Waimakariri District Council

Utilities and Roading Committee

Agenda

Tuesday 12 May 2026
9am

Council Chambers
215 High Street
Rangiora

Members:

Deputy Mayor Philip Redmond (Chairperson)
Cr Tim Bartle
Cr Tim Fulton
Cr Niki Mealings
Cr Joan Ward
Mayor Dan Gordon (ex officio)

WAIMAKARIRI
DISTRICT COUNCIL

AGENDA CONTENTS – UTILITIES AND ROADING COMMITTEE MEETING 12 MAY 2026		
Item Number	**Item Topic**	**Pages**
Confirmation of Minutes		
3.1	Minutes of the Utilities and Roading Committee Meeting 14 April 2026	8 – 18
3.3	Notes of the Utilities and Roading Committee Workshop 14 April 2026	19 – 22
Staff Reports		
5.1	Zone Implementation Programme Addendum (ZIPA) Budget Reallocation in 2025/26	23 – 33
5.2	Rangiora Waste Water Treatment Plant (WWTP) Accidental Overflow	34– 67
Reports referred from the Kaiapoi-Tuahiwi Community Board		
7.1	Pines Beach and Kairaki Beach Stormwater Upgrades Report	68 – 108
7.2	Request for Approval to Install Raised Safety Platform on Island Road as part of the Sterling Development	109 – 115

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 12 MAY 2026 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 Roading Committee held on Tuesday, 14 April 2026**

8 – 18

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roading Committee held on 14 April 2026 as a true and accurate record.

3.2 **Matters Arising (From Minutes)**

3.3 **Notes of a Workshop of the Utilities and Roading Committee held on Tuesday, 10 March 2026**

19 – 22

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Receives** the circulated Notes of the Workshop of the Utilities and Roading Committee held on 10 March 2026.

4 DEPUTATION/PRESENTATIONS

Nil.

5 REPORTS

5.1 Zone Implementation Programme Addendum (ZIPA) Budget Reallocation in 2025/26 – Sophie Allen (Water Environment Advisor)

23 – 33

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Receives** Report No. 260422101664.

(b) **Approves** the reallocation of the existing ZIPA budget 2025-26 to Recommendations as proposed in Table 1:

Table 1: Proposed reallocation of ZIPA budget.

ZIPA Recommendation	Current allocation	Proposed reallocation	Rationale for reallocation
1.25 *Initiate public education and awareness campaigns aimed at improving the water quality and health of urban waterways.*	$10,000 to Enviroschools programme in the District – funding usually invoiced by Environment Canterbury	$10,000 to the Christchurch Envirohub Trust for Stormwater Superhero Trailer educational events in the District via a funding agreement before 30 June 2026	Budget is unable to be used by Enviroschools, as Environment Canterbury has indicated they will not invoice WDC for this in 2025-26. Budget is able to be successfully spent on public education for urban waterway education.
1.26 *Improved stream health, Ngāi Tūāhuriri values, and improved recreational amenity in the North Waimakariri River tributaries.*	$35,000 For North Brook trail fencing, planting and/or culvert installation	$30,000 Woody weed control in the Wakeman wetlands (McIntosh catchment) via a funding agreement before 30 June 2026 $5,000 Mātauranga Māori project support with NOAIA Trust via a funding agreement before 30 June 2026	Budget is unable to be spent in 2025-26 as the North Brook Trail project has not commenced as planned. Budget is able to be spent on projects within the North Waimakariri River tributaries that support improved stream and wetland health and Ngāi Tūāhuriri values
TOTAL	**$45,000**	**$45,00**	

(c) **Notes** that a review of ZIPA budget allocation to ZIPA Recommendations is intended to be carried out again within 3 years, on an as required basis.

(d) **Notes** that the reallocation is within the existing budget, reduces the risk of an underspend in this area.

(e) **Circulates** this report to Community Boards and Ngāi Tūāhuriri Rūnanga at a WDC-Rūnanga meeting for information.

5.2 **Rangiora Waste Water Treatment Plant (WWTP) Accidental Overflow – Caroline Fahey (Water and Wastewater Asset Manager) and Kalley Simpson (3 Waters Manager)**

34 – 67

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Receives** Report No. 260430105765.

(b) **Notes** that an accidental wastewater overflow occurred at the Rangiora Wastewater Treatment Plant (WWTP) on the 26 November 2026, which resulted in discharge into the South Brook.

(c) **Notes** that Council staff have identified a range of improvement actions that are currently being implemented to reduce the likelihood of similar events occurring in the future.

(d) **Notes** that Environment Canterbury has taken enforcement action against Council and issued an Infringement Notice as they considered the discharge a breach of the Resource Management Act and the Canterbury Land and Water Regional Plan.

(e) **Notes** that Council staff believe the enforcement action was not warranted in this instance as the Council had responded in a proactive, responsible, and professional manner.

(f) **Notes** that the Council has paid the Infringement Fee but have stated to Environment Canterbury that this was an accidental overflow which resulted from an unexpected discharge, rather than an intentional or negligent act.

6 PORTFOLIO UPDATES

6.1 **Roading – Deputy Mayor Philip Redmond**

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

6.3 **Solid Waste– Councillor Niki Mealings**

6.4 **Transport – Mayor Dan Gordon**

7 REPORTS REFERRED FROM THE KAIAPOI-TUAHIWI COMMUNITY BOARD

7.1 **Pines Beach and Kairaki Beach Stormwater Upgrades Report – Jason Recker (Stormwater and Waterways Manager) and Harry Wilson (Project Engineer)**

(Refer to the attached copy of report Trim no. 260305070014 to the Kaiapoi-Tuahiwi Community Board Meeting of 20 April 2026 please note the Board recommendation, contained in the summary agenda differs from the recommendation contained in the report).

68 – 108

RECOMMENDATION

THAT the Utilities and Recreation Committee:

(a) **Approves** the following proposed infrastructure upgrades within Pines Beach and Kairaki Beach:

1. Dunns Ave (North End) Stormwater Outfall Upgrades and Reticulation Improvements.

2. Kain Street and Batten Grove Corner Swale, Reticulation and Outlet Improvements.

3. Featherstone Ave (North Access Road) Low Point Drainage and Swale Improvements.

4. Featherstone Ave (North Residential Area) Open Drain Capacity and Storage Improvements.

(b) **Notes** that the recommended upgrades are estimated to cost $163,791.60 including a 15% construction contingency and that there is a total project budget of $270,000.00 funded from the Pines Kairaki Stormwater Upgrades budget (102479.000.5123).

(c) **Notes** that this project is intended to assist mitigate flooding challenges being experienced in the residential areas of Pines Beach and Kairaki Beach during storm events. Acknowledging the proposed upgrades will not remove all risk of future flooding but will achieve some improvements in smaller to medium events.

(d) **Notes** that Pines and Kairaki Beach Areas are subject to natural hazards such as flooding and liquefaction. This will be exacerbated in the future by sea level rise. Parts of the area were previously Red Zoned, and it is challenging to maintain infrastructure and services in this area.

(e) **Notes** that these works are programmed to be designed this financial year (2025/26), and tendered and constructed next financial year (2026/27).

(f) **Requests** the Three Waters Manager to investigate further work be done on the gully traps to alleviate flooding in the area.

7.2 **Request for Approval to Install Raised Safety Platform on Island Road as part of the Sterling Development – Joanne McBride (Roading and Transport Manager) and Jennifer McSloy Development Planning Manager)**

(Refer to the attached copy of report Trim no. 260408092002 to the Kaiapoi-Tuahiwi Community Board Meeting of 20 April 2026)

109 – 115

RECOMMENDATION

THAT the Utilities and Recreation Committee:

(a) **Approves** the installation of a raised safety platform on Island Road, to provide a connection between the Sterling and the reserve walkway.

(b) **Notes** that the cost of installation of the raise safety platform will be funded by the Developer.

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:

10.1 Confirmation of Minutes 14 April 2026.
10.2 Approval to Utilise Sole Source Procurement Method for Pump Supply for 2025/26 Wastewater Pump Renewals
10.3 Contract 25/91 Bridge Maintenance – Scour Remediation – Makerikeri River Scope Addition Variation 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.
CONFIRMATION OF MINUTES			
10.1	Minutes of the Public Excluded Portion of the Utilities and Roading Committee Meeting 14 April 2026	Good reason to withhold exists under Section 7	To protect the privacy of natural persons, including that of deceased natural persons, maintain legal professional privilege and enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) **LGOIMA Sections 7 (2)(a), (g) and (i).**
REPORTS FOR INFORMATION			
10.2	Approval to Utilise Sole Source Procurement Method for Pump Supply for 2025/26 Wastewater Pump Renewals	Good reason to withhold exists under Section 7	To protect the privacy of natural persons and enabling the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege. **LGOIMA Section 7 (2)(a), (g) and (i).**
10.3	Contract 25/91 Bridge Maintenance – Scour Remediation – Makerikeri River Scope Addition Variation Report	Good reason to withhold exists under Section 7	To protect the privacy of natural persons and enabling the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege. **LGOIMA Section 7 (2)(a), (g) and (i).**

CLOSED MEETING

Refer to Public Excluded Agenda (Separate Document).

OPEN MEETING

NEXT MEETING

The next meeting of the Utilities and Roading Committee is scheduled for Tuesday 9 June 2026 at 9am in the Council Chamber, Rangiora Service Centre, 215 High Street, Rangiora.

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, 14 APRIL 2026 AT 9 AM.

PRESENT:

Deputy Mayor Redmond (Chairperson), Councillors T Bartle, T Fulton and J Ward.

IN ATTENDANCE:

Councillors S Powell (via audio/visual link and left the meeting at 9.30am) and B McLaren.

G Cleary (General Manager Utilities and Roading), J Millward (Chief Executive), C Fahey (Water and Wastewater Assets Manager), R Rankin (Project Engineer), J McBride (Roading and Transport Manager), L Cardenas Corrales (Three Waters Compliance Officer) J Recker (Stormwater and Waterways Manager), J Eggleton (Project Planning and Quality Team Leader), K Simpson (Three Waters Manager), M Liu (Infrastructure Resilience manager), and K Rabe (Governance Adviser).

1 APOLOGIES

Moved: Deputy Mayor Redmond Seconded: Councillor Ward

Received and **sustained** apologies from Mayor D Gordon and Councillor N Mealings.

CARRIED

2 CONFLICTS OF INTEREST

No conflicts of interest were declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the Utilities and Roading Committee held on Tuesday, 10 March 2026

Moved: Councillor Ward Seconded: Councillor Fulton

THAT the Utilities and Roading Committee:

(a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roading Committee held on 10 March 2026 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 Roading Committee held on Tuesday, 10 March 2026

Moved: Deputy Mayor Redmond Seconded: Councillor Fulton

THAT the Utilities and Roading Committee:

(a) **Receives** the circulated Notes of the Workshop of the Utilities and Roading Committee held on 10 March 2026.

CARRIED

4 DEPUTATION/PRESENTATIONS

Nil.

5 REPORTS

5.1 **Woodend-Pegasus Source Capacity Upgrade – Unsuccessful Drilling of Equestrian Bore 4** – C Fahey (Water and Wastewater Asset Manager) and R Rankin (Project Engineer)

C Fahey presented the Woodend–Pegasus Source Capacity Upgrade project and sought approval to abandon the EQ4 bore, as the water quality did not meet the Drinking Water Quality Assurance Rules under the Water Services Act 2021.

In response to a question from Councillor Fulton regarding the presence of sand, C Fahey advised that there had been no cave-in and that the water quality was simply unsuitable. Councillor Powell asked about the water supply for the proposed Stokes subdivision, and C Fahey confirmed that it would be the developer's responsibility.

Deputy Mayor Redmond queried the contractor's experience in the local area. C Fahey noted that McMillan Drilling had undertaken the original work and had already performed the uncapping and drilling contracted in Mandeville. However, any new bore would be tendered. G Cleary added that only a small number of contractors had local expertise, and that staff would seek advice from a hydrologist prior to site selection. He noted that site selection would also depend on factors such as connection requirements and potential land acquisition.

Councillor Bartle noted that three other bores operated in the same area and asked whether the issues encountered with the fourth bore posed any risk to them. C Fahey advised that she did not consider there to be any risk, noting that the other three bores had operated successfully for more than 12 years and that the issues affecting the fourth bore were not related.

And Councillor Ward asked how a contractor would determine whether water was present at the selected site. C Fahey advised that while there was no guarantee of water, small-scale test drilling would indicate whether ground conditions and geological layers were favourable.

Councillor Fulton observed that drilling costs increased with depth and asked how decisions were made about whether to continue drilling or move to an alternative site. C Fahey explained that drilling would continue while indicators of suitable water remained present, until an aquifer was located.

Moved: Deputy Mayor Redmond Seconded: Councillor Ward

THAT the Utilities and Roading Committee:

(a) **Receives** Report No. 260311073671.

(b) **Notes** that the completion of the drilling and development of the EQ4 bore (which was planned as the next capacity upgrade for the Woodend-Pegasus scheme) was unsuccessful due to poor-quality water that was obtained from the bore, which does not meet the required water quality standards under the Water Services Act.

(c) **Approves** Option 1: staff to proceed with decommissioning EQ4 and begin investigations into a new water supply bore for the Woodend-Pegasus drinking water supply.

(d) **Notes** that this project is considered essential to provide redundancy for the Woodend-Pegasus drinking water supply and provide additional capacity for the network based on predicted growth projections. Without the additional bore, there is a risk that Council may be unable to meet peak summer water demand for the Woodend-Pegasus drinking water supply should one of the existing primary bores be taken out of service.

(e) **Notes** that while there is sufficient budget to fund the investigations and drilling of a new bore, there is insufficient budget to complete the project, and as a result, a staff submission will be made to request $212,000 additional budget for this project as part of the 2026/27 Annual Plan.

CARRIED

Deputy Mayor Redmond supported the motion, noting that decommissioning the EQ4 bore was a prudent decision. He welcomed the use of an open tender process and noted that a further report would be presented to Council seeking budget approval for a new Woodend well.

Councillor Fulton noted that the report adequately addressed the issues and was satisfied that all reasonable efforts had been made to utilise the EQ4 bore.

5.2 **Approval of the Transportation Procurement Strategy 2026** – J McBride (Reading and Transport Manager) and G Cleary (General Manager Utilities and Roading)

J McBride presented the report seeking approval of the Draft Transportation Procurement Strategy 2026 and outlined the requirements of the NZ Transport Agency Procurement Manual for activities funded through the National Land Transport Programme.

In response to a query from Deputy Mayor Redmond regarding the period following the expiry of the previous strategy in October 2025, J McBride advised that staff had continued to work with NZ Transport Agency personnel during the development of the new strategy and that these personnel were therefore comfortable with the timing of its adoption.

Councillor Bartle asked whether the Council maintained a database tracking contractor performance. J McBride advised that contractors were required to meet specified standards and were responsible for rectifying or redoing work that did not meet these requirements. G Cleary added that contractor performance history and relevant experience were taken into account during tender evaluations. In response to a further query regarding post-completion monitoring, G Cleary confirmed that work was monitored on an ongoing basis.

In response to Councillor Fulton's question regarding opportunities for new contractors, J McBride advised that while larger contracts were typically awarded to experienced contractors, new contractors were considered for smaller, low-risk projects, in line with Council's policy to support local businesses where possible.

G Cleary noted that shorter contract periods had been adopted due to current market uncertainty, allowing greater flexibility and reducing long-term commitments.

Moved: Councillor Fulton Seconded: Councillor Ward

THAT the Utilities and Roading Committee:

(a) **Receives** Report No. 260401088729.

(b) **Approves** the Draft Transportation Procurement Strategy 2026 (Attachment i - TRIM No. 260118007262).

(c) **Notes** that shared services are considered and implemented with neighbouring local authorities where applicable, and that a shared service Traffic Signals Maintenance Contract is being developed with Selwyn District Council.

(d) **Notes** that should any changes be required following review by NZ Transport Agency and prior to endorsement, these would be progressed subject to approval by the General Manager Utilities & Roading and the Chief Executive.

(e) **Notes** that any major changes would be reported back to the Utilities & Roading Committee.

(f) **Circulates** this report to Community Boards for information.

CARRIED

Councillor Ward expressed her support for the strong relationship between Council staff and the New Zealand Transport Agency and noted that this enabled the Council to progress its work effectively.

Deputy Mayor Redmond supported the motion and emphasised the importance of Council accountability to external agencies through audits and strategic frameworks. He also noted the Government's expectation that funded work demonstrate economic benefit, and that this should be reflected in Council policies and strategies.

5.3 **New Zealand Transport Agency Procedural Audit Report March 2026** – J McBride (Roading and Transport Manager) and G Cleary (General Manager Utilities and Roading)

J McBride presented the results of the New Zealand Transport Agency (NZTA) Procedural Audit, which was carried out in January 2026. The objective of the audit was to provide assurance that NZTA's investment in the Waimakariri District Council's land transport programme was being well managed and delivered value for money.

There were no questions in relation to this item.

Moved: Councillor Ward Seconded: Councillor Fulton

THAT the Utilities and Roading Committee:

(a) **Receives** Report No. 260401088853.

(b) **Notes** the NZ Transport Agency Procedural Audit Report provided an in-depth report focused on four subject areas, with three being assessed as "Effective" and one as "Some Improvement Needed", resulting in an overall rating of "Effective".

(c) **Notes** the report made four recommendations for improvement, relating to coding of stock effluent costs, formal post-year reconciliation, reporting on Low-Cost Low-Risk projects and the review of overhead costs.

(d) **Notes** that a timeframe for implementation has been agreed and staff are working to ensure all actions are completed.

(e) **Circulates** this report to the Community Boards for information.

CARRIED

Councillor Ward stated that the audit results reinforced her confidence in the capability of Council staff.

Councillor Fulton acknowledged the high standard of staff work, noting both the quality of reports and the responses provided to questions.

Deputy Mayor Redmond commented that the audit outcomes reflected strong organisational performance.

G Cleary recognised J McBride's leadership and her team's contribution to the positive audit result.

5.4 **Annual Stormwater Compliance and Monitoring Reports 2024-2025 for Oxford, Woodend and Kaiapoi** – L Cardenas Corrales (3 Waters Compliance Officer) and J Recker (Stormwater and Waterways Manager)

L Cardenas Corrales presented the report, which summarised key findings on the Oxford, Woodend and Kaiapoi Stormwater Monitoring Reports and sought approval to submit these to Environment Canterbury.

In response to Deputy Mayor Redmond's query on the relationship between stormwater management and stormwater discharge, and why this was the first report to Environment Canterbury, L Cardenas Corrales advised that the stormwater consents required the preparation of stormwater management plans. As the consents for Oxford, Woodend and Kaiapoi were approved in 2024 and monitoring commenced on 1 July 2024, this report represented the first reporting period for the 2024/25 financial year.
Councillor Bartle sought clarification on the meaning of a "global" consent and was advised that it referred to a consent held by Council covering all areas of the district for that consent type.

Councillor Fulton asked whether staff considered the required work achievable before the 2040 deadline. J Recker advised that staff were working proactively with industrial and commercial businesses and were aiming to complete the work ahead of the deadline.

Deputy Mayor Redmond acknowledged the scale of the programme and asked whether staff were confident the deadline would be met. L Cardenas Corrales stated that she was reasonably confident and noted that further details would be provided in a future report to the Committee.

G Cleary noted that funding for the project had been provided for in the Long Term Plan.

Moved: Councillor Fulton Seconded: Deputy Mayor Redmond

THAT the Utilities and Roading Committee:

(a) **Receives** Report No. 260327085513.

(b) **Notes** that most conditions for all consents were assessed as compliant, with compliant results achieved during wet weather events for dissolved copper, total ammoniacal nitrogen (TAN) and some sites for total suspended solids (TSS), at Oxford, Woodend and Kaiapoi.

(c) **Notes** that there were some exceedances (non-compliances) during wet weather events of total suspended solids (TSS), dissolved zinc, dissolved reactive phosphorus (DRP) and E. coli at some sites in Oxford, Woodend and Kaiapoi, which the consents anticipated and required the development of Stormwater Management Plans to set out how targets will be met by 2040.

(d) **Notes** that follow-up investigations and further improvements summarised in section 4 of this report will be carried out by Water Services staff under existing budgets in 2026-27. These include projects such as Box Drain improvements in Woodend, and upgrades to the Kaikanui Stormwater Management Area (SMA) in Kaiapoi.

(e) **Notes** that Stormwater Management Plans for 2027-2040 are currently being drafted for Oxford, Woodend and Kaiapoi, to address exceedances and achieve full compliance by 2040.

(f) **Notes** that there is an existing budget of $20 million already allocated in the Long Term Plan for the implementation of projects stemming from the Stormwater Management Plans, to achieve compliance with the Land and Water Regional Plan by 2040.

(g) **Approves** the Annual Reports and Stormwater Monitoring Reports for submission to Environment Canterbury.

(h) **Circulates** these reports to the Oxford-Ohoka Community Board, Woodend-Sefton Community Board, and Kaiapoi-Tuahiwi Community Board for their information.

CARRIED

Councillor Fulton acknowledged the challenges associated with the project and expressed support for the collaborative approach taken with Environment Canterbury and the business sector.

Deputy Mayor Redmond supported the motion, noting the limited control over stormwater discharges from businesses, residents, and both domestic and wild animals, and considered the initiative a positive step forward.

5.5 **Approval of Quarterly monitoring report for January – March 2026** – J Eggleton (Project Planning and Quality Team Leader), K Simpson (3 Waters Manager), and G Cleary (General Manager Utilities and Roading)

J Eggleton presented the report, which sought approval of the Quarterly Monitoring Report relating to the Water Services Delivery Plan, which would subsequently be submitted to the Department of Internal Affairs by 30 April 2026.

In response to a query from Deputy Mayor Redmond regarding the establishment of the internal business unit, K Simpson advised that the framework was scheduled for completion by 1 July 2026, with the unit to be fully operational by 1 July 2027.

Deputy Mayor Redmond also asked whether responsibility for submitting and managing chlorination exemptions would transfer to the new unit. K Simpson confirmed that all existing work would be transitioned to the unit.

Moved: Deputy Mayor Redmond Seconded: Councillor Ward

THAT the Utilities and Roading Committee:

(a) **Receives** Report No. 260331087505.

(b) **Approves** the attached quarterly monitoring report – water services delivery plan for submission to the Department of Internal Affairs.

(c) **Notes** that a quarterly monitoring report will be provided for review each quarter prior to submitting to the Department of Internal Affairs.

CARRIED

Deputy Mayor Redmond supported the motion, noting the progress made in establishing the internal business unit and stating that the Council's decision would deliver long-term benefits to district residents.

Councillor Ward concurred, noting that Waimakariri was leading the way in Local Water Done Well.

5.6 **May 2025 Flood Recovery Progress Update and Project Update on Infrastructure Resilience Fund for 2024/25 and 2025/26** – M Liu (Infrastructure Resilience Manager), G Cleary (General Manager Utilities and Roading) and J Recker (Stormwater and Waterways Manager)

M Liu presented a progress update on the May 2025 Flood Recovery work programme and a project update on the Infrastructure Resilience Fund for the 2024/25 and 2025/26 financial years.

There were no questions related to this item.

Moved: Councillor Ward Seconded: Councillor Bartle

THAT the Utilities and Roading Committee:

(a) **Receives** Report No. 260330087324.

(b) **Notes** that all 80 maintenance checks have been completed and service requests have been closed.

(c) **Notes** that out of 51 investigations, 34 have been completed and 17 are in the detailed investigation phase.

(d) **Notes** that of the 24/25 projects, seven projects have been completed, one is in the tender stage, and one is under construction.

(e) **Notes** that of the 25/26 projects, one project is complete, one is under construction, two are in tender stage, two are in design phase, and three projects are in the optioneering phase.

(f) **Circulates** this report to all Community Boards for information.

CARRIED

Councillor Ward acknowledged the volume of work completed and expressed hope that the coming winter would not bring further significant weather events.

Councillor Bartle noted satisfaction with the extent of work completed.

Councillor Fulton concurred with these comments.

Deputy Mayor Redmond supported the motion and suggested that the Communications and Engagement Team develop a web story highlighting the completed works and progress on remaining activities.

6 PORTFOLIO UPDATES

6.1 **Roading** – Deputy Mayor Philip Redmond

- Focus areas for staff:
  - Dig-outs and pavement repairs were the main focus ahead of winter.
  - Ashley Street dig-out repairs were coming up. One lane of traffic would be detoured during this work, and temporary traffic lights would be in place.
  - All pavement rehabilitation sites were now complete for the year.
  - Resealing work had been completed with monitoring and sweeping of loose chips continuing as required.

- Roading Capital Projects:
  - The Kaiapoi to Pineacres Cycleway connection was well progressed.
  - Pidgeon Contracting were replacing the kerb and channel in Akaroa Street. This work had been slow to progress.
  - River works were to be undertaken at the Makerikeri River Bridge pre-winter,

to address scour issues. This included placing rock rip rap.
- Blake Street's new footpath commenced this week and was expected to take three weeks to complete.
- Tenders had recently closed for Minor Footpath Improvements, which included construction of the Highfield Lane footpath.

- Other Items:
  - Work was continuing on the new sewer main on Percival Street. The northbound lane on Percival Street had been closed with a detour in place. This had been progressing well.
  - MainPower were working on Island Road in Kaiapoi and had a one-way closure in place.
  - It had been a very busy construction season, with the focus now moving to preparation ahead of winter.

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

- Drinking Water
  - As a precautionary measure, the primary water source bore for the Oxford Rural 1 drinking water supply had been changed to McPhedrons Bore 2. This change was implemented due to an upward trend in nitrate levels in Bore 1 since January 2026. Bore 1 had now been turned off and was no longer used to supply the community's drinking water supply. It was important to note that Bore 1 still fully complied with the New Zealand Drinking Water Standards and had only been turned off as a precautionary measure. A news article had been posted on the Council's website to update the community on this change.
  - The annual Drinking Water Quality Assurance Rules reporting information for the 2025 calendar year had been provided to the Water Services Authority – Taumata Arowai. This was fully compliant, except for some non-compliances related to data outages and chlorination and protozoa compliance before the UV installation project was completed. This would feed into the Council's annual drinking water compliance report for the 2025/26 period, which would be reported through to the Utilities and Roading Committee later this year.

- Wastewater
  - Environment Canterbury had issued an Infringement Notice related to the dry weather overflow from the Rangiora Wastewater Treatment Plant last year. This incident occurred unexpectedly during planned maintenance to divert wastewater through a bypass line. The overflow was quickly stopped, testing of the South Brook was undertaken, and Environment Canterbury was notified. Signage was erected on the lower Cam River at Smith Street as a precautionary measure. Council staff had explained to Environment Canterbury that this was an accidental overflow resulting from an unexpected discharge, and the Council responded in a proactive, responsible, and professional manner. Additionally, the water quality testing undertaken by Council in the South Brook showed elevated E. coli levels; however, these were not above levels that could occur naturally in the stream. However, despite this, Environment Canterbury issued the Infringement Notice with a $3,000 fine.
  - Percival Street sewer main project was progressing well and was on track to be completed by the end of June 2026.

- Drainage / Stockwater
  - Ohoka Loop maintenance and improvement works had been programmed to be undertaken this month prior to the trout spawning season.
  -
  - Mandeville Resurgence Drainage Upgrade Stage 1A was expected to start construction this month and was planned for completion in June 2026.
  -
  - The first round of the Drainage Advisory Group meeting had been completed. Members were pleased to have the GSL representative attending.

6.3 **Solid Waste** – Councillor Niki Mealings

G Cleary gave the update on behalf of Councillor Mealings.

Nothing of significance to report relating to operational matters.

- Canterbury Waste Joint Committee meeting agenda included regional staff group updates on:
  - Work was being undertaken to develop a Regional Waste and Circular Economy Strategy; this strategy would be brought to the Committee for approval and to agree on priority materials for the staff group to focus on during the next three years.
  - Disaster Waste Management Plans: these were progressing with workshops being held in several districts. Note that ECan and the Waimakariri District had engaged with Whitiora to seek their input into our DWMP.
  - Preparation of regional educational messaging to ensure consistent messaging through the region.

- Canterbury Regional Landfill Joint Committee meeting agenda included:
  - Transwaste presented their draft Statement of Intent –
    - Landfill operations were compliant with regulations.
    - Working on a report to distribute to territorial authorities on the emissions generated from each authority's waste;
    - Looking at the impact of fuel price increases on transportation and disposal operations, and expect that these would be advised in the next few weeks.
  - Remainder of the meeting was in PX, and included a background report by staff for new members' information and a presentation from Transwaste.

6.4 **Transport – Mayor Dan Gordon**

As Mayor Gordon was an apology, there was no update on this item.

7 QUESTIONS UNDER STANDING ORDERS

There were no questions.

8 URGENT GENERAL BUSINESS

There was no general business.

9 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Moved: Deputy Mayor Redmond Seconded: Councillor Ward

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:

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

9.1 Confirmation of Minutes 10 March 2026.
9.2 Waimakariri District Approved Pressure Sewer Pump Stations.
9.3 Contract 25/125 - School Safety Signs - Digital Signs Tender Evaluation and Contract Award Report.

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

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
CONFIRMATION OF MINUTES			
9.1	Minutes of the Public Excluded Portion of the Utilities and Roading Committee Meeting 10 March 2026	Good reason to withhold exists under Section 7	To protect the privacy of natural persons, including that of deceased natural persons, maintain legal professional privilege and enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) **LGOIMA Sections 7 (2)(a), (g) and (i).**
REPORT			
9.2	Waimakariri District Approved Pressure Sewer Pump Stations	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 **LGOIMA Sections 7 (2)(h).**
REPORT FOR INFORMATION			
9.3	Contract 25/125 - School Safety Signs - Digital Signs Tender Evaluation and Contract Award Report	Good reason to withhold exists under Section 7	To protect the privacy of natural persons and enable the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial), and maintain legal professional privilege. **LGOIMA Section 7 (2)(a), (g) and (i).**

CARRIED

CLOSED MEETING

The Public Excluded portion of the meeting commenced at 10.32am and concluded at 10.42am.

