

Waimakariri District Council

District Planning and Regulation Committee

Agenda

Tuesday 14 July 2026
1pm

Council Chambers
215 High Street
Rangiora

Members:

Cr Niki Mealings (Chairperson)

Cr Brent Cairns

Cr Tim Fulton

Cr Jason Goldsworthy

Deputy Mayor Philip Redmond

Mayor Gordon (ex officio)



WAIMAKARIRI
DISTRICT COUNCIL

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DISTRICT PLANNING AND REGULATION COMMITTEE

A MEETING OF THE DISTRICT PLANNING AND REGULATION COMMITTEE WILL BE HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY 14 JULY 2026 AT 1PM.

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 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the District Planning and Regulation Committee held on Tuesday 9 June 2026

6-13

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the District Planning and Regulation Committee, held on 9 June 2026, as a true and accurate record.

3.2 Matters arising (From Minutes)

3.3 Notes of the workshop of the District Planning and Regulation Committee held on Tuesday 9 June 2026

14-17

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Receives** the circulated Notes of the workshop of the District Planning and Regulation Committee, held on 9 June 2026.

4 DEPUTATIONS

Nil.

5 REPORTS

Nil.

6 CORRESPONDENCE

Nil.

7 PORTFOLIO UPDATES

- 7.1 District Planning – Councillor Niki Mealings
- 7.2 Civil Defence and Regulation – Councillor Jason Goldsworthy
- 7.3 Business, Promotion and Town Centres – Councillor Brent Cairns
- 7.4 Mixed Use and Business and Kaiapoi Development – Councillor Tim Bartle

8 REPORT REFERRED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD

- 8.1 Approval of Blake Street Carpark Reconfiguration Plan – Heike Downie (Strategy and Centres Team Leader) and Aaron Kibblewhite (Senior Project Engineer)

The Rangiora-Ashley Community Board considered report Trim 260520120269 at its meeting held on 10 June 2026.

18-52

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Approves** the establishment of a 120-minute time restriction (except for mobility parks) to new carpark spaces within the extended Blake Street carpark and at Blake Street, including those spaces to be constructed over 13 Blake Street, which will be incorporated into the wider Blake Street carpark area.
- (b) **Notes** that the Blake Street carpark is currently restricted to 120 minutes and experiences amongst the highest parking occupancy at peak times; a 120-minute time restriction is therefore considered appropriate in this prime location to continue to encourage parking turnover, which supports local businesses and makes best use of the land.
- (c) **Notes** that the mobility parking spaces will be unrestricted, which is consistent with current practice.

- 8.2 Request Approval to Consult on King Street Pedestrian Refuge Locations and Parking Changes – Shane Binder (Senior Transportation Engineer) and Nithin Puthupparambil (Transportation Engineer)

The Rangiora-Ashley Community Board considered report Trim 260325083463 at its meeting held on 10 June 2026.

53-60

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (d) **Approves** consultation being undertaken on the option of consolidating the crossing locations by removing the two existing pedestrian crossing points at nos. 191 A and 205 King Street, and replacing them with a new single mid-block pedestrian crossing with build-outs.
- (e) **Approves** consultation being undertaken on implementation of P15 time-restricted parking during drop-off and pick-up periods (8:00-9:00am and 2:00-3:00pm) and P120 parking during other times, on two (2) car parking spaces in front of no. 205 King Street.
- (f) **Notes** that a further report would be brought back to the Community Board with the outcome of the consultation process and to allow further decision-making on this matter.

9 QUESTIONS UNDER STANDING ORDERS

10 URGENT GENERAL BUSINESS

NEXT MEETING

The next meeting of the District Planning and Regulation Committee will be held on 11 August 2026 at 1pm.

Workshop

- *Emergency Management Office Update – Elena Gessler (Manager of Emergency Management) and Simon Hart (General Manager Strategy, Engagement and Economic Development) 30mins*

WAIMAKARIRI DISTRICT COUNCIL

**MINUTES OF THE MEETING OF THE DISTRICT PLANNING AND REGULATION COMMITTEE
HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA, ON TUESDAY,
09 JUNE 2026, AT 1PM.**

PRESENT

Councillor N Mealings (Chairperson), Deputy Mayor P Redmond, Councillors B Cairns, T Fulton, and J Goldsworthy.

IN ATTENDANCE

Councillors T Bartle, W Doody, B McLaren, S Powell and J Ward.

K LaValley (General Manager Planning, Regulation and Environment), S Hart (General Manager Strategy, Engagement and Economic Development), W Harris (Planning Manager), M Bacon (Development Planning Manager), I Carstens (Team Leader Resource Consents), G Maxwell (Business and Project Advisor), and T De Rooy (Governance Support Officer).

1. APOLOGIES

Moved: Councillor Cairns

Seconded: Councillor Goldsworthy

THAT the District Planning and Regulation Committee:

- (a) **Receives and sustains** an apology for leave of absence from Mayor Gordon.

CARRIED

2. CONFLICTS OF INTEREST

No conflicts of interest were declared.

3. CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the District Planning and Regulation Committee held on Tuesday, 25 November 2025

Moved: Councillor Goldsworthy

Seconded: Councillor Cairns

THAT the District Planning and Regulation Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the District Planning and Regulation Committee, held on 25 November 2025, as a true and accurate record.

CARRIED

3.2 Matters arising (From Minutes)

No matters arising.

3.3 **Notes of the workshop of the District Planning and Regulation Committee held on Tuesday, 25 November 2025**

Moved: Councillor Cairns

Seconded: Deputy Mayor Redmond

THAT the District Planning and Regulation Committee:

- (a) **Receives** the circulated notes of the workshop of the District Planning and Regulation Committee, held on 25 November 2025.

CARRIED

3.4 **Notes of the workshop of the District Planning and Regulation Committee held on Tuesday, 10 February 2026**

Moved: Councillor Fulton

Seconded: Deputy Mayor Redmond

THAT the District Planning and Regulation Committee:

- (a) **Receives** the circulated Notes of the workshop of the District Planning and Regulation Committee, held on 10 February 2026.

CARRIED

4. **DEPUTATIONS**

Nil.

5. **REPORTS**

Nil.

6. **CORRESPONDENCE**

Nil.

7. **PORTFOLIO UPDATES**

7.1 **District Planning** – Councillor Niki Mealings

- Woodstock Quarries Landfill - The Environment Court have issued an interim decision regarding the Woodstock Quarries Landfill case. The Court had, in principle, allowed the appeal, subject to the resolution of the outstanding matters relating to conditions. A final decision would be released by the Court in due course.
- White Rock Application – The Fast track application was declined. Further work was completed on more economic benefits and a second fast track application had been submitted. Waiting to hear if successful.
- Woodend Bypass – The fast-track process was still ongoing with compliance monitoring.

- Muscle Car Madness Consent Application - The application continued to progress, and limited notification had been undertaken. No parties within the limited notification area had requested to be heard. Staff were working with the applicant to resolve the final outstanding matters relating to track conditions.
Councillor McLaren queried what Council consents were required, given that the activity was occurring on private property. Staff advised that a resource consent was required due to a breach of the noise rules
- West Spring Development Area - Two developments had commenced simultaneously, with a large-scale development progressing in parallel. There had been several challenges in coordinating and aligning the required services, including roading and network infrastructure
- Fast-track consenting was discussed in the context of the significant level of development activity occurring within the Waimakariri District. Staff were acknowledged for the support provided, including their explanations of the relevant processes for upcoming fast-track consent applications, such as Pegasus and potentially Whiterock Landfill. It was noted that, under the Fast-track Approvals Act 2024, economic impacts must be carefully considered, as they form a key purpose of the legislation. Staff also clarified that fast-track consenting is not simply a repackaged Resource Management Act process; rather, it operates under a distinct statutory framework with different considerations and requirements."
- Work had been undertaken on the Waimakariri District's Housing and Business Capacity Assessment, with a current review in progress and a further review required next year. The assessment indicated a surplus capacity of approximately 7,000 dwellings in the medium term and 1,800 dwellings in the long term. For commercial and industrial land, there was an identified surplus of one hectare in the medium term and 44 hectares in the long term.
- The Regional Spatial Plan, involving collaboration across ten councils, remained a work in progress.
- A Heritage Workshop had been held to consider criteria relating to how the District Plan affects the Heritage Fund, along with a briefing on several relevant consent matters.

7.2 Civil Defence and Regulation – Councillor Jason Goldsworthy

- It was noted that tsunami evacuation zones would be updated by the end of the year, shifting from the traditional orange/yellow zones to a single standard blue zone. Staff were undertaking further investigation into appropriate signage for designated areas, including Line Side Road.
- Staff were investigating volunteer recruitment initiatives, noting industry-wide challenges in maintaining volunteer numbers. The team was considering opportunities to redirect marketing efforts toward younger demographics to support the next generation of Emergency Management volunteers.
- There had been an increase in parking-related complaints, and staff were managing heightened public expectations regarding the complaint process. Consideration was being given to onboarding an additional officer with relevant RMA skills to assist with these matters. An increase in parking-related abuse had also been observed, including incidents directed at enforcement staff, which resulted in a policy change requiring two parking enforcement officers to attend together.
- The Building Unit had observed an increase in imported structures across the region following recent legislative changes.
- In relation to Emergency Management, it was noted that the Building Team had 22 trained rapid building assessors across the region, placing the district among the highest-resourced areas.

Councillor Fulton queried whether, during building inspections and visits to certified buildings, staff could record information on water supply, including the source, type, and suitability for drinking, as well as whether the supply was commercial.

Councillor Goldsworthy raised the matter of secondary accommodation types, including conversions of wool sheds and other non-traditional structures into housing.

7.3 **Business, Promotion and Town Centres** – Councillor Brent Cairns

Councillor B Cairns highlighted the following:

- A Waimakariri Events Plan workshop had been held with key stakeholders to discuss how the Council could better support event providers. The purpose of the Events Plan was outlined as establishing a 10-year vision to encourage and sustain events within the district, identifying the wider outcomes that events could or should contribute to, and clarifying the respective roles of Council, Enterprise North Canterbury (ENC), Promotion Associations, and potentially other entities in commissioning, supporting, and delivering events.
- The ENC Business Summit had been well attended, featuring several high-quality speakers who provided both motivational and educational insights. The use of information technology was noted as particularly interesting. The event also offered valuable networking opportunities.
- Experience Oxford had undergone changes to its committee. The upcoming Winter Festival was reported to be progressing well, with a Winter Lights event scheduled to run from Saturday, 27 June to Sunday, 12 July 2026. The festival would invite participation from local residents, businesses, schools, and visitors, aligning with the Matariki theme *Matariki Herenga Waka – The Mooring Place of Canoes*. Planned activities include:
 - Kids Roller Skating at the GP Hall
 - Māori storytelling sessions
 - Matariki star gazing experiences
 - Whānau-focused community activities
 - A hāngī and kapa haka display (to be confirmed)
- Preparations were underway for the Rangiora Town Hall 100-year celebration scheduled for September 2026. The programme would include a weekend of events, guided tours, and two concerts featuring multiple entertainers.
- Rangiora High Street retailers were organising a two-week event in mid-July 2026 aimed at increasing visitor numbers to the town centre. A timeline of the event had been prepared and would soon be released to the public at large.
- A new art gallery had opened in Kaiapoi within Hansens Mall.
- An update on the Woodend–Pegasus Area Strategy was scheduled to be presented to the committee.
- The latest exhibition at Art on the Quay had opened, and it was noted that the venue continued to provide a high-quality exhibition space.
- It was noted that the recently opened and popular Fold Studio and gallery space on High Street, referenced in the previous update, was now scheduled to close.
- The Waimakariri Public Arts Trust meeting had been attended, where a deputation was received from a descendant of Thomas Pashby, requesting the creation of a sculpture to commemorate Thomas Pashby's contribution to the district.
- An author talk was delivered by Rachael King, whose work was published in the USA, UK, and New Zealand and translated into nine languages. She also spoke about her experience as a contestant on the television programme *The Traitors*.
- Attendance was noted at the opening of the 20 elder persons' units on Courtney Drive, Kaiapoi.
- A new business, Clay and Cotton, had opened in Rangiora, offering art and craft workshops.

- The Seven Sharp programme had recently featured the Sparks family, highlighting their museum and ongoing efforts to preserve historic buildings, including a proposal to establish an art and craft centre.
- Subway Kaiapoi was preparing to relocate to a new site next to the bookstore on the corner of Charles and Williams Streets, Kaiapoi.
- Paper Plus Kaiapoi had been rebranded as The Great Kiwi Bookstore.
- A new café, “Ristretto,” had opened on Ohoka Road opposite Kaiapoi High School.
- The Bookstore had held its first event, The Book (Fight) Club, which was very well attended. Due to its popularity, further events were planned.
- Peg and Pint in Pegasus were scheduled to host a craft market on 26 July 2026.
- A Matariki event in Kaiapoi was being organised by Karl Howarth. The Kaiapoi Lights event was scheduled to run from Wednesday, 8 July to Saturday, 11 July 2026, featuring a dedicated Matariki Light Path along the Kaiapoi River at Cochrane Park. The programme would include:
 - lighting displays,
 - projections,
 - performances,
 - educational material on Matariki and the historical significance of Kaiapoi.

The event would operate from 5.00 pm to 7.00 pm each evening, with an extended closing time of 8.00 pm on the Friday. On Friday evening, attendees could walk to the Matariki Kaiapoi celebration at Norman Kirk Park to view the fireworks display at 7.00pm.
- Matariki Kaiapoi was scheduled to take place from 6.00 am on Friday, 10 July 2026, through to 11.00 am on Saturday, 11 July 2026 at 10 Day Place, Kaiapoi. The event would include Kapa Haka performances, live music, market stalls, kai (food), fairground activities, and educational experiences focused on Māori traditions and the significance of Matariki. The event was intended to bring the community together to reflect on the past year, celebrate the present, and plan for the year ahead.

