

# Waimakariri District Council

## Utilities and Roading Committee

# Agenda

Tuesday 17 June 2025

9am

Council Chambers  
215 High Street  
Rangiora

**Members:**

Cr Joan Ward (Chairperson)

Cr Robbie Brine

Cr Niki Mealings

Cr Philip Redmond

Cr Paul Williams

Mayor Dan Gordon (ex officio)

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The Chairperson and Members  
**UTILITIES AND ROADING COMMITTEE**

**A MEETING OF THE UTILITIES AND ROADING COMMITTEE WILL BE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON TUESDAY 17 JUNE 2025 AT 9AM.**

Sarah Nichols  
GOVERNANCE MANAGER

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

**BUSINESS**

Page No

**1 APOLOGIES**

**2 CONFLICTS OF INTEREST**

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

**3 CONFIRMATION OF MINUTES**

**3.1 Minutes of the meeting of the Utilities and Roding Committee held on Tuesday, 15 April 2025.**

9 – 17

*RECOMMENDATION*

**THAT** the Utilities and Roding Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roding Committee held on 15 April 2025 as a true and accurate record.

**3.2 Matters Arising (From Minutes)**

**4 DEPUTATION/PRESENTATIONS**

Nil.

## 5 REPORTS

### 5.1 190 High Street Bin Storage Issues and Options – Vanessa Thompson (Senior Advisor Business and Centres), Gina Maxwell (Business and Project Advisor) and Heike Downie (Strategy and Centres Team Leader)

#### RECOMMENDATION

18 – 33

**THAT** the Utilities and Roading Committee:

- (a) **Receives** Report No. 250603098646.
- (b) **Adopts** Option 1 where the owner of 190 High Street (the landlord) is responsible for providing a storage solution for their tenants' bins, whether onsite within the existing building footprint or private land boundary at 190 High Street, or by other means.
- (c) **Notes** the background context as set out in this report including previous conversations had with the developer of 190 High Street regarding the necessity to make provision for tenants' bin storage including as part of the building consent application process.
- (d) **Notes** that some tenancies of 190 High Street have in recent months reached out to Council seeking a resolution to their rubbish storage issues.
- (e) **Notes** that the rubbish collection rates currently being applied to 190 High Street are below the minimum requirement due to the number of tenancies currently rated for as detailed in 4.13 of this report, meaning the developer has had a discount on this portion of their rates since July 2024 (approx.) – staff are working to resolve this so that the full rates are charged in due course
- (f) **Notes** that within the design plans for 190 High Street, some areas already allow for staff kitchen facilities and/or general storage which could be used to support bin storage; three 80L kerbside collection bins would take up approximately 0.75sqm in floor space for each tenancy.
- (g) **Notes** that the current rubbish compound within the public Blake Street carpark which houses bins for 188 High Street (within Conway Lane) was enabled through a License to Occupy arrangement because at the time of construction, dedicated rubbish and servicing areas were to be provided as part of Stage 2 of the North of High Street development plan, as discussed in paragraph 4.17 of this report.
- (h) **Notes** that staff considered a range of options in formulating this report, including options that could see a new or extended existing rubbish compound located on Council land, and that if such an option was deemed preferable, it would require the removal of at least three public carparks to accommodate this; the cost would be recovered from the property owner by way of an annual market rate rent for the use of land.
- (i) **Notes** the range of implications, including the risk of setting a precedent, for Council in seeking to resolve rubbish storage matters for developers or property owners on public land as detailed in this report.
- (j) **Circulates** this report to the Community Boards for their information.

5.2 **Infrastructure Resilience Fund Proposed Projects for 2025/26 and Work Plan Following the May 2025 Flood Event – Kalley Simpson (3 Waters Manager) and Melanie Liu (Infrastructure Resilience Manager)**

*RECOMMENDATION*

34 – 40

**THAT** the Utilities and Roothing Committee:

- (a) **Receives** Report No. 250502076463.
- (b) **Notes** that the current budget of \$1,500,000 has been approved for Infrastructure Resilience Fund for 2025/26.
- (c) **Notes** the 2025/26 proposed projects for Infrastructure Resilience Fund. The projects are listed as follows:
  - Church Bush Road, Tuahiwi
  - Waikuku Beach Road, Waikuku
  - Threlkelds Road, Ohoka
  - MacDonalds Lane, Waikuku
  - Power Road, Flaxton
  - Park Terrace, Waikuku Beach
  - Mairaki Road, Fernside
  - Mill Road, Ohoka
  - Tram Road, Whites Road & Edmunds Road, Ohoka
  - Island Road, Kaiapoi
  - Queens Avenue, Waikuku Beach
- (d) **Notes** that it is expected there will be additional projects identified from the investigations underway as a result of the May 2025 flood event. The proposed projects and the additional projects will be re-prioritised to form an updated list of proposed projects in the financial year 2025/26.
- (e) **Notes** that any changes to the list of proposed projects for the 2025/26 financial year will be reported to the Utilities and Roothing Committee for approval.
- (f) **Notes** that further updates on the May 2025 flood event and progress with 49 investigations and 90 maintenance checks will be reported to the Utilities and Roothing over the coming months.
- (g) **Notes** that a report providing the progress of the projects under Infrastructure Resilience Fund for 2024/25 financial year will be submitted to the Utilities and Roothing Committee in August 2025.
- (h) **Circulates** this report to the Community Boards for information.

**6 PORTFOLIO UPDATES**

6.1 **Roothing – Councillor Philip Redmond**

6.2 **Drainage, Stockwater and Three Waters (Drinking Water, Sewer and Stormwater) – Councillor Paul Williams**

6.3 **Solid Waste– Councillor Robbie Brine**

6.4 **Transport – Mayor Dan Gordon**

## 7 REPORTS REFERRED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD

### 7.1 Charles Upham Drive Safety Improvements – Joanne McBride (Roding and Transport Manager)

*The Rangiora-Ashley Community Board considered report Trim 250529096431 at its meeting held on 11 June 2025.*

41 – 47

#### *RECOMMENDATION*

**THAT** the Utilities and Roding Committee:

- (a) **Approves** the removal of one carpark, and the installation of 6m of No Stopping, on the north-east side of Charles Upham Drive and the Retirement Village entrance as shown in Figure 2 below.

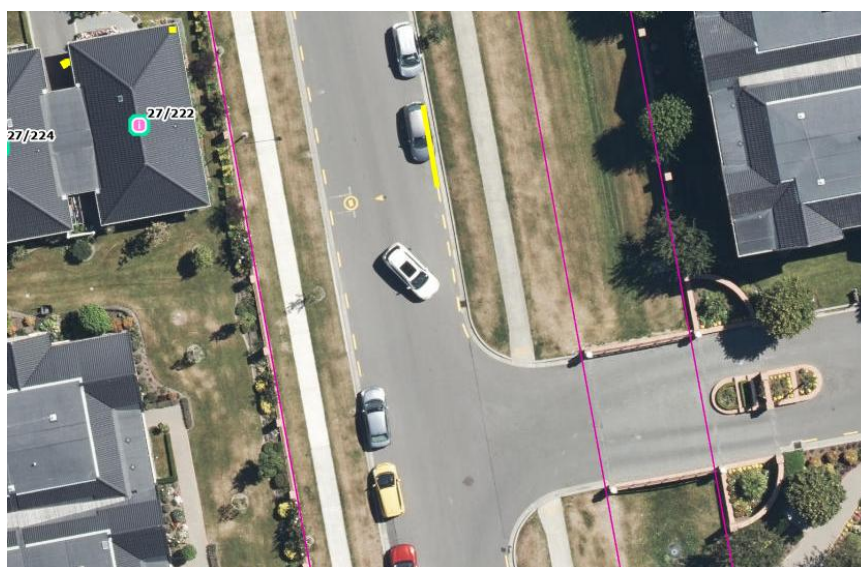


Figure Two – Removal of one carpark to the north of the retirement village (eastern side of road).

### 7.2 Approval of Proposed Adjustments to Rangiora New World Carpark – Joanne McBride (Roding and Transport Manager) and Aaron Kibblewhite (Senior Project Engineer)

*The Rangiora-Ashley Community Board considered report Trim 250509081457 at its meeting held on 11 June 2025.*

48 – 53

#### *RECOMMENDATION*

**THAT** the Utilities and Roding Committee:

- (a) **Approves** the proposed plan to adjust and widen the existing concrete pedestrian footpaths and associated kerbs in order to remove the isolated wheel stops.
- (b) **Notes** that there is no change to the total number of parking spaces as a result of this work.
- (c) **Notes** that two wheel-stops will remain at the two southern-most mobility parking spaces as the kerb cannot be changed due to the proximity of the Mobility Parks.
- (d) **Notes** that this work has an estimated cost of \$52,000, which will be funded from the Town Centre Carpark (Ashley St) Layout Changes Budgets (PJ 102427.000.5133 and PJ 102427.000.5135) with a combined budget of \$150,000.

- (e) **Requests** staff to submit the proposed plan to the Waimakariri Access Group for feedback.

## 8 **QUESTIONS UNDER STANDING ORDERS**

## 9 **URGENT GENERAL BUSINESS**

## 10 **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 is moved:

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

- 9.1 Confirmation of Public Excluded Minutes from 15 April 2025.
- 9.2 Approval of Procurement Planning for Townsend Road Culvert Replacement.
- 9.3 Contract 24/19 District Road Maintenance Contract – Approval of Registration of Interest Shortlist Scoring
- 9.4 Contract 25-34 Panel for Suction Trucks Tender Evaluation and Panel Appointment Report
- 9.5 Contract 25/30 Odour Control Unit Replacements 2024/25 Tender Evaluation and Contract Award Report

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

| Item No. | Subject  | Reason for excluding the public                | Grounds for excluding the public.   |
|----------|--|--|---|
| 9.1      | Confirmation of Public Excluded Minutes from 15 April 2025   | Good reason to withhold exists under Section 7 | To prevent the disclosure or use of official information for improper gain or improper advantage and to enable the Council holding the information to carry out, without prejudice or disadvantage, commercial activities<br><b>LGOIMA Sections 7 (2)(h) and (j).</b>   |
| 9.2      | Approval of Procurement Planning for Townsend Road Culvert Replacement – Kieran Straw                      | Good reason to withhold exists under Section 7 | To enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities.<br><b>LGOIMA Section 7(2)(h).</b>   |
| 9.3      | Contract 24/19 District Road Maintenance Contract – Approval of Registration of Interest Shortlist Scoring | Good reason to withhold exists under Section 7 | To enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities.<br><b>LGOIMA Section 7(2)(h).</b>   |
| 9.4      | Contract 25-34 Panel for Suction Trucks Tender Evaluation and Panel Appointment Report                     | Good reason to withhold exists under Section 7 | To protect the privacy of natural persons and to enable the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege<br><b>LGOIMA Section 7 (2) (i)</b> |
| 9.5      | Contract 25/30 Odour Control Unit Replacements 2024/25 Tender Evaluation and Contract Award Report         | Good reason to withhold exists under Section 7 | To protect the privacy of natural persons and to enable the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional  |

|  |  |  |  |
|--|--|--|--|
|  |  |  | privilege<br><b>LGOIMA Section 7 (2)(a), (g) and (i)</b> |
|--|--|--|--|

**CLOSED MEETING**

*Refer to Public Excluded Agenda (Separate Document).*

**OPEN MEETING**

**NEXT MEETING**

The next meeting of the Utilities and Roading Committee will be held on Tuesday, 15 July 2025 at 9am.



**WAIMAKARIRI DISTRICT COUNCIL**

**MINUTES OF A MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON TUESDAY 15 APRIL 2025 AT 9 AM.**

**PRESENT**

Councillors J Ward (Chairperson), R Brine, N Mealings, P Redmond, P Williams and Mayor D Gordon (arrived at 9.24am).

**IN ATTENDANCE**

Councillors B Cairns and T Fulton.

G Cleary (General Manager Utilities and Roding), J McBride (Roding and Transport Manager) and K Rabe (Governance Advisor).

**1 APOLOGIES**

There were no apologies.

**2 CONFLICTS OF INTEREST**

There were no conflicts declared.

**3 CONFIRMATION OF MINUTES**

**3.1 Minutes of the meeting of the Utilities and Roding Committee held on Tuesday, 18 March 2025.**

Moved: Councillor Redmond

Seconded: Councillor Williams

**THAT** the Utilities and Roding Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roding Committee held on 18 March 2025 as a true and accurate record.

**CARRIED**

**3.2 Matters Arising (From Minutes)**

There were no matters arising.

**3.3 Notes of a Workshop of the Utilities and Roding Committee held on Tuesday, 18 March 2025**

Moved: Councillor Mealings

Seconded: Councillor Redmond

**THAT** the Utilities and Roding Committee:

- (b) **Receives** the circulated Notes of the Workshop of the Utilities and Roding Committee held on 18 March 2025.

**CARRIED**

#### **4 DEPUTATION/PRESENTATIONS**

Nil.

#### **5 PORTFOLIO UPDATES**

##### **5.1 Roading – Councillor Philip Redmond**

###### **Focus areas for staff:**

- Resealing had continued through April 2025 with further sealing on Oxford Road, Loburn Whiterock Road, Fletchers Road, Barkers Road, Foothills Road, Hill Street, Ayre Street and Plaskett Road all being completed. Delays had been experienced, which could result in the resealing on Cones and Carrs Roads possibly being delayed and undertaken as part of next year's programme.
- Asphalt surfacing had been completed on Ohoka Road (between the Island Road intersection and Butchers Road).
- Pavement rehabilitation works had been completed on Mill Road, Ohoka.
- Mowing and routine road marking had been continuing.
- Maintenance works were planned for Showgate Drive in Oxford during the school holidays.
- Pre-winter pavement repairs would be a key focus over the next month, before winter, along with gearing up for ice gritting season.

