

Agenda

Oxford-Ohoka Community Board

Tuesday 7 March 2023

7pm

Mandeville Sports Centre
431 Mandeville Road
Mandeville

Members:

Thomas Robson (Chairperson)

Sarah Barkle (Deputy Chairperson)

Mark Brown

Tim Fulton

Ray Harpur

Niki Mealings

Pete Merrifield

Michelle Wilson

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AGENDA FOR THE MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD TO BE HELD IN THE MANDEVILLE SPORTS CENTRE, MANDEVILLE ROAD, MANDEVILLE ON TUESDAY 7 MARCH 2023 AT 7PM.

RECOMMENDATIONS IN REPORTS ARE NOT TO BE CONSTRUED AS
COUNCIL POLICY UNTIL ADOPTED BY THE COUNCIL

BUSINESS

PAGES

1. **APOLOGIES**
2. **PUBLIC FORUM**
3. **CONFLICTS OF INTEREST**
4. **CONFIRMATION OF MINUTES**
 - 4.1. **Minutes of the Oxford-Ohoka Community Board – 15 February 2023** 8 - 17
RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

 - (a) **Confirms** the circulated Minutes of the Oxford-Ohoka Community Board meeting, held on 15 February 2023, as a true and accurate record.
 - 4.2. **Matters Arising**
 - 4.3. **Notes of the Oxford-Ohoka Community Board Workshop – 15 February 2023** 18 - 19
RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

 - (a) **Receives** the notes of the Oxford-Ohoka Community Board Workshop held on 15 February 2023.
5. **DEPUTATIONS AND PRESENTATIONS**
 - 5.1. **Environment Canterbury Draft Annual Plan 2023-24 – Councillor C McKay**

Environment Canterbury Councillor McKay will be in attendance to discuss the Environment Canterbury Draft Annual Plan.

6. ADJOURNED BUSINESS

Nil.

7. REPORTS

7.1. Public Engagement on Wolffs Road Suspension Bridge – Hannah-Rose Belworthy (Greenspace Landscape Architect)

20 - 93

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 221118200953.
- (b) **Approves** public engagement to be carried out by staff on the preferred option to disestablish the superstructure of Wolffs Road Suspension Bridge.
- (c) **Notes** that engagement is proposed to be carried out in late March and April 2023.
- (d) **Notes** an evaluation report for the bridge has been undertaken by WSP on 15 April 2021 (210416061922) which includes options costed out for either repair or disestablish of the bridge.
- (e) **Notes** that any cost figures in the 2021 report have likely increased. These cost figures will need to be reassessed at a later date.
- (f) **Notes** there is currently no funding for any option, funding would need to be sought via the Council Annual Plan or Long Term Plan process and/or through external funders.
- (g) **Notes** that staff will work with Heritage NZ on requirements under the Heritage New Zealand Pouhere Taonga Act 2014.

7.2. Appointment of a Representative to the Community Liaison Group – Kay Rabe (Governance Adviser)

94 - 98

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 230222024028.
- (b) **Appoints** Board Member _____ as its representative and liaison person to the Community Liaison Group.

7.3. Approval of the Oxford-Ohoka Community Board Plan 2022-25 – Kay Rabe (Governance Adviser)

99 - 120

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 230124008528.
- (b) **Approves** the Oxford-Ohoka Community Board Plan 2022-25 (Trim: 230222024481).
- (c) **Authorises** the Chairperson to approve the final version of the Oxford-Ohoka Community Board Plan 2022-25, if any further minor editorial corrections are required.

7.4. **Retrospective Ratification of the Oxford-Ohoka Community Board's submission on Woodstock Quarries Ltd Resource Consent Applications – Kay Rabe (Governance Advisor)**

121 - 136

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (d) **Receives** report No 230215020098.
- (e) **Retrospectively ratifies** its submissions on Woodstock Quarries Ltd Resource Consent Applications (Trim 221223222019).

8. **CORRESPONDENCE**

Nil.

9. **CHAIRPERSON'S REPORT**

9.1. **Chairperson's Report for February 2023**

RECOMMENDATION

137

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report (Trim. 230301027724) from the Oxford-Ohoka Community Board Chairperson.

10. **MATTERS FOR INFORMATION**

- 10.1. **Woodend-Sefton Community Board Meeting Minutes 13 February 2023.**
- 10.2. **Kaiapoi-Tuahivi Community Board Meeting Minutes 20 February 2023.**
- 10.3. **Rangiora-Ashley Community Board Meeting Minutes 15 February 2023.**
- 10.4. **Submission on the Review into the Future of Local Government – Report to Council meeting 7 February 2023 – Circulates to all Boards.**
- 10.5. **Ratification of the Council submission to variation 1 of the Proposed District Plan – Report to Council meeting 7 February 2023 – Circulates to all Boards.**
- 10.6. **Submission on the Water Services Legislation Bill and Water Services Economic Efficiency and Consumer protection Bill – Report to Council meeting 7 February 2023 – Circulates to all Boards.**
- 10.7. **Establishment of a Property Portfolio working Group – Report to Council meeting 7 February 2023 – Circulates to all Boards.**
- 10.8. **Review of Elected Member Conference and Training Policy – Report to Council meeting 7 February 2023 – Circulates to all Boards.**
- 10.9. **Health, Safety and Wellbeing Report January 2023 – Report to Council meeting 7 February 2023 – Circulates to all Boards.**
- 10.10. **UV Treatment Strategy and Rationale – Report to Council meeting 8 February 2023 – Circulates to all Boards.**
- 10.11. **Aquatics February Update – Report to Community and Recreation Committee meeting 21 February 2023 – Circulates to all Boards.**
- 10.12. **July 2022 Flood Response Update - Report to Utilities and Roding Committee meeting 21 February 2023 – Circulates to all Boards.**

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the information in Items.10.1 to 10.12.

Note:

1. *The links for Matters for Information were circulated separately to members.*

11. MEMBERS' INFORMATION EXCHANGE

138 - 141

- 11.1. **Mark Brown**
11.2. **Pete Merrifield**
11.3. **Tim Fulton**

The purpose of this exchange is to provide a short update to other members in relation to activities/meetings that have been attended or to provide general Board related information.

Any written information submitted by members will be circulated via email prior to the meeting.

12. CONSULTATION PROJECTS

- 12.1. **Pegasus Community Centre**

<https://letstalk.waimakariri.govt.nz/pegasus-community-centre>

Consultation closes Wednesday 15 March 2023.

13. BOARD FUNDING UPDATE

- 13.1. **Board Discretionary Grant**

Balance as at 28 February 2023: \$1,539.

- 13.2. **General Landscaping Fund**

Balance as at 28 February 2023: \$13,090.

14. MEDIA ITEMS

15. QUESTIONS UNDER STANDING ORDERS

16. URGENT GENERAL BUSINESS UNDER STANDING ORDERS

NEXT MEETING

The next meeting of the Oxford-Ohoka Community Board is scheduled for 7pm, Wednesday 6 April 2023 at the West Eyreton Hall, West Eyreton.

Workshop

- *Roading Capital Works Programme – Joanne McBride (Roading and Transport Manager - 30 Minutes*
- *Members Forum*

MINUTES FOR THE MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD HELD IN THE OHOKA HALL, MILL ROAD, OHOKA ON WEDNESDAY 15 FEBRUARY 2023 AT 7PM.

PRESENT

T Robson (Chairperson), S Barkle (Deputy Chairperson), M Brown, T Fulton, N Mealings, P Merrifield and M Wilson.

IN ATTENDANCE

G Cleary (General Manager Utilities and Roading), A Mace-Cochrane (Transportation Engineer), K Nutbrown (Communications and Engagement Advisor), K Rabe (Governance Advisor) and C Fowler-Jenkins (Governance Support Officer)

1. APOLOGIES

Moved: N Mealings Seconded: P Merrifield
THAT an apology for absence be received and sustained from R Harpur.

CARRIED

2. PUBLIC FORUM

J Ensor (Mandeville Residents Association Committee)

J Ensor noted that he was the independent chairperson of the Mandeville Residents Association Committee which was not the Mandeville Residents Association. They had six hundred people that lived in the area and a large ratepayer base. He explained that ratepayers believed the Mandeville Sports Club Board meetings should be open to the public, as the Council or Board meetings. They believed as ratepayers contribute \$100,000 via a grant made by the Council, to the Mandeville Sports Club operations, that they should have the opportunity to see and hear what happens. J Ensor stated that their Association believed that one Council representative was insufficient and requested that the Board lobby for the including of a Board member to attend the meetings.

T Fulton confirmed that Mandeville Sports Centre received a \$100,000 annual operating grant for its fields and grounds. The sports center was owned by the Mandeville Sports Club, which was completely independent both operationally and financially from Council. J Ensor stressed that the \$100,000 was ratepayer money and therefore believed that there should be better representation for the ratepayers.

S Barkle noted that N Mealings was both a Community Board member and a Councillor. She believed the Board did not have the ability to dictate to and independent sports club who and how many members should be on the Sports Club Board.

N Mealings asked what the expected difference would be by including a Board Member on the sports Board. The fact that the Mandeville Sports Club leased the grounds from the Council, had no bearing on the running and management of the Club. J Ensor replied that the residents believed that if there were two 'Council' representatives there it more opportunity for community engagement and for allowing the meetings to be open.

The Chairperson thanked J Ensor for his presentation even though the Board were unable to assist him in this instance, given the Board had no influence on an independent entity.

3. **CONFLICTS OF INTEREST**

Item 7.1(n) – M Brown declared a conflict of interest as he was the Chairperson of the West Eyreton, Summerhill Pontyz Road Advisory Group went representation for this Group was discussed.

4. **CONFIRMATION OF MINUTES**

4.1. **Minutes of the Oxford-Ohoka Community Board – 7 December 2022**

Moved: T Fulton Seconded: P Merrifield

THAT the Oxford-Ohoka Community Board:

- (a) **Confirms** the circulated Minutes of the Oxford-Ohoka Community Board meeting, held on 7 December 2022, as a true and accurate record.

CARRIED

4.2. **Matters Arising**

K Rabe reminded the Board that there was a query regarding the Application for funding from West Eyreton School at the previous meeting. She noted that she had contacted the Principal of West Eyreton School, who confirmed that the grant would be a retrospect payment. K Rabe explained that as the criteria for funding did not allow retrospective payments the Board was regretful that it would need to decline the grant.

4.3. **Notes of the Oxford-Ohoka Community Board Workshop – 7 December 2022**

Moved: N Mealings Seconded: M Wilson

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the notes of the Oxford-Ohoka Community Board Workshop held on 7 December 2022.

CARRIED

5. **DEPUTATIONS AND PRESENTATIONS**

Nil.

6. **ADJOURNED BUSINESS**

Nil.

7. REPORTS

7.1. Appointments to Advisory Groups and Outside Organisations – Kay Rabe (Governance Advisor)

Moved: T Robson

Seconded: M Brown

THAT the Oxford-Ohoka Community Board:

- (a) **Decided** to adjourn the Board meeting at 7:19pm to go into a workshop to discuss representation on outside groups.

CARRIED

Moved: T Robson

Seconded: P Merrifield

The Chairperson acknowledged that two members were interested in being the Board's representative for the Waimakariri Health Advisory Group, therefore the Board would move recommendation (c) separately.

THAT the Oxford-Ohoka Community Board:

- (a) **Decided** that the meeting be reconvened at 7:33pm.

CARRIED

Moved: T Robson

Seconded: T Fulton

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 221103191870.
- (b) **Approves** the appointment of Board Member T Fulton as a Board representative and liaison person, to the North Canterbury Neighbourhood Support.
- (d) **Approves** the appointment of Board Member R Harpur as a Board representative and liaison person, to Grey Power North Canterbury Group.
- (e) **Approves** the appointment of Board Member R Harpur as a Board representative and liaison person, to the Waimakariri Access Group.
- (f) **Approves** the appointment of Board Member P Merrifield as a Board representative and liaison person, to the Oxford Historical Records Society Inc. Committee.
- (g) **Approves** the appointment of Board Member M Brown as a Board representative and liaison person, to the Oxford Promotions Action Committee.
- (h) **Approves** the appointment of Board Member M Wilson as a Board representative and liaison person, to the Ohoka Residents' Association.
- (i) **Approves** the appointment of Board Member N Mealings as a Board representative and liaison person, to Ohoka Domain Advisory Group.
- (j) **Approves** the appointment of Board Member T Robson as Board representative and liaison person, to the Ashley Gorge Advisory Group.
- (k) **Approves** the appointment of Board Members T Robson and T Fulton as Board representatives and liaison persons, to the Pearson Park Advisory Group.
- (l) **Endorses** the appointment of Niki Mealings as the Council and Board representative and liaison person, to the Mandeville Sports Centre.
- (m) **Approves** the appointment of Board Member P Merrifield as Board

representative and liaison person, to the Ashley River Water Supply Scheme.

- (n) **Approves** the appointment of Board Member S Barkle as Board representative and liaison person to the Water Race Advisory Group.
- (o) **Approves** the appointment of Board Member P Merrifield as Board representative and liaison person, to the West Eyreton, Summerhill, Pontyz Road Advisory Group.
- (p) **Approves** the appointment of Board Member R Harpur and S Barkle as Board representatives and liaison persons, to the Ohoka Rural Drainage Advisory Group.
- (q) **Approves** the appointment of Board Member M Brown as a Board representative and liaison person, to the Oxford Rural Drainage Advisory Group.

CARRIED

T Robson requested each of the interested parties, S Barkle and M Wilson to state why they would like to be the Board representative prior to the Board voting on the matter.

S Barkle stated that she had been involved with the Group for three years and had been part of a working group within the Advisory Group working towards identifying gaps in the system and it had taken time to establish connections and relationships and how to positively move forward. The Group had many members with health backgrounds and believed she had a lot to offer due to her interest in the health sector. It was a passion of hers to see the area and community grow, and to achieve that the health options needed to be improved and this included the Oxford Hospital and the services provided. There was a big drive and focus with the Group having a vision of what was required to bring more GPs in to the district. She was excited about the strategic planning and was looking forward to getting what they had been working on into fruition.

M Wilson stated that strategic planning was one of her strengths. Her passion was improving the health system and coming from her experience with the health system as a patient and knowing where the gaps were. She had worked in a pastoral care role for three years working alongside families of critically ill people and was on the drug and Alcohol Harm Steering Group. Her connections through these and other groups she belonged to would be of benefit to the Advisory Group. She was aware of the needs that existed in rural communities and having little to no access to public health. She believed the community needed people at the table that were going to be strong and stand up for the needs of the area.

T Robson then called for nominations for a representative on the Waimakariri Health Advisory Group.

Moved: T Robson

Seconded: M Brown

Nominates S Barkle as the representative on the Waimakariri Health Advisory Group.

Moved: P Merrifield

Seconded: T Fulton

Nominates M Wilson as the representative on the Waimakariri Health Advisory Group.

The results of the votes were as follows:

S Barkle (3)

M Wilson (4)

Moved: M Brown

Seconded: P Merrifield

- (a) **Approves** the appointment of Board Member M Wilson as a Board representative and liaison person, to the Waimakariri Health Advisory Group.

CARRIED

7.2. **Application to the Board's Discretionary Grant Fund 2022/23– K Rabe (Governance Adviser)**

P Merrifield noted that the application criteria stated that the applicant needed to submit a balance sheet with their application, however only a proposed budget sheet for the event had been supplied. K Rabe noted that many of the smaller, informal groups did not run accounting systems and therefore did not have a formal balance sheet. T Robson suggested that the grant be made subject to receipt of more formal financial information even if that was from the parent company.

Moved: N Mealings

Seconded: M Brown

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 230123008121.
- (b) **Approves** a grant of \$500 to the Tasman Young Farmers to host the Tasman Young Farmers Regional Tournament, pending the receipt of approved financial information.

CARRIED

N Mealings supported the motion, commenting that this tournament would be a local event with local participation. There were twelve clubs spread from the top of the South Island down to Rakaia including the West Coast who would be participating and visiting the district. She also acknowledged the Young Farmers had only requested \$500 and not the full cost for hosting the tournament.

T Robson asked why Clarkville Playcentre were only requesting \$387 when their project was going to cost more than that. K Rabe replied that the Playcentre had also applied to two other Community Boards for funding, therefore splitting the cost between the three applications.

S Barkle believed that this project would not only benefit those at the Playcentre but would benefit the whole community as the more people with first aid knowledge reduced the impact of injuries within the community and therefore requested that the Board consider a grant of \$500.

Moved: S Barkle

Seconded: P Merrifield

THAT the Oxford-Ohoka Community Board:

- (c) **Approves** a grant of \$500 to the Clarkville Playcentre towards the costs of first aid courses.

CARRIED

P Merrifield commented that this was a very worthwhile initiative and supported teaching parents of young children first aid.

N Mealings conferred with the comments noted above. She knew a many of the parents who sent their children to the Playcentre, as it was the only one in

the area. The Playcentre operated in a very different model to other childcare facilities.

Moved: M Brown Seconded: N Mealings

THAT the Oxford-Ohoka Community Board:

- (d) **Approves** a grant of \$500 to the Waimakariri Dog Training Club towards the purchase of two gazebos.

CARRIED

7.3. **Nomination of the Zone 5 Representative on the Community Boards' Executive Council – K Rabe (Governance Advisor)**

N Mealings stated that she had meet S Britten and had been impressed by his attitude to local government and believed he would be a worthy representative.

Moved: N Mealings Seconded: M Wilson

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 230201013537.
 (b) **Nominates** Simon Britten as the Ko Tātou Zone 5 representative on the Community Boards' Executive Council.

CARRIED

8. **CORRESPONDENCE**

Nil.

9. **CHAIRPERSON'S REPORT**

9.1. **Chairperson's Report for February 2023**

Attended:

- Wings with Wheels event – which was well attended, funds raised to be split between the Lions and the Oxford Community Trust.
- Meeting with Grant McLeod and S Barkle to discuss greenspace issues and upcoming projects and information on the Warren pool.
- Ashely Gorge Advisory Group Meeting.
 - They were trying to organise a meeting with local police to try and work out processes to support the camp manager as there had been a few instances during the Christmas break with undesirable elements.
 - The main talking point was the track project and fundraising required. They had a Lions fundraiser on Waitangi Weekend to fundraise for the track and trapping programme. Money from a garden tour which was also put towards the track.
- West Eyreton. Cust Rifle Club – Met with Peter and James from the West Eyreton Cust Rifle Club at the new site behind the pavilion in the Oxford Oval. Council staff attended the meeting and discussed the program of work. The club seemed to be motivated and keen to get the facility up to standard so they could use it for the next rifle shooting season.
- Met with Ted Dring to discuss pedestrian crossings in Oxford – he brought up the lack of consultation around it. He also talked about the speed limit issue on the Main Street of Oxford which he told him the Board was still working on it.

N Mealings asked what it was about the lack of consultation that the community were talking about. T Robson noted that a letter had been sent to residents on Thursday 9 February 2023, that Council was going to start the pedestrian crossing upgrades and they were started on Monday 13 February 2023. G Cleary noted that Council was aware there could have been much better notice but a particular set of circumstances the contractor was able to be available earlier than anticipated so they accelerated with the best of intentions and unfortunately people did not get as much notice.

Moved: M Brown Seconded: P Merrifield.

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the verbal report from the Oxford-Ohoka Community Board Chairperson.

CARRIED

10. MATTERS FOR INFORMATION

- 10.1. Woodend-Sefton Community Board Meeting Minutes 12 December 2022.
- 10.2. Kaiapoi-Tuahiwi Community Board Meeting Minutes 12 December 2022.
- 10.3. Rangiora-Ashley Community Board Meeting Minutes 14 December 2022.
- 10.4. Oxford-Ohoka Community Board Chairpersons Report February to September 2022 – Report to Council meeting 6 December 2022 – Circulates to all Boards.
- 10.5. Woodend-Sefton Community Board Chairpersons Report February to September 2022 – Report to Council meeting 6 December 2022 – Circulates to all Boards.
- 10.6. Rangiora-Ashley Community Board Chairpersons Report February to September 2022 - Report to Council meeting 6 December 2022 – Circulates to all Boards.
- 10.7. Kaiapoi-Tuahiwi Community Board Chairpersons Report February to September 2022 – Report to Council meeting 6 December 2022 – Circulates to all Boards.
- 10.8. Waka Kotahi Interim State Highway Speed Management Plan Consultation – Report to Council meeting 6 December 2022 – Circulates to all Boards.
- 10.9. Kerbside Recycling Bin Audits Methodology – Report to Council meeting 6 December 2022 – Circulates to all Boards.
- 10.10. Ohoka Mill Road Stormwater Management Area Resource Consent Issues – Report to Council meeting 6 December 2022 – Circulates to all Boards.
- 10.11. Submission on the Review into the Future of Local Government – Report to Council meeting 7 February 2023 – Circulates to all Boards.
- 10.12. Ratification of Council Submission Variation 1 Proposed District Plan – Report to Council meeting 7 February 2023 – Circulates to all Boards.
- 10.13. Submission on Water Services Legislation Bill – Report to Council meeting 7 February 2023 – Circulates to all Boards.
- 10.14. Review of Elected Member Conference and Training Policy – Report to Council meeting 7 February 2023 – Circulates to all Boards.
- 10.15. Health, Safety and Wellbeing Report January 2023 – Report to Council Meeting 7 February 2023 – Circulates to all Boards.

