset Description
SW026426	Cartridge Stormwater Filter System	95 Townsend Rd Rangiora
SW011403	Gross Pollutant Trap (GPT)	Stormwater Chamber acting as GPT -366 Flaxton Rd
SW014797	Arlington Park Soakpit System	Chamber 1 for Arlington Park Soakpit System- Epsom, Drive Rangiora
SW006611	Arlington Park Soakpit System	Chamber 2 for Arlington Park Soakpit System- Epsom, Drive Rangiora

4. Issues

Issues analysis has been carried out to review the effect the existing stormwater discharge is having on the receiving environment. Some issues analysed for the Rangiora Interim SMP (2017, TRIM 171206132761) were found to not affect the receiving environment; namely negligible erosion and scour caused by discharges and effects on downstream private drinking water supplies.

4.1. Flooding and Network Capacity

The Rangiora urban stormwater network has a 20% Annual Exceedance Probability (AEP) level of service design standard (i.e. 1 in 5-year flood) that has generally been applied since 2000, however older parts of the network were often not designed to this level. In some cases, even if systems were designed to that level, as rainfall intensity projections have increased over time, they will not meet that level based on current rainfall forecasts. A specific capacity of 2% AEP (i.e. a 1 in 50-year flood) is provided for with secondary overland flow paths. The commercial town centre has a 10% AEP level of service design standard (i.e. a 1 in 10-year flood).

Rangiora flooding issues or challenges identified include:

- Excess rural flows entering the town, particularly during a period of high groundwater causing rural flows to overwhelm the urban network (such as during the June 2014 flood event)
- Poorly drained areas, particularly in the south-east of Rangiora, where this can lead to increased run-off for the network and poor soakage as there is little depth to groundwater.
- The southern part of Rangiora (including the Southbrook Industrial area), a strip to the west of the railway line, and small localised low points have been identified as having a significant flood risk in WDC natural hazard modelling for a 1 in 200-year flood event (localised and Ashley River Breakout models).
- Limited and undersized pipe network in older parts of the town where infrastructure was designed and constructed prior to adoption of the current design standards. This causes stormwater to flow over ground when the pipe system is full or not available.
- In general, increasing impervious areas, combined with more frequent heavy rainfall events.

The most recent run of the Rangiora Urban Stormwater Model (RUSM) in May 2024 (TRIM 240508073139) confirmed that water quantity issues where flooding of private property (i.e. outside of secondary flow paths) in a 1 in 50-year event are likely to occur are:

- Blackett Street / Central Business District North
- White Street / Kingsbury Avenue
- Blackett St West and White St North
- Watson Place
- Douglas Street
- West Belt Between Blackett Street and High Street

It is noted that this work was not to the level of detail to determine whether dwellings are at risk; only that private property is subject to flooding in these areas. Further detail would be required, including consideration of dwelling locations, and floor level, to understand this risk in more detail.

Climate Change has been factored into the RUSM using the 100-year Recommended Concentration Pathway scenario (RCP) 8.5 as adopted by WDC for flood modelling. This means that the model results discussed are conservative for current weather patterns, as they are based on rainfall intensities that are expected to occur approximately 100 years from now, with the impacts from climate change factored in.

Environment Canterbury is responsible for providing Ashley Rakahuri River flood protection works that protect the town from flooding events. The Ashley Rakahuri River is the only significant watercourse posing a direct threat to Rangiora township; however, this flood risk is out of scope of the Rangiora stormwater network discharge consent.

4.2. Water Quality

Stormwater runoff picks up contaminants from hard surfaces such as roads, carparks, industrial yards and certain building materials. Polluted stormwater that is discharged to the environment can put a strain on the health of our waterways. This can affect the aquatic ecosystem and how the community views and interacts with the waterways. Water quality guideline values (Appendix A) have been primarily set where an estimated 90% of aquatic species are protected, with increasing negative impacts on native species when these guidelines are exceeded.

The Rangiora Stormwater Monitoring Programme has 22 visual discharge inspection outlets in the stormwater network (6 of which are also sampled for Total Suspended Sediment). Thirteen sites are located in the receiving environment and are sampled for urban contaminants during first flush conditions, and there are 6 sites within waterways for stream health sampling during dry weather.

The following stormwater contaminant-related issues have been identified in Rangiora through the stormwater monitoring programme annual reports for CRC184601 (TRIM 230919146639 and 220512075696) and baseline sampling from 2014-2017:

- Guideline values in 2021-2023 were routinely exceeded for Dissolved Copper, Dissolved Zinc, Dissolved Reactive Phosphorus (DRP) and *E. coli*. during wet weather events in waterways that were sampled. Guideline values were not exceeded for Total Ammoniacal Nitrogen (TAN).
- Visual monitoring of stormwater outlets from 2021-23 generally does not raise any issues for hydrocarbons or smell. Sediment was occasionally noted to be visible during discharge outlets inspections. The discharge from Pond C (SMA on the corner of Flaxton and Fernside Road) into the No. 7 Drain however has once measured above the guideline value for TSS and is frequently above the *E. coli* guideline value.
- From 2021-2023 during dry weather “Stream Health” sampling in selected waterways, guideline values were not exceeded for TSS, pH, temperature, TAN, DRP, and dissolved oxygen. The exception was a low value at the North Brook at Lilybrook Park, that is thought to be due to low oxygen in groundwater inflows. Guideline values for Dissolved Inorganic Nitrogen (DIN) and *E. coli* were occasionally not met in the North Brook, Middle Brook, South Brook, or the No. 7 Drain.

Recommendations to address contaminants and actions for waterways have been included in the annual Rangiora Stormwater Monitoring Reports of 2021-22 and 2022-23 and incorporated where appropriate into this SMP. It is believed that some exceedances of *E. coli*, DRP and DIN, particularly for the South Brook and No. 7 Drain could be due to rural inputs, beyond the scope of the Consent CRC184601.

Macroinvertebrates are an important and commonly used measure of stream health. Invertebrate communities are in a degraded state throughout the spring-fed rivers in the Ashley Rakahuri and Cam River Ruataniwha catchments. Deposited fine sediment cover is high in all spring-fed streams in both catchments and is likely a key driver of poor ecosystem health and high macrophyte cover in these systems. In terms of recreational value, spring-fed rivers in the Ashley and Cam River / Ruataniwha catchments are unsuitable for primary contact recreation due to significant faecal contamination (Greer and Meredith 2017). Fine sediment and nutrients, such as nitrate and phosphorus in particular, are contaminants sourced from rural inputs as

well as Rangiora township urban sources, which could be from wastewater overflows or residential use of garden fertiliser for example.

In a stream health ecological and sediment contaminant investigation in December 2023, as part of the Rangiora Stormwater Monitoring Programme, Boffa Miskell Ltd (2024) found;

- Two sites of six monitored sites, (in the South Brook at Marsh Road, and the Middle Brook at Hegan Reserve) met the Quantitative Macroinvertebrate Community Index (QMCI) NPS-FM National Bottom-Line value, all other sites did not meet the National Bottom-Line. Average Score Per Metric (ASPM) scores were variable between the six sites, but only one (South Brook at Marsh Road), met the NPS-FM National Bottom-Line of ASPM > 0.3. All other sites did not meet the National Bottom-Line value.
- Fine sediment cover was high (exceeding the CLWRP guidelines) at all six sites surveys across key sub-catchments. Fine sediment cover means coarser substrates, like cobbles, are less available to aquatic biota (for grazing, egg laying, using as refugia), highlighting the need to stabilise eroding banks, using best practice stormwater treatment, and minimising intensive land-use change in the catchment to reduce inputs of fine sediments. Fine sediment depth and cover is particularly extensive in the South South Brook catchment.
- Guidelines for in-stream sediment concentrations of copper, total polycyclic aromatic hydrocarbons (PAH), cadmium, chromium, BTEX, and nickel were met at all eight sites that were tested. Stream sediment contaminants exceed guideline values in the South South Brook at Lineside Road (for zinc, arsenic and mercury), Middle Brook at Gefkins Road (for zinc), and North Brook at Ward Park (for zinc and lead).
- Total macrophyte cover was above (i.e. did not meet) guidelines at two of the six monitoring sites- both were sites in the North Brook.

Interim results from a WDC SMA sediment sampling investigation carried out from December 2023- May 2024 (unpublished data) found levels of:

- Total recoverable zinc were above guideline values in eight SMAs (of 25 SMAs sampled);
- Total petroleum hydrocarbons were above guideline values in nine SMAs (of 25 SMAs sampled); and
- Total recoverable copper, arsenic, mercury, lead, and chromium were above guideline values in one or two SMAs each of the 25 SMAs sampled. These were primarily SMAs with industrial/commercial land use, namely Pond C on the corner of Flaxton and Fernside Road (No. 7 Drain catchment), Pond A on Lineside Road (South South Brook sub-catchment) and Io Io Whenua Northbrook Ponds (North Brook sub-catchment).

A programme of further sampling investigations and recommendations for remedial action, such as soil disposal where required will be carried out, commencing in 2024-25.

4.2.1. Industrial Sites, Contaminated Sites and Hazardous Substances

Some industrial activities are a higher risk source of contaminants to stormwater such a heavy metals and hydrocarbons. Environment Canterbury maintains a Hazardous Activities and Industries List (HAIL), which identifies these types of land uses.

Many of the potentially contaminated sites located within the Rangiora Urban Limits have been identified in the Environment Canterbury Listed Land Use Register (LLUR) for areas where potentially hazardous activities are or have occurred previously. Types of LLUR sites in Rangiora are mainly industrial contaminant discharges

due to current land use or contaminated stormwater discharges due to past land use, and human effluent discharges (i.e. from private septic tanks).

4.3. Impacts on Wāhi Tapu, Wāhi Taonga, and Mahinga Kai

Stormwater infrastructure can create scour of downstream wāhi tapu or wāhi taonga sites such as urupā, modify habitat (i.e. to increase conveyance) with negative impacts on aquatic life, and also present fish passage barriers to migration upstream and/or downstream for migratory species. Stormwater infrastructure can also create restricted areas for access, so that mahinga kai practices are no longer able to be carried out.

Stormwater contaminant discharges can impact the survival of species so that they are less abundant and reduce the safety and quality of mahinga kai for consumption so that traditional collection areas are no longer available. Bioaccumulation of a contaminant could lead to restrictions in recommended consumption amounts.

4.4. Exacerbators of Issues

4.4.1. Urban Development and Construction

Urban development of new greenfield subdivisions or brownfield redevelopment, as well as during the construction phase (i.e. house-building) can lead to exacerbated contaminant release, such as sediment from poor erosion and sediment control. When constructed, these developments often result in a net increase in impervious surface area of a catchment, with higher peak flows during rain events to be managed by the stormwater infrastructure.

4.4.2. Poor Maintenance

Delayed or incorrect stormwater infrastructure maintenance can lead to blockages and flooding, erosion from higher peak flows and additional contaminant discharges, for example if filters of proprietary devices are not regularly serviced. Maintenance and minor works in the stormwater network can exacerbate issues if best practice is not followed, such as causing sediment disturbance and resuspension.

4.4.3. Climate Change

Climate change is an exacerbator of stormwater issues. Possible climate change effects predicted in the Waimakariri District that would likely affect Rangiora township include the following, as defined in the Zone Implementation Programme Addendum (ZIPA, Environment Canterbury 2018):

- Increase in the frequency, duration and severity of droughts causing increased stress on water resources and impacts on stream health.
- An increase in evapotranspiration with associated increase in groundwater abstraction, depending on rainfall.
- Further flow decreases in the Ashley Rakahuri River, increasing length and duration of dry reaches in the river and causing reduced flows in the spring-fed streams, such as has been noted in the North Brook and Cam River headwaters, (spring-fed waterways sustained by groundwater flow from the river).
- The potential for less winter rainfall with more rainfall in summer and autumn.

Higher intensity rainfall is also predicted, resulting in surpassing the capacity of the stormwater network and an increased risk of pluvial flooding. This type of high rainfall is associated with an increasing number and duration of atmospheric rivers.

As Rangiora is generally located at an elevation of approximately 20 to 40 metres above sea level it will not be affected by sea level rise and its streams will continue to be unaffected by tidal influence.

In terms of planning for the impacts of climate change, the Council requires that new infrastructure be built taking into account projections for increased rainfall intensities, in accordance with the RCP 8.5 scenario – a conservative (worst case) climate change scenarios involving increasing rainfall intensity and duration. This ensures that new infrastructure that is built is sized to take into account the impacts of climate change.

5. Mana Whenua Values

Ngāi Tahu are tangata whenua of the Canterbury region and hold ancestral and contemporary relationships with Canterbury. The contemporary structure of Ngāi Tahu is set down through the Te Rūnanga o Ngāi Tahu Act 1996 (TRoNT Act). The TRoNT Act and Ngāi Tahu Claims Settlement Act (NTCSA) 1998 sets the requirements for recognition of tāngata whenua in Canterbury. The TRoNT Act (1996) and the NTCSA (1998) give recognition to the status of Papatipu Rūnanga as kaitiaki and mana whenua of the natural resources within their takiwā (boundaries). Each Papatipu Rūnanga has their own respective takiwā, and each is responsible for protecting the tribal interests in their respective takiwā, not only on their own behalf of their own hapū, but again on behalf of the entire tribe (Mahaanui Kurataiao Ltd, 2024). Ngāi Tūāhuriri Rūnanga hold mana whenua over Rangiora, as it is within their takiwā.

Natural resources – water (waterways, waipuna (springs), groundwater, wetlands); mahinga kai; indigenous flora and fauna; cultural landscapes and land - are taonga to mana whenua and they have concerns for activities potentially adversely affecting these taonga. These taonga are integral to the cultural identity of ngā rūnanga mana whenua and they have a kaitiaki responsibility to protect them. The policies for protection of taonga that are of high cultural significance to ngā rūnanga mana whenua are articulated in the Mahaanui IMP 2013 (Mahaanui Kurataiao Ltd, 2024).

The Mahaanui IMP details the cultural importance of the Ruataniwha and Cust River, which are part of the Waimakariri River catchment, and the Rakahuri (Ashley River) to tāngata whenua. The Waimakariri catchment was recognised for its cultural significance in the Ngāi Tahu Claims Settlement Act (1998). Objectives of the Mahaanui IMP (Jolly *et al.* 2013) include;

- Water quality and flows in the Waimakariri and its tributaries are improved to enable whānau and the wider community to have places they can go to swim and fish.
- The mauri and mahinga kai values of the Waimakariri and its tributaries and associated springs, wetlands and lagoons are protected and restored; *mō tātou, ā, mō kā uri ā muri ake nei* (for us and our children after us).

The Rakahuri (Ashley River), Waimakariri and Ruataniwha (Cam River) have continued to sustain Ngāi Tahu even after the land purchases in Canterbury (i.e. Kemps's Deed in 1948 and subsequent purchases), therefore there are strong mahinga kai associations with these waterways for Ngāi Tahu (IMP, 2013).

The position of Ngāi Tūāhuriri Rūnanga regarding stormwater management in Rangiora (Mahaanui Kurataiao Ltd, 2024) is that it *'neither supports, nor opposes, the Rangiora Stormwater Management Plan. Ngāi Tahu have traditionally strongly opposed the use of global consents for stormwater discharge. Stormwater run off from urban, industrial and rural environments can have significant effects on water quality and waterway health. Improving stormwater management requires on site, land-based solutions to stormwater disposal, alongside initiatives to reduce the presence of sediments and contaminants in stormwater, and reducing the volume of stormwater requiring treatment. Tāngata whenua have always supported discharge to land as an*

alternative to discharge to water, given the natural ability of Papatūānuku to cleanse and filter contaminants from waste. However, support for discharge to land is provisional on appropriate management of the activity. Over-saturation and over-burdening of soils with stormwater discharges compromises the mauri of the land and can result in run off or seepage into groundwater and waterways in the area. Low impact development and low impact urban design are fundamental features of sustainable stormwater management.

The discharge of contaminants such as wastewater, stormwater or sediment to water, or to land where they may enter water, is culturally unacceptable. The effects of these discharge activities on tāngata whenua values may be significant despite the activity having only been assessed as having only minor ecological effects. It is critical that local authorities recognise that Ngāi Tahu concerns with discharges of contaminants to water extend beyond the existence of silent files or areas of cultural significance. Rather, these concerns are based on protecting the mauri of waterways, and the relationship of Ngāi Tahu to them. Clear limits are required for reducing and managing contaminants at the source, both in rural and urban environments, and for controlling those land use activities which pose the highest risk to water quality. For Ngāi Tahu, water quality is a measure of how well we are doing regarding land and water management and hāpua, coastal lakes and river mouth environments are the indicators. At the bottom of the catchment, the health of these environments reflects our progress in the wider catchment.'

The relevant policy sections of the Mahaanui IMP (2013) for Rangiora stormwater management were identified in the Cultural Impact Assessment for consent CRC184601 (Hullen 2017, TRIM 230824131017) as:

- Section 5.3 WAI MĀORI CHANGING THE WAY WATER IS VALUED
- Section 5.4 PAPATŪĀNUKU EARTHWORKS
- Section 5.5 TĀNE MAHUTA MAHINGA KAI
- Section 5.8 NGĀ TŪTOHU WHENUA RECOGNISING CULTURAL LANDSCAPES

The Cultural Impact Assessment for consent CRC184601 (2017, TRIM 230824131017) by Joseph Hullen for Mahaanui Kurataiao Ltd detailed mana whenua values that apply to stormwater management.

Mana Whenua Values for Rangiora Stormwater Management (Hullen, 2017 for MKL Ltd)

Kaitiakitanga

Kaitiakitanga is an integral aspect of Rangatiratanga and entails an active exercise of authority in a manner beneficial to the resource in question. The rights and responsibilities of kaitiaki derive from mana whenua, and this has been reflected in the definition of kaitiakitanga in the Resource Management Act 1991 where it is made clear that only tāngata whenua of an area are able to exercise kaitiakitanga. Traditionally speaking kaitiaki were spiritual guardians associated with particular resources and locations. Their essential function was to indicate the well being of their environment thereby warn local human guardians accordingly. Those that claim mana whenua have a responsibility to maintain natural and physical resources within their rohe and as such are considered kaitiaki. How to recognise and provide for Kaitiakitanga? Appropriate participation by tāngata whenua whether that be on any Board, Trust or Committee set up for the purpose of managing the natural or physical resources, and/or through “on the ground” maintenance and monitoring of those sites and resources within the project area affected by the activities presently under application.

Outcomes sought:

- a.) Adoption of a Planting Plan that utilises plant species that would historically occur within the project area and that addresses:
 - i) Enhancement of Biodiversity;
 - ii) Protection of Cultural and Historic Values; and
 - iii) Protection of in stream values.
- b.) Where necessary the engagement of members of Ngāi Tūāhuriri who are trained in the recognition of archaeological sites to monitor earthworks and assist the lead archaeologist.
- c.) Consultation with Te Ngāi Tūāhuriri Rūnanga regarding the display and or storage of prehistoric artefacts located within the proposed Rangiora Stormwater Consent.

Mauri

In Māori thought all things are believed to have a mauri, or vital essence. It is this mauri which provides all living things and every place with a unique personality. The key to the traditional Māori view towards environmental issues is the importance of not altering a mauri to the extent that it is no longer recognisable.

How to recognise and provide for Mauri?

Appropriate input or involvement - whether in person or via plans and policies- in the management, maintenance and monitoring of culturally significant sites or resources affected by the activities presently under application. Outcomes sought:

- a.) Adoption of a multi faceted approach to Water Sensitive Urban Design treatment methods.

Manaakitanga

A term to express love and the concepts of hospitality and mutual obligation. Manaakitanga defines the obligation of Tāngata Whenua towards their Manuhiri (guests) and, when exercised appropriately, enhances the mana of the hosts. Traditional expressions of manaakitanga require an ability to provide a selection of the local delicacies. There is an intimate and inextricably linked relationship between the values of manaakitanga, kaitiakitanga and Rangatiratanga, and without one it is very difficult to exercise another. The relative health and availability of mahinga kai is one of the principal means by which manaakitanga can be expressed. How to recognise and provide for Manaakitanga? Recognition of the value of mahinga kai within any relevant management plans or regimes established to manage the natural resources within or directly affected by the proposed project area. Provide for the ongoing sustainability of mahinga kai through the recognition of mauri.

Mahinga Kai

Mahinga kai are central to the traditional way of life for Ngāi Tahu. Highly organised seasonal timetables were followed to best utilise the resources available. The term mahinga kai, therefore, refers to the whole resource chain, from the mountain tops to the ocean floor. It encompasses social and education elements as well as the process of food gathering, including the way it is gathered, the place it is gathered from, and the actual resource itself. How to recognise and provide for Mahinga Kai? Appropriate input or involvement - whether in person or via plans and policies- in the management, maintenance and monitoring of culturally significant sites or resources affected by the activities presently under application.

Outcomes sought:

- a.) Adoption of a Restoration Re-vegetation Planting Plan that utilises plant species that would historically occur within the project area and that addresses:
 - i) Enhancement of Biodiversity.
 - ii) Protection of Cultural and Historic Values.
 - iii) Protection of in stream values.
- b.) Adoption of a multi faceted approach to Water Sensitive Urban Design treatment methods.

Wāhi Tapu/Wāhi Taonga and Urupā

In modern terms - in the Ngāi Tahu rohe - the term wāhi tapu refers to places held in reverence according to local tribal custom and history. Some wāhi tapu are important to the Iwi while others are important to individual hapu or whānau. Of all wāhi tapu, urupa (burial sites) are considered to be the most significant.

How to recognise and provide for Wāhi Tapu/Wāhi Taonga and Urupā?

“It is important for Ngāi Tahu that wāhi tapu sites are protected from inappropriate activity; and there is continued access to such sites for Ngāi Tahu. Outcomes sought:

- i.) Adoption of a Wāhi Taonga/Wāhi Tapu and Urupā Protocol.

6. Toolbox of Options

This section describes the current toolbox of options available to manage and mitigate the issues identified in Section 4. Tools available include regulatory and planning tools, site design and source control tools and stormwater treatment systems.

6.1. Regulatory and Planning Tools

Regulations are able to require best practice to be employed and restrict activities that have negative outcomes. Planning tools are useful for assessing and managing risk, such as Pollution Prevention Plans or flood modelling. A number of such tools are currently used for Rangiora.

6.1.1. Network Stormwater Modelling

The Rangiora Urban Stormwater Model (RUSM) is the planning tool which determines if the Council is meeting water quantity outcomes of the network consent CRC184601, condition 8 a. The most recent run of the RUSM with a system performance analysis was in May 2024 (TRIM 240508073139). Prior to that, this model was last run in 2013 with a system performance analysis (TRIM 131112104705). The model is planned to be re-run at least every 5 years from 2024 to examine if stormwater network discharges have increased in volume, which could cause flooding of downstream dwellings or damage downstream infrastructure in a two percent AEP rainfall event. The model is also used to make recommendations to plan upgrades, where deficiencies are identified.

Climate Change has been factored into the RUSM using the Recommended Concentration Pathway scenario (RCP) 8.5 as adopted by WDC for flood modelling. This means conservative (worst case) climate change scenarios involving increasing rainfall intensity and duration are factored into model outputs.

6.1.2. Stormwater, Drainage and Watercourse Protection Bylaw (2024)

The Stormwater, Drainage and Watercourse Protection Bylaw (2024) is the legal mechanism enabling the Council to require and enforce actions of third parties discharging stormwater into the reticulated networks. The Bylaw provides the basis for the Council to control the quality and quantity of all discharges from private properties into its reticulated stormwater networks. It enables the Council to manage discharges from high and medium risk sites and construction activities and provides for Council approvals of pollution prevention and erosion and sediment control plans. High risk sites are defined in schedule 1A of the Bylaw; as sites where an activity is occurring that is described in the current version of the Canterbury Land and Water Regional Plan Schedule 3 "*Hazardous Industries and Activities List*" i.e. sites involving the use, storage or disposal of hazardous substances. A list of activities and sites that are considered medium risk are included in schedule 1B of the Bylaw. In general, heavy industrial sites, workshops and manufacturing and or processing plants are considered medium risk activities.

The Bylaw includes provision for Council to assume full control of all discharges from high risk sites into the reticulated networks from 1 January 2025. The review will align the Bylaw with Policy 4.16A of the CLWRP, which requires the Council to manage the quality of all discharges into and from the reticulated networks from 1 January 2025.

6.1.3. Pollution Prevention Plans

Pollution Prevention Plans are required by WDC for medium risk sites discharging into the reticulated stormwater networks. These plans are required to identify any potential contamination generating areas and or activities, provide the detail of how contaminants generated from activities on these sites are managed so that they do not discharge into the stormwater systems.