###### **Capital:**

- Riverside Road Seal Extension was now complete.
- The Kerb and Renewal work was completed on Alfred Street, and work had started on Stephens Street, with Edward Street to follow. This contract was due to be completed by early May 2025.
- Pidgeon Contracting had poured the first section of kerb and channel on Kippenberger Avenue near Lamb and Heyward.
- The Rangiora Town Hall carpark construction had begun. EDR Contracting had been working on the drainage and services aspects of the contract.
- The tender for the Charles Street Kerb and Channel replacement had been awarded to EDR Contracting. Work was programmed to start late April / early May 2025 and was due to be completed by mid-June 2025.
- An overnight closure of Williams Street (Dale Street to Smith Street) was planned for Sunday, 14 April 2025, for road marking as part of the Kaiapoi North School Safety Improvement Project.

###### **Other works:**

- Work was continuing on Raven Quay, Kaiapoi, to upgrade the stormwater, water and sewer networks. The site would be reduced as much as possible ahead of the Anzac Dawn Service.
- MainPower was continuing works on Smarts Road, Rangiora, with a closure in place at Rangiora-Wooded Road through to 30 April 2025. Temporary traffic lights were in place on Rangiora-Woodend Road across the Smarts Road intersection during the day through to 16 April 2025.

###### **Events:**

- Kaiapoi Anzac Services – Raven Quay was already closed. Sewell and Davie Streets would be closed for the Anzac parade from 8am to midday.

- Rangiora Anzac Service – Ashley Street would be closed between Burt and Collins Streets, and High Street would be closed between Albert and Durham Streets. Alfred Street would be closed, and Percival Street would be closed between High Street and the RSC Carpark entry. Victoria Street would be closed between High and Queen Streets from 10:30am to 1:30pm.
- Cust and West Eyreton Anzac Services - Stop/go operations would be in place.

## 5.2 **Drainage, Stockwater and Three Waters (Drinking Water, Sewer and Stormwater) – Councillor Paul Williams**

### **Water**

- Overall, the UV upgrades were progressing well:
  - The control system for the new UV units at South Belt, Rangiora, was currently being modified and was expected to be operational in May 2025.
  - The West Eyreton UV installation works were progressing well and were due to be completed by the end of May 2025.
  - The Ohoka water treatment plant upgrade was currently out for tender and was expected to be awarded in May 2025.
- The tender for the Garrymere well drilling contract had closed, and the contract was expected to be awarded by the end of April 2025.

### **Wastewater**

- Construction of the septage disposal facility was progressing well and was expected to be commissioned in April 2025.
- The Water Services Authority – Taumata Arowai were consulting on new wastewater environmental performance standards, which could assist in obtaining wastewater discharge consents in the future. Submissions were due by 24 April 2025 and were currently being worked on by staff.

### **Drainage / Stockwater**

- The second round of drainage advisory groups for the year had been completed.
- There was an All Groups meeting proposed to be held on 16 July 2025.

## 5.3 **Solid Waste– Councillor Robbie Brine**

### **Kerbside Collections**

- On 1 April 2025, the Council approved the changes to collections for difficult access collection points in Rangiora. Murray and Percival Streets from Queen to Victoria Streets and Victoria Street from Queen Street to Northbrook Road. This change would take effect in early May 2025. Letters were to be sent to the affected residents. The collection time would now be from 6.30am, so bins could be emptied before workers' vehicles were parked along these areas for the day.

### **Easter and Anzac collection times.**

- Website and social media adverts would be provided to customers this week to advise of the change to collections and any closures to Southbrook and Oxford sites due to the public holidays.

### **Audits**

- Eco Educate effectively finished auditing on Friday, 11 April 2025. Pleased to see more Gold Stars being issued for 100% correct recycling. There could be some days the audit team would be out in May 2025, to check on some areas/streets that had multiple contaminations. Full data analysis would be available at the end of May 2025. Drivers were still actively checking bins for some residents who had repeat contaminations and could need the full process for bin removal.

### **Southbrook Resource Recovery Park**

- The shop would be closed during Easter to revamp the interior of the shop. Walls and shelving would be painted, and a better internal structuring of items for sale would be implemented. The drop-off point for items would remain open. The shop would reopen on Monday, 21 April 2025.

### **Internal Waste Audits at WDC**

- Maria Lamb, the Waste Minimisation Officer, in conjunction with the Strategy and Business Unit, had been undertaking internal audits of the staff kitchen. These were ongoing and full results would be available at the end of April.

## **5.4 Transport – Mayor Dan Gordon**

Mayor Gordon was not present at this time to provide an update.

## **6 MATTER REFERRED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD**

### **6.1 River Road – Approval of Scheme Design – No. 61 to Enverton Drive – J McBride (Roading and Transport Manager) and Glenn Kempton (Senior Project Engineer)**

J McBride spoke to the report, which sought approval for the Scheme Design for the section of River Road between 61 River Road and Enverton Drive in Rangiora.

There were no questions from elected members.

Moved: Councillor Williams

Seconded: Councillor Brine

**THAT** the Utilities and Roading Committee:

- (a) **Approves** the River Road Scheme Design for the section of road between no. 61 River Road and Enverton Drive (as per Trim No. 250122010187).

- (b) **Approves** the installation of no-stopping restrictions as per the following table:

| Town     | Street Name | Side of Road | Location                        | Length (m) |
|----------|-------------|--------------|---------------------------------|------------|
| Rangiora | River Road  | South        | 69 River Road to Enverton Drive | 132        |

- (c) **Notes** that the approved design will be forwarded to the developer of No. 79 River Road to construct the portion outside their development as required by the Resource Consent.

- (d) **Notes** that this report is for approval of the design only, and a separate report will be taken to Council regarding the likely timing and costs for the areas beyond the development frontage.
- (e) **Notes** that the Developer for no.79 has been asked to provide a costing for the works beyond the development frontage.
- (f) **Notes** that the approval of the scheme design is time sensitive, as this is required to allow the developer to progress works within their development area.

**CARRIED**

Councillor Williams noted that the Rangiora-Ashley Community Board discussed this matter extensively at its April 2025 meeting.

6.2 **Request Approvals of the Clarkville School Road Safety Improvements Scheme Design - P Daly (Road Safety Coordinator/Journey Planner) and J McBride (Roding and Transport Manager)**

J McBride spoke to the report, which sought approval for changes to road markings and the installation of traffic islands on Heywards Road outside Clarkville School.

There were no questions from elected members.

Moved: Councillor Redmond

Seconded: Councillor Williams

**THAT** the Utilities and Roding Committee:

- (a) **Approves** the scheme design (Trim No. 240415058499(v02)).
- (b) **Approves** the relocation of the existing school bus stop to make space for the proposed P2 Kiss'n'Go facility outside the Clarkville School gate, which will create space for parents to pick up and drop off children.
- (c) **Approves** the installation of traffic islands to provide a safe crossing point for children at pick-up and drop-off times.
- (d) **Approves** the installation of 32 metres of No Stopping on the Eastern side of Heywards Road leading to the entry to the Community Hall carpark.
- (e) **Notes** that there are currently two bus stops outside the school; however, with agreement from Clarkville School, this will be reduced to one.
- (f) **Notes** that the marking within the Clarkville Community Hall carpark is the responsibility of the Clarkville Hall Committee.
- (g) **Notes** that all works proposed have been discussed with and agreed to by the Clarkville Community Hall Committee and the Clarkville School Principal.
- (h) **Notes** that these works are estimated to cost \$40,000 and are to be funded from the Minor Safety Improvements Programme - School Safety Improvements (PJ 102429.000.5133), which is an unsubsidised budget.
- (i) **Notes** that an education campaign for drivers using the proposed scheme will be run through the school community to encourage compliance with the traffic flows proposed.

**CARRIED**

Councillor Redmond noted that he was pleased with the agreed-upon outcome, which focused on the safety of children on Heywards Road. All parties had worked together to achieve this outcome, and the Kaiapoi-Tuahiwi Community Board had endorsed the staff recommendation. He acknowledged that this was not the final solution; however, it was a satisfactory first step in achieving safety around the school during drop-offs and pick-ups.

Councillor Williams concurred and stated that it was pleasing to see that the staff had worked closely with Clarkville School in finding a workable solution.

6.3 **Lees Road Footpath – Request for Approval of Scheme Design – J McBride (Roading and Transport Manager) and G Kempton (Senior Project Engineer)**

J McBride spoke to this report, which sought the Committee's approval for the Scheme Design for a new footpath on Lees Road from west of Bayliss Drive to the bus stop at 568 Williams Street in Kaiapoi.

There were no questions from elected members.

Moved: Councillor Remond

Second: Councillor Mealings

**THAT** the Utilities and Roading Committee:

- (a) **Approves** the Lees Road Footpath Scheme Design, for the section of Lees Road from west of Bayliss Drive through to the Bus Stop outside no. 568 Williams Street, for the area shown in Figure 1 of this report (Trim No. 250407059776).
- (b) **Recommends** progressing the footpath design with a gritted footpath finish, with an estimated cost of \$60,000, to be funded from the New Footpath Programme (PJ 100746.000.5133).

**CARRIED**

Councillor Redmond noted that the Kaiapoi-Tuahiwi Community Board did not believe it was appropriate to install an asphalt pathway, which would require drainage and would need to be replaced before its 'end of life' expectancy when the kerb and channel work were carried out in the future. However, the gritted pathway would increase the level of service for residents now using a dirt track.

Councillor Mealings concurred and noted that a gritted pathway did not preclude an asphalted path from being installed in the future, while giving residents a better option in the medium term.

Councillor Redmond noted that there were examples of gritted pathways in other areas in the Waimakariri District, the most recent being the path to the new dog park in Oxford.

*Mayor Gordon arrived at 9.24am.*

**7 MATTERS FOR INFORMATION**

Nil.

**8 QUESTIONS UNDER STANDING ORDERS**

Nil.

## 9 **URGENT GENERAL BUSINESS**

Nil.

## 10 **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 Redmond

Seconded: Councillor Brine

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

- 11.1 Confirmation of Public Excluded Minutes from 18 March 2025.
- 11.2 Submission on District Drinking Water Safety Plans.
- 11.3 Mandeville Drilling Contract – Bore Development Options.
- 11.4 Contract 24/62 - Dixons Road Guard Rail Makerikeri Bridge Tender Evaluation and Contract Award Report.
- 11.5 Pegasus Water Treatment Plant Sand Filter Replacement - Sole Source Procurement for Sand Supply.
- 11.6 Rangiora WWTP – Aeration Basin trial – Recommendation to proceed with purchase of AerDisc aerators.
- 11.7 Approval for sole-source procurement of business case for solar PV generation at Rangiora WWTP

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.   |
|----------|---|--|---|
| 11.1     | Confirmation of Public Excluded Minutes from 18 March 2025  | Good reason to withhold exists under Section 7 | To protect the privacy of natural persons and enable the Council to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege.<br><b>LGOIMA Sections 7 (2)(a), (g) and (i).</b> |
| 11.2     | Submission on District Drinking Water Safety Plans  | Good reason to withhold exists under Section 7 | To prevent the disclosure or use of official information for improper gain or improper advantage.<br><b>LGOIMA Section 7(2)(j).</b>   |
| 11.3     | Mandeville Drilling Contract – Bore Development Options   | Good reason to withhold exists under Section 7 | To enable the Council holding the information to carry out, without prejudice or disadvantage, commercial activities<br><b>LGOIMA Section 7(2)(h).</b>  |
| 11.4     | Contract 24/62 - Dixons Road Guard Rail Makerikeri Bridge Tender Evaluation and Contract Award Report | Good reason to withhold exists under Section 7 | To enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities.<br><b>LGOIMA Section 7(2)(h).</b>   |
| 11.5     | Pegasus Water Treatment Plant Sand Filter Replacement - Sole Source Procurement for Sand Supply       | Good reason to withhold exists under Section 7 | To enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities.<br><b>LGOIMA Section 7(2)(h).</b>   |

| Item No. | Subject  | Reason for excluding the public                | Grounds for excluding the public.   |
|----------|--|--|---|
| 11.6     | Rangiora WWTP – Aeration Basin trial – Recommendation to proceed with the purchase of AerDisc aerators | Good reason to withhold exists under Section 7 | To enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities.<br><b>LGOIMA Section 7(2)(h).</b> |
| 11.7     | Approval for sole-source procurement of business case for solar PV generation at Rangiora WWTP         | Good reason to withhold exists under Section 7 | To enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities.<br><b>LGOIMA Section 7(2)(h).</b> |

**CARRIED**

**CLOSED MEETING**

*The public excluded portion of the meeting commenced at 9.24am until 9.40am.*

**Resolution to resume in Open Meeting**

Moved: Councillor Brine

Seconded: Councillor Redmond

**THAT** open meeting resumes, and the business discussed with the public excluded remains public excluded unless otherwise resolved in the individual resolutions.

**CARRIED**

**OPEN MEETING**

**11.2 Submission of District Drinking Water Safety Plans – C Fahey (Water and Wastewater Asset Manager)**

Moved: Councillor Williams

Seconded: Councillor Ward

**THAT** the Utilities and Roading Committee

- (a) **Receives** Report No. 250401055524.
- (b) **Approves** the submission of the complete set of updated Drinking Water Safety Plans that have been prepared for all 11 of the Council's drinking water supplies to the water services regulator, Water Services Authority – Taumata Arowai.
- (c) **Reaffirms** the Council's commitment to the previously adopted drinking water commitment statement, which outlines the Council's commitment to deliver safe drinking water. The commitment statement demonstrates that the organisation as a whole understands the responsibility as a water supplier and is committed to owning this responsibility. This has been re-signed on 18 March 2025.
- (d) **Notes** that under Section 30 of the Water Services Act 2021, the Council, as a drinking water supplier, is required to prepare and lodge Drinking Water Safety Plans for all of its drinking water supplies with the water services regulator.
- (e) **Notes** that under the Water Services Act, the regulator no longer approves submitted Drinking Water Safety Plans. Instead, the responsibility is solely on drinking water suppliers to ensure that plans meet all requirements under the Act. Audits are instead carried out by the regulator on a selection of submitted Drinking Water Safety Plans on a regular basis to maintain oversight of the Council's performance.