Moved: M Brown Seconded: T Fulton

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the information in Items.10.1 to 10.15.

CARRIED

11. MEMBERS' INFORMATION EXCHANGE

M Brown

- The Oxford Promotions Action Committee had a special meeting scheduled to work with a media company about developing its own jingle.

T Fulton

- Boy racers and the give way signs – complaint from a resident. He contacted Shane Binder (Senior Transportation Engineer) and Shane said this matter would be brought back to the Board in 2023. He noted that the resident had moved to Oxford, on what they believed was a quiet country road, however they had since discovered just how dangerous intersections were in the area. They brought their concerns to the attention of Waka Kotahi where they were referred to the Council.
- Signage on North Eyre Road where the asbestos dump was. Seven signs all saying, "Danger asbestos". He queried whether the signage was helping or hindering public perception about the risk and suggested a public information board advising the status of the situation.

M Wilson

- Attended the Women's Institute Meeting – talked about the flying fox and there were some very positive feedback regarding the flying fox.
- Completed some module training with the Local Government New Zealand Akona Training Hub – a great resource to have.
- Ohoka Residents Association Meeting – discussion regarding PC31.
- Attended the Drug and Alcohol Harm Prevention Steering Group Meeting.

P Merrifield

- Tabled correspondence (Trim. 230217021349). Had a meeting with Lindsay Edwards who asked him to meet with the Department of Conservation (DOC). He had contacted them to enquire why they had not object to the Woodstock Quarry application for resource consent. DOC explained there were no endangered species being threatened.

N Mealings

- Oxford Community Networking Forum – Met with local community service providers. Most reported steady demand for support. New service by Budgeting Services North Canterbury mentoring new small businesses launched.
- Arohata Te Awa Working Group Meeting – project progression.
- Greater Christchurch Partnership Briefing.
- Rangiora Christmas Parade.
- Social Services Waimakariri Hui – Providers spoke of holiday service provision. Steady need for increasingly complex issues.
- Oxford Area School Junior Prizegiving – Great celebration of Tamariki achievements.
- Mandeville Sports Club Meeting – Upgrade to women's toilets and painting planned.
- Waimakariri District Council Community Services Christmas Morning Tea.
- Public drop-in session regarding the Oxford Landfill / quarry application.
- Decorated Oxford Christmas Grotto tree.
- Oxford-Ohoka Community Board end of year function.

- Oxford Christmas Parade – Rain did not dampen the enthusiasm – great turnout.
- Oxford-Ohoka Community Board submission zoom.
- Extraordinary Council Meeting – to adopt Annual Report.
- Vaping discussion – Met with Waimakariri District Council Community Team staff member and representatives from Smokefree New Zealand to discuss vaping matters – consultation and support available.
- Community wellbeing North Canterbury Board Meeting.
- Waimakariri Destination Management Plan Forum - Waimakariri District Council was working with ChristchurchNZ to develop a Destination Management Plan Alongside community stakeholders.
- Natural Environment Strategy Project Control Group Meeting - Waimakariri District Council were currently developing a Natural Environment Strategy of Council owned land and the framework it would operate under.
- Meeting with Waimakariri District Council staff and a member of University of Canterbury's CURE network – to discuss how University of Canterbury Christchurch City work can be extended to benefit Waimakariri.
- District Planning and Regulation Commissioner panel meeting – Discussion of hearing streams and dates.
- Waimakariri Youth Council Meeting – first meeting with new co-chair, Dudley Park project progress – Activation Platform launch 24 February 2023, they were creating an op shop map. They were looking at recruiting more members.
- Portfolio catch up.
- Greater Christchurch Partnership meeting and briefing – Tracey Tierney's first meeting as co-ordinator, discussed engagement plan.
- Council Meeting –
 - Discussed submission to Water Services Bill and the Water Services Economic Efficiency and Consumer Protection Bill.
 - Establishment of a new Property Portfolio Working Group to replace to Social / Affordable Housing working Group and the Property Acquisitions and Disposals Working Group – Mayor Gordon, Deputy Mayor Atkinson, Crs Redmond, Williams and Meanings Appointed.
- Council Draft Annual Plan Budget Meeting – No other period comparable to now over the last thirty years, but good progress. Draft Annual Plan consultation will run from Friday 10 March 2023 to Monday 17 April 2023, with hearings held 3-4 May 2023, Deliberations 30-31 May 2023 for adoption at 20 June 2023 Council meeting.
- Ohoka Residents Association Meeting – New officers appointed.
- Smokefree / Vaping submission meeting with Council staff - The Ministry of Health was conducting a consultation seeking views on the proposed smoked tobacco and vaping regulatory regime. Council was looking to make a submission on this.
- Greater Christchurch Partnership Briefing.
- Council Briefing and Induction session.
- Alcohol and Drug Harm Prevention Steering Group Meeting – new faces around the table and review of 2023 priorities and pathways.
- Vaping submission chat with Social Services Waimakariri.

12. **CONSULTATION PROJECTS**

Nil.

13. **BOARD FUNDING UPDATE**

13.1. **Board Discretionary Grant**

Balance as at 31 January 2023: \$3,039.

13.2. **General Landscaping Fund**

Balance as at 31 January 2023: \$13,090.

The Board noted the funding update.

14. MEDIA ITEMS

Nil.

15. QUESTIONS UNDER STANDING ORDERS

Nil.

16. URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

NEXT MEETING

The next meeting of the Oxford-Ohoka Community Board is scheduled for 7pm, Wednesday 7 March 2023 at the Mandeville Sports Centre, Mandeville.

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 8.32pm.

CONFIRMED

Chairperson

Date

Workshop (8:32pm to 9:42pm)

- *Interim Speed Management Plan Review Ideas – Joanne McBride (Roading and Transport Manager), Shane Binder (Senior Transport Engineer), Allie Mace-Cochrane (Project Engineer), 30 Minutes*
- *Communications Facebook – Kim Nutbrown (Communications and Engagement Advisor) – 20 Minutes*
- *Members Forum*

NOTES OF A WORKSHOP OF THE OXFORD-OHOKA COMMUNITY BOARD HELD IN THE A&P ROOM, OXFORD TOWN HALL, 34 MAIN STREET, OXFORD, ON WEDNESDAY, 15 FEBRUARY 2023 AT 8.32PM.

PRESENT

T Robson (Chairperson), S Barkle (Deputy Chairperson), M Brown, T Fulton, N Mealings, P Merrifield and M Wilson.

IN ATTENDANCE

G Cleary (General Manager Utilities and Roading), K Nutbrown (Communications and Engagement Advisor), A Mace-Cochrane (Project Engineer), K Rabe (Governance Advisor) and C Fowler-Jenkins (Governance Support Officer).

APOLOGIES

Ray Harpur.

1. INTERIM SPEED MANAGEMENT PLAN

Presenter(s) A Mace-Cochrane (Project Engineer)
Trim Ref: N/A

- What was the proposed treatment for Ohoka School, as it was currently a 70km/h speed limit?
Council would be looking at schools during the full Speed Management Plan and proposing to reduce the speed limit to 30km/h outside the school.
- Outside Swannanoa School the road speed limit was 100km/h, when the variable speed sign was operating the speed limit was 60km/h outside the school.
That was consistent with the New Zealand Transport Agency direction. In this interim Plan the Council were comfortable to leave the status quo. As part of the second round the Council would have the opportunity to talk to schools about what category the school would be classified at and if the school wished to question category there would be the ability to have that conversation.
- Was there any consideration given to how integrated the different speed limits were. For instance, in Mandeville and the continued change of speed limits from Swannanoa School through Mandeville to Christchurch. This would cause real frustration for people and challenging for enforcement if motorists stopped taking notice of the speed limits.
Staff had tried to have consistency along the road corridor, especially along the main corridors like Tram Road and South Eyre Road all being 80km/h. The Council would be reviewing the rest of the roading corridors in the future.
- Will this Plan be going out for public consultation?
Yes, this workshop was more for the Board to get a feel about what was proposed and give feedback. A report would come to the Boards March 2023 seeking approval to consult and would go to Council in April 2023.
- Would the Council have to reduce shingle roads down to 60km/h?
Not at this stage. There was a desire from the New Zealand Transport Agency to have all unsealed roads at 60km/h.
- Staff use the speed limit rules to guide the Council, but the Council ultimately set the speed limits.
- It was going to be an incredibly hard sell to drop Tram Road to 80km/h, you would not get compliance with the Council getting a lot of backlash. However slower speeds made sense in the vicinity of schools.
- Was there plans of upgrading some of the intersections?

The Council did an assessment the length of Tram Road which identified many areas that potential improvements could be made and which had been fed into a capital works programme some of which would end up in the Councils Long Term Plan.

2. **COMMUNICATIONS FACEBOOK**

Presenter(s) K Nutbrown (Communications Engagement Advisor)

Trim Ref: N/A

Key points:

- The Board was in the process of setting up a Facebook page to improve its public engagement.
- K Nutbrown gave a quick overview of her role and invited the Board to contact her if they needed any advise or assistance.

THERE BEING NO FURTHER BUSINESS, THE WORKSHOP CONCLUDED AT 9.42PM.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** 221118200953**REPORT TO:** OXFORD-OHOKA COMMUNITY BOARD**DATE OF MEETING:** Tuesday 7 March 2023**AUTHOR(S):** Hannah-Rose Belworthy, Greenspace Landscape Architect**SUBJECT:** Public Engagement on Wolffs Road Suspension Bridge**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Acting Chief Executive**1. SUMMARY**

- 1.1. The purpose of this report is to seek approval from Oxford-Ohoka Community Board to allow staff to consult with the community on the preferred option to disestablish the superstructure of Wolffs Road Suspension Bridge.
- 1.2. Wolffs Road suspension bridge is in a state of disrepair. Options for the future of the bridge have been assessed and evaluated by WSP in a 2021 report (210416061922). It has been advised by the Council to complete an engagement plan which will help inform a decision on the most suitable option. Budget for this project will then need to be approved as part of the next Long-Term Plan.

Attachments:

- i. Wolffs Road suspension bridge – West Eyreton; Engagement and Communications Action Plan (221124203863)
- ii. Wolffs Road Suspension Bridge Options Report FINAL (210416061922)

2. RECOMMENDATION**THAT** the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 221118200953.
- (b) **Approves** public engagement to be carried out by staff on the preferred option to disestablish the superstructure of Wolffs Road Suspension Bridge.
- (c) **Notes** that engagement is proposed to be carried out in late March and April 2023.
- (d) **Notes** an evaluation report for the bridge has been undertaken by WSP on 15 April 2021 (210416061922) which includes options costed out for either repair or disestablish of the bridge.
- (e) **Notes** that any cost figures in the 2021 report have likely increased. These cost figures will need to be reassessed at a later date.
- (f) **Notes** there is currently no funding for any option, funding would need to be sought via the Council Annual Plan or Long Term Plan process and/or through external funders.
- (g) **Notes** that staff will work with Heritage NZ on requirements under the Heritage New Zealand Pouhere Taonga Act 2014.

3. **BACKGROUND**

- 3.1. The Wolffs Road Suspension Bridge is a historically listed pedestrian bridge in West Eyreton that spans the Eyre River in North Canterbury. The bridge has a span of 73 metres and was constructed in circa 1948.
- 3.2. The structure consists of steel rail iron towers with four wire rope suspension cables (two each side of the structure) which provide support to the timber stringers and deck through timber transoms and concrete suspension cable anchorages. The bridge originally provided pedestrian access across the Eyre River when water flow prevented the use of the adjacent vehicle ford. Users of the bridge frequently took sacks of potatoes, peas and other grain across in sack barrows. It was also used to carry cans of cream, and to allow distribution of daily mail and newspapers to residents on the south side of the river. The Eyrewell Forest Camp Village, which at one time numbered around 200 residents, used it for getting such provisions. In a major flood of 1951, both the top (Oxford) and bottom (Ōhoka) car bridges were washed out. The Wolffs Road Suspension footbridge was the only access for people living on the south side of the river between View Hill and Manderville. Provisions from Oxford were brought across the bridge for the people of View Hill.
- 3.3. The bridge and land were later given to the Eyre County Council by the Wolff family in 1978. Later, in 1983, a car bridge was built on Poyntz Road, on the next ford downstream. Now, the bridge is in a state of disrepair and has been for many years, no longer performing its intended function as a pedestrian bridge.
- 3.4. The bridge deck is situated approximately 3 metres above bed level having sufficient clearance to enable vehicle access beneath. There is currently no walking track or clear pedestrian access to either bridge approach due to the overgrown vegetation.
- 3.5. An options report was previously completed for the Wolffs Road Suspension Bridge in 2012 by Waimakariri District Council (the Council). Two options were considered in the 2012 report including a 'Do Minimum' and an option to 'Refurbish' the bridge to reopen the structure to the public. The 2012 report was initially prompted through engagement by the Cust and Districts Historical Records Society with the Council regarding the historic nature and deterioration of the structure. The structure (constructed in 1948) was listed as a Category 2 Historic Place in February 1994.
- 3.6. On 15 April 2021 WSP produced a site inspection and bridge refurbishment options report. Options considered in this report were:
 - **Option 1 – disestablish of the superstructure.** This was the 'do minimum' option. It involves removal of the timber superstructure, approach ramps and suspension cables and significant vegetation clearance around it. Leaving behind the substructure and cable anchors to be refurbished which has the benefit of retaining some of the heritage fabric of the structure. The remaining structure would then need regular condition assessments, fencing to prevent climbing/vandalism and the inclusion of an information board for historical information.
 - **Option 2 – refurbish existing structure to re-open.** This involves the removal of the existing timber superstructure elements, and refurbishment of the original suspension cable hanger rods and towers. If the structure is unable to support pedestrian use, then it may also include refurbishment of the suspension system. It would also include upgrading the coatings on the bridge towers, replacement timber decking, bracing, new approach ramps and handrail installation. This option also has the inclusion of an information board for historical information.

3.7. Other options considered but ruled out included:

- Replacement of structure. This is for a full replacement of the structure.
- Full disestablishment. Removal of the structure and site clearance. As the bridge is a heritage structure, this is unlikely to be supported by Historic Places Trust.

3.8. Comparison of options:

Option	Advantages	Disadvantages	Comparative Cost Estimate
Option 1 – disestablish superstructure	<p>Lowest comparative cost option</p> <p>Removes the current hazards present to the public due to the current condition of the structure</p> <p>Retains some of the heritage fabric and uniqueness of the pedestrian single lane bridge</p> <p>The possibility of future reestablishment of the structure retained with the retention of the support towers</p> <p>Installation of information boards may increase public awareness of the historical nature of the structure</p> <p>Overhead restrictions for traffic passing below the structure removed</p> <p>Reduction of risk of Eyre River damaging structure during flood event</p>	<p>The ability for pedestrians to cross the Eyre River at this location during a flood event removed</p> <p>Disestablishment of the suspension cable system that may be able to facilitate refurbishment of the structure</p> <p>Costs associated with the disestablishment of the superstructure, including the suspension cables</p>	<p>Capital Expenditure \$195,000</p> <p>Maintenance Costs \$500-2000 p.a.</p>
Option 2 – refurbish existing structure to re-open	<p>Removes the current hazards present to the public due to the current condition of the structure</p> <p>Re-establishes the existing structure to allow pedestrians to cross the Eyre River at this location during a flood event</p> <p>Reduced construction cost due to retention of the existing suspension cable system for the refurbished structure</p> <p>Reduced risks related to working from heights due to the need to release and drop the suspension cables (compared to Option 1)</p> <p>Retains more of the heritage fabric of the unique structure, and maintains a structure at the site</p> <p>Improves the life of the structure</p> <p>Installation of information boards and the upgrade of the structure may increase public awareness of the historical nature of the bridge</p>	<p>Higher comparative cost option</p> <p>Overhead restrictions for traffic passing below the structure reinstated (compared to Option 1)</p> <p>Increased risk of the structure interfering with the flow of the Eyre River compared to the existing structure.</p>	<p>Capital Expenditure \$520,000</p> <p>Maintenance Costs \$2000-5000 p.a.</p>

- 3.9. As a result of this report, the Council recommended that staff create an engagement plan and circulate this to the Community Board and Community and Recreation Committee for information prior to engaging with the Community.

4. ISSUES AND OPTIONS

- 4.1. Staff have assessed both options presented by WSP for the future of Wolffs Road Suspension Bridge. Based on this report, staff support disestablishing the superstructure of Wolffs Road Suspension bridge is the preferred option to progress. This option is the lowest cost option, removes the current hazards present to the public, retains some of the heritage fabric of the original bridge, and retains the support towers enabling provision for future reinstatement of a crossing structure. Pursuing this option will mean pedestrians cannot cross the Eyre River at this location, in particular during flood events. However, the bridge is unusable in its current state and should not be used. There are also two vehicle bridges that cross the Eyre River in close proximity to the Wolffs Road Suspension bridge, the Eyre River Bridge (Wells) (approximately five kilometres west) and the Poyntz's Road Bridge (approximately three kilometres south east); it is worth noting that these do not have pedestrian facilities.

- 4.2. Currently there is no infrastructure, signage or maintenance of a pedestrian walking track in this area, including near the approaches to the bridge. The retention of the support towers, foundation and anchorage points may be beneficial in the future if walking or cycling facilities are installed in this area. There will be a loss of the unique aesthetics of the structure, however, apart from being a risk to the public, the bridge is also in a poor aesthetic state. The removal of the failed timber decking elements and suspension cable system and installation of information boards will greatly increase the visual appeal of the site. Before any work is undertaken on this bridge, staff are seeking approval from the Board to undertake consultation with the wider community to better understand their views on the recommended option. Staff have considered how best this consultation could be undertaken and have identified the following options available to the Oxford-Ohoka Community Board;

- 4.3. Option 1: Approval of staff to consult with the community on the preferred option: Disestablish the superstructure of Wolffs Road Suspension Bridge.

This is the recommended option as it allows staff to consult on a feasible and realistic option with the community. Members of the public and key stakeholders will be given the opportunity to provide feedback which staff will present back to the Council for a final decision. If the Oxford-Ohoka Community Board approve of this option, it will be a straightforward process with everyone involved.

- 4.4. Option 2: Approval of staff to consult with the community on both Option 1: Disestablish the superstructure of Wolffs Road Suspension Bridge, and Option 2: Refurbishing the existing structure to re-open.

Staff do not recommend consulting the public on Option 2: refurbishing the existing structure to re-open. It may raise community expectation that this is a result that the Council can achieve. While the reality is, this option is unlikely due to the significant cost implications outweighing the positive opportunities created from refurbishment.

The cost presented by WSP in April 2021 was \$520,000 and maintenance costs of \$2,000-5,000 p.a. to re-open the bridge. Over the past year there has been significant cost increases of building materials. This means, the cost of \$520,000 is likely to be out-dated and has since increased.

4.5. Option 3: Decline public engagement and do nothing.

The Oxford-Ohoka Community Board may wish to decline the approval of this report and prevent engagement occurring on the recommended options of Wolffs Road suspension bridge

This is not the recommended option because there is public interest in the historic bridge which means that it is best practice to consult with the community.

At present, there are serious safety concerns for the public with the current state of the bridge. These include, the risks of traffic striking the structure while traveling underneath, and secondly, any risks of damage to the structure during a flood event, and to the river channel downstream due to detached debris from the structure.

4.6. Should consultation be approved and feedback received. Staff will bring a report back to Oxford-Ohoka Community Board with a recommendation to Council.

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

Implications for Community Wellbeing

There are no implications on community wellbeing by the issues and options that are the subject matter of this report.

5. COMMUNITY VIEWS

5.1. **Mana whenua**

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

5.2. **Groups and Organisations**

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

The key stakeholders in this process include neighbouring properties along Wolffs Road, Cust and Districts Historical Records Society, Heritage New Zealand, and West Eyreton Community. Staff will make it their priority to engage with these community groups as part of the engagement process. A meeting will be offered to the Cust and Districts Historical Records Society and Heritage NZ to discuss the project and to encourage them to provide their feedback.

Wider Community

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

The wider community will be consulted with once approval is received from the Council. The community will be informed of the consultation process through social media, advertisements in local newspapers, and announcements on the Council website. In addition to this, those who are located near the suspension bridge and living in the immediate area, will be informed of the consultation through a letter drop. The public consultation will be undertaken through the Council's existing online forum (Let's Talk Waimakariri).

The results from the public consultation and the recommended option will be presented back to the Oxford-Ohoka Community Board and then Council for approval.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are no financial implications of the decisions sought by this report. Costing for communication and tools for consultation is estimated at \$50 to cover 'Let's Talk' Digital and Physical forms. This will be budgeted In-house.