OPEN MEETING

Moved: Deputy Mayor Redmond Seconded: Councillor Ward

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

CARRIED

NEXT MEETING

The next meeting of the Utilities and Roading Committee was scheduled for Tuesday 12 May 2026 at 9am in the Council Chamber, Rangiora Service Centre, 215 High Street, Rangiora.

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 10.45AM.

CONFIRMED

_____
Chairperson

_____
Date

Workshop
(11am to 12pm)
Refer Trim:

- *Speed Limits – S Binder (Senior Transportation Engineer) and P Daly (Journey Planner/Road Safety Co-ordinator) 1 hour*

WAIMAKARIRI DISTRICT COUNCIL

NOTES OF THE UTILITIES AND ROADING COMMITTEE WORKSHOP SESSION HELD IN THE COUNCIL CHAMBERS, HIGH STREET, RANGIORA, ON TUESDAY, 14 APRIL 2026, COMMENCING AT 11AM.

PRESENT:

Deputy Mayor Redmond (Chairperson), Councillors T Bartle, T Fulton and J Ward.

IN ATTENDANCE:

Councillors S Powell (via audio/visual link and left the meeting at 9.30am) and B McLaren.

G Cleary (General Manager Utilities and Roading), J Millward (Chief Executive), C Fahey (Water and Wastewater Assets Manager), R Rankin (Project Engineer), J McBride (Roading and Transport Manager), L Cardenas Corrales (Three Waters Compliance Officer) J Recker (Stormwater and Waterways Manager), J Eggleton (Project Planning and Quality Team Leader), K Simpson (Three Waters Manager), M Liu (Infrastructure Resilience manager), and K Rabe (Governance Adviser).

1. APOLOGIES

Moved: Deputy Mayor Redmond Seconded: Councillor Ward

That the Utilities and Roading Committee:

(a) **Received** and **sustained** apologies from Mayor D Gordon and Councillor N Mealings.

CARRIED

2. Speed Limits Workshop – J McBride and S Binder

Trim Ref: 260320081221

Key Issues:

- Setting speed rule mandates for:
  - School variable speed limits
  - Schedule of required speed limits by road type.
- Staff collate speed limit change requests from development, staff and resident initiation.
- Process followed:
  - Council approves consultation
  - Economic (benefit/cost) analysis
  - Safety analysis
  - Council decides on final changes
  - NZTA Director of State Highways approves new speed limits.

Questions/ Feedback:

Woodend-Sefton Board Area

- Pegasus Boulevard – existing 70km/h with a community request for reducing to 60km/h
  - *How many residents requested the change in speed limit?*
    During a previous public consultation, the figures were approximately 60% vs 40% in favour of a reduction.
  - *What was the speed on Bob Robertson Drive on the other side of the roundabout?*
    50km/h

- *What would the impact be if the bypass was tolled?*

  Unsure, but traffic was likely to increase in Pegasus.

- Tiritri Mona Drive – Speed limit register 100km/h, currently signposted for 20km/h and requested by an elected member for 30km/h.
  - *There did not appear to be a need for change, as it was not possible to drive much more than 20 km/h along the road leading to the beach.*
  - *A concern was expressed about a 20 km/h or 30 km/h limit on the eastern side of the roundabout; however, they considered that the speed limit on the western side should revert to 50 km/h, consistent with a standard residential road.*

Sefton

- Pemberton Road – existing speed 100km/h,
  - *There had been a community request to reduce the speed limit to 50 km/h north of the township. New Zealand Police supported this request; however, concerns were raised about the potential for higher vehicle speeds when travelling downhill toward High Street.*
  - *Another view expressed was a preference for an 80 km/h speed limit, as the area appeared rural in character.*

- Stokes Development, Woodend – would be medium-density residential with 1,500 new homes and minor retail. Currently, 100km/h was proposed, 50km/h once built
  - *What about SH1 and access onto the freeway?*

    No access to SH1, all access would be onto Greensons Road.
  - *Currently, Greensons Road was 80km/h, so how would the access be managed? Would 80km/h be more reasonable?*

    Staff advised that if homes and driveways fronted Greesons Road, the road would need to be upgraded with kerb and channel. Such an upgrade would automatically require that the speed limit be set at 50 km/h.

    This was for future-proofing – no changes were made until the development had houses and other infrastructure in place.

- Kings Avenue development, Waikuku – existing 50km/h with three service requests from residents to change to 40km/h (area had no footpaths)
  - *How many people would this affect in this area?*

    Approximately 100, with no footpaths, so pedestrians walk on the road.
  - *Suggest that a survey of residents be done prior to any changes being made.*
  - *Public consultation would be expensive and resource hungry – was this worth it for three requests?*

    Staff noted that, given that consultation would be occurring in other areas on the same matter, it would be prudent to conduct the survey or consultation at the same time to reduce costs. They advised that if fewer than 50 percent of respondents supported a reduction, the proposal would not proceed; however, the final decision would ultimately rest with the Council.
  - *Was there any data on speeding in the area – narrow roads, therefore unlikely to be travelling above 40-50km/h.*

    Data collection would be the next step after public consultation.
  - *Was there a history of accidents in the area?*

    Currently, no crash data was available from the area.

Oxford-Ohoka

- Depot Road over Eyre River – one lane bridge, existing 100km/h, resident and police request reduction to 80km/h.
- Burnt Hill Road through Eyre River – unsealed ford just south of existing 60km/h threshold – currently 100km/h request reduction to 60km/h.
    - *Proposal for a children's cycle facility in the area, so appropriate for reducing speeds in the area. Agreement that Burnt Hill Road to Commercial Road be reduced to 60km/h.*
    - *Burnt Hill Road over the Eyre River was used as a shortcut for those commuting to Christchurch.*
- Powells Road and Victoria Street, Oxford – residents petition to reduce to 60km/h and unsealed roads appropriate for 60km/h
    - *How many residents signed the petition for the reduction?*
      An A4 page full.

Main Street Oxford

- There was still a desire to reduce the speed to 40km/h.
- Safety work had been carried out on Main Street, especially near pedestrian crossings.
- South Eyre Road (Tram to Heywards) – existing 100km/h; however, the rule supports an 80km/h reduction
    - *Support*
- Ashworths Road (unsealed) – existing 100km/h residents request reduction to 60km/h
    - *Support – dust reduction would also impact residents.*
- Butches, Christmas, Raddens, Jeffs Drain, Moodys Road – existing 100km/h rule supports reduction to 80km/h
    - *Acknowledgement of poor visibility, curves and foggy conditions.*
    - *If reduction would involve other excessive road markings and reflectors being removed?*
      No – these were appropriate for this type of road, and eventually, all the roads in the area would be included in this treatment. The priority was for the road user for safety and consistency.

Other Roads

Due to time constraints, no feedback was received on the remaining roads under consideration, which were:

- Beach Road and Ferry Road, Kaiapo

  Previously consulted on
  Supports Beachgrove Development
  Currently between 70 – 100km/h
  Beach Road proposed a reduction to 80km/h
  Ferry Road (unsealed) reduced to 60km/h
- Baynons Road / Heywards Road

  Existing 100km/h
  The rule supports 80km/h
  Unsealed section reduced to 60km/h

- Cust Road

  Existing 80km/h
  Residents request a reduction, and the rule supports 60km/h
  Overlap with OOCB jurisdiction

- Mertons Road / O'Roarkes Road

  Airfield users requested a reduction
  Existing 100km/h
  Proposed 80km/h for Mertons
  Proposed 30km/h for O'Roarkes

- Dixons Road /Carrs Road

  Existing 100km/h
  Six requests to reduce to 80km/h
  The rule supports reduction.

- Parrotts Road

  Future Northwest Arterial
  Existing 100km/h
  Proposed 60km/h

- Charles Upham Drive -street cuts through retirement village

  Existing 50km/h
  Residents requested, and the rule supported a reduction to 40km/h

- Northwest Rangiora

  Extend the urban speed limit area for future developments
  Doncaster – existing 100km/h, proposed reduction to 50km/h once built
  Johns Road (205-217) Existing 50km/h, proposed reduction to 40km/h once built

- Todds Road (south)

  Supports new development – existing 60km/h proposed to reduce to 50km/h

- South East Rangiora

  Extend the urban speed limit for new and future development once developed
  Sparks – existing 50km/h, proposed 40km/h
  Boys – Existing 80km/h, proposed 60km/h
  SE Area – existing 100km/h, proposed 50km/h
  Rangiora Eastern Link would be dealt with separately

THERE BEING NO FURTHER BUSINESS, THE WORKSHOP CONCLUDED AT 12.05PM.

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	WAT-10-14 / 260422101664
REPORT TO:	UTILITIES AND ROADING COMMITTEE
DATE OF MEETING:	12 May 2026
AUTHOR(S):	Sophie Allen – Water Environment Advisor
SUBJECT:	Zone Implementation Programme Addendum (ZIPA) budget reallocation in 2025-2026

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

General Manager | Chief Executive

1. SUMMARY

1.1. The purpose of this report is to request approval for reallocation of projects, within the existing budget for 2025-26 for the Zone Implementation Programme Addendum (ZIPA).

1.2. Reallocation of some of the budget is proposed due to forecast underspends from project delays, budgets no longer being required and opportunities arising throughout the financial year. Underspends are anticipated in the ZIPA budget in 2025-26, for a variety of reasons as set out in this report. The proposed reallocations in this report will minimise any underspend.

1.3. A ZIPA budget of $305,000 excluding GST annually was approved by Council on 19 May 2019, after adoption of the ZIPA in December 2018

1.4. The ZIPA is a document prepared by the Waimakariri Water Zone Committee (disestablished June 2025) with specific recommendations to meet Canterbury Water Management Strategy goals for the Waimakariri Water Zone.

1.5. A full review of ZIPA budget allocation to specific ZIPA Recommendations was carried out in 2024-25 and is intended to be carried out every 3 years (i.e. next in 2027-28), on an as required basis.

1.6. This report is a minor reallocation within budget pools allocated to each ZIPA Recommendation.

1.7. There is a foreseen underspend of $10,000 in the 2025-26 ZIPA budget for stormwater education that is allocated to the Enviroschools programme, hosted by Environment Canterbury, under ZIPA Recommendation 1.25. It is proposed to reallocate this budget via a funding agreement to the Christchurch Envirohub Trust, who manage the Stormwater Superhero trailer, for facilitation of five stormwater education events within the Waimakariri District.

1.8. There is a foreseen underspend of $35,000 in the 2025-26 ZIPA budget under Recommendation 1.26 that was allocated to the North Brook Trail project with fencing, planting and culvert installation in February 2025 (TRIM 250124011270). This project has been deferred by the Trust leading the implementation stage. A reallocation of this budget is proposed to continue woody weed control in the Wakeman family wetlands north of Kaiapoi for $30,000 (see Attachment ii) and support of $5,000 from ZIPA Recommendation 1.26 budget towards a WDC Greenspace-led initiative for a mātauranga Māori (traditional knowledge) collaboration project, that is currently under discussion with NOAIA Trust.

Attachment:

i. Godfreys Pest Management quote March 2026 - Wakeman wetlands (TRIM 260422101665).

2. RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Receives** Report No. 260422101664.

(b) **Approves** the reallocation of the existing ZIPA budget 2025-26 to Recommendations as proposed in Table 1:

Table 1: Proposed reallocation of ZIPA budget.

ZIPA Recommendation	Current allocation	Proposed reallocation	Rationale for reallocation
1.25 *Initiate public education and awareness campaigns aimed at improving the water quality and health of urban waterways.*	$10,000 to Enviroschools programme in the District – funding usually invoiced by Environment Canterbury	$10,000 to the Christchurch Envirohub Trust for Stormwater Superhero Trailer educational events in the District via a funding agreement before 30 June 2026	Budget is unable to be used by Enviroschools, as Environment Canterbury has indicated they will not invoice WDC for this in 2025-26. Budget is able to be successfully spent on public education for urban waterway education.
1.26 *Improved stream health, Ngāi Tūāhuriri values, and improved recreational amenity in the North Waimakariri River tributaries.*	$35,000 For North Brook trail fencing, planting and/or culvert installation	$30,000 Woody weed control in the Wakeman wetlands (McIntosh catchment) via a funding agreement before 30 June 2026 $5,000 Mātauranga Māori project support with NOAIA Trust via a funding agreement before 30 June 2026	Budget is unable to be spent in 2025-26 as the North Brook Trail project has not commenced as planned. Budget is able to be spent on projects within the North Waimakariri River tributaries that support improved stream and wetland health and Ngāi Tūāhuriri values
TOTAL	**$45,000**	**$45,00**	

(c) **Notes** that a review of ZIPA budget allocation to ZIPA Recommendations is intended to be carried out again within 3 years, on an as required basis.

(d) **Notes** that the reallocation is within the existing budget, reduces the risk of an underspend in this area.

(e) **Circulates** this report to Community Boards and Ngāi Tūāhuriri Rūnanga at a WDC-Rūnanga meeting for information.

3. BACKGROUND

3.1 The ZIPA, a Waimakariri Water Zone Committee document, created specific recommendations for the implementation of the Canterbury Water Management Strategy within the Waimakariri Water Zone.

3.2 A report was presented on 29 January 2019 to Council, seeking a decision on the role of WDC in ZIPA implementation, staff resourcing, and funding of projects (refer to TRIM 181217148924). A total of $305,000 per year was approved by Council for 2019-21 on 28 May 2019.

3.3 A ZIPA role and budget allocation review was carried out in 2021 for the Long Term Plan 2021-31, which was presented to the Land and Water Committee for approval at the 20 July 2021 meeting. A review of the allocation to ZIPA Recommendations within this budget was carried out February 2025 (TRIM 250124011270).

3.4 The Waimakariri Water Zone Committee was formally disestablished on 30 June 2025, however the ZIPA document and targets of the Canterbury Water Management Strategy have enduring endorsement by Environment Canterbury and Waimakariri District Council beyond the disestablishment of this committee.

4. ISSUES AND OPTIONS

Stormwater Superhero trailer educational events

4.1. There is a foreseen underspend of $10,000 in the 2025-26 ZIPA budget for stormwater education that is annually allocated to the Enviroschools programme, hosted by Environment Canterbury under ZIPA Recommendation 1.25. Due to a technical error with the Environment Canterbury annual plan 2025-26, they are not able to invoice WDC for the $10,000 this year. Environment Canterbury has confirmed that despite this technicality the Enviroschools programme within the District has been fully funded through other sources in 2025-26. Therefore, it is proposed to allocate this budget via a funding agreement, signed before 30 June 2026, with the Christchurch Envirohub Trust. This trust manages the Stormwater Superhero trailer. The funding agreement would commit the trailer to be provided on-site to events, and for stormwater education about improving urban water quality to be delivered to the general public. It is anticipated that attendance at five events would be able to be delivered within the Waimakariri District, such as the Kaiapoi River Festival, Oxford A&P Show, and Ohoka Farmers Market. However, this depends on the length of each event and facilitation levels of the stormwater education trailer stall.

4.2. The Stormwater Superhero trailer is a purpose-built one-off teaching resource that has interactive and fun games and educational resources. (see Figure 1 and https://www.chchenvirohub.org/blog/stormwater-superhero-trailer/). The trailer has been used extensively and successfully in the Christchurch and Selwyn Districts (through funding by Environment Canterbury, Christchurch City Council and Selwyn District Council), however has not had a presence at Waimakariri District events to-date.

Figure 1: The Stormwater Superhero trailer, with interactive games and teaching resources about improving stormwater quality, targeted to the general public.

Wakeman family wetland woody weed control

4.3. There is a foreseen underspend of $35,000 in the 2025-26 ZIPA budget under Recommendation 1.26 that was approved by the Utilities and Roading Committee that was allocated to the North Brook Trail project with fencing, planting and culvert installation in February 2025 (TRIM 250124011270). Project lead, the Waimakariri Landcare Trust, has confirmed that this is no longer able to be spent in 2025-26 due to timing of other related works, such as the pathway design, not commencing until 2026-27 at the earliest. A Memorandum of Agreement between WDC and the landowner for the North Brook Trail was signed in 2025-26, delayed from when anticipated to be finalised. This MOA was a prerequisite for design and implementation works to commence, thereby delaying commencement of these works.

4.4. Therefore, a reallocation of $30,000 of this budget is proposed to continue woody weed control in the Wakeman family wetlands, which are oxbows of the McIntosh Drain north of Kaiapoi (see Attachment i). Budget would be allocated via a funding agreement with the private landowner before 30 June 2026. WDC has previously supported restoration works in these wetlands in 2024-25 and in 2025-26 with ZIPA budget and Biodiversity Contestable Fund respectively. These wetlands are frequented by the Nationally Critical Australasian bittern (Matuku-hūrepo) species. Woody weed control is desirable for their restoration of their habitat, as well as beneficial for other native species. An ecological check of the site will identify any native plant species that need protection during the woody weed removal or areas where shading is to be retained, such as for ferns.

4.5. The woody control work, mainly removal of willow, would use herbicide to achieve control through ‘drill’n’fill’ i.e. drilling of holes and filling them with the herbicide triclopyr. As there is no spraying, only direct application, and no application over standing or running water, the woody weed removal is considered a permitted activity with no resource consent required for this work to be carried out.

Mātauranga Māori (traditional knowledge) collaborative project

4.6. Support of $5,000 from ZIPA Recommendation 1.26 budget that was allocated to the North Brook Trail is also proposed to be reallocation towards a WDC Greenspace-led initiative for a mātauranga Māori (traditional knowledge) collaborative project that is currently under discussion with NOAIA Trust.

4.7. NOAIA Trust leads a Taiao Programme (see https://noaia.co.nz/our-programmes/). This is a 22-week kaupapa Māori programme passing on kaitiakitanga skills of environmental management within the Ngāi Tūāhuriri takiwā (area) from tuakana to teina (older to younger generations), with activities such as planting, hunting, fishing and caring for the land centred around their base in Tauhiwi. In Term 3 (spring 2026) there will be a focus on pest management, with possibility to extend to pest eradication at a Council reserve, and/or potential for mahinga kai projects. Mahinga kai signifies "to work the food," encompassing ecosystems (rivers, forests, sea) and sustaining cultural practices, health, and social connections.

4.8. WDC staff and NOAIA Trust kaiako and tauira (teachers and students) would be able to collaborate, facilitate knowledge-sharing and build a relationship with each other with this proposed financial support of this programme by WDC. Some of this knowledge sharing of mātauranga Māori and scientific knowledge would take place within WDC reserves such as Silverstream Reserve. This allocation supports Action 3.2.1.6 *'Partner with Ngāi Tūāhuriri Rūnanga, and other tangata whenua as appropriate, to obtain advice/upskill on how to integrate Mātauranga Māori within conservation and restoration projects'* in the WDC Natural Environment Strategy (NES). $5,000 has also been proposed to be allocated from the NES budget to the NOAIA Trust to support the Taiao programme knowledge-sharing in 2025/26.

Option 1: Reallocation of the ZIPA budget

4.9. In 2025-26 there have been challenges in the completion of some projects, or difficulties with spending the allocated ZIPA budget. Other projects are recommended to receive ZIPA budget allocation where this is an anticipated underspend. The proposed projects have been previously supported by WDC (i.e. Wakeman family wetlands), represent an opportunity to leverage off existing educational resources (Stormwater Superhero trailer managed by the Christchurch Envirohub Trust), or that are helping to meet an action from the WDC Natural Environment Strategy (under discussion with NOAIA Trust for a mātauranga Māori taiao programme collaboration). This is the recommended option for the reasons set out in sections 4.1 to 4.8 above.

Option 2: Partial reallocation

4.10. The option to only partially reallocate (i.e. only partial reallocation of any ZIPA budget to other projects) is not recommended, because the proposed projects in this report will also achieve the outcomes that the ZIPA Recommendations that budget has already been allocated for.

Option 3: 'to do nothing'

4.11. The option to do nothing (i.e. no reallocation of any ZIPA budget to other projects) is not recommended, because the proposed projects in this report will also achieve the outcomes that the ZIPA Recommendations that budget has already been allocated for.

Implications for Community Wellbeing

4.12. There are implications on community wellbeing by the issues and options that are the subject matter of this report. The ZIPA recommendations and budget allocations are to meet targets in the Canterbury Water Management Strategy for recreation and amenity, biodiversity and stormwater education provision for example.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report. Ngāi Tūāhuriri will be circulated this report at a joint Waimakariri District Council Ngāi Tūāhuriri Rūnanga meeting.

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, such as environmental organisations who also are collaboration with the Wakeman family to restore the wetlands, or working in stormwater education.

Wider Community

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report. The wider community was consulted on the role of WDC and budget allocation for the ZIPA in the draft Annual Plan public consultation in March-April 2019.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are no financial implications of the decisions sought by this report. Budget is included in the Long Term Plan for 2024-34. No carry-over budget is requested from the 2025-26 budget for projects that have not been completed. This report is for more detailed project specifics within existing budget for ZIPA Recommendations. $45,000 of predicted underspend from projects under ZIPA Recommendations 1.26 and 1.25 are recommended to be reallocated to replacement projects as detailed in Table 1.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do have sustainability and/or climate change impacts. For example, the ZIPA project for ecological monitoring of the Ruataniwha Cam River), may have findings related to climate change management and sustainability of mahinga kai species (such as kākāhi, freshwater mussels)

6.3. Risk Management

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

ZIPA spend is reported on a quarterly basis in a summary capital expenditure report to the Audit and Risk Committee. This provides governance with information of any risk of an under or overspend.

6.4. Health and Safety

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

ZIPA projects follow established health and safety processes. There are no new health and safety risks or hazards that have been identified.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

Resource Management Act (1991).

All works requiring consent are anticipated to be covered by the 'Maintenance and Minor Works in Waterways' global consent (CRC195065, CRC195066, CRC195067) that WDC has been granted from Environment Canterbury, and the Waimakariri District Council consent RC19143 for works beside waterways.

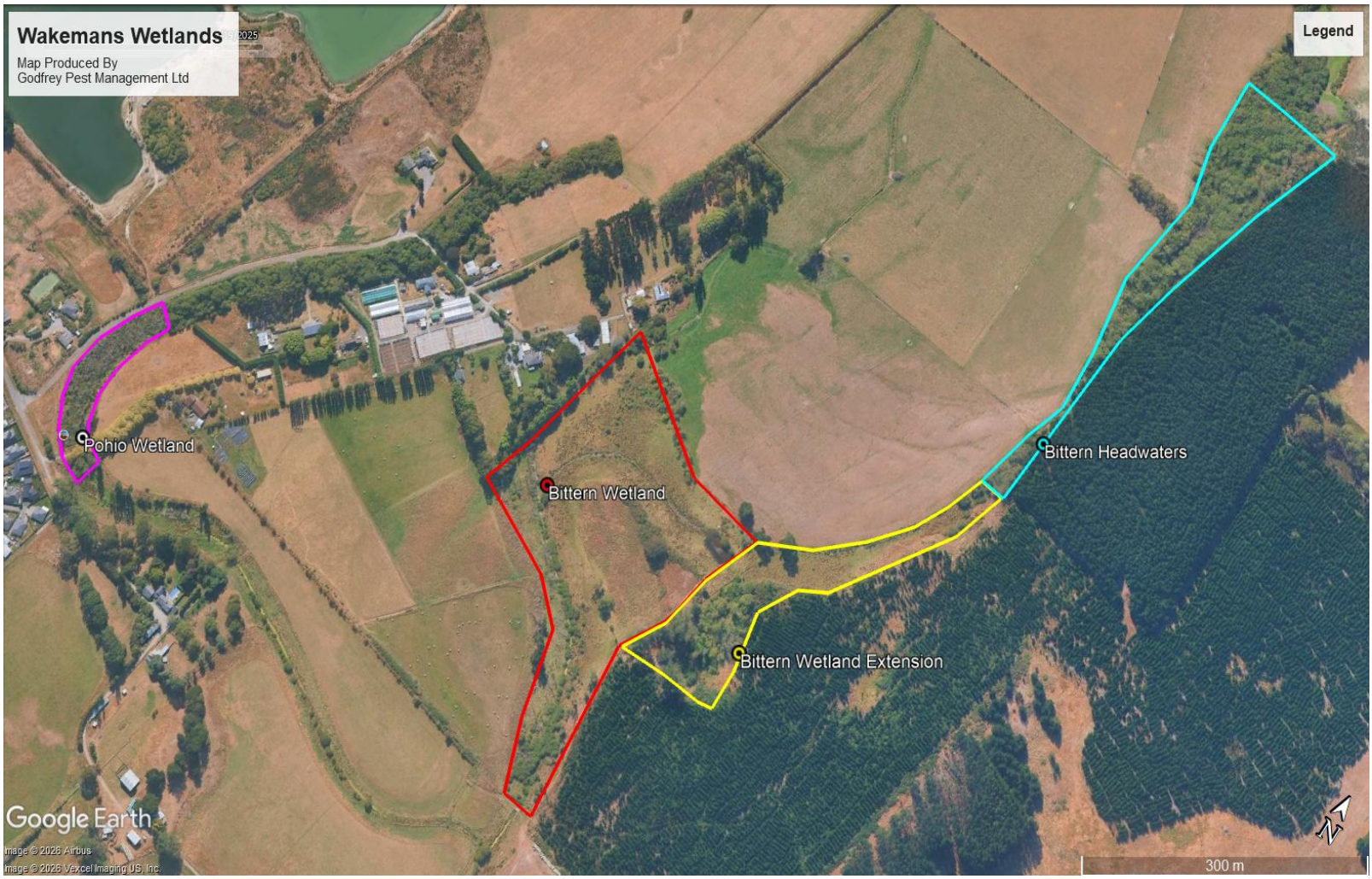
7.3. Consistency with Community Outcomes

The Council's community outcomes are relevant to the actions arising from recommendations in this report, particularly for environmental outcomes such as '… *biodiversity is protected and restored*' and '*the natural and built environment in which people live is clean, healthy and safe.'*

7.4. Authorising Delegations

The Utilities and Roading Committee hold the delegation for the allocation of the ZIPA budget.

Wakemans Wetlands Weed Control Proposal 2025/2026 (Bittern Extension & Bittern Headwaters)



30th March 2026

Authored by: Mark Moore
Godfrey Pest Management Limited

Prepared For: Nicky Auld

Job ID: Wakemans

Godfrey Pest Management LIMITED

Proposal on services provided by Godfrey Pest Management Limited to Nicky Auld

Location: Lees Road, Kaiapoi

Aim: To carry out a clean-up sweep of the Bittern extension area and to undertake an initial control sweep of the Bittern headwaters area targeting all non-native woody weeds.

Update: A cleanup maintenance sweep through Pohio and Bittern wetlands has recently been completed.

Control Methods and Description:

Moving forward into the next control round, we will continue to use the same control methods made up of:

- 'Drill n Fill' for the willow and larger woody weeds
- 'Knapsack Basal Bark application' for small to medium woody weeds
- 'Cut n Paste' for any smaller targets in standing or moving water bodies where spraying is not appropriate

We will target all non-native vegetation.

Bittern Extension:
A second phase cleanup sweep will be carried out on the Bittern extension to target any missed or unsuccessful woody weeds.

Bittern Headwaters:
An initial control sweep using predominantly drill n fill will be carried out through this area to target the bulk component of larger willow trees. This will be followed by a sweep using basal bark application. We would look to retain a portion of budget here for a follow-up pass once the initial control work is obvious.
Other woody weed targets would include:

- Elderberry
- Hawthorne
- Poplar
- Gorse
- Blackberry
- Old Mans Beard

- ❖ We will be providing the following prior to starting the project:
  - Job Safety Environmental Analysis (JSEA)
  - Site Specific Safety Plan (SSSP)
- ❖ We are also Growsafe® accredited and Registered Chemical Applicators.
  - All chemical applications will be documented and applied to specification.
  - Accurate records will be kept and supplied to the client.
- ❖ Following completion of the project we will supply:
  - A report including a summary of work, future recommendations, GPS control tracks and chemical usage.

Pricing Estimates:

Note: Pricing is based on 10-hour operational days.
-Travel is 1 hour per day per operator, and mileage is currently $1.35 per/km (including 15 cents per litre fuel surcharge)
-Basal chem mix is enviro-oil and triclopyr @ $ 11.30 per/L, and 2 x operators can use approx. 100L per day.

Stage 1- Bittern Extension:

1.5 days x 2 crew including chemical and travel/mileage	$ 2,887.50

Stage 2- Bittern Headwaters:

Drill n Fill	
6.5 days x 4 crew including chemical and travel/mileage	$ 20, 052.50
Basal Bark Application	
3 days x 2 crew including chemical and travel/mileage	$ 7,060.00
Total	**$ 30,000.00 Price plus GST**

Operational Timeframe:

We would look to start work on this control round late April and we would anticipate a completion of the initial round before the end of May.

As mentioned above in ‘control methods and description’, we would look to retain some budget for a follow-up pass once the initial round shows effect. This could be approx. $ 2,500.00.

This follow-up pass could be completed by mid-June.

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR INFORMATION

FILE NO and TRIM NO:	SEW-03-02-05/ 260430105765
REPORT TO:	UTILITIES AND ROADING COMMITTEE
DATE OF MEETING:	12 May 2026
AUTHOR(S):	Caroline Fahey, Water & Wastewater Asset Manager Kalley Simpson, 3 Waters Manager
SUBJECT:	Rangiora WWTP Accidental Overflow
ENDORSED BY: (for Reports to Council, Committees or Boards)	General Manager / Chief Executive

1. SUMMARY

1.1. The purpose of this report is to provide a summary of the accidental wastewater overflow incident that occurred at the Rangiora Wastewater Treatment Plant (WWTP) on 26 November 2025 and the improvement actions being implemented to prevent reoccurrence.