High risk activities are subject to additional requirements such as an approval of a Site-Specific Stormwater Management Plan (SSMP) as well as a Pollution Prevention Plan. The SSMP will cover details such as how hazardous substances on site are stored and managed and emergency storage and bunding for spill containment on site. In addition to this, high risk sites will require to obtain written discharge approval from the Council. The approval and installation of an on-site stormwater treatment system may also be required. These updated requirements tailor the approval process and documentation for high-risk site discharges to the degree of risk these pose to stormwater quality. The Pollution Prevention Plan requirements for medium-risk sites are relatively less stringent. A link within the Bylaw is provided to the Council website where best practice information is available to support customers with navigating these new requirements and approval processes (which is required under the updated Bylaw from 1 January 2025).

There is a template available for developing a Pollution Prevention Plan (TRIM 220401049637).

6.1.4. Construction Phase Discharge Approvals

The Council can directly authorise construction phase discharges into its reticulated networks through its function as the reticulated network operator, under Rule 5.93A of the CLWRP. This means, with a network discharge consent in place, construction phase discharges into the reticulated networks do not require a separate Environment Canterbury consent if WDC approval is granted and its conditions complied with. The approval document includes an Erosion and Sediment Control Plan requirement together with other conditions to manage risks assessed specifically for each site.

A template titled "*Template Approvals Document Construction Phase Stormwater*" can be viewed at TRIM 221004171610.

6.1.5. ECoP and Development Consents

The Council authorises new subdivisions and site redevelopments as defined in its District Plan through requiring private property owners to obtain subdivision and / or land use consents from the Council to manage the effects of the activity. These consents include managing stormwater discharges into the reticulated networks.

The ECoP sets out stormwater system design standards that private property owners need to meet, when seeking to connect into or change a connection into the Council reticulated network. The ECoP standards will be applied and approved by the Council through the conditions of a resource consent, which also must give effect to conditions of the Rangiora network discharge consent CRC184601.

6.1.6. Building Sites Erosion and Sediment Control Inspections

The Council is working on a new process with staff who regularly visit development areas to include reporting of erosion and sediment control issues to 3 Waters staff on sites via the Snap Send Solve app. The legal basis for the Council staff to investigate and remedy any breach of TSS levels in stormwater discharges is established through the Stormwater Drainage and Watercourse Protection Bylaw (2024) which allows the Council to require all necessary action to manage discharges from private sites into the stormwater networks.

Following initial investigations a process is being set up to advise and educate the property owner / site manager on necessary improvements to erosion and sediment control methods on building sites to protect the downstream stormwater system and receiving environment. Education resources will be developed and disseminated by 3 Waters staff.

This approach may need to be followed up through Council issue of warnings and statutory notices to private property owners under the Bylaw.

6.1.7. MOU for High Risk Sites with Environment Canterbury / Exclusion of Sites

The Council may encounter ongoing non-cooperation of private property owners / site managers discharging unauthorised contaminants into the stormwater networks including non-compliance with Pollution Prevention Plans, Site-specific Stormwater Management Plans, Erosion and Sediment Control Plans or from discharges into the networks from contaminated sites. To address this situation a Memorandum of Understanding (MOU) has been developed with Environment Canterbury which sets out the process to exclude non-complying discharges from authorisation under CRC184601.

If excluded a private property site discharge would require a separate consent from Environment Canterbury. The MOU clarifies responsibilities of the Council and Environment Canterbury and determines circumstances when an exclusion can be sought.

The document is titled “*Memorandum of Understanding for Process for Exclusion from Stormwater Discharge Consent CRC184601 in Waimakariri District*” (see TRIM 230925149963).

A companion document, titled “*Assessment Criteria for HAIL Sites from 1 January 2025*” (see TRIM 230412051135) sets out the specific criteria for the Council to follow when determining the level of risk of the construction phase discharge of the medium or high risk site (HAIL site) discharge. This provides guidance about how the Council will manage the effects of the discharge into its network or alternatively when it should refer the discharge to Environment Canterbury for authorisation if there is deemed to be an unacceptable risk.

6.2. Site Design and Source Control Tools

A key approach to managing the impact of stormwater and effect of contaminants downstream is through prevention, before considering mitigation through treatment or regulation. Designers and asset managers should consider non-structural approaches to minimise the impacts of development and re-development on stormwater. Water sensitive design (WSD) concepts for site design of new developments in Rangiora should be encouraged. Some sub-catchments, particularly where treatment options are limited due to limited space and high groundwater levels (such as the Middle Brook, South Brook, No.7 Drain sub-catchments and parts of the North Brook sub-catchment) source control options are likely a preferable option for water quality improvements. Table 7 of the GD01 document by Auckland Council (Cunningham *et al.* 2017) provides a full list of site design and source control measures that are summarised below.

6.2.1. Site Design

Site design measures can include:

- Preserve and use existing site features during development (re-development) such as watercourses, springheads, depressions, floodplains, wetlands, vegetation and permeable areas that contribute to the current balance in the hydrological cycle.
- Reduce impervious surfaces with site design (such as to minimise driveways), and to provide pervious channels and surfaces and infiltration (e.g. grass swales).
- Configure lots to cluster housing so that developments are more pervious overall, and also with opportunities for common recreational areas, and existing hydrological channels can be retained.

- Minimise site disturbance to reduce compaction of soils from earthworks machinery through deliberate site design. Retain existing vegetation for its role in maximising infiltration and promoting evapotranspiration by planning incorporating natural site features. Keep topsoil and leaf litter to capture rainfall and slowly infiltrate it into the ground.

6.2.2. Source Control

Avoiding the use of a contaminant is a preferred option. If a contaminant is required for an activity, procedures should seek to control the release of contaminants or remove them before they come into contact with stormwater. Businesses should carry out self-audits to avoid and minimise any pollutants through an action plan, such as a PPP, Environmental Management Plan or Emergency Spill Response Plan.

Contaminant sources can be identified and physical works carried out to prevent contact with stormwater, such as bunding of storage areas for hazardous substances.

Management practices such as reviewing street sweeping procedures, refuelling, chemical handling, staff training, community education initiatives can minimise transfer of contaminants to stormwater.

National regulation is appropriate to reduce contaminants at source where local Bylaws would be ineffective, such as regulation of copper content in car brakes, and potentially restriction of building materials such as zinc and copper from roofing and cladding materials through the Building Code.

6.3. Stormwater Treatment Systems

This section outlines the various stormwater treatment methods and devices that are primarily used within Rangiora, types of contaminants that they target, and the selection process and considerations the Council will use when selecting a treatment system for a project.

6.3.1. Treatment Selection

This plan prioritises WSDs for treatment, also known as Low Impact Designs or Water Sensitive Urban Designs for stormwater treatment. WSDs are the preferred approach because they can offer multiple benefits beyond just treating and managing stormwater. They can enhance the landscape, provide ecological benefits, and align with community goals. Additionally, WSDs often offer broader advantages compared to proprietary treatment systems.

However, WSDs may not always be feasible due to limitations like space constraints, project budget, or specific site characteristics. In such cases, this plan will consider alternative treatment methods such as GPTs and filter media systems (such as the Stormfilter or Upflo Filter). These proprietary devices (and equivalents) will be evaluated when a WSD is not the most viable option due to project constraints.

The Christchurch City WWDG (2012) notes that in determining what is an appropriate stormwater treatment system for any catchment, it should be understood that whilst sediment is the primary contaminant during the early stages of any urban development, it becomes a lesser concern as urban developments mature. Chemical contaminants, however, do become more important as the intensity of urban contaminant sources (buildings, roads, vehicles, etc) increase. These chemical contaminants are either in dissolved form or bound to particulate matter, with bound contaminant concentrations being higher for fine particles than coarse particles (Christchurch City Council, 2012). Adsorption of contaminants onto the surface of suspended particles, sediment, organic matter, and vegetation, is a principal mechanism for removal of dissolved contaminants and contaminants bound to fine particulate matter (Leersnyder, H. 1993, as cited in Christchurch City Council, 2012).

Stormwater treatment system selection requires a site-specific approach. Each system should be sized and chosen based on the specific contaminants it needs to target for effective removal. Site constraints, characteristics, and potential downstream effects either during construction or post construction of the system should also be taken into account when selecting treatment systems. Additionally, the selection process should also consider any additional benefits that can be achieved such as flood control, erosion prevention, and habitat creation. The chosen system should ideally contribute to achieving these additional objectives where possible.

Even with BMPs in place, proposals should always place significant emphasis on controlling contaminants at their source and by protecting unmodified tracts of land (Christchurch City Council, 2012). Source control options are previously discussed in section 6.2.2 of the SMP.

WDC reference the following nationally accepted design guidelines and methodology when selecting a treatment system for a specific project:

- Waterways and Wetland Drainage Guide (WWDG) by Christchurch City Council (specifically this is selection steps are outlined in *Section 6.2 The Treatment System Selection Process* of the guide)
- Technical Publication No 10, Design Guideline Manual: Stormwater treatment devices by Auckland Regional Council, updated by Auckland Council to publication GD01 (Cunningham *et al.* 2017).

Design and implementation of stormwater treatment systems is a complex issue that can only be adequately addressed by considering whole catchments and seeking input from an experienced multi-disciplinary team (Christchurch City Council, 2012). The Christchurch City Council WWDG also states that key to effective treatment systems will be dependent upon catchment characteristics, good environmental design, and long-term operation and maintenance of the system. The SMP will need to balance effectiveness with long-term operational efficiency. While achieving desired water quality outcomes is paramount, consideration must also be given to:

- Lifecycle costs should be evaluated, encompassing initial investment, regular maintenance requirements, and potential for replacement parts;
- Access - accessibility for ease of inspection and maintenance should also be weighed and are equally crucial to keep systems effective and efficient; and,
- Frequency of maintenance and inspection, and type and complexity of equipment needed for maintenance should also be considered.

6.3.2. Treatment Systems within Rangiora

The current Rangiora stormwater management system primarily relies on basins or ponds that are located downstream of a large catchment area (wetlands, dry ponds, wet ponds, or infiltration basins). These larger systems treat the bulk of the stormwater runoff before it is released into the receiving environment. Treatment is primarily targets coarser particles settling out in the basins, and contaminants that dissolved or attached to fine particular material become attached via adsorption to vegetation, sediment or organic matter.

In addition to these major systems, Rangiora also utilises smaller-scale treatment solutions in specific locations throughout the township. These smaller systems include small swales; shallow, vegetated channels that help filter pollutants and slow down runoff, and proprietary devices; manufactured treatment systems designed for specific purposes. Examples include GPTs which capture larger debris and sediment, vortex

separators which target total suspended solids, hydrocarbons and sediment, and filter media systems which remove finer particles in addition to dissolved metals and nutrients.

A brief overview of each of the commonly used devices are provided in the following sections below.

6.3.2.1. Infiltration Basins and Soakpits

An infiltration system captures stormwater runoff and allows runoff to soak or infiltrate back into ground over a period of time. These systems are suited for locations that have sufficient subsoil permeability. The primary function of an infiltration device is to meet retention requirements through the recharge of groundwater. Infiltration devices may form part of a suite, where full mitigation is not achievable due to soil infiltration rate limits (e.g. where retention volumes can be achieved but not detention volumes) (Auckland Council, 2017).

A wide variety of design options are available for infiltration devices which allow for multiple functions, in addition to groundwater recharge, to be added to the infiltration device (Cunningham *et al*, 2017). Within Rangiora the most common form of infiltration system used are infiltration basins and in some limited areas for smaller catchments, soakage pits (Rapid Infiltration Chambers). Infiltration basins are also often referred to as soil adsorption basins. They provide a storage area for stormwater from where it can pass at a pre-determined rate through a filter bed designed to remove contaminants (such as hydrocarbons, suspended sediment and attached metals) (Christchurch City Council, 2012). The filtered runoff then percolates down to the water table or via an under drainage system to surface water or a soakage chamber (Christchurch City Council, 2012).

6.3.2.2. Stormwater Ponds

Ponds can effectively remove coarse to fine particles. The definition and descriptions of stormwater ponds under section 6.3.2.2 of this SMP are excerpts from the Auckland Regional Council Stormwater Treatment Devices Operation and Maintenance document TR053 (Healy *et al*. 2010).

Stormwater ponds remove sediments and other contaminants from stormwater before discharging to a receiving open water body or piped stormwater system. They provide a flood control and water treatment function as well as creating an aesthetically pleasing habitat that can be used by birds and aquatic life. Ponds have a long-life span if maintained correctly and are one of the most common stormwater treatment tools worldwide. Two types of ponds are generally recognised; wet ponds and dry ponds and both are described below.

- **Wet Ponds**

Wet ponds have a standing (permanent) pool of water and are permanent structures providing water quality treatment and flood protection. Wet ponds are usually “offline” i.e. not located within an existing watercourse.

- **Dry Ponds**

Dry ponds do not have a permanent pool of water but operate similarly to a wet pond by providing some water quality treatment but mostly flood protection. Dry ponds typically do not provide as much water quality improvement as wet ponds.

Within Rangiora dry and wet ponds are commonly used methods of stormwater treatment; however, they require a considerable land area. In Rangiora, wet ponds are generally used for catchments in areas of high

groundwater levels. Dry ponds are primarily used in Rangiora for residential areas with sufficient depth to groundwater.

The components of a wet stormwater pond are identified in the figure below.

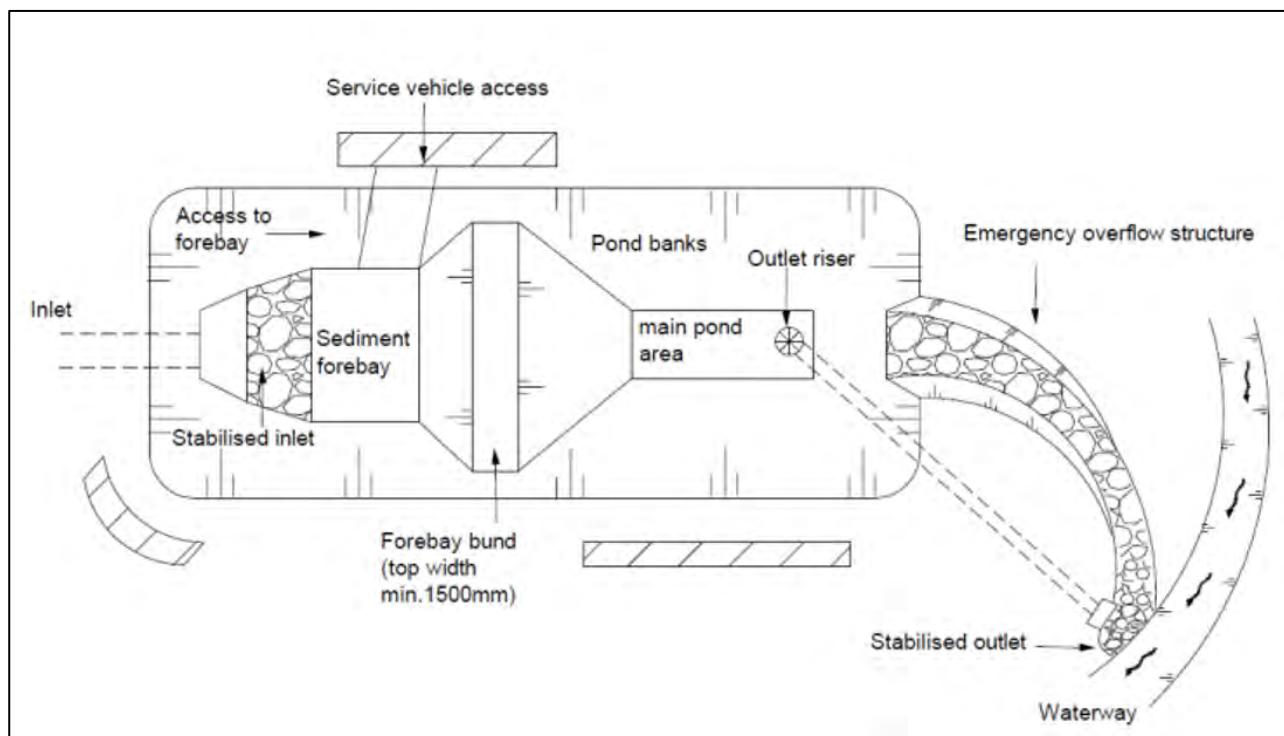


Figure 12: Typical components for a stormwater pond (Auckland Regional Council TR053, (Healy *et al.* 2010).

6.3.2.3. Wetlands

Wetlands have been used in some industrial areas of Rangiora. Pond C (corner of Flaxton and Fernside Road, No. 7 sub-catchment) and Pond A (Lineside Road, South South Brook sub-catchment) are examples of constructed wetlands in Rangiora. Constructed wetlands are a means of water treatment with robust effectiveness over a wide range of hydrological conditions, and potentially high landscape and ecological values (Christchurch City Council, 2012).

Auckland Regional Council TR053, (Healy *et al.* 2010) states that level of treatment and types of contaminants capable of being treated via wetlands; that constructed wetlands remove nitrogen, phosphates, sediments and heavy metals such as zinc and copper from stormwater run-off, as well as control the flow rates of stormwater. Pollutant removal is achieved by the settling out of sediment from the run-off and sticking to biofilms (layers of microorganisms that coat plants and other surfaces) in the water column. Additionally, dissolved nutrients are removed from stormwater by natural biological processes such as uptake by plant and microbial communities (see Figure 13).

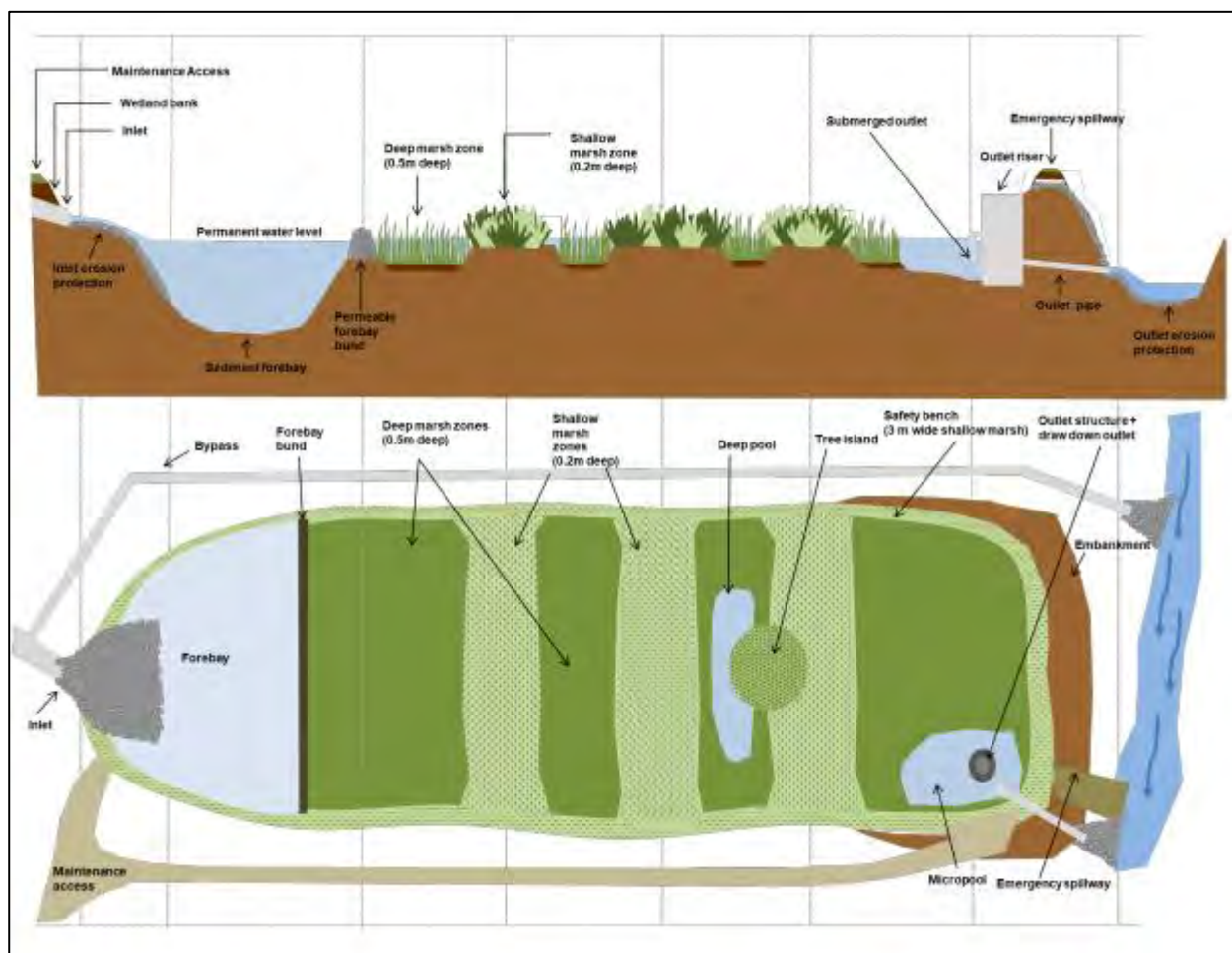


Figure 13: General components of a banded bathymetry wetland (Auckland Council, GD01, 2017)

The following Figure 14 is taken from the Christchurch Waterways, Wetlands and Drainage Guide, (2012) and shows an example treatment train that utilises both a pond and wetland.

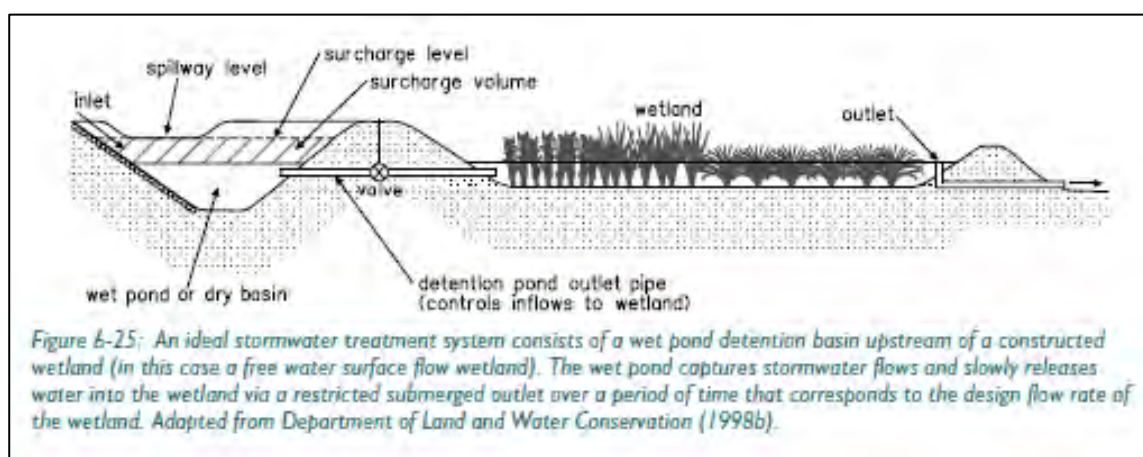


Figure 14: Example treatment train utilising a pond and wetland.

6.3.2.4. Grassed Swales and Filter Strips

Swales:

Swales are present in The Oaks subdivision in Rangiora, among other locations, to provide pre-treatment. Vegetated swales having gently sloping sides (typically flatter than 6H:1V) and flat longitudinal grades, are primary channels designed to intercept, convey, and provide inline primary treatment of stormwater (Christchurch City Council, 2012). Vegetation, either grass or other dense ground cover plants, slow the water flow to allow the water to filter through the vegetation and soil to remove pollutants including clay and silt (sediment), dissolved nutrients and metals (e.g. nitrogen, phosphorous and zinc) (Auckland Regional Council, 2010). Swales are commonly placed closed to point source and can act as conveyance to a secondary stormwater treatment system such as a larger infiltration basin or wetland. They can also function as a treatment system independently for a specific site and then conveyed to join the council network via pipes or directly to a receiving environment.

Filter Strips:

A key point of difference between swales and filter strips is that; where swales collect concentrated flow which is directed into the channel, a filter strip intercepts stormwater as distributed or sheet flow before they become concentrated and then distribute the flow evenly across the filter strip (Auckland Council, 2010). The filter strip reduces flow velocities, and a percentage of runoff may infiltrate back into ground.