Councillor Bartle queried the attendance numbers for the Matariki event held two years prior, asking whether there was a target or challenge for this year’s event. Councillor Cairns advised that attendance at the last Matariki event was estimated at between 10,000 and 15,000 people.

7.4 **Mixed Use and Business and Kaiapoi Development** – Councillor Tim Bartle

Councillor Bartle advised that there was nothing further to report and confirmed that the information provided was up to date.

8. **REPORT REFERRED FROM THE KAIAPOI-TUAHIWI COMMUNITY BOARD**

8.1 **Request to Consult on Proposed Parking Restrictions at 42 Silverstream Boulevard** – N Puthupparambil (Transportation Engineer) and S Binder (Senior Transportation Engineer)

S Binder spoke to the report and advised that one minor point had arisen from discussions with the Community Board. The original request had been expanded to include two 15-minute car parks, and consideration was also being given to time-restricting the entire Boulevard to discourage staff parking.

Councillor Mealings queried the nature of the issue, noting that there was adequate parking available around the corner on Mitchell Lane near the substation. S Binder advised that a P120 restriction was the recommended length. It was suggested that a P180 option also be included for consultation to support the needs of nearby businesses. He also confirmed site operations for the initial request were completed, and across a number of days conducted parking observations which showed 50% occupancy.

Deputy Mayor Redmond noted that the recommendation did not reflect the earlier understanding that a wider consultation would be undertaken. It was confirmed that the consultation would include the entire area, ensuring all retailers had the opportunity to provide feedback. The matter was discussed in detail.

Councillor Mealings sought further clarification on the parking issues, specifically regarding the car parks serving the shops rather than on-street parking. Councillor Bartle asked for further clarification on the main Boulevard, not the side-street parking outside the coffee shop, and noted that without restrictions, all-day parking could still occur in that area. S Binder clarified that the proposal applied to the front, Boulevard-facing side. It was confirmed that the opposite side of the street would remain unrestricted.

S Binder clarified 37 car parks were being considered, with only two proposed for 15-minute parking. It was explained that the proposal related to the needs of the affected businesses, such as restaurants, takeaways, and the dairy. S Binder advised that consultation would be undertaken on four options:

- to leave as is
- to leave as is and add 15 minute car parks x2
- restrict all car parks to east side of the road to P120
- restrict all car parks to east side of the road to P180

Councillor Mealings asked whether any prior discussions had taken place with business owners before the report was prepared, and whether the intention was to undertake public consultation or to engage only with the affected businesses. It was suggested that staff seek approval to consult directly with business owners to gather their views on potential parking restrictions. S Binder advised that the consultation would focus specifically on the 37 car parks located directly in front of the shops.

Councillor Doody queried whether there was sufficient alternative parking available in the area. Councillor Fulton sought clarification regarding the proposed time restrictions, referencing P180 and P120 options, and whether these would apply uniformly or as a blend (e.g., five P120 spaces). Further discussion took place, and it was agreed that the matter would proceed to consultation.

The outcome was to proceed with consultation. Councillor Mealings indicated support for the recommendation and formally proposed it.

Moved: Deputy Mayor Redmond Seconded: Councillor Cairns

THAT the District Planning and Regulation Committee:

- (a) **Approves** consultation being undertaken on a possible change to parking time restrictions of two parking spaces in front of the dairy at no. 42 Silverstream Boulevard has 15 minutes of parking.
- (b) **Notes** that a further report would be brought back to the Community Board with the outcome of the consultation process, and to allow further decision-making on this matter.

CARRIED

Councillor Cairns supported the consultation being undertaken, including consultation with the affected businesses.

Deputy Mayor Redmond also supported the motion.

9. QUESTIONS UNDER STANDING ORDERS

Nil.

10. URGENT GENERAL BUSINESS

Nil.

11. MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

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 was moved:

Moved: Councillor Fulton

Seconded: Councillor Cairns

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

11.1 Briefing Notes of 25 November 2025.

11.2 Briefing Notes of 10 February 2026.

The general subject of each matter to be considered while the public was 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 were as follows:

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
CONFIRMATION OF MINUTES			
11.1	Briefing Notes of 25 November 2025	Good reason to withhold exists under section 7	To maintain legal professional privilege. LGOIMA Section 7 (2)(g).
11.2	Briefing Notes of 10 February 2026.	Good reason to withhold exists under section 7	To maintain legal professional privilege. LGOIMA Section 7 (2)(g).

CARRIED

12. NEXT MEETING

The next meeting of the District Planning and Regulation Committee would be held on 14 July 2026 at 1pm.

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 1.46 PM.

CONFIRMED

Councillor N Mealings

Date

Workshop

- *Woodend Pegasus Area Strategy Review – Update and Draft Directions – H Downie (Strategy and Centres Team Leader) and Andrew Willis (Contract Planner)*
- *The Heritage Fund – G Maxwell (Business and Project Advisor) and I Carstens (Team Leader Resource Consents)*

WAIMAKARIRI DISTRICT COUNCIL

NOTES OF THE DISTRICT PLANNING AND REGULATION COMMITTEE WORKSHOP HELD IN THE COUNCIL CHAMBERS, RANGIORA SERVICE CENTRE, ON TUESDAY 9 JUNE 2026 AT 1.46PM.

PRESENT

Councillor N Mealings (Chairperson), Mayor D Gordon, Deputy Mayor P Redmond (via audiovisual link), Councillors B Cairns, T Fulton, and J Goldsworthy.

IN ATTENDANCE

Councillors T Bartle, W Doody, B McLaren, S Powell and J Ward.

J Millward (Chief Executive), K LaValley (General Manager Planning, Regulation and Environment), S Hart (General Manager Strategy, Engagement and Economic Development), W Harris (Planning Manager), M Bacon (Development Planning Manager), I Carstens (Team Leader Resource Consents), G Maxwell (Business and Project Advisor), and T De Rooy (Governance Support Officer).

1. Woodend Pegasus Area Strategy Review – Update and Draft Directions – H Downie (Strategy and Centres Team Leader) and A Willis (Contract Planner).

Trim: 260604130684

Key points:

- Provided a project update and an overview of the Strategy Review project, including its key drivers. Over the past six months, extensive discussions were held, and feedback was gathered from the community, informing the development of several draft directions for inclusion in the draft plan for consultation.
- Provided the background and content for the review of the existing 2013 Woodend Pegasus Area strategy.
- Early engagement survey – 214 responses
 - People particularly liked the natural environment, recreation opportunities, community feel, lifestyle, and amenities.
 - Common concerns - traffic and safety issues, infrastructure lag, connectivity issues, limited amenities, environmental concerns, and the loss of rural character
- The Strategy Review was focusing mainly on the urban area and acknowledged a possible wider catchment part of this District.
- Vision was to create a thriving connected community with a strong sense of place and a prosperous future, enriched by its environment.
- Next Steps included:
 - Consider feedback from stakeholders and partners.
 - June 2026 - Draft the Plan, various reviews and document creation
 - August 2026 - Draft Plan presented to Council to approve to consult
 - Early August to September 2026 - Public consultation on Draft Plan
 - Feedback analysis
 - Workshops with Committees and Community Board
 - Final Plan preparation
 - Presented to Council for adoption (end 2026 / start 2027)

Questions/Issues/Feedback:

- *A question was raised on whether any consultation or discussion had occurred with Emergency Services, particularly FENZ, regarding potential future relocation.*
Staff advised that discussions with FENZ would take place at a later stage.
- *Members raised concerns regarding the concept of an old town centre for Woodend and sought clarification on the next steps for the area.*
Staff noted that this matter had been discussed early in the project and had been further considered as the work progressed.
- *Reference was made to Gladstone Park, and the origin of the Adventure Park concept was questioned.*
Staff advised that the idea stemmed from building upon the existing assets and opportunities within the area.
- *In this plan for the wider area, had thought been given at this point to the potential Stokes Development?*
Staff noted that there had been conversations with the Consultants and Developers about the concept of an Urban Boulevard, and that further discussion was ongoing.
- *Members provided feedback on a village-style centre and creating low-speed.*
- *Members expressed a preference for more positive or appealing terminology to be used in place of the term "old town" when referring to some of the towns.*
- *It was noted that when preparing planning documents, it was important to use subdivision names appropriately and to ensure that places and towns were brought back onto the agenda for consideration. The ongoing development of Ravenswood raised the question of whether, as the area continues to grow, it would ultimately be regarded as a suburb of Woodend or as a separate entity.*
- *It was also observed that communities strongly identify with the towns in which they lived and placed significant value on the activities and facilities associated with them. Within the community, residents may challenge terminology that did not reflect what they considered to be the official or recognised name of their area.*

2. **The Heritage Fund** – G Maxwell (Business and Project Advisor) and I Carstens (Team Leader Resource Consents).

Key points:

- The Planning and Regulation Committee requested a workshop or discussion to review the criteria of the Heritage Fund and to provide direction on how to proceed.
- It was noted that the purpose of the fund was to protect and enhance heritage values, providing public-good investment into privately owned heritage assets.
- Historically, in 2016, the fund had been administered on a three-year cycle, with applicants submitting proposals and selected projects receiving funding. To improve accessibility, the fund had since been shifted to an open, ad hoc model, allowing applications for heritage work to be received year-round.
- The current fund balance was just over \$48,000, with a further \$15,500 scheduled to be added in the new financial year.
- It was advised that the recommended contribution was 50% of the project cost, with the focus on supporting and enabling heritage projects rather than providing full funding.
- Heritage New Zealand was noted as often providing funding for Category A-listed items, while the Council's focus tended to be on Category B items. Consideration was given to the extent to which a project protected heritage values, whether the applicant had previously received funding and completed the associated work, and the current balance of the fund.

- It was noted that the heritage site must be listed in the Waimakariri District Plan and that funding must be claimed within a 12-month period. Funding was not available for legally required work or for retrospective applications; however, during the COVID-19 period, retrospective funding was permitted to allow greater flexibility.
- To ensure the most effective use of the limited funding available, the criteria were used to target the strongest heritage outcomes. The flexible model allowed the principles to be applied on a case-by-case basis, including consideration of whether the heritage asset would be accessible to the public.
- Staff provided a summary of how the Waimakariri District Plan addressed heritage and accountability. Key points included:
 - Heritage items in the 2025 District Plan were largely a rollover of the items listed in the previous District Plan. Between the two plans, the community had been consulted to identify new items for potential listing, supported by heritage assessments against the relevant criteria.
 - The original list established in the 2005 District Plan had included only those items for which the property owner had given consent, and these listings were carried forward into the new planning framework.
 - It was noted that listing a heritage item could present some disadvantages for owners, particularly in relation to resource consent requirements.
 - A significant number of heritage items were included on both the National Heritage List and the District Plan. There was also a separate category of items listed with Heritage New Zealand that did not meet the criteria for inclusion in the District Plan for protection purposes. Further details on this distinction were provided.
- Staff outlined the accountability processes, noting that:
 - The fund had been amended several years earlier because many applicants had struggled to meet upfront costs and then wait for reimbursement of the 50% contribution.
 - Under the revised process, contractor invoices were sent directly to Council, and Council paid the contractor in full to ensure the agreed work was completed.
 - When assessing applications, staff considered the nature of the work proposed. For painting projects, applicants were required to use painters with heritage experience, and colours and materials were checked for heritage appropriateness.
 - Approval letters specified any heritage qualifications or colour requirements to ensure protection of heritage values.
 - An accountability form was required upon completion, and applicants were asked to provide photographs of the completed work to confirm compliance.

Questions/Issues/Feedback:

- *It was noted that the criteria and priorities required further discussion, including whether the current level of flexibility should continue or whether a more structured and prioritised approach should be adopted for certain types of buildings. It was emphasised that this related to the fund's maturity and the need to align it with the strategic direction the Council wished to pursue.*
- *It was noted that there had not been a significant number of applications to the Heritage Fund, it was questioned whether the fund had been largely exhausted over the past six to nine years.*

Staff advised that many applications had been processed in bulk during that period and that the fund balance had reduced to approximately \$50,000. The fund had not been actively advertised, and hence, only a small number of applications, typically one or two, were received each year.

- *Members asked whether there was a need to further limit eligibility for the Heritage Fund and referred to the Gatekeepers Lodge, which had been omitted from the Waimakariri District Plan schedule. Noting that this omission had been intended to be addressed through a plan variation. The building was a Category 2 heritage item and had been relocated; it was asked whether it remained eligible for funding. It was also observed that the old Kaiapoi Railway Station had been moved from its original site and had still received funding.*

Staff advised that applications were open to buildings listed in the Waimakariri District Plan, and that this approach encouraged communities to seek listing where appropriate, as seen

in Ohoka. It was the Committee's prerogative to review the criteria to include heritage sites not listed in the District Plan or to allow funding for heritage items listed with Heritage New Zealand but not included in the District Plan schedule

- *How many other Category 2 heritage buildings existed that were not currently listed in the District Plan, and how many shearing sheds were listed, noting that changes in the dairy industry had placed pressure on traditional shearing sheds?*

Staff confirmed that the information would be provided in due course.