1.2. Council staff took immediate and proactive steps to cease the overflow once it was identified, in order to minimise environmental impacts, and voluntarily alerted Environment Canterbury of the incident. Testing undertaken showed some elevated E.coli results but these were not above levels that can occur naturally in the stream.

1.3. A post event debrief and lessons learnt exercise has subsequently been undertaken which has identified improvement actions that should be implemented to avoid similar reoccurrences in the future. These improvement actions are currently being implemented by the Water Services Unit and Water Unit.

1.4. Environment Canterbury has taken enforcement action and issued an Infringement Notice to the Council as they considered the discharge breached the Resource Management Act and the Canterbury Land and Water Regional Plan. Council staff responded to Environment Canterbury and pointed out that we consider that an infringement notice is not an appropriate nor necessary response considering the circumstances of the incident and that Council had responded in a proactive, responsible, and professional manner.

1.5. Council has ultimately paid the Infringement Fee but have stated to Environment Canterbury that this was an accidental overflow which resulted from an unexpected discharge, rather than an intentional or negligent act.

Attachments:

i. Rangiora WWTP - Wastewater Overflow Incident memo dated 26 February 2026 – Trim 260220060676
ii. Infringement Notice 3505, Environment Canterbury letter dated 23 January 2026 – Trim 260128014535
iii. Infringement Notice 3505 - Rangiora WWTP Accidental Overflow, WDC letter dated 20 February 2026 – Trim 260220060692
iv. Infringement Notice 3506, Environment Canterbury letter dated 4 March 2026 – Trim 260309071651
v. LGOIMA Request for Information, Environment Canterbury letter dated 13 March 2026 and attached Enforcement Action Recommendation Memo – Trim 260430105802
vi. Infringement Notice 3506 - Rangiora WWTP Accidental Overflow, WDC letter dated 27 March 2026 – Trim 260327085224

2. RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Receives** Report No. 260430105765.

(b) **Notes** that an accidental wastewater overflow occurred at the Rangiora Wastewater Treatment Plant (WWTP) on the 26 November 2026, which resulted in discharge into the South Brook.

(c) **Notes** that Council staff have identified a range of improvement actions that are currently being implemented to reduce the likelihood of similar events occurring in the future.

(d) **Notes** that Environment Canterbury has taken enforcement action against Council and issued an Infringement Notice as they considered the discharge a breach of the Resource Management Act and the Canterbury Land and Water Regional Plan.

(e) **Notes** that Council staff believe the enforcement action was not warranted in this instance as the Council had responded in a proactive, responsible, and professional manner.

(f) **Notes** that the Council has paid the Infringement Fee but have stated to Environment Canterbury that this was an accidental overflow which resulted from an unexpected discharge, rather than an intentional or negligent act.

3. BACKGROUND

3.1. On the 26 November 2025 the Water Unit were preparing to undertake maintenance works on the aeration basin at the Rangiora WWTP and were testing the bypass line which conveys wastewater from the inlet works to one of the oxidation ponds. While undertaking this testing it was noticed that partially treated wastewater was overflowing from two manholes on the bypass line across land and spilling into the South Brook. It was subsequently identified that a valve on the bypass pipe, that was thought to be open, was unexpectedly found to be closed.

3.2. Water Unit staff took immediate and proactive steps to cease the wastewater overflow once it was identified, in order to minimise environmental impacts. It is estimated that the overflow occurred for about 20 minutes and totalled approximately 117m3 in volume.

3.3. Water Services staff advised Environment Canterbury as soon as they were made aware of the incident. Environment Canterbury sent out staff to inspect the site.

3.4. Samples were collected for water quality testing in the South Brook both upstream and downstream of the discharge. The testing of the South Brook continued over the following days. The results did show an increase in E.coli levels in the South Brook from approximately 300-500 cfu/100mL to between 800-9,000 cfu/100mL (refer Table 1 in Attachment i), however these were not above levels that can occur naturally in the stream without the overflow occurring – historical stream monitoring shows an average of 6,900 cfu/100mL (refer Trim 241031189470) with a wet weather range of 3,200-34,000 cfu/100ml . The levels returned to normal within 3 days after the event.

3.5. Signage was erected in the downstream system in the lower reaches of the Cam River (refer Figure 3 in Attachment i). A social media post was also put up to advise the local community of the overflow.

3.6. A detailed debrief and lessons learnt exercise has subsequently been undertaken to identify improvement actions that should be implemented to avoid similar occurrences in the future.

4. ISSUES AND OPTIONS

4.1. Improvement actions have been recommended for implementation in the following areas:

- Asset Data and System Accuracy

- Operational Controls and SOP Improvements
- Valve Management and Critical Control Improvements
- Environmental and Cultural Protection Measures
- Risk Management for Non-Standard Activities
- Incident Readiness and Response

4.2. Details of the steps being undertaken for each of the above areas is set out in Section 4 of Attachment i. The Water Services Unit and Water Unit are currently implementing measures to give effect to all of these recommendations.

4.3. The incident highlighted some systemic vulnerabilities across Council asset data accuracy and operational procedures. While the immediate cause was traced back to an incorrectly assumed valve position, the wider analysis shows that legacy asset information gaps and inadequately formalised procedures for non-standard operational and maintenance tasks, contributed to the event.

4.4. Despite these challenges, the response was prompt, impacts were mitigated quickly, and corrective actions are underway. The incident has provided valuable learning opportunities that will strengthen operational resilience, improve environmental and cultural protection, and reduce the likelihood of recurrence.

4.5. Environment Canterbury took enforcement action against Council as the incident was considered to breach the Resource Management Act and the Canterbury Land and Water Regional Plan (refer Attachment v). As this discharge was not related to extreme weather or a system failure, it is not permitted under the CLWRP.

4.6. Environment Canterbury issued Infringement Notice on the 23 January 2026 (refer Attachment ii). WDC queried the details on the infringement notice and pointed out that we believe enforcement action is not required in this instance as while we are disappointed that this accidental overflow occurred, we had responded in a proactive, responsible, and professional manner (refer Attachment iii). We stated that the Council does not consider that an infringement notice is an appropriate or necessary response having regard to the circumstances of the incident and the Council's response.

4.7. Environment Canterbury corrected the details and issued an updated Infringement Notice on the 4 March 2026 (refer Attachment iv). WDC responded stating that it remains Council's position that this was an accidental overflow which resulted from an unexpected discharge, rather than an intentional or negligent act. It was reiterated that we still consider that enforcement action was not required in this instance, given that the incident was accidental, and the Council responded in a proactive, responsible, and professional manner; however, we paid the fee to bring an end to the matter.

Implications for Community Wellbeing

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

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

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report. The have mahinga kai sites in the downstream catchment.

This event was discussed at the WDC and Runanga joint meeting on the 18 February 2026. The Runanga had been advised by Environment Canterbury of the overflow incident, however it is understood that this did not occur until the following day. It was agreed that WDC would directly advise both the Runanga office and Whitiora of any incidents in the future so that they can notify whanau as soon as possible and more effectively (refer Trim 260211023810).

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.

A copy of the Wastewater Overflow Incident memo (Attachment i) was recently released under a Local Government Official Information and Meetings Act request from a member of the community believed to be part of the Kaiapoi River Preservation Society.

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. The overflow event was notified on Council's website to advise the wider community on the incident and actions taken by Council.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

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

The $3,000 fine from Environment Canterbury was paid from existing operational budgets under the Eastern Districts Sewer Scheme.

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

Implementing the improvement actions identified in this report will reduce the risk of similar events occurring in the future.

6.3 Health and Safety

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

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

The Resource Management Act sets out the framework for managing discharges to the environment. The Local Government Act and Water Services Act are also relevant in this matter.

7.3. Consistency with Community Outcomes

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

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

7.4. Authorising Delegations

The Utilities and Roading Committee has the delegated authority to receive this report as it relates to Water Services and is for information purposes only.

WAIMAKARIRI DISTRICT COUNCIL

MEMO

FILE NO AND TRIM NO:	SEW-03-02-05/260220060676
DATE:	23 Feb 2026
MEMO TO:	Gerard Cleary, General Manager Utilities & Roading
FROM:	Robert Frizzell, Wastewater Engineer
	Amit Chauhan, Water Operations Team Leader
SUBJECT:	Rangiora WWTP - Wastewater Overflow Incident

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1. Purpose

The purpose of this memo is to provide a summary of the wastewater overflow incident that occurred on 26 November 2025 during planned maintenance at the Rangiora Wastewater Treatment Plant (WWTP). This memo outlines the cause of the incident, response actions taken, regulatory outcomes, and the lessons learned and improvements required to prevent recurrence.

2. Background

On 26 November 2025, a planned bypass at the Rangiora WWTP caused an overflow of screened wastewater when a downstream valve incorrectly assumed to be open remained closed. This led to wastewater backing up and overflowing from manholes into land and the South Brook for about 20 minutes, releasing an estimated 117.6 m^3. The incident had environmental, operational, and cultural impacts, including disruption of a Rūnanga food-gathering event that prompted an increased scrutiny from Environment Canterbury. This memo outlines the incident, response, regulatory outcomes, and required improvements.

3. Details

This section details the overflow incident, immediate responses, engagement with various stakeholders, root cause analysis and identified improvements to prevent future recurrence.

3.1. Incident Overview

3.1.1 Date and time of Overflow

- Timeframe of wastewater overflow into the South Brook: ~9:40am to 10:00am
- Estimated duration: 20 minutes
- Estimated volume: 117.6 m³ (a portion of this volume flowed into the South Brook)

3.1.2 Location of Overflow

The overflow occurred from two manhole chambers adjacent to the splitter chamber at Rangiora WWTP, refer to Figure 1.

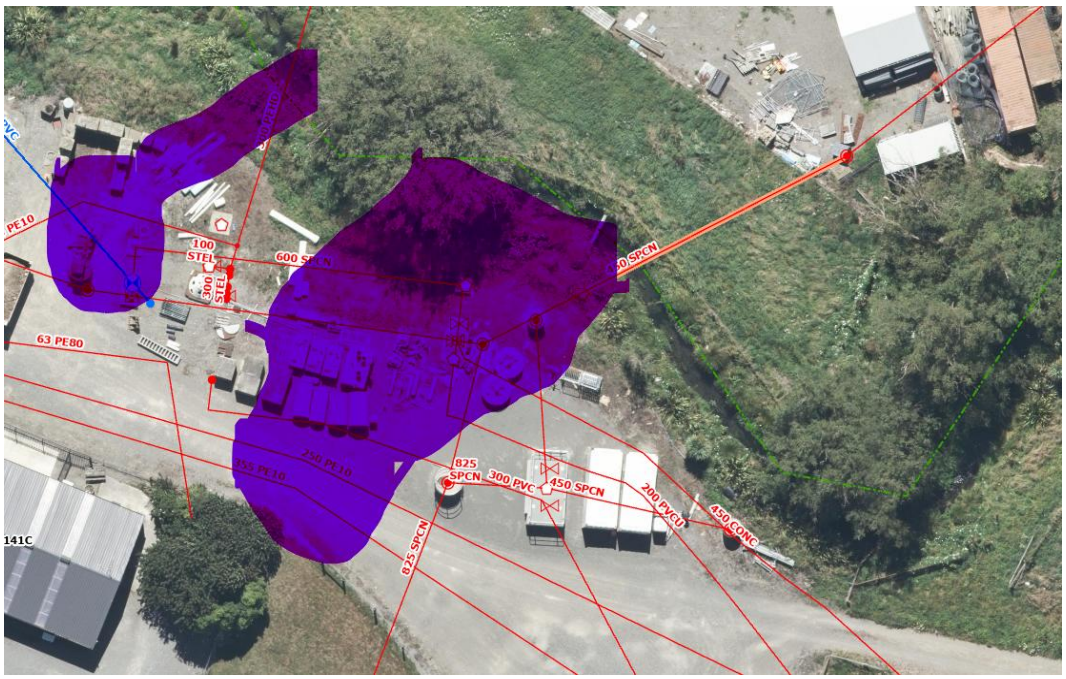

Figure 1 – Location and extent of overflow

3.1.3 Cause of Overflow

The 600mm wastewater bypass line at the inlet works structure allows screened wastewater to bypass the aeration basin and be sent directly to the oxidation ponds. Refer to Figure 2.

The incident occurred during a planned shutdown to enable maintenance of the aeration basin outlet weir. To facilitate this work, the bypass weir at the inlet structure was opened so screened wastewater could be diverted to the oxidation ponds via the bypass line.

During bypass setup, the operator responsible for actuating the valve was positioned on top of the inlet structure and maintained line-of-sight toward the bypass line. A second operator, located further downstream along the bypass line, observed the wastewater overflow and immediately alerted the first operator. Within minutes, the first operator, initiated closure of the manually operated valve to stop the overflow.

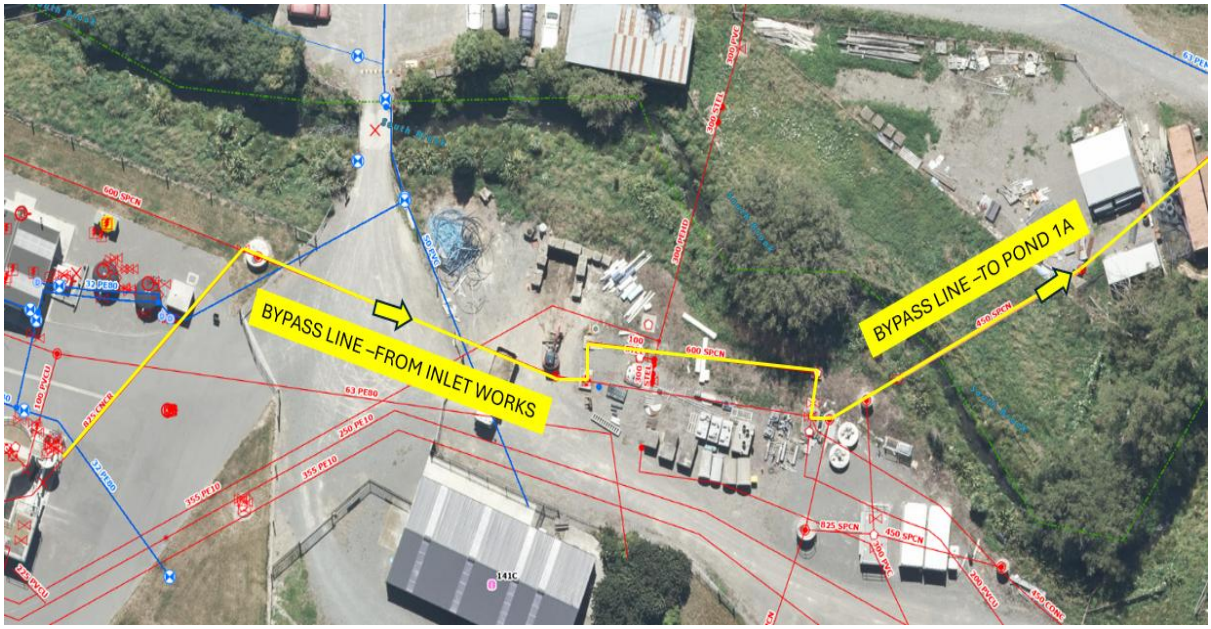

Figure 2 – Wastewater Bypass Line at Rangiora WWTP (shown in yellow)

3.2. Immediate Response Actions Taken

The following immediate actions were undertaken by Council's Water Unit staff in response to the overflow incident.

- Closed the bypass weir to stop the overflow. Note this valve is manually operated and takes more than 10 minutes to close.
- Isolated the inlet pumps to reduce flow into the inlet works until the bypass weir was fully closed.
- Restored screened wastewater flow from the inlet works to the aeration basin once the hydraulics stabilised.
- Identified the closed downstream valve as the immediate cause.

- Notified and briefed the Wastewater Engineer, who notified Environment Canterbury (ECan) of the overflow and subsequently met the ECan Compliance Officer onsite to inspect the overflow site and creek.
- On ECan's request, arranged for precautionary signs to be put up along the Cam River at Smith Street (refer Figure 3) to warn the public of possible contamination and the information regarding the overflow was posted on the Council's website.
- Organised testing of upstream and downstream water quality in the South Brook to monitor for wastewater contamination.

3.3. Regulatory Engagement and Compliance Outcomes

3.3.1 ECan Engagement

Council staff were quick to engage with ECan, who are the regulators and key stakeholders in wastewater related operations. Following actions were taken:

- An initial incident notification was provided to ECan, promptly.
- ECan compliance officers were kept informed and engaged throughout the entire incident response.
- A joint inspection was carried out with Water Services staff, Water Unit staff and ECan compliance officer.
- This was followed by a detailed written response summary, including:
    - Incident description
    - Provision of testing results
    - Findings from the internal investigation
    - Root cause analysis
    - Corrective and preventive actions

3.3.2 Cultural Considerations and Escalation

- It is understood that the Rūnanga had a food-gathering event further downstream of the South Brook which was disrupted by the overflow incident and contributed to the seriousness and escalation of the matter.

3.3.3 Compliance Outcome – Enforcement

- The ECan Enforcement Decision Panel (EDP) reviewed the circumstances and internal findings.
- The EDP recommended that an infringement notice be issued to Council for the unlawful discharge of contaminants (wastewater) to the South Brook.
- The infringement notice was issued on the 23 January 2026 (refer 260128014535) stating that an offence had been committed which contravened Section 338(1)(a) and Section 15(1)(b) of the Resource Management Act 1991.
- The fee amount determined is $3,000.

3.4 Sampling and Environmental Monitoring Post Overflow

Four stream monitoring/sampling points were established:

1. Upstream of the discharge (near the South Brook bridge) to provide baseline water-quality conditions unaffected by the overflow.
2. Adjacent to the overflow point to capture the immediate characteristics and concentration of contaminants entering the stream.
3. Immediately downstream to provided early indication of pollutant dispersion and short-range impact.
4. In the Cam River at the Bramleys Road bridge which is a further downstream location used to assess the extent of contaminant transport within the wider catchment.

Stream sampling occurred on 26, 27, 28 November and 1 December 2025. The concentration of indicator organisms at all sampling points returned to normal levels by 1 December 2025. The table below captures the lab testing results from various monitoring points.

Table 1- Summary of upstream and downstream water sampling results

Sampled parameters	26-Nov-2025 11:40 am				27-Nov-2025 10:30am				28-Nov-2025 9:00am				01-Dec-2025 9:00am
	Rangiora Upstream of Pond 3 Overflow at Bridge	Rangiora Downstream of Overflow Near Pond 1b	Under Pond 2 River Crossing Structure	Bramleys Rd Bridge/Cam River	Rangiora Upstream of Pond 3 Overflow at Bridge	Rangiora Downstream of Overflow Near Pond 1b	Under Pond 2 River Crossing Structure	Bramleys Rd Bridge/Cam River	Rangiora Upstream of Pond 3 Overflow at Bridge	Rangiora Downstream of Overflow Near Pond 1b	Under Pond 2 River Crossing Structure	Bramleys Rd Bridge/Cam River	Bramleys Rd Bridge/Cam River
Enterococci cfu / 100mL	210	1600	1600	240	200	330	200	200	230	280	410	500	180
Faecal Coliforms cfu / 100mL	350	4400	15000	550	300	900	1000	1200	310	370	500	1300	350
Escherichia coli cfu / 100mL	350	4100	9000	550	300	800	900	800	300	350	500	1100	330

These results showed elevated E. coli levels; however the results were not above levels that can occur normally in the stream in the absence of an overflow.

- Public-health warning signs were installed on the lower Cam River near Smith Street (refer Figure 3 below), along with a WDC website advisory being posted.

Figure 3 – Signages installed along Cam River post overflow incident

3.5. Root Cause Analysis

3.5.1 Primary Cause

A bypass valve that was assumed to be open was actually found closed, restricting flow to Pond 1A and causing wastewater to back up and overflow from manholes near the South Brook. The old splitter chamber contains two valves: the operational valve directing flow to Pond 1A, and a second valve on the abandoned Pond 1B line that is welded shut. These two valves are not indicated on our Waimap. Because the chamber was flooded, operators could not visually confirm valve positions and relied solely on spindle movement to determine whether the valve was open or closed. The closed Pond 1A valve resulted in screened wastewater overflowing onto land and into the stream

Figure 4 below illustrates the configuration and status of the bypass system.

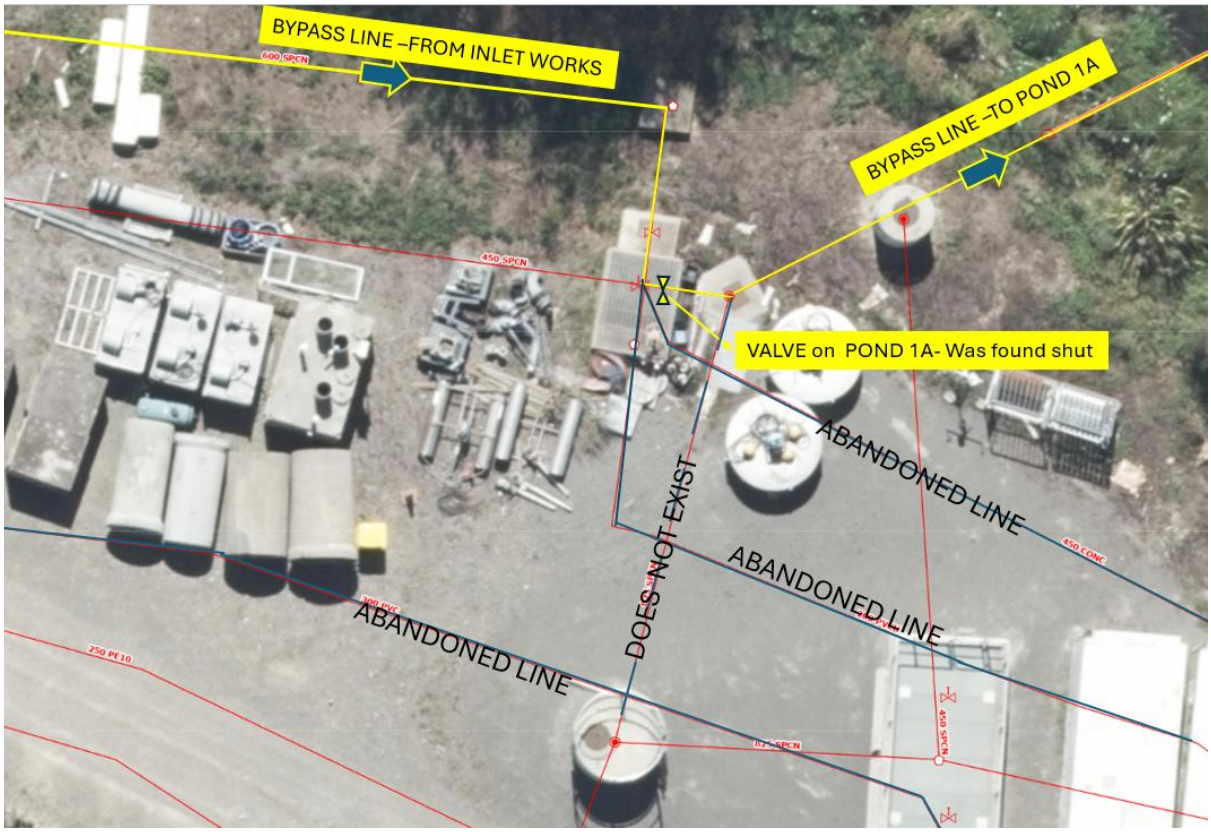

Figure 4 – Location of shut valve on bypass line

3.5.2 Contributing Factors/opportunities for improvement

Other contributing factors that could have avoided the overflow / improved the response to the incident are listed below.

- Standard Operating Procedures (SOPs) for treatment plant technicians do not adequately capture non-standard operations such as this one. There should have been a job specific assessment undertaken that documented the required checks and inspections before undertaking the works. This should have included a thorough checklist for the pre-operational physical checks (“walk the line”).
- Inaccurate or outdated asset data in Waimap and Trakk Asset. The valves on the bypass line are not accurately indicated in the Waimap. Additionally, there are a number of wastewater pipes shown in Waimap that have been abandoned and are no longer operational. The valve is also not shown on the P&ID in Trakk Asset for the Rangiora WWTP.
- Absence of valve tagging/locking system. A tagging system showing correct orientation of the valve could have improved the response time.

- Extended closure time of the bypass weir (~15 minutes) affected the ability of operators to respond to the incident. Consider automation of the critical control valves to reduce the actuation time.

3.6. Broader Issues Identified

- Need for formalised Wastewater SOPs for non-regular activities or a job safety assessment process to capture inherent risks associated with the activity.
- Lack of reliable site schematics and accurate valve information.
- Gaps in asset management systems (Waimap, TRAKK assets).

3.7. Lessons Learned

This incident highlights the need for a thorough checks and verification processes (JSA) before undertaking any non-standard work, accurate asset information and good records keeping.

Key lessons include:

1. Maintain Accurate Asset Information
   Asset data needs to be current, reliable, and routinely validated to ensure operators have an accurate understanding of system configuration and valve status.
2. Implement SOPs and JSAs for Non-Routine Tasks
   Standard Operating Procedures (SOPs) or Job Safety Analyses (JSAs) must be in place for any non-routine or infrequent wastewater activities. All non-standard tasks require documented pre-checks and a risk assessment prior to starting work.
3. Physically Verify Line and Valve Status
   Technicians must confirm valve positions and line configurations physically wherever possible. When conditions limit visibility (e.g., flooded chambers), additional verification tools such as inspection cameras, probes, or remote indicators should be used.
4. Tag Critical Valves with Required Operational Position
   Critical valves should be clearly tagged or labelled to indicate their correct operational status, reducing the risk of mis-alignment during routine or bypass operations.
5. Consider Environmental Protections Near Waterways
   Where wastewater assets pose a risk of overflow near sensitive environments, appropriate safeguards such as bunding, liners, or swales should be incorporated or reviewed to minimise environmental impact.

4. Recommendations for Improvement and Future Course of Action

Following are the actions recommended for implementation

4.1. Asset Data and System Accuracy

- Undertake a comprehensive review and correction of Waimap and Trakk data, prioritising critical valves, hydraulic lines, and control structures.
- Develop accurate and up-to-date site schematics, including valve photographs, flow directions, elevations, and operational notes.
- Use verification tools such as CCTV or GPR to confirm underground connections, reducing reliance on unverified legacy drawings.

4.2. Operational Controls and SOP Improvements

- Develop formal SOPs for all non-standard or infrequent wastewater tasks, including the aeration basin outlet weir shutdown process.
- Introduce a detailed pre-operational checklist, ensuring operators physically “walk the line” before any valve or bypass operation.
- Require operators to verify valve status directly using cameras, probing tools, or manual inspection where visibility is limited.

4.3. Valve Management and Critical Control Improvements

- Implement a valve tagging and locking system indicating correct operating position and lock-out requirements.
- Identify and prioritise critical control valves for regular inspection, tagging, maintenance, and operational checks.
- Assess the feasibility of automating key valves to reduce manual actuation time and improve incident response.

4.4. Environmental and Cultural Protection Measures

- Review communication processes with the Rūnanga, including proactive engagement before planned works and rapid notification during incidents. Update the notification process so the Rūnanga is advised at the same time as Environment Canterbury.

4.5. Risk Management for Non-Standard Activities

- As part of JSA, mandate written risk assessments for all non-routine tasks, identifying potential failure modes, environmental risks, and cultural considerations.
- Embed “stop, verify, proceed” steps into all high-risk procedures.
- Provide refresher training to operators and contractors on non-standard operations, emergency management, and environmental/cultural obligations.

4.6. Incident Readiness and Response

- Improve incident response capability by reducing reliance on slow manual systems, such as long-duration weir closures.
- Review and strengthen emergency response procedures, incorporating lessons learned from the overflow.
- Conduct scenario-based training to improve response time, decision-making, and situational awareness during complex operational events.

5. Conclusion

The wastewater overflow incident that occurred on 26 November 2025 highlighted some systemic vulnerabilities across Council asset data accuracy and operational procedures. While the immediate cause was traced to an incorrectly assumed valve position, the wider analysis shows that legacy asset information gaps and inadequate formalised procedures for non-standard tasks, contributed to the event.

Despite these challenges, the response was prompt, impacts were mitigated quickly, and corrective actions are underway. The incident has provided valuable learning opportunities that will strengthen operational resilience, improve environmental and cultural protection, and reduce the likelihood of recurrence.

23 January 2026

Environment Canterbury
Regional Council
Kaunihera Taiao ki Waitaha

Customer Services
P. 03 353 9007 or 0800 324 636

PO Box 345
Christchurch 8140

P. 03 365 3828
F. 03 365 3194
E. ecinfo@ecan.govt.nz

www.ecan.govt.nz

Waimakariri District Council
Private Bag 1005
Rangiora 7440

Attention: Robert Frizzell
Email: Robert.Frizzell@WDC.govt.nz

Dear Mr Frizzell

INFRINGEMENT NOTICE 3505

Following the notification by you to Environment Canterbury of a discharge of contaminants, namely wastewater, on 26 November 2025 from the wastewater treatment plant at 141 Marsh Road, Rangiora, officers attended site and confirmed that the wastewater had discharged from two wet wells into the South Brook. This discharge is contrary to the provisions of the Resource Management Act 1991.

In assessing incidents of this type, we take into consideration various factors which include: the relevant rules and standards, the compliance history of the consent, the adverse environmental effects and the expectation by the public that we act when clear breaches of regional rules occur. The circumstances surrounding the investigation with the officer's recommendation were presented to the Environment Canterbury enforcement decision panel. After considering this information, the decision of the panel is to issue an infringement notice for the alleged offence.

The infringement notice issued in the name of the Waimakariri District Council is enclosed.

Payment of the Infringement Fee

You may pay the fee to Environment Canterbury by direct credit or credit card. Our bank account details are Canterbury Regional Council, a/c 123151 0059468-00. Please reference your name and state infringement **(3505)**. If you prefer to pay by credit card please contact our Customer Services on 03 3539007.