Typical components of a grassed swale are shown the Figure 15 below, and is an excerpt from the Auckland Regional Council Technical Report 053 document (Healy *et al.* 2010):

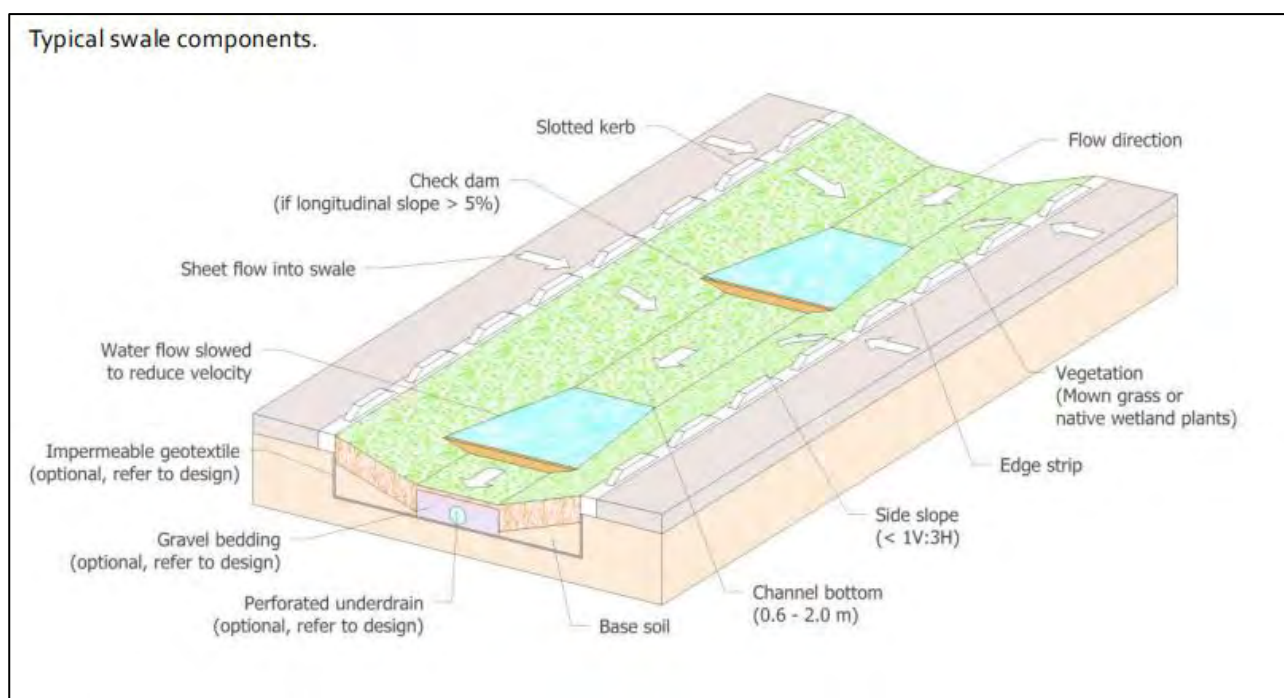


Figure 15: General components of a swale (Auckland Council, 2010)

6.3.2.5. Rain gardens

Rain gardens were installed on East Belt in 2024, however are not commonly used in Rangiora. The following points are summarised from Christchurch City Council Rain Garden Design, Construction and Maintenance Manual, (2016); and provides an overview of design and function of a rain garden.

- Rain gardens (also known as bio-retention devices); are engineered gardens designed to harness the natural ability of vegetation and soils to treat stormwater.

- Treatment occurs through sedimentation, filtration, adsorption and uptake by vegetation and operate to reduce effects of stormwater volumes, peak flows and provide treatment.
- Stormwater tree pits can be considered a special type of rain garden that accommodates a large tree. The treatment mechanism and form is largely the same and most design, construction and maintenance aspects of rain gardens also apply to tree pits.
- The advantage of a rain garden, besides its primary function noted above, is that aesthetically they are pleasing and are a good option in city centres as it provides a natural feel to otherwise hard concrete structures.
- Rain gardens work by ponding stormwater in the planted area, which is then filtered through the soil mix and by plant roots. These absorb and filter contaminants before stormwater flows into surrounding ground, pipes, drains and onto final receiving environments.

The key components of a rain garden are shown in Figure 16 below.

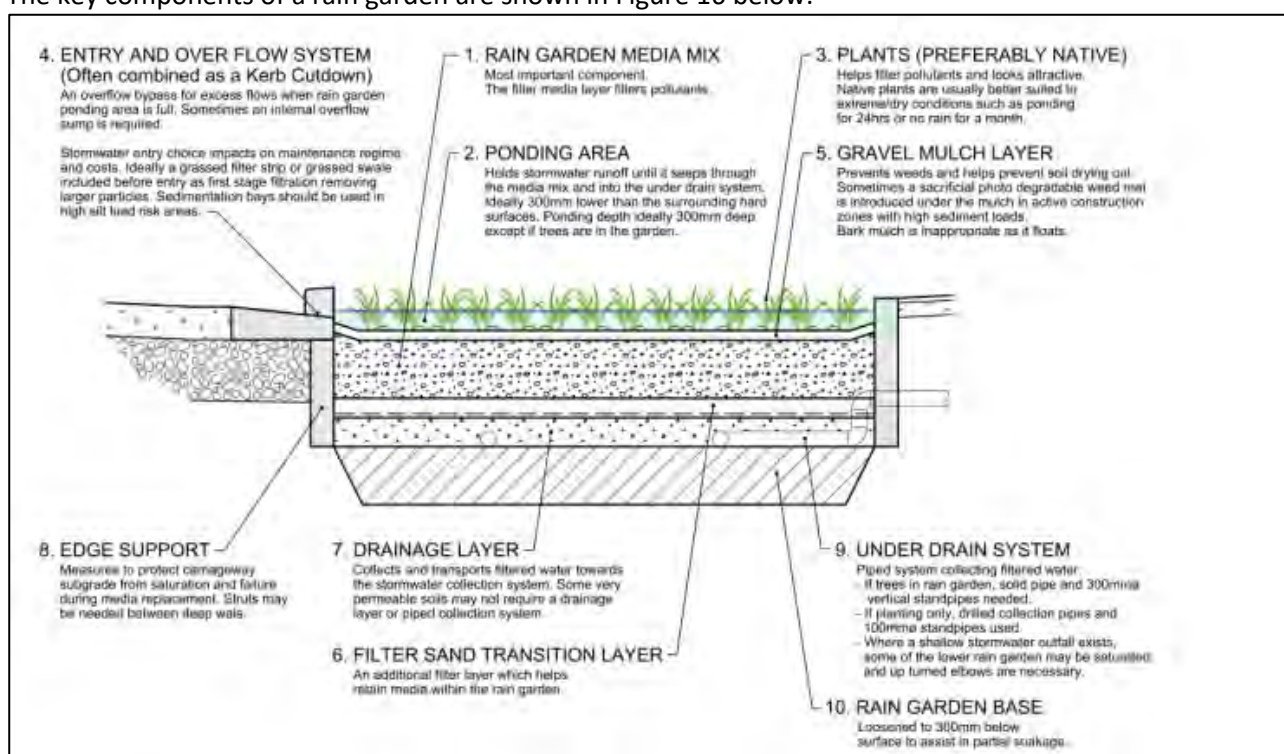


Figure 16: Key components of a rain garden (Christchurch City Council, 2016)



Figure 17: Example of a rain garden (Christchurch City Council, 2016)

6.3.2.6. Proprietary Devices

Stormwater treatment can be achieved through a variety of devices designed and manufactured by specific companies. These proprietary treatment devices offer a pre-engineered solution for managing and treating stormwater runoff. Key characteristics of these devices is that they vary in terms of removal efficiencies, types of contaminants removed, costs, maintenance requirements and total catchment area served. Commonly used systems within Rangiora are:

Gross pollutant traps (such as LittaTraps, and Enviropods)

Designed as an easy low-cost solution for sites and environments that require the removal of sediments and gross pollutants and a reduction of particulate-bound heavy metals, and oils and grease from entering into the downstream stormwater or waterways.

Hydrodynamic separators (Vortex Separator)

Utilises hydrodynamic flow paths to separate out contaminants such as hydrocarbons, sediment and floatables. These systems can cater for larger catchment areas and flows.

Filter media systems (such as the StormFilter)

One of the widely used solutions in this space are the cartridge filter systems. These systems contain cartridges that are filled with a specific media mix (defers between manufacturers). Besides TSS, gross pollutants and hydrocarbon, these filter media systems can also target removal of nutrients, organics, and organic trapped bacteria. They are generally designed to treat only the first flush of a stormwater event and can remove contaminants both in particulate and dissolved form.

Another new type of engineered media system from Stormwater 360 includes the Filterra and Bioscape filters. The Bioscape filter is a new technology which resembles a rain garden, however contains high-flow engineered media so can achieve equivalent treatment in a much reduced space. These systems that can be designed and manufactured to various sizes to suit a range of catchment area. This system is a new technology that has been indicated recently will be installed by Christchurch City Council to treat selective urban areas in the proposed Avon Ōtakaro Stormwater Management Plan and is also a system that WDC is

considering trialling as a solution for stormwater quality improvement projects in areas with limited space for WSD solutions.

7. Project Implementation Framework

7.1. Introduction

One of the objectives for this SMP is to outline the framework used to prioritize and select projects that are to be implemented for stormwater improvement within Rangiora. This section outlines the simple and structured framework that was developed for the SMP. The aim of the framework was to ensure effective allocation of budget to maximize the impact of stormwater management improvement projects, and in alignment of the Rangiora Network Discharge Consent objectives, encourage WSD and NPS-FM Te Mana o Te Wai principles.

7.2. Goals and Objectives

The proposed duration of the SMP is from 2025-2040. This SMP seeks to achieve the receiving environment objectives set in Condition 8 of consent CRC184601 (Section 2.1) within this timeframe.

Water quality monitoring results from Rangiora baseline monitoring in 2014-17 and 2021-2023 under consent CRC184601 show non-compliance for several contaminants. In the consent application, WDC proposed to Environment Canterbury to implement stormwater improvement projects to meet compliance levels by 2040. A budget for these stormwater quality improvements is earmarked to cost \$9.8 million in the Long Term Plan 2024-34 (in addition to existing stormwater project allocations). The section provides an overview of the potential stormwater improvement capital projects that this funding will be allocated for, and the framework used to prioritise and assess the projects that will be delivered.

There has been previous work on prevention of downstream flooding, scour and erosion, such as projects from the Rangiora SMP in 2001 and flood recovery work after the 2014 flood event. It is projected that the Rangiora SMP will focus primarily on stormwater quality improvement projects, the area where the need is greatest, to be in compliance with contaminant guideline values (as set in CRC184601 Schedule 1 and the Rangiora Stormwater Monitoring Programme) which forms part of the consent. Consultation with Te Ngāi Tūāhuriri Rūnanga (via Mahaanui Kurataiao Ltd) has been undertaken for inclusion of actions in the work programme for objectives in consent condition 8 (d) and (e) regarding wāhi tapu, wāhi taonga and mahinga kai.

7.3. Framework Methodology and Application

The following steps of identification, categorisation, and evaluation were taken into account for the development of this methodology.

7.3.1. Project Identification

A list of potential stormwater management projects within the Rangiora township boundaries were identified and compiled. Identifying projects involved soliciting proposals from internal departments and via consultation with Te Ngāi Tūāhuriri Rūnanga, and gathering any relevant information for each project i.e description, objectives, alignment of projects to project categories and estimated timeline for implementation. Project approvals are through WDC standard planning processes, i.e. inclusion of budget in Annual and Long Term Plans.

A list of the capital expenditure projects identified to-date for inclusion in the SMP are shown in Section 9. Future projects will use the same framework methodology for evaluation.

7.3.2. Project Categorisation and Subcategorization (Tier 1 and 2 Factors)

Project groups were developed based on their key objectives of the project and alignment with CRC184601 objectives. Each project was then classified into the most relevant project group based on its primary focus. The following project categories were identified:

Table 14: Project groups

	Project Group	Description
1	Water Quality Improvement	<i>Focusing on projects with the most significant impact on improving water quality in priority waterways and high-risk areas within the township.</i>
2	Waterway Restoration	<i>Focusing on projects that actively restore the ecological health and function of waterways impacted by stormwater runoff while ensuring the protection of wāhi tapu and wāhi taonga. (i.e: streambed and bank stabilization work, riparian zone planting and restoration, access for and enhancement of mahinga kai activities, habitat enrichment of native and or endangered species.)</i>
3	Flood Mitigation	<i>Prioritising projects based on severity of flood risk, vulnerable communities and areas of networks that require water quantity management improvements.</i>
4	Community Engagement & Education	<i>Promoting public awareness and understanding of stormwater management issues and solutions. (Educational workshops and community events, public signage and informational campaigns, public data collection initiatives, school programs.)</i>
5	Compliance and Infrastructure	<i>Addressing urgent needs like critical asset upgrades, meeting regulatory requirements, and remediating existing non-compliance issues.</i>
6	Innovation and Collaboration	<i>Encouraging innovative approaches and partnerships with tangata whenua, community groups, and other stakeholders to address emerging challenges and opportunities. Including trialling of new technology and green infrastructure solutions</i>

7.3.2.1. Project Evaluation Within Categories

Each project category has a set of established subcategories or prioritization factors categorized into Tier 1 and Tier 2. The two-tiered evaluation system is used to assess potential projects in more detail and ensure a consistent evaluation process.

Tier 1 Factors: These are essential criteria applied to all projects within any category. Projects are initially evaluated against these core factors and assesses their alignment with overall goals and objectives of the category.

Tier 2 Factors: These are more specific criteria that depend on the outcome of the Tier 1 evaluation. If a project meets a specific Tier 1 factor, it is then further assessed against the corresponding Tier 2 factor(s); which provides a more in-depth understanding into project impact and effectiveness. Conversely, if a project does not meet a specific Tier 1 factor, the corresponding Tier 2 factor becomes irrelevant for that project.

The Tier 1 and Tier 2 factors are shown in the Project Assessment Table (Table 12).

This approach ensures all projects are evaluated against the same essential criteria while allowing for additional, project-specific considerations for those that demonstrate strong potential.

7.3.3. Continuous Improvement

This framework is designed to be adaptable and accommodate ongoing revisions and 5-yearly reviews, aligning with the concept of a SMP as a living document that evolves to address changing needs and opportunities. While formal consent conditions mandate a comprehensive SMP review every five years, more frequent internal revisions can ensure this plan stays current and that the review captures all emerging requirements. Recognising the importance of continuous improvement and accountability, WDC will monitor the progress and effectiveness of implemented projects based on the framework's outcomes. This exercise will inform future updates of the framework; potentially including adjustments to specific criteria (like Tier 1 and Tier 2 factors) to better align with the evolving priorities of the Council, the Rangiora community and national requirements, as set out by Taumata Arowai.

Project assessments or re-assessments could be updated and evaluated using the framework outlined whenever there is a budgetary opportunity to do so, such as for Annual Plans, Long Term Plans, as well as for reviews of this SMP every 5 years. Additionally, the weighting of each factor and the potential adoption of a scoring system in the future will be reviewed.

7.4. Project Evaluation Outcomes

7.4.1. List of Projects Identified for Stormwater Improvement within Rangiora.

Section 9 details a budget with a list of CAPEX projects recommended by this SMP. Note that this budget requires consideration and approval through a Council Annual Plan and/or Long Term Plan to be finalised.

Appendix E contains a template for further scoping of CAPEX projects for inclusion into the Council capital works programme and facilitate project initiation.

Additionally, an action programme is detailed in Section 8 for stormwater management initiatives that improve operations and maintenance, or that are one-off investigations.

7.4.2. Project Prioritisation Framework

Table 12 outlines the developed prioritization framework for stormwater improvement projects. All remaining identified projects, not currently included in the budget, will be evaluated using this framework and the methodology detailed in section 7.3.

Table 15: Project Prioritization Assessment Table

Project Prioritisation Assessment Table				
Project Group: Project Title: Description Key NDC Objective				
Tier 1 Factors	Yes	Tier 2 Factors	Yes2	Internal Use: Context/Measure
Project within a high risk area		Serves an Industrial area with no exsiting treatment		Check SMP
		Exceedance in compliance limits in receiving waterway		Check monitoring programme results (e.g. TRIM 230919146639)
		Serves an urban residential area with no exsiting treatment		Check SMP
		Has exsiting treatment but poor water quality results		Check SMP and monitoring programme results (e.g. TRIM 230919146639)
Urgency: Immediate Threat to Public Safety		Risk of flooding in critical areas		Check Rangiora Urban Stormwater Model report (TRIM 240508073139)
		Failing or inadequate infrastructure		Service requests, CCTV footage and inspections
		Critical infrastructure and high population at risk		Service requests, CCTV footage and inspections
		Public health concerns		Service requests, other - Health NZ Community and Public Health or ECan concerns
Urgency: Risk to environment		Erosion control		Check Rangiora Urban Stormwater Model reports (TRIM 240508073139, 131112104705)
		Pollution control		Pollution Prevention Plans, site-specific SMPs, ECan consents to discharge
		Habitat restoration		Ecological Surveys - 5 Yearly surveys for CRC184601 (TRIM 24061809882)
Urgency: Regulatory Compliance		Non compliant to meeting NDC discharge limits /others		ECan non-compliance reports
		Reporting deadlines		
		New regulatory requirements		New regulations
Urgency: Resource Availability/Disruptions		Seasonal constraints		
		Emergency funding		
		Minimizing service disruptions		
Urgency: Long-Term Cost Implications		Preventative maintenance need		Operations and Maintenance manuals
		Cascading infrastructure failures		Service request information
Identified as Culturally significant by Mana Whenua		Cultural and histroical significance		MKL report (2018) for the Proposed District Plan with wahi tapu and wahi taonga (TRIM 180910103490), Cultural Impact Assessment for Rangiora CRC184601 (TRIM 230830134536)
		Mahinga Kai Sites		MKL report (2018) for the Proposed District Plan with wahi tapu and wahi taonga (TRIM 180910103490), Cultural Impact Assessment for Rangiora CRC184601 (TRIM 230830134536), listed as taonga species in schedule 97 of the Ngai Tahu Claims Settlement Act (1998)
Socially significant		High Public Interest/ Publich health and Safety		Feedback from Environment Services Unit (for health and safety)
		Improving access to green spaces and recreation		Feedback from WDC Greenspace Team
		Promoting community participation and decision-making		Feedback from WDC Community Team
		Educational and Awareness-Raising Opportunities		Feedback from WDC Community Team
		Enhancing aesthetics and neighborhood livability		Feedback from WDC Development Planning Unit
Receiving environment of high ecological value		Threat to endangered species/habitat		Check 'Critical Habitat of Indigenous Species' map - Plan Change 7 of the Land and Water Regional Plan and New Zealand Freshwater Fish Database records
		Habitat diversity and complexity		Feedback from WDC Ecologist / Water Environment Advisor - assess both aquatic and terrestrial habitats
		Benfits to ecological corridors		Feedback from WDC Ecologists / Water Environment Advisor
		Restoration potential		Feedback from WDC Ecologists / Water Environment Advisor
Multifunctional benefit		Ecosystem Services Water quality improvement		Feedback from WDC Ecologists / Water Environment Advisor
		Flood control and erosion mitigation		Feedback from the Network Planning Team
		Carbon sequestration and climate change adaptation		Feedback from / WDC Ecologists / Water Environment Advisor
		Community involvement and stewardship		Feedback from WDC Community Team
		Community Engagement, Education and Outreach		Feedback from WDC Community Team
		Utilizing common timelines or funding sources		Capex budget spreadsheets for Drainage, Wastewater, Water, Rooding projects
Potential alignment with other projects		Shared Resources and Infrastructure		Capex budget spreadsheets for Drainage, Wastewater, Water, Rooding projects
		Phased implementation		Timeframes of other projects
Meets WDC Community Outcomes		Efficient and resilient core services		WDC LTP 2024-2034
		Caring for the environment		WDC LTP 2024-2034
		Positive about the future		WDC LTP 2024-2034
		Proud to be local		WDC LTP 2024-2034
Alignment with LGA 4 well beings		Social well-being		Local Government Act (2002) and Local Government (Community Well-being Amendment Act (2019)
		Environmental well-being		Local Government Act (2002) and Local Government (Community Well-being Amendment Act (2019)
		Economic well-being		Local Government Act (2002) and Local Government (Community Well-being Amendment Act (2019)
		Cultural well-being		Local Government Act (2002) and Local Government (Community Well-being Amendment Act (2019)
Flood Risk Mitigation/Water Quantity Control		Critical infrastructure and high population at risk		Criticality of assets and risk assessments - Feedback from Stormwater and Waterways Manager
		Frequent and severe flooding		Check Rangiora Urban Stormwater Model report (TRIM 240508073139)
		Potential flood depth and damage		Feedback from the Network Planning Team
		Volume reduction and storage		Feedback from the Network Planning Team
		Peak flow reduction		Feedback from the Network Planning Team
		Improved drainage capacity		Feedback from the Network Planning Team

8. Action Work Programme

The action work programme proposed for this SMP (Table 16) are operational initiatives, to be carried out alongside capital expenditure projects (see Section 9). Actions for the period 2025-2030 are the primary focus, with an update of actions to be carried out for each 5-yearly review of the SMP. Changes to current “business as usual” practices have been listed, however current “business as usual” practices with no change proposed have been excluded for clarity and brevity purposes.

Progress on the action work programme will be overseen by the WDC Stormwater and Waterways Manager.

Table 16: Action work programme for the Rangiora SMP

Flood Mitigation Aligns with consent objective 8 (a)				
Work Programme	Actions	Role (Implemented by who)	Timeframe	Expected outcomes
Stormwater reticulation master planning for Rangiora	Develop a stormwater reticulation master plan for Rangiora township based on expected level of development	Network Planning Team	Every 5 years (for SMP review)	Highlight any deficiencies within the stormwater network and allow for forward planning
Prevent flooding of habitable floors to a 1:50 Annual Recurrence Interval (ARI) event	Regular Rangiora Urban Stormwater Model flood model re-runs that monitor changes to impervious areas and stormwater network capacity. Appropriate use of District flood hazard modelling to set Finished Floor Level requirements. Compensate with planning changes (i.e. District Plan restrictions on land use) or capacity upgrades where required.	Network Planning Team Development Planning Unit / Infrastructure Resilience Team	Every 5 years re-run of model Compare model with flood events (e.g. service requests) – as required	Habitable floor levels will not be flooded through controls on development and/or capacity upgrades
Water Quality Improvement Aligns with consent objective 8 (c)				
Work Programme	Actions	Role (Implemented by who)	Timeframe	Expected outcomes
Erosion and sediment control guidance for small construction sites	Create a guideline document for erosion and sediment control plans for small sites. Attach this guide to building consents issued by Council.	Guidance prepared by 3 Waters. PIM Team and Building Team to implement	1 July 2026	Decrease in sediment discharges from construction sites

Investigate the treatment efficiency of strategic SMAs	Investigate current state functioning of strategic SMAs (North Brook Ponds <i>Io Io Whenua</i> , North Brook sub-catchment, Pond A – South South Brook sub-catchment, and Pond C, No. 7 Drain sub-catchment) and recommend treatment improvements	3 Waters Team (via external contracts)	30 June 2027	Ability to improve treatment efficiency of strategic SMAs
Construction phase discharges - Best practice used at construction sites for sediment control	WDC requirement Erosion and Sediment Control Plans for all construction sites (as required by the Stormwater Drainage and Watercourse Protection Bylaw 2024, Section 11) Investigation of potential non-compliances	Building Unit 3 Waters Team, with possible referral to ECan for enforcement	30 June 2030	Sediment from 95% of construction activities is treated to best practice by 2030
Target contaminants (sediment, zinc and copper) from high traffic and industrial areas	Analyse options for improving street sweeping sump cleaning frequency and methodology, and adopting innovative technologies	3 Waters Team	Every time the Road and Drainage Maintenance Contract is renewed (approx. 5-yearly)	Understanding of how to carry out innovation for water quality improvements from high traffic and industrial areas
Retrofitting treatment or source control of high and medium risk sub-catchments	Investigate feasibility and practicability of options for source control or retrofitting treatment of existing high and medium risk catchments (North Brook, particularly Newnham St industrial area, Middle Brook, selective areas of the South Brook) where there is no dissolved metal treatment, or where contaminant levels exceed the guideline value after treatment (No. 7 Drain)	3 Waters Team	30 June 2032	Reduction in contaminants sources (such as dissolved zinc and copper) and/or increased contaminant treatment in retrofitted catchments
Review modelled and monitoring sources of zinc and copper	Use CLM outcomes and stormwater monitoring programme results to find hot spots, then propose treatment or source control options	Network Planning Team, 3 Waters Team	Prior to each review of SMP Update a CLM every 5 years	Up-to-date information for prioritising projects