Any future work to the Wolffs Road suspension bridge will be costly, with a minimum cost of \$195,000 (plus \$500-\$2,000 maintenance costs p.a.) to disestablish the superstructure of the suspension bridge (recommended option). Were Council to refurbish the suspension bridge, the cost would be over \$520,000 (plus \$2000-\$5000 maintenance costs p.a.). Keeping in mind these costs were estimated in April 2021 and prices have likely increased significantly since that point, staff recommend that the potential benefits of refurbishment are outweighed by the budget required to do so. Therefore, refurbishment is not seen as a feasible option worth consultation and raising public expectation.

The results of this consultation will support funding being sought via the Council Annual Plan or Long-Term Plan process or through external funders for the work required.

This budget is not included in the Annual Plan/Long Term Plan.

6.2. Sustainability and Climate Change Impacts

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

6.3 Risk Management

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

There is a current expectation from community groups to be engaged in this project. If the Community Board decide not to engage with key stake holders and the wider community this may result in complaints to council and upset member of the public who have a strong connection to the bridge.

6.4 Health and Safety

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

There are serious safety concerns for the public with the current state of the bridge. These include, the risks of traffic striking the structure while traveling underneath, and secondly, any risks of damage to the structure during a flood event, and to the river channel downstream due to detached debris from the structure.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

Local Government Act and the Reserves Act, and Greenspace staff will determine any specific legislation which is relevant and ensure that consultation falls within that legislation.

7.3. Consistency with Community Outcomes

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

7.3.1 There are wide ranging opportunities for people to contribute to the decision making that affects our District

- The Council makes information about its plans and activities readily available
- The Council takes account of the views across the community including mana whenua
- The Council makes known its views on significant proposals by others affecting the District's wellbeing
- Opportunities for collaboration and partnerships are actively pursued.

7.3.2 There is a safe environment for all

- Harm to people from natural and man-made hazards is minimised

7.3.3 The community's cultures, arts and heritage are conserved and celebrated

- Heritage buildings and sites are protected and the cultural heritage links with our past are preserved

7.4. **Authorising Delegations**

Per Part 3 of the WDC *Delegations Manual*, the Community Boards are responsible for considering any matters of interest or concern within their ward area.



Wolffs Road suspension bridge – West Eyreton

Engagement and Communications Action Plan

July 2022

1. Purpose of this Plan

This Communications and Engagement Plan (“the Plan”) describes how we will communicate and engage with partners, iwi, key stakeholders and the community on the options for the Wolffs Road suspension Bridge (“the Project”).

The Plan sets out the objectives and means of the community engagement proposed as part of the project. It identifies key audiences along with how and when we intend to seek feedback from key stakeholders and the community. This plan may evolve as the project progresses.

This Plan is an internal project document that outlines the framework for undertaking engagement for the project.

In summary, the Plan:

- Outlines the nature of the project and the background to the proposal
- Sets out the framework for the engagement
- Sets out the scope of the decision-making process and evaluation of the engagement and feedback
- Details the purpose and objectives of the engagement to be undertaken
- Identifies broadly the parties to be involved in the engagement
- Identifies the tools and activities proposed in conducting the engagement.

The overall aim is to provide specific identified parties within the community with opportunities for active engagement with the intention of informed decision making, and to inform the wider community of the project prior to decisions being made.

2. Background

The Wolffs Road Suspension Bridge is a historically listed pedestrian bridge in West Eyreton that spans the Eyre River in North Canterbury, refer to figure 1. The bridge has a span of 73 m and was constructed in circa 1948.

The structure consists of steel rail iron towers, four wire rope suspension cables (two each side of the structure) which provide support to timber stringers and deck through timber transoms, and concrete suspension cable anchorages. The bridge and land were given to the Eyre County Council by the Wolff family in 1978. Later, in 1983, a car bridge was built on Poyntz Road, on the next ford downstream. The bridge has been in a state of disrepair for multiple years and no longer performs its intended function as a pedestrian bridge, refer to figure 2.

The bridge originally provided pedestrian access across the Eyre River when water flow prevented the use of the adjacent vehicle ford. Users of the bridge frequently took sacks of potatoes, peas and other grain across in sack barrows. It was also used to carry cans of cream, and to allow distribution of daily mail and newspapers to residents on the south side of the river. The Eyrewell Forest Camp Village, which at one time numbered around 200 residents, used it for getting such provisions. In a major flood of 1951, both the top (Oxford) and bottom (Ōhoka) car bridges were washed out. The Wolffs Road Suspension Bridge footbridge was the only access for people living on the south side of the river between View Hill and Manderville. Oxford provisions were brought across the bridge for View Hill people.

The bridge deck is situated approximately 3 m above bed level having sufficient clearance to enable vehicle access beneath. There is currently no walking track or clear pedestrian access to either bridge approach due to the overgrown vegetation.

An options report was previously completed for the Wolffs Road Suspension Bridge in 2012 by Waimakariri District Council (Council). Two options were considered in the 2012 report including a 'Do Minimum' and an option to 'Refurbish' the bridge to reopen the structure to the public. The 2012 report was initially prompted through engagement by the Cust & Districts Historical Records Society with Council regarding the historic nature and deterioration of the structure. The structure (constructed in 1948) was listed as a [Category 2 Historic Place](#) in February 1994.

3.Previous Investigations

On 15 April 2021 WSP produced a site inspection and bridge refurbishment options report. Options considered in this report were:

- Option 1 – disestablish of the superstructure. This was the 'do minimum' option. It involves removal of the timber superstructure, approach ramps and suspension cables and significant vegetation clearance around it. Leaving behind the substructure and cable anchors to be refurbished which has the benefit of retaining some of the heritage fabric of the structure. The remaining structure would then need regular condition assessments, prevention of climbing/vandalism with fencing and the inclusion of an information board for historical information.
- Option 2 – refurbish existing structure to re-open. This involves removal of the existing timber superstructure elements, and refurbishment of the original suspension cable hanger rods and towers. If the structure is unable to support pedestrian use, then it may also include refurbishment of the suspension system. It would also include upgrading the coatings on the bridge towers, replacement timber decking, bracing, new approach ramps and handrail installation. This option also has the inclusion of an information board for historical information

Other options considered but ruled out included:

- Replacement of structure. This is for a full replacement of the structure.
- Full disestablishment. Removal of the structure and site clearance. As the bridge is a heritage structure, this is unlikely to be supported by Historic Places Trust.

During the Council Long Term Plan process, a submission was received from the Cust & Districts Historical Records Society regarding this bridge. The minutes of the 25 May 2021 Council meeting where this submission was discussed noted that:

- An evaluation report for the bridge has been undertaken recently with options costed out for either repair or removal of the bridge.
- That staff intend to report the findings of this report back to the Community Board and Council.
- That the cost to disestablish of the superstructure sits at \$195,000
- That full disestablishment of the structure sits at \$140,000
- That the cost to refurbish the existing structure to reopen sits at \$590,000 with an ongoing annual operational cost of \$2,000

- The Council recommends that staff create an engagement plan and take this through to the Community Board and Community and Recreation Committee for approval prior to engaging with the Community.
- That staff will work with Heritage NZ on requirements under the Heritage New Zealand Pouhere Taonga Act 2014 as well.



Figure 1 Location of suspension bridge

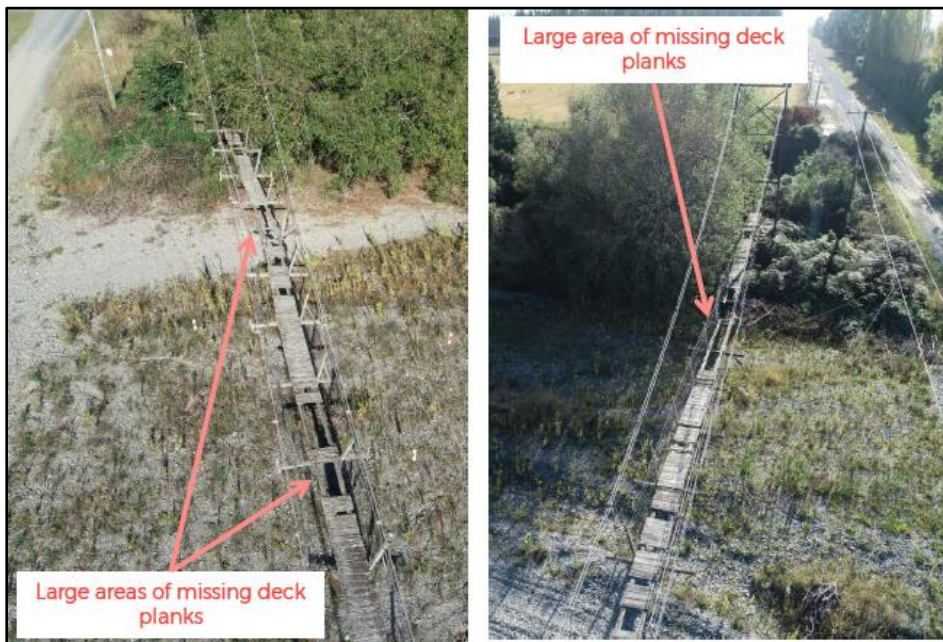


Figure 2 Images showing damage to suspension bridge

4. Communications Approach

Based on the IAP2's Public Participation Spectrum, the level of public engagement to be used is 'Consult'.

GOAL	CONSULT	PROMISE TO THE COMMUNITY
Public Participation Goal	To obtain public feedback on analysis, alternatives and/or decisions.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.

5. Communications and Engagement Objectives

- Collect quality feedback that will help staff and the Community Board to understand community views and preferences and to help agree on a way forward.
- Suggesting two options for consideration:
 - Option 1 – disestablish superstructure
 - Option 2 – refurbish existing structure to re-open

Comparison of options:

Option	Advantages	Disadvantages	Comparative Cost Estimate
Option 1 – disestablish superstructure	<p>Lowest comparative cost option</p> <p>Removes the current hazards present to the public due to the current condition of the structure</p> <p>Retains some of the heritage fabric and uniqueness of the pedestrian single lane bridge</p> <p>The possibility of future reestablishment of the structure retained with the retention of the support towers</p> <p>Installation of information boards may increase public awareness of the historical nature of the structure</p> <p>Overhead restrictions for traffic passing below the structure removed</p> <p>Reduction of risk of Eyre River damaging structure during flood event</p>	<p>The ability for pedestrians to cross the Eyre River at this location during a flood event removed</p> <p>Disestablishment of the suspension cable system that may be able to facilitate refurbishment of the structure</p> <p>Costs associated with the disestablishment of the superstructure, including the suspension cables</p>	<p>Capital Expenditure \$195,000</p> <p>Maintenance Costs \$500-2000 p.a.</p>

Option 2 – refurbish existing structure to re-open	<p>Removes the current hazards present to the public due to the current condition of the structure</p> <p>Re-establishes the existing structure to allow pedestrians to cross the Eyre River at this location during a flood event</p> <p>Reduced construction cost due to retention of the existing suspension cable system for the refurbished structure</p> <p>Reduced risks related to working from heights due to the need to release and drop the suspension cables (compared to Option 1)</p> <p>Retains more of the heritage fabric of the unique structure, and maintains a structure at the site</p> <p>Improves the life of the structure</p> <p>Installation of information boards and the upgrade of the structure may increase public awareness of the historical nature of the bridge</p>	<p>Higher comparative cost option</p> <p>Overhead restrictions for traffic passing below the structure reinstated (compared to Option 1)</p> <p>Increased risk of the structure interfering with the flow of the Eyre River compared to the existing structure.</p>	<p>Capital Expenditure \$520,000</p> <p>Maintenance Costs \$2000-5000 p.a.</p>
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6. Key Messages

These are the key messages to use for this project.

- We need to understand community views on these options before we plan what happens next.
- We would like the community to be involved in this decision, particularly those living closest to the suspension bridge who are very familiar with it.
- There is currently no funding for either option, so funding would need to be sought via the Council Annual Plan or Long Term Plan process or through external funders.
- Visit waimakariri.govt.nz/letstalk to have your say.

7. Audience and Stakeholders

These are the listed stakeholders.

Directly affected	<ul style="list-style-type: none"> • Neighbouring properties along Wolffs Road • Cust & Districts Historical Records Society • Heritage New Zealand
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	<ul style="list-style-type: none"> • West Eyreton Community • Oxford-Ohoka Community Board
Internal	<ul style="list-style-type: none"> • Greenspace Manager (Grant MacLeod) • Manager, Community and Recreation (Chris Brown) • Communication & Engagement Manager (Alistair Gray) • Design and Planning Team Leader (Grant Stephens) • Customer Services • Community Boards • Mayor and Councillors • Management Team • Roading Unit
Other Stakeholders	<ul style="list-style-type: none"> • Local media • Relevant residents groups / community groups • West Eyreton School • WDC Facebook Users • West Eyreton RSA

8. Communications and Engagement Actions

Below is an outline of the tools to be used during the consultation period from Monday 24 January 2023 until Monday 20 February 2023. Several assumptions are made in preparing this budget:

1. We will use internal resources for graphic design and photography.
2. Advertising largely restricted to our local “free” communication channels.
3. Consultation material will be hand delivered or posted to properties closest to the suspension bridge along Wolffs Road (between Harewood Road and North Eyre Road), refer to figure 3.
4. Absentee land owners will be posted the material
5. Key stakeholders and community groups will be emailed the consultation material
6. A meeting will be offered to the Cust & Districts Historical Records Society and Heritage NZ to discuss the project and to encourage them to provide their feedback
7. Leaflets will also be left at key businesses along the main road in Cust and at the WDC Rangiora and Oxford Service Centre



Figure 3 Properties to receive the consultation material, circled in blue.

Our efforts will be primarily targeted towards residents and property owners who are located near the suspension bridge, those living in the immediate area and those with a historical interest.

The community will be encouraged to submit their feedback online using the Council's Let's Talk site. A physical submission form will be hand delivered and be available at the Council Service Centres in Rangiora and Oxford for purposes of accessibility.

Communication tools and costings:

Product	Notes	Who	When	Budgeted Cost
Advertising	Community Noticeboard	Comms	TBC	In-house
Document – Design & Print	Let's Talk – Digital & Physical Forms	Comms	TBC	\$50
	Graphic Design	Comms	TBC	In-house
	Photography	Comms	TBC	In-house
Online presence	Bang the Table page	Comms	TBC	In-house
	Social Media Organic Posts	Comms	TBC	In-house
	Council Subscriber Email	Comms	TBC	In-house
TOTAL				\$50

9. Evaluation/Measures of Success

As this is a very low-level engagement and consultation process, it is not anticipated that we will do a full evaluation of the project. Our primary measure of success will be evaluating the quality of feedback we receive through this process and how significantly it shapes the final decision. Feedback on the process may also influence the Communications & Engagement Plan for this project, which is a working document. All feedback collected on this project, will be reported back to the Oxford-Ohoka Community Board, as part of the staff report to approve an option.

Project Number: 6-DHLHH.01

Wolffs Road Suspension Bridge

Site Inspection and Bridge Refurbishment Options Report

15 April 2021

CONFIDENTIAL



Contact Details

Jess Gale

WSP
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Approved for release by



Ben Baty



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Revision Details

Revision	Details
0	Site Inspection and Bridge Refurbishment Options Report
1	Final version incorporating Client feedback



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Disclaimers and Limitations

This report ('**Report**') has been prepared by WSP exclusively for Waimakariri District Council ('**Client**') in relation to the Wolfs Road Suspension Bridge Site Inspection and Bridge Refurbishment Option Investigation ('**Purpose**') and in accordance with the Contract CON 20/20 Rooding Professional Services. The findings in this Report are based on and are subject to the assumptions specified in the Report and Task Request form dated 23 February 2021. WSP accepts no liability whatsoever for any reliance on or use of this Report, in whole or in part, for any use or purpose other than the Purpose or any use or reliance on the Report by any third party.

Executive Summary

WSP New Zealand Ltd (WSP) has been engaged by Waimakariri District Council (WDC) to complete a condition inspection and refurbishment options report for the Wolffs Road Suspension Bridge. The structure is a historically listed pedestrian bridge that spans the Eyre River located south west of Oxford, North Canterbury.

A site inspection to assess the current condition of the structure was undertaken on 12th March 2021. The overall condition of the timber superstructure is poor with widespread deterioration and multiple failures leaving the structure unsafe and unusable in its current state. The suspension cable system is mostly in fair condition with the majority of the main cables appearing to have been recently replaced. The hangers connecting the suspension cables to the superstructure are mostly in fair condition with a small number requiring replacement. The plan bracing is in poor condition with connection failures at both ends of the structure. One of the four lateral bracing sway cables has been severed, and the others pose a significant hazard to those traveling underneath the structure. This is due to their low hanging location below the bridge. The anchorage of the support towers and suspension cables, that were able to be inspected, appear to be in good condition. Only one of the lateral sway cable anchorage points was able to be inspected. This was in average condition with significant vertical cracking. The support towers appear to be in good condition with an unidentified black coating providing corrosion protection present on the bottom sections of the towers. This is not present in the upper sections of the tower, indicating targeted coating or failure of the coating has taken place.

The proposed refurbishment options for this structure are outlined in Section 5 and include:

Option 1. Disestablishment of the superstructure, retain the towers – due to the poor condition of the superstructure and the risks posed by the subsequent remaining suspension cable system

Option 2. Refurbishment of the existing structure to re-open – utilising the existing suspension cable system after further capacity inspection and assessment

WSP recommends that Option 1 is pursued as the preferred option due to the current condition, risks and hazards posed to the public by the existing superstructure, and the low frequency of use of the structure due to the lack of connection with established walking tracks and the low incidence flooding of the channel. This option also retains the primary elements of heritage fabric and provides the ability for future re-installation of a superstructure to connect with future development of pedestrian or cycling amenities in the area.

1 Introduction

The Wolff Road Suspension Bridge is a historically listed pedestrian bridge that spans the Eyre River and is located approximately 5 km south west of Oxford, North Canterbury. The structure consists of steel rail iron towers, steel wire suspension cables with a timber deck and transoms, and concrete suspension cable anchorages. The bridge has been in a state of disrepair for multiple years and no longer performs its intended function as a pedestrian bridge. A condition assessment and options report was completed in 2012 by Waimakariri District Council (WDC).

WSP New Zealand Ltd (WSP) have been engaged by WDC to update the content of this previous report by completing a condition assessment and updating the options presented for the structure.

2 Description of Bridge

Wolff Road Suspension Bridge is a 73 m span pedestrian bridge constructed circa 1948. The structure comprises four wire rope suspension cables (two each side of the structure) which provide support to timber stringers and deck through timber transoms. The transoms are connected to the suspension cables via steel hanger rods at 3m centres. The cables are supported on towers comprising steel rail irons with concrete foundations and are anchored into concrete blocks embedded in the ground approximately 15m behind the towers at each end of the structure. There are additional tie-back cables connected to the bridge towers and anchored into concrete blocks behind the abutments. The deck comprises transverse timber deck planks connected via nails to the top of the longitudinal stringers. A handrail has been provided on the northern side of the structure comprising timber posts with wire mesh with wire rope spanning between. Wire mesh is provided on the south side of the structure, with no effective restraint. Steel plan bracing is in place in the central section of the bridge span (connected to the top of the transoms and underside of the stringers). This bracing is connected to wire rope sway cables anchored into the riverbank via concrete blocks, for lateral restraint.

The bridge originally provided pedestrian access across the Eyre River when water flow prevented the use of the adjacent vehicle ford. The bridge deck is approximately 3 m above bed level (through the centre of the channel) and was frequently driven under during the structural inspection. There is currently no walking track or clear pedestrian access to either bridge approach due to overgrown vegetation.

Before the condition inspection was completed an enquiry was submitted with the online service 'beforeUdig'. This service enables the collection of information regarding the location of cable, pipe and other utility assets near any proposed excavation site. Documents received from this enquiry are attached in Appendix A. The only service near the site is a 11-66kV Mains Overhead cable that is easily visible and runs parallel with the bridge over the Eyre River. On the western side of the site this overhead cable does transition to a 400 kV service both underground and overhead.

3 Background Information

An options report was previously completed for the Wolffs Road Suspension Bridge in 2012 by WDC (included in Appendix B). The 2012 report was initially prompted through engagement by the Cust Historical Society with WDC regarding the historic nature and deterioration of the structure. The structure (constructed in 1948) was listed as a Category 2 Historic Place in February 1994. The bridge was inspected on the 6th March 2012 which included a visual inspection of the structure and a focus on the deteriorating timber deck.

The description of the bridge in the 2012 report indicated that the condition of the main suspension cables was good, however, the timber deck, stringers and transoms were in poor condition. Approximately 50% of the timber elements were visually identified as failing, with a high likelihood of widespread internal decay. The anchor blocks, connections, and tower elements that were able to be inspected were also reported to be in good condition. A safety issue was raised regarding the low visibility of the sway ropes and the hazard this poses to those traveling under the structure.

Two options were considered in the 2012 report including a 'Do Minimum' and an option to refurbish the bridge to reopen the structure to the public. Details of these options are included in the appended report. During our inspection we observed that a portion works recommended in the 2012 'Do Minimum' has been completed, with standard road markers attached to the sway ropes to increase visibility. It is unclear whether any vegetation was trimmed at the time or if any further inspections were carried out. Removal of timber elements and approach ramps has not been complete to date.