What you need to know - Summary of Rights

Please refer to the Summary of Rights on the reverse side of the infringement notice, which sets out the actions available to you. You should be aware that if you request a hearing and you are found guilty, or plead guilty, the Court may impose a penalty which is different from the infringement fees set out in the infringement notice. The penalties which the Court can impose at a hearing are in the case of a

corporation, is a fine of up to $10,000,000 or in the case of a natural person, a fine of up to $1,000,000 and/or a sentence of community work of not less than 40 hours and not more than 400 hours.

Yours sincerely

Sandra O'Donnell
Compliance Coordinator
enc

INFRINGEMENT NOTICE **NOTICE NUMBER:** 3505

(Issued under authority of Section 343C of the Resource Management Act 1991)

ENFORCEMENT AUTHORITY: **ENFORCEMENT OFFICER**

Canterbury Regional Council Robert Anding

TO: Waimakariri District Council

Address:	**Address for Service:**	**Date of Birth:**
Private Bag 1005	215 High Street	**Sex:**
Rangiora 7440	Rangiora 7400	**Occupation:**
		Drivers Licence:

You are alleged to have committed an infringement offence against the Resource Management Act 1991, as follows:

Details of Alleged Infringement Offence

Section of Resource Management Act 1991 contravened: Section 338(1)(a) and section 15(1)(b) (into or onto land where contaminant is likely to enter water)

Nature of Infringement

The Waimakariri District Council committed an offence when contaminants namely wastewater from the Rangiora wastewater treatment plant were discharged into or onto land in circumstances which may result in that contaminant (or any other contaminant emanating as a result of natural processes from that contaminant) entering water, unless the discharge is expressly allowed by a national environmental standard or other regulations, a wastewater environmental performance standard, a stormwater environmental performance standard, an infrastructure design solution, a rule in a regional plan as well as a rule in a proposed regional plan for the same region (if there is one), or a resource consent.

The fee for this Infringement is: $3,000.00

Total Infringement fee payable is: **$3,000.00**

Location: 141 Marsh Road, Rangiora

Incident on or about: 26/11/2026 **Approximate time:** 10:43 am

Payment of Infringement Fee

The infringement fee is payable to the enforcement authority within 28 days after 23/01/2026

The infringement fee is payable to the enforcement authority at:

In Person:	**Posted:**
Canterbury Regional Council	Canterbury Regional Council
200 Tuam Street	PO Box 345
Christchurch	Christchurch 8140

Payment options include:
Internet banking - our bank account details are Canterbury Regional Council, a/c 123151 0059468-00;
Credit card - please contact our Customer Services on 03 353 9007;
In person with cash and EFTPOS at our Christchurch & Timaru offices.

Include Notice Number on all correspondence.

IMPORTANT: PLEASE READ SUMMARY OF RIGHTS PRINTED OVERLEAF

.....

Signature of Enforcement Officer

Payment Advice
Notice No: 3505
Infringement Fee: $3,000.00

SUMMARY OF RIGHTS

Note: If, after reading this summary, you do not understand anything in it, you should consult a lawyer immediately.

Payment

1 If you pay the infringement fee within 28 days after the service of this notice, no further action will be taken against you in respect of this infringement offence. Payments should be made to the enforcement authority at the address shown on the front of this notice.

Note: If, under section 21 (3A) or (3C) (a) of the Summary Proceedings Act 1957, you enter or have entered into a time to pay arrangement with an informant in respect of an infringement fee payable by you, paragraphs 3 and 4 below do not apply and you are not entitled either to request a hearing to deny liability or to ask the Court to consider any submissions (as to penalty or otherwise) in respect of the infringement.

Further Action

2 If you wish to raise any matter relating to circumstances of the alleged offence, you should do so by writing a letter and delivering it to the enforcement authority at the address shown on the front of this notice within 28 days after the service of a reminder notice.

3 If you deny liability and wish to request a hearing in the District Court in respect of the alleged offence, you must, within 28 days after the service of a reminder notice, deliver to the enforcement authority at the address shown on the front page of this notice a letter requesting a Court hearing in respect of the offence. The enforcement authority will then, if it decides to commence court proceedings in respect of the offence, serve you with a notice of hearing setting out the place and time at which the matter will be heard by the Court.

Note: If the court finds you guilty of the offence, the court may impose a penalty that is higher than the infringement fee and costs will be imposed in addition to the penalty.

4 If you admit liability in respect of the alleged offence but wish to have the Court consider submissions as to penalty or otherwise, you must, within 28 days after the service of a reminder notice, deliver to the enforcement authority at the address shown on the front page of this notice a letter requesting a hearing in respect of the offence **AND** in the same letter admit liability in respect of the offence **AND** set out the submissions that you would wish to be considered by the Court. The enforcement authority will then, if it decides to commence court proceedings in respect of the offence, file your letter with the Court. There is no provision for an oral hearing before the Court if you follow this course of action.

Note: The court may impose a penalty that is higher than the infringement fee and costs will be imposed in addition to any penalty.

Non-payment of Fee

5 If you do not pay the infringement fee and do not deliver a letter requesting a hearing within 28 days after the service of this notice, you will be served with a reminder notice (unless the enforcement authority decides otherwise).

6 If you do not pay the infringement fee and do not deliver a letter requesting a hearing in respect of the alleged infringement offence within 28 days after the service of the reminder notice, you will become liable to pay **COSTS IN ADDITION TO THE INFRINGEMENT FEE** (unless the enforcement authority decides not to commence court proceedings against you).

Defence

7 You will have a complete defence against proceedings relating to the alleged offence if the infringement fee is paid to the enforcement authority at the address shown on the front page of this notice within 28 days after the date of service of a reminder notice. Late payment or payment made to any other address will not constitute a defence to proceedings in respect of the alleged offence.

8 (1) This paragraph describes a defence additional to the one described in paragraph 7. This defence is available if you are charged with an infringement offence against any of sections 9, 12, 13, 14 and 15 of the Resource Management Act 1991.

(2) You must prove either of the following to have the defence:

(a) that -

(i) the action or event to which the infringement notice relates was necessary for the purposes of saving or protecting life or health, or preventing serious damage to property or avoiding an actual or likely adverse effect on the environment; and

(ii) your conduct was reasonable in the circumstances; and

(iii) you adequately mitigated or remedied the effects of the action or event after it occurred; or

(b) that -

(i) the action or event to which the infringement notice relates was due to an event beyond your control, including natural disaster, mechanical failure, or sabotage; and

(ii) you could not reasonably have foreseen or provided against the action or event; and

(iii) you adequately mitigated or remedied the effects of the action or event after it occurred.

(3) Subparagraph (2) does not apply unless -

(a) you deliver a written notice to the enforcement agency; and

(b) in the notice, you -

(i) state that you intend to rely on subparagraph (2)(a) or (b); and

(ii) specify the facts that support your reliance on subparagraph (2)(a) or (b); and

(c) you deliver the notice -

(i) within 7 days after you receive the infringement notice; or

(ii) within a longer period allowed by a District Court.

(4) If you do not comply with subparagraph (3), you may ask the District Court to give you leave to rely on subparagraph (2)(a) or (b).

8A (1) This paragraph describes a defence additional to those described in paragraphs 7 and 8. This defence is available if-

(a) you are -

(i) a principal; or

(ii) an employer; or

(iii) the owner of a ship; and

(b) you may be liable for an offence alleged to have been committed by -

(i) your agent; or

(ii) your employee; or

(iii) the person in charge of your ship.

(2) If you are a natural person, including a partner in a firm, you must prove either of the following to have the defence:

(a) that you -

(i) did not know, and could not reasonably be expected to have known, that the offence was to be, or was being, committed; and

(ii) took all reasonable steps to remedy any effects of the act or omission giving rise to the offence; or

(b) that you took all reasonable steps to -

(i) prevent the commission of the offence; and

(ii) remedy any effects of the act or omission giving rise to the offence.

(3) If you are not a natural person (eg, body corporate), you must prove either of the following to have the defence:

(a) that -

(i) neither the directors (if any) nor any person involved in your management knew, or could reasonably be expected to have known, that the offence was to be, or was being, committed; and

(ii) you took all reasonable steps to remedy any effects of the act or omission giving rise to the offence; or

(b) that you took all reasonable steps to -

(i) prevent the commission of the offence; and

(ii) remedy any effects of the act or omission giving rise to the offence.

8B (1) This paragraph describes a defence additional to the defences described in paragraphs 7, 8, and 8A. This defence is available if you are charged with an infringement offence against section 15A(1)(a) of the Resource Management Act 1991 (relating to dumping waste or other matter in the coastal marine area from a ship, aircraft, or offshore installation).

(2) In order to have the defence, you must prove all of the following in relation to the act or omission that is alleged to constitute the offence:

(a) that the act or omission was necessary-

(i) to save or prevent danger to human life; or

(ii) to avert a serious threat to any ship, aircraft, or offshore installation: or

(iii) in the case of *force majeure* caused by stress of weather, to secure the safety of any ship, aircraft, or offshore installation; and

(b) that the act or omission was a reasonable step to take in all the circumstances; and

(c) that the act or omission was likely to result in less damage than would otherwise have occurred; and

(d) that the act or omission was taken or omitted in such a way that the likelihood of damage to human or marine life was minimised.

8C (1) This paragraph describes a defence additional to the defences described in paragraphs 7, 8, 8A, and 8B. This defence is available if you are charged with an infringement offence against section 15B (1) or (2) of the Resource Management Act 1991 (relating to certain discharges of a harmful substance, a contaminant, or water in the coastal marine area from a ship or offshore installation).

(2) You must prove either of the following to have the defence:

(a) that the harmful substance, contaminant, or water was discharged for the purpose of securing the safety of a ship or an offshore installation, or for the purpose of saving life and that the discharge was a reasonable step to effect that purpose; or

(b) that the harmful substance, contaminant, or water escaped as a consequence of damage to a ship or its equipment or to an offshore installation or its equipment, and-

(i) such damage occurred without your negligence or deliberate act; and

(ii) as soon as practicable after that damage occurred, all reasonable steps were taken to prevent the escape of the harmful substance, contaminant, or water or, if any such escape could not be prevented, to minimize any escape.

Queries/Correspondence

9 When writing or making payment of an infringement fee, please indicate -

(a) The date of the infringement offence; **AND**

(b) The infringement notice number; **AND**

(c) The identifying number of each alleged offence and the course of action you are taking in respect of it (if this notice sets out more than 1 offence and you are not paying all the infringement fees for all the alleged offences); **AND**

(d) Your full address for replies (if you are not paying all the infringement fees for all the alleged offences).

FULL DETAILS OF YOUR RIGHTS AND OBLIGATIONS ARE SET OUT IN SECTIONS 340 TO 343D OF THE RESOURCE MANAGEMENT ACT 1991 AND SECTION 21 OF THE SUMMARY PROCEEDINGS ACT 1957.

NOTE: ALL PAYMENTS, ALL QUERIES, AND ALL CORRESPONDENCE REGARDING THIS INFRINGEMENT MUST BE DIRECTED TO THE ENFORCEMENT AUTHORITY AT THE ADDRESS SHOWN.

Waimakariri District Council
215 High Street
Private Bag 1005
Rangiora 7440, New Zealand
Phone 0800 965 468

Our Reference: 014995-08, SEW-03-02-05 / 260220060692
Your Reference: PE263091

20 February 2026

Sandra O'Donnell
Compliance Officer
Environment Canterbury
PO Box 345
Christchurch 8140

Sandra.ODonnell@ecan.govt.nz

Dear Sandra

Infringement Notice 3505 – Rangiora WWTP Accidental Overflow

I am writing to you regarding Infringement Notice 3505 relating to the Rangiora Wastewater Treatment Plan (WWTP).

The Infringement Notice 3505 alleges that an offence was committed on a date in the future, being 29 November 2026. Infringement Notice 3505 is therefore invalid and the Council requests that Infringement Notice 3505 is withdrawn or otherwise cancelled.

The Council also requests copies of all documents presented to the Environment Canterbury's Enforcement Decision Panel, including the recommendation report provided to the Panel, relevant to Infringement Notice 3505. If necessary, please treat this as a request under the Local Government and Official Information and Meetings Act 1987.

I also want to take the opportunity to reiterate that the accidental overflow resulted from an accidental discharge that was a result of maintenance works on the aeration basin at the Rangiora WWTP. During testing of the bypass line, which diverts wastewater from the inlet works to one of the oxidation ponds, it was observed that flow was overflowing. It was subsequently identified that a valve on the bypass pipe, believed to have been open, given these valves are normally left in an open position, was unexpectedly found to be closed.

The Council took immediate and proactive steps to cease the discharge once it was identified, in order to minimise environmental impacts. We undertook water quality testing in the South Brook over the following days. While this showed elevated E. coli levels, the results were not above levels that can occur naturally in the stream in the absence of an overflow.

The Council also proactively notified Environment Canterbury, issued a social media update to inform the local community, and erected precautionary signage downstream. In addition, the Council have implemented measures to reduce the likelihood of similar incidents occurring in the future.

The Council appreciates the importance of compliance with the Resource Management Act

1991 (RMA) and is committed to operating in full accordance with its resource consents and the RMA at all times.

While we are disappointed that this accidental overflow occurred, we consider that the Council responded in a proactive, responsible, and professional manner and that enforcement action is not required in this instance. The Council does not consider that an infringement notice is an appropriate or necessary response having regard to the circumstances of the incident and the Council's response.

Please contact me if you wish to discuss. Otherwise, I look forward to receiving confirmation that Infringement Notice 3505 has been withdrawn or otherwise cancelled and receipt of the documents requested above.

Yours sincerely

Kalley Simpson
3 Waters Manager

4 March 2026

Environment Canterbury Regional Council
Kaunihera Taiao ki Waitaha

AdvisoryTeam
0800 324 636

200 Tuam Street
PO Box 345, Christchurch 8140
ecan.govt.nz/contact

Waimakariri District Council
Private Bag 1005
Rangiora 7440

Attention: Kalley Simpson
3 Waters Manager
Via email: kalley.simpson@wmk.govt.nz

Dear Kalley

INFRINGEMENT NOTICE 3505

Thank you for your email and letter dated 20 February.

Your request for copies of all documents presented to Environment Canterbury's Enforcement Decision Panel, including the recommendation report provided to the panel has been referred to our LGOIMA team for response.

In relation to infringement notice 3505, your request that this be withdrawn or cancelled due to the alleged offence being committed on a date in the future has been reviewed. The outcome of the review is that it was appropriate for the infringement to be issued, however as the alleged offence date was incorrect, infringement notice 3505 will be cancelled and a new infringement notice issued with the correct alleged offence date.

Accordingly, please find enclosed infringement notice 3506.

Payment of the Infringement Fee
You may pay the fee to Environment Canterbury by direct credit or credit card. Our bank account details are Canterbury Regional Council, a/c 123151 0059468-00. Please reference your name and state infringement **(3506)**. If you prefer to pay by credit card please contact our Customer Services on 03 3539007.

What you need to know - Summary of Rights
Please refer to the Summary of Rights on the reverse side of the infringement notice, which sets out the actions available to you. You should be aware that if you request a hearing and you are found guilty, or plead guilty, the Court may impose a penalty that is higher than the infringement fee set out in the infringement notice and costs will be imposed in addition to any penalty.

Yours sincerely

Sandra O'Donnell
Compliance Coordinator
enc

Our ref: PE263091
Contact: Sandra O'Donnell

INFRINGEMENT NOTICE **NOTICE NUMBER:** 3506

(Issued under authority of Section 343C of the Resource Management Act 1991)

ENFORCEMENT AUTHORITY: **ENFORCEMENT OFFICER**

Canterbury Regional Council Robert Anding

TO: Waimakariri District Council

Address:	**Address for Service:**	**Date of Birth:**
Private Bag 1005	Private Bag 1005	**Sex:**
Rangiora 7440	Rangiora 7440	**Occupation:**
		Drivers Licence:

You are alleged to have committed an infringement offence against the Resource Management Act 1991, as follows:

Details of Alleged Infringement Offence

Section of Resource Management Act 1991 contravened: Section 338(1)(a) and section 15(1)(b) (into or onto land where contaminant is likely to enter water)

Nature of Infringement

The Waimakariri District Council committed an offence when contaminants namely wastewater from the Rangiora wastewater treatment plant were discharged into or onto land in circumstances which may result in that contaminant (or any other contaminant emanating as a result of natural processes from that contaminant) entering water, unless the discharge is expressly allowed by a national environmental standard or other regulations, a wastewater environmental performance standard, a stormwater environmental performance standard, an infrastructure design solution, a rule in a regional plan as well as a rule in a proposed regional plan for the same region (if there is one), or a resource consent.

The fee for this Infringement is: $3,000.00

Total Infringement fee payable is: **$3,000.00**

Location: 141 Marsh Road, Rangiora

Incident on or about: 26/11/2025 **Approximate time:** 10:43 am

Payment of Infringement Fee

The infringement fee is payable to the enforcement authority within 28 days after 4/03/2026

The infringement fee is payable to the enforcement authority at:

In Person:	**Posted:**
Canterbury Regional Council	Canterbury Regional Council
200 Tuam Street	PO Box 345
Christchurch	Christchurch 8140

Payment options include:
Internet banking - our bank account details are Canterbury Regional Council, a/c 123151 0059468-00;
Credit card - please contact our Customer Services on 03 3539007;
In person with cash and EFTPOS at our Christchurch & Timaru offices.

Include Notice Number on all correspondence.

IMPORTANT: PLEASE READ SUMMARY OF RIGHTS PRINTED OVERLEAF

.....

Signature of Enforcement Officer

Payment Advice
Notice No: 3506
Infringement Fee: $3,000.00

SUMMARY OF RIGHTS

Note: If, after reading this summary, you do not understand anything in it, you should consult a lawyer immediately.

Payment

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Further Action

2 If you wish to raise any matter relating to circumstances of the alleged offence, you should do so by writing a letter and delivering it to the enforcement authority at the address shown on the front of this notice within 28 days after the service of a reminder notice.

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Note: If the court finds you guilty of the offence, the court may impose a penalty that is higher than the infringement fee and costs will be imposed in addition to the penalty.

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Defence

7 You will have a complete defence against proceedings relating to the alleged offence if the infringement fee is paid to the enforcement authority at the address shown on the front page of this notice within 28 days after the date of service of a reminder notice. Late payment or payment made to any other address will not constitute a defence to proceedings in respect of the alleged offence.

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(2) You must prove either of the following to have the defence:

(a) that -

(i) the action or event to which the infringement notice relates was necessary for the purposes of saving or protecting life or health, or preventing serious damage to property or avoiding an actual or likely adverse effect on the environment; and

(ii) your conduct was reasonable in the circumstances; and

(iii) you adequately mitigated or remedied the effects of the action or event after it occurred; or

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(3) Subparagraph (2) does not apply unless -

(a) you deliver a written notice to the enforcement agency; and

(b) in the notice, you -

(i) state that you intend to rely on subparagraph (2)(a) or (b); and

(ii) specify the facts that support your reliance on subparagraph (2)(a) or (b); and

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(i) within 7 days after you receive the infringement notice; or

(ii) within a longer period allowed by a District Court.

(4) If you do not comply with subparagraph (3), you may ask the District Court to give you leave to rely on subparagraph (2)(a) or (b).

8A (1) This paragraph describes a defence additional to those described in paragraphs 7 and 8. This defence is available if-

(a) you are -

(i) a principal; or

(ii) an employer; or

(iii) the owner of a ship; and

(b) you may be liable for an offence alleged to have been committed by -

(i) your agent; or

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(2) If you are a natural person, including a partner in a firm, you must prove either of the following to have the defence:

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(ii) took all reasonable steps to remedy any effects of the act or omission giving rise to the offence; or

(b) that you took all reasonable steps to -

(i) prevent the commission of the offence; and

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(3) If you are not a natural person (eg, body corporate), you must prove either of the following to have the defence:

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(i) neither the directors (if any) nor any person involved in your management knew, or could reasonably be expected to have known, that the offence was to be, or was being, committed; and

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8B (1) This paragraph describes a defence additional to the defences described in paragraphs 7, 8, and 8A. This defence is available if you are charged with an infringement offence against section 15A(1)(a) of the Resource Management Act 1991 (relating to dumping waste or other matter in the coastal marine area from a ship, aircraft, or offshore installation).

(2) In order to have the defence, you must prove all of the following in relation to the act or omission that is alleged to constitute the offence:

(a) that the act or omission was necessary-

(i) to save or prevent danger to human life; or

(ii) to avert a serious threat to any ship, aircraft, or offshore installation: or

(iii) in the case of *force majeure* caused by stress of weather, to secure the safety of any ship, aircraft, or offshore installation; and

(b) that the act or omission was a reasonable step to take in all the circumstances; and

(c) that the act or omission was likely to result in less damage than would otherwise have occurred; and

(d) that the act or omission was taken or omitted in such a way that the likelihood of damage to human or marine life was minimised.

8C (1) This paragraph describes a defence additional to the defences described in paragraphs 7, 8, 8A, and 8B. This defence is available if you are charged with an infringement offence against section 15B (1) or (2) of the Resource Management Act 1991 (relating to certain discharges of a harmful substance, a contaminant, or water in the coastal marine area from a ship or offshore installation).

(2) You must prove either of the following to have the defence:

(a) that the harmful substance, contaminant, or water was discharged for the purpose of securing the safety of a ship or an offshore installation, or for the purpose of saving life and that the discharge was a reasonable step to effect that purpose; or

(b) that the harmful substance, contaminant, or water escaped as a consequence of damage to a ship or its equipment or to an offshore installation or its equipment, and-

(i) such damage occurred without your negligence or deliberate act; and

(ii) as soon as practicable after that damage occurred, all reasonable steps were taken to prevent the escape of the harmful substance, contaminant, or water or, if any such escape could not be prevented, to minimize any escape.

Queries/Correspondence

9 When writing or making payment of an infringement fee, please indicate -

(a) The date of the infringement offence; **AND**

(b) The infringement notice number; **AND**

(c) The identifying number of each alleged offence and the course of action you are taking in respect of it (if this notice sets out more than 1 offence and you are not paying all the infringement fees for all the alleged offences); **AND**

(d) Your full address for replies (if you are not paying all the infringement fees for all the alleged offences).

FULL DETAILS OF YOUR RIGHTS AND OBLIGATIONS ARE SET OUT IN SECTIONS 340 TO 343D OF THE RESOURCE MANAGEMENT ACT 1991 AND SECTION 21 OF THE SUMMARY PROCEEDINGS ACT 1957.

NOTE: ALL PAYMENTS, ALL QUERIES, AND ALL CORRESPONDENCE REGARDING THIS INFRINGEMENT MUST BE DIRECTED TO THE ENFORCEMENT AUTHORITY AT THE ADDRESS SHOWN.

Environment Canterbury Regional Council
Kaunihera Taiao ki Waitaha

Customer Services
P. 03 353 9007 or 0800 324 636
200 Tuam Street
PO Box 345
Christchurch 8140
E. ecinfo@ecan.govt.nz
www.ecan.govt.nz

13 March 2026

Kalley Simpson
Waimakariri District Council
By email: kalley.simpson@wmk.govt.nz

Dear Kalley

Local Government Official Information and Meetings Act 1987 ("LGOIMA"): Request for Information

I refer to your letter dated 20 February 2026 requesting copies of all documents presented to the Environment Canterbury's Enforcement Decision Panel, including the recommendation report provided to the Panel, relevant to Infringement Notice 3505.

Your request has been referred to me to reply.

Please find attached a copy of the report provided to the Enforcement Decision which contains the officer's recommendation.

Some information has been withheld under section 7(2)(a) to protect the privacy of individuals and section 7(2)(f)(i) to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between employees in the course of their duty.

Should you require any further information or clarification, please do not hesitate to contact LGOIMA@ecan.govt.nz in the first instance.

Yours sincerely,

Paul Hulse
General Manager Regulatory Implementation

If you are not satisfied with this response, you can refer this matter to the Office of the Ombudsman under s27 (3) of the Local Government Official Information and Meetings Act 1987.

File Number: GOVE/INQU/OMBU/3363C

Enforcement action recommendation memorandum

To: ENFORCEMENT DECISION PANEL

From: [redacted]

Alleged Offender	**Waimakariri District Council**
Reference (Consent/PE Number)	**PE263091**
Alleged Offence	**Discharge of contaminants onto or into land in circumstances which may result in that contaminant (or any other contaminant emanating as a result of natural processes from that contaminant) entering water.**
RMA Section (e.g. 15(1)(b)	**a) S15 (1)(b)**
Environmental Standard, Regulation, Rule or Resource Consent	**a) CWLRP Rule 5.87**

Alleged Offence Date	**26.11.2025**
Date on which the offence last took place. It will either be historic, if the offence, such as earthworks or water abstraction, occurred before your investigation, or the current date, if the offence, such as a discharge/diversion, was occurring during your investigation.	
Notification Date	**26.11.2025**
Date on which we were directly notified of the offence or should have been aware of it due to applicable information being supplied to ECan, an applicable ECan employee visiting the site or through some form of indirect notification.	
Important – Statutory Timeframes	
Infringement: *These need to be served within approximately 4 months of the offence date. The exact date is 6 months from the offence date minus 56 days (or more to the nearest business day)* ***Prosecution:*** *This needs to be initiated within 12 months of the later of the offence or notified date.*	

Other ECan sections to attend EDP	**Consents**	☐
	Science	☐
	Contaminated Sites	☐
	River Engineering	☐
	Pou Matai Ko	☐
	Strategy / Planning	☐

Enforcement recommendation:	S338(1)(a)– Contravention of section 15(1)(b) (discharge of contaminants onto or into land in circumstances which may result in that contaminant (or

	any other contaminant emanating as a result of natural processes from that contaminant) entering water; or) $3,000 1 x Infringement - The discharge of wastewater onto land which contravened CWLRP Rule 5.87 and Section 15 (1)(b) of the RMA.

Alleged Offence(s) Details

Alleged Offender(s)

Who are they, what do they do and where do they do it?

Waimakariri District Council – Territorial Authority

WDC operates the Rangiora Wastewater Treatment Plant

The WWTP is located at 141 Marsh Road, Rangiora.

Figure 1: 141 Marsh Road, Rangiora the location of the Rangiora WWTP.

Alleged Offence(s):

How and when did we find out about the alleged offence(s) and where and when did it occur?

Rob (Robert) Frizzell – Wastewater Engineer – from the Waimakariri District Council called me on the 26th of November at 10:43am to inform me that an overflow had occurred at the Rangiora Wastewater Treatment Plant between 9.40am and 10am that day. The overflow amount was estimated as 1100m^3 at the time of the call but was later confirmed to be 117.4m^3 during the site visit. The wastewater had overflowed into the South Brook stream via land. During a site visit I was able to confirm that wastewater had discharged from two wet wells into the South Brook.

How is the alleged offender(s) involved and what is their connection to the location?

Waimakariri District Council owns the wastewater treatment plant and the land where the wastewater treatment plant is located. They also hold resources consent CRC030917 and CRC173124 for discharge of contaminants to land via seepage and to air.

Describe the circumstances surrounding the alleged offence and explain how these constitute a contravention of the specific section of the RMA (e.g. 15(1)(a)) and the scope/conditions of any associated Environment Standard, Regulation, Rule and Resource Consent?

Illustrate this commentary with excerpts of the applicable regulations/ rules etc, maps, photographs, environmental sampling or other evidence that helps to demonstrate that a contravention(s) occurred and its intensity and scale.

On the 26th of November at 10:43am Rob (Robert) Frizzell, Wastewater Engineer at the Waimakariri District Council, notified me that an overflow had occurred at the Rangiora Wastewater Treatment Plant, discharging into the South Brook. The estimated overflow volume was approximately 1,100m^3 initially but was later confirmed on site to be 117.6m^3.

Under Rule 5.87 of the Canterbury Land and Water Regional Plan, the discharge of untreated sewage onto or into land where it may enter surface water as a result of a spill, overflow, or equipment failure is a non-complying activity. The discharge which entered the South Brook creek was of screened raw sewerage. Because this type of discharge is not permitted under any consent, regional plan rule, national environmental standard, or other regulation, it constitutes a breach of section 15(1)(b) of the RMA, which prohibits discharging contaminants onto or into land in circumstances where they may enter water.

I subsequently notified [redacted] (Te Rūnanga o Ngāi Tūāhuriri) by email at 11.06am that an overflow had occurred into the South Brook (C25C/297877).

[redacted] (Incident Response Officer) and I travelled to the Rangiora Wastewater Treatment Plant, arriving at approximately 11:45am. We were met on site by Rob Frizzell and Amit Chauhan (Water Operations Team Leader). Rob showed us the location of the overflow and explained that it occurred during planned maintenance of the aeration pond weir. To undertake the maintenance, influent was intended to bypass the aeration lagoon and flow from the screen directly to Oxidation Pond 1. The bypass failed because a valve in the wet well was closed, causing wastewater to back up. Rob noted that the wet well (Figure 3) contains two valves, one opening clockwise and the other counter-clockwise, one of which was in the incorrect position.

The overflow occurred at the wet well where the valve was closed and at a wet well further west. The location where the wastewater overflow occurred is shown in Figure 2. Figure 6 shows the area affected by the overflow according to the incident debrief sent by WDC (C26C/6519). The area was wet and showed signs of some mud like substance that had been deposited by the sewage.