- (f) **Notes** that the main focus of this Drinking Water Safety Plan update is to ensure that the contents of the plans accurately reflect the key changes and upgrades that have been implemented on Council's drinking water supplies since the changes in legislation and drinking water compliance rules came into effect. Making sure that the strong emphasis that has been put on drinking water suppliers to provide a multi-barrier approach to drinking water safety under the WSA is clearly being addressed in the DWSPs.
- (g) **Notes** that there is only one unacceptable risk remaining which related to the Garrymere Drinking Water Supply having only one primary source which is being addressed currently by a project to install a second bore in Garrymere, and that there are also a number of other risks being managed on other suppliers as identified in the other scheme specific plans.
- (h) **Notes** that where improvements have been identified as being required in the Drinking Water Safety Plans, budgets will be requested through the Annual Plan/Long Term Plan to ensure these are being addressed.
- (i) **Notes** that it is a requirement for Drinking Water Safety Plans to be current, and therefore, they will be managed as live working documents. The intention is to carry out a formal update of all plans annually, and any major upgrades to the water supply will trigger an update of the plan outside of the annual update.
- (j) **Authorises** the General Manager Utilities and Roading to approve any amendments that are required on submitted Drinking Water Safety Plans between formal annual updates but notes that if significant changes to the plan are required (new significant unacceptable risks identified, or significant new improvement projects required to be proposed that cannot be delivered within existing budgets), then Staff will report back to the Utilities and Roading Committee for further approval.
- (k) **Resolves** that the attachments of this report remain public excluded for reasons of preventing the disclosure or use of official information for improper gain or improper advantage as per LGOIMA Section 7(2)(j), but that the contents of the report be made public.
- (l) **Circulates** this report to the respective Community Boards for their information.

**CARRIED**

#### **NEXT MEETING**

The next meeting of the Utilities and Roading Committee would be held on Tuesday, 20 May 2025 at 9am.

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 9.40am.

CONFIRMED

\_\_\_\_\_  
Chairperson

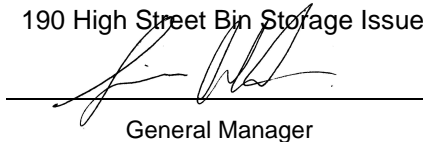
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**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** BAC-03-26 / 250603098646**REPORT TO:** UTILITIES AND ROADING COMMITTEE**DATE OF MEETING:** 17 June 2025

**AUTHOR(S):** Vanessa Thompson, Senior Advisor Business and Centres  
 Heike Downie, Strategy and Centres Team Leader  
 Gina Maxwell, Business and Project Advisor

**SUBJECT:** 190 High Street Bin Storage Issues and Options

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

  
 General Manager

  
 Chief Executive
**1. SUMMARY**

- 1.1. This purpose of this report is to inform the Utilities and Roading Committee about the current bin storage issues linked to some tenancies at 190 High Street, Rangiora, and to seek approval of the recommended action.
- 1.2. In March 2025, staff were asked to identify and consider possible options available that could help to address a current issue occurring for the tenants of the new development at 190 High Street, Rangiora. Council staff and elected members have been approached by some tenants of the recently completed new commercial development at 190 High Street and been made aware of an apparent issue relating to a lack of adequate storage for kerbside collection bins within tenants' premises / the site.
- 1.3. Throughout the development process of 190 High Street, staff have worked reasonably closely with the owner / developer of the building (Ashmore Holdings Ltd), both through a collaborative design and build process of the new Hunnibell Lane immediately adjacent to the new building and the reconfigured carpark to the rear, as well as through the Council's resource and building consenting processes. On several occasions, the developer of the building was made aware of his responsibilities to ensure adequate provision is made for their tenants' bins storage within the new building or overall private site footprint. This included also specifically addressing this matter during the building consent application process.
- 1.4. The Operative District Plan (under which the Resource Consent for 190 High Street was assessed) does not contain rules requiring the provision of bin storage areas for new buildings or developments in Rangiora town centre. This nevertheless does not make the responsibility for the storage of waste bins for new developments built under this Plan a Council matter to resolve. A developer can choose to provide rubbish storage to adequately plan for the future needs of their tenants within a new build, especially if building up to (or near) the full footprint of a property's boundaries. It is noted that the Proposed District Plan does require a waste management area for the storage of rubbish and recycling for new commercial activities in the Town Centre Zone, and, once the decisions on the Proposed District Plan are released in mid-July 2025, these new rules requiring bin storage will have legal effect.

- 1.5. It was noted by Council's Building Consent staff that some of the tenancy footprints within the design plans for 190 High Street did allow for staff kitchen facilities and/or general storage areas which could be used or repurposed to support rubbish storage. Clause G15 *Solid Waste* of the Building Code requires that where provision within buildings for the collection and temporary holding of solid waste is provided; the space must be of sufficient size for the volume of waste; provided with reasonable access for depositing and collecting waste; capable of maintaining sanitary conditions; and capable of maintaining the appropriate temperature for the type of waste stored – paragraphs 4.7 and 4.8 of this report provide further details.
- 1.6. Staff have investigated the following options and considered their respective advantages / disadvantages, as potential responses to the bin storage issues at 190 High Street:
- Option 1 – Maintain that the property owner is responsible for managing their tenants' bin storage onsite at their private premises, or by other means
  - Option 2 – Enable a privately managed rubbish compound on public land
  - Option 3 – Provide a Council managed rubbish compound on public land
- 1.7. Staff are recommending Option 1 for several reasons discussed in this report, including:
- it continues to safeguard public land for other high-demand activities such as off-street carparking and pedestrian amenity, and as such makes best use of prime town centre land
  - maintains consistency and equitability towards all developers and commercial property owners, where Council's usual response is that commercial tenancy rubbish storage is a provision to be met by the property owner
  - is consistent with discussions had to date with the property owner in question that the responsibility to ensure bin storage needs are met rest with the property owner
  - avoids Council potentially setting up a future expectation within the development community that it will resolve rubbish storage matters where they exist for commercial tenancies, by way of enabling or actively providing space for rubbish compounds on public land. To that end, staff consider that there could be a risk that other current or future development proposals may seek a similar Council enabled / provided solution for rubbish bin storage, which would have adverse outcomes whereby more valuable Council owned public land is used for rubbish storage, in lieu of other high-demand activities such as public carparking.

## 2. **RECOMMENDATION**

**THAT** the Utilities and Roading Committee:

- (a) **Receives** Report No. 250603098646.
- (b) **Adopts** Option 1 where the owner of 190 High Street (the landlord) is responsible for providing a storage solution for their tenants' bins, whether onsite within the existing building footprint or private land boundary at 190 High Street, or by other means.
- (c) **Notes** the background context as set out in this report including previous conversations had with the developer of 190 High Street regarding the necessity to make provision for tenants' bin storage including as part of the building consent application process.
- (d) **Notes** that some tenancies of 190 High Street have in recent months reached out to Council seeking a resolution to their rubbish storage issues.
- (e) **Notes** that the rubbish collection rates currently being applied to 190 High Street are below the minimum requirement due to the number of tenancies currently rated for as detailed in 4.13 of this report, meaning the developer has had a discount on this portion of their rates

since July 2024 (approx.) – staff are working to resolve this so that the full rates are charged in due course

- (f) **Notes** that within the design plans for 190 High Street, some areas already allow for staff kitchen facilities and/or general storage which could be used to support bin storage; three 80L kerbside collection bins would take up approximately 0.75sqm in floor space for each tenancy.
- (g) **Notes** that the current rubbish compound within the public Blake Street carpark which houses bins for 188 High Street (within Conway Lane) was enabled through a License to Occupy arrangement because at the time of construction, dedicated rubbish and servicing areas were to be provided as part of Stage 2 of the North of High Street development plan, as discussed in paragraph 4.17 of this report.
- (h) **Notes** that staff considered a range of options in formulating this report, including options that could see a new or extended existing rubbish compound located on Council land, and that if such an option was deemed preferable, it would require the removal of at least three public carparks to accommodate this; the cost would be recovered from the property owner by way of an annual market rate rent for the use of land.
- (i) **Notes** the range of implications, including the risk of setting a precedent, for Council in seeking to resolve rubbish storage matters for developers or property owners on public land as detailed in this report.
- (j) **Circulates** this report to the Community Boards for their information.

### 3. **BACKGROUND**

- 3.1. In March 2025, staff were made aware of an ongoing issue of the lack of kerbside collection bin storage space for tenants of the new development at 190 High Street, Rangiora.

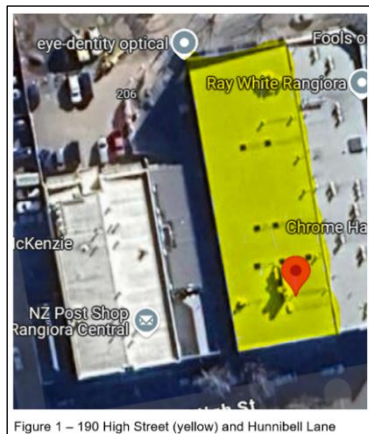


Figure 1 – 190 High Street (yellow) and Hunnibell Lane

- 3.2. Over a couple of years prior, staff in various Council teams had met with the developer during the project planning and construction phases to provide business case management support around the consenting process, and to work collaboratively to plan for the design and construction of the new Hunnibell Lane(way) adjacent to the new development, which also involved reconfiguring the private parking area behind 202 and 210 High Street forming new public parking at 11 Blake Street.
- 3.3. During the case management process, ahead of the developer applying for a building consent, staff alerted the developer of the need to ensure that kerbside collection bins for respective tenancies could be accommodated within the premises design/footprint. During this timeframe, the developer opted to forego onsite parking (within his property boundary) preferring instead to build the new building up to the northern boundary (at 1,098.76m<sup>2</sup> of a 1,118 sqm site, which is 98% coverage).
- 3.4. During the developer's building consent application process in 2024, staff specifically raised the matter of bin storage during the processing of the consent. See clause 4.7 to 4.10 for more information.

- 3.5. On learning that the developer had secured a key tenant (Postie Plus), staff in 2024 raised the matter of adequate bin storage space within the building again, noting that this tenant likely has high waste storage needs as evidenced when they occupied their former location and stored rubbish skips on the public Service Lane footpath behind New World, which at that time unfortunately caused ongoing pedestrian safety and town centre amenity issues for some years. At this time, the developer signalled that they had made provision for a large internal storage area within 190 High Street, suggesting that the tenant's waste would be stored there.
- 3.6. In mid-2024, prior to Postie Plus moving in as a tenant, the developer asked to have a meeting onsite with the store's manager and Council staff to discuss the issue of bin storage for that tenancy and to seek a Council land based solution to store waste, as it appeared that the tenant was unable to find a practical way to store their bins internally. Whilst being sympathetic to this issue, Council staff acknowledged that waste storage from the respective tenancies need to be accommodated within the building/development site. Some ideas of how the waste storage issues could be resolved were also discussed at that meeting, including exploring opportunities to store bins at a neighbouring site by way of private party agreement, engaging private waste collectors to clear rubbish more regularly so that smaller bins could suffice, and discussing with the owner of the existing rubbish compound located north of Conway Lane opportunities to share the compound or consolidate larger bins within the compound to enable more capacity. The latter option was later investigated by staff but deemed ineffective in terms of increasing capacity and due to cost considerations.
- 3.7. Later, the developer of 190 High Street also discussed the request for a Council-based bins storage solution with the Council's Chief Executive and General Manager of Utilities and Roading, who supported the Building Consent condition that waste needed to be stored within the premises (clause 4.7 to 4.10), and confirmed that Council was not in a position to offer a Council based solution for waste storage for 190 High Street tenancies, other than its standard kerbside collection service. It was also confirmed that any other volume based commercial waste management is the responsibility of property owners and/or occupiers and must be managed via a commercial collection service within the existing property boundary (private land) or current building footprint.
- 3.8. Since then, the development at 190 High Street was completed (along with Hunnibell Lane and the new and reconfigured carpark at the rear), adding significant appeal to the Rangiora town centre vibrancy, and the tenants moved in. In recent months, several tenants of 190 High Street have reached out to Council's Solid Waste Unit, raising issues relating to kerbside bins and lack of waste storage options. To date, staff have reiterated to tenants that it is the landlord's responsibility to provide space for bin storage onsite.
- 3.9. During the March 2025 Solid and Hazardous Waste Working Party meeting, staff were requested to seek an outcome to the bin storage issues at 190 High Street due to tenants further raising issues with Council staff and elected members, and following this, the Management Team asked staff to investigate options and prepare a report to the Utilities and Roading Committee.

#### **4. ISSUES AND OPTIONS**

##### **Discussion of Issues / Matters**

##### *District Plan Provisions:*

- 4.1. The design plans for 190 High Street include eight (8) tenancies on the ground floor and two (2) on the 1<sup>st</sup> floor, making ten (10) separate tenancies in total.
- 4.2. A resource consent application was lodged in 2022 for the two-storey building at 190 High Street, Rangiora. The application was processed under the rules contained in the Operative District Plan, because the new rules in the Proposed District Plan did not have

legal effect at the time. This was because there were submissions which opposed the Proposed District Plan in its entirety, and also a submission which specifically related to a proposed rule about on-site bin storage.

- 4.3. The Operative District Plan does not contain any rules requiring the provision of bin storage areas for new buildings or developments in Rangiora town centre commercial areas.
- 4.4. Although the Operative District Plan does not require businesses to provide space for waste storage, it is noted that most business premises have space at the rear which is used for waste storage. This is because the Operative District Plan previously required on-site car parking to be provided, so buildings couldn't occupy the whole of the site. Some businesses provided waste storage areas in conjunction with parking areas, and some simply used a parking space for storing bins. However, in 2020, the National Policy Statement on Urban Development required Council to remove car parking requirements from our Operative District Plan. Consequently, on-site car parking spaces are no longer required.
- 4.5. While there are no specific rules relating to bin storage in the Operative District Plan, this does not make the responsibility for the storage of rubbish for commercial tenancies a Council matter to resolve. A developer can choose to provide rubbish storage to adequately plan for the future needs of their tenants within a new build, especially if building up to (or near) the full footprint of a property's boundaries.
- 4.6. It is noted that once the decisions on the Proposed District Plan are released in mid-July 2025, new rules requiring bin storage will have legal effect. Then all new commercial buildings will need to provide a waste management area for the storage of rubbish and recycling of at least 5m<sup>2</sup> with a minimum dimension of 1.5m.