- *Members expressed concerns about historic places and buildings that may not be listed with Heritage New Zealand or included in the Waimakariri District Plan, such as foundations or sites of historical significance. Questions were raised about how work on such sites must be undertaken and whether any monitoring was in place to ensure that funded projects were completed to appropriate heritage standards and used for their intended purpose.*
- *Responding to questions, staff confirmed that the Ohoka Estate Lodge was listed and would be able to apply for funding.*
- *It was noted that the Wolfside community had a strong interest in heritage matters. It was enquired whether the Council would be prepared to consider a heritage partnership for that project, given the potential scale of funding required. Taking into consideration the following:*
 - *Funding partners often preferred a one-third contribution model. This typically involved one-third volunteer contribution, one-third Council funding from other sources, and one-third from charitable grant providers. Clarification was sought on whether it would be acceptable for a heritage partnership group to be brought forward as an applicant, rather than relying on a single applicant.*
 - *Given the potential scale of funding required, it was suggested that the project could be staged over a period of five years or more, with different components delivered in phases (e.g., Building Stage 1 and Building Stage 2).*
 - *The process for engaging professional expertise, including the need for engineering assessments, design work, professional sign-off, and plan reviews to support any proposal. It was noted that further discussion with staff would be required regarding how these elements would be incorporated into the criteria.*

Staff welcomed further discussion and confirmed that a heritage partnership group could submit a potential application.

- *Members raised the question of whether the Heritage Fund should prioritise the preservation of existing heritage structures or the recreation of heritage buildings and sought clarification on where the emphasis of the fund currently lay.*

Staff advised that the fund's primary focus was the protection and preservation of existing heritage assets, such as the former BNZ Bank building in Kaiapoi, for which Council had supported the retention of heritage features with additional funding. No applications had been received to date for the full restoration or reconstruction of heritage assets, and it was questioned whether the fund was sufficiently large to support such projects, although this was not explicitly ruled out.

- *Clarification was requested regarding the building process and the estimated costs to be incurred within a 12-month period, noting that a reimbursement of 50% from the Heritage Fund could be obtained if approved; for example, a cost of \$60,000 within 12 months would result in a reimbursement of \$30,000.*

G. Maxwell confirmed that, once approved, the funds were required to be spent within the 12-month timeframe.

THERE BEING NO FURTHER BUSINESS, THE WORKSHOP CONCLUDED AT 2.56 PM.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: BAC-03-100 / 260520120269

REPORT TO: RANGIORA ASHLEY COMMUNITY BOARD

DATE OF MEETING: 10 June 2026

AUTHOR(S): Heike Downie, Strategy and Centres Team Leader
Aaron Kibblewhite, Senior Project Engineer – on behalf of the Project Control Group

SUBJECT: Approval of Blake Street Carpark Reconfiguration Plan

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


 General Manager


 Chief Executive

1. SUMMARY

- 1.1. This report seeks the Rangiora Ashley Community Board's approval of the Blake Street Carpark Reconfiguration Plan (the Plan) (Attachment i, 260521121470). As part of this approval, staff are seeking the Rangiora Ashley Community Board's recommendation that the Utilities and Roding Committee approves funding to meet the costs of construction for this project as well as matters relating to the establishment of special parking (EV charging and mobility). This report also seeks that the Community Board recommends that the District Planning and Regulation Committee approves associated parking time-restrictions, as outlined in this report.
- 1.2. This report follows the confirmation of the Blake Street Carpark Reconfiguration project as a 'short term action' through the adoption of the Rangiora Town Centre Parking Management Plan in 2025. Since then, staff have considered and confirmed objectives and opportunities for the site, developed a draft concept plan, workshopped this with the Rangiora Ashley Community Board and the Utilities and Roding Committee for feedback in February and March this year (respectively), and shared it with the Waimakariri Access Group and property owners within the block for feedback. The Plan has been updated to reflect feedback as appropriate.
- 1.3. The Plan achieves a total net gain of 47 parking spaces within the off-street Blake Street carpark and along Blake Street (which is an increase of 28%, from 169 spaces to 216 spaces), which provides a sizable contribution towards meeting the modelled demand of an additional 60 spaces by 2030 to ensure the Premium Onstreet and Core Areas in the Rangiora town centre continue to function well. In addition to achieving a considerable net gain in parking supply, the Plan also significantly enhances the amenity, pedestrian connectivity and functionality of this core town centre area. It thereby meets the objectives identified for the site and discussed with the Community Board in February, and the Utilities and Roding Committee in March.
- 1.4. A renewal of an asbestos cement water main within the carpark area will also be undertaken in order to avoid disturbing the new carpark in the coming years. The main has a renewal window of 2021 – 2029. Therefore, it is prudent to replace it as part of these works.
- 1.5. Subject to the Community Board's approval of the Plan and the Utilities and Roding Committee's approval of budget to meet the cost, it is anticipated that construction will be undertaken in a staged manner commencing in September this year and completed by end of November. This timing avoids the pre-Christmas retail period and therefore avoids causing accessibility, parking and noise-related concerns for town centre businesses and visitors. Construction timing however will be confirmed once there is more certainty around timing of other projects in the area and how these works best fit around them to minimise the overall disruption.

- 1.6. This project is overseen by the Blake Street Carpark Reconfiguration Project Control Group which includes staff representation from Council's Strategy & Business Unit, Roading Unit, Greenspace, Project Delivery Unit, and Property; this report has been written on behalf of this Group.

Attachments:

- i. Blake Street Carpark Reconfiguration Plan (260521121470)
- ii. Blake Street Carpark Reconfiguration Project Workshop Presentation to Rangiora Ashley Community Board February 2026 (260204020452)

2. **RECOMMENDATION**

THAT the Rangiora-Ahsley Community Board:

- (a) **Receives** Report No. 260520120269.
- (b) **Approves** the Blake Street Carpark Reconfiguration Plan (Trim: 260521121470).
- (c) **Notes** the allocation of four of the new spaces for mixed-use EV charging (allowing flexibility for both EV users and general parking when not actively charging) and the associated installation of EV charging infrastructure in implementing the Blake Street Carpark Reconfiguration Plan (Trim: 260521121470).

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Utilities and Roading Committee:

- (d) **Notes** that the Rangiora Ashley Community Board has approved the Blake Street Carpark Reconfiguration Plan (Trim: 260521121470).
- (e) **Notes** that in December 2013 in the context of the Council approving funding the new North of High Laneway (Hunnibell Lane) and adjacent car parking (at 11 Blake Street) project, the Council supported staff developing a concept plan that provides a potential option for reconfiguring the wider at-grade Blake Street off-street public car parking area, in order to enhance this facility and generate an overall net gain in spaces.
- (f) **Notes** that the Blake Street Carpark Reconfiguration project is a "short term" implementation project committed in the Rangiora Town Centre Parking Management Plan, adopted by Council in 2025.
- (g) **Notes** that the Blake Street Carpark Reconfiguration Plan (Trim: 260521121470) creates an additional 47 parking spaces (representing an increase of 28%, from 169 spaces to 216 spaces), which contributes considerably towards the modelled anticipated demand for an additional 60 parks by 2030 to ensure the Rangiora town centre continues to function well, as determined in the adopted Rangiora Town Centre Parking Management Plan.
- (h) **Approves** the installation of EV charging infrastructure at the northwestern location as shown in Attachment i (260521121470) (timing to be confirmed) and allocating four of the new spaces for mixed-use EV charging (allowing flexibility for both EV users and general parking when not actively charging).
- (i) **Approves** entering a License to Occupy with a third-party provider (most likely Meridian) for the site shown in Attachment i (260521121470), subject to finalisation of terms consistent with Council's existing EV charging programme, and subject to confirming timeframes with a third-party provider.
- (j) **Notes** that the inclusion of EV charging infrastructure represents a continued implementation of Council's existing EV charging programme (approved by Council in 2020) at an additional site and with no financial cost to Council, and that it is consistent with strategic directions for supporting and enabling such amenity committed in the adopted Integrated Transport Strategy and Parking Management Plan.

- (k) **Approves** the establishment of five mobility parking spaces within the Blake Street public carpark, noting this is an increase from four currently available in the public carpark, and noting that the additional existing one on-street mobility park on Blake Street remains as is.
- (l) **Notes** that targeted engagement on a draft Blake Street Carparking Reconfiguration Plan was undertaken over recent months with property owners within the block, with some tenants, as well as with the Waimakariri Access Group, and the Concept Plan has been updated to reflect relevant feedback.
- (m) **Notes** that the high-level indicative engineer's estimate of the project cost to implement the Blake Street Carpark Reconfiguration Plan is approximately \$1,650,000 and that:
 - i. \$1,140,000 is available in the project's budget across 2025/26 and 2026/27 (PJ 101777.000.5135 and PJ 102518.000.5133) - \$400,000 of which is being added through the 2026/27 Annual Plan adoption.
 - ii. it is proposed that other existing and related budgets are utilised to contribute to the cost of this project as recommended in (l) and (m) and detailed in section 7 of this report.
 - iii. if there is any residual budget shortfall following the physical works tender process (when final costs are more certain), staff will prepare appropriate recommendations to Council as part of the tender approval process, if required.
- (n) **Approves** the use of \$80,000 from the Town Centre Carpark (Ashley St) Layout Improvements budget (PJ 102427.000.5135 and 102427.000.5133) which is existing budget that is surplus to that project's costs.
- (o) **Approves** the use of \$295,000 from the Town Centre Upgrades budget (PJ 100359.000.5134) which is the total available and uncommitted in 2025/26 and 2026/27.
- (p) **Notes** that renewal of 108 metres of asbestos cement water main located within the carpark will be included in the physical works at an estimated cost of \$117,000; this component will be funded by the Rangiora Water Main Renewals budget (PJ 100002.000.5104) and is within the allocated budget for 2026/27 of \$837,600.
- (q) **Delegates** authority to the Chief Executive to approve any minor adjustments to the final Blake Street Carpark Reconfiguration Plan (as required) to support the physical works stage.
- (r) **Notes** that physical works associated with implementing the Blake Street Carpark Reconfiguration Plan (Trim: 260521121470) are anticipated to commence in September and be completed by the end of November 2026.
- (s) **Notes** that it is anticipated that the demolition of the building at 13 Blake Street occurs in August (with the tender for this closing in late June), following the current tenants (North Canterbury Model Railway Club) vacating the premises by the end of June.

AND

THAT the Rangiora-Ashley Community Board recommends:

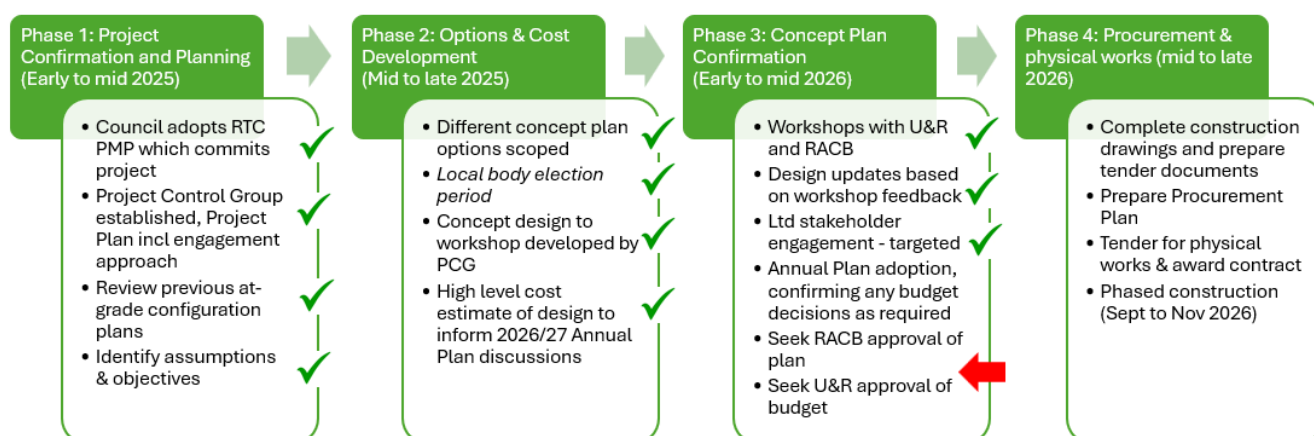
THAT the District Planning and Regulation Committee:

- (t) **Approves** the establishment of a 120-minute time restriction (except to mobility parks) to new carparks within the extended Blake Street carpark and at Blake Street, including those spaces to be constructed over 13 Blake Street which will be incorporated into the wider Blake Street carpark area.
- (u) **Notes** that the Blake Street carpark is currently restricted to 120 minutes and experiences amongst the highest parking occupancy at peak times; a 120-minute time restriction is therefore considered appropriate in this prime location to continue to encourage parking turnover, which supports local businesses and makes best use of the land.
- (v) **Notes** that the mobility parking spaces will be unrestricted, which is consistent with current practice.