4 Condition Assessment

A visual inspection of the bridge was undertaken on 12th March 2021 which included the use of a drone to enable inspection of areas not visible from ground level. Structural elements obstructed by overgrown vegetation were not able to be inspected. This included three of the four sway cable anchorage points, and two of the four suspension cable anchorage points.

The majority of the timber elements of the structure are in poor condition, and unsafe for pedestrian use. The condition of the timber members may also pose a risk to those traveling underneath the structure as they have a high likelihood of further deterioration and detachment. The concrete anchorage, steel hangers and suspension cables are all in fair condition.

Additional to those included in this report, please refer to Appendix C for condition inspection photographs.

4.1 Timber Components

4.1.1 Deck condition

There are large sections of the structure where decking planks have failed and are missing. The deck planks which remain in place are in average condition with significant decay observed. The existing decking planks are of irregular sizes, indicating some have been replaced during the life of the structure.

Figures 4.1.1 and 4.1.2 below show the areas of the structure missing decking planks and their general condition.



Figure 4.1.1: Deck plank condition overview – facing west abutment



Figure 4.1.2: Deck plank condition overview – facing east abutment

4.1.2 Stringer condition

The stringers are in poor condition with widespread significant decay observed in a number of locations, including at both approaches of the structure. The stringer splices appear to be in fair condition where present. The bolts in these stringer splices do not show significant signs of corrosion indicating the stringer failures observed are due to timber decay and section loss rather than bolt deterioration.

Figures 4.1.3 and 4.1.4 below illustrate the most significant stringer failures.

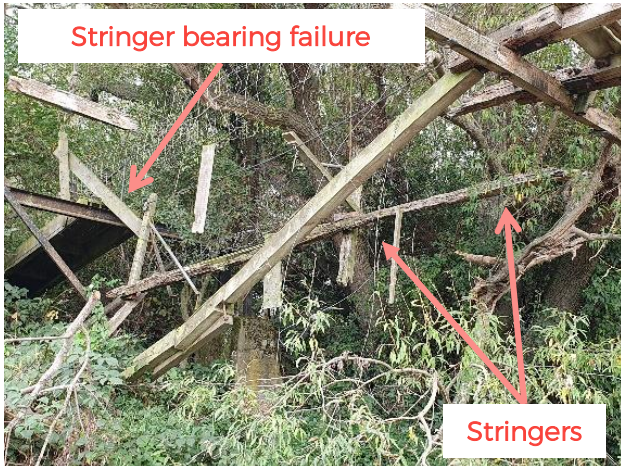


Figure 4.1.3: Stringer failure near west abutment



Figure 4.1.4: Stringer failure near east abutment

4.1.3 Transom condition

The transoms are in a similar poor condition to the stringers with widespread deterioration observed. The nearest transom to the west abutment has failed and is in two separate pieces suspended by the hangers, leading to deck failure at this end of the structure. There are two other locations of transom failure along the bridge span including at the connection location of the eastern sway cables. There is evidence of significant deterioration and splitting of the transoms at the handrail support connections on both faces of the structure throughout the entire span.

Figures 4.1.5 and 4.1.6 below show the typical condition of the transoms and the most significant failure locations of those mentioned above.



Figure 4.1.5: West abutment transom failure



Figure 4.1.6: Transom failure

4.1.4 Approach ramp condition

The western approach ramp is constructed entirely of timber members and is in average condition. The vegetation surrounding the ramp made access for visual inspection difficult; for example, a small tree was growing up through the deck planks of the ramp. The eastern approach ramp is also in average condition, and has significant lichen build up on the surface.

Figures 4.1.7 and 4.1.8 below show the condition and differing design of the two bridge approach ramps.

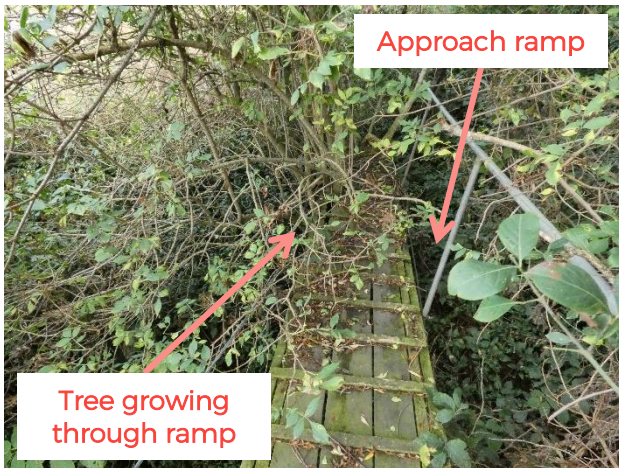


Figure 4.1.7: West approach ramp - topside

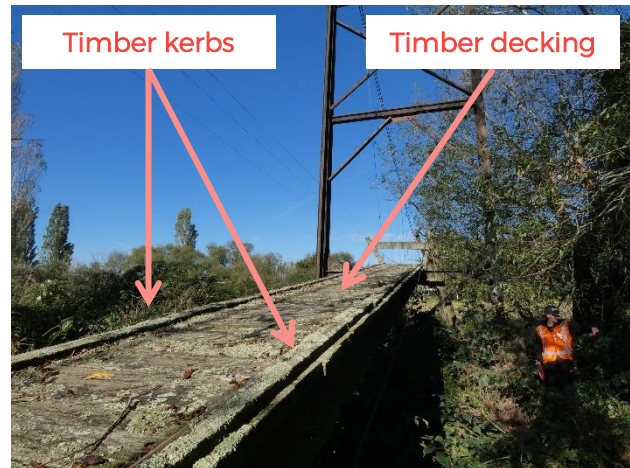


Figure 4.1.8: East approach ramp - topside

4.1.5 Timber Material

The majority of the timber appeared to be hardwood (potentially original). However, replacement timber was also observed and is likely treated pine. If this treatment contains contaminants (e.g. CCA), the disposal costs as part of refurbishment options discussed in Section 5 may increase, although this would be a small percentage of total costs.

4.2 Hangers

Many of the hangers are steel rods with eye connections, however, there are a few wire rope cable hangers threaded through the connection rods and secured with clamps (replacements to original rods). The hanger connections are generally in good condition relative to the timber elements of the structure. Figures 4.2.1 and 4.2.2 below show the typical hanger connection types.

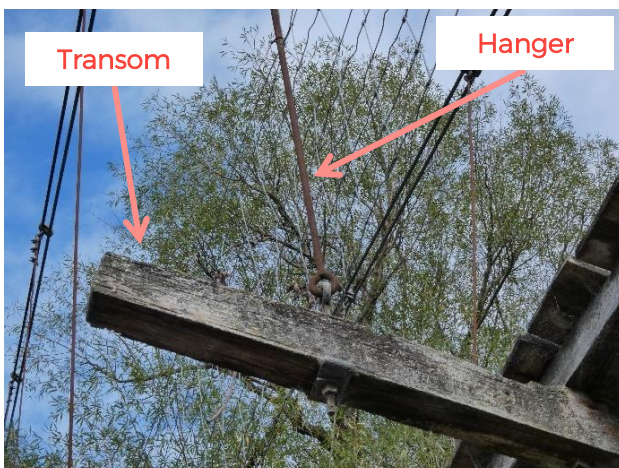


Figure 4.2.1: Typical hanger to transom connection with steel rod hanger

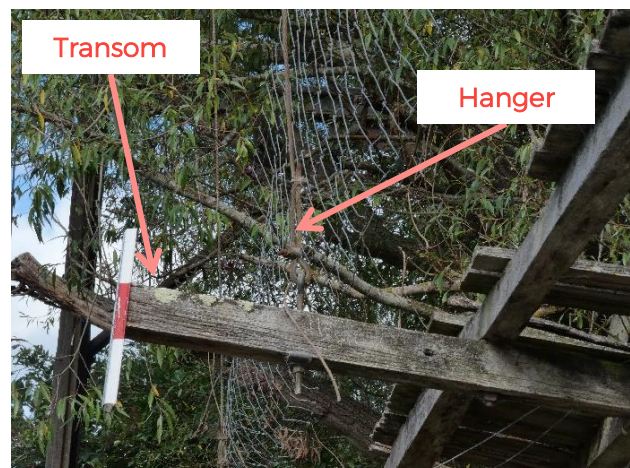


Figure 4.2.2: Typical hanger to transom connection with wire rope cable hanger

Most of the hangers have low levels of corrosion and are relatively straight. Six hangers are bent and require replacement. The suspension cable connection consists of an eye connection threaded rod bolted through two steel bent-up plates that clamp over the main cables, secured on the top face with a nut. These connections are generally in good condition with minimal signs of corrosion or damage.

Figure 4.2.3 below shows a bent hanger that may require replacement.



Figure 4.2.3: Bent steel rod hanger

4.3 Suspension Cables

One of the four suspension cables appears to be entirely original (outer downstream), two of the cables have been partially replaced with galvanized wire rope cables spliced to the original cable (internal). The external upstream cable appears to have been entirely replaced.

The cable profile between the cable anchorage and tower support varies significantly, indicating the two sets of cables are not sharing load equally with varying amounts of tension in each of the cables. The outer downstream cable has general surface corrosion and isolated pitting corrosion compared to the other cables, shown below in Figure 4.3.3, further indicating its age. The cable saddles over the towers are all in good condition and do not show any signs of movement or deterioration, however the timber saddle packers are showing signs of significant end decay which may lead to a loss of bearing for the saddle cables.

Additional to the two sets of main suspension cables, the structure also has three cable braces anchored to three of the four apex corners of the towers. These braces are in a similar tensioned state as the internal suspension cables and are in fair condition.

Figures 4.3.1 to 4.3.2 show an overview of the layout of these suspension cables.

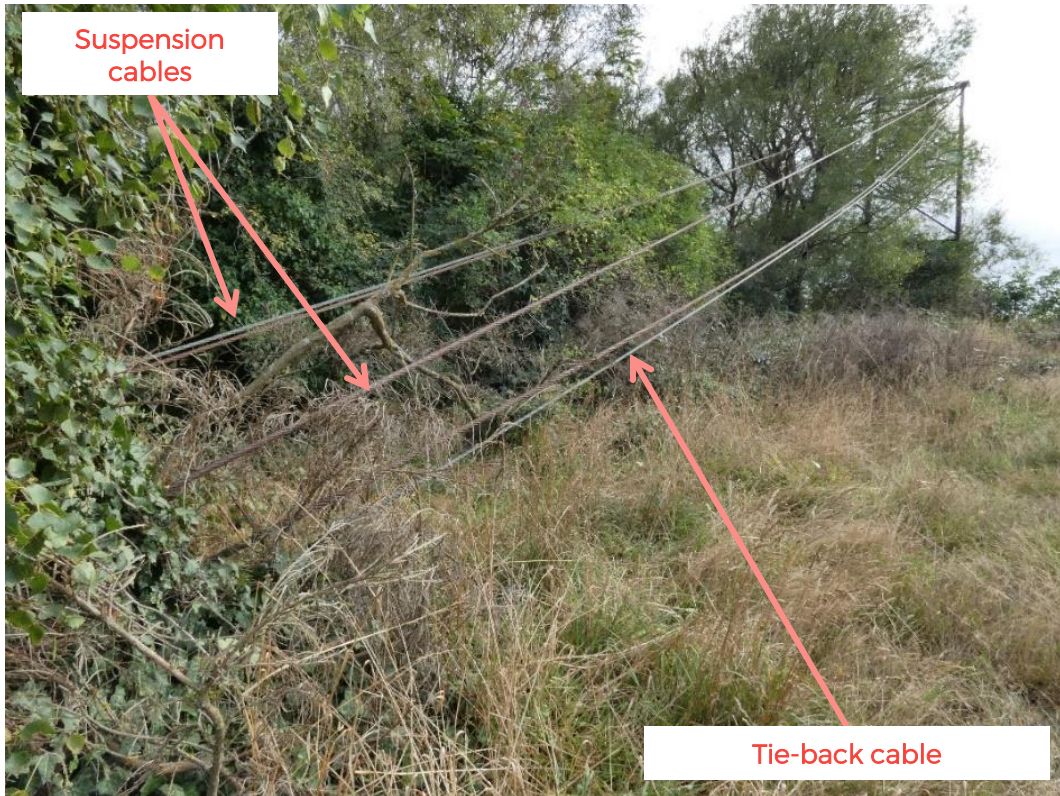


Figure 4.3.1: West abutment cables

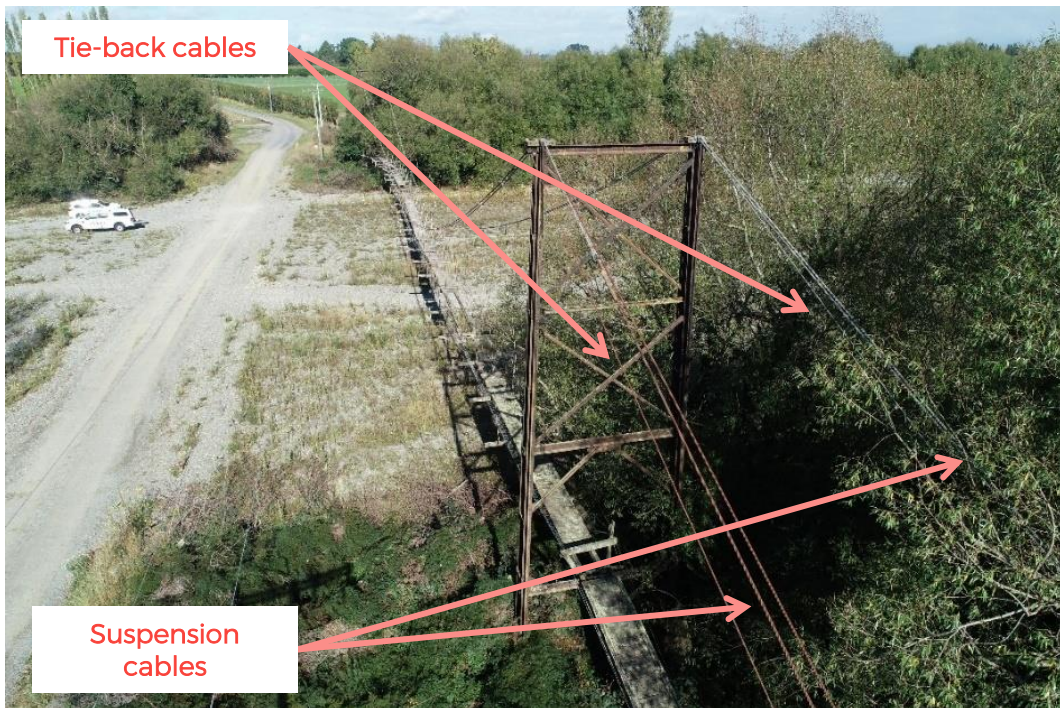


Figure 4.3.2: East abutment cables



Figure 4.3.3: Surface and pitting corrosion on west abutment downstream original cable

4.4 Plan bracing and sway cables

The central span of the deck has plan bracing consisting of crossed steel flat plates bolted to the underside of the stringers and the top of the transoms. This bracing spans between the four sway cables and connects them via u-shackles to the underside of the structure. The plan bracing appears to be in average condition with widespread surface corrosion. The bracing connections at both ends have failed due to failed timber transoms. A general view of the plan bracing is shown below in Figure 4.4.1.

Three of the four wire rope sway cables are in good condition but the fourth, shown in Figure 4.4.2, has been severed near the transom connection. This cable appears to have been cut to allow vehicle access along the riverbed beneath the bridge.



Figure 4.4.1: Plan bracing facing the western abutment



Figure 4.4.2: Severed sway cable – eastern upstream cable

4.5 Anchorage

4.5.1 Suspension cable anchorage

The cable anchorage on the western bridge approach was obstructed by overgrown vegetation which prevented visual inspection. The eastern cable anchorage was able to be inspected and consists of concrete blocks set into the ground. These blocks appeared to be in good condition.

Figures 4.5.1 and 4.5.2 below show examples of the suspension cable anchorage.



Figure 4.5.1: Western downstream cable anchorage - unable to be visually inspected



Figure 4.5.2: Eastern upstream cable anchorage connection

4.5.2 Sway cable anchorage

Only one of the four sway cable anchorage points (western downstream) was able to be visually inspected, the others were either inaccessible or unable to be located on the overgrown riverbanks. It appears that the sway cable connection to the anchorage point has been replaced. The anchorage consists of a vertical steel section set into a concrete block with an additional support stay. The steel section is in fair condition but there is cracking present on the concrete block. The connection of the support stay to the ground was unable to be inspected due to overgrown vegetation.

Figures 4.5.3 and 4.5.4 show the sway cable anchorage layout and cracking in the anchor block.



Figure 4.5.3: Western downstream sway cable anchorage



Figure 4.5.4: Cracking in sway cable anchorage block

4.6 Towers

The bridge towers, shown in Figures 4.6.1 to 4.6.3, appear to be constructed out of railway iron members. Other than moss build-up and some minor section reduction on flange edges, the extent of the towers able to be viewed from ground level appear to be in good condition. The concrete tower foundations also appear to be in good condition with no visually identified signs of cracking.



Figure 4.6.1: Western tower



Figure 4.6.2: Tower foundations - western tower



Figure 4.6.3: Eastern tower

5 Bridge Refurbishment Options

Aside from structure condition, there are multiple factors which influence the refurbishment options for the Wolffs Road Suspension Bridge. The most significant of those are included below.

Level of Service Requirements

Refurbishment of the structure must consider the amenity that the bridge provides for the public. There are some design requirements that must be adhered to depending on the types of traffic that will use the structure. The Wolffs Road Suspension Bridge, if in a usable condition, acts only as a pedestrian crossing of the Eyre River. There is currently no ability for cyclists or vehicles to use the structure, therefore, there will be no provisions (i.e. increased lane width compared to pedestrian only lanes) for these modes of transport in the refurbishment options. Additionally, the lively nature of structure (long spanning suspension bridge with a weighty timber superstructure) does not allow a suitable crossing of the river for cyclists.

There does not appear to be any established walking tracks near the approaches of the structure and there were no pedestrians witnessed at the site during the condition inspection. As such, the demand for pedestrian and cyclist access is considered to be low at this time.

Heritage Significance

As previously mentioned, the structure is listed as a Category 2 Historic Place and was constructed in 1948 by the original owner of the bridge, Rudolf George Wolff. The structure was designed in 1937 but construction was delayed due to World War II. It is noted on the Heritage New Zealand website that the structure acted as a crucial crossing point across the Eyre River during a flooding event in 1951 when the adjacent car bridges near Oxford and Ohoka were washed out.

Heritage New Zealand must therefore be consulted before any work is carried out on the site.

Consenting Requirements

A building consent would be required for a full replacement. Building consent is also expected to be required for refurbishment of the bridge due to the significant extent of structural elements requiring replacement for a structure refurbishment. This would include a new and compliant handrail system to provide fall protection, which is not currently part of the structural system.

Resource consent may also be required for the refurbishment options to allow for steelwork coating and preparation above the riverbed and earthworks within the riverbed if required. A consent scoping exercise by our resource management planners would be completed during detailed design to confirm whether these activities are permitted, covered by global consents or require a specific consent.

5.1 Options Considered

A 'do nothing' approach was not considered as an acceptable option due to the hazards and risks the structure poses to the public, and adjacent overhead services, in its current state. Those travelling underneath the structure are at risk of injury as further deterioration of the timber deck causing member detachment is highly likely. The structure is unsafe for use due to the overall poor condition of the deck rendering the bridge unusable as a river crossing structure. Two other options for refurbishment of the structure have been considered and are discussed below. The cost estimates in the options outlined below do not include provisions for professional fees i.e. design, consenting, or tendering fees.

5.1.1 Option 1 - Disestablish Superstructure

The 'Do Minimum' option considered in this report includes, firstly, the removal of the timber superstructure and approach ramps. These components have deteriorated significantly and may detach from the structure in the future, creating a safety hazard to those traveling underneath. With the weight of the timber superstructure removed, the suspension cable system will be more able to move. This may pose a subsequent hazard of striking those around the structure or possibly the 11 kV mains overhead cables present on site. The second stage of this option would involve removing these cables to eliminate this hazard. Significant vegetation clearance would also be required to access the cable anchorage points and release the cables.

The substructure and cable anchorages are proposed to be left in place and refurbished. Preserving the existing support towers and anchorage points would have the benefit of retaining some of the heritage fabric of the structure. This also withholds provisions to re-establish a superstructure as part of a walking/cycling track development if this occurs in future. The remaining structure would require periodic condition inspections to manage its condition. Installation of fencing or an anti-climbing system may be considered to reduce risk of injury or vandalism to the public due to scaling the remaining towers. These additional costs have not been included in the estimate noted below.

To increase public awareness of the historic nature of the remaining structure, information boards could be installed on site to clearly present this information.

The rough order cost (ROC) for this option is estimated as \$195,000 including a 30% contingency figure. The annual maintenance cost if this option was completed is expected to be in the order of \$500-\$2000.

5.1.2 Option 2 - Refurbish Existing Structure to Re-open

The refurbishment option would involve removal of the existing timber superstructure elements, and refurbishment of the original suspension cable hanger rods and towers. The existing suspension cables are likely to have the structural capacity to support some level of pedestrian loading following replacement of the timber deck, however, the capacity and any pedestrian loading restrictions required would need to be confirmed through further capacity investigation and assessment.