*Building Code and Building Consent Provisions:*

- 4.7. Clause G15 Solid Waste of the Building Code requires that buildings have space and facilities for the collection, and safe hygiene holding prior to disposal, of solid waste arising from the intended use of the buildings. Kerbside collection waste related to commercial tenancies within any building – waste, recycling and organics – would fall within the scope of this Building Consent rule.
- 4.8. There are no specified storage size requirements for solid waste within G15/ASI for commercial buildings. However, where provision is made within buildings for the collection and temporary holding of solid waste, the space provided must be (G15.3.1 sub-clause):
  - Of sufficient size for the volume of waste and frequency of disposal.
  - Provided with reasonable access for the depositing and collection of waste.
  - Capable of maintaining sanitary conditions having regard to the types of waste and storage containers.
  - Capable of maintaining the appropriate temperature for the type of waste stored.

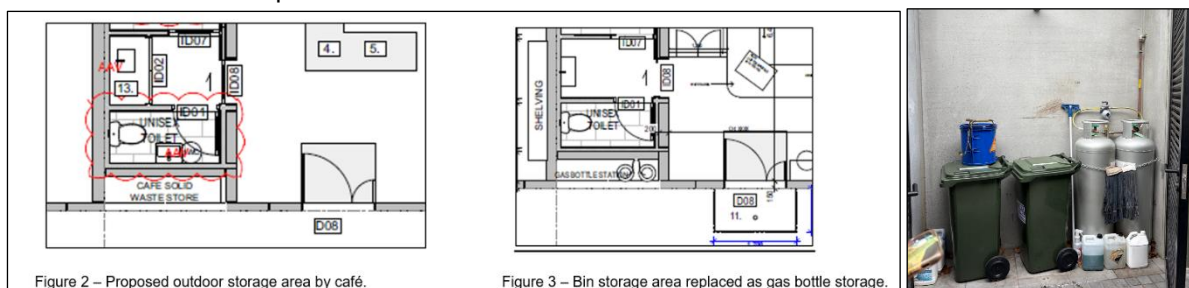
While Council Building Unit staff don't generally assess the potential number of waste management bins that might be required to service proposed tenancies as part of any Building Consent application process, the requirement for solid waste storage at 190 High Street was addressed in the initial Request-For-Information (RFI) sent back to 190 High Street's development team following receipt of their Building Consent application. In a correspondence note to the development team from the Council's building consent staff, it was noted that:

*"It is a requirement to provide space for solid waste. Please show location of solid waste storage complete with adequate size including access for collecting and disposal"*

The response submitted back to the Council's Building Unit was:

*"Tenancies to have own designated spots within tenancies and bins will be taken out to Blake Street for collection. Café tenancy has their own bin space down the laneway (cutout by bathroom) [Figure 2]."*

- 4.9. When the café (tenanted by Crema Café & Roastery) fitout was being developed and a gas bottle storage area was required, the external waste storage area was principally taken over as storage area for this purpose [Figure 3], therefore Building Unit staff presumed that solid waste storage for the café would be made available within the café premises by the developer.



- 4.10. It was noted by Council's Building Consent staff that some of the tenancy footprints within the design plans for 190 Hight Street did allow for staff kitchen facilities and/or general storage areas which could be used or repurposed to support rubbish storage, providing they meet the legal requirements of G15.3.1.

#### *Kerbside Collection Rates:*

- 4.11. Council collects rates to support the provision of kerbside collection services for commercial tenancies in town centre environments. The rates are calculated based on the number of separately used or inhabited parts of the rating unit for each property (i.e., individual tenancies) and are a compulsory charge for each property within the collection area. Recycling bins are the main compulsory rate against a title, and rubbish or organic bin collection are an opt-in service. The annual fixed charge per rating unit (i.e., compulsory recycling bin charge) is \$118. Separate rating units are charged the compulsory fee whether they opt-in for recycling collection or not.
- 4.12. The minimum annual rates for the development at 190 High Street would be \$1,180, which equates to \$118 per each of the ten (10) tenancies. Each of the tenancies can also opt-in for solid waste or organic kerbside collection at an additional per bin charge. If a tenancy wanted all three bins – recycling, solid waste and organics – the charge would be a minimum \$324.70 per tenancy (and potentially higher if opting in for larger bins, where available). All charges would sit under the overall rating bill for the property.
- 4.13. Council's Rating Unit (in conversation with the Solid Waste Unit) are still working through the rubbish rates that will be applied to the property at 190 High Street. The historical rate (relating to charges for five recycling bins only) is currently being applied despite there being ten tenancies in the building which is the minimum rating requirement, i.e., presuming no other tenancies required solid waste and organic bins. The kerbside collection point for 190 High Street bins is located on Blake Street [figure 4].



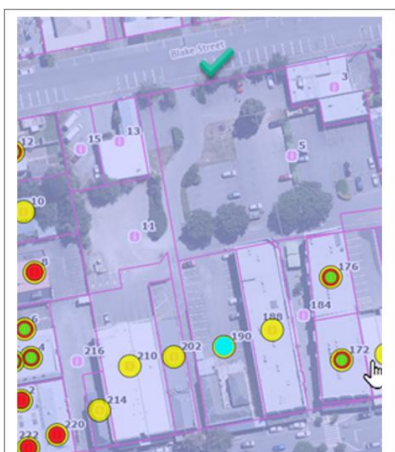


Figure 4 – Blake Street collection point (green tick)

- 4.14. At present, it is undetermined how many of the tenancies at 190 High Street might require kerbside bin collection services. But the Solid Waste Unit has been approached by at least four tenancies who have previously expressed an interest in rubbish storage provision, presumably related to Council's kerbside collection services. Council staff in the Solid Waste and Rates teams are currently working to resolve this so that the full rates are appropriately charged in due course.
- 4.15. An average 80 litre bin requires about 0.25sqm in floor space (when accounting for the lid size). Three bins would take up approximately 0.75sqm in floor space for each tenancy. Therefore, depending on the number and size of bins required, it is possible that some of the tenancies (particularly the offices) have existing areas that could accommodate and store Council's kerbside collection bins.

*Bulk Waste Storage Compounds:*

- 4.16. Council currently provides a rolling Licence to Occupy (LTO) Agreement and access to public land for one privately managed bin compound located in the Blake Street carpark. The LTO Agreement is with the owner of 188 High Street, for their tenants' waste and recycling bins. The compound provides space for the tenants' large skips and kerbside collection bins, previously accommodated on the land at 190 High Street (before it was developed). Land was historically made available due to significant bin storage issues related to the Conway Lane development, where bin storage was not accommodated within the original development footprint.
- 4.17. This was because at that time, it was intended that Stage 2 of the wider North of High Development Concept would provide rubbish and services areas as part of a retail / carparking building within the precinct. For a number of reasons previously reported to Council, Stage 2 did not progress meaning a waste and recycling bin area was not provided. It was intended that the LTO for the waste compound on public land was a temporary solution until the developer provided their own permanent storage solution for waste and recycling bins for their property at 188 High Street. Therefore, the circumstances surrounding the provision of the LTO for waste bins for 188 High Street were unique and not a standard or expected Council response. The LTO includes provision for Council to cancel the agreement with three months' notice. The compound sits on approximately 39.4m<sup>2</sup> of land at the site [Figure 5].





Figure 5 – Blake Street carpark private rubbish compound.



4.18. There are other private rubbish compounds located on private land around the Rangiora town centre. Some of these compound examples on private land include:

- (i) The new compound recently built as part of the rear carpark at 210 High Streets (to service tenants at 202 and 210 High Streets). The property owners here have sacrificed tenant / customer private parking to accommodate space to store waste generated by their tenants on private land. The compound provides around 12sqm in floor area. It cost approx. \$9,500 (GST exclusive) to build – fencing (1.5m high x 13.71m in total length) plus the installation. This equates to a cost of \$693+ GST approx. per metre of fencing.



- (ii) The older compound built into the rear carpark at 112 High Street, again on private land that was chosen to be utilised by the property owner to accommodate waste storage, which could have otherwise been used for tenant / customer parking or other uses.



- (iii) Other commercial developments across the town centre in recent years have considered at length and made provision for waste storage areas within their site footprint, either within their buildings or by sacrificing onsite carparks. An example of this is the Burger King development on the corner of High and Ivory Streets in Rangiora.

- 4.19. Generally speaking, while rubbish bin storage is important for businesses and can be managed well, bulk waste storage compounds are generally not considered an 'attractive' part of a town centre, nor the best use of valuable town centre land. If compounds are necessary, they should be accommodated within private property to meet private needs, so as not to compromise public town centre land and its more appropriate use for things like public parking and pedestrian amenity. These reasons, as well as important precedent considerations, are explored in more detail 4.20 below.

*Town Centre Outcomes and Precedent Considerations:*

- 4.20. It might be suggested that a good outcome could be achieved through a Council managed and built compound on public land to accommodate waste storage for 190 High Street. However, there are a number of implications for Council if it was to consider this course of action as a "response" to any perceived private property rubbish storage issues, as follows:
- (i) There is very limited public land available in the Rangiora town centre that is suitable for this purpose. Most likely, in the case of providing a storage solution for 190 High Street, Council would need to remove public carparks within the existing Council owned Blake Street off-street carpark to support the build of a rubbish compound, i.e., likely around 3-4 carparks. This off-street parking facility experiences among the highest peak occupancies at present and is subject to a wider reconfiguration project (signalled in the Parking Management Plan) to create additional capacity. This is to help meet expected significant demand for additional parking spaces required in the Rangiora town centre due to growth as signalled through the Parking Management Plan project.
  - (ii) The compound itself, depending on a potential location, may be some distance from the affected tenancies (if located in the off-street carpark), meaning tenants may be disincentivised to regularly collect kerbside collection bins from the street (after rubbish collection day) and store them back in the compound. This could result in adverse amenity outcomes and potential safety issues for pedestrians navigating footpaths, as bins are left unattended.
  - (iii) Compounds themselves are not necessarily an attractive feature within a town centre environment, and this sort of activity is not the 'highest-and-best-use' of public land.

- (iv) Council currently has no budget to provide additional commercial rubbish collection services for our town centres over and above our existing kerbside services provision. Staff from the Solid Waste Unit have investigated this previously (in relation to the rubbish compound in the Blake Street carpark) and it is not more economical for Council to provide shared skips (located within compounds) for recycling over the current kerbside 240L bin service.
- (v) The cost to build and manage a compound would need to be on-charged to the commercial property owner (with agreement). This would likely include the compound build, annual land-lease and rubbish collection related costs. The charges could be added to the existing rating bill for the affected property or invoiced directly to the property owner through Council's debtor system. However, there would be several administrative, legal and elected member engagement steps that staff would need to undertake to give effect to either of these options.
- (vi) If Council was to resolve the rubbish collection matters for the tenants at 190 High Street (build another compound or potentially look at options to extend the existing Blake Street compound), it would send a message to the development community that Council is accepting responsibility for resolving the rubbish matters of private/commercial developments, i.e., at least those developments built under the Operative District Plan. There are other known areas within the Rangiora town centre where rubbish storage matters have become apparent over the past few years due to complaints and/or the pervasive presence of kerbside collection bins. In providing any resolution to 190 High Street, there may be an expectation from the property owners of other properties to resolve their rubbish storage issues as well.
- (vii) As Council has required that other property owners manage their rubbish onsite within their building and site premises (or otherwise), a Council response to the issues at 190 High Street will likely be viewed unfavourably by these property owners.
- (viii) Staff's advice is that all property owners within the town centre environments should generally be subject to the same rules and expectations around the provision of rubbish storage. Unless there are extenuating circumstances, staff consider that Council should be looking to maintain an equitable response that requires property owners to resolve their tenants' rubbish storage matters within their existing property boundaries and buildings.

- 4.21. Ultimately, it is preferable that all rubbish related to commercial developments is managed within the building footprint, on the developer/property owner's private land, or by other private arrangement, for example, with neighbouring private property owners. It is not Council's responsibility to resolve rubbish storage matters for private developments who are seeking to include commercial tenancies within their buildings. Council has made further provision for this intended outcome through new bin storage rules provided within the Proposed District Plan.

#### **Options Available**

- 4.22. **Option 1 – Maintain that the property owner is responsible for managing their tenants' bin storage onsite at their private premises, or by other means - RECOMMENDED**

This option (which is the recommended option) would mean that Council continues to maintain that the property owner at 190 High Street is responsible for resolving their tenants' rubbish storage needs privately, either within their existing building and/or site

footprint, or by other means, e.g. by agreement with a neighbouring property owner to occupy some land or share waste storage areas.

4.23. *Advantages:*

- Is consistent with all previous discussions that several staff have had with the property owner at 190 High Street regarding storage for waste, which support Council's general position relating to the storage of rubbish in commercial town centre developments.
- Does not set a precedent for other developers of town centre properties by potentially raising an expectation that Council would provide a waste storage solution for private developments / tenants.
- Maintains a stance of equitability toward all developers and commercial property owners.
- All costs for rubbish storage are borne by the property owner and/or tenants.
- Reduces the potential long-term costs for the Council associated with managing and maintaining waste storage facilities.
- Internal rubbish storage creates a more pleasing town centre amenity outcome as external rubbish storage can be unsightly and therefore safeguards the amenity of the town centre environment for businesses and the community.
- Public land is not further apportioned to support rubbish storage and is instead continued to be protected for other high-demand public activities such as carparking and pedestrian amenity, therefore making best use of prime town centre land.
- Encourages developers to consider waste management solutions during the planning and design stages of their projects, promoting more sustainable and responsible development practices.
- Promotes private sector solutions and innovation in waste management.
- Enhances the value and appeal of commercial properties by ensuring they have adequate waste management facilities.