3. **BACKGROUND**

- 3.1. Parking plays a critical role within Waimakariri by supporting economic growth through appropriate access to commercial and retail activity, as well as to important social and recreation services. The Rangiora town centre is the focal point for the wider District, as well as the primary centre for shopping and services for more than 60% of the District's population. Its catchment population reaches outside of the District and is set to continue to grow; the town centre needs to adapt in order to continue to meet the needs of the community, particularly as substantial increases in floorspace for retail, business and community services are accommodated.
- 3.2. The 'North of High' block of land in the heart of Rangiora, bounded by High Street, Durham Street, Blake Street and Good Street has a long strategic history of planned improvements (see details in Attachment ii, 260204020452). In summary, the vision to develop the block through enhanced pedestrian connections, additional buildings housing retail and hospitality activities, and a reconfigured public carparking asset has been identified over several strategic documents adopted by Council over the last fifteen years, starting with the 2010 Rangiora Town Centre Strategy. A later North of High Redevelopment Plan formulated under the then Land Use Recovery Plan (LURP) and later re-confirmed through the 2020 updated Rangiora Town Centre Strategy saw the vision for a mixed-use retail and carparking building. The 2021-31 Long Term Plan subsequently included budget for North of High and town centre parking projects. This has included budget for an at-grade reconfiguration of the public carpark in the first instance, the progression of which was then later delayed until such a time that the future of a potential parking building was more firmly determined. Over the last several years, Council has strategically acquired a number of sites within the North of High block, including 11, 13 and 15 Blake Street, in order to secure an at-scale land holding that would unlock and support eventual public works, development and parking opportunities.
- 3.3. In 2024, Council adopted its first Integrated Transport Strategy, which among several 'Key Moves', identified the important role that appropriate parking in the town centres continues to play in the local context (needing to meet the needs of both the urban and rural parts of the District), and directed the development of a Parking Management Plan.
- 3.4. The Rangiora Town Centre Parking Management Plan was adopted by Council in 2025. This Plan, informed by parking data, parking demand and supply modelling, stakeholder engagement, and technical advice, confirmed a programme approach for managing and meeting parking demand in an appropriate manner as the District's population and town centre offering grows over the next 15 years. Through this Plan, Council committed to several actions which collectively seek to optimise existing assets, manage parking demand, and increase parking supply. Reconfiguring the off-street Blake Street carpark to create more spaces is a short-term implementation project identified in this Plan, and Council has shown a strong commitment to its implementation. An additional at-scale infrastructure investment, such as a central parking building (or an all-day parking site at the periphery of the centre) is a long-term action identified in the Parking Management Plan, modelled to be likely triggered by parking occupancy rates by 2040. To that end, it is timely and appropriate to reconfigure the Blake Street carpark area in the short term, which also continues to protect the long-term opportunity for a built development onsite, should that be a future decision of Council's.
- 3.5. The Rangiora Town Centre Parking Management Plan confirms a target parking occupancy range at peak times of 70 to 85% as appropriate in the Rangiora town centre context. This strikes a suitable balance between providing adequate access to the town centre and thus not frustrating drivers and increasing traffic circulation as visitors seek a park, and good use of prime town centre land. The peak parking period in the Rangiora town centre on a typical weekday is between approximately 10:30am and 12:30pm, where parking surveys show that the Blake Street carpark, which currently provides 169 spaces including those along Blake Street, is experiencing high occupancy – Council's own regular occupancy counts show that on average, the Blake Street carpark has experienced 90% occupancy over 2025. In order to meet demand and remain within the target occupancy range, the Parking Management Plan concluded that an additional 60 spaces are required by 2030 to ensure the Premium Onstreet and Core Areas (being High Street and immediate surrounding blocks) continue to function well.

- 3.6. This project is overseen by the Blake Street Carpark Reconfiguration Project Control Group which includes staff representation from Council's Strategy & Business Unit, Rooding Unit, Greenspace, Project Delivery Unit, and Property; this report has been written on behalf of this Group. The following figure outlines the project approach that is being undertaken, whereby, subject to the Community Board's approval of the Plan and the Utilities & Rooding Committee's approval of the budget as necessary, Phase 3 is complete.



- 3.7. It is anticipated that construction will be undertaken in a staged manner commencing in September this year and completed by end of November. This timing avoids the pre-Christmas retail period and therefore avoids causing accessibility, parking and noise-related concerns for local businesses and town centre visitors. This timing will be confirmed depending on how it fits with other projects in the near vicinity in order to minimise the impacts on businesses and visitors. Ample communications with adjacent businesses, landowners and the wider community leading up to physical works will ensure the community and key stakeholders are kept informed and have ample time to make necessary alternative arrangements (e.g. planning their trips and town centre parking) as required.
- 3.8. As referenced above, Council strategically acquired the property at 13 Blake Street some years ago and has been leasing it to the North Canterbury Model Railway Club on a month-by-month basis, with the intention of eventually demolishing the building to enable additional parking or at-scale development. The Club is vacating the premises by the end of June, and it is intended that demolition of the building occurs in August – the tender for this is currently out to the market. This demolition is necessary to enable the carpark reconfiguration to proceed.

4. **KEY ISSUES**

- 4.1. Despite a key project driver being the provision of additional parking to meet demand as committed through the Parking Management Plan, what makes a good town centre is not just about parking and good access. It is also about inviting outdoor settings that incorporate the character and quality of the town, attractive and inviting ground floor uses in buildings, strong pedestrian environments that encourage walking and spending time in public spaces, opportunities for public art and landscaping, and a wide range of facilities, activities and services that bring people together and add vibrancy.
- 4.2. To that end, key objectives that have underpinned the development of the Plan have include:
- Functional layout maximising Council's land holding and creating 'good' net gain of spaces
 - Clear, safe and attractive pedestrian connections through the carpark and to laneways
 - Retention of trees and additional landscaping to soften the space and add interest
 - Potential for new pedestrian spaces to maximise appeal of the laneways, build on their success and create vibrancy
 - Protection of the long-term opportunity for built development
 - Support for other modes through infrastructure, such cycle stands and EV charging
 - Special parking needs are met, such as mobility spaces and loading zones

- 4.3. The Plan achieves a total of 47 additional parking spaces within the Blake Street carpark area and along Blake Street, which contributes significantly towards the modelled additional 60 spaces required by 2030 as confirmed by the Parking Management Plan. The current provision of spaces in the Blake Street carpark area and along Blake Street is 169 – the new provision upon completion will be 216 spaces (a 28% increase in spaces). The Plan's key features, as shown Attachment i (260521121470), are:
- Demolition of the existing Council-owned building at 13 Blake Street – this has been leased to the North Canterbury Model Railway Club for several years on a month-by-month basis and the Club will be vacating the building by end of June
 - Creation of a new accessway into the public carpark and the private properties at 202, 206 and 210 High Street to honour the existing right of way easement property obligations
 - A total of 216 parking spaces (47 more than currently provided), which measure 2.6m wide (which is the same as the current configuration) and 5.0m long, with three aisles at 6.6m in width – these measurements exceed the relevant NZ Standards and align with the District Plan. Adequate turning movements for large rigid trucks have been modelled to ensure safe and sufficient functionality.
 - Raised pedestrian paths through the carpark in line with the existing Hunnibell and Conway Lane to provide continuity, legibility and enhanced pedestrian safety
 - Retention of the existing large trees within the carpark, with additional new trees and landscaping to soften the space, add interest and visual relief, and provide shading
 - Retention of the existing street trees along Blake Street and extension of this landscaping treatment along the south of Blake Street to the west
 - Five mobility parks within the off-street carpark, creating one additional park (from the current four), noting the single mobility carpark at Blake Street will also be retained
 - Relocated loading zone to the southeast of the carparking area to support businesses
 - A new pedestrian space at the south of the carparking area that connects and builds on the success of the laneways, featuring:
 - A wide area with varied paving to break up and organise the space
 - Planting areas and pots, as well as raised planters with seats to soften the space, provide seating opportunities and add interest
 - An area for the northern existing hospitality tenants to activate through spill out activity / outdoor dining / seating
 - An urban play element to activate the space
 - Timber bench seats complimenting those in Good Street Lane
 - A covered bike stand area to provide amenity and support active modes
 - A parking layout that offers the opportunity for alternative uses of the space from time-to-time, such as for local events
 - Provision for up to four mixed-use EV charging spaces, supporting such infrastructure whilst allowing flexibility for both EV users and general parking when not actively in use for charging
 - Replacement of an asbestos cement water main which is within its renewal window, in order to avoid future disturbance of the new carpark.
- 4.4. A draft Plan was shared and workshopped with the Rangiora Ashley Community in February 2026. In general, Community Board members supported the draft Plan and in particular, the added amenity value created through the new proposed pedestrian space connecting the laneways. Members of the Utilities and Roading Committee were similarly supportive of the draft Plan when workshopped with the Committee in March. The Committee sought clarification concerning the dimensions of the parking spaces, the ability to park caravans, and the ability to manoeuvre appropriately and safely through the area. As listed in 4.3, the parking spaces dimensions exceed the relevant NZ Standards and align with the District Plan – the widths are the same as those currently in place, and aisles are sufficiently wide to enable safe movement. Oversized vehicles such as caravans or cars with trailers have the ability to utilise the centre spaces and occupy two spaces to accommodate their size.
- 4.5. A draft Plan was discussed with the Waimakariri Access Group in February, and some minor amendments were subsequently made that addressed feedback received. Following Community Board and Committee engagement, a draft Plan was also shared with all property owners in the block bounded by High Street, Durham Street, Blake Street and Good Street – owners were also invited to share the draft Plan with their tenants for feedback. Generally, those who responded to staff either supported the Plan, asked some clarification questions, or didn't specifically share an opinion.

- 4.6. As noted in 4.3, the Plan includes provision of up to four mixed-use EV charging spaces, supporting such infrastructure whilst allowing flexibility for both EV users and general parking when not actively in use for charging. The Council approved the establishment of EV charging infrastructure on Council land in 2020, including the use of third-party providers such as Meridian Energy under standard licence arrangements. EV charging facilities are already provided on other Council owned land across the District, where Meridian has funded the infrastructure, including upgrades, maintenance and insurance, and operates the chargers on commercial terms. Council's role is limited to providing land access through a License to Occupy, and does not extend to carrying any responsibility relating to the infrastructure, maintenance, insurance or liability. Enabling EV charging infrastructure at this site represents the continued implementation of Council's existing programme at an additional location, using the same delivery model and standard Licence to Occupy framework. It does not introduce any new policy direction, land use change, or financial commitment for Council.
- 4.7. The inclusion of EV charging infrastructure within the Blake Street carpark (subject to confirmation including relevant timing with the third-party provider) represents a positive enhancement to the local transport network and public amenity. It supports the continued growth of EV usage within the District and provides a convenient, centrally located charging option as part of a revitalised public facility. It also ensures the site is future focused and aligns with Council's broader sustainability objectives articulated in various strategic documents, including the Integrated Transport Strategy, the Parking Management Plan and Council's climate change and sustainability related work programme.

5. **OPTIONS**

- 5.1. The following options are available to the Rangiora Ashley Community Board:
- 5.2. Option 1: Approve the Blake Street Carpark Reconfiguration Plan and make associated recommendations to the Utilities & Roading Committee and District Planning and Regulation Committee

This option would see the timely progression of the project and recognise that the Plan (Attachment i, 260521121470) meets wider objectives for enhancing the town centre and has been developed with input from the Community Board, Utilities and Roading Committee, Access Group and adjacent property owners. Approving the Plan at this time allows physical works to occur between September and November 2026, ensuring that the works avoid the pre-Christmas prime retail trade period, and therefore avoid causing accessibility, parking and noise-related concerns for town centre businesses and visitors. It is also planned that construction timing will avoid the timing of other projects in the area in order to minimise overall disruption. Completing the Blake Street carpark reconfiguration ahead of summer is considered advantageous as it generates considerable additional parking opportunities in close proximity of High Street ahead of the pre-Christmas retail period and at a time when access to some on-street prime spaces in the town centre will likely be temporary compromised during other imminently following construction works in the vicinity.

This is the recommended option.

- 5.3. Option 2: Request amendments to the Blake Street Carpark Reconfiguration Plan and request that staff bring back to the Community Board an updated Plan for consideration

This option would see staff amending the Plan to reflect any requested changes the Community Board may have. Requested changes would need to be fully assessed for feasibility and an updated Plan would be reported back to the Community Board at a later date for consideration and approval. This option would lose the opportunity to time construction this year, which would compromise the benefits outlined under Option 1.

- 5.4. Option 3: Request the project is not progressed altogether

This option would mean that the Community Board is not in favour of progressing the project at all. This option would be inconsistent with existing commitments made to reconfigure the Blake Street carpark area, would fail to contribute towards meeting parking demand and adding significant amenity in this prime central precinct, and would not appropriately respond to the community's support for the project, as evidenced in previous public consultations and engagement processes.

5.5. The Management Team has reviewed this report and supports the recommendations.

6. STRATEGIC ALIGNMENT AND COMMUNITY VIEWS

Mana Whenua Engagement

6.1. The subject matter and/or recommendations contained within this report are not likely to be of interest to mana whenua.

Groups, Organisations and the Wider Community

6.2. There are groups, organisations, or members of the wider community likely to be affected by, or to have an interest in, the subject matter of this report. Targeted stakeholder engagement was undertaken through the Plan development phase, including with the Waimakariri Access Group and all property owners within the block bounded by High Street, Durham Street, Blake Street and Good Street. Landowners were invited to share the Plan with their tenants, and some views were shared. Where appropriate, amendments were made to the Plan to reflect feedback.

6.3. The outcome of additional central car parking spaces in an area that experiences among the highest parking occupancy in Rangiora is likely to be significantly supported by groups, organisation and the wider community. In addition to more parking spaces, high quality pedestrian spaces and more attractive and functional access to the area will be of wider community benefit. Implementation of the Plan will enhance the vibrancy of the Rangiora town centre, which has positive flow on effects to the resident, visitor and business community. The Rangiora Town Centre Strategies (2010 and 2020), the North of High Redevelopment Plan, and the Rangiora Town Centre Parking Management Plan provided significant opportunities for public engagement, and the concept of a reconfigured and enhanced Blake Street carpark has enjoyed strong community support.