SMA sediment remediation programme	Remediate SMAs that have been assessed by a SQEP to require actions, based on 2024 sediment sampling investigation results and any further investigations	3 Waters (externally contracted to a SQEP)	Consent timeframes	Minimise risk of groundwater contamination from SMAs
Water Quality Improvement - Control industrial and contaminated sites Aligns with consent objectives 8 (c) and (e)				
Work Programme	Actions	Role (Implemented by who)	Timeframe	Expected outcomes
Implement high risk site management from Bylaw changes	Implement changes from the Stormwater, Drainage and Watercourse Bylaw (2024) Set-up and refine processes for site-specific stormwater management plan review, approval, and monitoring for high risk sites. Promote Pollution Prevention Plan requirements and process for high and medium risk site approvals Apply process to assess applications from LLUR sites prior for acceptance or exclusion of discharge into Council stormwater network under CRC184601 Consent	3 Waters Team, Land Development Team	1 January 2025	Annual compliance monitoring programme of high risk sites commences by 1 January 2025 Site-specific Stormwater Management Plans and Pollution Prevention Plans in place for 95% of high risk sites by 2030
Spill response	Require appropriate spill kits at medium and high risk sites	3 Waters Team	Ongoing	Contaminants prevented from reaching the stormwater network
High and medium risk businesses database	High and medium risk businesses database compiled based on existing Environment Canterbury consent information	3 Waters Team	1 January 2025	Engagement with high and medium risk sites enabled by a contacts database
Heavy metals in the South South Brook	Investigate sources of heavy metals in the South South Brook to establish whether there are legacy or recent sources of contaminants	3 Waters Team	30 June 2025	Improved receiving environment (the South South Brook) for aquatic organisms
Waterway Restoration - Provide protection and culturally appropriate treatment of wāhi tapu and wāhi taonga habitats. Protect and enhance mahinga kai Aligns with consent objectives 8 (d) and (e)				
Work Programme	Actions	Role (Implemented by who)	Timeframe	Expected outcomes

Faecal bacterial contamination	Carry out <i>E. coli</i> investigations (potentially with source tracking) and follow up with remediation measures for wastewater sources such as point sources or cross-connections with stormwater pipes Update wet weather overflow modelling	3 Waters Team, Network Planning Team	On-going	Decrease in dry weather and wet weather <i>E.coli</i> counts
Enhancement of habitat for taonga species, targeted planting, and exotic species removal	Carry out drainage maintenance works under the Drainage Maintenance Management Plan, and enhancement projects under the Zone Implementation Programme Addendum (ZIPA), Arohatia te Awa (Cherish the River) and potentially other WDC work programmes.	3 Waters Team, Greenspace Team	On-going	Improved abundance and health of taonga species
Regular 'State of the Takiwā' monitoring and reporting	Support the programme design and implementation of 'State of the Takiwā' monitoring	Environment Canterbury, Te Ngāi Tūāhuriri Rūnanga – supported by WDC	To be confirmed	Waterways will be monitored for cultural health and mahinga kai trends
Enhancement of waipuna/springs, wetlands and riparian areas in the Ruataniwha Cam River catchment	Carry out drainage maintenance works under the Drainage Maintenance Management Plan, and enhancement projects under the Zone Implementation Programme Addendum (ZIPA), Arohatia te Awa (Cherish the River) and potentially other WDC work programmes.	3 Waters Team, Greenspace Team	On-going	Improved abundance and health of taonga species
Habitat enhancement projects within waterways, particularly Critical Habitats for Indigenous Species (CLWRP)	Boulder placement for kanakana (lamprey) spawning habitat enhancement in the South Brook, Middle Brook and North Brook	Water Environment Advisor	1 July 2026	Improved habitat for kanakana (lamprey) spawning
Maintain habitat complexity, such as woody debris for kekewai / wai kōura (freshwater crayfish)	Review Drainage Maintenance Management Plan 2020 for management of kekewai / wai kōura (freshwater crayfish) vegetation and woody debris	Water Environment Advisor, Land Drainage Engineer	Next review of the Drainage Maintenance Management Plan (2020)	Key habitat for kekewai / wai kōura (freshwater crayfish) is maintained or will improve over time from management

Encourage WSD (also known as low impact design)	Incorporate further WSD in the ECoP, such as to encourage minimising impervious surface area	Land Development Team	Next ECoP review	Attenuation of peak run-off
Watercress enhancement projects in the Ruataniwha Cam River catchment	Experiment with weeding of competitor species to watercress, bank enhancements, and enabling access to watercress areas	Potentially Te Ngāi Tūāhuriri Rūnanga or their nominated entity (from WDC ZIPA budget)	TBC	Increased abundance of watercress available for mahinga kai
Review watercress drainage management practices	Review existing exclusion areas where watercress is to not be removed for drainage maintenance		Next review of the Drainage Maintenance Management Plan (2020)	Increased abundance of watercress available for mahinga kai
Community engagement and education programmes Aligns with consent objectives 8 (a)-(e)				
Work Programme	Actions	Role (Implemented by who)	Timeframe	Expected outcomes
Source control through behaviour change	Community engagement programmes regarding source control for dog owners (faecal bacteria) residential and industry land use (zinc and other contaminants) Support catchment groups and environmental organisations promoting healthy waterways	3 Waters Team	On-going	Decrease in stormwater contaminants
Innovation and Collaboration Aligns with consent objectives 8 (a)-(e)				
Work Programme	Actions	Role (Implemented by who)	Timeframe	Expected outcomes
Evaluation of innovative technologies	Monitoring of any novel technology installed e.g. Mussel shell filter bunds or biofilters for contaminant removal rates	3 Waters Team	As required	Informed decision-making for future treatment decisions

9. Budget

In the WDC Long Term Plan 2024-2034 there is a total budget of \$9.8 million of capital expenditure for projects identified by this SMP. Table 14 indicates how this \$9.8 million could be spent. This SMP is not seeking any additional budget above what is currently allocated in the Long Term Plan 2024-2034. Note that

these indicative costs require further option scoping and costing and will be confirmed through the Council Annual Plan or Long Term Plan budgeting process. This is in addition to existing budgets for stormwater treatment and capacity improvement projects which have been included in Table 17 for completeness.

Table 17: Stormwater Capital Projects Budget

Project Title	Indicative spend for SMP water quality improvement projects ¹	Existing allocation in Long Term Plan 2024-34	Total \$ (indicative spend and existing allocation)
Project Works			
Newnham Street Industrial Area Treatment (North Brook)	4,500,000		4,500,000
North Brook Treatment	1,800,000		
North Drain Treatment - potential infiltration basin	1,200,000	1,183,110	2,383,110
Middle Brook Treatment	1,800,000	397,860	2,197,860
SMA treatment efficiency improvements or alternate options	500,000		500,000
North Brook - Railway Drain Treatment		282,690	565,380
Under Channel Piping		565,380	1,005,120
North Brook Retaining Wall - Janelle to White		921,360	1,842,720
North Drain Piping - Ashley to Edward		575,850	1,151,700
Belmont Avenue Drainage Upgrades		481,620	963,240
Stormwater Minor Improvements		471,150	848,070
Blackett Street Piping		1,256,400	2,512,800
East Belt to Cam River Connection		523,500	1,047,000
Three Brooks Enhancement Work - North Brook / Geddis Street		287,925	575,850
Three Brooks Enhancement Work - Middle Brook Tributary		209,400	418,800
Three Brooks Enhancement Project - North Brook Victoria to Newnham		471,150	942,300
Three Brooks Enhancement Work - Middle Brook Martyn to Bush		235,575	471,150
Three Brooks Enhancement - Middle Brook Bush to King		628,200	1,256,400
Wiltshire / Green Pipework Upgrade Stage 2		499,419	998,838
Stormwater Reticulation Renewals			
Rangiora Urban Drainage Long Term Headworks Renewals		68,055	136,110
Blackett Street Piping		130,875	261,750
Rangiora Urban Drainage Long Term Renewals		261,750	523,500

Note:

1. The figures allocated in this column are an indicative spend of a total allocation of a pool of \$9.8m in the 2024-2034 Long Term Plan. This indicative spend is in addition to stormwater budgets for specific projects that are also allocated in the LTP and included in Table 17 for completeness.

10. Review

This SMP shall be reviewed at least once every 5 years, and revised annually, if required, to respond to:

- The results of monitoring undertaken in accordance with this consent;
- The results of updated hydraulic modelling for the catchments which receive stormwater under this consent;
- Any changes to relevant national and/or regional planning documents, including those that result from the Land and Water Regional Plan sub-regional chapter development process;
- New technologies or changes in good practise stormwater treatment.

In addition to the revisions required under Condition (10) of CRC184601, as per Condition (11), the SMP shall be revised at other times if requested by the Canterbury Regional Council under the following conditions:

- Any changes to relevant national, and/or regional planning documents including those that result from the CLWRP sub-regional chapter development process; or
- The results of monitoring or modelling, including any investigations or outcomes in relation to the responses to modelling and monitoring; or
- The use of new technologies which may provide new opportunities for mitigation treatment and source control; and
- Upon the release of any amendment to the Resource Management Act 1991, or any document accepted as a New Zealand Guideline or Standard, which addresses the stormwater management requirements set out in Consent CRC184601.

11. Adaptive Management

WDC intends to apply an adaptive management approach to the management of the stormwater in Rangiora. Adaptive management is an investigational approach to management, often defined as ‘structured learning by doing’. It has three elements, (1) monitoring, (2) adapting and (3) learning.

The monitoring programme assesses the performance of the management of Rangiora’s stormwater management systems relative to the specified CRC184601 Objectives, as well as identify projects or management actions that would progressively improve the management of stormwater or address a specific issue(s).

The SMP will be revised annually, and reviewed every 5 years, which in turn will feed into WDC Annual Plan and Long-term planning processes. A continual review of emerging technology and consideration of the performance of the implemented projects or management actions will ensure that WDC expenditure will be directed to projects and actions that will progressively address the objectives of the SMP. The Rangiora Stormwater Monitoring Programme and CLM for CRC184601 allows WDC to evaluate the performance and progress of the stormwater management infrastructure to achieve these objectives, and more importantly, trigger the identification of additional projects that would improve the outcomes of the stormwater network.

12. References

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APPENDIX A. Schedule 1 of CRC184601 – Water Quality

Contaminant	Guideline	Guideline Source
Total Suspended Solids	<50 gm ³	CLWRP
Dissolved Copper	< 0.0018 mg/L	CLWRP <i>spring fed – plains – Urban Water</i> 90% of the Australian New Zealand Guidelines
Dissolved Zinc	< 0.015 mg/L	CLWRP <i>spring fed – plains – Urban Water</i>
pH	Shall be between 6.5 - 8.5	CLWRP, <i>section 16, schedule 5</i>
Dissolved Reactive Phosphorus	< 0.016mg /L	CLWRP, <i>section 16, schedule 5</i>
E. coli	95% of the samples should have less than 550 E. coli per 100 mL	CLWRP, <i>section 16, schedule 5</i>
Total Ammoniacal Nitrogen	Depends on pH level	CLWRP, <i>Table S5C, Schedule 5</i>
Hardness	5 yearly adjustment of Guideline Value	
Dissolved Organic Carbon	To characterise the waterway – adjust Guideline Value	

Note: The limits and targets which measure stormwater discharge quality and receiving waterway effects, and which prompt required responses, apply when managing contaminants demonstrated to be discharging from the reticulated stormwater system including from private connections to the system that are authorised under consent CRC184601.

The Rangiora stormwater network monitoring programme also includes a “stream health” section including requirements to gather baseline and trend information on environmental targets for environmental reporting purposes. These are not compliance requirements of CRC184601. The stream health reporting may demonstrate progress toward receiving environment objectives that are the result of interventions undertaken or natural processes occurring outside of the scope of consent CRC184601.

APPENDIX B. SMA Remedial Strategy and Soil Disposal Procedure

An exceedance of trigger values specified for any infiltration basin, soakpit or dry detention basin may prompt a site-specific risk assessment/s of effects of the recorded contaminant levels on groundwater quality prior to confirming whether excavation of the affected soil layers or other suitable modifications to the basin are required (based on expert advice from a contaminated land practitioner (SQEP)). This will include any mitigation provided from either:

- (a) for infiltration basins and soakpits, the extent of soil depth and associated separation between the affected soil layer and the seasonal high groundwater level (e.g. what attenuation is provided if the contaminated layer is not in direct contact with groundwater and the extent to which this reduces the risk); or
- (b) for dry detention basins, the attenuation provided by soil type and ground infiltration and attenuation potential, including whether infiltration and effects on groundwater from the basin are likely to be occurring or are mitigated by the soil type and infiltration rate.

For wet ponds and constructed wetlands, once the lateral and vertical extent of the contamination has been determined, then any combination of the following mitigation options may apply:

- excavation to remove all contaminated soils until contaminant concentrations in the remaining soils, as determined by a repeat of the sampling and analysis methods (above) are less than or equal to the trigger concentrations;
- the redesign of hydraulic conveyance within the wetland to reduce the disturbance and disbursement of silts being conveyed into the downstream environment; and/ or
- other suitable action/s, such as improvements to sediment trapping, addition of new or alternative plants or addition of new filtration media that will better perform the desired treatment functions to protect the site and downstream waterway.

The immediate reinstatement of a wetland or wet pond may not always be the best option for the management of water quality in both the facility and its downstream environment. This is due to various factors including effects of disturbance of the wetland habitat and extent of effects on species present during reinstatement on the ecology of the wetland. A further factor is the length of time required to reestablish wetland vegetation and habitat within a reinstated site. The draining of a wet pond with contaminated water or sludge into a downstream waterway is undesirable. The relative extent of effects of any ongoing discharge into surface water should also be considered in comparison with the extent of the effects of site reestablishment. Some constructed wetlands are lined with clay or low permeability liners, which reduces the risks of leaching materials into nearby springs or waterways. All of these factors will be considered in determining the most suitable mitigation option for each constructed wetland, or wet pond, when Guideline Values are exceeded.

WDC may commission a site-specific assessment of risks to groundwater quality to determine whether excavation to remove affected soil layers or other actions are required. Results of the risk assessment will be reported to Environment Canterbury.

Sediment for disposal will be transported to only a landfill or managed fill which are approved to accept the contaminated material.

This SMA Remedial Strategy and Soil Disposal Procedure detailed in this SMP also is incorporated into the Rangiora Stormwater Monitoring Programme and brief for basin sediment sampling that forms part of the CRC184601 consent.

APPENDIX C. Contaminant Load Model

An annual contaminant load model (CLM) has been used in this SMP to estimate contaminant loads. The model is a version of the former Auckland Regional Council (ARC) CLM adjusted for Rangiora precipitation conditions. It uses GIS land use information and converts it to likely annual loads of the following contaminants;

- TSS
- Total Zinc
- Total Copper

The land areas analysed are;

- Grasslands (subcategorised by land use)
- Roofs (subcategorised by material)
- Roads (subcategorised by daily traffic volume)
- Non-road Paved Surfaces (subcategorised by land use)

The CLM estimates the contaminant load reduction from treatment.

Comparison from land use to contaminant load is based on calibrated factors generated by ARC. These have been adjusted for total rainfall but have otherwise not been calibrated for local conditions. It is noted that there is uncertainty around roofing materials as detailed roof material information is not held by WDC.

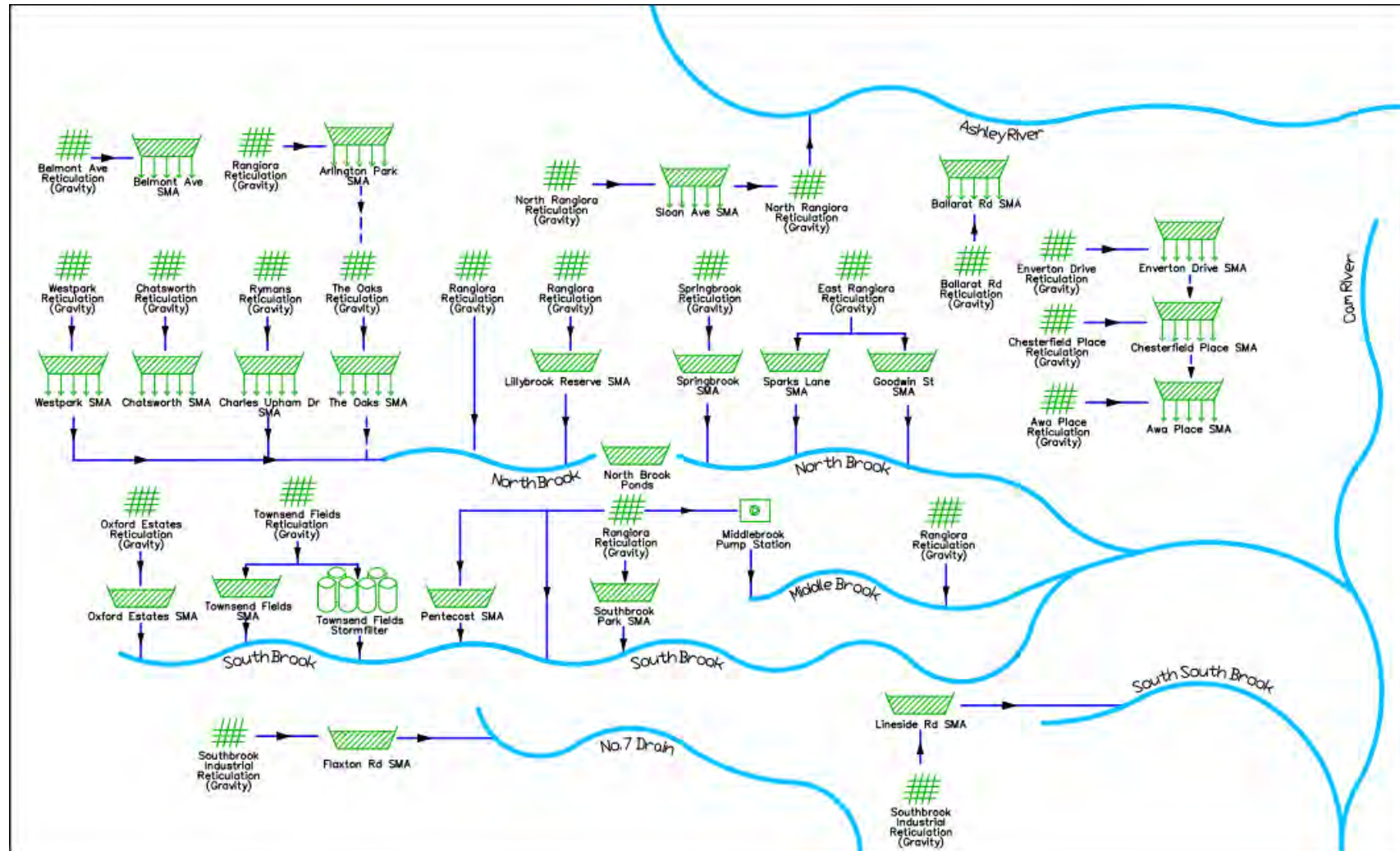
Existing treatment devices in Rangiora use load reduction factors generated by ARC. These assume the devices are operating effectively.

TRIM document 220916161020 provides a summary report of CLM findings.

While CLM results were not directly used to identify high-risk areas in this SMP, they can offer valuable insights, such as:

- CLM results can highlight areas where existing data might be insufficient. If the model predicts high potential pollution in a specific area, but may have limited sampling data to verify projections, it flags the need for further investigation. This helps target sampling efforts to areas where the risk is most likely and assist to fill knowledge gaps.
- The model can simulate how contaminants move through the stormwater system, and the effectiveness of a treatment system. This can help identify potential sources of pollution beyond land use. For example, the model might indicate that a specific industrial site or a historical spill zone could be contributing disproportionately to the overall contaminant load. This information can be crucial for developing targeted mitigation strategies.
- CLM can predict future contaminant loads based on potential changes in land use. This allows for proactive planning. For example, if a new development project is planned, CLM can help assess the potential impact on contaminant loads in the surrounding area and or final discharge points. This foresight allows WDC to implement preventive measures like stormwater treatment systems or updated regulations to mitigate future risks.
- CLM can also be utilised as a tool for project-specific assessments. By simulating different scenarios, the CLM model can be used to project which combination of areas and treatment solutions will yield the greatest water quality improvements. Additional project specific water quality monitoring should be undertaken to verify predictions of the CLM when evaluating projects, providing further confidence for decision-making.

APPENDIX D. Rangiora Stormwater Schematic Diagram (as of July 2023)



APPENDIX E. Project Brief Template

TRIM No. 240625103476 Note: Text in italics included as an example only		
<div style="display: inline-block; text-align: center;"> PROJECT BRIEF STORMWATER MANAGEMENT PLAN </div>		Refer SMP
PROJECT NAME :		
PROJECT GROUP :		Section 7.3.2
OBJECTIVE(S) :		
	a	
	b	
	c	
DESCRIPTION :		
PROJECT AREA :		
SUB CATCHMENT :		Section 3.3
RISK LEVEL :		Section 3.5.6
IDENTIFIED SOLUTION BMP(s)		
WSD	<i>Wetland</i>	
Conventional/Proprietary	<i>GPT vortex separator as Pre treatment</i>	
Non Structural Measures	<i>(e.g Public education, street sweeping, signage)</i>	
COSTS : CAPITAL COSTS a <i>Preliminary Investigations</i> b <i>Design</i> c <i>Land purchase? /Modification of existing infrastructure</i> d <i>Consent?</i> e <i>Supply</i> f <i>Install</i> Total : <div style="border-top: 1px solid black; width: 100%;"></div>		
ANNUAL MAINTENANCE COSTS a <i>Inspections</i> b <i>Replacement filters</i> c <i>Media</i> d <i>Chamber suck out and disposal</i> e f Total : <div style="border-top: 1px solid black; width: 100%;"></div>		
NOTES/COMMENTS :		
SUGGESTED PRIORITY :	<i>LOW/MEDIUM/HIGH</i>	
ASSUMPTIONS :		TBC for each project



Te Ngāi Tūāhuriri Rūnanga Position statement: Rangiora Stormwater Management Plan

Reviewed and updated:

Approved: 13/11/2024

Introduction

Within the takiwā of Te Ngāi Tūāhuriri Rūnanga, Te Rūnanga hold tino rangatiratanga over the Rangiora township and surrounding catchments (*Figure 1*).

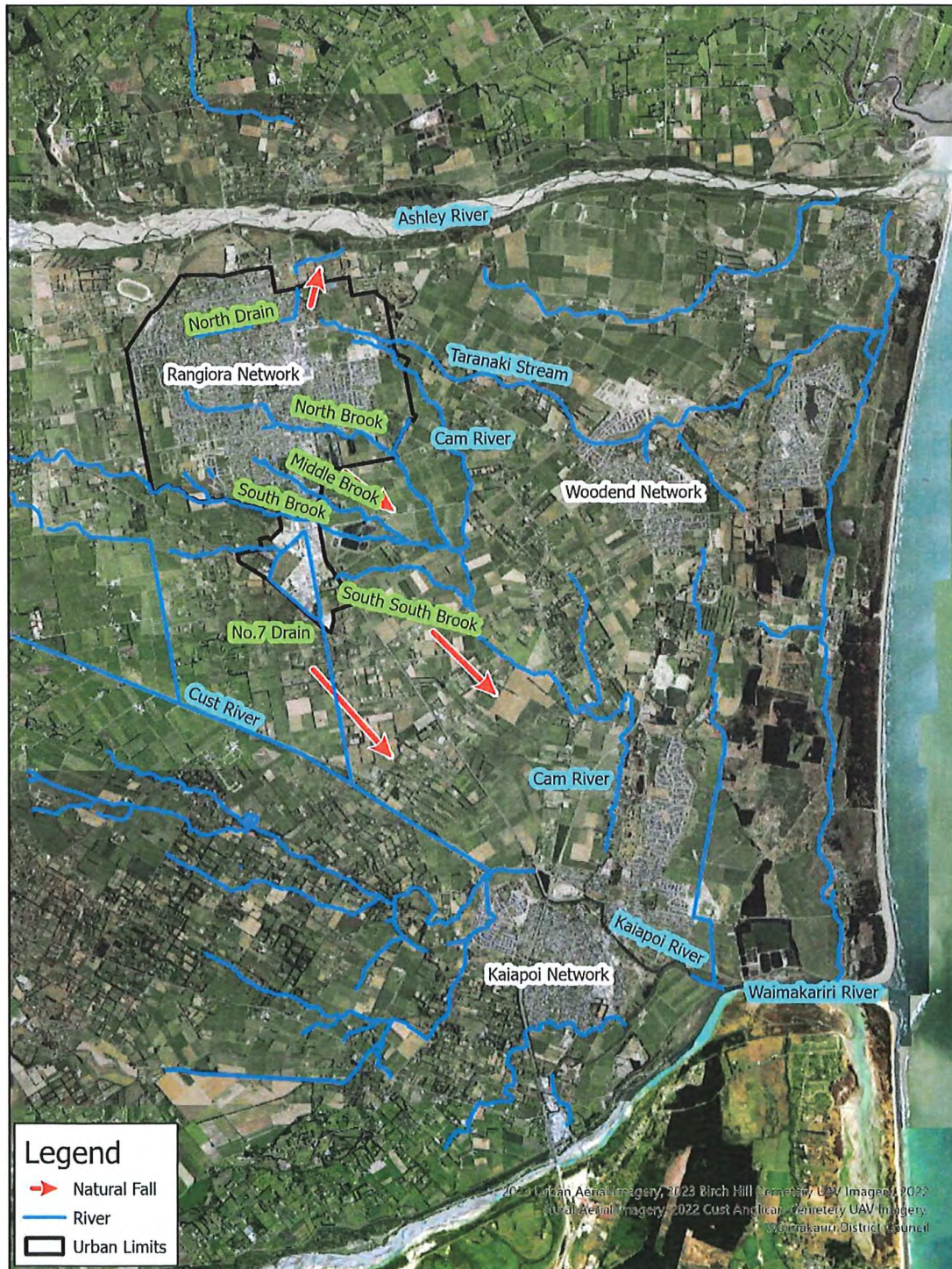


Figure 1. Rangiora township and catchment network (Source: WDC).