4.24. *Disadvantages:*

- The property owner may view this response as unfavourable.
- Council may continue to receive complaints from the tenants if their bin storage matters are not resolved to their satisfaction by the property owner.

4.25. **Option 2 – Enable privately managed rubbish compound on public land**

This option would involve Council providing access to public land for the private property owner to construct and manage a rubbish compound servicing his commercial tenancies, via LTOs and/or other means. It could also include, by agreement, extending the existing private rubbish compound located in the public Blake Street carpark to accommodate additional bins, noting that staff have previously advised the developer of 190 High Street that the current extent of the compound does not provide sufficient or practical space to accommodate all additional bins related to the tenants at 190 High Street.

In order to fully ascertain whether the existing compound servicing 188 High Street tenants could have capacity to accommodate additional bins for 190 High Street tenants, Solid Waste Unit staff have assessed its storage capacity. To accommodate the volume of rubbish for nine tenancies at 190 High Street and maintain access for the current LTO licensee's tenants (from 188 High Street), solid waste and recycling rubbish could be consolidated into large (4.5m<sup>3</sup>) volume skip bins, while leaving room for some organic wheelie bins within the current compound footprint. However, if also accommodating Postie Plus's collection needs (historically three skip bins / cardboard cages around 3m<sup>3</sup> each), then the compound would need to be extended in length by another 6.5 metres (Figure 6). This would require three car parks on the north of the compound to be removed

to enable rubbish collection truck manoeuvrability/servicing along the extended length. This scenario would require that the site would be serviced (cleared weekly) by commercial collection services and not Council, due to the costs and different nature of the bins involved – it is not feasible to accommodate Council provided bins in the space for the existing (188) and other (190) tenants due to space constraints. All fees for the commercial services would need to be covered privately (by the developers/property owners at 188 and 190 High Street and/or their tenants). Even if they don't use Council's recycling service, they will still be charged a \$118 fee per separate tenancy in addition to what they pay for commercial collection. This is a mandatory charge based on how the Council collects rates under the rating legislation.

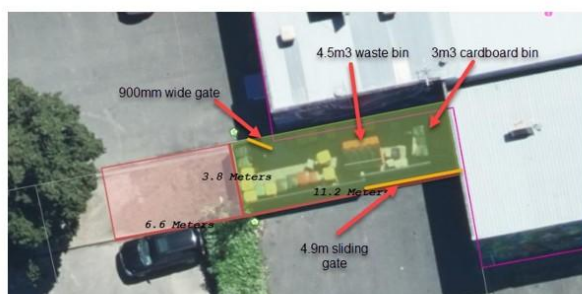


Figure 6 – Extended Blake Street carpark rubbish compound

#### 4.26. *Advantages:*

- The cost to build, maintain and service the compound would be met by the property owner(s).
- Council could collect land rent at a to-be-determined market rate as part of any land access agreement. If existing carparks are repurposed to support a compound, a suitable land rent rate per carpark would be on-charged to the property owner(s) seeking to utilise them for a compound. Based on per carpark lease examples on private Rangiora town centre properties, this could be in the range of \$500 to \$1,000 per carpark per year, or more. May limit Council's exposure to future complaints from affected commercial tenants about inadequate bin storage at their sites.
- Would likely be welcomed by the property owner of 190 High Street and the tenants.

#### 4.27. *Disadvantages:*

- Public land (most likely, off-street carparks in the Blake Street carpark) would need to be repurposed to support rubbish storage for the tenants at 190 High Street, when carparks in this location are already in high demand / high occupancy – the wider community generally does not favour a reduction in public carparking as this would have negative impacts on access to town centre businesses.
- Rubbish compound storage is not the highest value and best use of public land.
- Is inconsistent with previous discussions held with the property owner regarding private storage of waste and does not maintain a stance of equitability towards all developers and commercial property owners, as Council has previously signalled that property owners are responsible for resolving their tenants' rubbish storage matters onsite within their property boundaries.
- A compound, if not managed and maintained well, may result in poor amenity and environmental outcomes for the town centre, potentially leading to community complaints directed at Council.
- There might be resistance from the community or local businesses who do not want rubbish compounds near their premises.
- Sets a precedent that Council accepts responsibility for resolving rubbish storage issues for developments, which could lead to future requests for such as solution

from other property owners, which would further reduce public land for other critical purposes such as carparking. To some degree, it removes the culpability from the developer for not adequately considering their commercial tenants' bin storage needs as part of their building design and consenting process.

- Appropriately setting up and managing the necessary arrangements carries with it some staff time and therefore cost implications.
- If looking to extend the existing rubbish compound located in the Blake Street carpark area to also accommodate bins for 190 High Street:
  - public carparking capacity (north of the compound) would need be reduced by at least three parks to accommodate commercial rubbish collection services, i.e., if providing additional storage capacity to service Postie Plus; Council's regular parking surveys show that the Blake Street carpark experiences high parking demand / occupancy at peak times and a loss of existing parks would further exacerbate this.
  - while it is an option to charge to lease (as discussed in 4.26) any required (at least three) carparking spaces to enable the existing rubbish compound to be extended, this sets a precedent that Council is open to leasing public carparks to businesses for exclusive use. This is undesirable and Council has on previous occasions declined requests from businesses seeking to lease public carparks for private use. This approach has protected Council's public parking asset for continued access for town centre shoppers / users which supports business activity in the town centre and does not compromise Council's level of service to the community.
  - the current LTO arrangement for the Blake Street rubbish compound would need to be amended on consultation with the current LTO licensee to consider and reflect the tenants' needs at 190 High Street, alongside those from 188 High Street. The compound was installed and is owned by the property owner of 188 High Street. The existing licensee would need to agree to the changes and any proposed subsequent arrangements – it is considered likely they may not favour this option, particularly because it would require them to switch to commercial rubbish collection services and associated costs and reduce space to be used by their tenants in the compound.
  - it is possible that other property owners / tenants located within the North of High area would seek an option to accommodate bins in an extended compound also (setting up a precedent), which would have further space, amenity and public parking reduction consequences, and/or set a precedent of Council reversing a building consent condition that could be sought by other property owners in the area.
  - it would compromise the intent for the existing compound discussed in 4.17 of this report, due to unique circumstances surrounding the provision of the LTO for waste bins for 188 High Street, and clarity that it is not a standard or expected Council response.

#### 4.28. **Option 3 – Council managed rubbish compound on public land**

The option would involve Council constructing and managing a rubbish compound for the tenants at 190 High Street on public land (most likely within the Blake Street off-street carparking area).

#### 4.29. *Advantages:*

- Council could manage and maintain a compound well to ensure quality amenity outcomes for the town centre.

- Opportunity to build an attractive example of a compound by, for example, creating public art (murals) on any compound fencing, landscaping etc, which may become an attractive feature in the town centre.
- The cost to build, maintain and service a compound could be on-charged to the affected property owner and/or tenants.

4.30. *Disadvantages:*

- The same disadvantages as those listed at clause 4.27.
- If a precedent is set and further Council built and managed rubbish compounds occur in the town centre(s), then managing multiple compounds across different locations could increase administrative workload and complexity for the Council.
- There may be public perception issues if the compound (and other future compounds) is seen as unsightly or if there are concerns about the use of public funds for such a project(s).

**Staff recommendation based on the available options**

- 4.31. Staff are recommending adoption of **Option 1**, which is to maintain that the property owner of 190 High Street is responsible for managing tenants' bin storage onsite at their private site premises, or by other private means such as by agreement with a neighbouring property owner to occupy some land or share waste storage areas on private land.
- 4.32. This option is preferred because it continues to safeguard the use of public land for other high-demand activities such as off-street carparking and pedestrian amenity, and as such makes best use of prime town centre land. Option 1 supports positive town centre amenity and hygiene outcomes, and maintains a stance of equitability toward all developers and commercial property owners. Option 1 supports Council's general view that property owners are responsible for resolving their tenants' rubbish storage matters onsite with their private property boundaries. Lastly, it ensures Council does not set up a future expectation within the development community that Council will resolve rubbish storage matters where they exist for commercial tenancies, and avoids setting up a precedent that carries risks that other current or future development proposals may seek a similar Council enabled / provided solution which could compromise more valuable Council owned public land.

**Implications for Community Wellbeing**

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Unsightly rubbish compounds in the public realm may adversely impact upon the community and its sense of positively/wellbeing associated with the town centre environments.

- 4.33. 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. Tenants affected by inadequate onsite rubbish storage at their commercial premises will likely be interested in the outcome of this report. If the recommended Option 1 is approved, then commercial tenants will need to resolve rubbish storage matters with their property owner or landlord. This may result in complaints directed toward Council, or a request for a resolution, if the matters are not being adequately addressed to the tenants' satisfaction by the property owner.



### 5.3. Wider Community

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. Unsightly rubbish compounds in the public realm may adversely impact upon the community and its sense of positively/wellbeing associated with the town centre environments.

## 6. OTHER IMPLICATIONS AND RISK MANAGEMENT

### 6.1. Financial Implications

There are potential financial implications of the decisions sought by this report. This budget is not included in the Annual Plan/Long Term Plan.

If there is a preference for a Council managed response (Option 3 – Council managed rubbish compound on public land) then the costs for building, maintaining and servicing any private-use rubbish compound on public land would initially be borne by the Council. However, these costs would be recoverable through a system (rates/invoicing) that seeks to on-charge the costs to the property owner of the affected commercial tenancies. A subsequent report would need to be prepared seeking a Council resolution to identify the budget for related expenses.

Option 2 (enabling a privately managed compound on public land) would bear some staff time and therefore some operational cost implications.

Option 1 (maintain that the property owner is responsible for managing their tenants' bin storage onsite at their private premises, or by other means) – the preferred Option – has no financial implications.

### 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. The risks associated with the recommended Option 1, include:

#### *Escalated Feedback from Property Owner:*

- **Risk:** The property owner may continue to seek Council intervention to resolve bin storage issues.
- **Mitigation:** Maintain clear and consistent communication with the property owner and provide guidance on potential solutions within the property boundaries.

#### *Tenant Complaints:*

- **Risk:** Tenants may continue to express concerns if their bin storage needs are not adequately addressed by the property owner.
- **Mitigation:** Encourage tenants to collaborate with the property owner and provide information on waste management responsibilities.

#### *Adverse Town Centre Amenity Outcomes:*

- **Risk:** There is a potential for negative impacts on town centre amenity if bins are left on footpaths due to insufficient storage facilities within the premises.
- **Mitigation:** Monitor compliance and enforce waste management regulations.

#### *Health and Safety:*

- **Risk:** While there are no significant health and safety risks identified, improper waste storage could potentially lead to minor health and safety concerns, such as pest infestations or trip hazards.



- **Mitigation:** Ensure that waste storage solutions comply with health and safety regulations. Provide guidance to property owners and tenants on maintaining sanitary conditions.

By addressing these risks proactively, the Council can ensure effective implementation of the recommended option, maintaining town centre amenity standards while avoiding the more significant risk of setting a precedent for solving town centre commercial waste storage issues.

#### 6.4 **Health and Safety**

There are no significant health and safety risks arising from the adoption/implementation of the recommendations in this report.

## 7. **CONTEXT**

### 7.1. **Consistency with Policy**

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

### 7.2. **Authorising Legislation**

Nil

### 7.3. **Consistency with Community Outcomes**

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

- Environmental:
  - The natural and built environment in which people live is clean, healthy and safe
- Economic:
  - Enterprises are supported and enabled to succeed
  - Infrastructure and services are sustainable, resilient and affordable

### 7.4. **Authorising Delegations**

The Utility and Roading Committee has the delegated authority to adopt an Option pertaining the use and function of Council land relating to waste storage.

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR INFORMATION****FILE NO and TRIM NO:** IFR-15-04/250502076463**REPORT TO:** UTILITIES & ROADING COMMITTEE**DATE OF MEETING:** 17<sup>th</sup> June 2025**AUTHOR(S):** Melanie Liu – Infrastructure Resilience Manager  
Kalley Simpson – 3 Waters Manager**SUBJECT:** Infrastructure Resilience Fund Proposed Projects for 2025/26 and Work Planning following the May 2025 Flood Event**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)

General Manager



Chief Executive

**1. SUMMARY**

1.1. The purpose of this report is to notify the Committee of:

- proposed projects under the Infrastructure Resilience Fund for 2025/26 financial year
- work planning for Infrastructure Resilience Team following the May 2025 flood events

1.2. An Infrastructure Resilience Fund budget of \$20 million over 10 years was approved as part of the 2024–2034 Long Term Plan. This funding is intended to support improvement works identified after recent flooding events, as well as risk and resilience projects arising from future events. There is no intention to request an increase of the budget as a result of the May 2025 flood event.

1.3. As part of the draft 2025/26 Annual Plan, staff have allocated \$1.5 million to the Infrastructure Resilience Fund for the 2025/26 financial year. This budget is distributed among three existing and eight new drainage improvement projects. These new projects were generated both from the service requests received because of the 2023 flooding event as well as upgrades identified from catchment investigations and assessments. They were prioritised based on community impact, flooding consequences, cost considerations, effectiveness and value of interventions, historical records, and resource availability. They are listed as follows:

- MacDonalds Lane, Waikuku
- Power Road, Flaxton
- Park Terrace, Waikuku Beach
- Mairaki Road, Fernside
- Mill Road, Ohoka
- Tram Road, Whites Road & Edmunds Road, Ohoka

- Island Road, Kaiapoi
  - Queens Avenue, Waikuku Beach
- 1.4. The three existing projects continuing from 2024/25 are Church Bush Road, Tuahiwi, Waikuku Beach Road, Waikuku and Threlkelds Road, Ohoka.
  - 1.5. A rain event occurred over the period of 29th April to 2nd May 2025 in the Canterbury region, which resulted in high rainfall at some parts of the district, for example, 130mm rainfall in Rangiora from Tuesday morning until Thursday midnight. This event was estimated to range from a 17-year event for Woodend to a 2.7-year event in Oxford.
  - 1.6. A total of 181 service requests were received relating to the May 2025 flood event. They have been collated, triaged and categorised. 49 investigations and 90 maintenance tasks have been identified to address the issues raised in the service requests. Multiple service requests have been grouped into one maintenance task or investigation depending on the cause of the issues. The Infrastructure Resilience Team will undertake the investigations and maintenance checks and coordinate any maintenance works with the Roding and 3 Waters operations teams.
  - 1.7. It is expected that there will be additional improvement projects identified from the 49 investigations. These additional projects will be re-prioritised together with the proposed projects to develop an updated list of projects to be designed and constructed in the 2025/26 financial year. This list will be reported to Utilities and Roding Committee as the 49 investigation and 90 maintenance checks have been completed over the coming months.
  - 1.8. The progress of the proposed projects in the Infrastructure Resilience Fund for 2025/26 will be reported quarterly to the Audit & Risk Committee as part of the capital works programme. Any over-spend from an individual project will be funded from the planned contingency.