Refurbishing the existing suspension system for reuse would involve replacing the bent hanger rods, preparing the original suspension cables, and existing hangers for corrosion protection coatings, and applying these coatings. This step would also include upgrading the current coatings on the bridge towers. After this has been completed the replacement timber decking, plan bracing, lateral bracing cables, approach ramps and handrails can be installed on the structure. The existing handrails would need to be upgraded as they do not provide a suitable level of side protection. The replacement lateral bracing system would also include markers for increased visibility and would likely be raised to reduce risks to vehicles travelling below the structure.

This option would also include re-tensioning the existing suspension cabling system to remedy the identified tension difference between cables. Additionally, some earthworks may be required to re-locate the existing vehicle access to accommodate the refurbished structure.

Information boards could also be installed near the structure to raise awareness of the historic nature of the bridge.

The ROC for this option is estimated as \$520,000 including a 30% contingency figure. This figure may increase if further inspections of the suspension cables indicate they are unsuitable for reuse. An additional \$70,000 would need to be added to the above estimate in this case. The annual maintenance cost if this option was completed is expected to be in the order of \$2000-\$5000.

5.1.3 Replacement of Structure (for reference)

As a reference option a rough estimate for a full replacement of the structure was considered. This structure was assumed to be a suspension bridge with a similar span to the existing structure comprising a timber deck and handrails with timber pole towers. Pedestrian and cyclist capability have been assumed for the purposes of this costing exercise. This option is not discussed in detail in this report, or included in the comparison section below, as it is included purely as upper bound reference cost value.

The ROC for a full structure replacement was approximated as \$850,000. The annual maintenance cost if this option was completed is expected to be in the order of \$2000-\$5000.

5.1.4 Full Disestablishment (for reference)

As a reference option a rough estimate for a full disestablishment of the entire site was considered. This would involve the complete removal of all elements present associated with the bridge, including the towers.

As the bridge is a heritage structure, we do not believe this would be acceptable to Heritage New Zealand, and therefore do not recommend it as a viable option.

The ROC for a full disestablishment was approximated as \$140,000. As the site is then levelled, it would require no annual maintenance beyond the standard upkeep up the roadside.

5.2 Comparison of Refurbishment Options

A comparison of the two main options mentioned above against the current state of the Wolffs Road Suspension bridge is provided below including the advantages, disadvantages and cost estimates of each option:

Option	Advantages	Disadvantages	Comparative Cost Estimate
Option 1 – disestablish superstructure	<ul style="list-style-type: none"> • Lowest comparative cost option • Removes the current hazards present to the public due to the current condition of the structure • Retains some of the heritage fabric and uniqueness of the pedestrian single lane bridge • The possibility of future reestablishment of the structure retained with the retention of the support towers • Installation of information boards may increase public awareness of the historical nature of the structure • Overhead restrictions for traffic passing below the structure removed • Reduction of risk of Eyre River damaging structure during flood event 	<ul style="list-style-type: none"> • The ability for pedestrians to cross the Eyre River at this location during a flood event removed • Disestablishment of the suspension cable system that may be able to facilitate refurbishment of the structure • Costs associated with the disestablishment of the superstructure, including the suspension cables 	<p>Capital Expenditure \$195,000</p> <p>Maintenance Costs \$500-2000 p.a.</p>
Option 2 – refurbish existing structure to re-open	<ul style="list-style-type: none"> • Removes the current hazards present to the public due to the current condition of the structure • Re-establishes the existing structure to allow pedestrians to cross the Eyre River at this location during a flood event • Reduced construction cost due to retention of the existing suspension cable system for the refurbished structure • Reduced risks related to working from heights due to the need to release and drop the suspension cables (compared to Option 1) • Retains more of the heritage fabric of the unique structure, and maintains a structure at the site • Improves the life of the structure • Installation of information boards and the upgrade of the structure may increase public awareness of the historical nature of the bridge 	<ul style="list-style-type: none"> • Higher comparative cost option • Overhead restrictions for traffic passing below the structure reinstated (compared to Option 1) • Increased risk of the structure interfering with the flow of the Eyre River 	<p>Capital Expenditure \$520,000</p> <p>Maintenance Costs \$2000-5000 p.a.</p>

6 Recommendations

Of the options presented in this report, WSP recommends that Option 1 (disestablishment of the superstructure) is the preferred option to be progressed. This option is the lowest cost option, removes the current hazards present to the public, retains some of the heritage fabric of the original bridge, and retains the support towers enabling provision for future reinstatement of a crossing structure. Pursuing this option does remove the ability for pedestrians to cross the Eyre River at this location during a flood event, however, the bridge is unusable in its current state, and the frequency of use of the structure appears to be extremely low. There are also two vehicle bridges that cross the Eyre River in close proximity to the Wolffs Road Suspension bridge, the Eyre River Bridge (Wells) (approximately 5 km west) and the Poyntz's Road Bridge (approximately 3 km south east); it is worth noting that these do not have pedestrian facilities. Currently there is no infrastructure, signage or maintenance of a pedestrian walking track in this area, including near the approaches to the bridge. The retention of the support towers, foundation and anchorage points may be beneficial in the future if walking or cycling facilities are installed in this area. There will be a loss of the unique aesthetics of the structure, however, apart from being a risk to the public, the bridge is also in a poor aesthetic state. The removal of the failed timber decking elements and suspension cable system and installation of information boards will greatly increase the visual appeal of the site.

Option 1 also removes some of the risks associated with the superstructure crossing over the Eyre River. These include, the risks of traffic striking the structure while traveling underneath, and secondly, any risks of damage to the structure during a flood event, and to the river channel downstream due to detached debris from the structure.

Appendix A

beforeUdig Response Documents

04/03/2021

Mr Andrew Bradfield
WSP
12 Moorhouse Avenue
Addington Not Supplied 8011

Please find below our response to your enquiry.

Sequence No.:	9162626
Job No.	1794023
Location:	Wolffs Road West Eyreton Canterbury 7476
Service locate requested?	No The contractor is responsible for locating and protecting existing Council assets whether a service locate is requested or not.

Included in the attachment are 3 Waters service plan/s. Please note: if your enquiry has been assessed as too large, only a single-page Overview Plan will be attached. In order to have your response adequately assessed please contact office@wmk.govt.nz.

Also attached is Council's Terms and Conditions on 3 Water Service Plans including requirements associated with critical services, asbestos and locate services, where illustrated on the attached plan/s.

Note that even if asbestos is not highlighted appropriate precautions still need to be taken.

If you require any further information, please contact office@wmk.govt.nz.

While reasonable measures have been taken to ensure the accuracy of the information contained in this plan response, neither Waimakariri District Council or PelicanCorp shall have any liability whatsoever in relation to any loss, damage, cost or expense arising from the use of this plan response or the information contained in it or the completeness or accuracy of such information. Use of such information is subject to and constitutes acceptance of these terms.



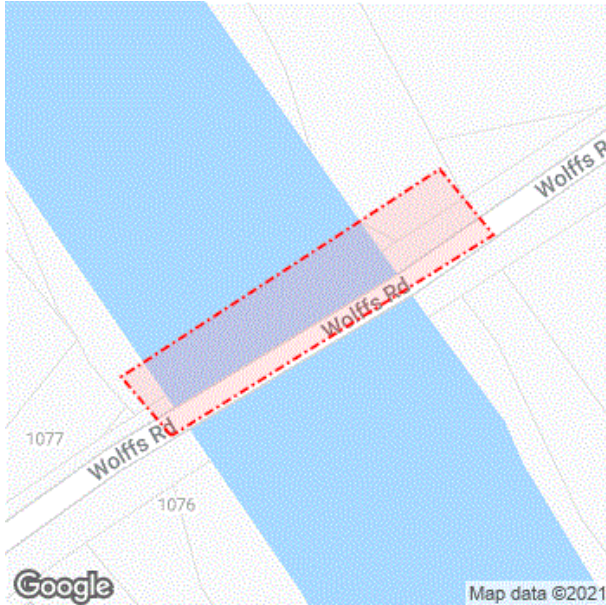
Caller Details

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Mobile: Not Supplied
Email: andrew.bradfield@wsp.com
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Fax: Not Supplied

Dig Site and Enquiry Details

WARNING: The map below only displays the location of the proposed dig site and does not display any asset owners' pipe or cables. The area highlighted has been used only to identify the participating asset owners, who will send information to you directly.



User Reference: Wolffs Road Suspension Bridge
Working on Behalf of: Waimakariri District Council
Enquiry Date: 04/03/2021
Start Date: 09/03/2021
End Date: 22/03/2021
Address: Suspension Bridge Wolffs Road
West Eyreton Cust 7476
For Planning: Yes
Onsite Activity: Minor Earthworks/Filling
Plans Requested: Yes
Workplace Location: Both
Location in Road: CarriageWay, Footpath, Berm
Locate Requested: No
Preferred Locate Date: Not Supplied

- Check that the location of the dig site is correct. If not you must submit a new enquiry.
- Should the scope of works change, or plan validity dates expire, you must submit a new enquiry.
- Do NOT dig without plans. Safe excavation is your responsibility. If you do not understand the plans or how to proceed safely, please contact the relevant asset owners.

Notes/Description of Works:

Options Assessment for repair to existing structure

Your Responsibilities and Duty of Care

- If plans are **not** received within **2 working days**, contact the asset owners directly & quote their Sequence No.
- ALWAYS perform an onsite inspection for the presence of assets. Should you require an onsite location, contact the asset owners directly. Please remember, plans do not detail the exact location of assets.
- Pothole to establish the exact location of all underground assets using a hand shovel, before using heavy machinery.
- Ensure you adhere to any legislative requirements regarding Duty of Care and safe digging requirements.
- If you damage an underground asset you MUST advise the asset owner immediately.
- By using the beforeUdig service, you agree to our privacy policy and the terms and conditions set out at www.beforeudig.co.nz
- For more information about the beforeUdig service, visit www.beforeudig.co.nz

Asset Owner Details

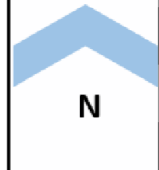
The assets owners listed below have been requested to contact you with information about their asset locations within 2 working days. Additional time should be allowed for information issued by post. It is **your responsibility** to identify the presence of any underground assets in and around your proposed dig site. Please be aware, that not all asset owners are registered with the beforeUdig service, this confirmation will not provide details of those asset owners so it is **your responsibility** to identify and contact directly any asset owners not listed here. Known Non-Member Utilities are listed on the beforeUdig website under the 'Utilities & Members' Tab.

Any asset owner name listed below with the status 'Not Notified' is an associate member of beforeUdig which only notifies you of their presence and you will need to contact them directly.

Where an Asset Locate has been requested, Utilities will endeavour to respond to your Preferred Locate Date, where possible. Asset owners highlighted by asterisks ** **Do Not** supply plans and/or information regarding the existence of underground assets on private property. # Asset owners highlighted with a hash request you reference their attachment for further instructions on how to obtain plans.

Seq. No.	Authority Name	Phone	Status
9162628	Chorus **	0800822003	Notification Sent
9162627	Mainpower	0800309080	Notification Sent
9162626	Waimakariri DC - Water & Waste	033118900	Notification Sent
9162625	Waimakariri District Council - CAR Only	033118900	CAR Not Required

END OF UTILITIES LIST

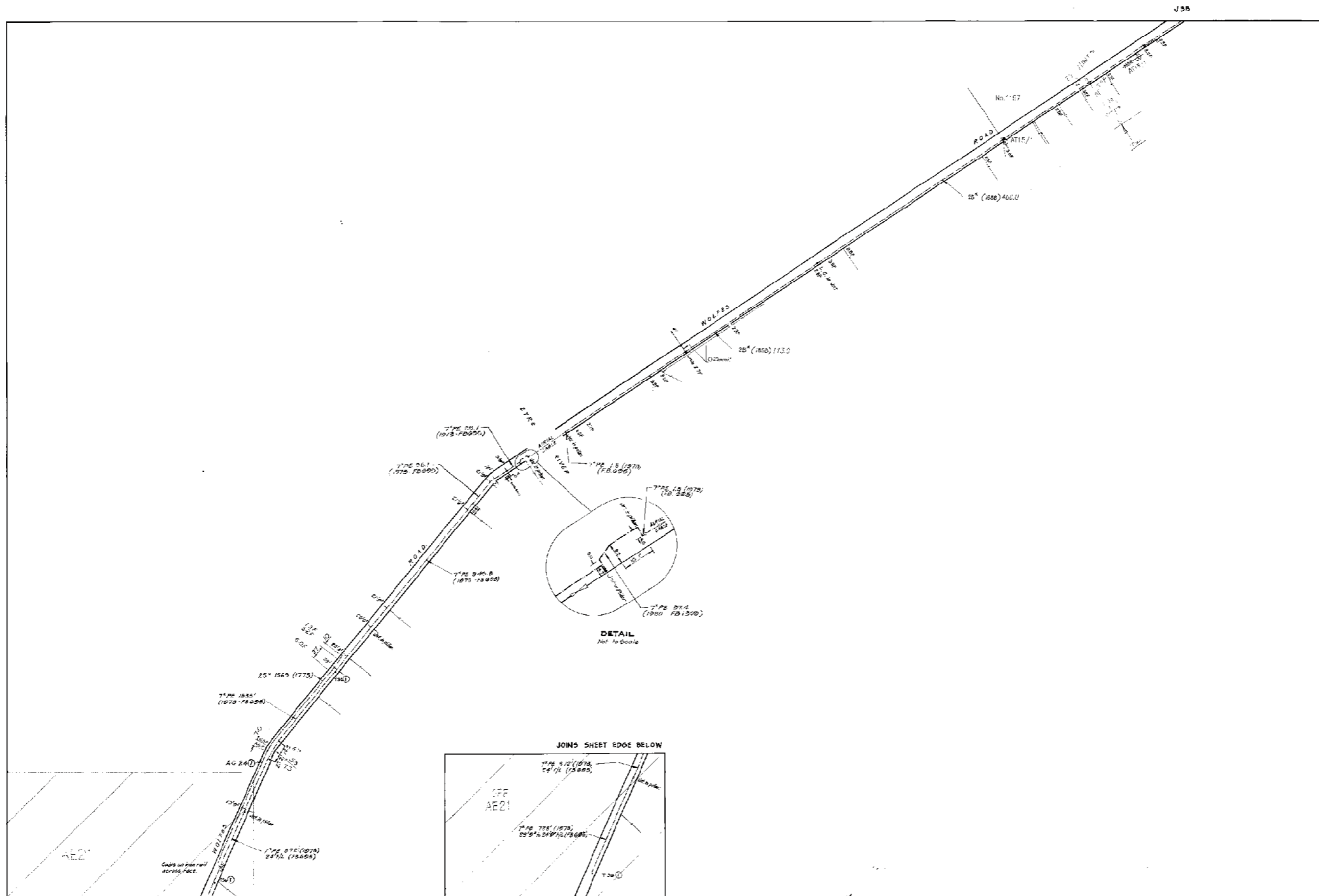
	Plan Name	Q38
	Plan ID	147399
	Version	GB
	Current at	04/03/2021

Q38

CU

Re-Order Filemaster "D"
Revised Number: 10744

1 2 3 4 5 6 7 8 9 10



<table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>CHANGE</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	CHANGE				UNDERGROUND TELEPHONE CABLE SYSTEM CUST SCALE: 4 CHAINS TO AN INCH CAUTION THE POSITIONS AND COVERS SHOWN APPLIED AT THE TIME OF LAYING AND ARE SUBJECT TO REASONABLE TOLERANCES UNLESS STATED OTHERWISE. CHECK 15' 10' - 15'	N.Z.P.D. REGIONAL ENGINEER, CHRISTCHURCH. C.1090 Q38 DRAWN: WXC CHECKED: CHKD APPD: DATE 10.0.78
NO.	DATE	CHANGE						



MainPower New Zealand Limited
172 Fernside Road, RD 1 Kaiapoi 7691
PO Box 346, Rangiora 7440
T. 0800 30 90 80

04/03/2021

Mr Andrew Bradfield
WSP
12 Moorhouse Avenue
Christchurch 8011

Dear Mr Andrew Bradfield

Please find attached our response regarding your enquiry (as detailed below). Ensure you review all other documents included with this response for additional details.

Sequence No: 9162627

Job No: 1794023

Location: Wolffs Road
West Eyreton Canterbury 7476

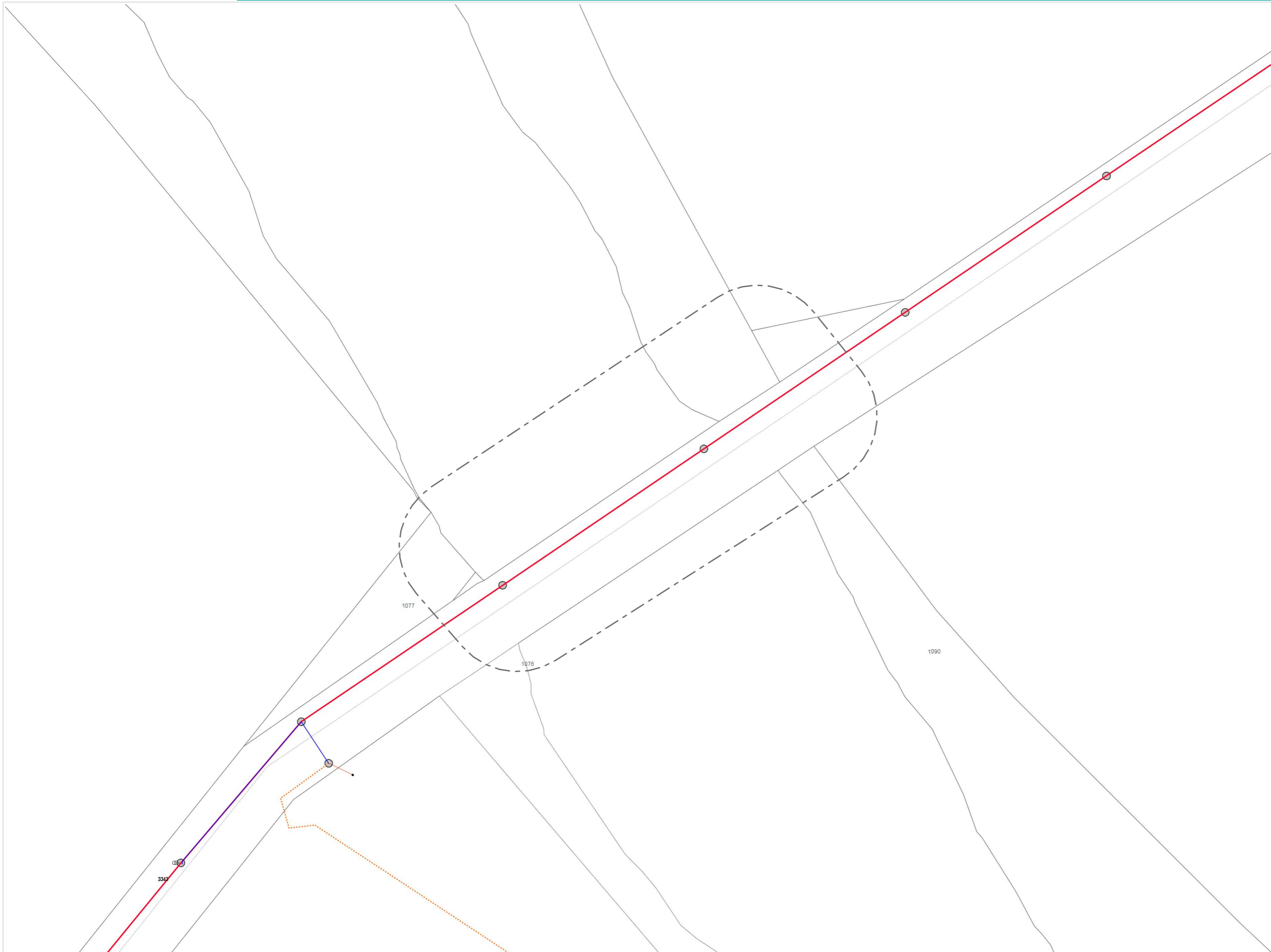
If you require further information, please contact MainPower on 0800 30 90 80 or beforeUdig@mainpower.co.nz

Important Notice: This enquiry response, including any associated documentation, has been assessed and compiled from the information detailed within the beforeUdig enquiry outlined above. Please ensure that the beforeUdig enquiry details and this response accurately reflect your proposed works.

This response is intended for use only by the addressee. If you have received the enquiry response in error, please let us know by telephone and delete all copies; you are advised that copying, distributing, disclosing or otherwise acting in reliance on the response is expressly prohibited.

While reasonable measures have been taken to ensure the accuracy of the information contained in this plan response, neither MainPower or PelicanCorp shall have any liability whatsoever in relation to any loss, damage, cost or expense arising from the use of this plan response or the information contained in it or the completeness or accuracy of such information. Use of such information is subject to and constitutes acceptance of these terms.