Implications for Community Wellbeing

6.4. There are implications on community wellbeing by the issues and options that are the subject matter of this report, particularly in relation to the enhanced pedestrian connectivity (including pedestrian safety), functionality and manoeuvrability of a reconfigured Blake Street carpark. The water main renewal also provides increased resilience to the community drinking water supply network.

Community Outcomes and Strategic Priorities

6.5. The Council's Community Outcomes are relevant to the recommendations in this report, particularly:

- Public spaces and facilities are plentiful, accessible and high quality, and reflect cultural identity
- Businesses in the District are diverse, adaptable and growing
- Transport is accessible, convenient, reliable and sustainable
- The distinctive character of our takiwā - towns, villages and rural areas is maintained, developed and celebrated
- There is a safe environment for all

6.6. The Council's Strategic Priorities are relevant to the actions arising from recommendations in this report, particularly:

- Enhance community wellbeing, safety, inclusivity and connectedness.
- Advance an integrated and accessible transport network
- Enable economic development and sustainable growth

7. OTHER IMPLICATIONS AND RISK MANAGEMENT

Financial Implications

7.1. The high-level indicative engineer's estimate of the project cost to implement the Blake Street Carpark Reconfiguration Plan is approximately \$1,650,000 (which includes a 20% contingency). The total Blake Street Carpark Extension budget (PJ 101777.000.5135 and PJ 102518.000.5133) is \$1,140,000 (\$400,000 of which is being added via the 2026/27 Annual Plan adoption). It is noted that the final construction costs are unknown at this stage but will become more certain through the tender evaluation process in due course.

- 7.2. This report recommends that the Rangiora Ashley Community Board recommends that the Utilities and Roading Committee approves some other existing available budget to contribute to meeting the costs of this project.
- 7.3. The following table outlines the existing project budget available for this project (for which no decisions are sought) and provides details relating to the recommended other budgets to be re-allocated towards the Blake Street carpark reconfiguration project. Because recommended re-allocation involves only existing available budgets, which are included in the Annual Plan / Long Term Plan, there are no implications on rates.

Budget	Amount available	Recommended to be used for project	Decision sought through report	Remaining in budget after project
Blake St Carpark Extension: 101777.000.5135 102518.000.5133	\$50,000 in 2025/26 \$1,090,000* in 2026/27 <u>Total: \$1,140,000</u>	\$1,140,000	N/A, budget already available / assigned to this project	\$0
Town Centre Carpark (Ashley St) Layout: 102427.000.5135 102427.000.5133	\$80,000 in 2025/26 (being surplus to that project)	\$80,000	Recommend that U&R approve re-allocating this to this project	\$0
Town Centre Upgrades: 100359.000.5134	\$50,000 in 2025/26 \$245,000** in 2026/27 <u>Total: \$295,000</u> Then \$300,000 every 3yrs from 2027/28	\$295,000	Recommend that U&R approve use of \$295,000 available budget	\$300,000 every three years from 2027/28
Total		\$1,515,000		

* \$400,000 of this will be added through the 2026/27 Annual Plan adoption

** this being the uncommitted budget available, with \$20,000 committed to another project in 2026/27 (subject to Council approval on 2 June)

- 7.4. There is currently an indicative budget shortfall of \$135,000, compared to the high-level engineer's estimate (which also includes a 20% contingency) – this shortfall could likely reduce following the physical works tender process, as has been the case for similar projects. If there is any residual budget shortfall, once final costs are more certain following the tender process, staff will prepare appropriate recommendations to Council as part of the tender approval process.

Community Resilience and Sustainability

- 7.5. The recommendations in this report do have sustainability and/or climate change impacts. Construction works to implement the Blake Street Carpark Reconfiguration project will create emissions, stemming from manufacturing materials and operating heavy machinery. Providing additional carparks in the town centre also supports the continued use of private vehicles, which generate emissions. However, the Plan also provides appropriate infrastructure that supports alternative and active modes, including pedestrian connections, cycle parking and space for EV charging – these provide mode choices.

Risk Management

- 7.6. There are no risks arising from the adoption/implementation of the recommendations in this report. Not approving the Blake Street Carpark Reconfiguration Plan carries the risk of compromised accountability to the wider community, which, through various previous engagement processes, has supported this project.

Health and Safety

- 7.7. There are no health and safety risks arising from the adoption/ implementation of the recommendations in this report. The Plan has been designed with consideration of health and safety requirements, including accessibility.

- 7.8. The proposed design is completed to meet District Plan requirements to ensure adequate manoeuvring space for vehicles. Contractors engaged for the works will be required to be SiteWise registered and complete a Site Specific Safety Plan prior to commencing works on site.

8. CONTEXT

Consistency with Policy

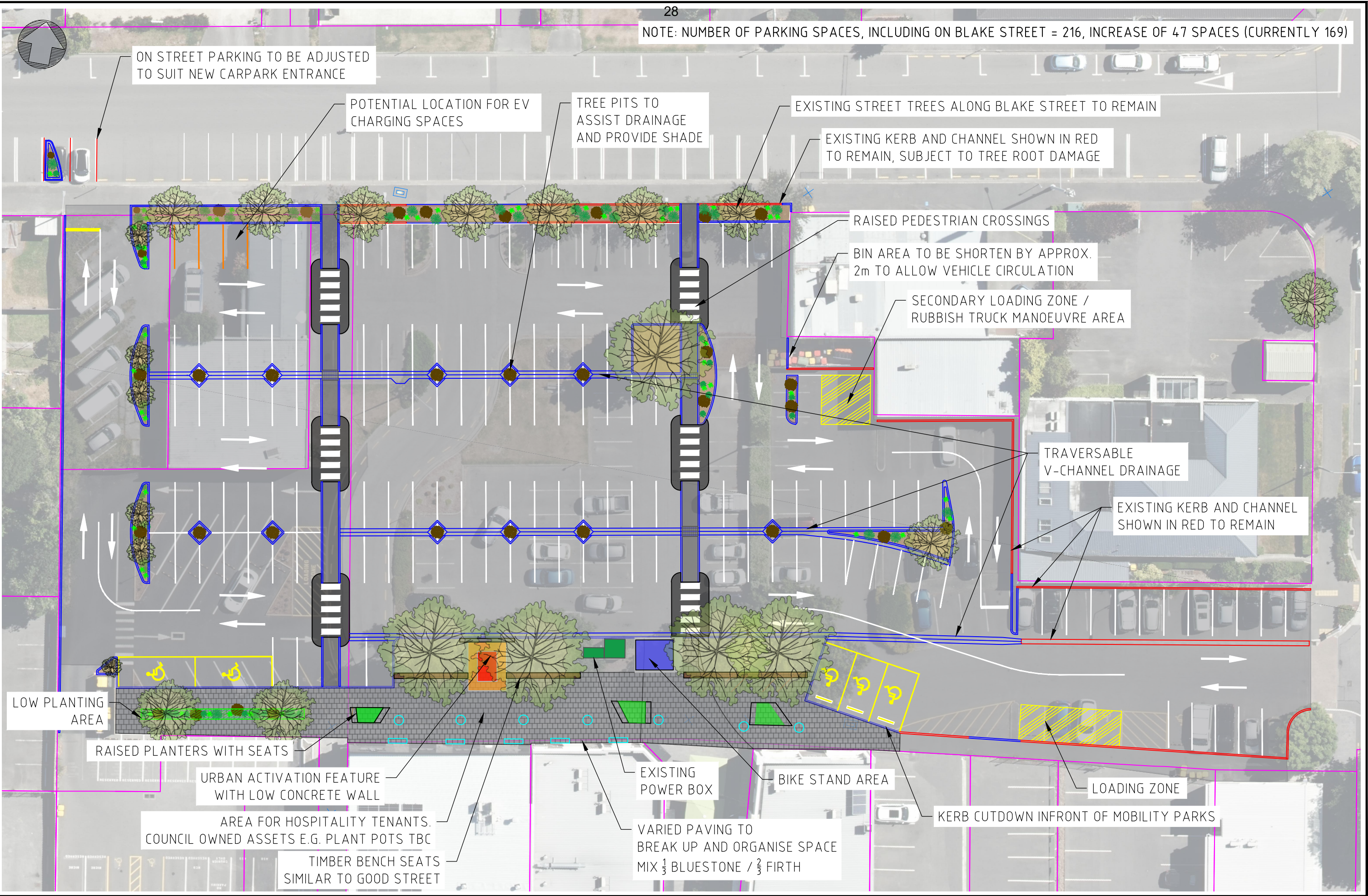
- 8.1. This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

Authorising Legislation

- 8.2. Local Government Act 2002

Authorising Delegations

- 8.3. The Community Board has the delegated authority to approve proposed developments or activities (concept plans) within existing budgets.
- 8.4. The Utilities and Roading Committee has the authority to re-allocate funding already approved by the Council as part of the Annual Plan process, for the committee's activities provided that the re-allocation of funds does not increase the total expenditure within any targeted rate cost centre or within a significant activity of Council. The Utilities and Roading Committee also has the authority to approve work programmes for works that the Council has budgeted a general level of expenditure for. The Utilities and Roading Committee is responsible for roading and transportation (including road safety, multimodal transportation and traffic control) and thus, the approval of special parking (e.g. mobility, EV charging).
- 8.5. The District Planning and Regulation Committee is responsible for parking enforcement.
- 8.6. The tender for physical works in due course (subject to the decisions relating to this report) will be approved by Council, subject to a separate report, as the physical works costs will exceed those of staff budget holding authority.



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	DM	KS	---	29/07/2025
B	REVISIONS IMPLEMENTED AS PER WAG	AK	KS	---	05/03/2026
B.1	CHANGES IN PROGRESS FOR CONSULTATION	AK	---	---	21/05/2026

SURVEYED	GP	24/07/2025	PROJECT No	PD002239
DRAWN	DM	23/01/2026	CON No	NA
DRAWING CHKD	KS	---/2025	SCALE (A3)	NA
DESIGNED	DM	09/07/2025	DATUM ORIGIN	
DESIGNED CHKD	KS	---/2025	HORIZONTAL	NZTM GD2000
APPROVED	---	---/2025	VERTICAL	NZVD 2016



PROJECT	BLAKE STREET CAR PARK
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SHEET TITLE	SCHEME DESIGN CURRENT DRAFT PLAN
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FOR INFORMATION NOT FOR CONSTRUCTION	
DRAWING	4627
SHEET	REVISION
01	B.1

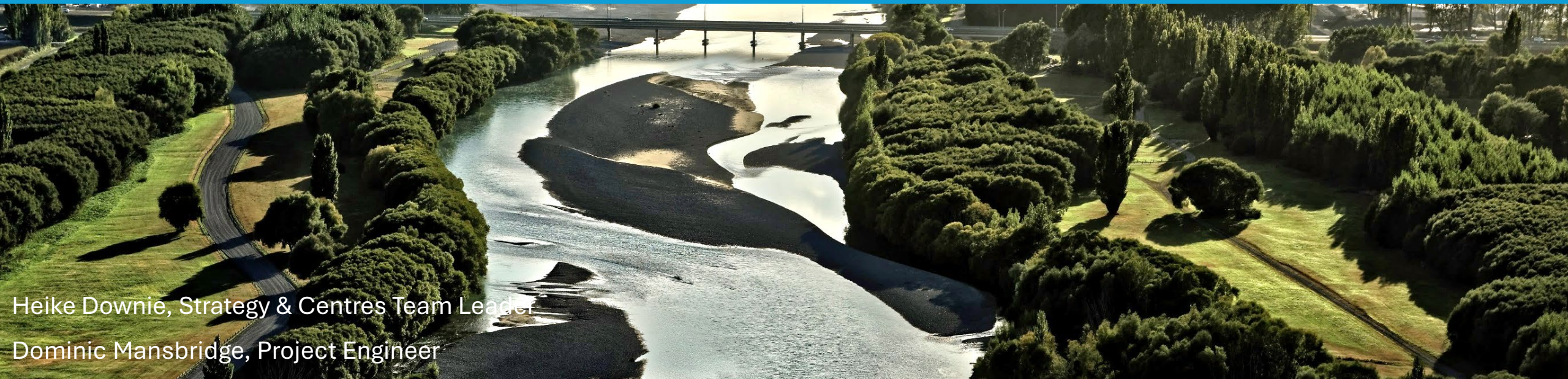


Blake Street Carpark Reconfiguration Project

Workshop with Rangiora Ashley Community Board

260204020452

11 Feb 2026



Heike Downie, Strategy & Centres Team Leader
Dominic Mansbridge, Project Engineer

1. Background

- Council has committed to at-grade reconfiguration of off-street Blake St carpark
- Among highest demand public carpark
- Council has purchased properties over years to provide contiguous site opportunity
- Budget included in Long Term Plan / Annual Plan for reconfiguration
- Parking Management Plan implementation project
- Draft concept to share with Board for feedback