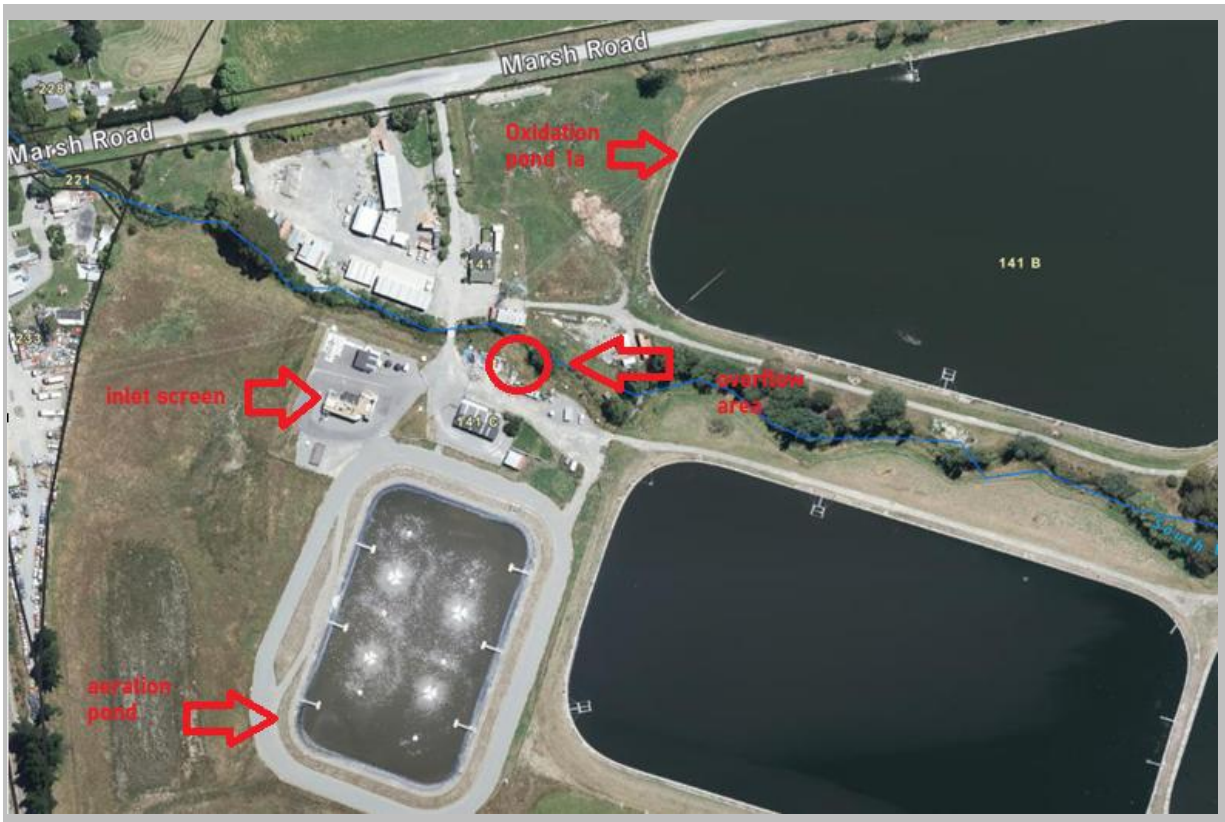


Figure 2: Rangiora Wastewater Treatment Plant showing where the overflow occurred, the different ponds and the inlet screen locations.

Figure 3: One of the two wet wells involved in the overflow was the eastern wet well shown here. The overflow occurred because one of the two valves in this wet well was closed.

I took pictures from the area where the overflow occurred to document the sources of the discharge into the South Brook when [redacted] received an email which contained a more precise amount of wastewater that had been discharged. I sighted this email that stated that 117.6m^3 had been discharged.

Figure 4: Standing on the eastern wet well looking north to the South Brook with dark coloured grass from the sewage overflow

Figure 5: Part of the wastewater overflow from the western wet well was contained by the concrete blocks, while the portion that reached South Brook entered east of the blocks in the pipe-storage area. The liquid visible is screened untreated wastewater.

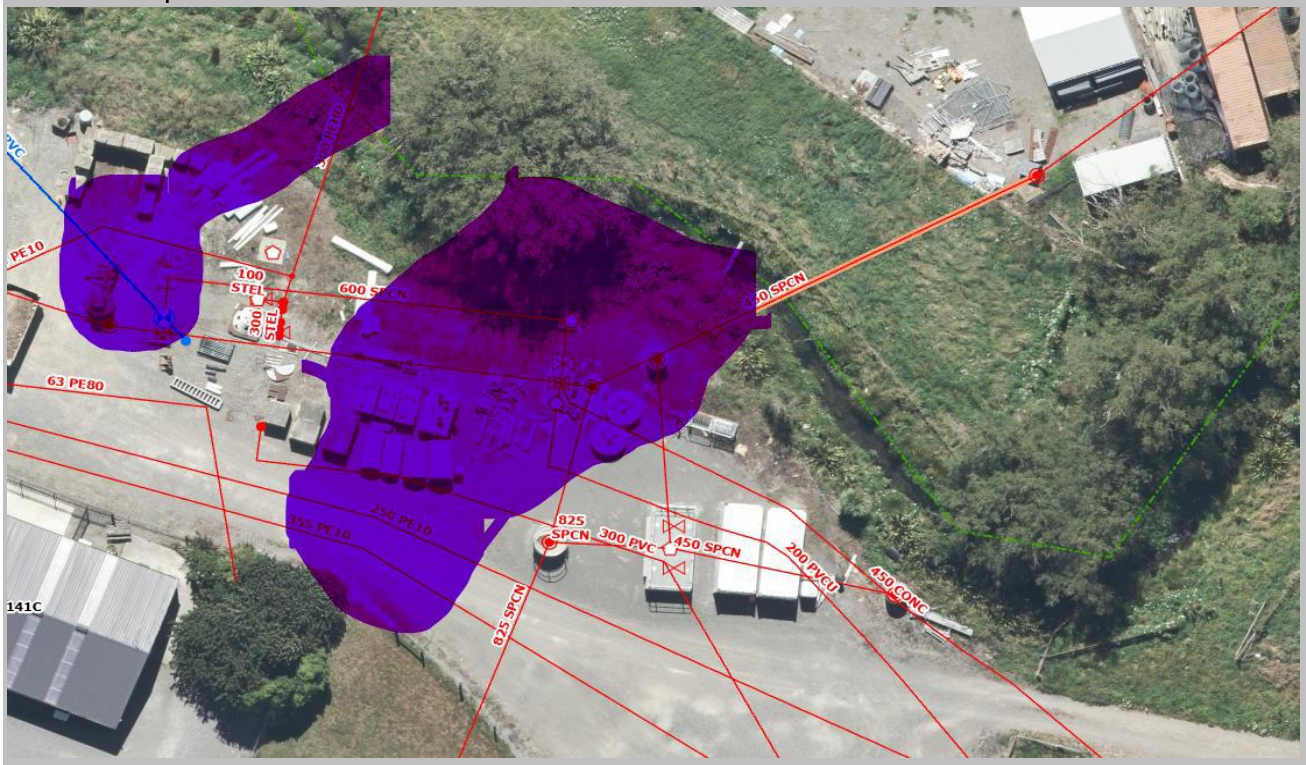
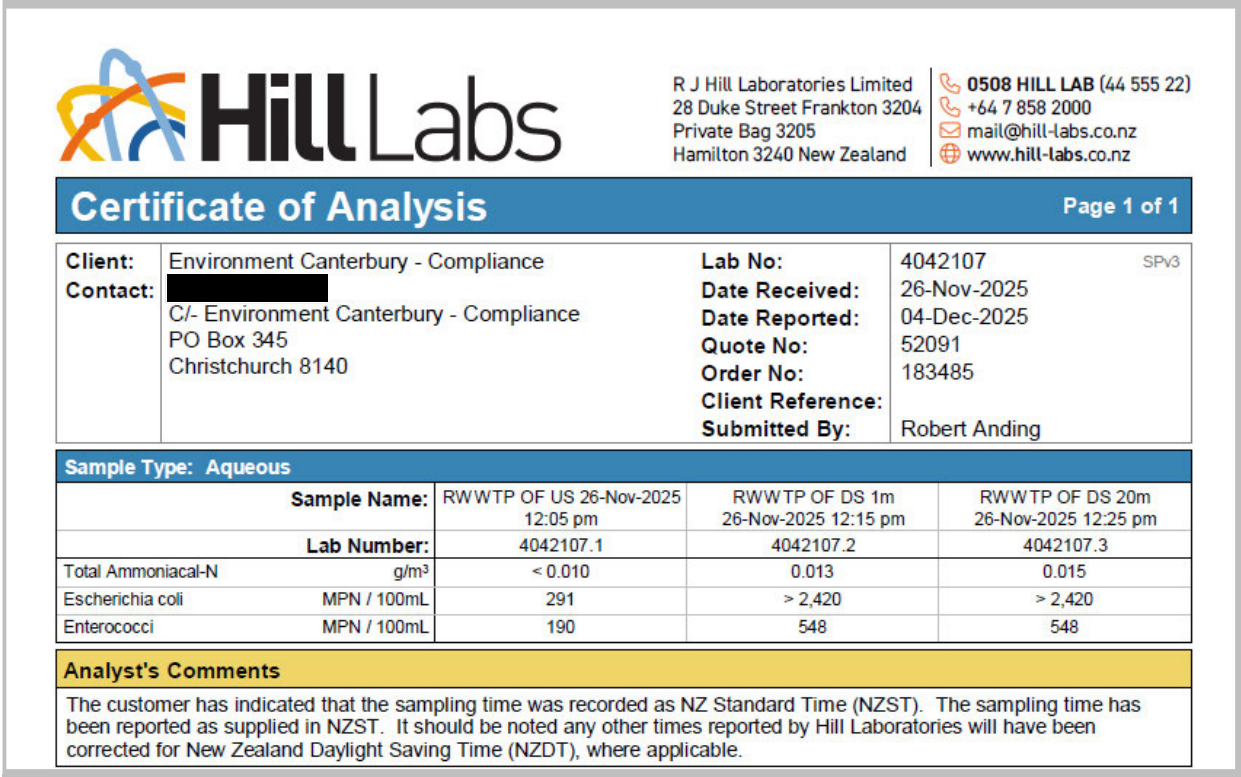


Figure 6: Area affected by the overflow according to the WDC debrief (C26C/6519)

I asked further questions about the incident, and Rob Frizzell confirmed that WDC had collected samples upstream and downstream of the discharge point. [redacted] and I then undertook our own sampling. We collected samples at the upstream bridge, at the discharge point, and approximately 20 m downstream.

The results showed elevated Enterococci levels compared with the upstream sample. The E. coli results were inconclusive, as the downstream detection limit was higher than the upstream measured concentration. Total ammoniacal nitrogen levels were also elevated relative to the upstream sample.



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Certificate of Analysis Page 1 of 1

Client:	Environment Canterbury - Compliance	**Lab No:**	4042107 SPv3
Contact:	[redacted]	**Date Received:**	26-Nov-2025
	C/- Environment Canterbury - Compliance	**Date Reported:**	04-Dec-2025
	PO Box 345	**Quote No:**	52091
	Christchurch 8140	**Order No:**	183485
		Client Reference:	
		Submitted By:	Robert Anding

Sample Type: Aqueous

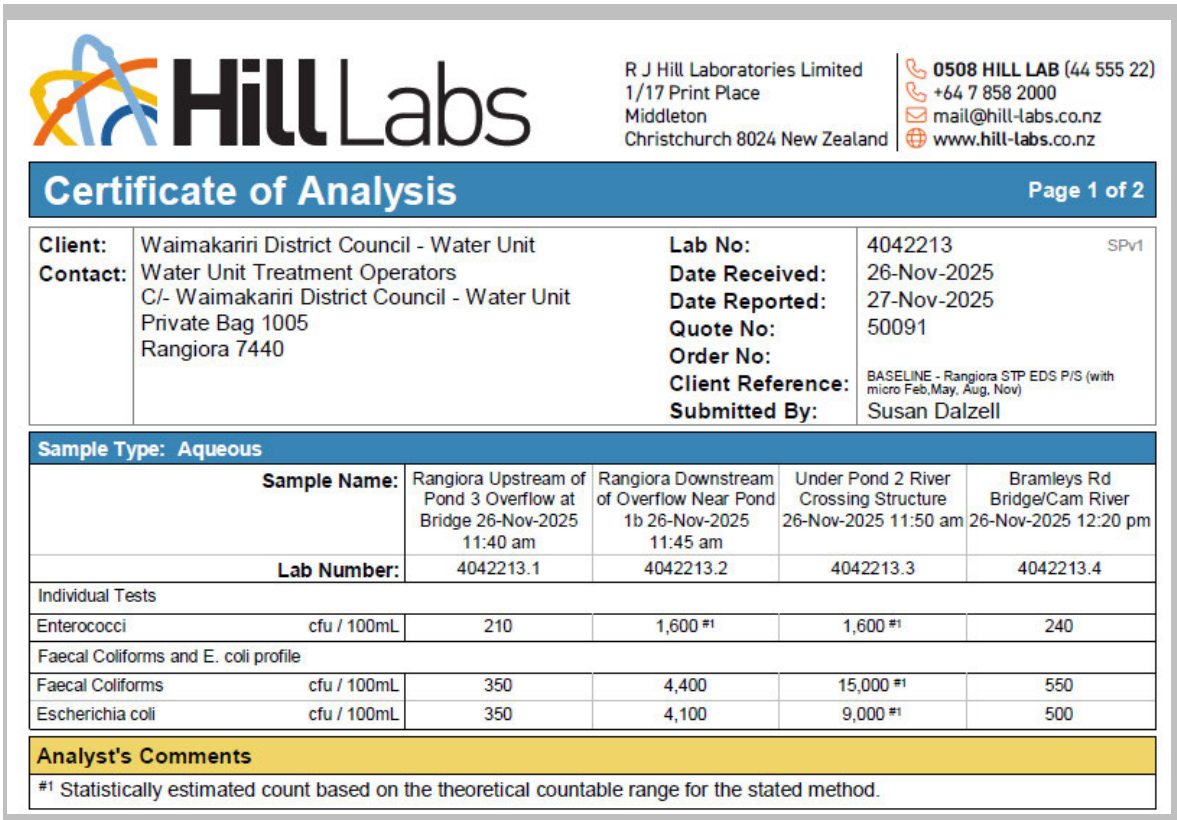
		Sample Name:	RWWTP OF US 26-Nov-2025 12:05 pm	RWWTP OF DS 1m 26-Nov-2025 12:15 pm	RWWTP OF DS 20m 26-Nov-2025 12:25 pm
		Lab Number:	4042107.1	4042107.2	4042107.3
Total Ammoniacal-N	g/m³		< 0.010	0.013	0.015
Escherichia coli	MPN / 100mL		291	> 2,420	> 2,420
Enterococci	MPN / 100mL		190	548	548

Analyst's Comments

The customer has indicated that the sampling time was recorded as NZ Standard Time (NZST). The sampling time has been reported as supplied in NZST. It should be noted any other times reported by Hill Laboratories will have been corrected for New Zealand Daylight Saving Time (NZDT), where applicable.

Figure 7: Results for samples taken by ECan at 12:05pm onwards on the 26.11.2025

WDC provided their test results from the day of the discharge. Their samples were taken approximately 25 minutes earlier than ours and showed elevated downstream levels of Faecal Coliforms, E. coli, and Enterococci.



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Certificate of Analysis Page 1 of 2

Client:	Waimakariri District Council - Water Unit	**Lab No:**	4042213 SPv1
Contact:	Water Unit Treatment Operators C/- Waimakariri District Council - Water Unit Private Bag 1005 Rangiora 7440	**Date Received:**	26-Nov-2025
		Date Reported:	27-Nov-2025
		Quote No:	50091
		Order No:	
		Client Reference:	BASELINE - Rangiora STP EDS P/S (with micro Feb,May, Aug, Nov)
		Submitted By:	Susan Dalzell

Sample Type: Aqueous

Sample Name:	Rangiora Upstream of Pond 3 Overflow at Bridge 26-Nov-2025 11:40 am	Rangiora Downstream of Overflow Near Pond 1b 26-Nov-2025 11:45 am	Under Pond 2 River Crossing Structure 26-Nov-2025 11:50 am	Bramleys Rd Bridge/Cam River 26-Nov-2025 12:20 pm
Lab Number:	4042213.1	4042213.2	4042213.3	4042213.4
Individual Tests				
Enterococci cfu / 100mL	210	1,600 #1	1,600 #1	240
Faecal Coliforms and E. coli profile				
Faecal Coliforms cfu / 100mL	350	4,400	15,000 #1	550
Escherichia coli cfu / 100mL	350	4,100	9,000 #1	500

Analyst's Comments

#1 Statistically estimated count based on the theoretical countable range for the stated method.

Figure 8: Results for samples taken by WDC on the 26.11.2025

After taking the samples we returned to the Tuam Street office. Following the site visit to the wastewater treatment plant Waimakariri District Council undertook measures to mitigate the effect of the overflow. WDC conducted follow up water quality sampling on the 27th,28th and 1st of December to confirm when the effects of the discharge had cleared. In addition, public notification was issued via the WDC website, and warning signage was installed at the Kaiapoi river to inform the community until water quality conditions returned to normal. To prevent similar errors, WDC has instructed Water Unit staff that technicians must physically walk the line before commencing work, and critical valves have now been fitted with identification tags.

Alleged Offender Information

Contact Details

Full Name:	**Waimakariri District Council**
Date of Birth:	**NA**
Phone:	**+6421480826**
Email:	**Robert.Frizzell@WDC.govt.nz**
Address (service address if a company):	**215 High Street Rangiora, North Canterbury 7400, NZ**

Detailed Compliance History

Date:	Was it substantiated & what enforcement was action taken?
01.05.2025	PE254630 Overflow of treated wastewater from oxidation pond 3 into South Brook due to major rain event. No enforcement action has been taken
24.07.2023	PE242045 Overflow of treated wastewater from oxidation pond 3 due to a major rain event. No enforcement action was taken.

Waimakariri District Council
215 High Street
Private Bag 1005
Rangiora 7440, New Zealand
Phone 0800 965 468

Our Reference: 014995-08, SEW-03-02-05 / 260327085224
Your Reference: PE263091

27 March 2026

Sandra O'Donnell
Compliance Officer
Environment Canterbury
PO Box 345
Christchurch 8140

sandra.o'donnell@ecan.govt.nz

Dear Sandra

Infringement Notice 3506 – Rangiora WWTP Accidental Overflow

I am writing to confirm payment of the $3,000 fee set out in Infringement Notice 3506 relating to the Rangiora Wastewater Treatment Plant (WWTP).

It remains Council's position that this was an accidental overflow which resulted from an unexpected discharge, rather than an intentional or negligent act.

As set out in our letter dated 20 February 2026, the Council took immediate and proactive steps to cease and contain the discharge once it was identified and took timely and appropriate actions in order to minimise any environmental impacts. Council undertook water quality testing in the South Brook over the following days, which showed some elevated E.coli results but these were not above levels that can occur naturally in the stream. The Council also proactively notified Environment Canterbury at the earliest opportunity, issued a social media update to inform the local community, and erected precautionary signage downstream. In addition, we have implemented measures to reduce the likelihood of similar incidents occurring in the future and have added a step to notify Te Ngāi Tūāhuriri Rūnanga in our standard procedures for pollutions incidents.

It is unfortunate that there was limited information on, and recognition of, the proactive steps taken by Council in the Enforcement Actions Recommendation Memorandum presented to the Enforcement Decision Panel for their consideration. It is also unclear, from your letter dated 4 March 2026, who undertook the review of our request for the infringement notice to be withdrawn or cancelled and what factors were considered.

We still consider that enforcement action was not required in this instance, given that the incident was accidental, and the Council responded in a proactive, responsible, and professional manner; however, we have paid the fee to bring an end to the matter.

Yours sincerely

Kalley Simpson
3 Waters Manager

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	CON202583-01 / 260305070014
REPORT TO:	Kaiapoi-Tuahiwi Community Board
DATE OF MEETING:	20 April 2026
AUTHOR(S):	Jason Recker, Stormwater and Waterways Manager Harry Wilson, Project Engineer
SUBJECT:	Pines Beach and Kairaki Beach Stormwater Upgrades Report
ENDORSED BY: (for Reports to Council, Committees or Boards)	General Manager / Chief Executive

1. SUMMARY

1.1. This report seeks endorsement from the Kaiapoi-Tuahiwi Community Board and approval from the Utilities and Roading Committee to proceed with the design and construction of the proposed drainage improvements for the coastal settlements of Pines Beach and Kairaki.

1.2. The aim of this project is to help reduce the risk of flooding and ponding within identified problem areas of Pines Beach and Kairaki by implementing improvements to local drainage and stormwater infrastructure. These improvements include the installation and construction of flap gates, swales, sumps, discharge channels, and pipework, as well as potentially larger-scale interventions such as pump installations where gravity systems are insufficient.

1.3. Parts of Pines and Kairaki were Red Zoned following the 2010 and 2011 earthquakes and the area is naturally low lying and subject to multiple natural hazards including flooding and liquefaction. These hazards will be exacerbated by sea level rise moving into the future. Any assets constructed will be vulnerable to future natural events and it is challenging to manage infrastructure services and maintain level of service in this environment.

1.4. Locations where upgrades have been identified are informed by historical areas of ponding and flooding during storm events, as well as additional areas identified during the May 2025 flood event.

Attachments:

i. Pines Beach and Kairaki Stormwater Upgrades Report – TRIM 260121010199

2. RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board:

(a) **Receives** Report No. 260305070014.

AND

THAT the Kaiapoi -Tuahiwi Community Board recommends:

THAT the Utilities and Roading Committee:

(b) **Approves** the following proposed infrastructure upgrades within Pines Beach and Kairaki Beach:

1. Dunns Ave (North End) Stormwater Outfall Upgrades and Reticulation Improvements.

2. Kain Street and Batten Grove Corner Swale, Reticulation and Outlet Improvements.

3. Featherstone Ave (North Access Road) Low Point Drainage and Swale Improvements.

4. Featherstone Ave (North Residential Area) Open Drain Capacity and Storage Improvements.

(c) **Notes** that the recommended upgrades are estimated to cost $163,791.60 including a 15% construction contingency and that there is a total project budget of $270,000.00 funded from the Pines Kairaki Stormwater Upgrades budget (102479.000.5123).

(d) **Notes** that this project is intended to assist mitigate flooding challenges being experienced in the residential areas of Pines Beach and Kairaki Beach during storm events. Acknowledging the proposed upgrades will not remove all risk of future flooding, but will achieve some improvements in smaller to medium events.

(e) **Notes** that Pines and Kairaki Beach Areas are subject to natural hazards such as flooding and liquefaction. This will be exacerbated in the future by sea level rise. Parts of the area were previously Red Zoned and it is challenging to maintain infrastructure and services in this area.

(f) **Notes** that these works are programmed to be designed this financial year (2025/26), and tendered and constructed next financial year (2026/27).

3. BACKGROUND

3.1. Pines Beach and Kairaki are two small coastal settlements located north of the Waimakariri River approximately 2km east of Kaiapoi. Stormwater management is challenging due to the area’s flat terrain, shallow groundwater, and the influence of tidal water levels in Kairaki Creek. The area's stormwater networks rely heavily on gravity-fed discharge, but outfall capacity is often restricted during high tides, causing water levels in the creek to rise, limiting drainage. These natural constraints mean that even moderate rainfall events can result in slow-draining and ponding, while more severe events lead to surface flooding across roads, parks and private properties.

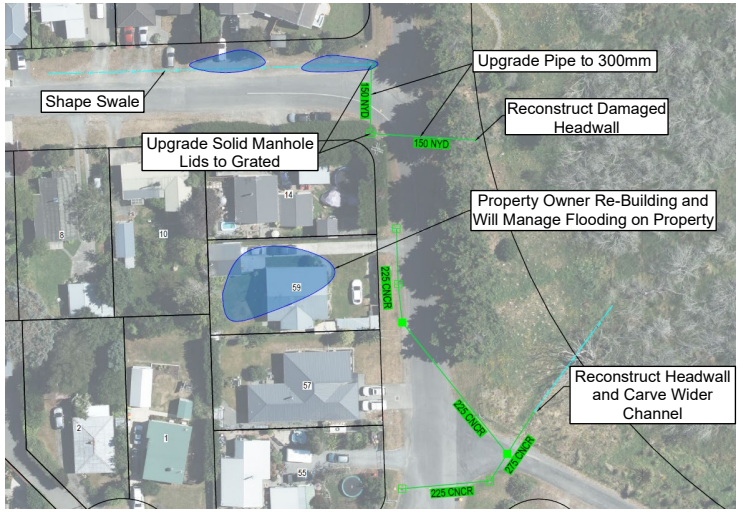
Figure 1: Overview Map of Pines Beach and Kairaki Location.

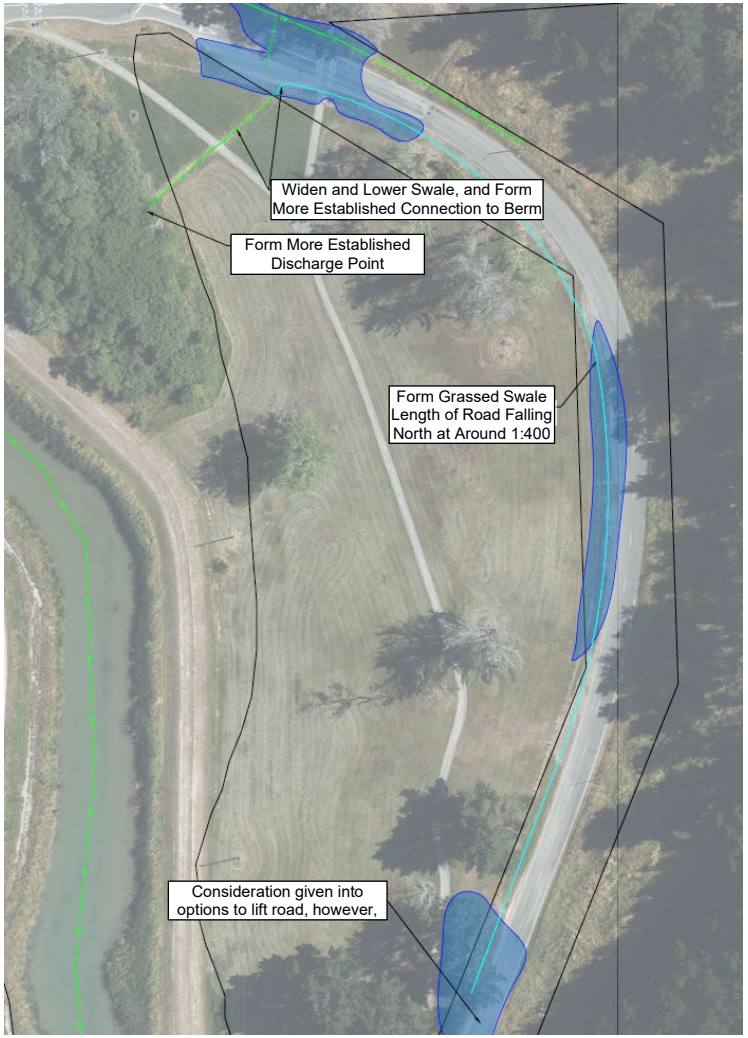
3.2. Historic flooding issues were further highlighted during the May 2025 rainfall event, which delivered over 100 mm of rain resulting in widespread inundation. Field observations confirmed that flooding was largely driven by limited outfall capacity, overtopping of drains, and ponding in low-lying areas that struggle to drain when creek levels remain elevated for prolonged periods. The event provided valuable insights into how the stormwater system responds under pressure and helped identify locations where existing infrastructure is insufficient to control runoff or prevent backflow during adverse tidal conditions.

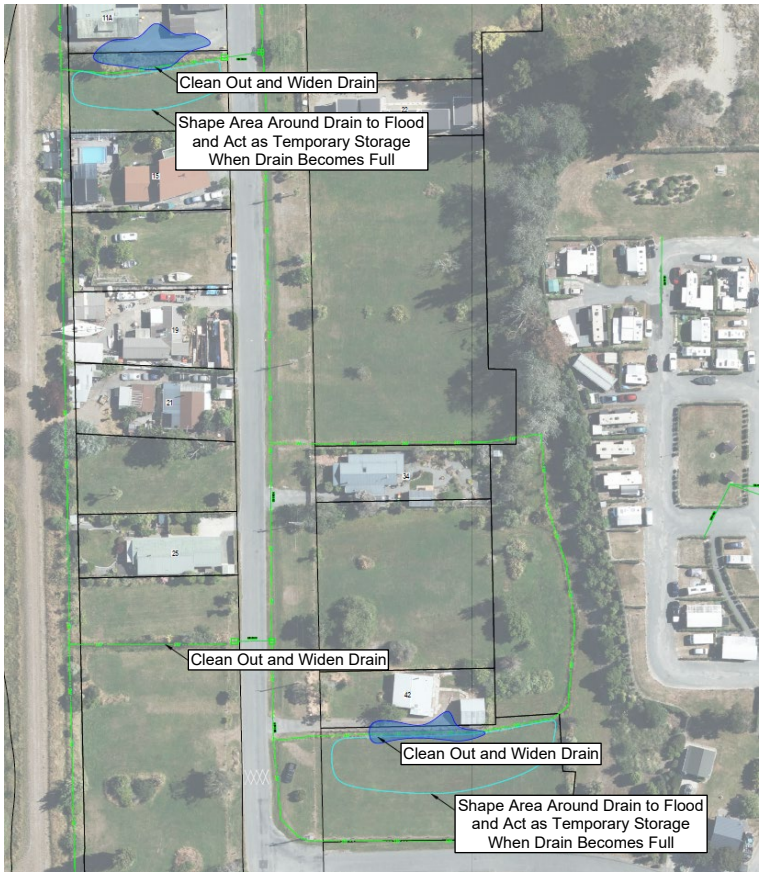
3.3. Pines Beach and Kairaki comprise of a mixture of pipes, swales and open drains with varying levels of performance depending on topography and proximity to Kairaki Creek. In areas close to the creek—particularly along Dunns Avenue in Pines Beach and the southern end of Featherstone Avenue in Kairaki—tidal influence significantly limits drainage, making these locations especially prone to recurring flooding. Other areas experience issues related to inadequate flow paths, undersized or poorly located sumps, blockages caused by vegetation, or ageing headwalls and outlet structures that restrict effective discharge.