## 2. **RECOMMENDATION**

**THAT** the Utilities and Roding Committee:

- (a) **Receives** Report No. 250502076463.
- (b) **Notes** that the current budget of \$1,500,000 has been approved for Infrastructure Resilience Fund for 2025/26.
- (c) **Notes** the 2025/26 proposed projects for Infrastructure Resilience Fund. The projects are listed as follows:
  - Church Bush Road, Tuahiwi
  - Waikuku Beach Road, Waikuku
  - Threlkelds Road, Ohoka
  - MacDonalds Lane, Waikuku
  - Power Road, Flaxton
  - Park Terrace, Waikuku Beach
  - Mairaki Road, Fernside
  - Mill Road, Ohoka
  - Tram Road, Whites Road & Edmunds Road, Ohoka
  - Island Road, Kaiapoi
  - Queens Avenue, Waikuku Beach

- (d) **Notes** that it is expected there will be additional projects identified from the investigations underway as a result of the May 2025 flood event. The proposed projects and the additional projects will be re-prioritised to form an updated list of proposed projects in the financial year 2025/26.
- (e) **Notes** that any changes to the list of proposed projects for the 2025/26 financial year will be reported to the Utilities and Roding Committee for approval.
- (f) **Notes** that further updates on the May 2025 flood event and progress with 49 investigations and 90 maintenance checks will be reported to the Utilities and Roding Committee over the coming months.
- (g) **Notes** that a report providing the progress of the projects under Infrastructure Resilience Fund for 2024/25 financial year will be submitted to the Utilities and Roding Committee in August 2025.
- (h) **Circulates** this report to the Community Boards for information.

### 3. **BACKGROUND**

- 3.1. In the aftermath of the July 2023 rainfall event, 88 investigations and 24 immediate works were identified and being progressed in 2024/25 financial year. The report addresses the future improvement works identified from these investigations.
- 3.2. There are existing budgets planned for some projects, e.g., Lilly Road Diversion of the Dockey Creek; however, where no specific budget exists, it is proposed to use the Infrastructure Resilience Fund.

### 4. **ISSUES AND OPTIONS**

- 4.1. A key purpose of the Infrastructure Resilience Fund is to implement risk mitigation and resilience enhancement projects identified for future events. Since its establishment in October 2024, the Infrastructure Resilience Team has been undertaking the required recovery work from 2022 and 2023 events.
- 4.2. The eight projects were selected from the remaining recovery work after the 2022 and 2023 flooding events. They have been budgeted for 2025/26 under the Infrastructure Resilience Fund. It is noted that these projects were selected prior to the May 2025 flood event. The projects are listed in Table 2 below.

**Table 1 Proposed Projects for 2025/26 Infrastructure Resilience Fund**

| Project                                      | Estimated Budget   |                    | Construction      |
|--|--------------------|--------------------|-------------------|
|  | 2025/26            | 2026/27            |                   |
| Church Bush Road, Tuahiwi                    | \$100,000          |                    |                   |
| Waikuku Beach Road, Waikuku                  | \$150,000          |                    |                   |
| Threlkelds Road, Ohoka                       | \$50,000           | \$250,000          |                   |
| MacDonalds Lane, Waikuku                     | \$300,000          | -                  | 2025/26           |
| Park Terrace, Waikuku Beach                  | \$150,000          | -                  | 2025/26           |
| Mairaki Road, Fernside                       | \$150,000          | -                  | 2025/26           |
| Mill Road, Ohoka                             | \$100,000          | -                  | 2025/26           |
| Tram Road, Whites Road & Edmunds Road, Ohoka | \$100,000          | \$300,000          | 2025/26 – 2026/27 |
| Island Road, Kaiapoi                         | \$50,000           | \$100,000          | 2026/27           |
| Queens Avenue, Waikuku Beach                 | \$50,000           | \$350,000          | 2026/27           |
| Power Road, Flaxton                          | \$50,000           | \$80,000           | 2026/27           |
| Contingency                                  | \$285,000          | \$324,000          | -                 |
| <i>Unallocated*</i>                          | -                  | \$951,750          | -                 |
| <b>Total</b>                                 | <b>\$1,570,500</b> | <b>\$2,355,750</b> | <b>-</b>          |

\*: the unallocated budget will be assigned to any projects that come out of the May 2025 investigation work.

- 4.3. The eight projects for 2025/26 were selected from the required recovery work programme, based on community impact, flooding consequences, effectiveness and value of interventions, cost considerations, historical records, and resource availability. An internal prioritisation process was undertaken by use of project background and institutional knowledge from key Council staff. For example, house flooding was prioritised over land flooding. Wider consultation with communities were not conducted. Table 3 below presents the proposed works and benefits of the selected projects.

**Table 2 Scope and Benefits of Proposed Projects**

| Project                                      | Indicative scope  | Benefits   |
|--|---|--|
| Church Bush Road, Tuahiwi                    | Drain regrading and private culvert upsizing on the lower reaches of the Tuahiwi Stream   | Mitigate flooding issues in the area                                 |
| Waikuku Beach Road, Waikuku                  | Drainage improvements near the SH1 / Waikuku Beach Road intersection  | Improve road safety and reduce property flooding                     |
| Threlkelds Road, Ohoka                       | Further assessment of options to improve the drainage and potentially reduce the flooding at this location.   | Improve accessway and road safety and reduce property flooding       |
| MacDonalds Lane, Waikuku                     | Reinstate drainage channel through 1450 Main North Road. Install new roadside swale on SH1 to Waikuku Stream including a commercial vehicle crossing and realigning footpath.   | Mitigate flooding issue at 1450 Main North Road and surrounding area |
| Park Terrace, Waikuku Beach                  | Install reticulation from 85 Park Terrace to the existing reticulation at 67 Park Terrace. Install reticulation on opposite of road, connecting into 67 Park Terrace reticulation, approx 280 m of reticulation and 18 vehicle crossings. | Improve flood flow efficiency  |
| Mairaki Road, Fernside                       | Install new 1.5 x 2.5 x 7 m box culvert under road. Install reinforced secondary flow path over road.   | Upsized culvert to provide better performance                        |
| Mill Road, Ohoka                             | Upgrade the culverts under Whites Road. Maintain drain and remove restrictive vegetation.   | Mitigate flooding issues in the area                                 |
| Tram Road, Whites Road & Edmunds Road, Ohoka | Install new large diameter/box culvert under Whites Road. Install new large diameter/box culvert under Edmunds Road and/or divert flows through farmland via a paper road.  | Improve flow efficiency and mitigate flooding issue                  |
| Island Road, Kaiapoi                         | Upgrading the culverts in Cosgrove Drive  | Upsized culvert to provide better performance                        |
| Queens Avenue, Waikuku Beach                 | Install new 300mm pipe in Queens Ave from Allin Drive to Kings Ave.   | Reduce the flooding issue in Queens Avenue                           |

|                     |   |                           |
|---------------------|---|---------------------------|
| Power Road, Flaxton | Raise the bund or put in side stopbank to help prevent any out of bank flow heading south | Protect downstream houses |
|---------------------|---|---------------------------|

- 4.1. Since setting the above list of project the May 2025 flood event struck the district, with some areas e.g., Rangiora, receiving approximately 130mm of rainfall. A total of 181 service requests were received and the triage process has been completed. 49 investigations and 90 maintenance tasks have been identified to address the issues raised in the service requests. Multiple service requests have been grouped into one maintenance task or investigation depending on the cause of the issues. The Infrastructure Resilience Team will undertake the investigations and maintenance checks and coordinate any maintenance works with the Roding and 3 Waters operations teams.
- 4.2. It is expected that there will be additional projects identified from the 49 investigations. These additional projects will be re-prioritised together with the proposed eight projects to develop an updated list of projects to be designed and constructed in the financial year 2025/26 and 2026/27. This list will be reported to Utilities and Roding Committee as the 49 investigation and 90 maintenance checks have been completed over the coming months.
- 4.3. **The Committee has three options:**
- Option 1** – The Committee notes the proposed eight projects and acknowledges the project list will be re-prioritised after the 49 investigations following the May 2025 flood event are completed.
- This is the recommended option.
- Option 2** – The Committee notes the proposed eight projects and declines further update on the project list. Any project identified from the 49 investigations will be added and re-prioritised in the financial year 2026/27.
- This is not the recommended option.
- Option 3** - The Committee declines the proposed eight projects.
- This is not the recommended option.

### **Implications for Community Wellbeing**

- 4.4. Safe and reliable Roding and 3 Waters infrastructure is critical for wellbeing. 3 Waters infrastructure includes adequate drinking water, wastewater and stormwater drainage for health and Roding infrastructure is required to provide safe egress and enable residents to access goods and services within the community.
- 4.5. The Management Team has reviewed this report and support the recommendations.

## **5. COMMUNITY VIEWS**

### **Mana whenua**

- 5.1. Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report as it relates to impacts on waterways and rivers. Staff will update the Runanga at the executive meetings and where relevant on specific projects or consents engage with Mahaanui Kurataio Limited.

### **Groups and Organisations**

- 5.2. A number of the projects in this report cross over with Environment Canterbury (ECan) in terms of consenting, or in relation to rivers and natural waterways assets and services they

maintain. Staff from ECan and WDC are working to proactively coordinate where necessary.

### **Wider Community**

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

## **6. OTHER IMPLICATIONS AND RISK MANAGEMENT**

### **Financial Implications**

- 6.1. There are no financial implications as a result of the decisions sought by this report, as this budget included in the Annual Plan/Long Term Plan.
- 6.2. The Council has approved \$1.5 million for Infrastructure Resilience Fund for the 2025/26 financial year. Staff have proposed that this fund is allocated to eight drainage improvement projects as listed in Table 2 above. After the 49 investigations are completed, staff will re-prioritise these projects to form an updated list of projects for the distribution of the \$1.5 million.
- 6.3. Any changes to the list of proposed projects for the 2025/26 financial year will be reported to the Utilities and Roading Committee for approval.

### **Sustainability and Climate Change Impacts**

- 6.4. The frequency and severity of flood events is likely to increase due to the impacts of climate change.

### **Risk Management**

- 6.5. There are risks arising from the adoption/implementation of the recommendations in this report.
- 6.6. A risk-based approach has needed to be adopted around the management of any improvements works. Whole of life cost will be considered when agreeing the extent of works and the residual risk due to further rainfall events.

### **Health and Safety**

- 6.7. There are health and safety risks arising from the adoption/implementation of the recommendations in this report.
- 6.8. Physical works will be undertaken to repair flood damage and as per standard process for any physical works, the contractor will be required to provide a Site-Specific Health & Safety Plan for approval prior to work commencing on site.

## **7. CONTEXT**

### **Consistency with Policy**

- 7.1. This matter is a matter of significance in terms of the Council's Significance and Engagement Policy.

### **Authorising Legislation**

- 7.2. The Land Transport Management Act is the relevant legislation in relation to Roading activities.

### **Consistency with Community Outcomes**

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

7.4. 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.

Environmental:

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

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

Economic:

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

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

**Authorising Delegations**

7.5. The Utilities & Roading Committee has the delegation to approve works that are within the Council budgets.



**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-28 / 250529096431**REPORT TO:** RANGIORA-ASHLEY COMMUNITY BOARD**DATE OF MEETING:** 11 June 2025**AUTHOR(S):** Joanne McBride, Roding and Transport Manager**SUBJECT:** Charles Upham Drive Safety Improvements**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)  
General Manager  
Chief Executive**1. SUMMARY**

- 1.1. This report is to seek approval for the following safety improvements to be made on Charles Upham Drive:
  - 1.1.1. Installation of a "Stop" control at the intersection, on the main vehicle exit from the retirement village (*refer to Figure One below*).
  - 1.1.2. Removal of one carpark on Charles Upham Drive, immediately adjacent to the retirement village entrance on the north-east side of the road and the installation of 6m of No Stopping lines in place of the carpark (*refer to Figure Two below*).
- 1.2. Safety concerns have been raised both via service request and also by members of the Charles Upham Residents Committee regarding a number of safety issues including:
  - Safety of residents using the road crossing immediately outside the village, including a request for the current build out to be removed, and then a pedestrian crossing or pedestrian refuge installed.
  - Speed of vehicles using Charles Upham Drive since the new road connected through to Huntingdon Drive.
  - Visibility restrictions due to parking, for vehicles exiting the main retirement village entrance.
- 1.3. The Mayor, Roding Portfolio Holder, Rangiora-Ashely Community Board Chair and staff recently met with the Residents Committee representatives and the Manager of the Retirement Village to discuss the concerns raised and possible areas where safety improvements could be made.
- 1.4. One of the key issues identified related to residents accessing the retirement village via the main vehicle entrance on Charles Upham Drive, and the lack of visibility, particularly to the north.
- 1.5. A review of the sight lines was carried out and visibility was observed to be restricted due to parking. As such it is recommended that one carpark be removed to improve visibility.
- 1.6. It was also observed that there was a lack of clear motorist direction as vehicles exit the village, which is likely contributing to drivers sitting too far back at the intersection, further impacting visibility. Installing an intersection control in this location would provide clear guidance for where drivers need to position themselves to assess oncoming traffic as they approach Charles Upham Drive.
- 1.7. The most recent traffic count undertaken on Charles Upham Drive was carried out in May 2024, and had an 85<sup>th</sup> percentile speed of 47km/h.