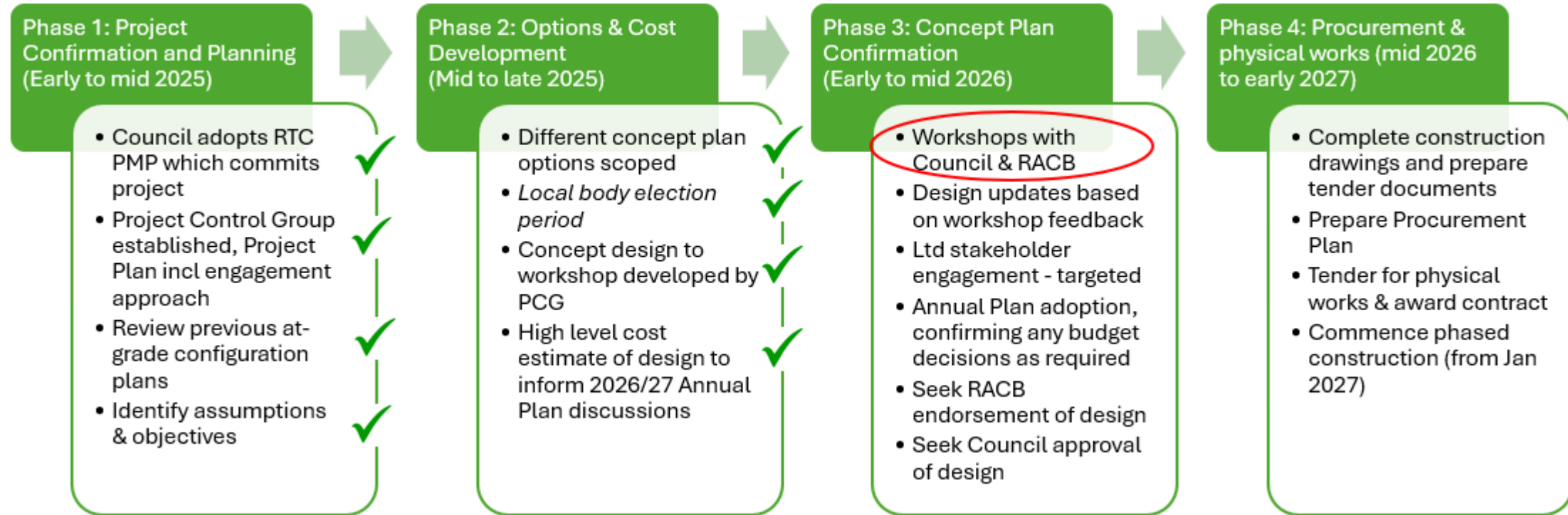


Purpose

1. Background
2. Our proposed approach
3. Rangiora town centre's big picture
4. The long, strategic story to here
5. Parking demand and supply
6. Objectives for site
7. Draft concept for discussion
8. Next steps

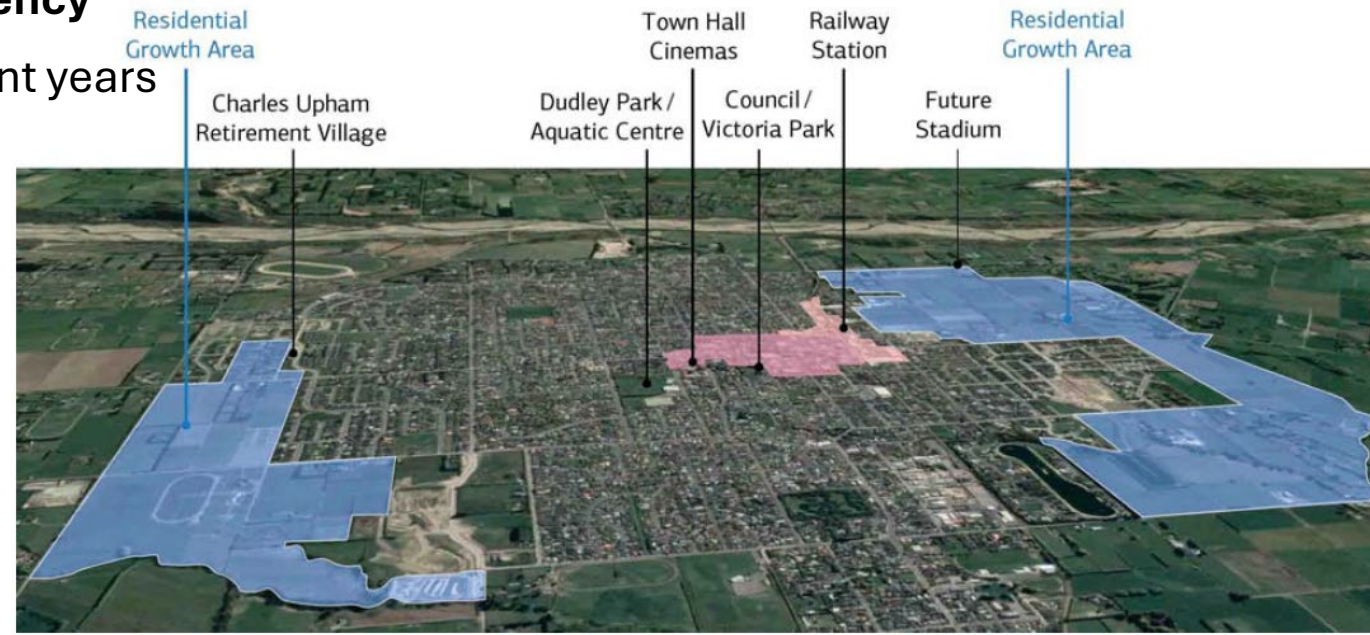


2. Our proposed approach



3. Rangiora town centre's big picture

- Significant role in District: **primary centre** for shopping and services by more than 60% - catchment to continue to increase
- Rangiora pop to reach more than **26,600 by 2053**, dwelling to 11,300
- Centre needs to accommodate **substantial increase** in retail, business, community services
- **Key Activity Centre** - focal point employment, community activities, transport network, suitable for intensive mixed-use development
- Sub-regionally, Rangiora exemplar in **self-sufficiency**
- Significant public and private **investment** in recent years



3. Rangiora town centre's big picture

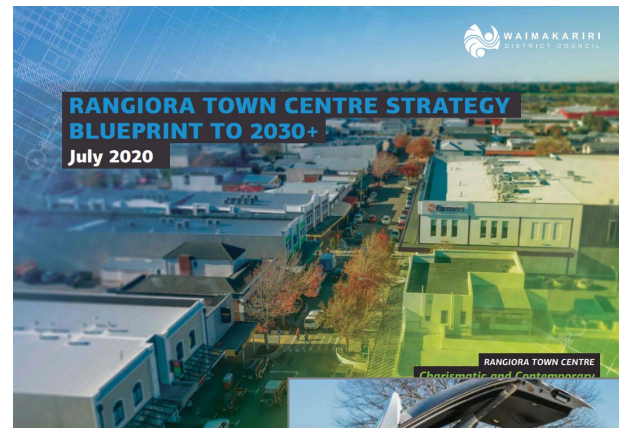
What makes a good town centre?

- Not just a place to shop, but **many functions**
- Amenity value, visual quality, coherence of urban environment provide **economic & social benefits**
- **Inviting** outdoor setting and public spaces with character
- Attractive and inviting **ground floor uses**
- Good parking and **accessibility**, including public transport, cycling etc
- Great ped environment to **encourage walking** along stores, shop, linger
- Opportunities for **public art**
- Wide range of facilities, activities and services that **bring people together** and add vitality and vibrancy

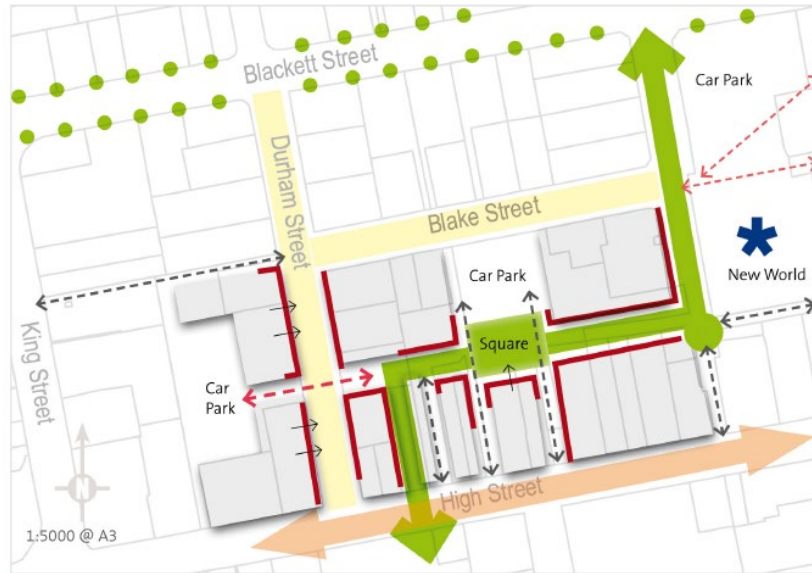


4. The long, strategic story to here

- Plans for this area have been critical part of Council's RTC strategic planning for many years....



• 2010 Rangiora Town Centre Strategy



Key

	Existing parks / open spaces		Boulevard planting		Improve existing pedestrian / cycle links
	New public / urban square		Streetscape improvements		Possible new pedestrian / cycle links
	Blocks		Local destinations		Green corridor to parks / open spaces
	Active ground floor uses				High Street



RTC
RANGIORA TOWN CENTRE
2020

RANGIORA TOWN CENTRE STRATEGY

Prepared by Policy & Strategy Team
September 2010



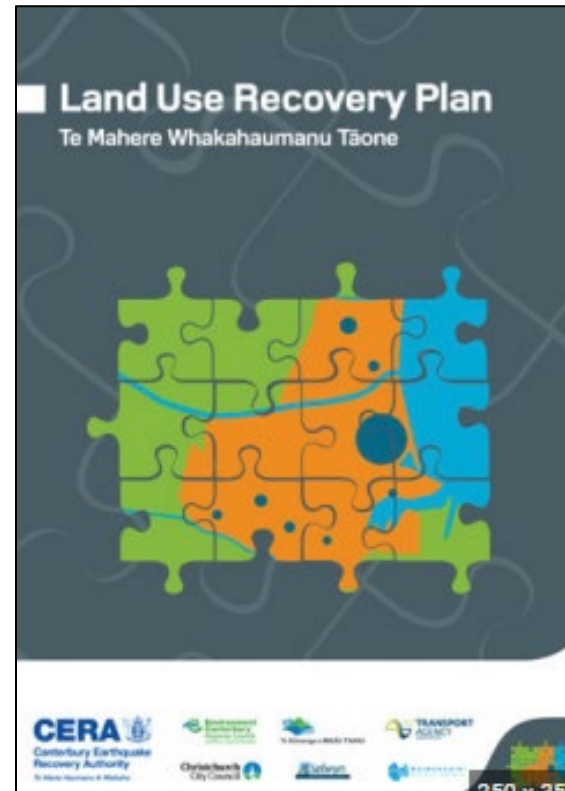
- **2010** Rangiora Town Centre Strategy
- **2011/12** Canterbury earthquakes



- **2010** Rangiora Town Centre Strategy
- **2011/12** Canterbury earthquakes
- **2012-13** Meetings with property owners



- **2010** Rangiora Town Centre Strategy
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- **2013** Land Use Recovery Plan



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- **2014** North of High Street Redevelopment Plan

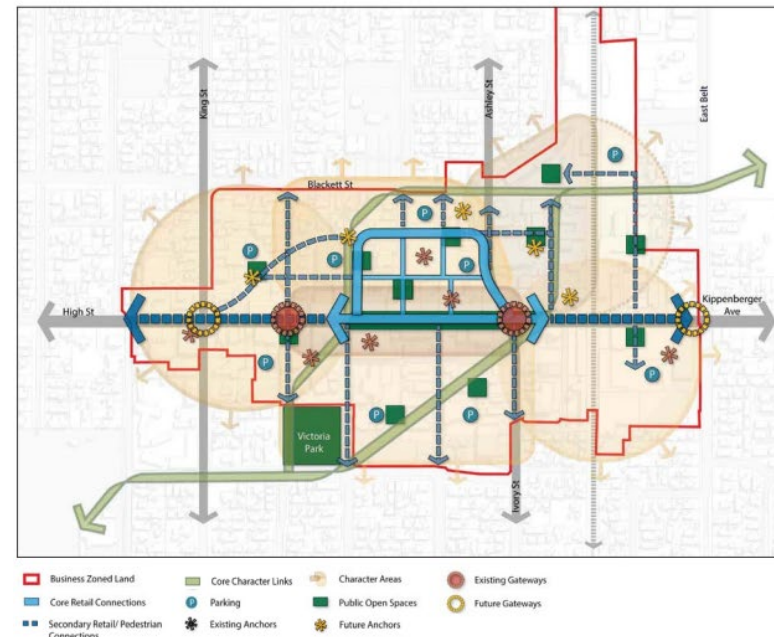


- **2010** Rangiora Town Centre Strategy
- **2011/12** Canterbury earthquakes
- **2012-13** Meetings with property owners
- **2013** Land Use Recovery Plan
- **2014** North of High Street Redevelopment Plan
- **2020** Rangiora Town Centre Strategy review

5. Complete the North of High Development in line with the Rangiora Central Outline Development Plan. This sees the extension of the laneways concept to create friendly and vibrant public places, supported by hospitality, new retail opportunities and public car parking. There are also opportunities for comprehensive redevelopment north of Blake Street.



Pulling the Key Concepts Together - Overall Master Concept



Master Concept:

- A conceptual 'green ribbon network' (core character links) that enables new pedestrian gateways and connections, a change in the shape and focus of the Centre and an opportunity to draw the rural character of the wider District into the Centre.
- A focus on the core Town Centre including core retail connections to create an intensity of uses to support its growth.
- Ensure development occurs in the optimal location (particularly along core and secondary retail connections) and the longer term vision for a compact Town Centre.
- Strengthen the uniqueness of the Town Centre through development of different character areas.
- Provide order and structure to the Town Centre through legible gateways, connections between key anchors, parking clusters in key peripheral locations and flexibility for growth.
- Create attractive, safe and distinctive public open spaces and key people attractions.