IMPORTANT: MainPower does not guarantee the accuracy of its records, nor does it guarantee the accuracy of its electronic location. Cables/infrastructure may be present in the vicinity of works which are unmarked on plans or have not been electronically located. The customer should take note that works in the vicinity of cables and other power infrastructure is extremely hazardous and should only be carried out by competent persons. The customer should have procedures in place that mitigate the risk of contact with live cables or power lines. If in doubt, contact MainPower for guidance on 0800 30 90 80.



Legend

- 11-66kV Mains Underground
- 11-66kV Mains Overhead
- 400V Mains Underground
- 400V Mains Overhead
- 400V Service Underground
- 400V Service Overhead
- 400V Streetlight Underground
- 400V Streetlight Overhead
- Fibre Optic Cable
- Kiosk/Switching Station
- Pole
- Service Box
- Link Box
- Streetlight
- Meter Point
- Transformer Site

NOTE: All cables/objects marked in grey are considered not in service

MAINPOWER NEW ZEALAND LTD
ALL RIGHTS RESERVED
UNAUTHORISED USE PROHIBITED

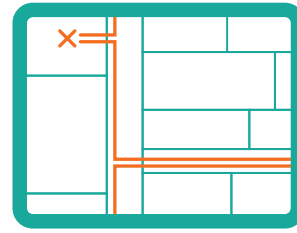
Sequence No: 9162627
Job No: 1794023
Location: Wolffs Road
 West Eyreton, Canterbury
Issue Date: 04 Mar 2021

Sheet No: **OVERVIEW**
 Scale: 1:1000
 Expires: 01 Apr 2021

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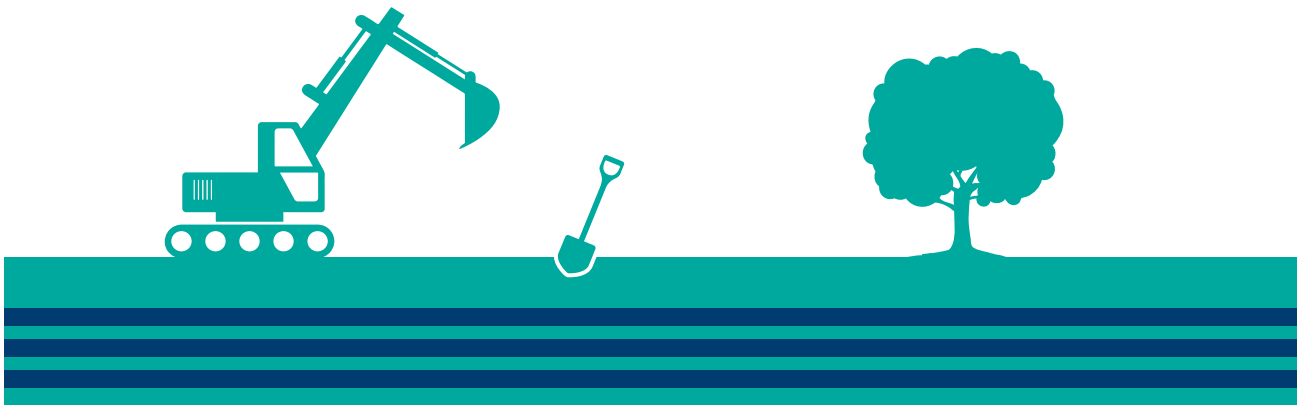


Underground Cable Record/Locate Services



Thank you for your enquiry regarding underground cable record/locate services. If you have requested underground cable record plans, you should expect a response shortly.

Requesting an asset locate through beforeUdig does not automatically process an asset locate through MainPower.



If you require a MainPower asset locate, please contact the MainPower Network Services Team, (0800 30 90 80). Should you choose to engage MainPower's cable location service you may be subject to a fee of \$88.00 per hour plus GST and transport costs. Some MainPower assets will be located free of charge.

Note 1: The WorkSafe Guide for Safety with Underground Services sets out agreed work methods and preferred work practices for the location and excavation of underground services. The guide outlines the hazards that can arise from work near underground services and gives advice on how to reduce the risk. The guide may be downloaded from WorkSafe [by clicking here*](#).

MAINPOWER NEW ZEALAND LIMITED (MPNZ) TERMS OF ENGAGEMENT

1. The issuing of MPNZ records or the electronic location of MainPower cables/infrastructure should not be considered by the customer to be an authorisation to proceed with physical works around these cables / infrastructure.
2. The MPNZ Control Centre (0800 30 90 80) should be given at least one weeks' notice of any planned excavations near MPNZ cables/infrastructure.
3. The customer's request for MPNZ records or the electronic location of MPNZ cables/infrastructure will not be regarded by MPNZ as the customer's notice to excavate around MPNZ cables/infrastructure.

4. The customer should take note that works in the vicinity of cables and other power infrastructure is extremely hazardous and should only be carried out by competent persons. The customer should have procedures in place that mitigate the risk of contact with live cables (see note 1 above). If in any doubt contact the MPNZ Control Centre (0800 30 90 80).

5. MPNZ does not guarantee the accuracy of its records nor does it guarantee the accuracy of its electronic location. Cables / infrastructure may be present in the vicinity of the works which are unmarked on plans or have not been electronically located.

*<https://worksafe.govt.nz/dmsdocument/1442-guide-for-safety-with-underground-services>

Underground Cable Record / Locate Services

Keeping you safe

6. MPNZ cables / infrastructure shall be physically located by hand digging or hydro vacuum excavation, and using the records and electronic location as a guide.
7. MPNZ shall not be liable for damage or disturbance to MPNZ cables / infrastructure or other services not owned by MPNZ as a result of customer excavation.
8. MPNZ shall not be liable for any claims or demands in respect of any loss, damages or liability arising out of the use of information provided by MPNZ to the customer, or any other person authorised, whether expressed or implied by it.
9. The customer will indemnify MPNZ (including all employees, officers, agents and contractors) against all claims and demands from third parties for any loss, damages or liability in respect of or arising out of the use of information provided by MPNZ to the customer.

If you would like more information, please contact MainPower on: 0800 30 90 80.

Look out for overhead power lines

When excavating, thought should also be given to overhead power lines. Overhead power lines can carry high voltages.

Due to the safety risk, a distance of **at least 4.0 metres** must be maintained around overhead power lines at all times. This includes any part of any vehicle, load, mobile plant, tools or other equipment.

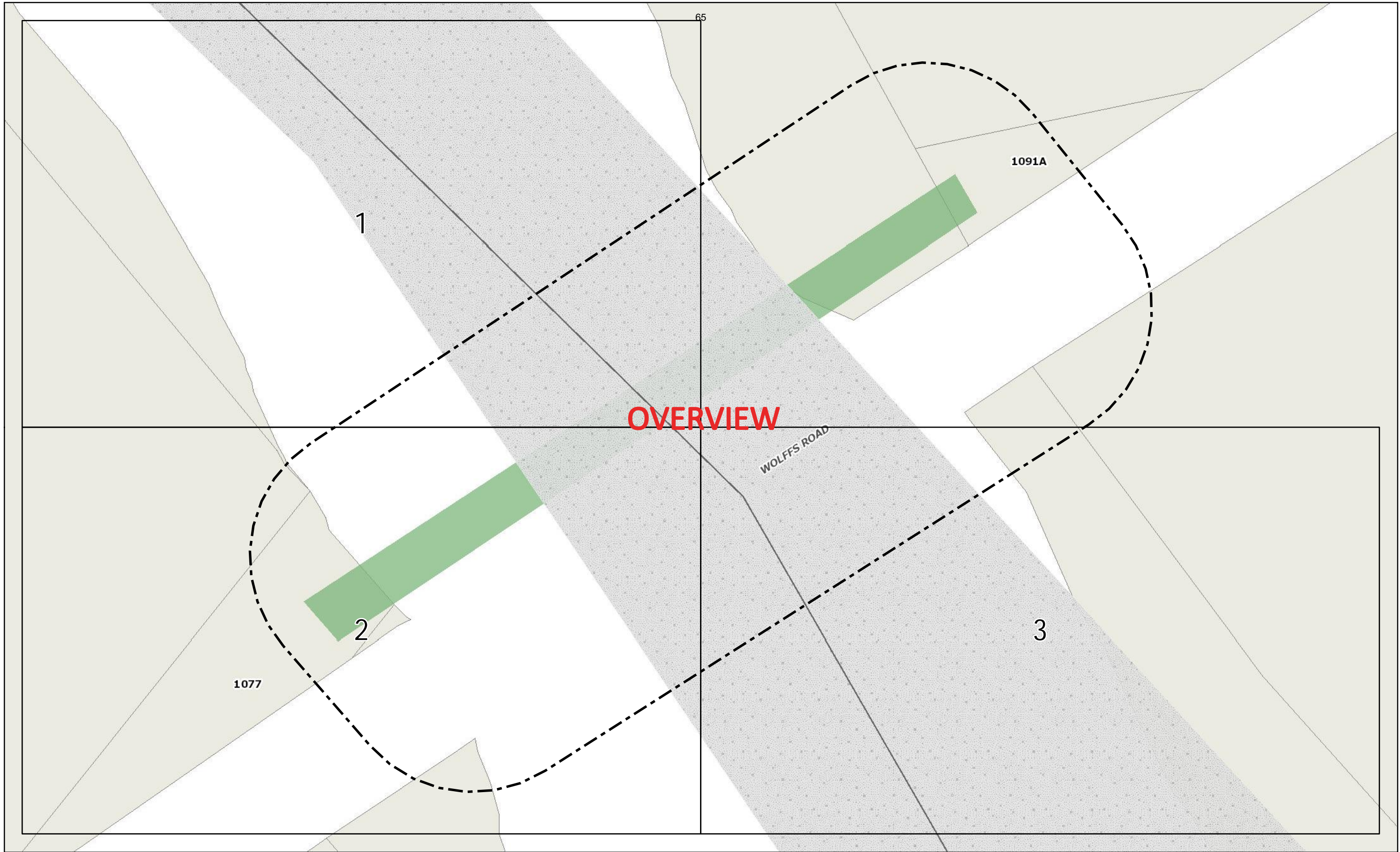
If you are working under or near power lines on the MainPower network, you will need to gain a **written Close Approach Consent** from us.

This is a requirement under the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).

To learn more, or to apply for a Close Approach Consent, please visit mainpower.co.nz.

Disclaimer: By receiving this document and using the information contained within, you are agreeing to MainPower New Zealand Limited's Terms of Engagement. This email contains information that is confidential and which may be subject to legal privilege. Please notify us immediately if you are not the intended recipient and do not peruse, use, disseminate, distribute or copy any part of this message.





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SN: 9162626
JN: 1794023
Date: 04/03/2021

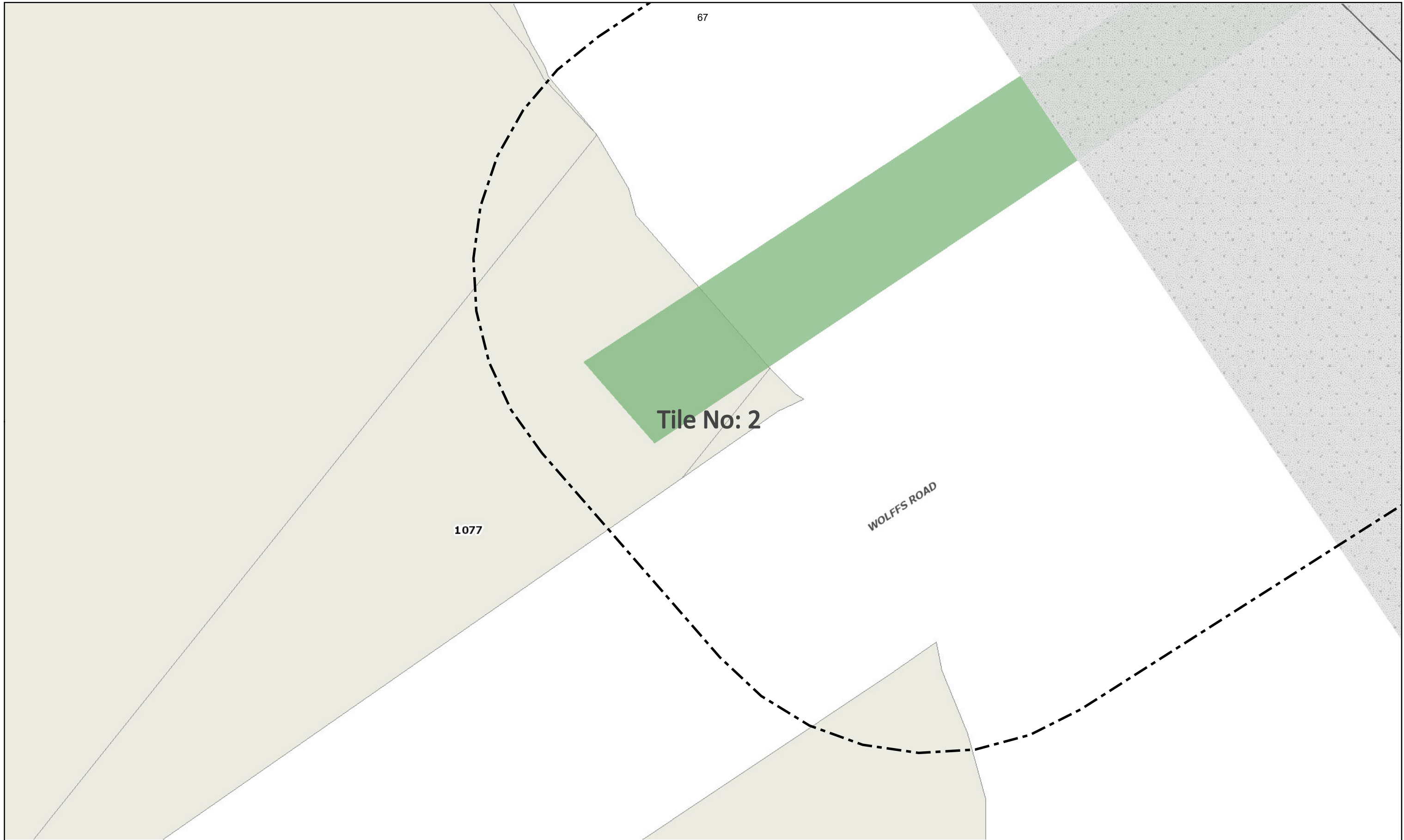
Tile No: 1



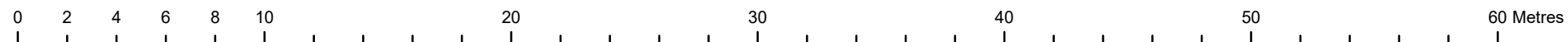
For Legend details please refer to the attached document:

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Scale (A3): 1:250
SN: 9162626
JN: 1794023
Date: 04/03/2021



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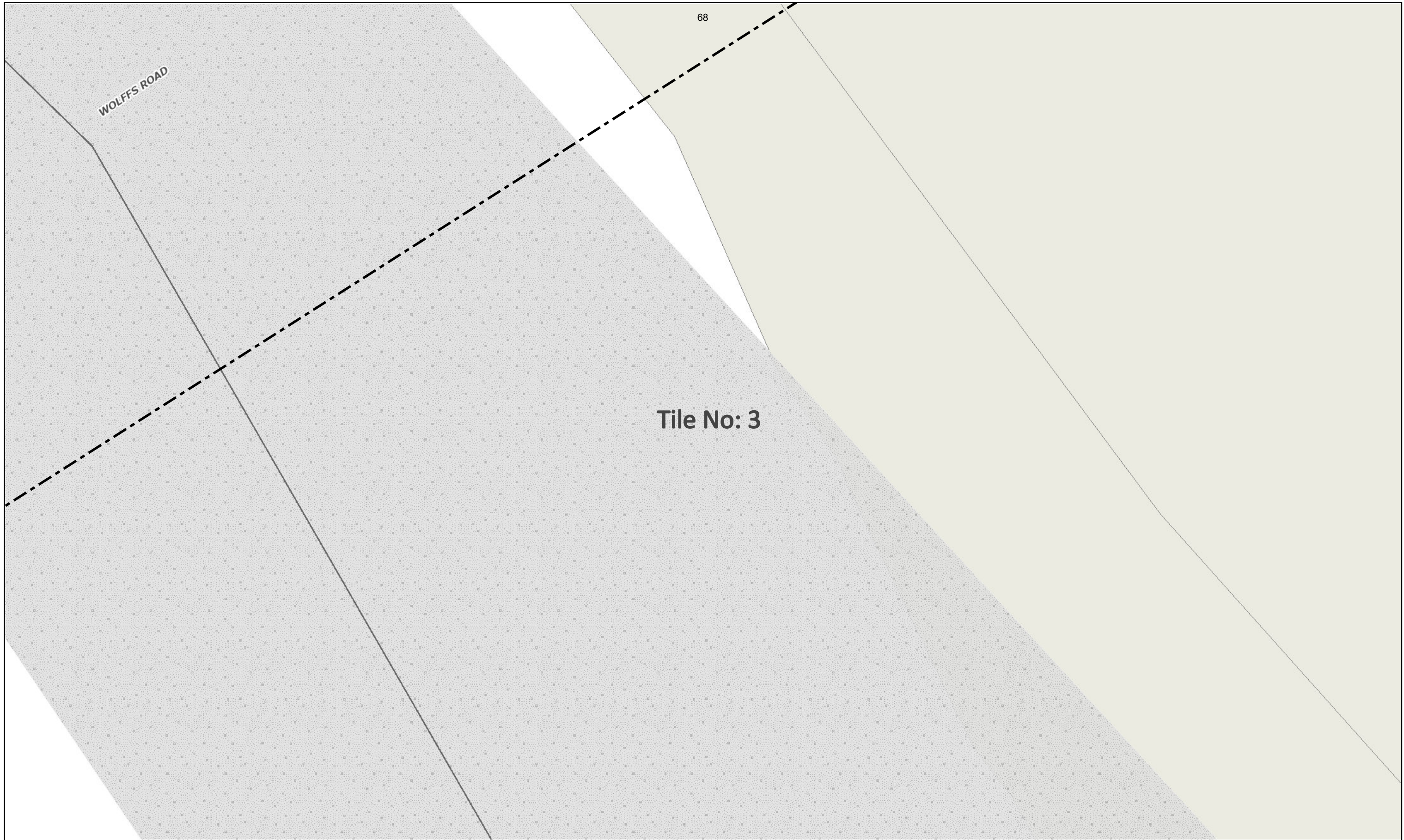


For Legend details please refer to the attached document:

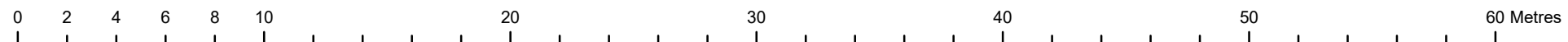
DISCLAIMER: While reasonable measures have been taken to ensure the accuracy of the information contained in this plan response, neither the Waimakariri District Council or PelicanCorp shall have any liability whatsoever in relation to any loss, damage, cost or expense arising from the use of this plan response or the information contained in it or the completeness or accuracy of such information. Use of such information is subject to and constitutes acceptance of these terms.



Scale (A3): 1:250
SN: 9162626
JN: 1794023
Date: 04/03/2021



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For Legend details please refer to the attached document:

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Scale (A3): 1:250
SN: 9162626
JN: 1794023
Date: 04/03/2021

3 Waters Service Plans

Thank you for your enquiry regarding underground 3 Water services.

The attached plans show the recorded information the Waimakariri District Council (the 'Council') holds on in-service and abandoned water, wastewater and stormwater assets. The Council does not guarantee the accuracy of its records and this information is provided with the following disclaimer and terms and conditions set out below.

DISCLAIMER

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The Waimakariri District Council does not give and expressly disclaims any warranty as to the accuracy or completeness of the information or its fitness for any purpose. Information on this map may not be used for the purposes of any legal disputes.

The location of Council services are shown indicatively only and no guarantee is given as to the accuracy of the information. The user of the information has the responsibility to confirm the exact location of the service prior to commencing any construction including potholing and protecting existing services.

Contractors will be held responsible for all damage to Council property. The Council does not guarantee the existence of service laterals to vacant lots, regardless of whether a lateral is shown or not.

An experienced practitioner should be consulted if this information is to be used for Building or Development purposes. Please refer to the District Plan and the Council's Planning Unit if you wish to use this information for planning purposes. Anyone who acts on any of this information does so at their own risk.

Boundary, land and property information is sourced or derived from Land Information New Zealand (LINZ) Digital Cadastral Database data, licensed for re-use under the Creative Commons Attribution 4.0 International License.

TERMS AND CONDITIONS



Validity Period

The Council is constantly updating its 3 Waters asset records, this means that service plans will become out of date. If the service plan is greater than two months old it should not be used and another plan is to be requested. An up-to-date plan must be requested through the Beforeudig process at least 14 working days prior to excavation. This is to allow sufficient time for processing and to determine if a 'stand over' or pre and post CCTV inspection will be required for critical services. If the scope of the works changes or the area in which you are working has altered, another enquiry should be made through the Beforeudig process to ensure you have up to date plans for the given area.