3.4. Recognising these challenges, a detailed assessment of the drainage networks has been undertaken to identify practical options aimed at upgrading infrastructure, reducing flood risk and improving community resilience. Below in Table 1 is a summary of stormwater upgrades recommended for each location (refer Attachment i for more detail).

Table 1: Summary of identified stormwater upgrades and proposed actions.

Location	Summary of Recommended Upgrades	Map
1. Dunns Ave (North End)	**Stormwater Outfall Upgrades and Reticulation Improvements** • Install new flap gates on both the outlet pipes that discharge to the creek. This will help stop water from the creek surcharging up the pipes and assist in mitigating flooding in the area. • Replace the headwall on the 150mm discharge pipe at the creek that is damaged. • Upgrade the existing stormwater chamber lid outside 86 Dunns Ave to a grated lid to allow stormwater to better drain. • Consider investigating further into a bunding solution and localised pumping options at Dunns Ave Reserve after the above upgrades have been completed and tested.	
2. Kain Street and Batten Grove Corner	**Swale, Reticulation and Outlet Improvements** • Upgrade the two existing sumps located on the corner of the Kain Street and Batten Grove intersection with grated lids. • Upgrade the existing 150mm pipework with 300mm pipework. • Subject to consultation with the affected property owners, shape a swale along the northern side of Kain Street to improve drainage and direct flow into the existing sump. • Reconstruct the damaged outlet of the old 150mm pipe with a new headwall structure. • Construct a wider unobstructed discharge channel for the existing 225mm discharge outlet off Achilles Parade and consider re-constructing or upgrading the existing headwall.	

3. Featherstone Ave (North Access Road)	**Low Point Drainage and Swale Improvements** • Excavate and widen the existing swale/channel from the inlet to the outlet and construct a more permanent discharge point. • Shape a swale from the low depression in Featherstone Ave around to the swale near the roundabout. • Options were discussed with the Roading Team regarding raising the road level at the southern end of this location. However, given the wider flooding effects in the area, this option is considered unfeasible, as it would require a substantial length of road to be raised to achieve any meaningful benefit. Additionally, there is no available funding within current budgets to undertake this work.	

4. Featherstone Ave (North Residential Area)	**Open Drain Capacity and Storage Improvements** • Excavate and widen the existing open channel drains, particularly those that run parallel to resident's properties. • Undertake earthworks on the vacant greenspace adjacent to the drains. Lower the ground level so these areas can serve as temporary storage when the drains overtop. • Works to widen the open channel drains and reshape the surrounding areas would require work within adjacent properties owned by the Te Kōhaka o Tūhaitara Trust. Approval has not yet been granted, however, they will be consulted during the next stage of the project.	

3.5. These works as identified in Table 1 above include low-cost measures such as flap gates, sump improvements, berm reshaping, and swale reconstruction, to larger-scale solutions such as channel widening, temporary storage enhancements, pipe upgrades. These upgrades have been prioritised based on flood frequency, property risk, cost-effectiveness, and alignment with the available project budget.

3.6. Collectively, these improvements will provide some improvement to the performance of the existing stormwater network, however, given the low-lying flood prone nature of the area, there will likely continue to be ongoing flooding issues in this area.

3.7. The key milestone dates for this project are outlined in Table 2 below:

Table 2: Key milestones and dates.

Key Milestone	Start	Complete
Report to Kaiapoi-Tuahiwi Community Board	April 2026	April 2026
Report to Utilities and Roading Committee	May 2026	May 2026
Preliminary/Detailed Design	March 2026	June 2026
Tender	July 2026	August 2026
Construction	October 2026	December 2026
Project Complete		December 2026

4. ISSUES AND OPTIONS

4.1. **Option 1 – Endorse the recommended drainage upgrades.**

This option involves progressing with the recommended drainage upgrades across Pines Beach and Kairaki to help address recurring flooding issues and help improve stormwater performance during regular rainfall events, noting that there is an ongoing risk to the area, particularly in larger storm events. If endorsed, the project will advance to design with tendering scheduled for July 2026 and construction starting after and due for completion in December 2026.

This is the recommended option.

4.2. **Option 2 – Provide feedback or alternative options based on the recommended drainage upgrades.**

This option allows the Community Board or the Utilities & Roading Committee to request changes, provide direction, or suggest alternative drainage solutions before the project progresses further. Should this option be considered, the project timeline may be extended to incorporate revisions before design and construction can proceed.

4.3. **Option 3 – Do not endorse the recommended drainage upgrades and supports no further action.**

This option allows the Community Board or the Utilities & Roading Committee to recommend no further upgrades are carried out and that the current level of service is maintained.

4.4. The Management Team has reviewed this report.

5. IMPLICATIONS FOR COMMUNITY WELLBEING

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

Social – Undertaking stormwater infrastructure upgrades provides benefit to the residents of Pines Beach and Kairaki by helping improved drainage.

Economic – The proposed infrastructure improvements are designed to be cost effective and beneficial upgrades for the community.

Environmental – The project supports some improvement in terms of helping reduce regular nuisance flooding.

6. COMMUNITY VIEWS

6.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

6.2. Groups and Organisations

The Pines Kairaki Residents Association are likely to be affected by, or to have an interest in the subject matter of this report. Residents and the resident's association will be kept up to date through Council's standard communication channels, including information notices and Council's website.

6.3. Wider Community

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

A review of the service requests received during historical, and the recent May 2025 flood event has been undertaken as part of the project investigation. These and further investigations have identified properties at risk in the affected areas, and these have been considered within the scope of the proposed upgrades.

7. OTHER IMPLICATIONS AND RISK MANAGEMENT

7.1. Financial Implications

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

The Engineer's Estimate for the recommended stormwater upgrades as identified in Table 1 including professional fees is $163,791.60.

This project budget is included in the Annual Plan/Long Term Plan as outlined in Table 3 below:

Table 3: Project budget and forecast expenditure.

Budget name	**Pines Kairaki Stormwater Upgrades**		
PJ Number	**102479.000.5123**		
Financial Year	**25/26**	**26/27**	**Total**
Total Budget [a]	**$35,412.35**	**$240,810**	**$276,222.35**
Spent to date (including carry over) [b]	$17,000.00	$0.00	$17,000.00
Remaining PDU fees [c]	$18,400.00	$11,800.00	$30,200.00
Total existing commitments [e] **(=b+c+d)**	**$35,400.00**	**$11,800.00**	**$47,200.00**

Estimated Construction Cost [f]	$0.00	$101,384.00	$101,384.00
15% Construction Contingency [g]	$0.00	$15,207.60	$15,207.60
Total Construction Cost [h] **(=f + g)**	**$0.00**	**$116,591.60**	**$116,591.60**
Total Forecast Expenditure [i] **(= e + h)**	**$35,400.00**	**$128,391.60**	**$163,791.60**
Remaining Budget [j] **(= a – i)**	**$12.35**	**$112,418.40**	**$112,430.75**

7.2. Sustainability and Climate Change Impacts

The recommendations in this report do have sustainability and/or climate change impacts. It is recommended to divert runoff away from residential properties and roadways in smaller rain events. With heavy rainfall events predicted to become more frequent in the future, this community will continue to be subject to the risk of flooding.

This area is subject to climate change risks that are significant in terms of risk of sea level rise and major flood events. The proposed works do not address this and it is likely to become a more significant risk in the future that will make it challenging for Council to maintain services.

7.3. Community Implication

The recommended approach would benefit the community by reducing the impact of storm events on Pines Beach and Kairaki, and nuisance of flooding within some residential properties and road areas.

7.4. Risk Management

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

- Some upgrades—particularly gravity-based improvements—will still be constrained by tidal influences and low-lying topography, resulting in residual flooding during rainfall events.
- Standard construction risks apply and are partially mitigated by including a 15% construction contingency within the cost estimate.
- The area is subject to liquefaction in earthquakes. This new infrastructure as well as existing infrastructure is vulnerable to damage during future earthquakes.

7.5. Health and Safety

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

- A Safety in Design process will be undertaken as part of the detailed design phase to identify and mitigate risks associated with construction, ongoing maintenance and the end user safety.
- A site-specific safety plan will be required from the successful contractor prior to commencement of works.

8. CONTEXT

8.1. Consistency with Policy

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

8.2. Authorising Legislation

The Local Government Act is relevant in this matter.

8.3. **Consistency with Community Outcomes**

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

Environmental

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

Economic

- Infrastructure services are sustainable resilient and affordable.

8.4. **Authorising Delegations**

The Utilities and Roading Committee is responsible for activities related to land drainage waterways and stormwater.

WAIMAKARIRI DISTRICT COUNCIL

Report

FILE NO AND TRIM NO:	CON202583 / 260121010199
DATE:	2 March 2026
MEMO TO:	Jason Recker, Stormwater and Waterways Manager
FROM:	Harry Wilson, Project Engineer
SUBJECT:	Pines Beach & Kairaki Proposed Stormwater Upgrades

1. Executive Summary

This report provides an overview of proposed drainage upgrades for the coastal settlements of Pines Beach and Kairaki, following historic flooding issues and the May 2025 rainfall event. It outlines the performance of the existing stormwater networks, identifies key locations where limited outfall capacity, tidal influence, low-lying topography, and infrastructure constraints contribute to flooding, and presents a series of targeted upgrade options to reduce future flood risk. These include improvements to local drainage infrastructure such as flap gates, swales, sumps, discharge channels, and pipework, as well as larger-scale interventions such as pump installations where gravity systems are insufficient. Cost estimates, prioritisation of works, and recommended next steps are provided to guide decision-making and ensure funding is allocated to upgrades that deliver the greatest community benefit and resilience.

2. Introduction

The purpose of this report is to inform the Stormwater and Waterways Manager of the proposed upgrades to the drainage network at Pines Beach and Kairaki and to seek feedback. This memo outlines key areas within Pines Beach and Kairaki that have historically experienced ponding and flooding during storm events, as well as additional areas identified during the May 2025 flood event. This includes proposed drainage improvements to reduce future flood risk in these areas.

3. Background

Pines Beach and Kairaki are two small coastal settlements located north of the Waimakariri River approximately 2km east of Kaiapoi. Kairaki Creek (also known as Saltwater Creek) runs from north to south, parallel to the coast and west of the Pines Beach and Kairaki settlement, discharging to the Waimakariri River just west of the river mouth.

Figure 1: Overview Map of Pines Beach and Kairaki Location.

3.1. Existing Pines Beach Stormwater Infrastructure

The stormwater network at Pines Beach consists of short pipe runs and open drains that discharge either west to Kairaki Creek or east into the dune system. Road runoff is generally collected at low points through sumps or open pipe ends, with much of the township relying on grass swales to convey flows into the drainage network or directly to the creek. Kerb and channel are limited to the central section of Dunns Avenue, between Chichester Street and Kay Avenue, constructed in 2015, and a short length at the northern end of Dunns Avenue.

Kairaki Creek is influenced by tides, with a tidal gate installed on the Beach Road culvert near the roundabout entrance to Pines Beach and Kairaki. During high tide, the gate closes, preventing outflow into the Waimakariri River and causing the upstream drainage system to back up. Under prolonged or high-intensity rainfall, this lack of outfall capacity can lead to surface flooding. When the tide drops, water levels in the Waimakariri River and the downstream end of Kairaki Creek fall, allowing the tidal gate to reopen and the creek to drain freely.

3.2. Existing Kairaki Stormwater Infrastructure

Kairaki, like Pines Beach, discharges stormwater into Kairaki Creek through two main gravity-fed outlets. The settlement is divided into northern and southern catchments, each draining to one of the two discharge points.

Stormwater is conveyed to these outlets through a combination of swales, pipes, and open drains. Due to the flat topography and the presence of a stopbank along the southern and western boundaries, Kairaki effectively acts as a basin. During high tide, elevated water levels in Kairaki Creek prevent outflow from the stormwater outlets, resulting in temporary storage of stormwater within the local drainage network. Under prolonged or high-intensity rainfall, this restricted outfall capacity commonly leads to surface flooding until the tide recedes and free drainage can resume.

4. Deliverables and Timeframes

The key deliverables for this project are:

- Investigation (January 2025 – December 2025)
- Concept Design (June 2025 – December 2025)
- Preliminary/Detailed Design (January 2026 – June 2026)
- Tender (July 2026 – August 2026)
- Construction (October 2026 – December 2026)

5. Project Budget

There is a total project budget of $270,000.00 funded from the Pines Kairaki Stormwater Upgrades budget (102479.000.5123).

$47,000.00 has been designated to Project Delivery Fees, leaving an estimated $223,000.00 of available budget for construction.

6. April/May 2025 Flood Event

Between 28 April and 2 May 2025, a significant rainfall event affected the Waimakariri District and surrounding areas. The nearest relevant rain gauge, located in Kaiapoi, recorded a total of 102.8 mm over this period, corresponding to an 8.1-year ARI event.

This event resulted in widespread surface flooding across several locations in both Pines Beach and Kairaki, providing valuable insight into how the stormwater network performs under stress. Field observations indicated that flooding was primarily driven by limited stormwater capacity, overland flow blockages, and ponding within localised low-lying areas.

As noted previously, both settlements are heavily influenced by the tidal behaviour of Kairaki Creek. Observations from this event reaffirmed that restricted drainage during high tide is a major contributor to flooding issues. The low-lying coastal setting, combined with tidal surges and limited fall to the receiving environment, makes effective stormwater management particularly challenging.

Figure 2 illustrates water levels in Kairaki Creek upstream and downstream of the Beach Road culvert and tide gate during the May 2025 event. The graph also shows hourly rainfall totals and corresponding high and low tide levels, highlighting the direct interaction between tide cycles and stormwater discharge capacity.

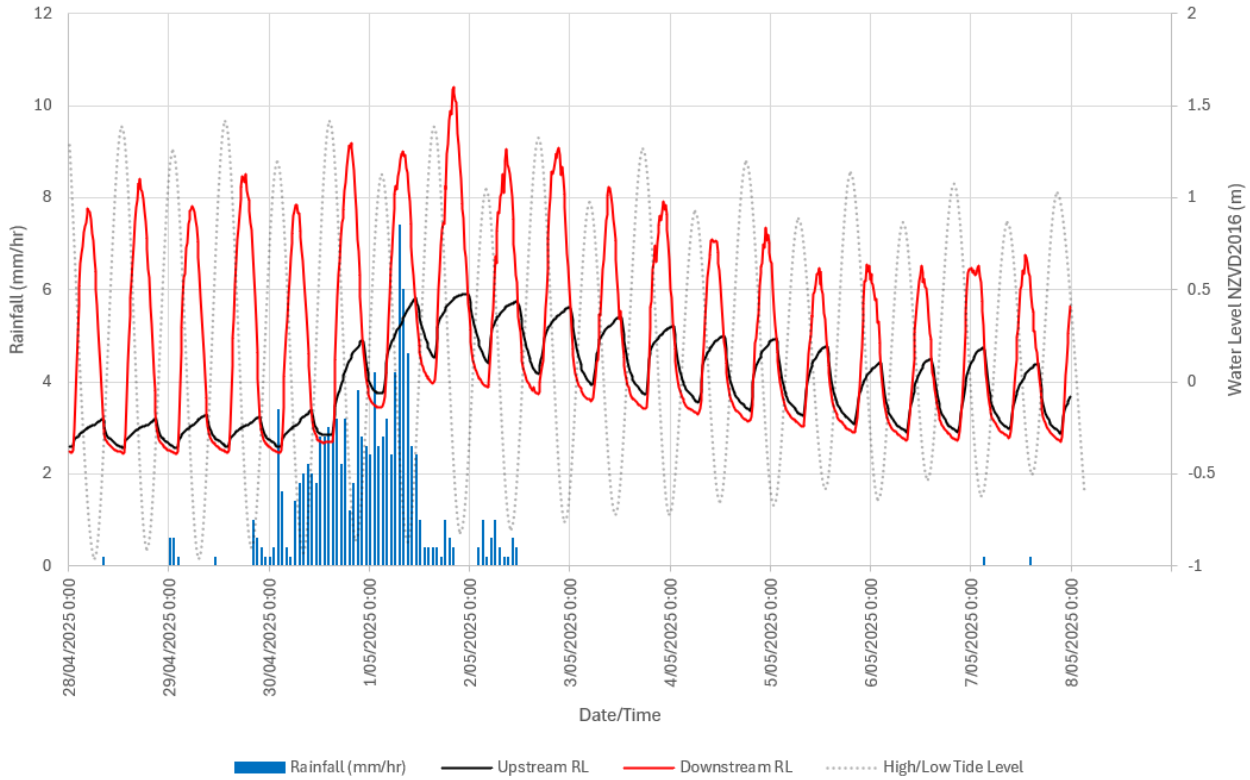


Figure 2: Rainfall and Kairaki Creek levels during April/May 2025 flood event.

When rainfall began steadily on 30 April and continued into the early hours of 1 May, water levels within Kairaki Creek started to rise noticeably upstream of the Beach Road culvert. Although rainfall eased from around midday on 1 May, the creek continued to respond, reaching its peak water level later that night. Water levels then remained elevated for several days and only gradually receded over the following week.

These observations demonstrate the constrained nature of the stormwater systems serving both Pines Beach and Kairaki. The flat, low-lying topography means stormwater drains slowly, and creek levels take extended periods to fall after rainfall. Tidal influence further compounds this issue: with higher tides occurring roughly half the time, stormwater is frequently unable to discharge from Kairaki Creek, prolonging elevated water levels and increasing the likelihood and duration of flooding. Additionally, Kairaki Creek drains a large, flat, predominantly rural upstream catchment, resulting in significant volumes of slow-moving water that continue to feed into the creek long after the rainfall has subsided, maintaining high water levels for an extended duration.

Across Pines Beach and Kairaki, substantial volumes of water were observed within roadside swales and park areas during the event (refer to Figure 3). This retention is beneficial, as these areas absorb much of the floodwater and help reduce the risk of inundation to private property. However, several isolated locations still experienced impacts to private properties and road access, highlighting ongoing vulnerabilities within the network.

Figure 3: Example of roadside swale flooding. Southern end of Batten Grove (outside Pines Beach Hall) (1 May 2025).

7. Key Areas of Flooding and Proposed Upgrades

Below is an overview of the notable areas where flooding continues to be problematic for the community. This includes both those known to Council to be historically an issue during rain events and others that were identified during the recent May 2025 event.

Detail includes the location, observed issue and the contributing factors likely causing flooding to occur.

Following an overview of the site and the issues identified, drainage upgrades to address these issues are proposed, including a construction cost estimate for the upgrade works.

7.1. Dunns Ave (North End) – Pines Beach

Flooding during significant rainfall events is common at the northern end of Dunns Avenue as shown in Figure 4, where stormwater frequently ponds within the road reserve. While flooding here has not resulted in confirmed property damage, residents at 87 and potentially 89 Dunns Avenue typically experience stormwater runoff flowing from the road into their properties.

Figure 4: Photo outside 87 Dunns Ave looking north (1 May 2025).

Stormwater in this area is collected via sumps within the road reserve and conveyed through pipes that discharge into Kairaki Creek. Outside 102 Dunns Avenue, two sumps and a 150 mm outlet pipe provide drainage to the creek. The headwall at this discharge point is damaged and due for replacement. Outside 87 Dunns Avenue, a single sump and a chamber currently fitted with a solid lid receive private stormwater laterals from neighbouring properties. This system discharges to the creek via a 225 mm pipe. Replacing the solid lid with a grated lid would improve capture of roadway runoff.

Flooding in this section of Dunns Avenue is difficult to manage due to the very low-lying topography and the proximity to Kairaki Creek. Unlike the southern parts of Dunns Avenue, where parks and wide roadside swales provide useful storage during flood events, this northern area has minimal space for water retention.

Flooding is further exacerbated by tidal effects. When high tide occurs, the floodgate at Beach Road closes, preventing discharge from the creek to the Waimakariri River. Water levels upstream of the culvert subsequently rise until the two northern stormwater outlets become inundated, at which point they can no longer drain. This leads to backing up of the drainage system and subsequent surface flooding.

In addition, neither of these stormwater outlets is fitted with a flap gate or any form of backflow prevention. As a result, high creek levels can surcharge back through the stormwater pipes. Water level data from sensors at the Beach Road culvert indicate that creek levels during peak events can exceed the ground level along this section of Dunns Avenue, suggesting that backflow from the creek is likely contributing to the severity of flooding in this area.

Below in Figure 5 is an overview map of the area showing the existing stormwater system, areas of notable flooding and proposed upgrades.

Figure 5: Dunns Ave northern end concept design upgrades.

After reviewing the existing stormwater infrastructure in this area, it is evident that the sumps are appropriately positioned and that local ground shaping effectively directs runoff toward these points. The pipework is also suitably sized for the contributing catchment, and under normal conditions the system performs as intended.

The primary cause of flooding is not the capacity or layout of the local stormwater network, but rather its inability to discharge when Kairaki Creek is elevated or in flood. During high-tide conditions, or when creek levels are otherwise high, the system loses its outfall capacity, preventing stormwater from draining and resulting in surface flooding. Given the flat, low-lying nature of the area and its reliance on tidally influenced gravity discharge, there are very limited feasible options to enable stormwater to drain during high tide.

7.1.1. Proposed Upgrades

One upgrade that could potentially solve the worst of the flooding is the installation of flap gates or a backflow device on each of the two stormwater discharge outlets. This is a relatively cost-effective upgrade and will stop any water from the creek surcharging back up the pipe and flooding the road. Based on the observed levels of the site and the peak water levels measured during the May 2025 flood event, this is expected to have been a notable issue amplifying flooding in this area.

At the same time, the headwall on the discharge of the 150mm pipe near Dunns Ave Reserve should be replaced with a new headwall as this is damaged.

7.1.2. Other Considerations

The solid lid on the chamber outside 86 Dunns Avenue should be replaced with a grated lid to improve stormwater capture on the eastern side of the road. Consideration was also given to using the open green space at Dunns Avenue Reserve as temporary stormwater storage by constructing a basin that would retain its amenity value while providing flood mitigation. However, this option is not viable. The park and surrounding road levels are already too low, and lowering the ground sufficiently to enable drainage from the road would result in levels below the creek. This would almost certainly lead to overtopping from the creek during typical rainfall events, rendering the area ineffective as storage and introducing additional flood risk.

If flooding continues to be an issue, the only alternative beyond gravity-based solutions—which are unlikely to be effective due to the site's low elevation and tidal constraints—would be the installation of a stormwater pump system. However, a pump alone would not address flooding if creek levels exceeded the ground level and water overtops into the road reserve during high tide events. Observations from the recent flood event suggest this may already be occurring. Any pump installation would therefore need to be supported by substantial bunding or flood-protection works along the creek to prevent backflow. Such works would likely extend onto private property, requiring extensive landowner engagement and involving significant cost. The overall cost-benefit of this option is considered low, and further detailed investigation would be required to understand its feasibility.

For now, it is recommended that flap-gate upgrades at the stormwater outlet pipes are prioritised and their effectiveness monitored before pursuing more substantial interventions.

7.1.3. Conclusion

The following upgrades and actions are proposed:

- Install new flap gates on both the outlet pipes that discharge to the creek. This will stop any water from the creek surcharging up the pipes and assist in mitigating flooding in the area.
- Replace the headwall on the 150mm discharge pipe at the creek that is damaged.
- Upgrade the existing stormwater chamber lid outside 86 Dunns Ave to a grated lid to allow stormwater to better drain.
- Consider investigating further into a bunding solution and localised pumping options at Dunns Ave Reserve after the above upgrades have been completed and tested.

7.1.4. Expected cost

Item	Description	Quantity	Unit	Rate	Amount
1.0	Dunns Ave (North End)				
	P&G	1	LS	$ 1,050.00	$ 1,050.00
	New headwall	1	Ea.	$ 2,000.00	$ 2,000.00
	Flap gate	1	Ea.	$ 2,000.00	$ 2,000.00
	Grated sump lid	1	Ea.	$ 1,000.00	$ 1,000.00
	Spigot flap gate	1	Ea.	$ 2,000.00	$ 2,000.00
	TOTAL				$ 8,050.00

7.2. Kain Street and Dunns Ave Intersection – Pines Beach

This area of Dunns Ave near the intersection of Kain Street as shown in Figure 6 was observed to only see minor ponding. The north side of the intersection is serviced by two sumps either side of the road that discharge to the creek via a 225mm stormwater pipe. Some minor ponding was seen along the roadside of Dunns Ave outside number 72. This looks to mostly be associated with the shaping of the berm which could be better graded toward the sump.

The south side of the Kain Street intersection is not serviced by any stormwater infrastructure. There is a spot in the location of the garage of 68 Dunns Ave that sits in a minor depression and flooding has been reported to occur here by the property owner. The property owner has lodged service requests previously regarding flooding at the back of the garage (property side).

An investigation was undertaken in May 2024 looking into the issue of flooding at this property and possibly improvements that could be made (Trim 240523083804). The conclusion of the investigation was that a sump to capture runoff could be installed and piped to a soakage pit. However, a soakage pit isn't likely to be as effective in a location like this due to the area having a high groundwater level.

Figure 6: Dunns Ave and Kain Street corner concept design upgrades.

7.2.1. Proposed Upgrades

Additional upgrades as shown in Figure 6 could be implemented by utilising the existing stormwater infrastructure that discharges to Kairaki Creek on the north side of the Kain Street intersection. While the road level along Kain Street is generally higher than the surrounding ground, the northern side sits lower than the southern side, offering a more favourable outfall location. Stormwater from the southern side of Kain Street could be redirected to the north via a bubble-up sump arrangement, helping to reduce ponding and improve conveyance during rainfall events. A new sump could also be installed outside 68 Dunns Avenue to capture roadside runoff and reduce the risk of floodwater entering the garage from the road.

7.2.2. Conclusion

The following upgrades and actions are proposed:

- To address nuisance flooding occurring in the depression near the garage of 68 Dunns Ave a new sump could be installed along with a new 225mm pipe that would run and discharge to a new bubble up sump on the north side of the intersection. Stormwater would then run overland to the existing sump and discharge to the creek. Based on the survey levels, this should work well as there is about a 0.5m difference in level between these two points.
- A third sump could also be installed on the south corner of the intersection along with some shaping of the berm along Kain Street to assist in capturing additional runoff.
- Some minor berm shaping is advised on the north side of the intersection to better direct runoff toward the existing sump.

7.2.3. Expected cost

Item	Description	Quantity	Unit	Rate	Amount
2.0	Kain Street and Dunns Ave Intersection				
	P&G	1	LS	$ 7,279.50	$ 7,279.50
	Shape swale and reinstate	76	m	$ 30.00	$ 2,280.00
	225mm PVC-U SN16 pipe	70	m	$ 500.00	$ 35,000.00
	Single sump with concrete surround	3	Ea.	$ 3,750.00	$ 11,250.00
	TOTAL				$ 55,809.50

7.3. Kain Street and Batten Grove Corner – Pines Beach

There are some areas of ponding along the roadside of Kain Street as shown in Figure 7, but water typically appears to flow across the roads of Kain Street and Batten Grove into the block of properties on the corner of the street. In particular, 59 Batten Grove is the most affected from flooding during rain events.

Figure 7: Kain Street looking to the intersection with Batten Grove (1 May 2025).

59 Batten Grove as shown in the overview map in Figure 8 is located within a minor basin. Runoff from the surrounding catchment area tends to flow overland and pond within this property under the house. There have been numerous service requests of flooding during flood events from this property over the years.

Upgrades were undertaken in 2022 to address these issues by installing two new sumps outside the property within the roadside berm of Batten Grove. The intention was for these sumps to capture any runoff coming from the east. This at the time appeared to be predominately where water was coming from. These sumps, however, fail to capture any runoff that may be entering the property from the north and west.

To the east across Batten Grove, there is a lower-lying dune area. The existing stormwater infrastructure captures water via sumps and chambers connected to laterals

from neighbouring properties. Stormwater is then discharged by two stormwater discharge pipes into the dune area.

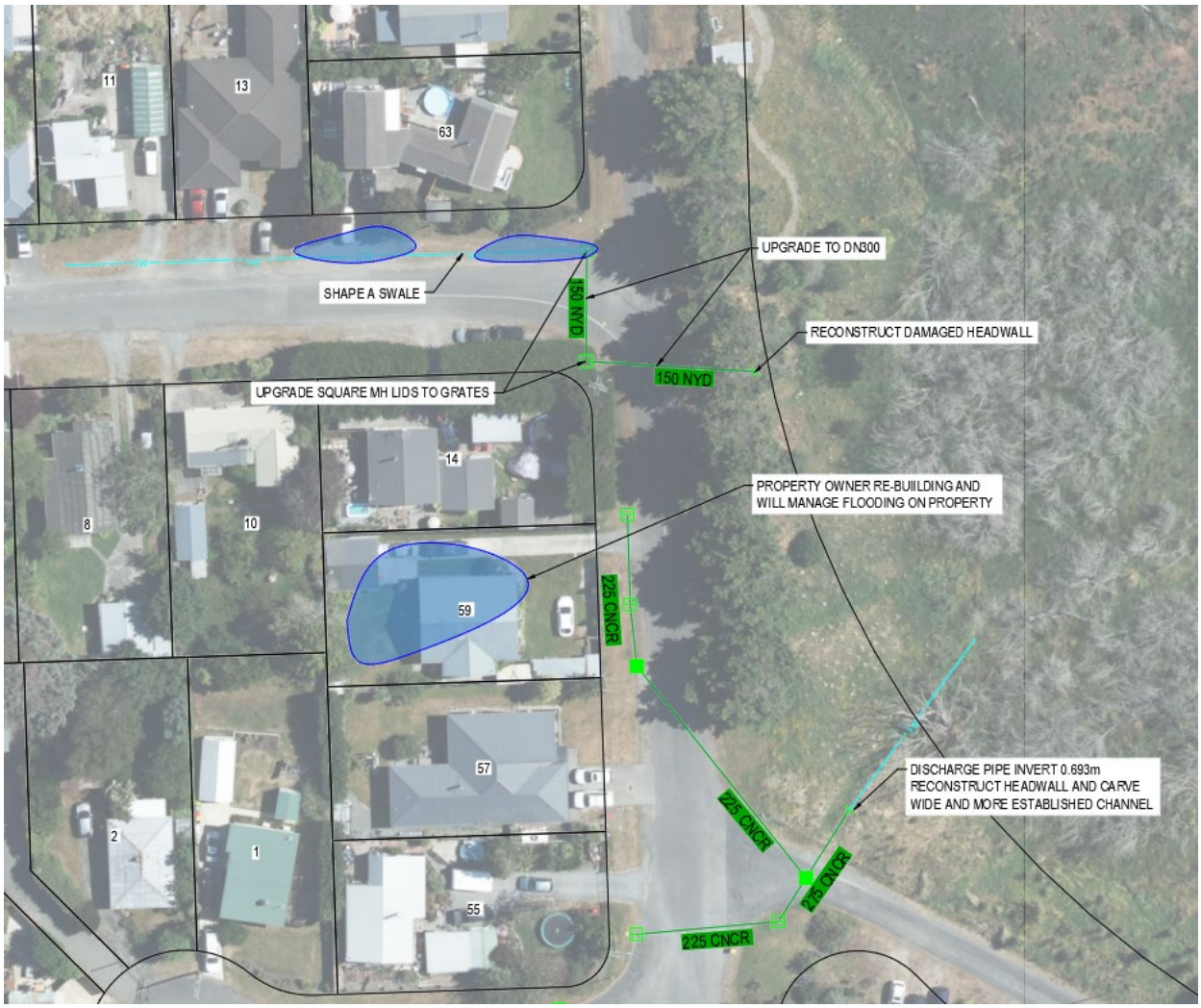


Figure 8: Kain Street and Batten Grove corner design upgrades.