Te Ngāi Tūāhuriri Rūnanga Position statement: Rangiora Stormwater Management Plan

Reviewed and updated:

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Waimakariri District Council (WDC) was granted resource consent CRC184601 to discharge stormwater and water treatment chemicals into land and to surface water by Canterbury Regional Council, for a period of 24 years, effective from 7 May 2024 to 30 June 2045. Condition 9 of the consent requires that before 1 January 2025, a Stormwater Management Plan (SMP) shall be prepared, and from 1 January 2025, be maintained and implemented for the duration of the consent. Condition 13 of the consent requires that WDC engages with Te Ngāi Tūāhuriri Rūnanga for review of the SMP. This statement responds to the Rangiora Stormwater Management Plan.

The purpose of the Rangiora Stormwater Management Plan is to:

- Reduce the adverse effects of stormwater discharges on surface water quality and quantity;
- Reduce the adverse effects of stormwater discharges on wāhi tapu and wāhi taonga;
- Protect and enhance mahinga kai.

In 2012 a cultural health assessment of the Ruataniwha/Cam River Catchment was undertaken by Te Ngāi Tūāhuriri Rūnanga in conjunction with Mahaanui Kurataiao Ltd (MKT) to establish a cultural health baseline for the catchment. The State of the Takiwā Cultural Monitoring Programme was used to establish the cultural health baseline of the Ruataniwha catchment and represents the Ngāi Tahu Ki Uta Ki Tai (source to sea) resource management philosophy. Results from this monitoring programme indicate that a variety of management responses would be needed to improve the cultural health of waterways in the catchment. Some of the key recommendations to support Ngāi Tahu values include the need for improved water quality and habitat quality at many sites. In addition, the re-establishment of more natural waterway form and function is an important consideration at many of the monitoring sites, as is the establishment of suitable setbacks and buffer zones and the restoration of indigenous vegetation in riparian areas.

Position of mana whenua

Te Ngāi Tūāhuriri Rūnanga neither support, nor oppose, the Rangiora Stormwater Management Plan. Ngāi Tahu have traditionally strongly opposed the use of global consents for stormwater discharge. Stormwater run off from urban, industrial and rural environments can have significant effects on water quality and waterway health. Improving stormwater management requires on site, land-based solutions to stormwater disposal, alongside initiatives to reduce the presence of sediments and contaminants in stormwater, and reducing the volume of stormwater requiring treatment. Tāngata whenua have always supported discharge to land as an alternative to discharge to water, given the natural ability of Papatūānuku to cleanse and filter contaminants from waste. However, support for discharge to land is provisional on appropriate management of the activity. Over-saturation and over-burdening of soils with stormwater discharges compromises the mauri of the land and can result in run off or seepage into groundwater and waterways in the area. Low impact development and low impact urban design are fundamental features of sustainable stormwater management.

The discharge of contaminants such as wastewater, stormwater or sediment to water, or to land where they may enter water, is culturally unacceptable. The effects of these discharge activities on tāngata whenua values may be significant despite the activity having only been



Te Ngāi Tūāhuriri Rūnanga Position statement: Rangiora Stormwater Management Plan

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assessed as having only minor ecological effects. It is critical that local authorities recognise that Ngāi Tahu concerns with discharges of contaminants to water extend beyond the existence of silent files or areas of cultural significance. Rather, these concerns are based on protecting the mauri of waterways, and the relationship of Ngāi Tahu to them. Clear limits are required for reducing and managing contaminants at the source, both in rural and urban environments, and for controlling those land use activities which pose the highest risk to water quality. For Ngāi Tahu, water quality is a measure of how well we are doing regarding land and water management and hāpua, coastal lakes and river mouth environments are the indicators. At the bottom of the catchment, the health of these environments reflects our progress in the wider catchment.

More stringent rules and regulations need to be implemented in order to reduce contaminants entering the waterways. The mauri of the wai must be protected so that mana whenua are able to swim, eat from and drink the water from the waterways, as their tupuna did before them. The *Canterbury Water Management Strategy* highlights that less than 10% of the region's previously extensive wetlands remain. Moreover, cultural health assessments in the takiwā highlight that one of the greatest issues facing waterways is the absence of sufficient riparian margins to buffer those waterways from intensive land use and provide habitat for mahinga kai and indigenous species. Constructed wetlands are one of the most effective tools to treat stormwater. Constructed wetlands can reduce levels of sediment, nutrients and microbes such as *E. coli*. The Mahaanui Iwi Management Plan (IMP) outlines several policies around wetlands, waipuna and riparian margins. Ngāi Tahu support the creation of wetland areas to assist with the management of onsite/site sourced stormwater and other wastewater, to utilise the natural capacity of these ecosystems to filter contaminants.

Ngā Wai/Wai Māori – Freshwater

- Rūnanga are concerned with industrial areas within the Rangiora urban boundaries and the impacts they are having on receiving waterways. Despite industrial areas being largely concentrated in only three of the seven sub-catchments, industrial and commercial land use activities are recognised as significant sources of pollutants which contain high contaminant load generating activities. It is critical that future stormwater improvement projects address contaminants generated from industrial and commercial areas.
- Rūnanga advocate for the retention of natural watercourses, springheads, and other features that contribute to the current balance in the hydrological cycle. Subdivision and residential land development activities can have adverse effects on cultural values, which is why Papatipu Rūnanga implement a cultural landscape approach to help identify and protect tāngata whenua values and interests from such effects. A cultural landscape approach enables a holistic identification and assessment of sites of significance, and other values of importance such as waterways, wetlands and waipuna.

Taonga Species and Mahinga Kai

- Mahinga kai enhancement throughout the catchment is very important for Rūnanga. Much of the land in the lower Waimakariri catchment was historically very swampy, and the existing drainage network was developed through these swampy areas. Most



Te Ngāi Tūāhuriri Rūnanga Position statement: Rangiora Stormwater Management Plan

Reviewed and updated:

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waterways in the catchment are known mahinga kai sites, particularly watercress in close proximity to spring-heads.

- Previous cultural health monitoring reports for the Ruataniwha catchment show that more riparian planting is needed at the majority of sites that were monitored in order to help restore indigenous biodiversity, increase habitat, and enhance cultural values. It is also important that the width of riparian zones are sufficient to help improve water quality, stabilize stream banks and increase habitat.

Recommendations

To mitigate the concerns listed above, WDC will:

- 1) Protect and enhance mahinga kai values by improving water quality.
- 2) WDC should undertake habitat enhancement projects throughout waterways within the Rangiora urban network, particularly in critical habitat areas for indigenous species as outlined in the CLWRP.
- 3) Incorporate low impact design methods, such as minimising impervious surface areas, the use of rainwater collection and re-use systems in new developments.
- 4) WDC should incorporate watercress enhancement projects throughout the Ruataniwha as part of the Rangiora SMP. This includes incorporating heavy metal testing (i.e. arsenic) in watercress where practicable.
- 5) Engage with mana whenua prior to any proposed changes, enhancements, translocations and/or diversions rather than consult retrospectively.
- 6) Ensure the protection and enhancement of waipuna/springs, wetlands and riparian areas throughout the Ruataniwha catchment.
- 7) Support regular State of the Takiwā monitoring and reporting in the catchment.
- 8) Council should investigate options to improve instream habitats. Measures to improve instream habitat must be discussed with Rūnanga through appropriate channels.
- 9) A catchment-based planting plan must be developed that ensures riparian margins are protected and enhanced while also providing for sufficient habitat for taonga species. This should include removal of exotic pest species (e.g., blackberry, clematis, willows, poplars) to prevent indigenous planting being choked. It should also include appropriate maintenance of species such as harakeke, in conjunction with best practice and tikanga advice from mana whenua. These works must have stringent erosion and sediment controls in place during works to protect the awa.
- 10) *E. coli* levels within the catchment must be monitored regularly and the sources of this contamination be identified as soon as possible.
- 11) Pending results of the *E. coli* investigation, appropriate measures must be implemented to reduce levels of contamination within the catchment. Further information on the source of the *E. coli* contamination and measures to reduce contamination must be discussed with rūnanga through appropriate channels.
- 12) Sediment sources must be investigated throughout the catchment, and specific plans for planting be developed and enacted to improve stream health and habitat. As



**Mahaanui
Kurataiao Ltd**

Te Ngāi Tūāhuriri Rūnanga Position statement: Rangiora Stormwater Management Plan

Reviewed and updated:

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mentioned above, any plantation works must have stringent erosion and sediment controls to protect the awa.

13) All future urban development must have appropriate setbacks from waterways that are consistent with policies outlined in the Mahaanui Iwi Management Plan 2013 (refer to policy **WM12.5**).

14) Future urban developments should incorporate *Ngāi Tahu Subdivision and Development Guidelines* to the greatest practical extent. Guidelines relating to stormwater in particular should be adhered to.

15) Developers should retain natural waterways where practicable in all future development projects throughout the Rangiora SMP boundaries.

Te Ngai Tūāhuriri Runanga reserve the right to oppose the proposal or pursue avoidance or mitigation of any subsequent impacts that are identified as a result of further site visits or further discussions with CCC.

X

Signed:

Date: 13-11-24

X

Signed

Date: 13-11-24

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION****FILE NO and TRIM NO:** EXC-57 / 250218026373**REPORT TO:** COUNCIL**DATE OF MEETING:** 4 March 2025**AUTHOR(S):** Jeff Millward – Chief Executive**SUBJECT:** Health, Safety and Wellbeing Report – January 2025 to current**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)_____
General Manager

Chief Executive**1. SUMMARY**

- 1.1. This report provides an update to the Council on Health, Safety and Wellbeing (HS&W) matters between January 2025 and February 2025. The dashboard reporting in the appendices cover trends between January 2024 and February 2025.
- 1.2. There were 13 incidents which occurred from January 2025 and mid - February 2025 which resulted in 0 hours lost time to the organisation. There were no Flamingo Scooter or Rangiora Airfield incidents reported within this period.
- 1.3. Section 4 of the report provides details on the following areas:
 - 4.1 Incidents, Accidents & Hazards
 - 4.2 Rangiora Airfield Update

Attachments:

- i. Appendix A: Incidents, Accidents, Near-misses, Hazard reporting
- ii. Appendix B: Contractor Health and Safety Capability Pre-qualification Assessment (drawn from the Site Wise database)
- iii. Appendix C: Health, Safety and Wellbeing Dashboard Reports.

2. RECOMMENDATION**THAT** the Council:

- (a) **Receives** Report No 250218026373
- (b) **Notes** that there were no notifiable incidents this month. The organisation is, so far as is reasonably practicable, compliant with the duties of a person conducting a business or undertaking (PCBU) as required by the Health and Safety at work Act 2015.
- (c) **Circulates** this report to the Community Boards for their information.

3. **BACKGROUND**

- 3.1. The Health and Safety at Work Act 2015 requires that Officers must exercise due diligence to make sure that the organisation complies with its health and safety duties.
- 3.2. An officer under the Health and Safety at Work Act 2015 is a person who occupies a specified position or who occupies a position that allows them to exercise a significant influence over the management of the business or undertaking. Councillors and the Chief Executive are considered to be the Officers of the Waimakariri District Council.

4. **ISSUES AND OPTIONS**

4.1. Incidents, accidents & Hazards

- 4.1.1. January 2025 to mid- February 2025 shows a continued theme of adverse interactions.
- 4.1.2. Adverse Interactions were raised due to interactions with members of the public in both Aquatics Facilities, Libraries and in the field. The majority of these interactions have been notified to the police.
- 4.1.3. The Health Safety and Wellbeing team has committed to a number of ways to mitigate adverse interactions where possible including communications, signage, body worn cameras and reviewing the physical safety of our business units. As well as these practical measure the team is committed to ongoing wrap around support to staff including training.
- 4.1.4. There have been some key learnings from low-risk injuries and mitigations to prevent these in the future have been implemented as part of our procedures.
- 4.1.5. All incidents are either closed with mitigations or currently under investigation. Key learnings have been shared with teams. Reporting of all incident occurrences has been consistent with staff and incident information has been thorough.

4.2. Rangiora Airfield Update

- 4.2.1. The Canterbury Recreation Aircraft Club (CRAC) have reviewed their fuel tank option as the mobile fuel tanker is proving costly to become fully operational. They are now looking at a smaller fixed tank option, with bunding. Compliance and minimum separation distances from any publicly accessible place will be considered.
- 4.2.2. The Airfield Manager and Greenspace Manager have received a proposal for the fixed tank option and placement area.
- 4.2.3. The Hollowed-out runway edge aircraft crossings remediation (potential for propeller strike on ground) has been completed. All crossing points have been filled with crusher dust, watered and compacted.
- 4.2.4. There have been some issues with blocking common areas on the Taxiway. The taxiway is considered a common area under the terms of the lease. The Airfield Manager is investigating why the taxiway to the East was blocked off

some years ago, with the view to reopening it so that aircraft may taxi in both directions.

- 4.2.5. The taxiway is very narrow at the Western end and wings overhang the roadway when aircraft taxi. Re-opening the taxiway to the East will resolve this issue.

Implications for Community Wellbeing

- 4.2.6. There are no implications for community wellbeing by the issues and options that are the subject matter of this report.
- 4.2.7. The Management Team has reviewed this report and support the recommendations.

5. Community Views

- 5.1. Mana whenua
Te Ngāi Tūāhuriri hapū are not likely to be affected by or have an interest in the subject matter of this report.
- 5.2. Groups and Organisations
There are no external groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.
- 5.3. Wider Community
The wider community is likely to be affected by, or to have an interest in the subject matter of this report.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

- 6.1. Financial Implications
There are no financial implications of the decisions sought by this report.
- 6.2. Sustainability and Climate Change Impacts
The recommendations in this report do not have sustainability and/or climate change impacts.
- 6.3. Risk Management
The organisation has reviewed its health and safety risk and developed an action plan. Failure to address these risks could result in incidents, accidents or other physical or psychological harm to staff or the public.

The regular review of risks is an essential part of good safety leadership.
- 6.4. Health and Safety
There are health and safety risks arising from the adoption/implementation of the recommendations in this report. Continuous improvement, monitoring, and reporting of Health and Safety activities are a key focus of the health and safety management system.

7. **CONTEXT**

7.1. Consistency with Policy

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. Authorising Legislation

The key legislation is the Health and Safety at Work Act 2015.

The Council has a number of Human Resources policies, including those related to Health and Safety at Work.

The Council has an obligation under the Local Government Act to be a good employer.

7.3. Consistency with Community Outcomes

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

- There is a safe environment for all.
- Harm to people from natural and man-made hazards is minimised.
- Our District has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change.

The Health, Safety and Wellbeing of the organisation, its employees and volunteers ensures that Community Outcomes are delivered in a manner which is legislatively compliant and culturally aligned to our organisational principles.

7.4. Authorising Delegations

An officer under the Health and Safety at Work Act 2015 is a person who occupies a specified position or who occupies a position that allows them to exercise a significant influence over the management of the business or undertaking. Councillors and Chief Executive are considered to be the Officers of WDC.

Appendix A
WDC Incident Reports

Date	Event Description	Incident Type	Person Type	Outcome & Response
1/01/2025	A staff member was working under a small brick wall, when they went to stand up they slipped back and grabbed at the wall for balance. The wall became unstable and toppled onto the staff member's lap.	Injury	Employee/ Volunteer	Staff member is ok. No first aid or medical attention required. The broken wall will be repaired. The owner was informed.
27/01/2025	Staff and Customers witnessed a member of the public displaying inappropriate and concerning behavior towards young persons at a public place.	Adverse Interaction	Employee/ Volunteer	Staff were prompt to intervene and ensure the young people's safety and contacted police. This matter is now with the police.
28/01/2025	Contractor incident. Adverse interaction reported between sub-contractor and resident	Adverse Interaction	Contractor	Under investigation/review.
29/01/2025	Chorus cable damaged while trenching with digger. Cable location completed.	Property/Vehicle Damage	Employee/ Volunteer	Service location done by external contractor, as well as WDC CAT4 equipment. Cable detected and exposed by hand potholing. When excavating deeper to required depth, contact was made with the cable that a looped under itself, and not detectable under the top cable.
31/01/2025	Anti-social behaviour from a library patron. Patron scattered bin stickers, verbally abused staff and left with a quantity of flyers. Further incident reports to follow for other occasions this person displayed anti-social behaviour.	Adverse Interaction	Employee/ Volunteer	Currently under investigation.
31/01/2025	Assault on staff member in a public place.	Adverse Interaction	Employee/ Volunteer	Staff member was injured, but no medical attention was required. Staff are familiar with the instruction to call 111 in instances where members of the public are demonstrating threatening or unsafe behaviour. The youth who assaulted the staff member has been trespassed from the Rangiora Library. Communication has been sent to all staff with guidelines on awareness of potential adverse interactions and the reminder of appropriate steps to minimise risk.

09/02/2025	A group of youth reported to staff that one of them had felt uncomfortable from another adult customers inappropriate behavior. An interaction outside the building was also reported.	Adverse Interaction	Non-Employee	The Aquatics Manager investigated the incident looking through camera footage, however, could not spot any inappropriate behaviour happening within the facility. Staff also followed up with a phone call to the parent to check in & advise of the situation & if they wished to take this any further to speak to the police.
10/02/2025	The same customer from the Library incident on 31/1/2025 came in again displaying antisocial behaviour and verbal abuse towards staff.	Adverse Interaction	Employee/Volunteer	Currently under investigation
10/02/2025	Service request received from a member of the public falling into a footpath drain chamber with a broken lid.	Injury	Non-Employee	The lid of the outlet had broken and fallen into the chamber. Contributing factor of overgrown grass on the berm hid the fact the lid was missing. The lid has been reinstated. No further action to be completed. Regular general inspections of the network often pick these defects up.
11/02/2025	Following on from the anti-social behaviour incident reports. The same patron verbally abused staff and used threatening language.	Adverse Interaction	Employee/Volunteer	Currently under investigation
12/02/2025	Driving near miss between staff member and member of the public.	Near Miss	Employee/Volunteer	Member of the public failed to see the WDC vehicle approaching from behind when they turned into the driveway from the opposite side of the road across their path. Reminder to staff to stay vigilant while driving and always look ahead for potential hazards. H&S Team and/or Quarterly Committee meeting. This will also be discussed under H&S at the next monthly and fortnightly Operations Team Meetings
17/02/2025	TA staff member strained their back while exiting a service Ute.	Injury	Employee/Volunteer	Staff member has been referred for an assessment.

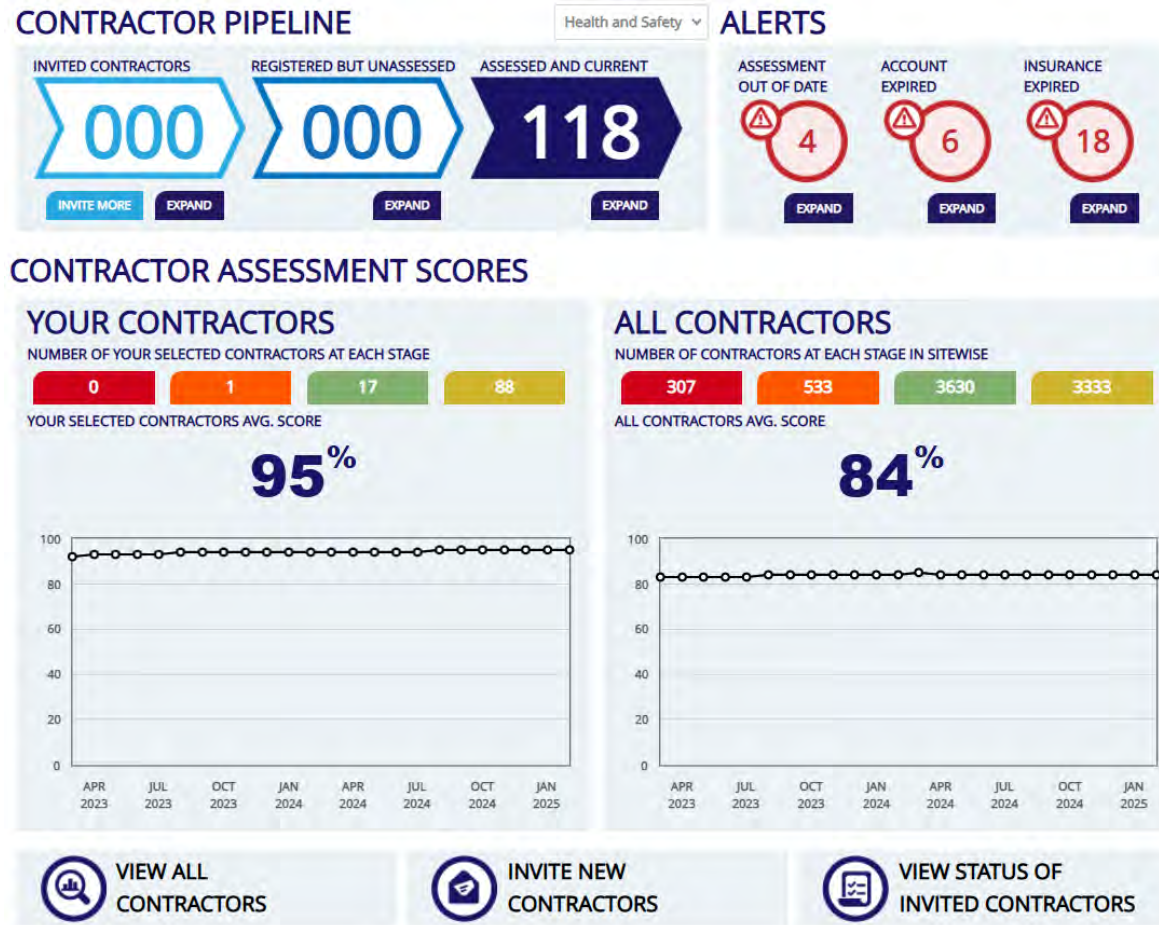
Airfield Incident Reports – Nil to report.

Aqualand: Nil this month.

Flamingo Scooter Incident Reports: Nil to Report

Lost Time Injuries -	NIL
Lead Indicators	
Safety Inspections Completed (Workplace Walkarounds)	First Aid Kits checked, and stock replenished January 2025 Workplace Walkaround due March 2025
Training Delivered	First Aid training delivered 11 February 2025 (22 staff) Next First Aid training scheduled 2 April 2025 Confined Space and Gas Detection training scheduled 11 March 2025 (2 staff)

Appendix B



Above is the current status of our preferred contractor data base held within SiteWise.

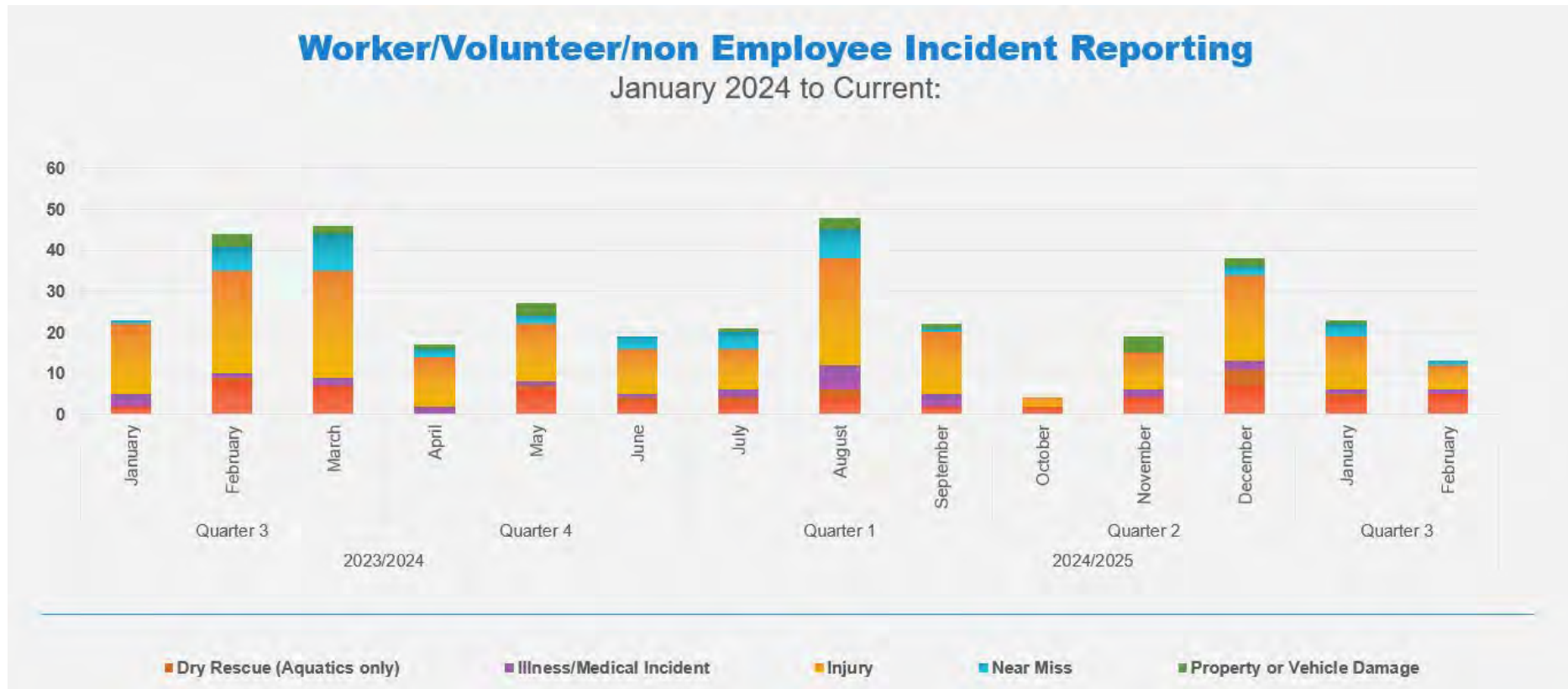
Alerts are the contractors currently out of assessment date, expired and their insurance has expired. We do not engage these contractors until they are reassessed by SiteWise.