Critical Services

- Written approval is required from the Council to carry out any construction, excavation or building works that are within three metres of any water, wastewater or stormwater critical asset.
- If it is identified you will be working within close proximity of the Council's critical services you will be required to fill out the '**Critical Services Request for Further Information**' form to be submitted to the Council for review.
- Depending on the scope of works and the close proximity to the critical services, the Council may require a 'stand over' or require a CCTV inspection prior to commencing works near critical assets and on completion depending on the nature of the works.
- Consideration will be taken by Council as to whether the proposed works may or will potentially have an impact on critical assets in terms of how they may affect the integrity of the infrastructure, create potential health and safety risks or result in a loss of service to a large number of customers. It is important to understand that damage to these assets is extremely hazardous and come at a high cost to repair including additional costs from adverse impact on the associated environment and community. It is in the Council's and the community's interest to protect these critical assets from damage.



Asbestos

If you are working within three metres of any in-service or abandoned Council asset that comprises of asbestos material, you will need to specifically address this in your Health and Safety Plan and ensure that the requirements of the Health and Safety at Work (Asbestos) Regulations 2016 are met.



Service Locate

- The Council requires all services to be located and marked out onsite prior to commencing works as per the Council's Underground Service Locating Policy. If you fail to do so, you will be held liable for any loss or damage that you may cause.
- The Council recommends that these services are potholed to confirm the location before proceeding with your works as the locating of assets by lining up valves or manhole lids or through the use of GPR location is not 100% accurate.
- If requested, the Council will mark out its assets using GPR and potholing or can provide potholing only service. This service will be provided by the Council's Water Unit and will be charged on an hourly rate for GPR locate and time and materials for potholing at the Council standard rates. Please email the Council's Water Unit should you wish to use this service - waterunitadmin@wmk.govt.nz.
- If you decide not to engage the Council's Water Unit to provide potholing around existing services, duty and care is to be taken so as to not disrupt the integrity of the asset.
- The Council reminds contractors the Council will recover full costs from the responsible party for any damage or disruption caused to any Council assets.



Work on Council Assets

- Under no circumstances is any person or contractor permitted to carry out work on Council's water, wastewater or stormwater assets unless engaged or approved to do so by Council's Utilities & Roading department. For public health reasons, no one other than the Council's Water Unit is permitted to work on live water assets, including operating network valves (note this excludes boundary valves) unless approved to do so by the Water Asset Team and with Water Unit 'stand over'.
- Under no circumstances are any personnel or contractor, permitted to operate the Council's live fire hydrants unless you are the Council's Water Unit or the Fire Brigade.
- If you require use of a fire hydrant to fill your water tanker, you will need to fill out and submit the Council's 'Designated Water Tanker Filling Point Permit' and email it to water.asset@wmk.govt.nz for approval. This permit form is available from waimakariri.govt.nz/services/water-services/tanker-filling-points. The Council has set up eight designated Water Tanker Filling Points across the district fitted with a reduced pressure zone backflow device to protect the water supply from any potential contamination. You will be able to fill up from these designated points only upon approval of the permit.
- The Council also notes the separation requirements when working near Council underground services as highlighted in the Council's Engineering Code of Practice and the National Code of Practice for Utility Operators Access to Transport Corridors. The Council's Engineering Code of Practice is available from waimakariri.govt.nz/building-services/engineering-code-of-practice



Health and Safety

The Council reminds you of regulations and guidelines that specify safe working practices when working around the Council's water, wastewater and stormwater services.

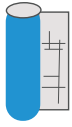
- Health and Safety at Work Act 2015
- Health and Safety at Work (Asbestos) Regulations 2016
- Local Government Act 2002
- The Utilities Access Act 2010 and its related Code of Practice
- Department of Labour 'Guide for Safety with Underground Services'



Reporting of Faults and Errors

It is important to notify the Council if there are any leaks, problems or a strike on the water, wastewater or stormwater assets - please immediately call when sighted on 0800 965 468 (0800 WMK GOV).

Any errors found in service plans are to be reported back to water.asset@wmk.govt.nz



Plan Legend

The following legend is supplied to aid in reading the attached plans.

<u>WATER SUPPLY</u>	<u>STORMWATER</u>	<u>WASTEWATER</u>
Main	Main	Main
Abandoned Main	Abandoned Main	Abandoned Main
Lateral	Lateral	Lateral
Hurunui Main	Channel	
Facility	Facility	Facility
Hydrant	Manhole	Manhole
Valve	Valve	Valve
Node	Node	Node
Pump	Pump	Pump
Well	Inspection Chamber	Inspection Chamber
Tank	Sump	Septic Tank
Toby		
<u>WATER RACE</u>	<u>UNCLASSIFIED ASSETS</u>	
Water Race Pond	Unclassified Asset Point	
Water Race	Unclassified Asset Line	
<u>WARNING AREAS</u>		
Asbestos present	Critical asset present	Asbestos & Critical asset present



Water Races

For any works within 3m of an irrigation race, please contact Waimakariri Irrigation Limited for approval. Any modifications to a stock water race will require approval from the Waimakariri District Council. Refer to the Stockwater Application Form at waimakariri.govt.nz/services/water-services/stormwater/water-races



Assets Owned by Others

For assets owned by others, including private assets, Waimakariri Irrigation Limited water race assets or Hurunui District Council water supply assets, you will need to contact the relevant owner to confirm the location of the service and any requirements they may have for work in the vicinity of their assets.

Appendix B

Wolffs Suspension Bridge – Wolffs Road
Options Report – 3rd May 2012

WAIMAKARIRI DISTRICT COUNCIL**MEMO**

FILE NO: EXC-23 / 120503026040
DATE: 3 May 2012
MEMO TO: Craig Sargison
FROM: Dan McNally
SUBJECT: **WOLFFS SUSPENSION BRIDGE, WOLFFS ROAD – OPTIONS REPORT**

1. Purpose

The purpose of this report is to present options and costs for refurbishing the Wolffs Road footbridge. The Wolffs Road bridge is a suspension footbridge across the Eyre River located on Wolffs Road approximately 8 km from Cust.

2. Background

The Cust Historical Society requested that the Council undertake a condition inspection of the Wolffs Footbridge and evaluate refurbishment / replacement options. This request has been instigated by deterioration observed on the bridge coupled with the historic nature of the structure.

An inspection of the bridge was conducted by Dan McNally from the Waimakariri District Council on the 6th March 2012. The inspection included a general visual assessment of bridge condition, with a closer focus on the condition of the existing timber deck elements upon which to base a review of the refurbishment options.

Photographs of the bridge and defects observed are appended to this letter.



Figure 1: Site Plan

The single span, 73 m long, suspension bridge is comprised of timber deck planks on timber stringers and transoms supported by hanger rods suspended from the main ropes. The substructure consists of wrought iron towers on concrete foundation pads.

The deck is 1.5 metres between edge protection. The current deck is not original and its age is unknown.

The bridge is listed as a heritage structure therefore consultation with Historic Places Trust will be required with regard to any changes to the structure of this bridge.

3. Current Condition

General

The underlying structure of the bridge (excluding deck, stringers and transoms which are dilapidated) appears in good condition.

The main bridge cables appear in sound condition with only light surface rust apparent. Wire rope condition at the apex of the towers was unable to be inspected.

A noticeable safety issue was the visibility of the four sway ropes that traverse the river bed. They pose a significant safety hazard for motorbikes and vehicles using the riverbed due to their low height.

Deck, Stringer and Transoms

The existing timber deck system consists of varying size *Pinus radiata* timber deck planks. The planks are supported on two timber stringers at 0.5 metre centres. Stringers are supported by transoms at 3.05m centres.

The existing deck, stringers and transoms are in poor condition. The following components have failed

- Approximately 50% of the deck planks.
- Approximately 40% timber transoms
- Approximately 50 % of timber stringers

In addition to the above, it is likely many of the timber elements have internal decay propagating around the deck spike and timber connection locations. The extent of decay can be confirmed by drilling timber elements, however, given the large percentage of actual failures the review would likely confirm 100% timber replacement is required should the bridge be refurbished to take pedestrian loads.

Substructure

Anchor block condition and connections show no sign of movement or deterioration. Inspection of the wire rope/ground interface was unable to be conducted on the North Abutment due to significant vegetation being present. Detailed inspection of the foundations will be required to determine if the connections are sound prior to any significant refurbishment.

The towers appear in sound condition with no signs of settlement. The inspection was unable to ascertain if the towers are piled. Further investigation will be required to confirm if the towers are piled prior to proceeding with any refurbishment works.

4. Bridge Refurbishment Options

The following options have been considered for this bridge

1. Do minimum/ Close to Public
2. Refurbish Structure / Open to Public

These options are discussed in detail below. Note Rough order costs (ROC) estimates are preliminary and exclude GST.

Option 1 – Do Minimum

The following works are necessary to remove the public hazard and maintain (but not enhance) the heritage value of the structure. Works would consist of

- (a) Closing the bridge to the public
- (b) Clearing/trimming vegetation from the North and South Abutments. Clearing would extend around the existing anchor blocks. The extent of clearing would have to be determined carefully to prevent destabilisation of the anchor blocks or towers.
- (c) Marking the sway ropes that traverse the river bed with a high visibility tape or similar
- (d) Inspection of the towers using an inspection unit to determine tower condition, condition of the main ropes and the condition of the connections at the apex of the structure
- (e) Inspection of the anchor blocks upon the clearing of vegetation.
- (f) Removal of dilapidated/failed timber components
- (g) Removing the approach ramps to prevent access onto the structure

The Rough order cost (ROC) for this option is \$33,000. Refer to Section 5 and Appendix B.

Option 2 – Refurbish Structure/ Open to Public

This option would provide a functional and safe bridge and would enhance the heritage value. This option would include items (b) – (f) identified above in Option 1 as well as the refurbishment of the structure, including deck, stringer and transom reinstatement. The refurbishment of the structure would include a comprehensive inspection on existing deteriorated timber elements. Upon completion of the works it is likely that the bridge will have a loading restriction imposed e.g. 3 persons

The ROC for this option is \$106,500. Refer to Section 5 and Appendix B.

5. Cost Analysis

Table 1 provides a cost breakdown of the various options. Costs are presented in 2012 dollars. Also refer to Appendix B.

Option	Base Cost	Cost Contingency* ¹	Annual Cost	Funding Contingency* ²	Total
Do Minimum/ Close to Public	\$24,500	\$6,500	\$100	\$6,500	\$39,500
Refurbish Structure/ Open to Public	\$70, 500	\$26,000	\$500	\$26,000	\$132,500

Table 1 - Summary of Option Costs

*¹ – Contingency for unknowns and can be released as works progress

*² – General contingency allowance for funding purposes

Inclusions

The estimates include

- Professional Fees
- Timber materials and labour for each option
- Clearing and basic landscaping at each abutment
- Complete timber (100% volume) replacement for Option 2
- Future Engineering Inspections for the next 20 years as required for each option
- General maintenance for 20 years.

Exclusions

The estimates exclude

- Maintenance on the existing tower or main ropes
- Maintenance of the existing anchor blocks
- Landscaping Maintenance
- Placement of Scour protection at the abutments
- Resource Consents
- Building Consent (The work would be considered maintenance of an existing structure and consent likely not required)
- Escalation for the projected increase in construction costs due to the Canterbury Earthquake Rebuild

6. Options Assessment

Option 1

The outcome of this option is that the bridge will be closed to the public and any hazards shall be made safe. This option will require on-going engineering inspections on a 5 yearly cycle to inspect the condition of the towers and main ropes. This option would not preclude the need to decommission the structure in the future. Decommissioning would likely comprise of tower deconstruction and main rope removal and would require approval from the Historic Places Trust.

Option 2

This option provides a medium term solution (15-20 years). The bridge would be open to the public. It is likely a loading restriction on the bridge would be imposed. Regular bridge inspections would be required on the structure. Given the bridges structural form these inspections would likely be every two years. After 20 years of service it is likely the bridge will require further maintenance as components commence deteriorating.

For this option to be considered further the towers, anchor blocks and main ropes require a detailed engineering inspection. If the inspection reveals structural defects the estimated cost of remedial works would significantly escalate and the viability of this option would have to be reevaluated.

This option has the benefit of providing an alternative pedestrian route during flow periods in the Eyre River

Note, the refurbishment would not extend to seismic strengthening or seismic assessment of the existing structure.

7. Summary and Recommendation

The two options available for the bridge are

Option 1 – Do minimum/ Close the Bridge. This option has a capital cost of \$33,000 and an on going annual cost of \$100/year (excluding funding contingency).

Option 2 – Refurbish the structure and open to the public. This option has a capital cost of \$96,500 and on going annual costs of \$500/year (excluding funding contingency). For this option to be considered further the towers, anchor blocks and main ropes require a detailed engineering inspection. If the inspection reveals structural defects the estimated cost of remedial works would significantly escalate and the viability of this option would have to be reevaluated.

If Option 1 is selected it is recommended the following occur immediately

- The north and south abutments are cleared of vegetation to enable inspection of the anchor blocks and connections
- A detailed inspection of the towers and main ropes is conducted
- The approach ramps at the north and south abutments are removed.
- The sway ropes crossing the channel are marked
- Dilapidated timber elements are removed

If Option 2 is selected it is recommended the following occur prior to proceeding with any design and refurbishment

- The north and south abutments are cleared of vegetation to enable inspection of the anchor blocks and connections
- A detailed inspection of the towers, tower foundation and main rope is conducted

Should you need any further information, please do not hesitate to contact me

Yours sincerely,

Waimakariri District Council

Reviewed/Released By

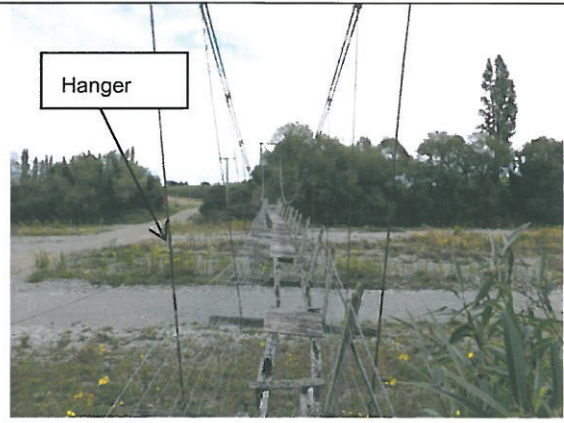
Dan McNally
Special Projects Team Leader
Encl

Gary Boot
Project Delivery Unit Manager

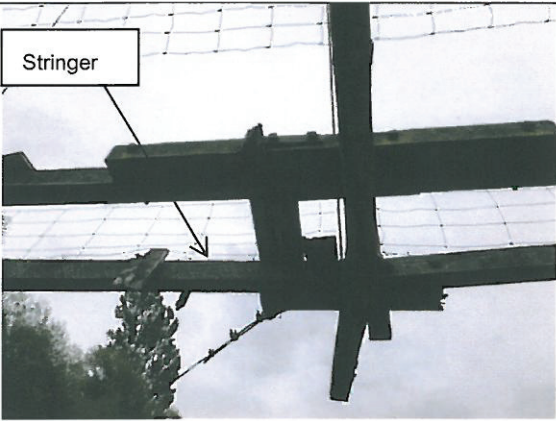
Appendix A - Photographs



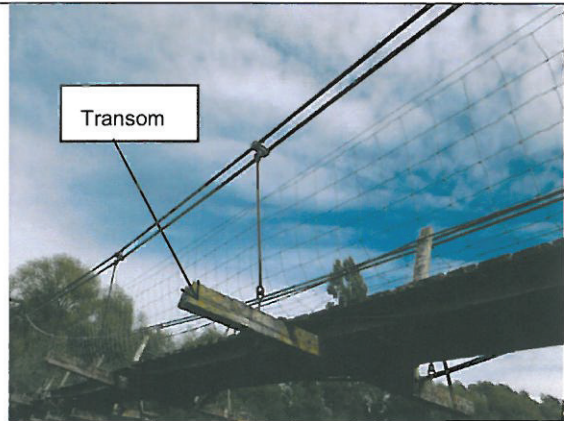
Photograph 1 – Bridge Elevation



Photograph 2 – Bridge Deck



Photograph 3 – Dilapidated Timber elements



Photograph 4 – Wire Netting Barrier



Photograph 5 – Anchor Connections



Photograph 6 – Wire Rope Connection

Appendix B – Options Costing

Appendix C

Additional Condition Inspection Photographs



Appendix C – Site Photographs

1 Timber Components

1.1 Stringer condition



Figure 1.1: Stringer failure near mid-span



Figure 1.2: East abutment stringer bearing



Figure 1.3: Stringer splice condition

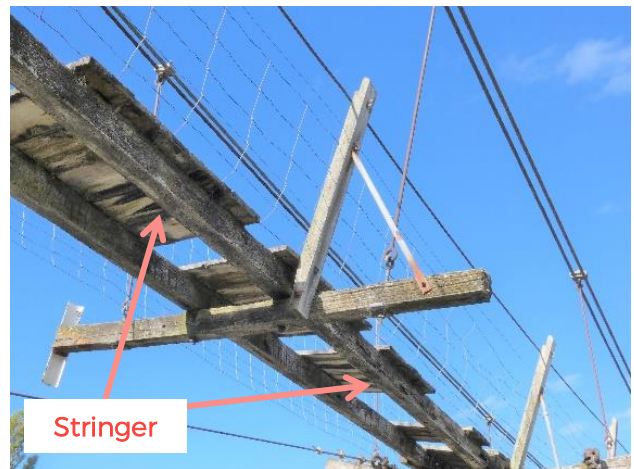


Figure 1.4: Typical stringer condition (1)

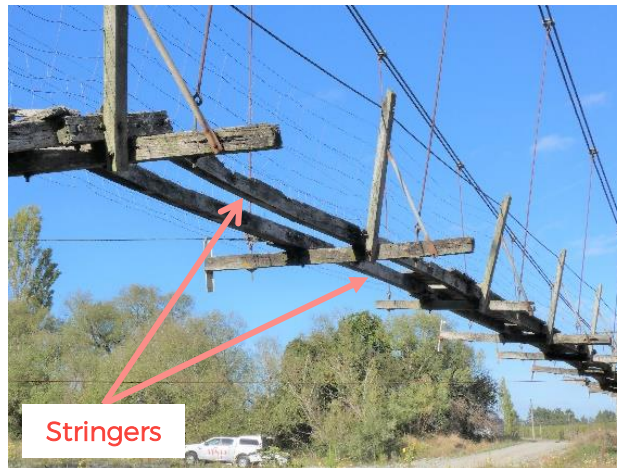


Figure 1.5: Typical stringer condition (2)