7.3.1. Proposed Upgrades

Unlike other parts of the two villages where stormwater outlets discharge to Kairaki Creek, this area discharges directly into the dune system as shown by the existing stormwater infrastructure in Figure 8. Site observations indicate that the dune discharge points do not experience overtopping or submergence, and there is no evidence of outlet performance issues during rainfall events. As such, outfall capacity does not appear to be a limiting factor in this location.

Instead, the primary issues relate to insufficient flow paths guiding runoff toward existing sumps, as well as limitations with the current sumps and chambers, which are unable to effectively capture stormwater. Additional sumps are also required in several low-lying areas that presently lack adequate drainage infrastructure, resulting in ponding and reduced conveyance during rainfall events.

7.3.2. Installing Grated Lids

There are two existing chambers on each corner of Kain Street and Batten Grove. These chambers have solid full cover lids, so no water can get into from the road. Rather they receive incoming stormwater laterals from nearby properties. If grated lids were installed on these chambers, they could act as sumps and help to capture runoff from the street. This will help to address flooding and ponding on the roadside, but more importantly, it will help to capture runoff before it can flow on into the neighbouring sections and cause nuisance flooding.

7.3.3. Constructing Swales

To better capture and direct runoff to the proposed sumps mentioned above, a swale along the northern side of Kain Street is recommended. Either a trafficable swale or culvert pipes will be required to allow water to flow continuously past vehicle crossings along the street.

7.3.4. Fixing Outlet Headwalls and Discharge Channels

The existing discharge point headwall off Kain Street is damaged and has fallen apart. It is recommended that this headwall be reconstructed to allow sufficient discharge flow of stormwater and better support the existing bank.

The discharge point off Achilles Parade could do with a more established headwall, but more critically it requires widening of the existing discharge channel downstream of the outlet. This will ensure that stormwater is efficiently discharged and the outlet is not blocked leading to flooding in future.

7.3.5. Sump Solution for 59 Batten Grove

Initially the proposal for this property was to manage flooding by either Council or the property owner installing a sump within their property at the low point and discharging to one of the sumps located on Batten Grove. In theory, this should work well as the invert of the discharge outlet pipe into the dune area is 0.69m RL and the ground level of this property is around 1.0m RL.

Recently it was confirmed that the existing house at 59 Batten Grove had been demolished and a new building on stilts is being constructed by the property owner to address the issue of flooding occurring within their low-lying property. There is also new stormwater drainage pipework proposed to be installed as part of construction, including a bubble up sump on the property that will discharge to the existing roadside sump. Therefore, in future if the property owner is still having issues with flooding and ponding, they will be able to install their own private sump where required and this can discharge to their new bubble up sump.

It is recommended that no additional work be undertaken on this property as it is already being managed by the property owner.

7.3.6. Conclusion

The following upgrades and actions are proposed:

- Upgrade the two existing sumps located on the corner of the Kain Street and Batten Grove intersection with grated lids.
- Upgrade the existing 150mm pipework with 300mm pipework.
- Shape a swale on the north of Kain Street, directing flow toward the two existing sumps. Consider a swale along the southern side and 100mm or 150mm culvert pipes underneath the existing vehicle crossing to enable stormwater to flow unimpeded.
- Reconstruct the damaged outlet of the old 150mm pipe with a new headwall structure.
- Construct a wider unobstructed discharge channel for the existing 225mm discharge outlet off Achilles Parade and consider re-constructing or upgrading the existing headwall.

7.3.7. Expected cost

Item	Description	Quantity	Unit	Rate	Amount
3.0	Kain Street and Batten Grove Corner				
	P&G	1	LS	$ 4,321.50	$ 4,321.50
	Grated sump lid	1	Ea.	$ 1,000.00	$ 1,000.00
	300mm PVC-U SN16 pipe	35	m	$ 500.00	$ 17,500.00
	New headwall	1	Ea.	$ 2,000.00	$ 2,000.00
	Shape swale and reinstate	167	m	$ 30.00	$ 5,010.00
	100mm culvert pipe under driveway (Provisional)	18	m	$ 100.00	$ 1,800.00
	Shape discharge channel	25	m	$ 60.00	$ 1,500.00
	TOTAL				$ 33,131.50

7.4. General Area (Roadside Swales, Drains and SW Infrastructure) – Pines Beach

In the surrounding greenspace and road areas of Pines Beach, the drainage systems appear to be functioning as intended. Stormwater is ponding within road edges, berms, and kerb and channel sections, which reflects how the system is designed to temporarily store water during rainfall events. The main constraint is the limited capacity of the drains during periods of elevated water levels in Kairaki Creek, which prevent the network from discharging during high tide. As a result, there is little opportunity for meaningful infrastructure upgrades in this area, aside from potential adjustments to berm shaping around Dunns Avenue and adjacent greenspace to create additional temporary storage and assist in moving stormwater off the road as shown in Figure 9.

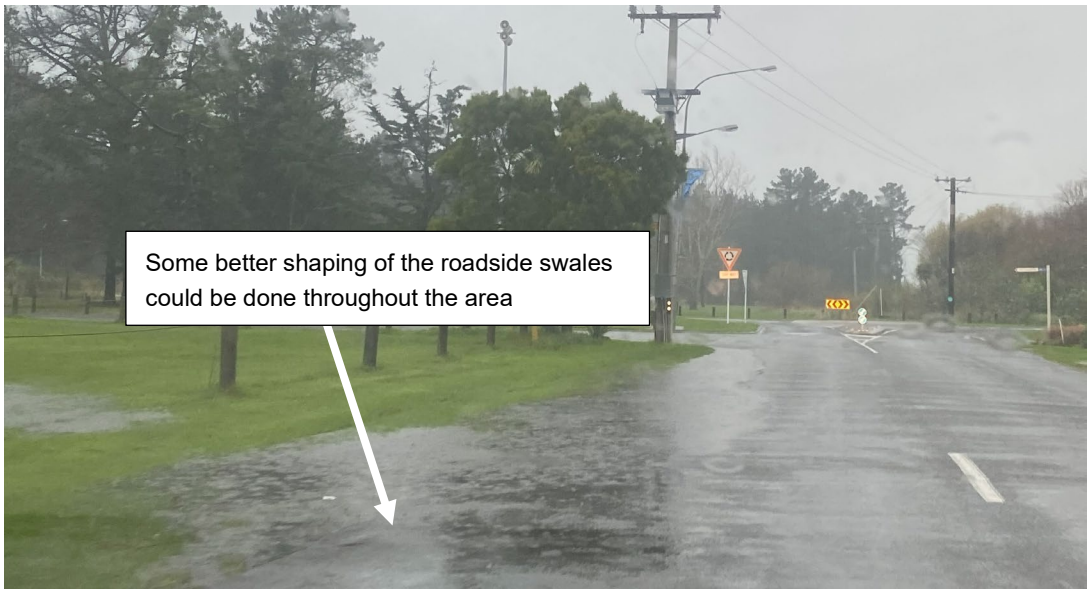


Figure 9: Dunns Ave looking toward roundabout (1 May 2025).

Any such modifications would require further investigation to confirm their suitability. A key consideration is ensuring that any reshaping still enables runoff to drain toward existing outfall points rather than creating new low spots where water may stagnate. Given the already low-lying nature of the area and its high groundwater table, there is also a risk of creating swales or depressions that remain wet or muddy for prolonged periods. Careful level design would therefore be essential before recommending any changes.

7.4.1. Expected cost

Item	Description	Quantity	Unit	Rate	Amount
4.0	General Areas (Roadside Swales, Drains and SW Infrastructure)				
	P&G				TBC
	Shape discharge channel				TBC
	Shape swale and reinstate				TBC
	TOTAL				TBC

7.5. Featherstone Ave (North Access Road) – Kairaki

On Featherstone Ave, immediately after the roundabout, there is a low-lying bare gravel section on the south side of the road that holds water during rain events as shown in Figure 10. In larger events, the area of inundation spreads across the road. Runoff appears to come from all directions, from the east, north and south. There is an existing swale/channel that cuts southwest across the grassed park area into a vegetated area and is eventually discharged to the creek.

Figure 10: Featherstone Ave looking north to the roundabout (1 May 2025).

There are several reasons why this swale and the surrounding area may not be draining effectively:

- The swale inlet does not tie in well with the area that floods. It appears to be blocked with vegetation and sitting slightly elevated.
- The swale grade is quite flat for the first portion which tends to hold water.
- The swale itself is narrow and full of grasses/vegetation blocking its flow.
- The discharge point into the vegetated area downstream is blocked and the vegetation appears to sit higher and block the swale from discharging.

Further south along the entry road of Featherstone Avenue into Kairaki, there is a noticeable depression in the road. This area consistently floods during rainfall events being the low point of the surrounding area with no way for water to get away. The flooding here is quite deep, but cars are still able to use the road (refer to Figure 11). Further south around the bend into Kairaki there is also further ponding along the road edge on the eastern side.

Figure 11: Featherstone Ave road depression (1 May 2025).

7.5.1. Proposed Upgrades

The critical upgrade for this area is to the discharge outlet and associated channel to effectively drain the area that it services. This will in turn will assist in managing runoff the length of Featherstone Ave's northern access road. If a new swale is constructed the length of Featherstone Ave as shown in Figure 12, and the depression in the road is lifted in combination with this swale upgrade, the reduction in flooding and ponding of water around this area is expected to be improved.

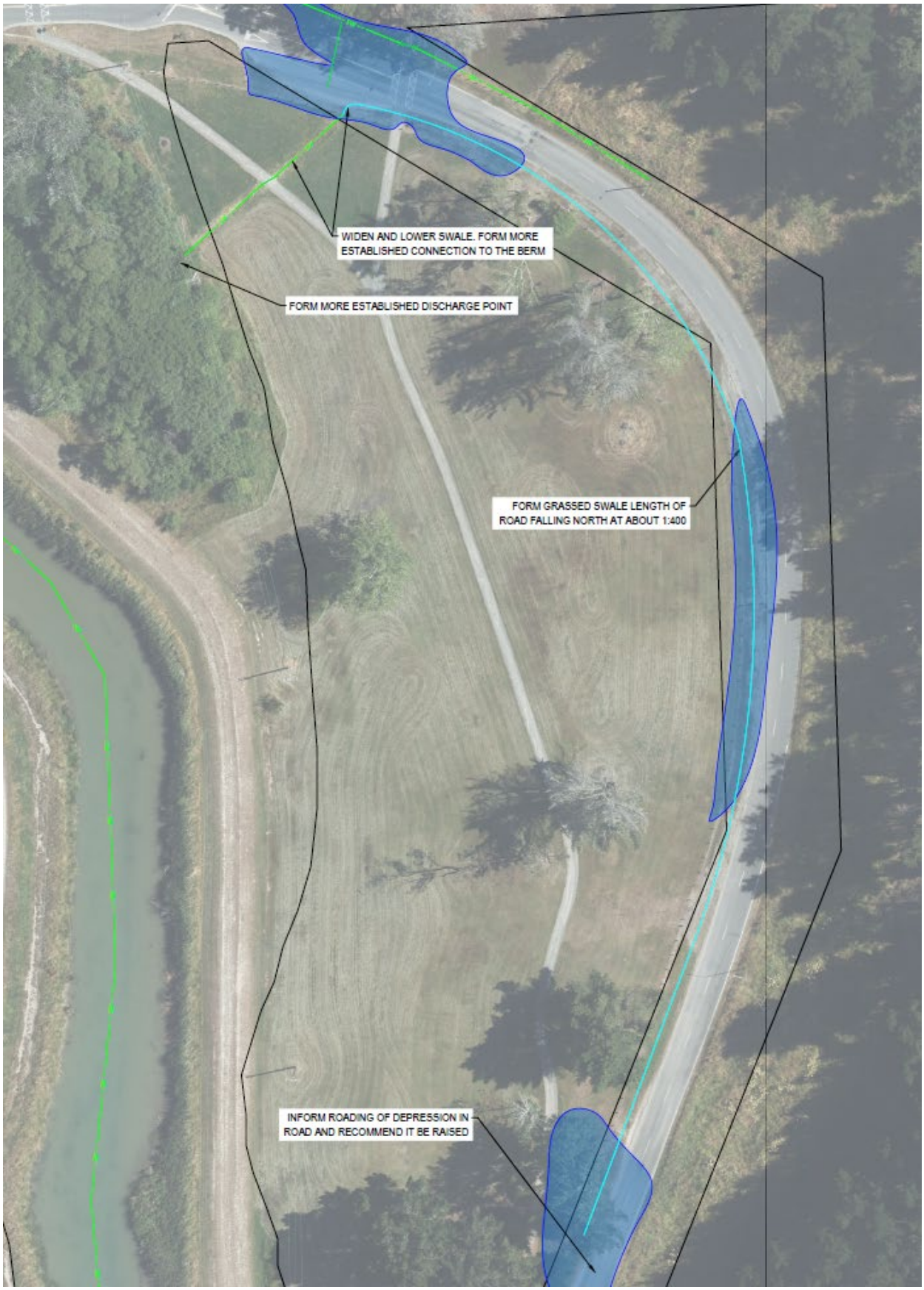


Figure 12: Featherstone Ave northern end concept design upgrades.

7.5.2. Conclusion

The following upgrades and actions are proposed:

- Excavate and widen the existing swale/channel from the inlet to the outlet and construct a more permanent discharge point.
- Shape a swale from the low depression in Featherstone Ave around to the swale near the roundabout.
- Lift the road level to remove the depression where water is accumulating. This is a roading issue, therefore, it is a decision that will need to be made by the Roading Team and come from their budget. They have been informed and this is on their radar.

7.5.3. Expected cost

Item	Description	Quantity	Unit	Rate	Amount
5.0	Featherstone Ave (North Access Road)				
	P&G	1	LS	$ 1,453.50	$ 1,453.50
	Shape discharge channel	40	m	$ 60.00	$ 2,400.00
	Shape swale and reinstate	243	m	$ 30.00	$ 7,290.00
	TOTAL				$ 11,143.50

7.6. Featherstone Ave (North Residential Area) – Kairaki

Kairaki's residential area can be categorised into two catchments (north and south). The northern area discharges under the stopbank to the creek through a series of 300mm discharge pipes. The area is serviced by a wider network of open channel drains, sumps and 150 - 400mm dia pipework.

This area is very low-lying. Pockets of depressions are located throughout the catchment and ponding/surface flooding is common when it rains as shown in Figure 13 and Figure 14. With high tide, the swales and drains reach capacity and can be seen overspilling into neighbouring areas. Notably, properties such as 11 and 42 Featherstone Ave, which are located next to these drains, have reported stormwater spilling over into their property's during the May 2025 event.

Figure 13: Land next to 5 Featherstone Ave (1 May 2025).

Figure 14: Roadside swales full of water (around 56 Featherstone Ave) (1 May 2025).

7.6.1. Proposed Upgrades

The key issue for some of the properties in Kairaki, specifically those next to the existing open channel drains, is water tends to back up and overtop the channels. Stormwater then spills into neighbouring properties. As we are restricted by the creek and its high tides, the key to mitigating flooding lies in increasing capacity of the system and looking to send flood water away from private property to these open greenspaces where possible. It is recommended that existing drainage channels are widened and areas adjacent to the drains be shaped to hold flood waters as shown in Figure 15.

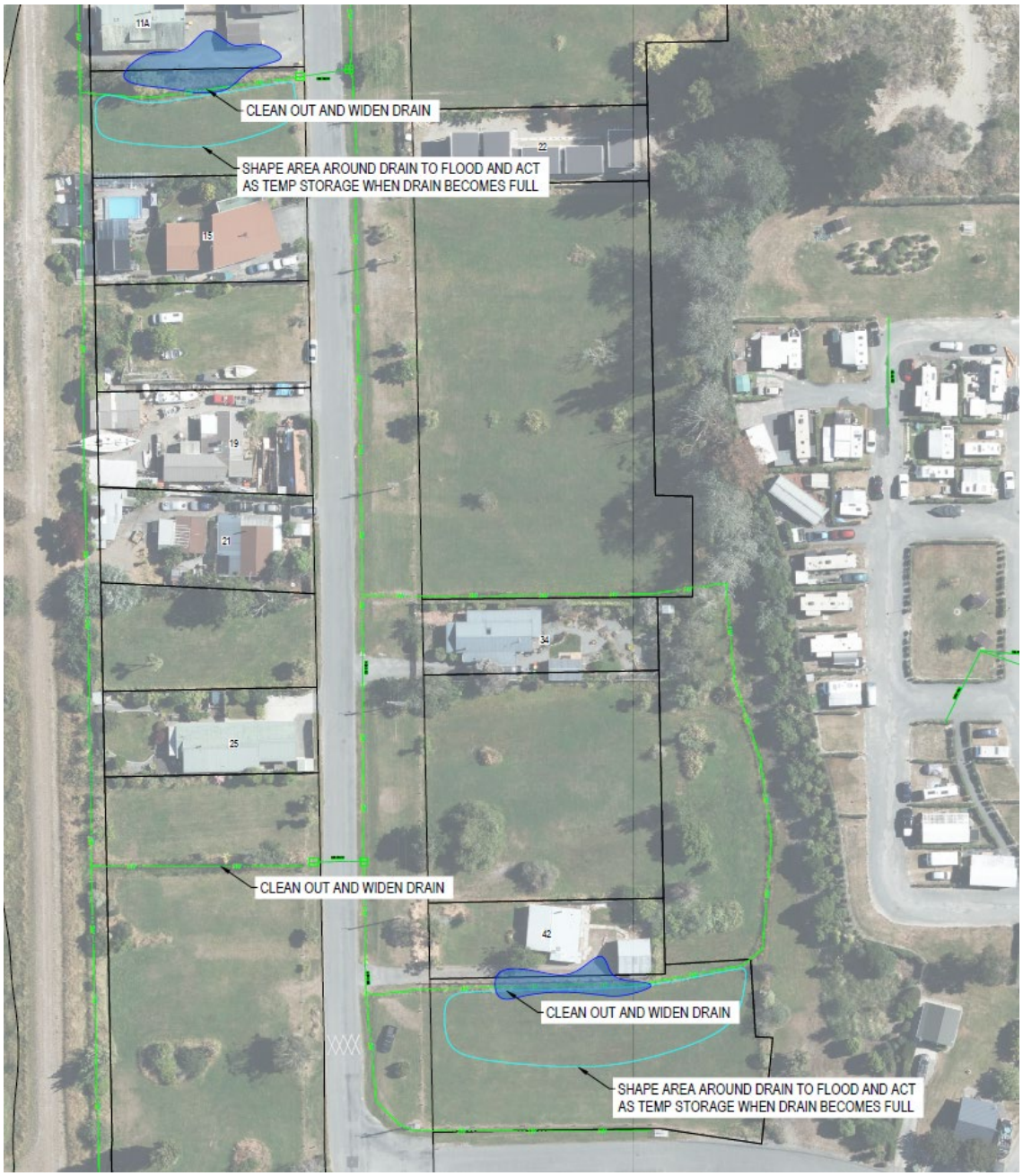


Figure 15: Featherstone Ave middle concept design upgrades.

7.6.2. Conclusion

The following upgrades and actions are proposed:

- Excavate and widen the existing open channel drains, particularly those that run parallel to resident's properties. This will clear out a lot of the existing vegetation that occupy the channel increasing capacity. Widening will also assist in increasing capacity and mitigating the likelihood of stormwater overtopping the drains.
- Another option worth consideration is undertaking earthworks on the vacant greenspace adjacent to the drains. By lowering the ground level here, during larger storm events, these areas could serve as temporary storage when the drains overtop. This would allow floodwaters to be contained within these designated areas, reducing the risk of flooding to private property.

7.6.3. Expected cost

Item	Description	Quantity	Unit	Rate	Amount
6.0	Featherstone Ave (North Residential Area)				
	P&G	1	LS	$ 6,399.00	$ 6,399.00
	Clean out and widen drain	197	m	$ 60.00	$ 11,820.00
	Shape areas near drains (drop elevation 100mm)	1028	m^2	$ 30.00	$ 30,840.00
	TOTAL				$ 49,059.00

7.7. Featherstone Ave (South Residential Area) – Kairaki

Stormwater from the northern section of the street appears to be split by a driveway as shown in Figure 16, effectively separating the two catchments. The southern catchment is serviced by a series of sumps and pipework that convey flows southward before turning west across the stopbank and discharging to Kairaki Creek via a 375 mm gravity pipe. When tide levels rise, the flap gate on this outlet closes, preventing discharge. Under higher-intensity or prolonged rainfall, the system becomes overwhelmed, leading to surface flooding.

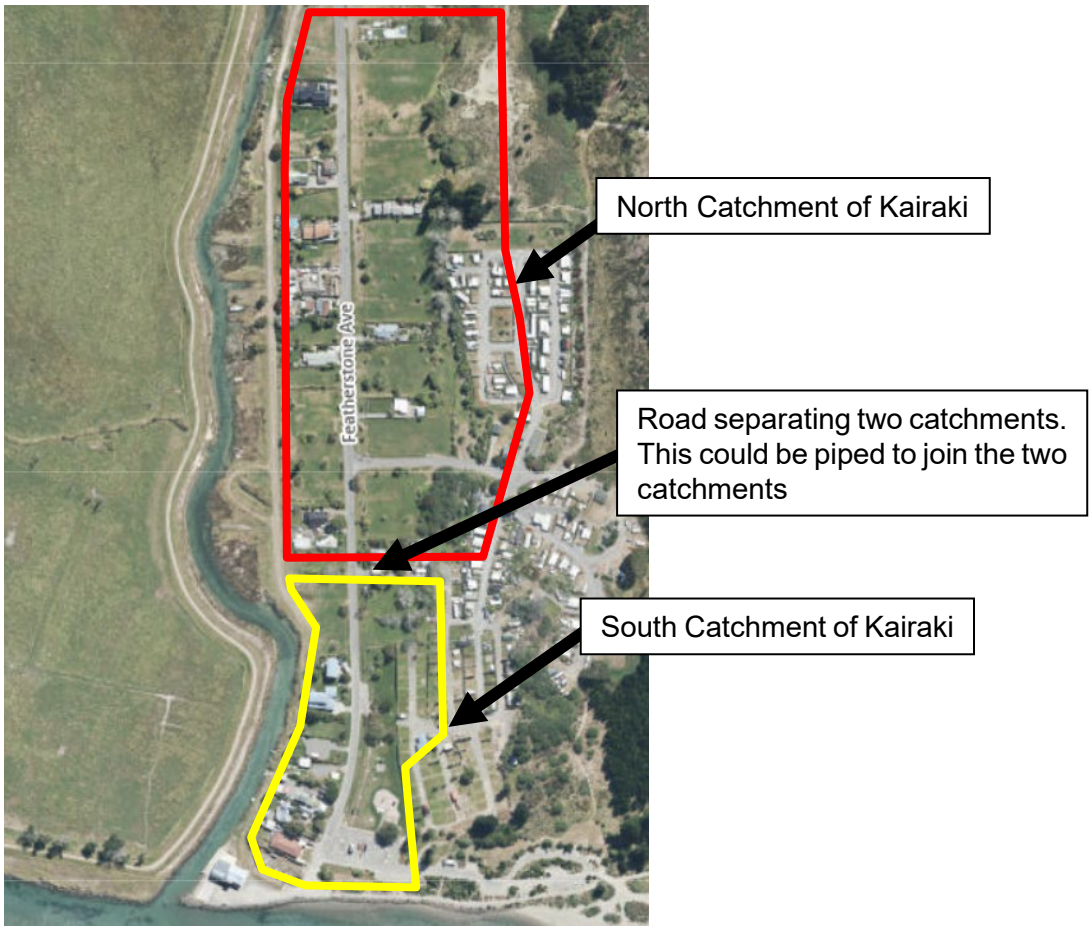


Figure 16: Catchment Map of Kairaki.

The topography of Kairaki generally slopes from north to south, making the southern end of Featherstone Avenue a natural low point for the catchment. During the May 2025 rainfall event, flooding was observed in this area, particularly around the properties at 61 and 61A Featherstone Avenue as shown in Figure 17 and Figure 18.

Figure 17: Park at southern end of Featherstone Ave (1 May 2025).

Figure 18: 61 Featherstone Ave (1 May 2025).

Flooding at this location appears to result from two key factors. First, the natural topography causes runoff from the surrounding area to accumulate at this low point. Second, a sump located on the eastern side of the road as shown in Figure 18 may be exacerbating the issue. Due to its low elevation, it is suspected that this sump may function as a bubble-up point during high flows or when downstream capacity is restricted, contributing additional water to an already flood-prone area.

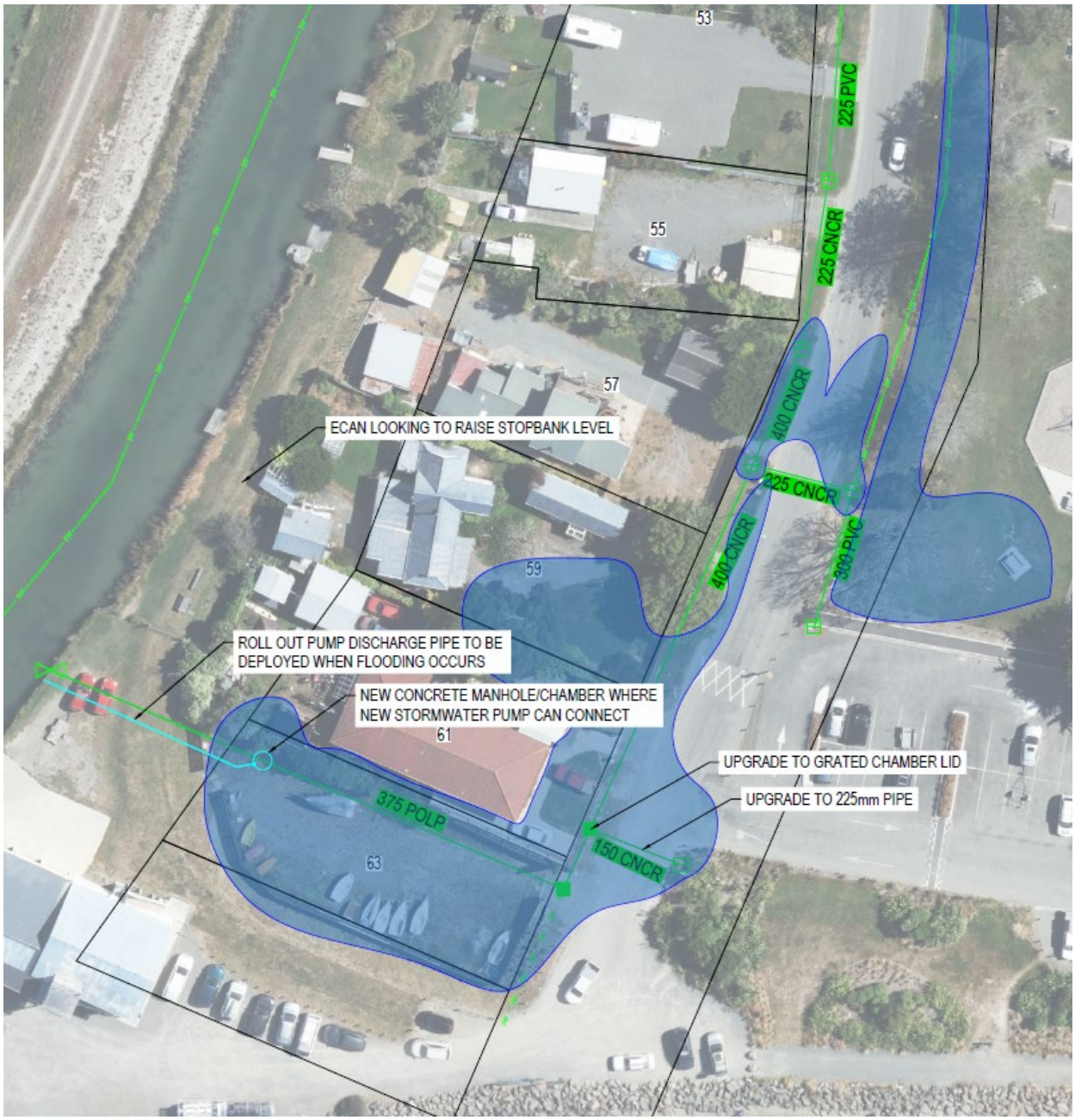


Figure 19: Featherstone Ave southern end concept design upgrades.