SiteWise issue reminders as well as the HS&W team once a month until they have updated them.

“YOUR CONTRACTORS” is referring to our preferred contractor list. “ALL CONTRACTORS” is referring to the full contractor list.

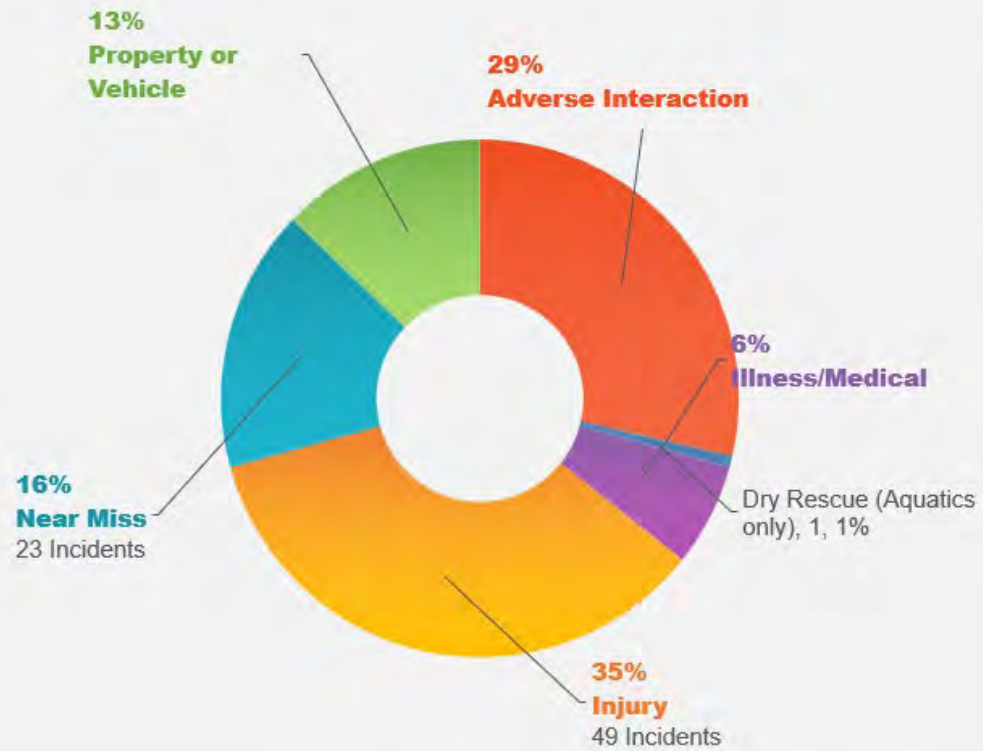
“INVITED CONTRACTORS” is referring to the number of new contractors we have invited and as preferred this past month. “REGISTERED BUT UNASSESSED” is referring to the contractors that have applied to Sitewise but have not submitted documentation for assessment yet.

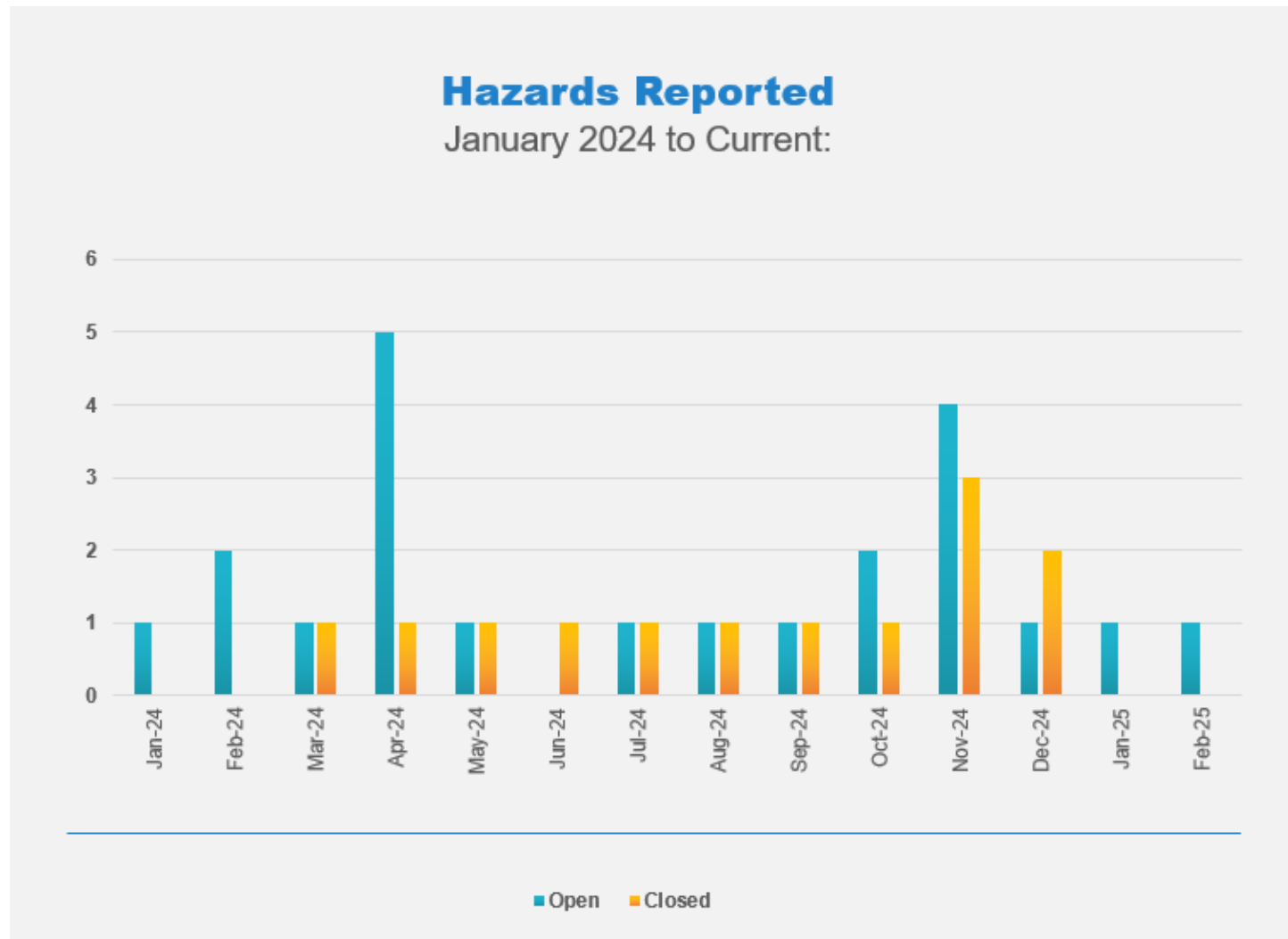
Appendix C



Worker/Volunteer Incident Reporting

January 2024 to Current:





MINUTES FOR THE MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD HELD AT THE WEST EYRETON HALL, 2 EARLYS ROAD, WEST EYRETON ON WEDNESDAY 5 FEBRUARY 2025 AT 6.30PM.

PRESENT

T Robson (Deputy Chairperson), M Brown, R Harpur, N Mealings, P Merrifield and M Wilson.

IN ATTENDANCE

G Cleary (General Manager Utilities and Roading), S Binder (Senior Transportation Engineer), K Rabe (Governance Advisor) and C Fowler-Jenkins (Governance Support Officer).

1. APOLOGIES

Moved: N Mealings Seconded: M Wilson

THAT apologies for absence be received and sustained from S Barkle and T Fulton.

CARRIED

2. PUBLIC FORUM

There were no members of the public present for the public forum.

3. CONFLICTS OF INTEREST

There were no conflicts declared.

4. CONFIRMATION OF MINUTES

4.1. Minutes of the Oxford-Ohoka Community Board Meeting – 4 December 2024

Moved: P Merrifield Seconded: R Harpur

THAT the Oxford-Ohoka Community Board:

- (a) **Confirms** the circulated Minutes of the Oxford-Ohoka Community Board meeting, held on 4 December 2024, as a true and accurate record.

CARRIED

4.2. Matters Arising (From Minutes)

There were no matters arising.

4.3. Notes of the Oxford-Ohoka Community Board Workshop – 4 December 2024

Moved: P Merrifield Seconded: N Mealings

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the notes of the Oxford-Ohoka Community Board Workshop held on 4 December 2024.

CARRIED

5. DEPUTATIONS AND PRESENTATIONS

Nil.

6. ADJOURNED BUSINESS

Nil.

7. REPORTS

7.1. Updating Parking Restrictions at Different Locations in Oxford and Approval to Consult on Proposed New Restrictions – S Binder (Senior Transportation Engineer) and N Puthupparambil (Transportation Engineer)

S Binder spoke to the report noting the Board had a workshop in 2024 on this matter. The report included some existing restrictions already in place that needed to be formally added to the Schedule of Parking Restrictions in order for them to be enforceable.

T Robson noted the carparks outside the Butcher in Meyer Place were currently P30. He asked if they were staying as P30s. S Binder noted that they were already in the schedule.

M Brown asked when the time restrictions were applicable. S Binder understood that the those restrictions applied generally from 8am to 5pm.

P Merrifield queried whether staff expected negative feedback from the community on these restrictions. S Binder replied that staff spoke with the owner of the supermarket and they did not have any objections. This would likely impact supermarket staff however he did not anticipate negative feedback from the community.

Moved: P Merrifield

Seconded: N Mealings

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 241025186823.
- (b) **Approves** public consultation on new P60 parking restrictions for Main Street in the vicinity of the grocery store:

Town	Street	Location	Side of Street	Restriction	Qualifying Remarks	Comments
Oxford	Main St	West of No. 52	North	P60	6 parks	West of No. 52 for 60m
Oxford	Main St	In front of No. 55	South	P60	3 parks	

AND

THAT the Oxford-Ohoka Community Board recommends:

THAT the District Planning and Regulation Committee:

- (c) **Approves** formalising of the following existing signed parking restrictions around Oxford town centre:

Town	Street	Location	Side of Street	Restriction	Qualifying Remarks	Comments
Oxford	Bay Rd	North of Main St	East	P15 Loading Zone		North of intersection for 30m
Oxford	Meyer Pl	North of Main St	Both	P60	3 parks west side, 6 parks east side	North of intersection for 32m
Oxford	Main St	West of Meyer Pl	North	P30	4 parks	West of intersection for 32m
Oxford	Main St	West of Burnett St	North	Mobility park		
Oxford	Main St	Town Hall Carpark	West	Mobility park	5 parks	
Oxford	Main St	Pearson Park Carpark	West	Electric vehicle park	2 parks, Mon-Sat only	

- (d) **Approves** the following modifications (in *red italics*) to existing parking restrictions on Bay Road outside of Oxford Area School:

Town	Street	Location	Side of Street	Restriction	Qualifying Remarks	Comments
Oxford	Bay Rd	<i>From 21m north of Observatory Gate to 66m south of that gate</i>	East	<i>Reserved Parking - Buses Only</i>	8:20-9:30am, 2:30-3:20pm school days	<i>Requested by school</i>
Oxford	Bay Rd	<i>From 33m north of Main (Middle) School Gate to 40m south of that gate</i>	East	Loading Zone, P2	8:45-9:15am, 2:45-3:15pm school days	Requested by school
Oxford	Bay Rd	<i>For 21m outside middle northern entrance of the school</i>	East	No Parking	8:20-9:20am, 2:30-3:20pm school days	<i>Requested by school</i>

CARRIED

7.2. **Application to the Board's Discretionary Grant Fund 2024/25 – K Rabe (Governance Advisor)**

K Rabe spoke to the report noting that the Board may consider donations for musicians, who were volunteering their time and talent to be payment and therefore the grant would not fit the criteria laid out for the fund.

P Merrifield also noted that as the event was not being held in the ward the number of the ward's residents attending the event would be far less than those attending from the Kaiapoi-Tuahiwi area.

R Harpur asked if the organisers would be charging for admittance and was told that this was a free family event.

Moved: M Brown

Seconded: M Wilson

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 250121008388.
- (b) **Declines** the application from Silverstream Reserve and Down by the River.

CARRIED

8. **CORRESPONDENCE**

Nil.

9. **CHAIRPERSON'S REPORT**

9.1. **Chairperson's Report for December 2024 and January 2025**

As the Chairperson was absent and her report had not been circulated prior to the meeting the matter was deferred to the next meeting.

10. **MATTERS FOR INFORMATION**

- 10.1. Woodend-Sefton Community Board Meeting Minutes 3 December 2024.
- 10.2. Rangiora-Ashley Community Board Meeting Minutes 11 December 2024.
- 10.3. Woodend-Sefton Community Board Meeting Minutes 12 December 2024.
- 10.4. Mandeville Resurgence Channel Upgrade Project Stage 1 – Approval to consult with residents – Report to Council Meeting 3 December 2024 – Circulates to Oxford-Ohoka Community Board
- 10.5. Parking Bylaw 2019 Section 155 Review Assessment – Report to Council Meeting 3 December 2024 – Circulates to all Boards
- 10.6. Adoption of Road Reserve Management Policy with Revisions - Report to Council Meeting 3 December 2024 - Circulates to all Boards
- 10.7. Health, Safety and Wellbeing Report November 2024 – Report to Council Meeting 3 December 2024 – Circulates to all Boards
- 10.8. Annual Report and audited accounts for Enterprise North Canterbury for the year ended 30 June 2024 and Promotion of Waimakariri District Business Plan Report to June 2024 – Report to Audit and Risk Committee Meeting 10 December 2024 – Circulates to all Boards
- 10.9. School Cycle Skills Education Programme "Cycle Sense" – Report to Utilities and Roading Committee Meeting 10 December 2024 – Circulates to all Boards
- 10.10. Herbicide Update and Usage by Council and Contractors in 2023/24 – Report to utilities and Roading Committee Meeting 10 December 2024 – Circulates to all Boards

- 10.11. Rangiora Stormwater Annual Report 2023/24 and Monitoring Programme Report 2023/24 – Report to Utilities and Roading Committee Meeting 10 December 2024 – Circulates to all Boards
- 10.12. Approval to Enter into Agreement with Auto Stewardship New Zealand for Removal of Tyres Under the Tyrewise Product Stewardship Scheme – Report to Management Team Operations Meeting – Circulates to all Boards

Public Excluded

- 10.13. Partial Acquisition 344 Bradleys Road, Ohoka (WTP Upgrade) – Report to Council Meeting 3 December 2024 – Circulates to Oxford-Ohoka Community Board

Moved: M Wilson

Seconded: M Brown

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the information in Items.10.1 to 10.12.
- (b) **Receives** the separately circulated public excluded information in item 10.13.

CARRIED

11. MEMBERS' INFORMATION EXCHANGE

T Robson

- Ashley Gorge Advisory Group Meeting – planned a gala day for 6 February 2025. Discussion around the promotion of the reserve and the impacts that the increased numbers were having on the reserve. Promotion was from the One News segment on the entry to Tree of the Year. It was having some negative effects such as extra rubbish, foot traffic and anti-social behavior.
- Oxford Promotions Action Committee Workshop.
- Community Trust – Santa Parade, not as busy as previous year. Good event. The Trust also hosted the Christmas wonderland which was a big undertaking.
- West Oxford Reserve – due to the lack of housing in Oxford currently there was an increase in people living in the reserve permanently. There were no rental properties in Oxford which was forcing people into homelessness.

M Wilson

- Women's Institute meeting – they were the holders of a lot of historic information about the area and trying to connect them in with library staff to record that information. There were a lot of groups in the district that would have information important to the area.

R Harpur

- Ahsley Gorge – amazing set up with the new walks.

M Brown

- Winter Wonderland – amazing. He encouraged more people to attend.
- West Eyreton Railway sign had been installed. He had received three sets of design drawings for the signage.
- UV building going in at the Reserve, grateful that staff consulted with members around moving some shrubs that the Board had funded. There was a large tree that also needed to be cut down.
- Oxford Promotions Association strategy night – agreed on their vision mission and values. The discussed what a board looked like.
- New Chairperson of the Oxford Health Trust.

P Merrifield

- Wolffs Road bridge – someone went in and did some heavy work in a tidying the area up.
- They were having a meeting at the Oxford Town Hall at 7pm on 18 February 2025.
- Grey Power – were struggling to get people on the committee and would possibly disband because there was no one to help run things.

N Mealings

- Property Portfolio Working Group Meeting.
- Swannanoa School Assembly – had the honor of presenting the ‘Goden Wheelie Bin’ Award to the school for being the first school in 15 years to get a 100% perfect recycling bin audit result. Ka pai Tamariki!
- Canterbury Biodiversity Champions Meeting – Quarterly meeting of representatives across the 10 Canterbury councils hosted by Environment Canterbury through the Canterbury Mayoral Forum to further biodiversity issues across Canterbury.
- Waimakariri Youth Council Meeting – four members stood down including the wonderful co-chair, recruitment process to start in the new year. New co-chair Simone elected by the group.
- Council Workshop/Briefing Session.
- Utilities and Roothing Committee Meeting.
- Manaaki Whenua Emissions Trading Scheme (ETS) Study and Field Visit – Met with staff and a researcher from Landcare research who came to do a field study and met with volunteers at Matawai Park, Silverstream Reserve and the Ohoka Bush as part of a study into the feasibility of inclusion of native trees into the ETS. Very exciting research!
- Citizenship Ceremony – Assisted the Mayor in officially recognising and congratulating the newest Kiwis in the district.
- Oxford-Ohoka Community Board Christmas Function.
- Greater Christchurch Partnership Briefing.
- Mayor Volunteers Christmas Morning Tea.
- Community Wellbeing North Canterbury (CWNC) Christmas Collection – Organised and carried out a Christmas collection of food items and gifts at Mandeville Sports Club during touch break up night to go to CWNC to help families in need. Ably assisted by the Waimakariri Youth Council co-chair Ruby Wilson and her sister. Thank you to our generous community. The items were much needed and well-received.
- Greater Christchurch Partnership Committee Meeting.
- Canterbury Climate Partnership Plan Launch – The launch held at the Christchurch Town Hall formalised and celebrated the partnership of the 10 Canterbury councils working together to share information, resources and expertise on furthering work done in the climate space. A huge milestone! Keynote speakers included Hon Simon Watts- Minister of Climate Change, Rod Carr- (former) Chair of the Climate Change Commission, and our own Mayor Gordon.
- Oxford Christmas Parade – Walked in the awesome annual Christmas Parade with the Mayor and fellow Board members and enjoyed looking through the Oxford Community Trust’s Christmas Grotto. A great day all round!
- Attended Rangiora Market in the Park – Great festive atmosphere and a good crowd at this pre-Christmas event!
- Day at Kaiapoi Community Services (KCS) – Dropped off the donations from the Mandeville event, helped sort and distribute goods and picked up food from Satisfy Food Rescue with KCS manager. KCS did a fine job of looking after some of our most vulnerable people and it was a privilege to spend the day with them.
- Oxford Area School Middle School Prizegiving – Had the honor of presenting awards to some well-deserving students at their end of year prizegiving.
- Meeting with Oxford A&P Association – Met with staff, elected members and Oxford A&P Association regarding Roothing & drainage issues at showgrounds entrance.
- Oxford Area School Junior School Prizegiving – Presented awards to the awesome Tamariki at Oxford Area School at the Junior school prizegiving. Always a pleasure!

- Council Briefing.
- Ohoka Rural Drainage Advisory Group Site Visit – Site visit around the Ohoka Stream loop.
- Community Wellbeing North Canterbury Trust Board Meeting – Welcomed two newly appointed Trustees to the board.
- Council Annual Plan Budget Meeting – Council was on target to deliver rates below 5% as proposed in the Long Term Plan.
- Waimakariri Youth Council Meeting – Lauren T was acting Youth development coordinator while Emily was on maternity leave- off to a good start! First meeting for new co-chair Simone. Recruitment of new members is underway with applications closing 2 March 2025.
- Portfolio Update meeting with staff.
- Council meeting and workshop.
- Arohatia te Awa Working Group Meeting – New Ohoka Loop walkway being developed near Silverstream.
- Waimakariri was participating in the search for the Tree of the Year competition, seeking to track down New Zealand's most interesting trees and their stories. Got an interesting tree you'd like to nominate? Check out the website at www.treeoftheyear.co.nz.

12. **CONSULTATION PROJECT**

12.1. **Libraries Survey 2024**

<https://letstalk.waimakariri.govt.nz/libraries-survey-2024-25>

The Board noted the consultation project.

13. **BOARD FUNDING UPDATE**

13.1. **Board Discretionary Grant**

Balance as at 31 January 2025: \$2,102.

13.2. **General Landscaping Fund**

Balance as at 31 January 2025: \$28,010.

The Board noted the funding update.

14. **MEDIA ITEMS**

Nil.

15. **QUESTIONS UNDER STANDING ORDERS**

Nil.

16. **URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

Nil.

NEXT MEETING

The next meeting of the Oxford-Ohoka Community Board is scheduled for 6.30pm, Wednesday 5 March 2025 at the Oxford Town Hall.

Workshop

- | |
|--|
| <ul style="list-style-type: none"> • <i>Members Forum</i> |
|--|

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 7.21PM.

CONFIRMED

Chairperson

Date

3.4 **Notes of the Woodend-Sefton Community Board Workshop – 3 December 2024 and 12 December 2024**

Moved: R Mather

Seconded: M Paterson

THAT the Woodend-Sefton Community Board:

- (a) **Receives** the notes of the Woodend-Sefton Community Board Workshop held on 3 December 2024 and 12 December 2024.

CARRIED

4 DEPUTATIONS AND PRESENTATIONS FROM THE COMMUNITY

4.1 **Street Trees in Pounamu Place, Pegasus – David Mills and Alan Williams**

D Mills spoke to the Board noting he was a resident of Pounamu Place, Pegasus and he represented other residents of Pounamu Place, Pegasus. Residents were concerned with 30 elm trees planted in Pounamu Place. The root structure and size of the trees made them unsuitable for the street. Some of the trees were planted only two metres directly opposite property gates. The trees reached a maturity after ten years and should be planted a minimum of six metres from fences and structures. Elm trees tend to have shallow root systems and trees were easily damaged by soil compaction. The trees in Pounamu Place were planted 12 years ago and were still growing.

One of the trees blew over recently and residents were concerned as the tree looked healthy, exactly like the others, prior to falling over. The tree came down over the public walkway used mainly by school children and young families. The trees all looked healthy however there was now fear that another may come down in the same way and injure passersby, damage homes or parked cars. Concern that the elms may have Dutch Elm disease which hollowed the interior of the trunk while the outer tree still looked healthy.

The tree roots were also lifting the concrete paths creating trip hazards for pedestrians. Council workers had painted the raised concrete with fluro twice which was only visible during the day and not at night, or during leaf fall in autumn making the footpath hazardous. There was also concern that the roots would be lifting the property paths and getting into house foundations.

The paths were only going to get worse and at what cost to the Council and residents for ongoing repairs. The falling leaves in the winter and seeds in spring made the footpaths and roads slippery to walk along, hiding the tripping hazards of the raised concrete paths. The residents would like to know what steps the Council were going to take to make the paths safe and what assurance they could give residents that the other trees were safe and would not fall over.

R Mather asked if the residents wanted to retain the trees. D Mills explained that 19 of the households in wanted the trees removed and replaced with more suitable trees.

P Redmond enquired if the trees had been inspected under a health and safety programme. G MacLeod noted that staff could do another visual assessment of the trees.

R Mather asked whether the trees stayed or went, what could be done about the footpaths. K LaValley noted that utilities and roading staff would investigate in conjunction with greenspace staff.