- 
- **2010** Rangiora Town Centre Strategy
 - **2011/12** Canterbury earthquakes
 - **2012-13** Meetings with property owners
 - **2013** Land Use Recovery Plan
 - **2014** North of High Street Redevelopment Plan
 - **2020** Rangiora Town Centre Strategy review
 - **2021** 2021-31 LTP included considerable funding for NoH and town centre parking projects

- 
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 - **2020** Rangiora Town Centre Strategy review
 - **2021** 2021-31 LTP included considerable funding for NoH and town centre parking projects
 - **2023** Funding for at-grade reconfiguration moved out, mandate to develop Integrated Transport Strategy

- **2010** Rangiora Town Centre Strategy
- **2011/12** Canterbury earthquakes
- **2012-13** Meetings with property owners
- **2013** Land Use Recovery Plan
- **2014** North of High Street Redevelopment Plan
- **2020** Rangiora Town Centre Strategy review
- **2021** 2021-31 LTP included considerable funding for centre parking projects – kept in APs & LTPs since
- **2023** Funding for at-grade reconfiguration move forward to develop Integrated Transport Strategy
- **2024** Integrated Transport Strategy adopted – parking impt role

MOVING FORWARD:
WAIMAKARIRI INTEGRATED
TRANSPORT STRATEGY 2035+

>>>



- **2010** Rangiora Town Centre Strategy
- **2011/12** Canterbury earthquakes
- **2012-13** Meetings with property owners
- **2013** Land Use Recovery Plan
- **2014** North of High Street Redevelopment Plan
- **2020** Rangiora Town Centre Strategy review
- **2021** 2021-31 LTP included considerable funding for centre parking projects – kept in APs & LTPs since
- **2023** Funding for at-grade reconfiguration moved to development Integrated Transport Strategy
- **2024** Integrated Transport Strategy adopted – parking imp't role
- **2025** Rangiora Parking Management Plan adopted – committed Blake St carpark reconfiguration in the short term



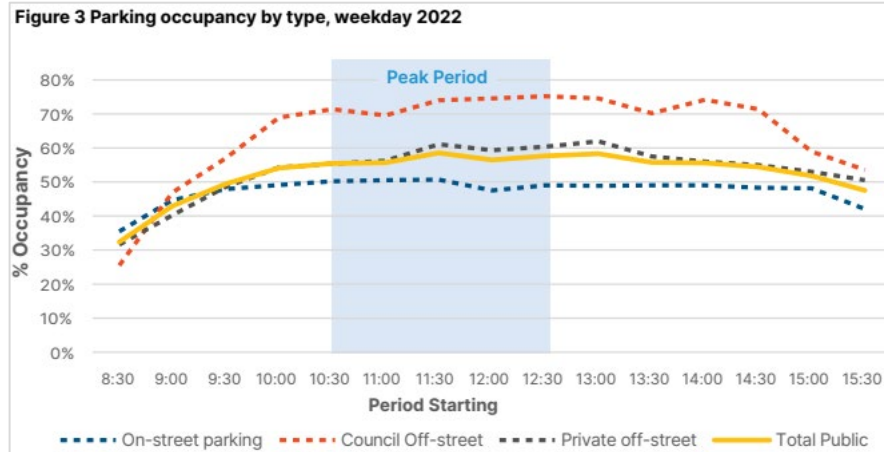
Rangiora Town Centre Parking Management Plan

June 2025



waimakariri.govt.nz

5. Parking demand & supply



5. Parking demand & supply

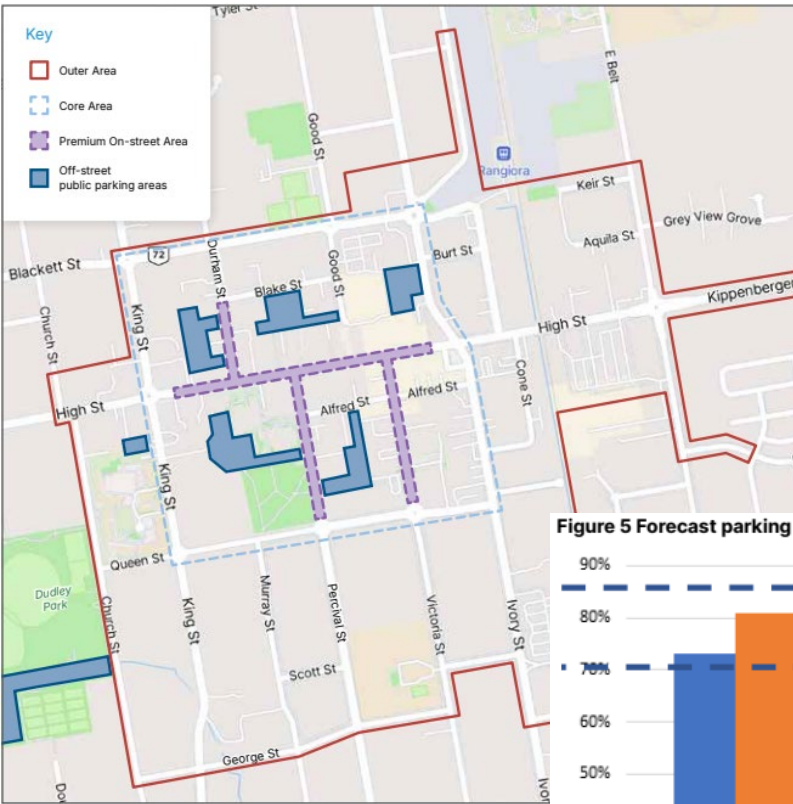
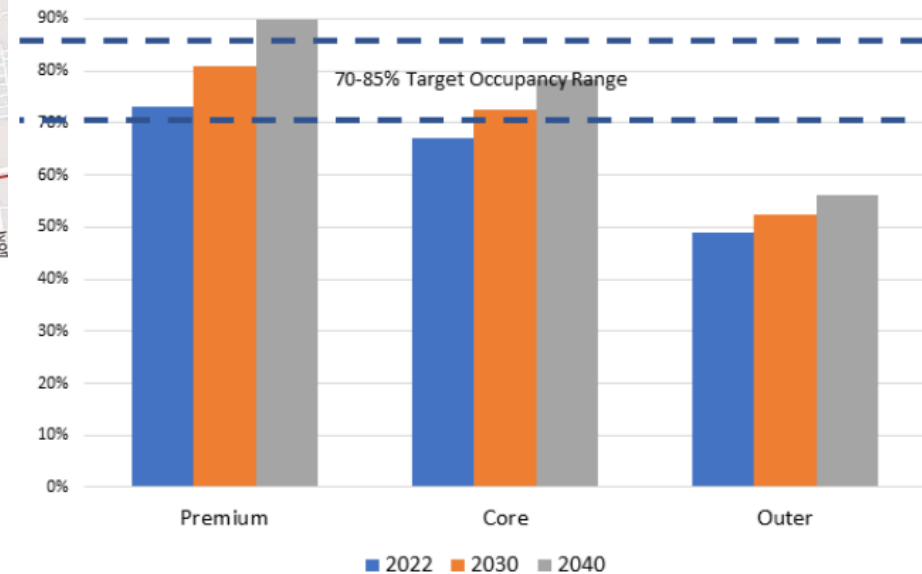


Figure 5 Forecast parking occupancy compared to target range



Optimise existing assets

- Refine time restrictions.
- Improve wayfinding.
- Improve parking enforcement.
- Extend time restrictions.
- Investigate opportunities to convert on-street parallel parking to angle parking.
- Review parking for special uses.
- Trial parking technology.
- Maintain agreements to provide public parking on private land.

Manage parking demand

- Investigate introducing graduated priced parking.

Increase parking supply

- Reconfigure off-street car park between Blake and High Streets
- Acquire another central site for more parking in medium term.
- Add another parking facility in long term.
- Assess on-site parking requirements for future major developments.

5. Parking demand & supply

So...

- Car parking plays key role in retail success of centre
 - North of High precinct is strategic within town centre – key to deepening town centre core and extend character and quality
 - Council commitment and budget to reconfigure (and enhance) Blake Street carpark – high demand & key location to support anchors, wider retail and pedestrian circuit
- ✓ Vibrant, attractive, pedestrian friendly, intensified centre supported by good parking



6. Objectives for site

- Functional layout maximising Council's land holding and creating 'good' net gain of parking spaces to meet demand (PMP)
- Clear, safe and attractive pedestrian connections through carpark and to laneways
- Retention of trees + additional landscaping to soften and add interest
- Potential for new pedestrian spaces to maximise appeal of laneways
- Protection of long-term opportunity for built development
- Support for other modes through infrastructure, e.g. cycle stands
- Special parking needs are met: mobility, loading

Have we missed anything?



7. Draft concept for discussion

NOTE: NUMBER OF PARKING SPACES, INCLUDING ON BLAKE STREET: 220, INCREASE OF 51 SPACES (CURRENTLY 169)

51

TWO PARKS TO BE REMOVED TO ALLOW FOR NEW ENTRANCE LOCATION. FOUR PARKS ADDED ON BLAKE STREET WHERE EXISTING ENTRANCE IS TO BE REMOVED

EXISTING STREET TREES ALONG BLAKE STREET TO REMAIN

POTENTIAL LOCATION FOR EV CHARGING SPACES (2-4)

EXISTING KERB AND CHANNEL SHOWN IN RED TO REMAIN, SUBJECT TO TREE ROOT DAMAGE

DRAINAGE SLOTS CUT INTO KERB TO DIRECT WATER INTO EXISTING GARDENS

KERB TO SEPARATE PARKING BAYS FROM FOOTPATHS

BIN AREA TO BE SHORTEN BY APPROX. 2m TO ALLOW VEHICLE CIRCULATION

RAISED PEDESTRIAN CROSSINGS

V CHANNEL DIRECTING WATER INTO GARDENS

EXISTING KERB AND CHANNEL SHOWN IN RED TO REMAIN

LOW CONCRETE WALL

URBAN ACTIVATION ELEMENT

PAINT POWER BOX & LARGER GARDEN

LIME CHIP SURFACE

TIMBER BENCH SEATS AS PER GOOD STREET

2 x MOBILITY PARKS 5m (d) x 3.5m (w)

RAISED PLANTERS WITH SEATS

PLANTING AREA

3 x MOBILITY PARKS 6m (d) x 3.5m (w)

LOADING ZONE

AREA FOR HOSPITALITY TENANTS

PLANTED POTS AND PLANTERS

COVERED BIKE STAND AREA

VARIED PAVING TO BREAK UP AND ORGANISE SPACE
MIX $\frac{1}{3}$ BLUESTONE / $\frac{2}{3}$ FIRTH

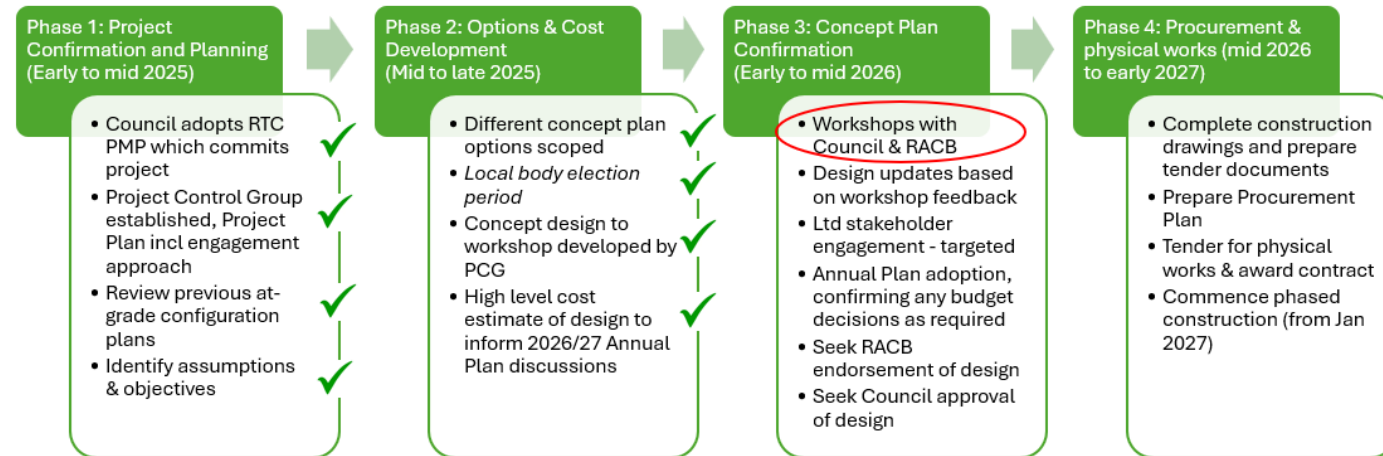
EXISTING WIDTH TO PRIVATE OFF STREET CAR PARK TO BE REDUCED TO 6m IN LINE WITH CODE OF PRACTICE

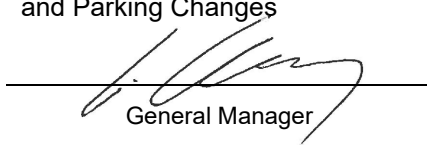
V CHANNEL WITH 30mm LIP IN FRONT OF MOBILITY PARKS