7.7.1. Proposed Upgrades

The existing 375mm polypropylene pipe and discharge outfall into Kairaki Creek was upgraded in 2015 as part of the wider stormwater earthquake recovery upgrades in the area. This pipe is appropriately sized and not due for replacement.

Apart from potentially upsizing a 150mm pipe to 225mm pipe on the existing sump outside 61 Featherstone Ave and upgrading a chamber lid to a grated lid, there is virtually only one option available to mitigate against flooding for this area.

As discharge to the creek via gravity or using some kind of temporary storage is not an option, a stormwater pump near the outfall to service the catchment would be required to address the flooding seen here.

It is expected the peak runoff rate for the southern catchment is about 69 L/s during a 1 in 10-year event. During a 1 in 100-year event, it is expected the peak runoff rate could be closer to 120 L/s.

With the current stormwater configuration, it appears feasible to link the northern Kairaki catchment to the southern catchment so that, once capacity is reached, flows can spill over and be conveyed southward. This would require only minor modifications around the raised driveway that currently separates the two areas. If a new stormwater pump is installed to service the southern catchment, combining the two areas would be a logical and efficient approach, allowing the pump to manage stormwater for the entirety of Kairaki. The northern catchment area is approximately 88,000 m², and if both catchments were combined, the peak estimated runoff during a 1-in-10-year rainfall event would be around 122 L/s.

7.7.2. Pumping Option

Below in Figure 19 is an example of a diesel driven surface pumping option. A surface pump like this could be fitted onto a trailer making it easily deployable to site during large rainfall events. Alternatively, it could be setup on a concrete pad full time. A trailer option is considered more appropriate as it would be less cost than constructing a permanent pad/shed, pipework and associated security measures. This option would also allow for this pump to be deployed elsewhere in the district if required. A retrofitted manhole could be constructed over the existing outgoing 375mm discharge pipe, within Council owned land at 63 Featherstone Ave. Temporary pipe could be rolled out across the bund to the creek connected to the pump for the trailer mounted option.

A trailer mounted BA150E Diesel Driven Pump (approx. 6”) costs about $112,796.00 new. Second hand pumps are available at a saving of about $10,000.00. It’s expected there will be smaller pump options that could also be implemented to save on cost.

BA150E Diesel Driven

Dewatering and Sewage Pump

Max. 475 m³/hour, Max. 38 mwc

BBA Pumps®

Pump specifications:

Type	BA150E D285
Max. flow	475 m³/hour
Max. pressure	37 mwc
Connections	DN 150
Solids handling	80 mm
Impeller type	Semi-open impeller
Priming system	BBA MP50
Engine	Perkins 404D-22T
Emission Level	Stage V
Canopy	M10-23X
Sound level	64 dB(A) at 10m
Weight (net)	1675 kg

Figure 20: Example of possible pumping option.

Exploring a pump option for this location is a logical and highly effective approach to reducing future flooding. A pump with a typical capacity of 70–120 L/s would, at minimum output, be sufficient to service the southern catchment during a 1-in-10-year event, and at maximum output could service both northern and southern catchments if they were combined. With appropriate design, a pumped solution has the potential to service the entire Kairaki area, offering significantly greater flood mitigation benefits than any gravity-based upgrades that could be implemented.

The drawbacks of this approach include the high upfront capital cost and the ongoing operational and renewal costs associated with maintaining the pump throughout its service life. Additionally, community perception must be considered. Installing substantial flood-resilience infrastructure in Kairaki without undertaking comparable works in Pines Beach may be viewed negatively by some Pines Beach residents.

While a similar pumped arrangement could theoretically be installed in Pines Beach—by placing a pump at the culvert flap gate to move water from the upstream side to the downstream side—this is not considered feasible. To be effective, the pump would need to be sized to handle flows generated by the much larger upstream Kairaki Creek catchment rather than only the Pines Beach drainage area. This would require a significantly larger pump and substantial supporting infrastructure, resulting in capital and operational costs well beyond the scope or budget of this project. As such, a pumped solution for Pines Beach is not recommended.

7.7.3. Conclusion

The following upgrades and actions are proposed:

- Upgrade the existing 150mm pipework to 225mm from the existing sump and install a grated lid (this should only be done if the pump option goes ahead as it may exacerbate flooding without it).
- Connect the northern and southern catchments with a bubble up sump arrangement as required (only if the pump option goes ahead).
- Install a new DN1800 manhole over the existing 375mm discharge pipe and procure a new trailer mounted diesel pump with associated fittings.

7.7.4. Expected cost

Gravity Upgrades

Item	Description	Quantity	Unit	Rate	Amount
7.1	Featherstone Ave (South Residential Area)				
	P&G	1	LS	$ 975.00	$ 975.00
	Upgrade solid chamber lid to grated	1	LS	$ 1,000.00	$ 1,000.00
	Upgrade existing 150mm pipe to 225mm RCRRJ Class 4 pipe	11	m	$ 500.00	$ 5,500.00
	TOTAL				$ 7,475.00

Pumping Upgrades

Item	Description	Quantity	Unit	Rate	Amount
7.2	Featherstone Ave (South Residential Area)				
	P&G	1	LS	$ 2,250.00	$ 2,250.00
	BA150E Diesel pump with trailer	1	Ea.	$ 112,796.00	$ 112,796.00
	DN1800 manhole chamber	1	Ea.	$ 10,000.00	$ 10,000.00
	Additional scope to secure area	1	LS	$ 5,000.00	$ 5,000.00
	Provisional: Connect upstream catchment	1	LS	$ 5,000.00	$ 5,000.00
	TOTAL				$ 130,046.00

8. Prioritisation and Next Steps

With a construction budget of $223,000.00 and an estimated cost of $294,714.50 to deliver the full scope of recommended upgrades, there is a funding shortfall of approximately $71,714.50 (refer to Appendix A for a detailed cost estimate breakdown).

While a range of stormwater upgrades has been identified throughout this report, some works may need to be deferred or are not recommended in order to remain within the available project budget. The proposed upgrades have been evaluated to ensure that funding is directed toward locations where improvements will deliver the greatest community benefit. Priority has been given to areas subject to frequent or significant flooding, locations where private property may be at risk, and upgrades where the capital investment is proportionate to the expected reduction in flood risk.

Based on this assessment, the table below summarises the proposed upgrades for each flood-prone location, including priority ranking and recommended actions.

Table 1: Assessment of recommended upgrades.

Location	Assessment Summary	Priority	Recommended Action
1. Dunns Ave (North End)	• This is a simple upgrade that can be undertaken at relatively low cost and has the potential to significantly reduce flooding within the road reserve of Dunns Avenue. • It will help mitigate backflow from the creek during high water levels, reducing the likelihood of water backing up onto the roadway.	High	Proceed
2. Kain Street and Dunns Ave Intersection	• This upgrade is considered a lower priority for the following reasons. The cost to benefit ratio is low as it is estimated this work would cost around $50,000 and presents real benefit to only one property. The upgrade would also only be mitigating flooding that is occurring at the garage of this property. There is also a likelihood that	Medium	Defer / Monitor

	the garage may still see flooding occurring as runoff is also coming from other directions than just from the road reserve.		
3. Kain Street and Batten Grove Corner	• This should be a rather straight forward upgrade that will effectively help to capture runoff and discharge to the dune area. • There could be an opportunity to retain the existing 150mm stormwater pipe to make the cost significantly lower. Although it would be ideal to upgrade to 225mm, 150mm is only slightly undersized for this area.	High	Proceed
4. General Area (Roadside Swales, Drains and SW Infrastructure)	• With these areas for most part functioning effectively and the risk to people and property being minimal, this should be a lower priority in face of other more critical upgrades. • These upgrades should, however, be quite cost effective. • More investigation into specific areas to complete these upgrades would need to be undertaken.	Low	Proceed (only if budget is available)
5. Featherstone Ave (North Access Road)	• This should be a straightforward upgrade that will help to address ponding and flooding over a large area of Featherstone Ave. • Even if the lifting of the road does not go ahead, shaping more prominent and effective swales can be done for low cost and are expected to have a notable impact on reducing ponding.	Medium	Proceed
6. Featherstone Ave (North Residential Area)	• Increasing capacity in the existing drains is a mostly simple and low-cost upgrade that will have positive mitigation on flooding around this area. Compounding this with further work to shape the areas around the drains will help to reduce the risk of flooding to neighbouring residents. • If a pump were to be installed at the southern end of Featherstone Ave this could possibly be avoided, and capital could be directed into a pumped solution that will also positively reduce risk	High	Proceed (provided Option 7.2 does not proceed)
7.1. Featherstone Ave (South Residential Area) – Gravity Upgrades	• Due to the potential risk that the sumps in this location may be acting as a bubble up due to the low elevation, it is recommended that these upgrades not be implemented unless a pumping solution is also implemented.	Medium	Not recommended (unless Option 7.2 proceeds)

	• Without the pump, flooding could be exacerbated here. With the pump however, there will be a noticeable positive impact of upgrading the gravity systems to better capture and convey stormwater.		
7.2. Featherstone Ave (South Residential Area) – Pumping Upgrades	• Apumped solution would provide the most effective resilience against flooding in this area, as it would allow stormwater to be discharged regardless of high tide levels in the creek. • This option would significantly reduce the likelihood and duration of flooding on adjacent properties and roadways, particularly during larger storm events. • While capital and ongoing maintenance costs would be significantly higher than gravity-only upgrades, this option offers the greatest long-term effectiveness and resilience for Kairaki. • Consideration should be given into the negative implications of significant capital investment in Kairaki that would not be replicated within Pines Beach.	High	Defer / Monitor (this option should be tested with a hired temp pump to confirm this solution would be worthwhile)

Based on this assessment, the total cost of works for the areas recommended to proceed is $101,384.00. This leaves $121,616.00 in available budget to be held in reserve for further investigation and upgrades that have been deferred or not recommended. This can also be held for other locations and upgrades should additional areas of risks be identified in future. Below in Table 2 is a breakdown of the project budget based on the recommended upgrades.

Table 2: Project budget breakdown based on recommended works.

Budget name	**Pines Kairaki Stormwater Upgrades**		
PJ Number	**102479.000.5123**		
Financial Year	**25/26**	**26/27**	**Total**
Total Budget [a]	**$35,412.35**	**$240,810**	**$276,222.35**
Spent to date (including carry over) [b]	$17,000.00	$0.00	$17,000.00
Remaining PDU fees [c]	$18,400.00	$11,800.00	$30,200.00
Total existing commitments [e] (=b+c+d)	**$35,400.00**	**$11,800.00**	**$47,200.00**
Estimated Construction Cost [f]	$0.00	$101,384.00	$101,384.00
15% Construction Contingency [g]	$0.00	$15,207.60	$15,207.60
Total Construction Cost [h] (=f + g)	**$0.00**	**$116,591.60**	**$116,591.60**
Total Forecast Expenditure [i] (= e + h)	**$35,400.00**	**$128,391.60**	**$163,791.60**
Remaining Budget [j] (= a – i)	**$12.35**	**$112,418.40**	**$112,430.75**

The construction cost figures presented above are high-level estimates, and the recommended works may ultimately incur higher costs. This risk has been accounted for through the inclusion of a 15% construction contingency.

8.1.1. Next steps for the programme include:

1. Further technical investigation and assessment to confirm the final scope of works, refine preliminary designs, and develop preliminary cost estimates for each proposed upgrade *(March 2026 – April 2026)*

2. Prepare detailed design, cost estimates and refine the final package of work *(May 2026 – June 2026)*

3. Tender for construction *(July 2026 – August 2026)*

4. Begin construction *(October 2026)*

5. Complete construction *(December 2026)*

9. Summary

The proposed drainage upgrades focus on locations identified as vulnerable during the April/May 2025 flood event and prioritise practical, cost-effective measures that will meaningfully reduce flood risk. Collectively, these improvements will enhance the performance of the existing stormwater network, increase resilience during future rainfall events, and help better protect both public and private property from flooding impacts.

10. Appendices

10.1. Appendix A – Full Cost Estimate

Item	Description	Quantity	Unit	Rate	Amount
1.0	Dunns Ave (North End)				
	P&G	1	LS	$1,050.00	$1,050.00
	New headwall	1	Ea.	$2,000.00	$2,000.00
	Flap gate	1	Ea.	$2,000.00	$2,000.00
	Grated sump lid	1	Ea.	$1,000.00	$1,000.00
	Spigot flap gate	1	Ea.	$2,000.00	$2,000.00
	TOTAL				$8,050.00
2.0	Kain Street and Dunns Ave Intersection				
	P&G	1	LS	$7,279.50	$7,279.50
	Shape swale and reinstate	76	m	$30.00	$2,280.00
	225mm PVC-U SN16 pipe	70	m	$500.00	$35,000.00
	Single sump with concrete surround	3	Ea.	$3,750.00	$11,250.00
	TOTAL				$55,809.50
3.0	Kain Street and Batten Grove Corner				
	P&G	1	LS	$4,321.50	$4,321.50
	Grated sump lid	1	Ea.	$1,000.00	$1,000.00
	300mm PVC-U SN16 pipe	35	m	$500.00	$17,500.00
	New headwall	1	Ea.	$2,000.00	$2,000.00
	Shape swale and reinstate	167	m	$30.00	$5,010.00
	100mm culvert pipe under driveway (Provisional)	18	m	$100.00	$1,800.00
	Shape discharge channel	25	m	$60.00	$1,500.00
	TOTAL				$33,131.50
4.0	General Areas (Roadside Swales, Drains and SW Infrastructure)				
	P&G				TBC
	Shape discharge channel				TBC
	Shape swale and reinstate				TBC
	TOTAL				TBC
5.0	Featherstone Ave (North Access Road)				
	P&G	1	LS	$1,453.50	$1,453.50
	Shape discharge channel	40	m	$60.00	$2,400.00
	Shape swale and reinstate	243	m	$30.00	$7,290.00
	TOTAL				$11,143.50
6.0	Featherstone Ave (North Residential Area)				
	P&G	1	LS	$6,399.00	$6,399.00
	Clean out and widen drain	197	m	$60.00	$11,820.00
	Shape areas near drains (drop elevation 100mm)	1028	m^2	$30.00	$30,840.00
	TOTAL				$49,059.00
7.1	Featherstone Ave (South Residential Area)				
	P&G	1	LS	$975.00	$975.00

	Upgrade solid chamber lid to grated	1	LS	$1,000.00	$1,000.00
	Upgrade existing 150mm pipe to 225mm RCRRJ Class 4 pipe	11	m	$500.00	$5,500.00
	TOTAL				$7,475.00
7.2	Featherstone Ave (South Residential Area)				
	P&G	1	LS	$2,250.00	$2,250.00
	BA150E Diesel pump with trailer	1	Ea.	$112,796.00	$112,796.00
	DN1800 manhole chamber	1	Ea.	$10,000.00	$10,000.00
	Additional scope to secure area	1	LS	$5,000.00	$5,000.00
	Provisional: Connect upstream catchment	1	LS	$5,000.00	$5,000.00
	TOTAL				$130,046.00

	GRAND TOTAL	$294,714.50

	TOTAL OF RECOMMENDED WORKS	$101,384.00

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	RDG-03-09 / 260408092002
REPORT TO:	KAIAPOI-TUAHIWI COMMUNITY BOARD
DATE OF MEETING:	20 April 2026
AUTHOR(S):	Joanne McBride, Roading and Transport Manager Jennifer McSloy, Development Manager
SUBJECT:	Request for Approval to Install Raised Safety Platform on Island Road as part of the Sterling Development
ENDORSED BY: (for Reports to Council, Committees or Boards)	General Manager / Chief Executive

1. SUMMARY

1.1. This report seeks approval to install a raised safety platform on Island Road at the main pedestrian entrance to the Sterling Development.

1.2. The Sterling Retirement complex is situated in Silverstream and has frontage onto Island Road (local road) and also Silverstream Boulevard (collector road).

1.3. The retirement village was consented in January 2021 and is currently consented to include 99 independent living units, 266 independent living apartments, and age care facilities.

1.4. Through the resource consent process, consideration is given to transportation needs to support a development of this nature. A key issue is access to services within the area, including the commercial area within Silverstream, and supporting pedestrian connectivity to these.

1.5. The wider Silverstream development has been very well planned to support walking and cycling and has a comprehensive network of footpaths and shared paths, linking to the retail area and river, which provides high recreational amenity.

1.6. To support pedestrian access between the village and the commercial area, it is proposed to install a raised safety platform on Island Road, connecting to the footpath in the reserve (refer to *Photo One* below and Attachment i).

1.7. A raised safety platform in this location will support the anticipated high elderly pedestrian demand and encourage slower speeds.

1.8. The Metro 95 Bus service which travels through Silverstream does not travel along this section of Island Road, and the proposed raised safety platform is alongside a reserve.

1.9. The proposed raised safety platform will be constructed with wide approach and departure ramps at a grade of 1 in 20, to allow for ease of travel over the raised platform (as shown in Attachment ii) and does not include the concrete strip at the base of the ramp which was present on Silverstream Boulevard, and had contributed to noise complaints. As such the risk of noise or vibration issues is considered to be low.

1.10. Given the anticipated high elderly pedestrian demand and the local road status of Island Road, it is recommended that the raised safety platform be installed.

Photo One – Location of Proposed Raised Safety Platform

Attachments:

i. Proposed Location of Raised Safety Platform
ii. Raised Safety Platform Typical Cross Section and Ramp Detail

2. RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board:

(a) **Receives** Report No. 260408092002.

AND

THAT the Kaiapoi-Tuahiwi Community Board recommends:

THAT the Utilities and Roading Committee:

(b) **Approves** the installation of a raised safety platform on Island Road, to provide a connection between the Sterling and the reserve walkway.

(c) **Notes** that the cost of installation of the raise safety platform will be funded by the Developer.

3. BACKGROUND

3.1. The Sterling Retirement Village is situated on the south-western corner of the Island Road / Silverstream Boulevard intersection.

3.2. The retirement village was first consented in January 2021 and is currently approved to include the following:

- 99 Independent Living Units.
- 266 Independent Living Apartments contained within seven buildings.
- 48 Residential Aged Care Rooms.
- Ancillary amenities, outdoor amenities and landscaping
- Associated parking and loading areas.

3.3. Transportation needs which are required to support a development of this nature are considered through the Resource Consent and Engineering Approval stages of the development planning. A key consideration is provision of access to key services in the area, which includes the commercial area within Silverstream.

3.4. The wider Silverstream has been developed to support walking and cycling and it has a comprehensive network of footpaths and shared paths. These provide strong linkages to the retail area and Silver Stream, which provides high recreational amenity.

3.5. Island Road is a local road which had an ADT of 877 vehicles per day (traffic count 2023).

3.6. The Metro 95 Bus service which travels through Silverstream does not travel along this section of Island Road.

4. ISSUES AND OPTIONS

4.1. To support pedestrian access between the village and the commercial area, this report proposes the installation of a raised safety platform on Island Road. This will connect pedestrians through the village and the reserve to the commercial area.

4.2. Installing a raised safety platform in this location would support the anticipated high pedestrian demand from the retirement village and encourage slower speeds in an area where a high proportion of elderly pedestrians are anticipated.

4.3. The raised safety platforms on Silverstream Boulevard have previously been the subject of complaint, particularly in relation to noise and vibration, resulting in their removal. The key differences for this proposed installation are as follows:

- The proposed design is gentler with wider approach and departure ramps at a grade of 1 in 20.
- The proposed design has been improved and does not include a concrete strip at the base of the ramp, as was in place on Silverstream Boulevard. This concrete strip generated tyre noise when vehicles drove across it. Attachment ii shows the details for the raised safety platform.
- The proposed raised safety platform location is adjacent to a reserve and not directly outside a dwelling.
- Traffic volumes are significantly lower on Island Road, as it is a local road and not a collector road.
- Beyond the construction of the development, there is very little heavy vehicle demand on this section of road, and heavy vehicles would be discouraged.
- Island Road is not part of the Metro bus route.

4.4. The following options are available to the Community Board:

4.5. Option One: Approve the Request to Install a Raised Safety Platform on Island Road.

This option involves approval of request to install a raised safety platform on Island Road at the main pedestrian access to the Sterling Retirement Village and connecting to the reserve on the opposite side of the road.

This is the recommended option as it provides a safer crossing point for pedestrians (particularly elderly), allowing for ease of access to the commercial area within Silverstream.

4.6. Option Two: Decline the Request to Install a Raised Safety Platform on Island Road and retain the status quo.

This option would decline the request to install a raised safety platform on Island Road at the main pedestrian access to the Sterling Retirement Village.

This is not the recommended option because it increases the risk for pedestrians using the area, with a large portion of these likely to be elderly.

Implications for Community Wellbeing

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

By providing quality pedestrian facilities and improving connectivity, community wellbeing is improved by providing the option of walking within our towns.

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.

As part of the consent requirements for the wider village planning, the Developer has undertaken design work to support pedestrian connectivity for the village. This includes the raised safety platform on Island Road.

5.3. Wider Community

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

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

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

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

The cost of installation of the raised safety platform will be funded by the developer. Staff will work with the developer to determine whether the work is undertaken by the Developer's contractor, or tendered through Council. This will be dependent on the timing of the works.

6.2. Sustainability and Climate Change Impacts

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

Providing safe and effective pedestrian facilities can encourage use of alternate modes (including mobility scooters) for short trips, reducing carbon emissions.

The wider Silverstream area has a comprehensive network of footpaths and shared paths, linking to the retail area and river which provides high recreational amenity. This connection will build upon that network.

6.3. Risk Management

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

There is a risk of negative feedback on the installation of raised safety platforms, as community views can be either strongly for or against.

The key risks around raised safety platforms are the issues of noise and vibration. Given Island Road is a local road with no bus route, and there is unlikely to be any through heavy vehicle movement beyond construction, it is considered that this risk is low. Also, the proposed location of the raised safety platform is alongside a reserve, and as such is not immediately adjacent to a dwelling, reducing the risk of vibration complaints.

6.4. Health and Safety

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

Construction will be undertaken either by the Developers Contractor or Council. If by Council, then the contractor will need to meet minimum SiteWise (or equivalent) requirements and to have in place a Health & Safety Plan.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

Not applicable

7.3. Consistency with Community Outcomes

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

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

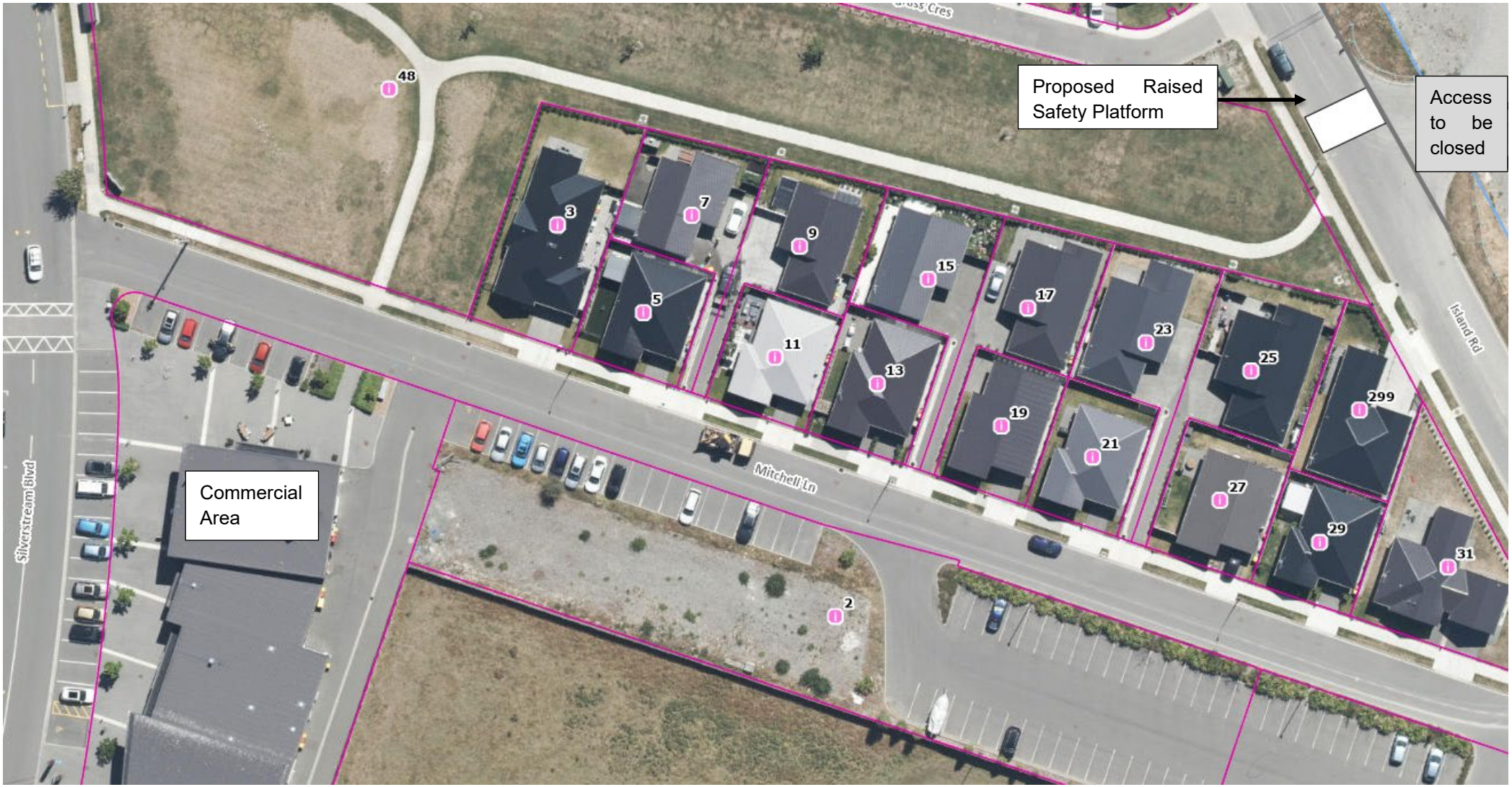
- Enterprises are supported and enabled to succeed.
- Infrastructure and services are sustainable, resilient, and affordable.

7.4. Authorising Delegations

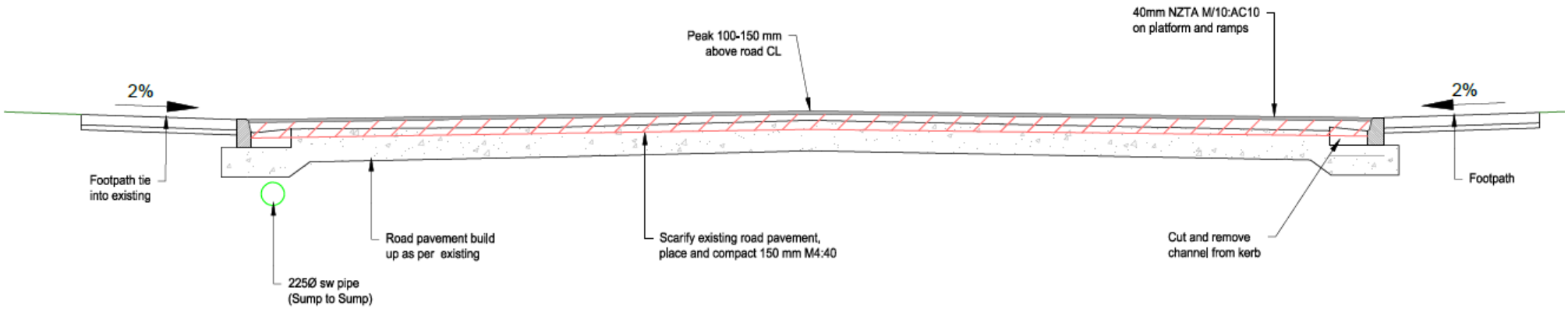
As per Part 3 of the WDC Delegations Manual, the Community Board has the delegated authority for approving traffic control and constraint measures on streets.

As per Part 2 of the WDC Delegations Manual, the Utilities & roading Committee is responsible for Roading and Transportation (including road safety, multimodal transportation and traffic control).

Attachment i – Proposed Location of Raised Safety Platform

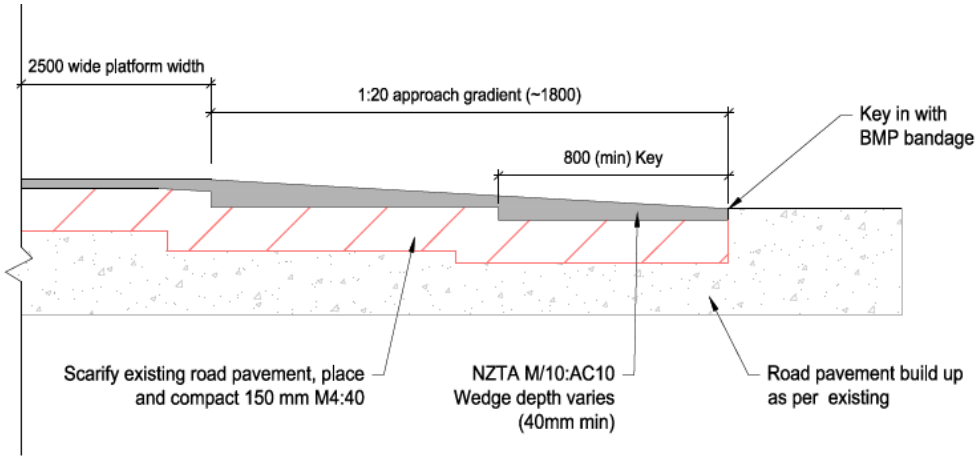


Attachment ii - Raised Safety Platform Typical Cross Section and Ramp Detail



Typical Cross-Section Raised Pedestrian Crossing

Island Road



Typical Cross-Section - Raised Pedestrian Crossing Ramp

Island Road