A decision was made to take the Public Excluded section of the meeting at this time however the minutes reflect the order of the agenda to mitigate confusion.

Moved: S Powell

Seconded: A Thompson

THAT the Board move into public excluded.

CARRIED

After the Public Excluded section of the meeting the meeting was adjourned at 6.13pm to hold the workshop and reconvened at 6.40pm.

5 **ADJOURNED BUSINESS**

Nil.

6 **REPORTS**

Nil.

7 **CORRESPONDENCE**

Nil.

8 **CHAIRPERSON'S REPORT**

8.1 **Chairpersons Report for December 2024 and January 2025**

Moved: S Powell

Seconded: R Mather

THAT the Woodend-Sefton Community Board:

- (a) **Receives** the report from the Woodend-Sefton Community Board Chairperson (Trim: 250203017074).

CARRIED

9 **MATTERS FOR INFORMATION**

- 9.1. Oxford-Ohoka Community Board Meeting Minutes 4 December 2024.
- 9.2. Rangiora-Ashley Community Board Meeting Minutes 11 December 2024.
- 9.3. Mandeville Resurgence Channel Upgrade Project Stage 1 – Approval to consult with residents – Report to Council Meeting 3 December 2024 – Circulates to Oxford-Ohoka Community Board
- 9.4. Parking Bylaw 2019 Section 155 Review Assessment – Report to Council Meeting 3 December 2024 – Circulates to all Boards
- 9.5. Adoption of Road Reserve Management Policy with Revisions - Report to Council Meeting 3 December 2024 - Circulates to all Boards
- 9.6. Health, Safety and Wellbeing Report November 2024 – Report to Council Meeting 3 December 2024 – Circulates to all Boards
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- 9.8. School Cycle Skills Education Programme “Cycle Sense” – Report to Utilities and Roding Committee Meeting 10 December 2024 – Circulates to all Boards
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- 9.10. Rangiora Stormwater Annual Report 2023/24 and Monitoring Programme Report 2023/24 – Report to Utilities and Roding Committee Meeting 10 December 2024 – Circulates to all Boards
- 9.11. Approval to Enter into Agreement with Auto Stewardship New Zealand for Removal of Tyres Under the Tyrewise Product Stewardship Scheme – Report to Management Team Operations Meeting – Circulates to all Boards

Moved: R Mather

Seconded: I Fong

THAT the Woodend-Sefton Community Board:

- (a) **Receives** the information in Items 9.1 to 9.11.

CARRIED

10 MEMBERS' INFORMATION EXCHANGE

R Mather

- St Barnabus Church hole in fence.

M Brown

- Woodend Community Association Meeting – discussed the playground.
- Owen Stalker Park – signs were being made and would hopefully be installed soon.

A Thomspen

- Thanked Board for their start of year dinner.

11 CONSULTATION PROJECTS

11.1 Libraries Survey 2024

<https://letstalk.waimakariri.govt.nz/libraries-survey-2024-25>

The Board noted the consultation project and discussed the State Highway one NZTA consultation.

12 BOARD FUNDING UPDATE

12.1 Board Discretionary Grant

Balance as at 31 January 2025: \$3,425.

12.2 General Landscaping Budget

Balance as at 31 January 2025: \$14,326.

The Board noted the funding update.

13 MEDIA ITEMS

Nil.

14 QUESTIONS UNDER STANDING ORDERS

Nil.

15 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

16 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Section 48, Local Government Official Information and Meetings Act 1987.

In accordance with section 48(1) 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 sections 6, 7 or 9 of the Official Information Act 1982, as the case may be), it is moved:

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

16.1 Meridian EV Charges Upgrade in Woodend Community Centre Carpark

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:

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public-
16.1	EV Charger Upgrade in the Woodend Community Centre Carpark	Good reason to withhold exists under section 7	To protect information where the making available of the information would disclose a trade secret as per LGOIMA Section 7 (2)(b(i)).

CLOSED MEETING

The Public Excluded section of the meeting ran from 5:47pm to 6:13pm.

OPEN MEETING

NEXT MEETING

The next meeting of the Woodend-Sefton Community Board is scheduled for 4pm, Tuesday 11 March 2025 at the Sefton Public Hall, 591 Upper Sefton Road, Sefton.

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 7PM.

CONFIRMED

Chairperson

Date

Workshop (6:13pm to 6:40pm)

- Waikuku Volleyball – Chrissy Taylor-Claude (Parks Officer) 15 Minutes
- Members Forum
 - Submission on speed limits on State Highway One

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO: GOV-18 / 250227032968

REPORT TO: Council

DATE OF MEETING: 04 March 2025

FROM: Dan Gordon, Mayor

SUBJECT: Mayor's Diary
Sunday 26th January to Wednesday 23rd February 2025

1. SUMMARY

Attend regular meetings with the Chief Executive, Management Team, and staff.

Monday 27 January 2025	Meeting: Dr Lorna Martin and Bill Eschenbach; Councillor x 1; Sally Lane re women's safety in the district
Tuesday 28 January	Meeting: Local Water Done Well Interview: Compass FM
Wednesday 29 January	Meeting: Waitaha Health (Teams); Councillor x 2; Attended: Mike Power Farewell Rangiora RSA; Council New Year Function
Thursday 30 January	Meeting: Rangiora Eastern Link – Investment Logic Map Workshop; David Hill, NCN; Resident (Phone call) Attended: Citizenship Ceremony
Friday 31 February	Meeting: 2025 Planning and Local Government New Zealand Zone 5 & 6 Conference with Mayor Tamah (Phone Call) Attended: Rangiora High School Powhiri; Memorial service for local resident; MAD Tri (Time keeping)
Saturday 01 February	Attended: Waimakariri Libraries Summer Reading Challenge Finale Party (Speech and present awards)
Sunday 02 February	Meeting: Neill Price from Kaiapoi RSA
Monday 03 February	Meeting: Resident x 2; Local Water Done Well (Teams); Pegasus Community Centre Project Steering Group; Oxford Promotions Action Committee Workshop Attended: Mayor drop-in session in Oxford
Tuesday 04 February	Interview: Compass FM Meeting: C4LD; Oxford hospital meeting with WDC staff; Christchurch Mayor Phil Mauger

	Attended: Induction of new Methodist Minister
Wednesday 05 February	Meeting: Resident x 2; Southbrook Development with WDC staff; Waitaha Primary Health Board Meeting (Zoom); WDC Staff re Oxford Hospital; Oxford – Ohoka Community Board Meeting Interview: David Hill, North Canterbury News
Thursday 06 February	Attended: Rangiora Borough School – Waitangi Day Event; Kaiapoi Waitangi Day Event (Speech)
Monday 10 February	Attended: LGNZ Transport Forum (Wellington); Teams meeting with Bill Eschenbach and Mayor Marie Black
Tuesday 11 February	Meeting: Resident x 3; filming for Annual Plan with WDC staff; Meeting re Ohoka resident and Fast Track with WDC staff Attended: Ohoka Residents Association AGM
Wednesday 12 February	Meeting: Rangiora Health Hub with WDC Staff (Teams); Citizenship Ceremony Discussion with WDC Staff; Oxford Hospital Meeting with Deputy Mayor and WDC Staff; Emergency Precinct Collaboration with WDC Staff; Enterprise North Canterbury Board Meeting (in Hurunui); Rangiora-Ashley Community Board Meeting
Thursday 13 February	Meeting: Local Water Done Well; Rangiora Health Hub; Council Briefing Attended: Canterbury Mayoral Forum Dinner
Friday 14 February	Attended: Canterbury Mayoral Forum; Meeting: Local Water Done Well; Waitaha Primary Health (Zoom) Presented: Kaiapoi Garden Competition Awards Evening (Speech and presented awards)
Saturday 15 February	Attended: Waimak Country Music Festival Concert
Monday 17 February	Meeting: Minister of Local Government Adviser (Teams), Rangiora Medical Hub; North Canterbury News; Ali Adams re Canterbury Aerospace visit for LGNZ conference; Resident; Kaiapoi – Tuahiwi Community Board Meeting; James Meager, South Island Minister (Zoom); Oxford Promotions Monthly Meeting Visited: 100 Year Resident for her Birthday
Tuesday 18 February	Meeting: Kaiapoi River Preservation Society; Resident; Wolffs Bridge Restoration Group
Wednesday 19 February	Attended: Bridge Photos with Harpers; Kaiapoi Library Drop in Session Meeting: Williams St Balustrade External PCG Meeting; Eastern Rangiora Bypass Rd drop in session for elected members; All Boards Session
Thursday 20 February	Meeting: Local Water Done Well; Resident x 2; Michelle Hansen and Bill Eschenbach re Rangiora Health Hub

	Attended: NOAIA in Tuahiwi with Mayors Taskforce for Jobs and Youth Coordinator
Friday 21 February	Meeting: Murray Tilyard and Karl Andrews; Jed Pearse and Mark Revis with Deputy Mayor Neville Atkinson and Cllr Brent Cairns Attended: Cholmondeley Fundraiser on board HMNZS Canterbury with Deputy Mayor Neville Atkinson
Saturday 22 February	Attended: Waimak United Football Club Master tournament (opened the games); Silverstream Duck Race (opened the race); Christchurch Earthquake Memorial; HMNZS Canterbury and Pegasus charter Parade; Roses in the Waimakariri Event
Sunday 23 February	Attended: Rangiora Community Patrol Quiz fundraiser; Prizegiving at Waimak United Football Club Masters Tournament
Monday 24 February and Tuesday 25 February	Attended: LGNZ National Council meeting in Wellington

THAT the Council:

a) **Receives** report N°. 250227032968



Dan Gordon
MAYOR

ANNUAL PLAN



**Draft Annual Plan
2025/26**

Consultation Document



WAIMAKARIRI
DISTRICT COUNCIL



What is the Annual Plan?

The Annual Plan is based on Council's main strategic planning document, the Long Term Plan (LTP). It lays out what the Council plans to do in the next year, how much it will cost, and where the money will come from. The Annual Plan is prepared every year between LTPs, while the LTP is refreshed every three years. This Annual Plan relates to year 2 of the Long Term Plan.

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WELCOME FROM THE MAYOR & CHIEF EXECUTIVE

Kia ora Waimakariri,

The Draft Annual Plan continues the work programme that is set out the Long Term Plan (LTP).

Cost increases, or reductions in funding, since adopting the LTP mean the Council has had to review our budgets and rates for this coming year.

It was signalled that rates would initially be 4.73% in the LTP. The Draft Annual Plan proposed an increase of 0.25% to 4.98%.

Most of this increase is due to additional costs shifted to the Council from central government — such as an additional \$360,000 from ratepayers to cover new Commerce Commission and Taumata Arowai levies. This added 0.4%.

Because we are still in an inflationary environment, it is important to the Council that budgets for the Draft Annual Plan stayed as close to what we signalled in the LTP as possible. The aim was to focus on cost-efficiency, value for money, and core services.

This direction is nothing new for Waimakariri, but reiterating the point shows alignment with the direction from the central government to focus on good quality local infrastructure, core services, and responsible rates increases.

We're pleased to say that we've managed to achieve this.

This Annual Plan also details options available to the Council regarding Three Waters reform. We have a deadline of September to submit a plan to central government that discusses how we will meet future standards and regulation.

Independent advice has confirmed that water infrastructure in Waimakariri is in great shape. This is good news for ratepayers as it means there are many options available for how the Council can manage water going forward.

We are committed to delivering on what we said we would through the LTP and are continually exploring opportunities to achieve greater value for money while providing the services that our community want.

The opportunities and challenges facing the Council this year include:

- Considering the best arrangement for Local Water Done Well—the reform of Three Waters services. We need to submit a Water Services Delivery Plan by September and the best option for our community appears to be a stand-alone business unit of Council while continuing to investigate joint arrangements between the business unit and neighbouring councils

- Responding to a NZ Transport Agency funding shortfall: A \$13.5m gap for roads and transport over three years
- The impact of increased asset values: Higher valuations of roads, reserves, and water plants drive up depreciation costs. These increases in value result in hikes in costs of depreciation and insurance
- We're also seeking input on a rates remission for secondary dwellings as well as our Development Contributions policy.

Subject to what you tell us, we intend to adapt to these challenges and continue with the direction set during our LTP.

Our Council is proud to provide exceptional services for the community and do so while regularly having the lowest rate increases in the country. This is only achievable due to Waimakariri District Council being financially prudent and responsible.

Council's financials are audited annually by Audit NZ and credit rating agency Standard and Poor's has recently reconfirmed its AA long-term and A-1+ short-term credit rating with a negative outlook for the Council. For context, this rating is better than that of major trading banks.

This record reflects our commitment to supporting households while fostering growth and maintaining high-quality services.

Balancing affordability for residents with the demands of a rapidly growing district is the top priority for our Council. We are committed to achieving this without compromising our appeal as a high-growth District where people love to live, and others want to move to.

We look forward to hearing from you. Share your thoughts with us before 14 April.

Ngā mihi



Dan Gordon

Dan Gordon
Mayor



Jeff Millward

Jeff Millward
Chief Executive



YOUR COUNCIL

From left to right:

Chief Executive Jeff Millward; Councillor Robbie Brine; Councillor Paul Williams; Councillor Jason Goldsworthy; Councillor Niki Mealings; Deputy Mayor Neville Atkinson; Mayor Dan Gordon; Councillor Joan Ward; Councillor Philip Redmond; Councillor Al Blackie; Councillor Brent Cairns; Councillor Tim Fulton.

OUR VISION FOR WAIMAKARIRI

What we do for you

The work programme of council is largely funded by rates from you, your neighbours, and local businesses. To allocate and manage our resources effectively, we develop plans, policies, and bylaws to streamline services and facilities.

These include:

- Maintaining and upgrading the District's roads
- Managing water, wastewater, stockwater and stormwater
- Managing rubbish and recycling
- Providing parks and reserves, libraries, halls, pools, and community centres
- Land and property development, including building and resource consents
- Noise and animal control
- Inspection and licensing of premises
- Environment and health
- Civil Defence and Emergency Management
- And much more!

Your rates are split into two parts — a general rate and targeted rates

General rates are paid for by property owners and fund activities that benefit the whole community. Some of this amount is based on your property value. This means the amount each ratepayer pays is different according to their individual property value. And the other part is a uniform charge where everyone is charged the same amount.

Each council decides if the rates will be assessed on the land value, the capital value, or the annual value of the property. We use capital value which covers both the land and any buildings. An example of an activity that general rates pay for is roading and transportation, because everyone has access to these services.

Targeted rates are paid for by those who receive that activity or service. Examples include wastewater and rubbish collection, as not all properties in our District receive these services. Other work we do is covered by user fees and charges, which is paid for by those who use these services.

WHAT DO YOU GET FROM YOUR RATES?

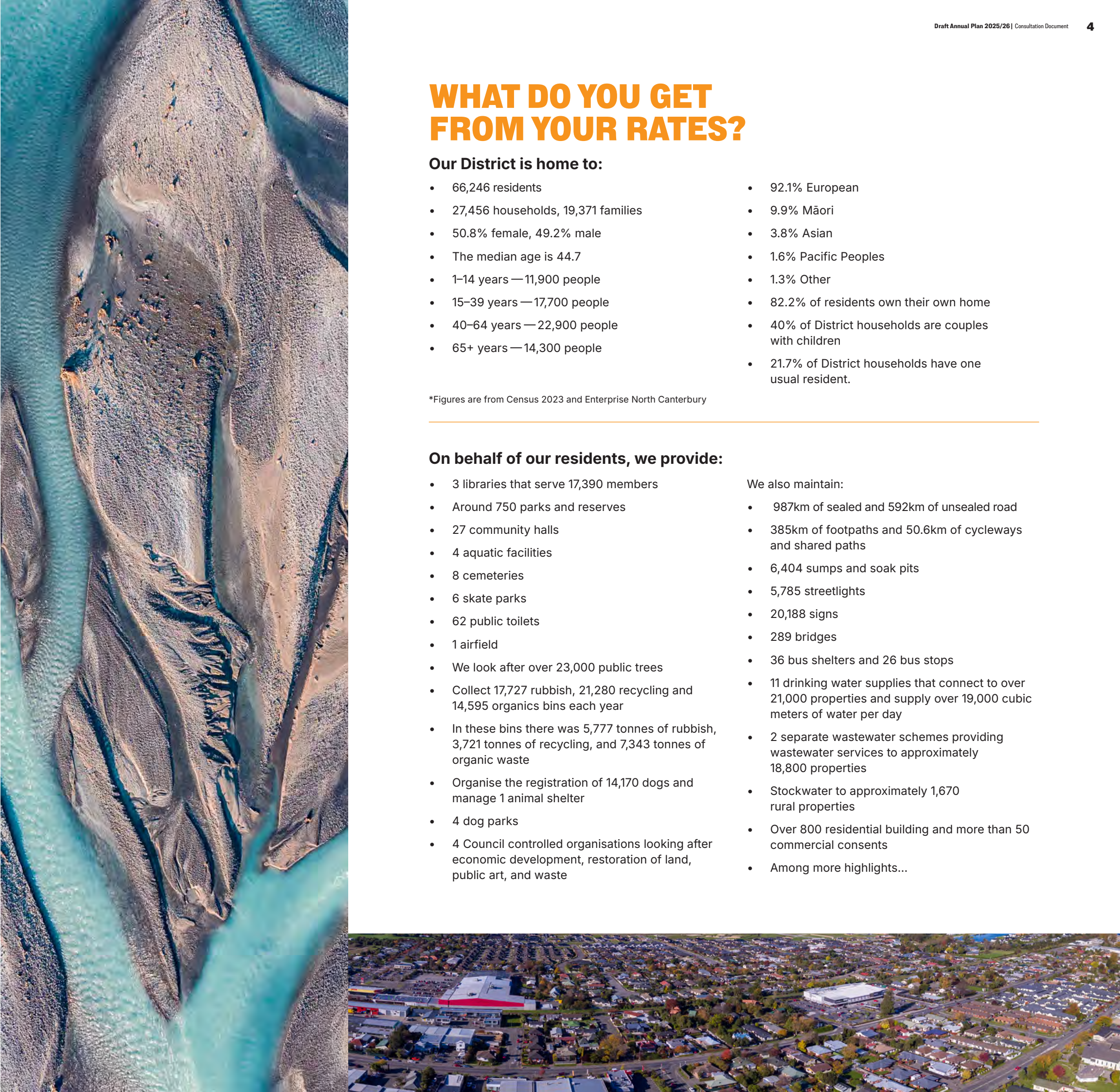
Our District is home to:

- 66,246 residents
- 27,456 households, 19,371 families
- 50.8% female, 49.2% male
- The median age is 44.7
- 1–14 years — 11,900 people
- 15–39 years — 17,700 people
- 40–64 years — 22,900 people
- 65+ years — 14,300 people
- 92.1% European
- 9.9% Māori
- 3.8% Asian
- 1.6% Pacific Peoples
- 1.3% Other
- 82.2% of residents own their own home
- 40% of District households are couples with children
- 21.7% of District households have one usual resident.

*Figures are from Census 2023 and Enterprise North Canterbury

On behalf of our residents, we provide:

- 3 libraries that serve 17,390 members
- Around 750 parks and reserves
- 27 community halls
- 4 aquatic facilities
- 8 cemeteries
- 6 skate parks
- 62 public toilets
- 1 airfield
- We look after over 23,000 public trees
- Collect 17,727 rubbish, 21,280 recycling and 14,595 organics bins each year
- In these bins there was 5,777 tonnes of rubbish, 3,721 tonnes of recycling, and 7,343 tonnes of organic waste
- Organise the registration of 14,170 dogs and manage 1 animal shelter
- 4 dog parks
- 4 Council controlled organisations looking after economic development, restoration of land, public art, and waste
- We also maintain:
 - 987km of sealed and 592km of unsealed road
 - 385km of footpaths and 50.6km of cycleways and shared paths
 - 6,404 sumps and soak pits
 - 5,785 streetlights
 - 20,188 signs
 - 289 bridges
 - 36 bus shelters and 26 bus stops
 - 11 drinking water supplies that connect to over 21,000 properties and supply over 19,000 cubic meters of water per day
 - 2 separate wastewater schemes providing wastewater services to approximately 18,800 properties
 - Stockwater to approximately 1,670 rural properties
 - Over 800 residential building and more than 50 commercial consents
 - Among more highlights...



Service	Current cost (LTP)	Proposed Cost (Draft Annual Plan)	Proposed Change	
			\$	%
Planning	\$0.45	\$0.44	-\$0.01	-2%
Governance	\$0.34	\$0.35	\$0.01	3%
Waste Collection & Disposal	\$0.76	\$0.80	\$0.04	5%
Community Protection	\$0.19	\$0.19		0%
Economic Development	\$0.14	\$0.13	-\$0.01	-7%
Roads & Footpaths	\$1.79	\$1.82	\$0.03	2%
Libraries & Museum	\$0.67	\$0.71	\$0.04	7.5%
Swimming Pools	\$0.50	\$0.49	-\$0.01	-2%
Community Buildings	\$0.46	\$0.57	\$0.11	24%
Parks and Recreation	\$1.02	\$1.08	\$0.05	6%
Sewerage Disposal	\$1.43	\$1.53	\$0.10	7%
Water Systems	\$1.60	\$1.73	\$0.13	8%
Stormwater Drainage	\$0.89	\$0.94	\$0.05	6%
Earthquake Recovery	\$0.34	\$0.34		0%
Other	\$0.40	\$0.40		0%
Total cost per day	\$10.98	\$11.52	\$0.54	5%

*figures include GST

All these services are supplied for \$12 a day per household on average and can be broken down into just a few cents per service.



COMMUNITY OUTCOMES

SOCIAL

A place where everyone can have a sense of belonging...

- Public spaces are diverse, respond to changing demographics and meet local needs for leisure and recreation
- Council commits to promoting health and wellbeing and minimizing the risk of social harm to its communities
- Housing is available to match the changing needs and aspirations of our community
- Our community groups are sustainable and able to get the support they need to succeed
- Our community has access to the knowledge and skills needed to participate fully in society and to exercise choice about how to live their lives
- People are able to enjoy meaningful relationships with others in their families, whanau, communities, iwi and workplaces
- Our community has equitable access to the essential infrastructure and services required to support community wellbeing.

CULTURAL

...where our people are enabled to thrive and give creative expression to their identity and heritage...

- Public spaces express our cultural identities and help to foster an inclusive society
- The distinctive character of our Takiwā/District, arts and heritage are preserved and enhanced
- All members of our community are able to engage in arts, culture and heritage events and activities as participants, consumers, creators or providers
- Waimakariri's diversity is freely expressed, respected and valued
- There is an environment that supports creativity and innovation for all
- Local arts, culture and heritage are able to make a growing contribution to the community and economy.

ENVIRONMENTAL

...that values and restores our environment...

- People are supported to participate in improving the health and sustainability of our environment
- Land use is sustainable; biodiversity is protected and restored
- Our District is resilient and able to quickly respond to and recover from natural disasters and the effects of climate change
- Our District transitions towards a reduced carbon and waste district
- The natural and built environment in which people live is clean, healthy and safe
- Our communities are able to access and enjoy natural areas and public spaces.

ECONOMIC

...and is supported by a resilient and innovative economy.

- Enterprises are supported and enabled to succeed
- There is access to meaningful, rewarding, and safe employment within the District
- Our District recognizes the value of both paid and unpaid work
- Infrastructure and services are sustainable, resilient, and affordable
- Our District readily adapts to innovation and emerging technologies that support its transition to a circular economy
- There are sufficient and appropriate locations where businesses can set up in our District
- There are sufficient skills and education opportunities available to support the economy.

STRATEGIC PRIORITIES

Protect and enhance the resilience of our natural and built environment

Respond to the challenges posed by climate change by building resilient infrastructure, managing adaptation, and minimising council's carbon emissions.

Enhance community wellbeing, safety, inclusivity and connectedness

Waimakariri District is a high growth area with an increasingly diverse population. We want to build a wellbeing centred community where all feel safe and welcome; are accepted and connected.

Advance an integrated and accessible transport network

Improve transportation options across the District by working to reduce congestion, providing alternative transport options, and ensuring the choices cater to a range of accessibility needs.

Enable economic development and sustainable growth

Enable economic prosperity of the District through sustained population growth, direct investment and business friendly practices that attract new and support existing local businesses.

Embrace partnership with Ngāi Tūāhuriri

Pursue a meaningful, open and trusting relationship based on the principles of Te Tiriti with Ngāi Tūāhuriri.