## 2. **RECOMMENDATION**

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 250529096431.
- (b) **Approves** a “Stop” control being installed at the Charles Upham Drive / Retirement Village entrance intersection as shown in Figure One below.

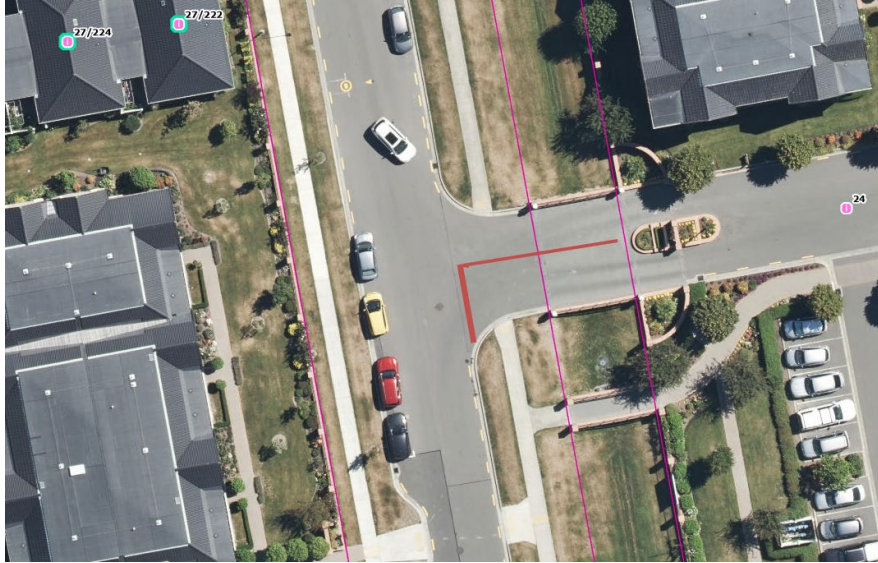


Figure One – Intersection Control at Charles Upham Drive / Retirement Village Entrance.

- (c) **Notes** the intersection control will be located within the Road Reserve.

**AND**

**THAT** the Rangiora-Ashley Community Board recommends:

**THAT** the Utilities and Roading Committee:

- (a) **Approves** the removal of one carpark, and the installation of 6m of No Stopping, on the north-east side of Charles Upham Drive and the Retirement Village entrance as shown in Figure 2 below.

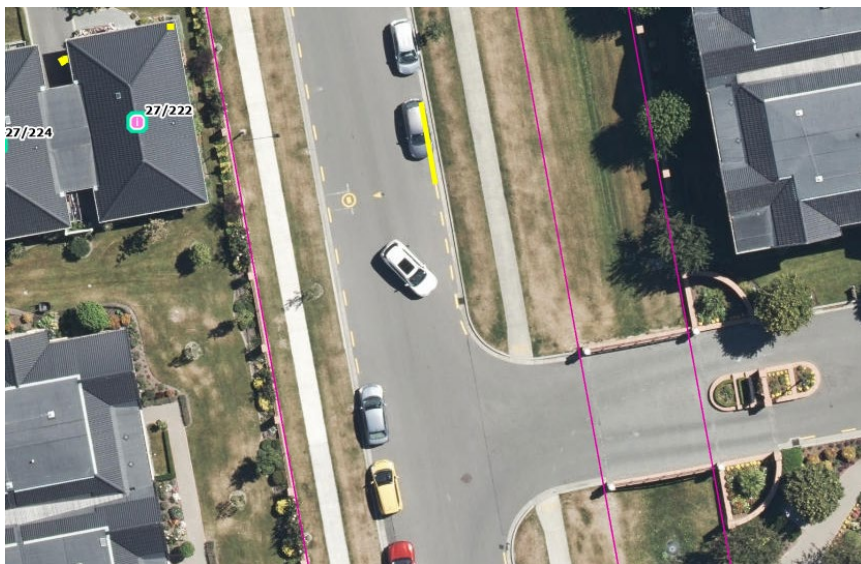


Figure Two – Removal of one carpark to the north of the retirement village (eastern side of road).

### 3. **BACKGROUND**

- 3.1. Charles Upham Drive is a busy road, carrying around 1361 vehicles per day (ADT across a 7-day week).
- 3.2. In late 2023 the construction of the road extension was completed, and the road which previously had primarily only served the Village was opened up with a new connection through to Huntingdon Drive. This has resulted in increased through movements.
- 3.3. A number of concerns have been raised via service request and also by members of the Charles Upham Residents Committee related to safety issues on Charles Upham Drive.
- 3.4. These issues include:
  - Concerns for the safety of residents crossing the road between the village and the apartments.
  - Requests to install a pedestrian crossing or a pedestrian refuge.
  - Concerns about the speed of vehicles travelling along Charles Upham Drive since the opening of the new road through to Huntingdon Drive.
  - Concerns about restricted visibility due to parking for vehicles exiting the main retirement village entrance.
- 3.5. Several meetings have been held to discuss these concerns.
- 3.6. Most recently, the Mayor, Roding Portfolio Holder, Rangiora-Ashely Community Board Chair and staff met with the Residents Committee representatives and the Manager of the Retirement Village to discuss the issues raised and possible areas where safety improvements could be made.
- 3.7. A small number of minor changes are able to be progressed. This includes relocating two warning signs off street light poles and onto their own poles in more conspicuous locations, and the installation of pedestrian hold rails at the crossing point are currently underway.
- 3.8. It is proposed to install a centreline along the section of Charles Upham Drive between Oxford Road and Chatsworth Avenue, to clearly delineate the lanes through this area which has a high demand for on-street parking.
- 3.9. The centreline will be marked in two stages.
  - Stage One – North of the Pre-School to Chatsworth Avenue will be undertaken once a decision is reached on removal of the carpark to the north of the village entrance, as this impacts the alignment of the centreline in this location.
  - Stage Two – Oxford Road to North of the Pre-School will need to be coordinated with the proposed work to install a pedestrian refuge at the crossing point near the Pre-School (as included in the Capital Works Programme Report and Minor Safety programme). As such this would not progress until a formal decision was made by Utilities and Roding on the adoption of the proposed Programme.
- 3.10. A lack of visibility, particularly to the north of the village entrance, has been identified as a key issue for residents leaving the village. A review of the sight lines has been undertaken, and visibility was observed to be restricted due to on-street parking.
- 3.11. The Traffic Control devices Manual requires the following in terms of sign lines for a Stop control:

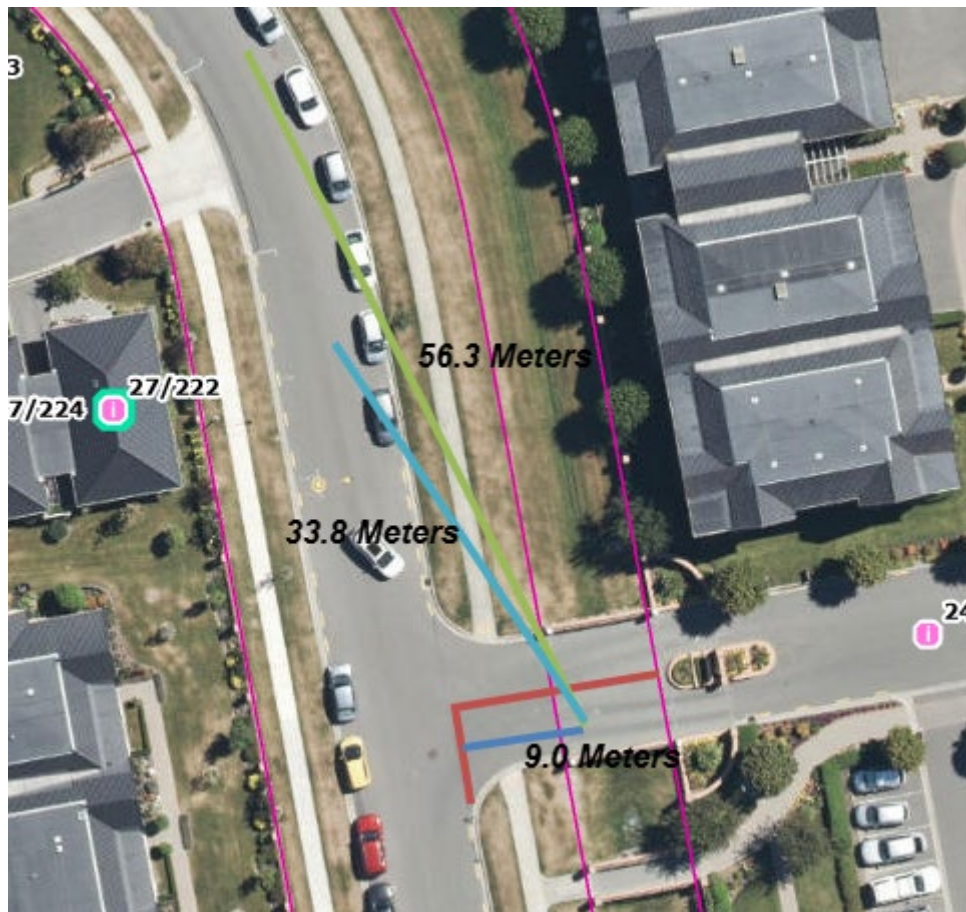
#### **4.1.2. Stop control**

A stop control:

- Should be provided:
  - Where, at a point 9 m from the limit line, on a controlled approach to the intersection a lack of visibility means that a driver could not see a vehicle on an uncontrolled approach at a distance (in metres) of 1.2 times the numeric value of the 85<sup>th</sup> percentile speed (in km/h) of vehicles on the uncontrolled approach(es). This criterion applies to all vehicles (including cycles) on all uncontrolled approaches.



- 3.12. While the removal of one carpark will improve visibility, this intersection will still require a Stop control, as the required sight distance of 56.4m cannot be achieved.



- 3.13. There is a balance to be achieved with the high on-street parking demand in the wider area, and there was not support for further car parking removal at this time from the Retirement Village Management. The intersection can be adequately managed with a Stop intersection control, as recommended in this report.



Photo One – Current sight lines looking north from the retirement village exit.

- 3.14. Traffic counts have been previously undertaken on Charles Upham Drive with the most recent carried out in May 2024. This traffic count site was located near the pedestrian crossing point just south of the main village entrance and showed that the 85<sup>th</sup> percentile speed was 47km/h.

#### 4. **ISSUES AND OPTIONS**

- 4.1. Charles Upham Drive around the main entrance to the retirement village is a busy area, in terms of the on-street parking which occurs and vehicles entering and exiting the village.
- 4.2. The activity in the area can lead to increased cognitive demand for drivers who are negotiating the entrance, and these demands can be higher in aged drivers particularly if slower reaction times or visual impairments exist.
- 4.3. Charles Upham Drive is immediately adjacent to a retirement village, and as such a large number of the users of the road are living within the village, or the apartments alongside.
- 4.4. Increasing sight distance will improve visibility and allow time for those exiting the village to assess oncoming traffic prior to entering the road.
- 4.5. The following options are available to the Community Board:

4.5.1. **Option One: Approve the removal of one carpark, installation of no-stopping and an intersection control.**

This option result in the Community Board recommend that the Utilities and Roothing Committee approve the installation of 6m of no-stopping restrictions to the north of the Village entrance (eastern side of the road) and also approving the installation of a Stop intersection control.

This is the recommended option because it ensures:

- Improved sight visibility for those exiting the Retirement Village.
- Provides clearer guidance for where drivers need to stop as they approach Charles Upham Drive in order to better assess oncoming traffic and increases safety.
- Ensures the traffic control is legally enforceable as the intersection control will be located entirely within road reserve.

4.5.2. **Option Two: Retain the status quo.**

This is not the recommended option as there are safety implications of not improving sight lines and providing clearer guidance for where drivers need to stop as they approach Charles Upham Drive.

#### **Implications for Community Wellbeing**

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

These proposed changes will provide safety improvements to help support safe access for residents using this area.

- 4.6. 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.

Meetings have been held with the Charles Upham Residents Committee representatives and the Manager of the Retirement Village to discuss the safety concerns and possible improvements. Both are supportive of the proposed approach.

## 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 as the impacts of roadside management are considered to be localised and minor in nature.

# 6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

## 6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. There are costs associated with installing no-stopping lines, removing carparking, signage and intersection marking. These costs are estimated to be less than \$1,500 and can be accommodated within existing Road Maintenance budgets.

This budget is included in the Annual Plan/Long Term Plan.

## 6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report are considered to be localised and minor in nature and will not have sustainability 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 that those using the on-street parking may be unhappy about the removal of a carpark. This has been considered and the impacts of the single carpark discussed as part of the wider discussion with the Residents Committee representatives and the Manager of the Retirement Village, and on balance the benefits to safety are considered to outweigh the inconvenience of a carpark loss.

## 6.4. **Health and Safety**

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

Physical works will be undertaken through the Road Maintenance contract. The Road Maintenance contractor has a Health and Safety Plan and a SiteWise score of 100.

# 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. In particular, the following community outcomes are of relevance to the issue under discussion:

***Social: a place where everyone can have a sense of belonging***

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

***Environmental: a place that values and restores our environment***

- The natural and built environment in which people live is clean, healthy and safe.
- Our communities are able to access and enjoy natural areas and public spaces.

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

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

**7.4. Authorising Delegations**

The Rangiora-Ashley Community Board have delegation to consider and report on all matters referred to it by the Council or any matter of interest or concern to the Community Board.

The Utilities and Roding Committee has delegation to consider Roding matters such as the approval of No Stopping restrictions.