MINIMUM FOOTPATH 1.8m (w) TO ALLOW FOR VEHICLE OVERHANG

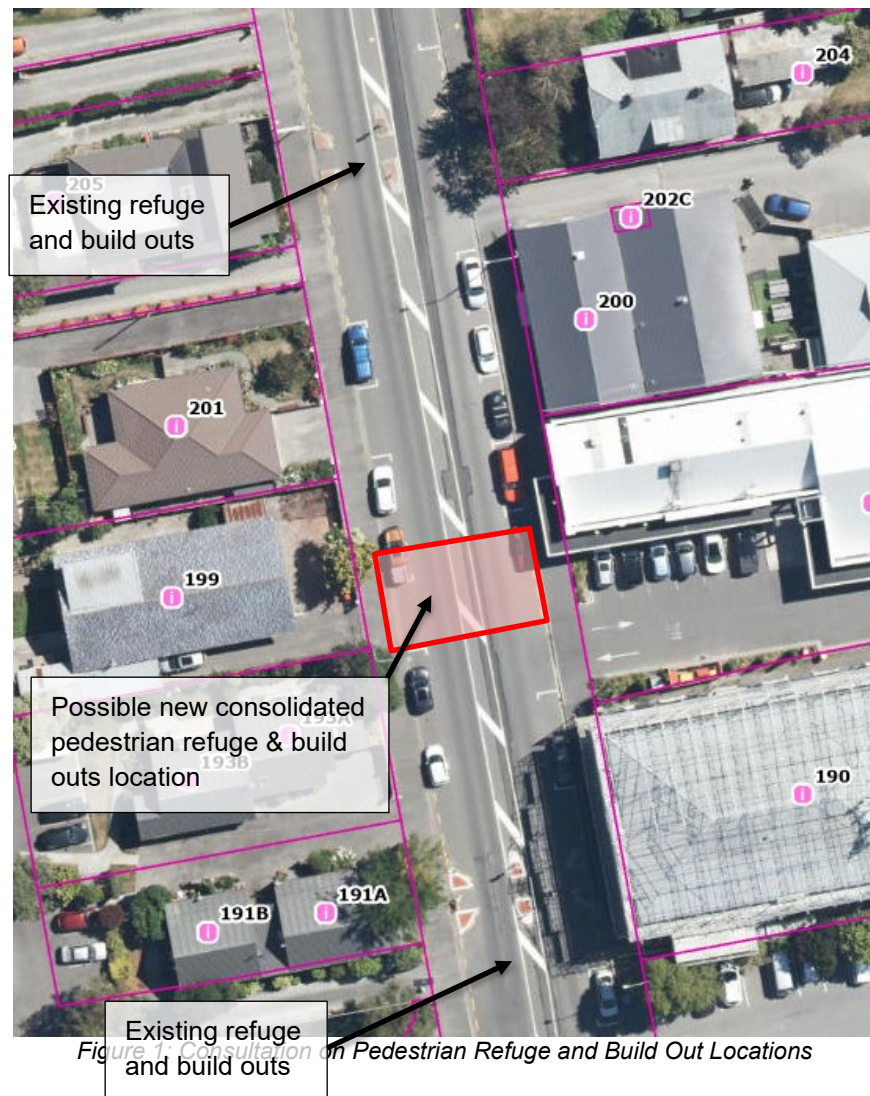
8. Next steps

- Tomorrow: Waimakariri Access Group
- Mar: Utilities & Roding Committee workshop
- Apr: Other limited stakeholder engagement
- Jun: AP adoption – budget confirmation
- Jun: Report to RACB to endorse
- Jul: Report to U&R to approve
- Jul-Oct: construction drawings, tender docs, procurement, evaluation and award contract
- From Jan 2027: commence staged construction



WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-03-09 / 260325083463**REPORT TO:** RANGIORA-ASHLEY COMMUNITY BOARD**DATE OF MEETING:** 10 June 2026**AUTHOR(S):** Shane Binder, Senior Transportation Engineer
Nithin Puthupparambil, Transportation Engineer**SUBJECT:** Request Approval to Consult on King Street Pedestrian Refuge Locations and Parking Changes**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1. This report seeks approval from the Rangiora-Ashley Community Board to undertake consultation with the residents and businesses on King Street between Blackett Street and High Street in regard to possible changes to the pedestrian refuge locations and time-restricted parking.
- 1.2. The changes arise from two different requests within the same section of King Street.
 - A developer undertaking redevelopment at nos. 204 and 206 King Street has proposed moving the existing pedestrian refuge island further to the south. This would result in an increase to on-street parking in the vicinity of the new development.
 - A service request has also been received requesting high-turnover parking to improve the safety of pickup and drop-off times at the kindergarten operating at no. 203 King Street.
- 1.3. The current pedestrian refuge islands are located adjacent to the Kids First Kindergarten to the north (no. 203 King Street), and to the Bainswood Retirement Village in the south (no. 199 King Street). The refuge islands assist pedestrians crossing the road in the area and provide a location away from roundabouts where it can be more challenging for pedestrians to judge the direction and speed of approaching vehicles.
- 1.4. It is recommended that consultation be undertaken on the option of consolidation of pedestrian crossing points to a new location outside no. 194 King Street, as this will ensure that the views of those who live in and use the area can be considered as part of the decision-making process.
- 1.5. The option to consolidate the pedestrian refuges would result in the removal of two existing pedestrian refuge islands and build outs (outside nos. 191 A and 205 King Street) and replacing them with a single new mid-block pedestrian refuge island and build outs outside no. 199 King Street.
- 1.6. It is also proposed to consult on the installation of a new P15 time restriction on two (2) car parking spaces in front of no. 205 King Street. The time restriction would only be in effect during drop-off and pick-up periods (e.g., 8:00-9:00am and 2:00-3:00pm)



- 1.7. Targeted consultation is proposed to be undertaken with residents and businesses along King Street (between Blackett and High Streets), and will include an online information / survey form for wider public feedback.

2. **RECOMMENDATION**

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 260325083463.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the District Planning and Regulation Committee:

- (b) **Approves** consultation being undertaken on the option of consolidating the crossing locations by removing the two existing pedestrian crossing points at nos. 191 A and 205 King Street, and replacing with a new single mid-block pedestrian crossing with build outs.
- (c) **Approves** consultation being undertaken on implementation of P15 time-restricted parking during drop-off and pick-up periods (8:00-9:00am and 2:00-3:00pm) and P120 parking during other times, on two (2) car parking spaces in front of no. 205 King Street.
- (d) **Notes** that a further report would be brought back to the Community Board with the outcome of the consultation process and to allow further decision making on this matter.

3. BACKGROUND

- 3.1. King Street is part of Rangiora's core town centre parking area, where on-street parking demand and turnover are typically high due to its proximity to commercial and community activities. Key pedestrian traffic generators are shown below in Figure 2.



Figure 2: King Street between High Street and Blackett Street

- 3.2. This section of King Street experiences high parking demand and pedestrian activity due to its location adjacent to the town centre, partially unrestricted on-street parking, and the surrounding land uses, including retail, a kindergarten at No. 203 King Street, and a retirement village. The adjacent land use also generates a high number of vulnerable pedestrians, reinforcing the need for safe and well-located crossing infrastructure.
- 3.3. The most recent comprehensive parking survey of the Rangiora Town Centre was undertaken in 2022. The section of King Street under consideration experiences high demand, with on-street parking occupancy exceeding 80% for a substantial portion of the block.
- 3.4. Subsequent site visits in 2024 during both weekdays and weekends confirmed that the 2022 data remain representative of current parking patterns, with this section of King Street continuing to experience strong parking demand.

- 3.5. The current pedestrian refuge islands on this block of King Street are located adjacent to the Kids First Kindergarten to the north (no. 203 King Street), and to the Bainswood Retirement Village in the south (no. 199 King Street). The refuge islands assist pedestrians crossing the road in the area and provide a location away from roundabouts where it can be more challenging for pedestrians to judge the direction and speed of approaching vehicles.

4. **ISSUES AND OPTIONS**

Pedestrian Refuge Locations

- 4.1. A developer undertaking redevelopment at nos. 204 and 206 King Street has proposed relocating the existing pedestrian refuge outside their property (i.e., the northern refuge island) further to the south.
- 4.2. Staff undertook a review of the developer's proposed relocation of the northern refuge island. This review identified that there were only two suitable possible locations if the northern refuge island was relocated, which would result in the refuge islands being too close together. As such an option to consolidate the two refuge islands was considered, noting that there also crossing locations at the roundabouts at each end of this section of King Street.
- 4.3. The NZTA *Pedestrian Network Guidance* recommends pedestrian crossings at intervals of approximately 80–100 metres in urban environments. The distance between the Blackett Street and High Street roundabouts is approximately 175 metres.
- 4.4. It is recommended that consultation be undertaken on the possible consolidation of pedestrian crossing points to a new location outside no. 194 King Street, as this will ensure that the views of those who live in and use the area can be considered as part of the decision-making process.

Kindergarten Drop-off and Pick-up

- 4.5. A service request has been received from Kidsfirst Kindergarten (no. 203 King Street) regarding the availability of short-stay parking during drop-off and pick-up periods. The kindergarten has advised that unrestricted parking on King Street is generally fully occupied during these times and has requested consideration of shorter-duration parking to accommodate parents and children during drop-off and pick-up periods.
- 4.6. Council's Parking Strategy recommends consideration of short-term parking restrictions (e.g., P5, P15, or P30) outside of schools due to fast parking turnover during drop-off and pickup periods.
- 4.7. It is recommended that consultation be undertaken on introducing a short-duration parking restriction (e.g., P15) for two car parks realised if the northern crossing is relocated, near the kindergarten. The P15 time restriction would only be in effect during drop-off and pickup periods (8:00-9:00am and 2:00-3:00pm).
- 4.8. A P120 restriction is proposed for these two car parks during other daylight times (in line with existing time restrictions immediately south along King Street). As the P15 time restriction does not permit all-day parking at this location, a P120 restriction at other times would better align with alternate parking demand. It also would reduce the likelihood of long-term parked vehicles overstaying the afternoon P15 time restriction.

Summary of Parking Impacts

4.9. The above proposed changes will have cumulative effects to on-street parking supply. The changes to the on-street parking are as follows:

- **Spaces Removed:** 4 car parks for consolidated pedestrian refuge and build outs.
- **Spaces Added:** 6 new car parks
- **Time Restriction changes:** 2 car parks would be converted to time-restricted parking – P15 during 8:00-9:00 and 2:00-3:00, P120 at other daylight times

These changes are summarised below in Figure 2.



Figure 2: Proposed location for new refuge Island and re arrangement of on-street car parks.

4.10. To ensure all community views are considered, it is recommended that targeted consultation be undertaken on these proposed pedestrian and parking changes with residents and businesses along King Street (between Blackett and High Streets). This consultation will include an online information / survey form for wider public feedback.

4.11. Note a separate evaluation is considering new mobility parking outside Community Wellbeing North Canterbury (no. 200 King Street). If consultation on a new mobility park is approved (through a separate future report to the Community Board), it will be aligned with the consultation proposed in this report so that the full effects of parking changes can be considered by the community.

4.12. The Rangiora-Ashley Community Board has the following options available to them:

4.13. Option One: Approve consultation on the option of consolidation of pedestrian crossings and parking changes.

This option involves consultation with the adjacent property owners and businesses on:

- Removing the existing pedestrian refuge crossings outside nos. 191 and 205 King Street;
- Installing a single mid-block pedestrian crossing with a refuge island outside no. 199 King Street; and
- Implementing short-duration P15 parking to support kindergarten drop-off/pick-up times with P120 parking during other daylight times.

This option aims to gather feedback from affected residents and businesses on their use of the current crossing facilities and what best serves the community and users of the area. This is the recommended option.

4.14. Option Two: Approve consultation on the pedestrian crossing proposal only (excluding the parking restrictions)

This option involves consulting solely on the option of consolidating the pedestrian crossings outside nos. 191 and 205 King Street to no. 199 King Street, without considering parking changes outside the kindergarten.

This is not the recommended option as it only addresses one of the two parking concerns raised on this section of King Street.

4.15. Option Three: Decline the request to consult and retain the status quo

This option would decline the request to consult and retain the existing pedestrian crossings and current parking arrangements along this section of King Street.

This is not the recommended option because it does not allow affected businesses to provide feedback on concerns relating to pedestrian safety, infrastructure efficiency, accessibility, and parking demand.

It is noted that a further report would be brought back to the Community Board with the outcome of the consultation process and to allow further decision making on this matter.

Implications for Community Wellbeing

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

Consulting on pedestrian crossing facilities and parking time limits can help improve access to local businesses and make better use of available spaces.

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

Consultation with directly affected residents and business owners is proposed as part 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.

This is considered to be a minor operational issue and as such wider public consultation is not recommended.

The consultation material will be made available on Council's website so that feedback from the wider public can be gathered.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. The proposed consultation would be carried out as part of the routine duties of staff.

Should the option to consolidate the pedestrian crossing facilities be approved, then this work would be required to be funded by the developer requesting the changes. Changes to parking signage is funding from the Signs Renewal Budget. Costs would be included in a future report following consultation.

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 the recommendations in this report.

There is a risk the residents and/or businesses in the area may not support changes to either the pedestrian crossing facilities or the parking restrictions in the area. Undertaking consultation will ensure that resident and business feedback is gathered and considered in the decision-making process.

6.4. **Health and Safety**

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

Providing safe pedestrian crossing points is important to ensure there is access for all. There are increased needs in this area due to the proximity to the town centre, early childhood education facilities, and a retirement home.

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**

Section 2 of the Land Transport Rule: Traffic Control Devices requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices."

7.3. **Consistency with Community Outcomes**

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

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.

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

- Enterprises are supported and enabled to succeed.
- Infrastructure and services are sustainable, resilient, and affordable. There is a safe environment for all.

7.4. **Authorising Delegations**

Per Part 3 of the WDC Delegations Manual, the Community Board has the delegated authority to recommend to the District Planning and Regulation Committee matters relating to the Council Parking Bylaw.