TĀ MĀTOU MAURI


Our principles

Our principles	Ngā mātāpono		
Our purpose Tā mātou kaupapa	To make Waimakariri a great place to be, in partnership with our communities. <i>Kia mahitahi ki te hāpori kia whakanui ake te rohe o Waimakariri.</i>		
Our vision Tā mātou anamata	We are a respectful, progressive team delivering value for our customers. <i>Kia pono, kia tika tā mātou mahi mō te hāpori.</i>		
Our values Tā mātou uara	We will... <i>Ka pēnei mātou</i>		
	Act with integrity, honesty and trust. <i>Mahi pono.</i>	Keep you informed. <i>Tauākī mahi.</i>	
	Do better every day. <i>Whaia te tika.</i>	Take responsibility. <i>Takohanga rato.</i>	Work with you and each other. <i>Mahitahi.</i>
Our customer promise Tā mātou taurangi kiritaki	We will be professional, approachable and solutions-focused. <i>Ina he pātai tāu, mā te ringa manaaki, te ringa ngaio e kimi te whakautu tika.</i>		

KEY

Community Outcomes—Wellbeing Dimension

 Social

 Cultural

 Environmental

 Economic

(see page 6)



3 Waters Reform—Local Water Done Well

In 2021 when Three Waters Reform was first proposed, the government aimed to centralise the management and ownership of stormwater, drinking water, and wastewater into four regional co-governed entities, moving these responsibilities away from councils.

Our Council had a range of concerns and fundamentally opposed the forced removal of public-owned assets.

We consulted the community, and ninety-five percent of respondents told us that they opposed the reform and valued local ownership and control over water services.

Waimakariri District Council led the formation of Communities 4 Local Democracy (C4LD), a coalition of 23 councils advocating against Three Waters.

C4LD lobbied for local say, and community assets remaining in community ownership. We put forward an alternative reform model that emphasised local say and ownership, while being agile enough to meet higher regulatory and financial sustainability standards.

This policy formed the basis of Local Water Done Well — the reform proposal adopted by the new Government in early 2024.

The policy allows for local solutions and arrangements to be made to address water infrastructure needs while maintaining local ownership and representation.

As a Council, Waimakariri has heavily invested over many years in our water infrastructure and security on behalf of our community and with our environment in mind, and we aren't facing the same up-coming infrastructure costs as some other communities.

Over the last 20 years we've invested over \$100m in water infrastructure which is high quality and have a planned programme to ensure it stays this way. We also have a 100-year strategy to fund these assets for our community.

Our water-related assets together have a value of \$1,103m, and we have a further \$112.7m allocated in the Long Term Plan to support drinking water safety upgrades, improve our wastewater treatment infrastructure and address flood risks in our District.

Legislation passed in August last year requiring councils to create a Water Services Delivery Plan for the provision of drinking water, wastewater and stormwater services. This plan details how councils will meet higher standards, investment, and regulations and needs to be sent to the Government by September.

In anticipation of this deadline, Hurunui, Kaikōura, and Waimakariri District councils announced that they had been exploring potential efficiencies that could be achieved through collaboration.

We had utility and infrastructure advisers Castalia, undertake modelling for us looking at drinking water and wastewater services. Stormwater was not included as the close link between stormwater infrastructure with roads and reserves means delivery of these services cannot readily be separated from Council ownership.

Several models were considered and modelled for the delivery of drinking water and wastewater services:

- Stand-alone business unit within the council — this is the existing approach to service delivery
- 2 + 1 model — Hurunui and Kaikoura contract WDC to provide management, operational, and maintenance of water services
- Management-Operation-Maintenance (MOM) model — All councils maintain their own assets but form a co-owned MOM entity that manages operations
- Joint CCO — A jointly owned CCO or shared services arrangement of all three councils
- Solely owned CCO — Each Council sets up individual CCOs.

Modelling of future costs, based on various scenarios, has shown that in the first 10 years the preferred model for Waimakariri is an internal business unit. Through a business unit we retain effective control and influence which is what we heard was important when we engaged with the community.

Across the longer term (ten years or more) there are possible efficiencies in other structures. However, these would likely be offset by the costs of setting up a new organisation. There would also be a duplication of overheads across other Council operations.

Any decision to change the way water services are provided in Waimakariri also needs to consider more than just financial matters.

Provision of water services is integral to other Council activities such as land use and infrastructure planning. Taking these factors into account, the Council considered the advantages and disadvantages of the options available during a meeting in February.

OPTIONS

Option	Advantages	Disadvantages	Conclusion
Internal Business Unit	<ul style="list-style-type: none">• Retains current efficient and high-quality service and supports integrated land use and infrastructure planning• Lowest cost option over the next 10 years• Retains effective control and influence.	<ul style="list-style-type: none">• Does not bring possible benefits of a single purpose entity with an independent board.	Preferred option ✓
2+1 model	<ul style="list-style-type: none">• Retains current efficient and high-quality service and supports integrated land use and infrastructure planning• Supports North Canterbury.	<ul style="list-style-type: none">• Does not bring possible benefits of a single purpose entity with an independent board• May bring some complexity (WDC acting as a contract service provider).	Viable option
MOM	<ul style="list-style-type: none">• May provide some efficiencies• Single purpose entity may improve performance over time• Supports North Canterbury.	<ul style="list-style-type: none">• Additional cost and uncertain efficiencies• Increases complexity and muddies accountability for services• Loss of integrated land use and infrastructure planning.	Not preferred
Joint CCO	<ul style="list-style-type: none">• May provide some efficiencies• Single purpose entity may improve performance over time• Supports North Canterbury.	<ul style="list-style-type: none">• Additional cost and uncertain efficiencies• Loss of integrated land use and infrastructure planning• Need to resolve ownership structure.	Not preferred
Sole CCO	<ul style="list-style-type: none">• Single purpose entity may improve performance over time	<ul style="list-style-type: none">• Additional cost and uncertain efficiencies• Loss of integrated land use and infrastructure planning	Not preferred

Council considers that the most cost-effective way to provide water services for ratepayers, is through a stand-alone business unit and offer to share/provide management and technical services with Hurunui and Kaikoura councils or their organisations.

There is merit in looking at activities our councils undertake that provides efficiencies and savings while retaining localism. We will continue to explore these discussions going forward.

A business unit is the best model for Waimakariri District being a growth council, but also allows our council through shared position to provide water services to one or both councils through shared services arrangements.

As the proposed approach is to continue with our existing service delivery model there is no impact on levels of borrowing, levels of services or future rates compared with existing arrangements.

Any possible shared arrangement with Hurunui and Kaikōura would similarly not impact on levels of service or rates compared with existing arrangements as the cost of providing services would be fully recovered from the other councils.

And as described above it is unlikely that the other arrangements that involve Waimakariri being part of a CCO would bring significant financial benefits.

It also aligns with feedback we received from the community in 2021 when Three Waters Reform was first proposed. At the time thousands of Waimakariri residents provided feedback to the council to opt out, with 95 per cent who responded to a survey on the issue saying they wanted water to be managed locally with strong local say.

Further information including technical reports on options as well as previously received community feedback is available at waimakariri.govt.nz/letstalk

Let's talk. 

In the feedback form (see page 15) let us know if you support this direction and share any other comments with us.



Transport Funding

In October last year the Council had to revise its roading programme after a drop in co-funding from NZ Transport Agency.

The cost of building and maintaining local roads is shared between central government, through NZ Transport Agency (NZTA) and local councils.

NZTA contributes to local roads from taxes whereas councils contribute from rates and borrowing, in what is known as the 'local share'.

Councils' set new projects and maintenance budgets for these assets in the Long Term and Annual Plans while waiting for confirmation of co-funding from NZTA. If funding isn't delivered at the expected level this requires a re-budget and re-prioritisation.

In the last Long Term Plan, Waimakariri District Council asked NZTA for a \$9.5m contribution towards roading improvement projects. NZTA allocated \$0.7m — leaving a shortfall of \$8.82m for roading improvements.

For road maintenance Council received only \$49.8m of the \$59m needed to maintain our districts roads.

Overall, this left the Council with a \$13.5m gap within its budgeted operational and capital programme over three years to 2026/27.

Council instructed staff to rejig, reduce-scope, and progress some projects to design stage only to

work within the available budget, this is what is now reflected in the Draft Annual Plan.

We know that many people in the community are feeling the pinch. Because of this our non-negotiable was not to increase costs overall and to live within our budget. What we've done is re-prioritise and defer work to a level that stayed within budget.

The council added \$0.93m for a small programme of works including minor safety improvements for schools, high-risk rural intersections, roadside hazard removal and improvements at Fernside Road /Todds Road intersection.

It did this by delaying several other projects in future years which did not get funding through the National Land Transport Fund, noting these can be reconsidered in this Draft Annual Plan.

These projects are listed below.



Project	Initial Timeline	Proposed Revisited Timeline
Rangiora Woodend Road Improvements — Widening & Hazard removal	2024/25 for design, 2025/26 for construction	2026/27 for design, 2027/28 & 2028/29 for construction
Two Chain Rd/Tram Rd Intersection — Safety Improvements	2025/26	2026/27 for design, 2027/28 for construction
Ashley Gorge Rd/German Rd	2024/25	2026/27 for design, 2027/28 for construction
Oxford Rd/Tram Rd Intersection — Safety Improvement	2025/26	2026/27 for design, 2027/28 for construction
Woodend Improvements in conjunction with NZTA PBC and Woodend Bypass	2026/27	2026/27 for design, 2027/28 & 2028/29 for construction
Woodend to Ravenswood Walking & Cycling Connection	2024/25	2026/27 for construction

Outside Factors Driving Cost Increases

The Council acknowledges the growing cost pressures on our community, with essentials such as groceries, insurance, and utilities increasing significantly over recent years.

These pressures impact households as well as the Council. Specifically, our ability to maintain services and infrastructure, with growing insurance premiums and inflation making balancing the budget a challenge.

Local Government inflation continues to run higher than CPI. The Local Government Cost Index (LGCI) is 3.4% compared to the Consumer Price Index (CPI) which is now 2.2%.

Inflation over previous years has driven up the price and cost of essential construction and maintenance activities.

This increase affects assets like roads, bridges, and water systems, which are crucial for local communities and heavily funded by council budgets. For example, work commissioned by Local Government New Zealand found that over the past three years, costs have gone up significantly:

- Bridges are 38% more expensive to build
- Sewage systems are 30% more expensive to build
- Roads and water supply systems are 27% more expensive to build.

As the value of assets increase, the Council needs to increase the amount we put aside for maintenance and future asset renewal. The council also needs to fund depreciation as a means of meeting its obligations to the LGA of keeping intact intergenerational equity.

As asset values have inflated, insurance premiums need to rise sharply — and this has been between 12% and 30% in the last few years.

This is due to higher inflation as well as more frequent severe weather events, such as Cyclone Gabrielle and recent regional flooding increasing the risks being faced by insurers.

These pressures require the Council to consider options like raising rates or lowering levels of service to balance the budget and manage debt responsibly.

However, it's important when thinking about the Council's borrowing that we put this into perspective. In 2023/24 Council's annual operating revenue was approximately \$127m, with net debt sitting at \$177m.

This is a 1.3:1 debt to income ratio and well under the Government threshold for a growth council. This is also backed up by community-owned assets (roads, reserves, water plants etc) valued at approximately \$2.8 billion.

For a household comparison, most mortgage borrowing in New Zealand is capped at a 6:1 debt to income ratio (for owner occupiers), many of whom have their home as their major asset. This common debt ratio is 2.4 times higher than Council's self-imposed limit and 4.3 times higher than Council's debt currently.

Waimakariri District Council is financially in good shape. We know this because Council's financials are audited annually by Audit NZ and credit rating agency Standard and Poor's has reconfirmed its AA long-term and A-1+ short-term credit rating with a negative outlook for the Council. For comparison, most major New Zealand retail banks have a Standard & Poor's Rating of AA-.

It is important to the Council to balance affordability for residents, especially when we know households are under pressure, without compromising our position as a financially prudent Council that plans for growth as well as the maintenance and replacement of community assets.

For this reason, in the Draft Annual Plan, we have chosen to continue the direction set out in Year 1 of the LTP where we do not fully fund depreciation to ensure rates increases remain manageable. However, this is not a viable long term strategy which is why we are progressively funding depreciation in subsequent years.



Let's talk.

In the feedback form (see page 15) let us know if you support this direction and share any other comments with us.

Rating Policy Changes

Rates Remission for Secondary Dwellings

The Council is looking to introduce a Rating Remission Policy to make it easier for ratepayers eligible for a rates reduction for their second dwelling to apply for the reduction.

The Council sets several rates as a fixed charge per separately used and inhabited part of a rating unit. This allows a separate set of fixed charges to be set on multiple dwellings on a single piece of land. One set of fixed charges is applied to each dwelling.

The Council provides an exemption “where the second dwelling is occupied by a member of the ratepayer’s household, or the second dwelling is not let or available to be let.”

The current process requires an annual application and the rate factors from the secondary dwelling to be removed from the rates invoice altogether, prior to setting rates.

Council wants to change this process to a remission policy. Under a remission policy the multiple charges will remain on the rates assessment and a remission credit will be applied for second dwellings that meet the eligibility criteria. The rates invoice will be for the net amount of rates less remission.

This change in process will allow for greater transparency, eliminates manual rates adjusting, the criteria can be targeted easier, as well as less administration.

Discount for early payment of rates

Ratepayers that pay their annual rates (including arrears) by the date of the first instalment penalty date are currently eligible for a 4% discount on some rates (as defined below).

Under the policy, rates that can be discounted are the General Rate and Uniform Annual General Charge, roading rates, community parks and reserves, Pegasus services rate, community libraries and museums, community swimming pools and Canterbury Museum rates.

As an example of the savings that can be made per property, the median value of the discount received in 2024/25 was around \$82 per property. The reduced income to Council because of the discount was estimated to be \$195,000 for the 2025/26 year.

Waimakariri is unusual in offering a discount for early payment of rates and staff have only been able to identify two other councils that currently offer discounts, both are in the North Island and they offer 2% and 2.5% discounts.

The Council proposes to amend its Rates Policy to remove this discount (section 4) from the Policy. Early payment discounts tend to favour ratepayers that have the means to pay early, and the cost of the discount is met by the balance of ratepayers.

If this is done no discounts will be available for the early payment of rates payable for the 2025/26 year.

Ratepayers not utilising this discount can still pay their rates as usual.

Development Contributions

The Development Contributions Schedule is revised each year. Periodically the council reviews the document and over the years has made small amendments to the policy to take into account our changing environment and needs.

The Council has reviewed its Development Contribution Policy to confirm that the elements of the policy are still relevant for administration of development contributions.

The key topics considered under this review include:

- Making an amendment to include a calculation for the Oxford Wastewater Treatment Plant/Schedule
- A review of fees and charges generally to ensure those who benefit from the service pays for it.

The full set of changes can be found online at waimakariri.govt.nz/letstalk

Let’s talk. 

In the feedback form (see page 15) let us know if you support this direction and share any other comments with us.



Have Your Say Feedback Form

Tell us what **you think**.

We want to make Waimakariri a great place to be in partnership with our communities.

Your feedback will help inform and influence the decisions Council make.

Have your say before engagement closes on 14 April.

Key Topics:

1. Local Water Done Well
2. Transport Funding
3. Outside Factors Driving Cost Increases
4. Rating Policy Changes
5. Development Contributions

Want to learn more? Come along to one of our drop-ins:

- **Rangiora** Council Chambers **Thursday 20 March** 4pm–7pm
- **Woodend** Community Centre **Monday 24 March** 4pm–7pm
- **Oxford** A&P Show **Saturday 29 March** All Day
- **Kaipoi** Ruataniwha/Kaipoi Library **Thursday 3 April** 4pm–7pm
- **Pegasus** Pegasus Community Centre **Wednesday 9 April** 10am–12pm

1. 3 Waters Reform — Local Water Done Well

see page 9

Do you support the preferred option? Please let us know your comments on this topic below

☐ Yes ☐ No

Comments:

2. Transport Funding

see page 11

Please let us know your comments on this topic below

Comments:

3. Outside Factors Driving Cost Increases

see page 12

Please let us know your comments on this topic below

Comments:

4. Rating Policy Changes

see page 13

Please let us know your comments on this topic below

Comments:

5. Development Contributions

see page 13

Please let us know your comments on this topic below

Comments:

Additional Comments:

Got more to say? Feel free to add additional comments on your own paper and include inside your submission.

Let's talk.

Tell us what **you think**.

PLEASE PROVIDE YOUR FEEDBACK BY 14 APRIL 2025.

ONLINE:

waimakariri.govt.nz/letstalk

BY EMAIL:

annualplan@wmk.govt.nz

BY POST:

Annual Plan 2025
Waimakariri District Council
Private Bag 1005
Rangiora 7440

IN PERSON:

Drop at any Council
Service Centre or Library
in Kaiapoi, Oxford
or Rangiora

PUBLIC HEARINGS:

Please tick one of the boxes below if you would like to present feedback at public hearings either in person or online.

	How would you like to present?	
Wednesday 7 May Morning Kaiapoi Ruataniwha Civic Centre	<input type="checkbox"/> In Person	<input type="checkbox"/> Online
Wednesday 7 May Afternoon Oxford Town Hall	<input type="checkbox"/> In Person	<input type="checkbox"/> Online
Thursday 8 May Rangiora Council Chambers	<input type="checkbox"/> In Person	<input type="checkbox"/> Online

Staff will be in contact with you to finalise details if you wish to speak to your submission. Although we try to provide your preferred time, it may be subject to change, and the venue may change. Speaking time is approximately 10 minutes per person.

Please note: We require your contact details as part of your submission—it also means we can keep you updated throughout the project.

Your submission, name and address are given to decision-makers to help them make their decisions. Submissions, with names only, go online when the meeting agenda is available on our website. Only staff and elected members will see your other details.

If there are good reasons why your details should be kept confidential, please contact us on 0800 965 468 (0800 WMK GOV) or via helene.street@wmk.govt.nz.

Draft Annual Plan 2025/26
Waimakariri District Council
Private Bag 1005
Rangiora 7440

Fold along line

Please seal on all sides with tape

Fold along line

Name/Organisation*: _____

Address: _____

Postcode: _____

Email: _____ Phone: _____

Please note: One contact method is a requirement.

Please tick this box if you would like your contact details to be confidential: ☐

*required field

**If you have any questions
regarding the Draft Annual Plan
2025/26 Consultation Document
please contact:**

Helene Street
Corporate Planner
Waimakariri District Council

Phone: 0800 965 468
Email: helene.street@wmk.govt.nz

Return this feedback form
(no stamp required) to us
by Monday 14 April 2025.

YOUR RATES

Rates are a property-based tax to pay for public services.

How much you pay varies depending on where you live, what services you access and the value of your property.

There are two main types of rates. A general rate based on the capital value of your property, and targeted rates for services and facilities that benefit groups of residents (such as rural water supply).

An average property in Waimakariri pays about \$3,978 in 2024/25. The rates increase planned for 2025/26 is 4.98%

The increase covers the nearly 40 services the Council provides, from maintaining roads, providing clean drinking water, storm and wastewater management, town halls, public toilets, swimming pools, libraries, picking up rubbish and recycling, regulatory services like planning and building services, to providing safe playgrounds and pensioner housing, among many others. Other charges are made to users of facilities to reflect a user charge and lower the cost in rates.



Why are rates higher than CPI?

This difference comes down to the types of goods and services councils buy when compared to a household.

Costs for road seal, culverts, water infrastructure and the costs of maintaining large facilities like parks, libraries and swimming pools have increased at a higher level than consumer and household goods like clothing, food and beverage and personal transportation.

Local Government inflation continues to run higher than CPI. The Local Government Cost Index (LGCI) is 3.4% compared to the Consumer Price Index (CPI) which is now 2.2%.

Targeted Rate for Riverside Road & Inglis Road

In 2024 the Council engaged with property owners along Riverside Road and Inglis Road about sealing their road. The majority of residents agreed with the decision to seal the road with options to pay either through a targeted rate or lump sum to be considered through the Draft Annual Plan. The 22 affected residents will receive a letter informing them of the funding options once the Annual Plan has been adopted later this year. The funding plan for this project is included in the rates section of the full Draft Annual Plan 2025/26.

AREA	AVERAGE CAPITAL VALUE	ACTUAL RATES 2024/25	PROPOSED RATES 2025/26	MOVEMENT 2025/26 compared to 2024/25	
Ashley/Sefton	\$628,169	\$3,203	\$3,368	\$165	5.2%
Cust	\$786,698	\$4,077	\$4,294	\$217	5.3%
Fernside	\$1,143,753	\$5,439	\$5,627	\$188	3.5%
Garrymere	\$1,051,445	\$5,072	\$5,880	\$808	15.9%
Kaipoi Central Business Area	\$1,554,245	\$5,510	\$5,772	\$262	4.8%
Kaipoi Urban	\$654,908	\$3,683	\$3,905	\$222	6.0%
Large Farm	\$5,766,587	\$7,068	\$7,256	\$188	2.7%
Mandeville	\$1,270,687	\$4,344	\$4,608	\$264	6.1%
Ohoka	\$1,233,046	\$4,900	\$5,100	\$200	4.1%
Oxford Rural No.1	\$1,562,398	\$5,552	\$6,142	\$590	10.6%
Oxford Rural No.2	\$1,142,960	\$4,073	\$4,349	\$276	6.8%
Oxford Urban	\$628,280	\$4,439	\$4,918	\$479	10.8%
Pegasus	\$786,890	\$3,893	\$4,091	\$198	5.1%
Pines & Kairaki	\$489,116	\$3,138	\$3,331	\$193	6.2%
Poyntzs Road	\$888,488	\$3,470	\$3,759	\$289	8.3%
Rangiora Central Business Area	\$2,013,232	\$5,936	\$6,177	\$241	4.1%
Rangiora Rural	\$1,301,227	\$2,680	\$2,785	\$105	3.9%
Rangiora Urban	\$726,752	\$3,775	\$3,966	\$191	5.1%
Small Farm	\$1,496,012	\$2,883	\$2,990	\$107	3.7%
Summerhill	\$1,289,182	\$4,301	\$4,653	\$352	8.2%
Tuahiwi	\$691,534	\$3,477	\$3,688	\$211	6.1%
Waikuku	\$649,301	\$3,657	\$3,919	\$262	7.2%
West Eyreton	\$1,006,992	\$3,997	\$4,260	\$263	6.6%
Woodend Urban	\$684,956	\$3,642	\$3,872	\$230	6.3%

*The sample of rating properties are examples only.

BALANCING THE BUDGET

The financial strategy guides Council decisions on prudent long-term funding and the Infrastructure Strategy identifies the significant issues the Council faces within the next 10 to 30 years, and how it intends to manage assets.

LGCI vs Rates

Local Government Cost Index (LGCI), or the basket of goods purchased by councils, has been inflating at a rate higher than rates for over the last five years. While the Council has softened rate increases during the economic uncertainty of Covid-19 and the following high interest environment, we will need to address this gap in future years.

How Council Funds Its Operational Activities

Operating income every year is set to meet that year's operating expenses, so the Council has a balanced budget. For this LTP the first four years are unbalanced before we return to balance in year five. Over the ten years it is expected operating expenditure will increase from \$157m to \$193m due to population growth, increases in service levels and inflation adjustments.

Council Capital Expenditure Programme

Over the next 10 years the Council will spend approximately \$701m on infrastructure renewals, improved levels of service and accommodating growth.

Capital Expenditure Deliverability

There is a risk that the Council may not complete its capital program. The program has increased from the previous LTP. This increase mostly relates to two major capital projects — the Rangiora Eastern Link Road (\$37.9m) and the Trevor Inch Memorial Library (\$19.7m). The Council has a proven record of completing major projects like these in the past, for example Mainpower Stadium, and would use dedicated project teams to achieve this.

Debt Levels

Today the Council has an approximate debt to income ratio of about 1.3:1 which is well under the Government threshold for a growth council. This is also backed up by community-owned assets (roads, reserves, water plants etc) valued at approximately \$200b. For a household comparison, most mortgage borrowing in New Zealand is capped at a 6:1 debt to income ratio (for owner occupiers), many of whom have their home as their major asset. This common debt ratio is 2.4 times higher than Council's self-imposed limit and 4.5 times higher than Council's debt currently. Debt levels remain within the Local Government Funding Agency (LGFA) policy limit agreements, including the allowance for financial capacity or 'headroom' to pay for a rebuild should another significant earthquake or other natural disaster occur within the 10-year plan. If such an event occurred, we would reprioritise the work programme in this LTP to ensure it remained within the policy limit Council's financials are also audited annually by Audit NZ and credit rating agency Standard and Poor's has recently reconfirmed its AA long-term and A-1+ short-term credit rating with a negative outlook for the Council. For comparison, New Zealand retail banks ANZ and BNZ both have a Standard & Poor's Rating of AA-. As a member of the LGFA, we achieve a lower cost of borrowing than through conventional lending institutions. Total external debt is forecast to reach \$316m in 2033/2034 but is achieved with plenty of headroom and well within our total policy limits for a growth Council.

FURTHER INFORMATION

Find out more about the Council's proposals, the impact they have on spending and the rates you may pay by viewing the full Draft Annual Plan.

This document can be viewed online, or a hard copy is available for public viewing at each of our service centres and libraries in Kaiapoi, Oxford and Rangiora.

Visit waimakariri.govt.nz/letstalk for more information