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-32-16-08 / 250509081457**REPORT TO:** RANGIORA-ASHLEY COMMUNITY BOARD**DATE OF MEETING:** 11 June 2025**AUTHOR(S):** Aaron Kibblewhite – Senior Project Engineer  
Joanne McBride – Roading and Transport Manager**SUBJECT:** Approval of Proposed Adjustments to Rangiora New World Carpark**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)  
General Manager  
Chief Executive**1. SUMMARY**

- 1.1. This report seeks Community Board approval to make changes to the Ashley Street carpark adjacent to Rangiora New World to address pedestrian safety issues.
- 1.2. Feedback has been received from New World and members of the public regarding incidents of pedestrians tripping over the wheel stops currently in place along the western edge of the parking area.
- 1.3. Previous works have been carried out to improve the conspicuity of the wheel stops and kerb, however reports of tripping has continued and as such further improvements are proposed including an adjustment to the kerb and footpath widening works to enable the removal of the wheel stops.
- 1.4. Improvements to the pedestrian pathway traversing through the carpark are also included in the proposed scope of works.

Attachments:

- i. Proposed Carpark Improvement Plan (TRIM: 250519087645)

**2. RECOMMENDATION****THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 250509081457.

*AND***THAT** the Rangiora-Ashley Community Board recommends:**THAT** the Utilities and Roading Committee:

- (a) **Approves** the proposed plan to adjust and widen the existing concrete pedestrian footpaths and associated kerbs in order to remove the isolated wheel stops.
- (b) **Notes** that there is no change to the total number of parking spaces as a result of this work.
- (c) **Notes** that two wheel-stops will remain at the two southern-most mobility parking spaces as the kerb cannot be changed due to the proximity of the Mobility Parks.



- (d) **Notes** that this work has an estimated cost of \$52,000, which will be funded from the Town Centre Carpark (Ashley Street) Layout Changes Budgets (PJ 102427.000.5133 and PJ 102427.000.5135) with a combined budget of \$150,000.

### 3. **BACKGROUND**

- 3.1. The carpark located at 11a Ashley Street is a council owned and operated town centre carpark servicing Rangiora New World as well as other surrounding businesses such as Domino's Pizza and the businesses operating in Gables Arcade.
- 3.2. A concrete footpath (approximately 1.7m wide) is located on the western edge of the carpark between a garden on one side and row of carparks on the other. The row of carparks includes standard parking spaces, accessible parking spaces, New World online Click and Collect parking spaces, and a trolley bay.
- 3.3. Historically there were issues with parked cars overhanging the footpath reducing the useable footpath width for pedestrians. Especially taking into consideration pedestrians passing each other with trolleys, mobility scooters, strollers, and wheelchairs. To address this wheel stops were installed around 2014.
- 3.4. While addressing the vehicle overhang issue the wheel stops themselves create a tripping risk with multiple incidents being reported by New World Management, of people not seeing them and tripping while walking to/from the footpath.
- 3.5. The wheel stops are standard black and yellow units which are used widely throughout the district.
- 3.6. In 2024 the New World team contacted the Mayor advising that they were experiencing issues with customers tripping over the wheel stops and requesting that changes be made address the safety risk. As a result, additional line marking was painted around each of the wheel stops to improve visibility in the short term and budget was allocated for the more substantial changes proposed with this report.
- 3.7. Since the additional markings have been placed around the wheel stops, staff have received subsequent reports of further tripping incidents resulting in injury.

### 4. **ISSUES AND OPTIONS**

- 4.1. The proposed changes include constructing a new nib kerb approximately 1 metre offset from the existing kerb and widening the concrete footpath. The new kerb will effectively replace the wheel stops and the additional footpath width will allow vehicles to overhang the footpath while not adversely reducing the useable width for pedestrians.
- 4.2. There is also a marked pedestrian pathway running east-west through the main carpark area for pedestrians to have a dedicated safe area to get across the carpark area. This is marked as parallel bars, similar to a zebra crossing, but is narrow at about 1.0 metre wide. The parallel bars are marked continuously across the full carpark area rather than only where pedestrian's cross vehicle paths reducing its effectiveness to delineate and highlight pedestrian/vehicle conflict areas.
- 4.3. The proposed scope also includes constructing raised concrete footpath sections adjacent to the parking spaces and widening of these to 1.8m (including the painted zebra crossing) to improve visibility and overall pedestrian conspicuity.
- 4.4. To accommodate the widening of the pedestrian walkways to 1.8m, the car-parking spaces adjacent will need to be remarked. There is sufficient space to achieve this without impacting the number of parking spaces available by shifting a trolley bay and slightly narrowing the adjacent parking spaces, which are currently wider than is required, down to 2.5-2.6m. Note the suggested minimum parking space width is 2.5m for long-term town centre parking and 2.6m for short-term town centre parking.

- 4.5. In total two trolley bays are proposed to be relocated. One of these is to accommodate the widening of the pedestrian walkway, and the second is to accommodate the kerb design which has been positioned to avoid a clash with a manhole cover. Staff have reached out to New World Management to discuss this work and the possibility of contributing to the cost of relocation.

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

- 4.6.1. Option 1: Approve the proposed changes and recommend that the Utility and Roading Committee commit to carrying out the works.

This option will address the health and safety risks posed by the existing wheel stops and help encourage pedestrians to utilise the designated pedestrian route through the car park to Ashley Street.

This is the recommended option as it addresses the current safety issues identified.

- 4.6.2. Option 2: Decline the recommendations of this report and instruct staff to undertake further work

This option would see staff give consideration to making further improvements to the car park following board feedback as to how they would like the issue addressed.

This is not the recommended option as there is limited budget to improve pedestrian safety within the car park. Further options would require significant consultation, and investment to implement.

- 4.6.3. Option 3: Decline the recommendations of this report and instruct staff to make no further improvements to the car park.

This is not the recommended option as there is a known history of trips and falls relating to these wheel stops, and these have continued to be reported following further works to highlight their presence.

### **Implications for Community Wellbeing**

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

The proposed changes will improve pedestrian safety for a council facility which has been observed as having a tangible risk causing multiple incidents.

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

## **5. COMMUNITY VIEWS**

### **5.1. Mana whenua**

Te Ngāi Tūāhuriri hapū are 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.

The New World management team have been contacted requesting feedback on the proposed plan, it is anticipated they will be receptive as it aligns with what adjustments they have requested.

### 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.

## 6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 6.1. **Financial Implications**

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

The engineer's estimate for the proposed scope of works is \$52,000 (including contingency) made up of \$36,000 for the footpath widening works, and \$16,000 for the improvements to the east-west pedestrian pathway.

There is total budget of \$150,000 for the projects is split up as follows:

- \$112,500 within the Town Centre Carpark (Ashley St) Layout Changes Budgets PJ 102427.000.5133 for this project.
- \$37,500 within the Town Centre Carpark (Ashley St) Layout Changes Budgets PJ 102427.000.5135 for this project.

This budget is included in the Annual Plan/Long Term Plan.

### 6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability and/or climate change impacts.

### 6.3 **Risk Management**

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

There is a perception from some of the public that this carpark area is owned and operated by New World. This is likely due to the close proximity to New World, inclusion of trolley bays and New World Click and Collect delivery parking spaces, and having direct access to the carpark area at 10 Good Street which is owned and operated by New World. To mitigate this risk, clear communications will be developed with the Communications team.

There is also a risk that the New World Supermarket Management may not support the proposed improvements. This risk has been reduced by working closely with the Supermarket owners on the proposed improvements.

### 6.4 **Health and Safety**

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

If no work is carried out the observed health and safety risk will remain which will likely continue to cause minor injuries and potentially worse incidents in the future.

## 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**

Overall impacts of the proposal have been designed to fit in with AS/NZS 2890.1:2004 Parking Facilities – Part 1: Off-street parking as well as conforming with our WDC Engineering Code of Practice.

### 7.3. **Consistency with Community Outcomes**

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

#### Social:

- *Council commits to promoting health and wellbeing and minimizing the risk of social harm to its communities.*
- *Our community has equitable access to the essential infrastructure and services required to support community wellbeing.*

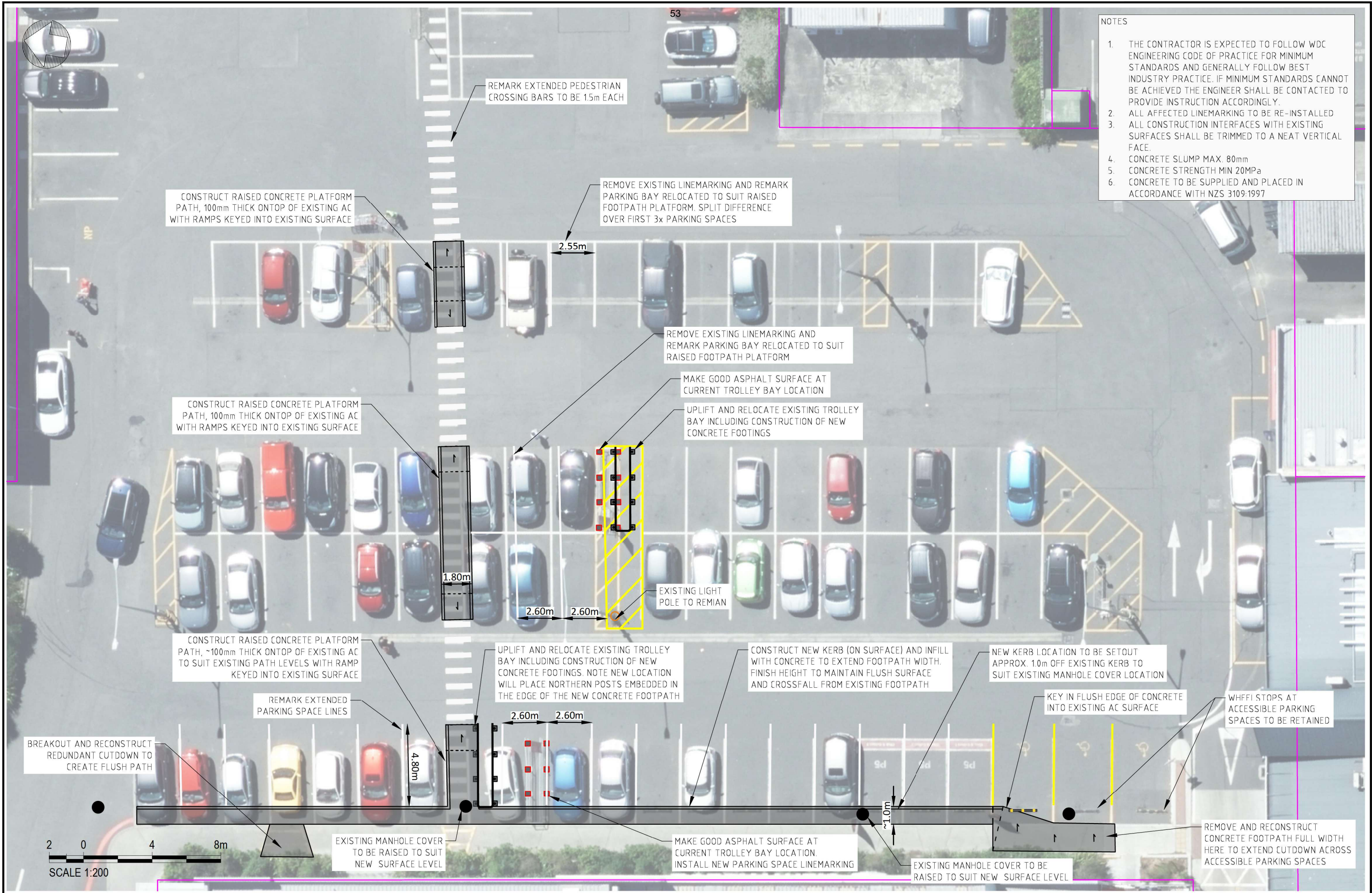
#### Economic:

- *Enterprises are supported and enabled to succeed.*
- *Infrastructure and services are sustainable, resilient, and affordable.*

### 7.4. **Authorising Delegations**

As a matter of interest in a public parking space in the Rangiora community the Rangiora-Ashley Community Board have delegation to advise on budget expenditure for this proposal.





- NOTES
1. THE CONTRACTOR IS EXPECTED TO FOLLOW WDC ENGINEERING CODE OF PRACTICE FOR MINIMUM STANDARDS AND GENERALLY FOLLOW BEST INDUSTRY PRACTICE. IF MINIMUM STANDARDS CANNOT BE ACHIEVED THE ENGINEER SHALL BE CONTACTED TO PROVIDE INSTRUCTION ACCORDINGLY.
  2. ALL AFFECTED LINEMARKING TO BE RE-INSTALLED
  3. ALL CONSTRUCTION INTERFACES WITH EXISTING SURFACES SHALL BE TRIMMED TO A NEAT VERTICAL FACE.
  4. CONCRETE SLUMP MAX. 80mm
  5. CONCRETE STRENGTH MIN 20MPa
  6. CONCRETE TO BE SUPPLIED AND PLACED IN ACCORDANCE WITH NZS 3109:1997

| REV | REVISION DETAILS | DRN | CHK | APP | DATE       |
|-----|------------------|-----|-----|-----|------------|
| A   | FOR PRICING      | AK  | KS  | --- | 24/02/2025 |
|     |                  |     |     |     |            |
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| SURVEYED      | --- | ---        | PROJECT No   | PD001696    |
| DRAWN         | AK  | 17/01/2025 | CON No       | ---         |
| DRAWING CHKD  | KS  | 24/02/2025 | SCALE (A3)   | 1:200       |
| DESIGNED      | AK  | 17/01/2025 | DATUM ORIGIN | ---         |
| DESIGNED CHKD | KS  | 24/02/2025 | HORIZONTAL   | NZTM GD2000 |
| APPROVED      | --- | ---        | VERTICAL     | NZVD 2016   |



PROJECT  
**RANGIORA TOWN CENTRE  
PARKING ADJUSTMENTS**

SHEET TITLE  
**RANGIORA NEW WORLD  
PARKING ADJUSTMENT PLAN**

|   |          |
|---|----------|
| <b>FOR TENDER</b><br>NOT FOR CONSTRUCTION |          |
| DRAWING                                   | 4561     |
| SHEET                                     | REVISION |
| 2   | A        |