1.2 Transom condition



Figure 1.6: West abutment transom failure



Figure 1.7: Transom failure



Figure 1.8: Transom failure near sway rope connection

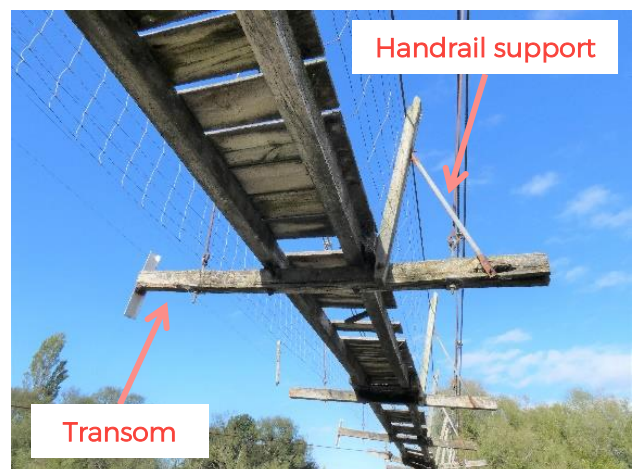


Figure 1.9: Transom deterioration at handrail support connection



1.3 Approach ramp condition



Figure 1.10: West approach ramp - underside



Figure 1.11: East approach ramp - underside

2 Hangers

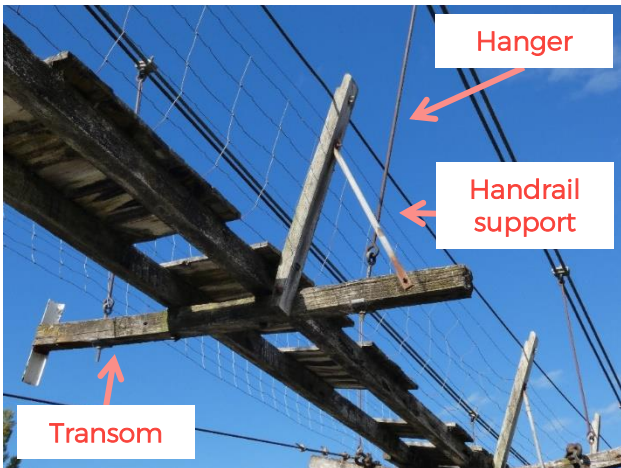


Figure 2.1: Typical hanger to transom connection navigating handrail support



Figure 2.2: Typical steel rod hanger

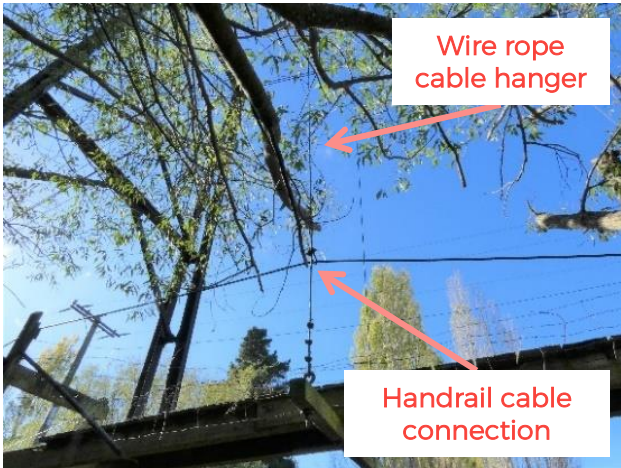


Figure 2.3: Typical wire rope cable hanger with handrail cable connection

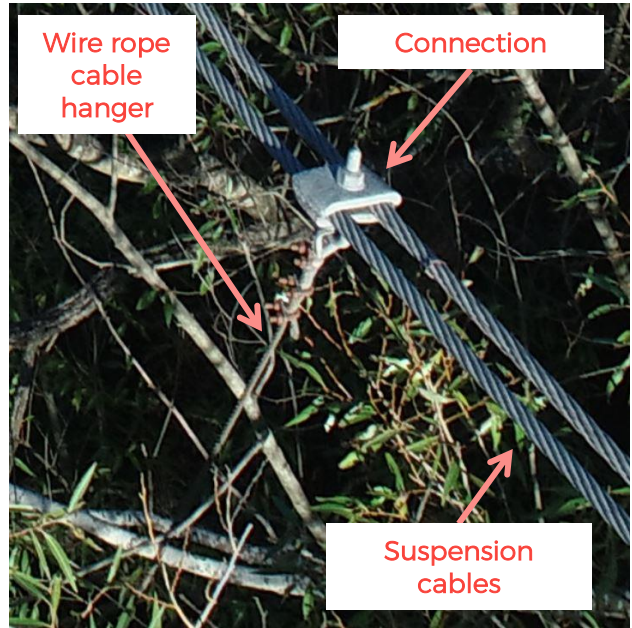


Figure 2.4: Typical wire rope cable hanger top connection to suspension cables

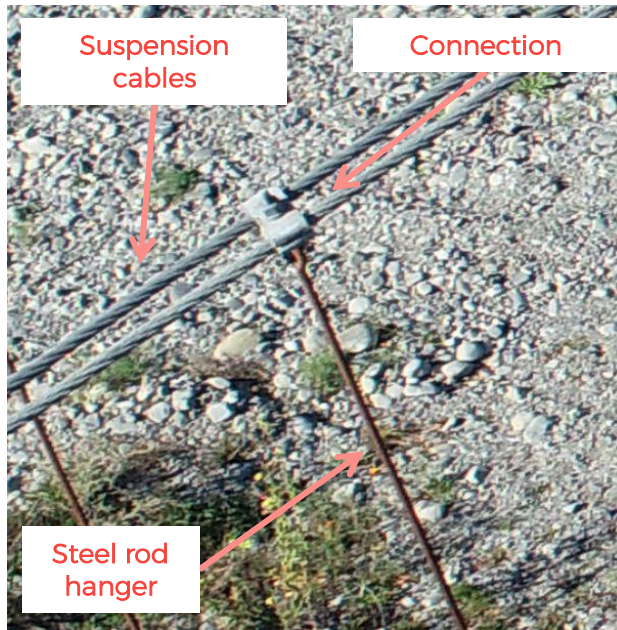


Figure 2.5: Typical steel rod hanger top connection to suspension cables



3 Suspension cables

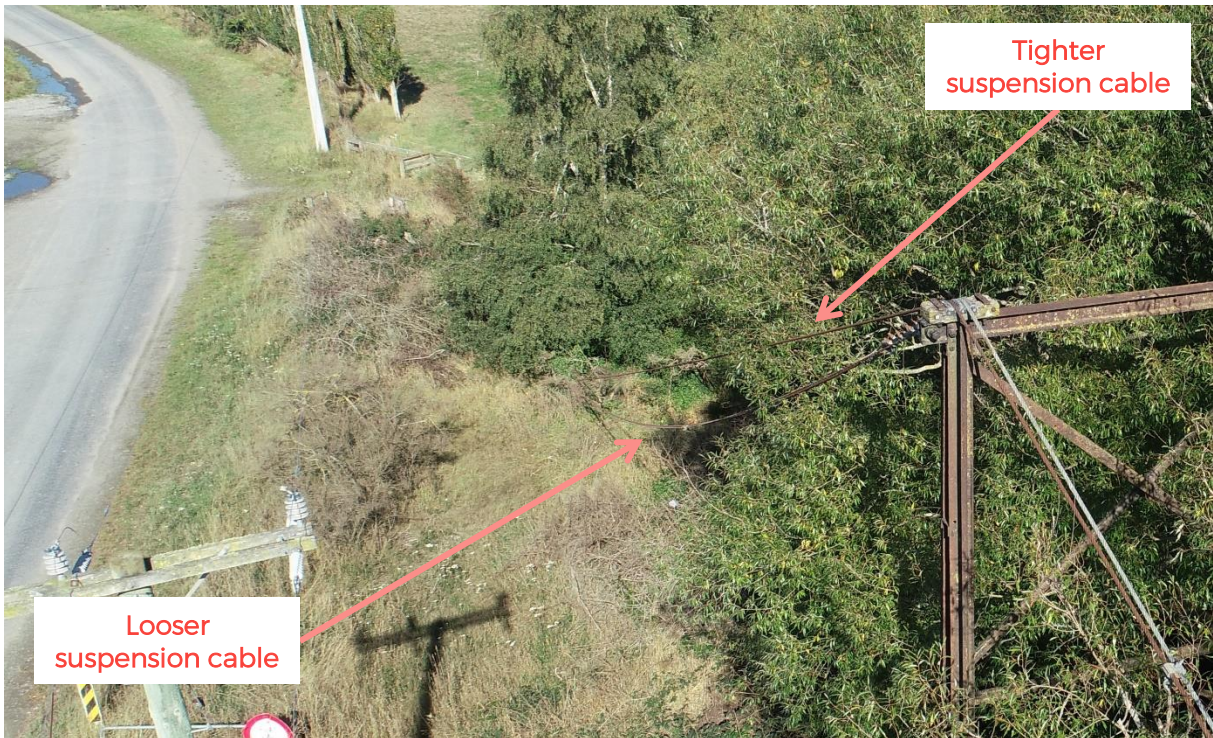


Figure 3.1: Tension difference in main cables – west abutment

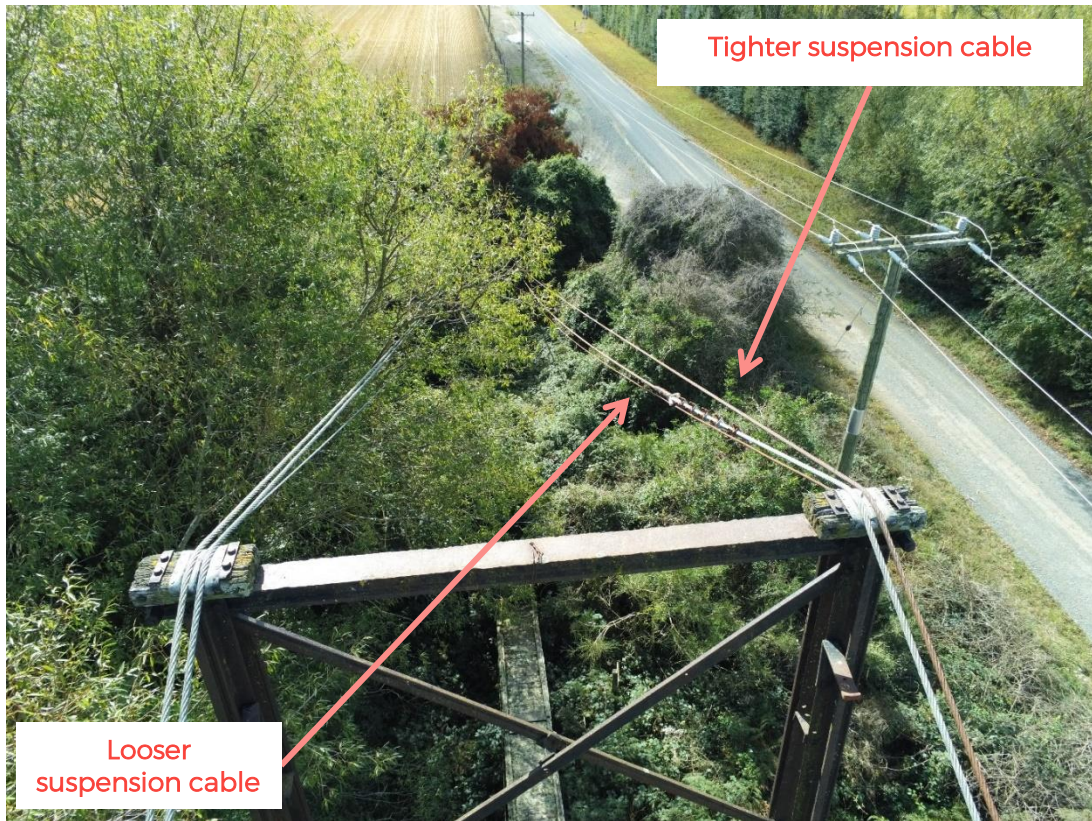


Figure 3.2: Tension difference in main cables – east abutment

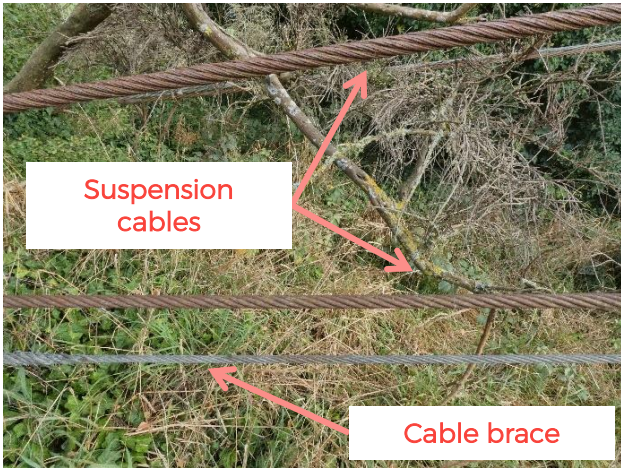


Figure 3.3: Cable condition - west abutment downstream

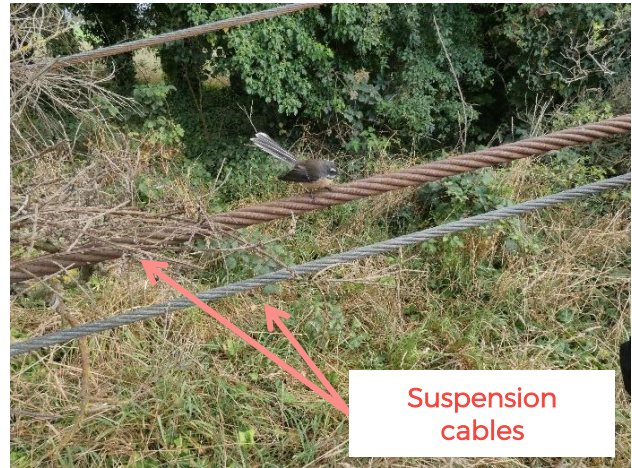


Figure 3.4: Cable condition - west abutment upstream

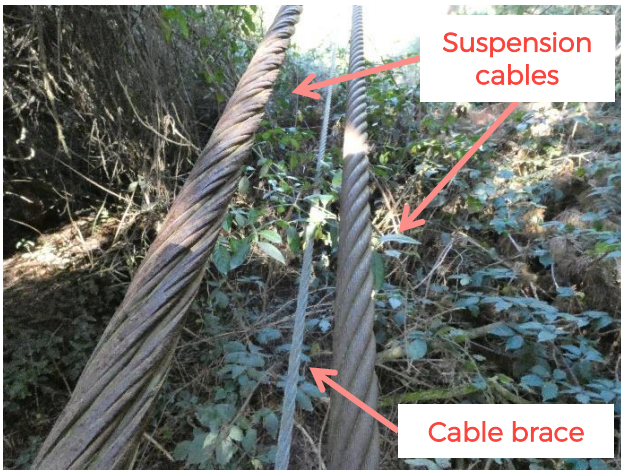


Figure 3.5: Cable condition - east abutment downstream

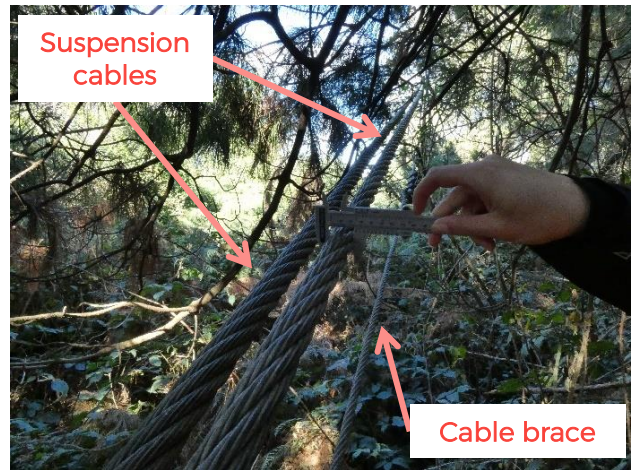


Figure 3.6: Cable condition - east abutment upstream



Figure 3.7: Cable tower connection - west abutment - downstream side



Figure 3.8: Cable tower connection - west abutment - upstream side

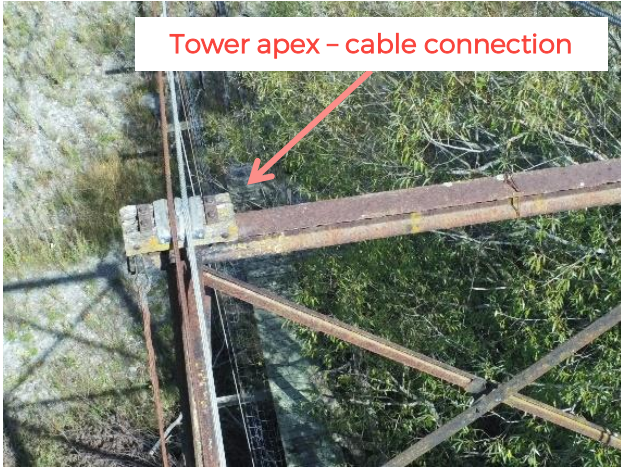


Figure 3.9: Cable tower connection - east abutment - downstream side

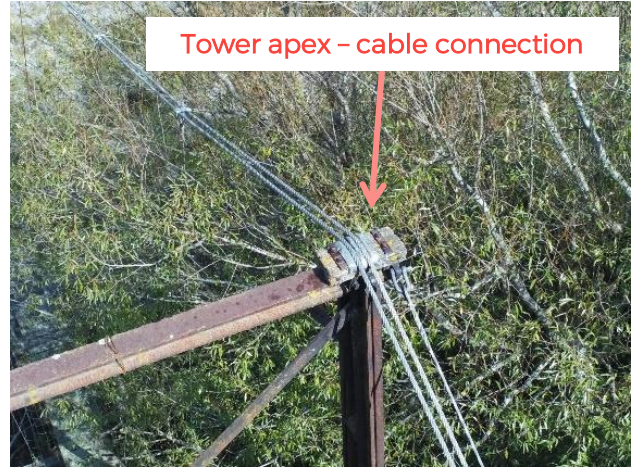


Figure 3.10: Cable tower connection - east abutment - upstream side



Figure 3.11: Surface corrosion on steel plan bracing flat plate



Figure 3.12: Western end of plan bracing - connection failure

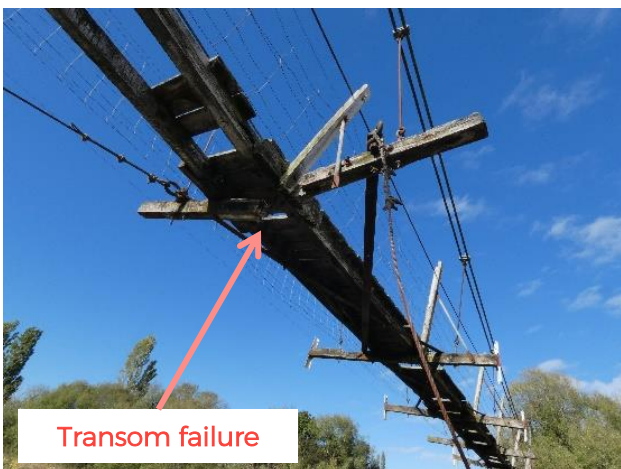


Figure 3.13: Eastern end of plan bracing - transom failure



Figure 3.14: West abutment sway cables



4 Anchorage

4.1 Suspension cable anchorage

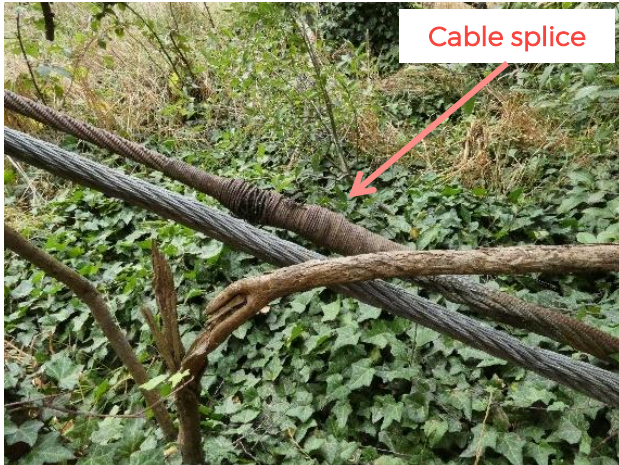


Figure 4.1: Western downstream cable splice near anchorage

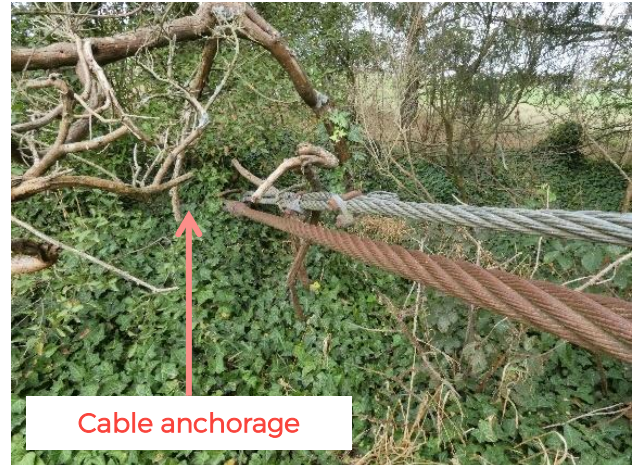


Figure 4.2: Western upstream cable anchorage - unable to be visually inspected

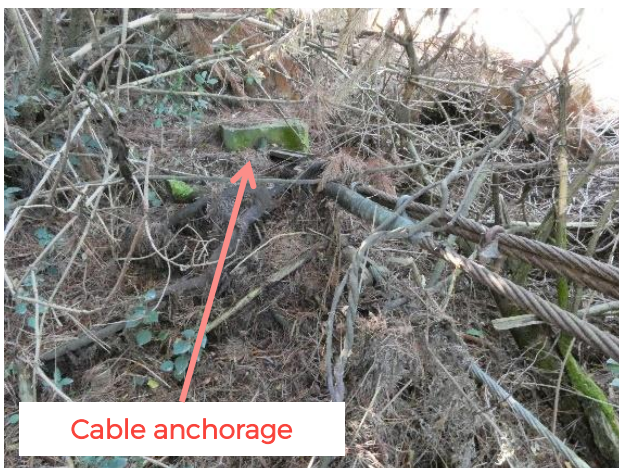


Figure 4.3: Eastern downstream cable anchorage connection



Figure 4.4: Eastern upstream cable anchorage block



4.2 Sway cable anchorage

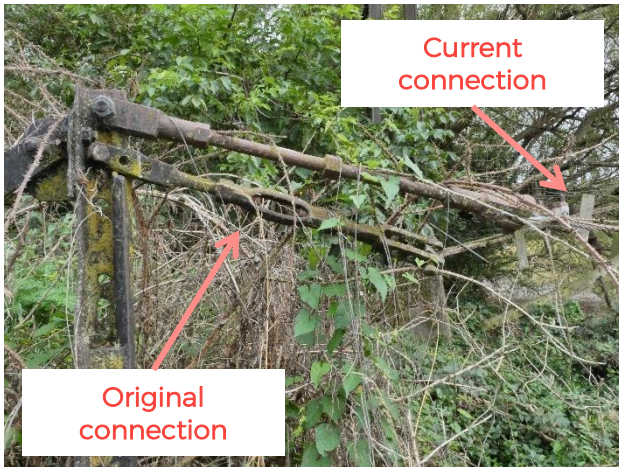


Figure 4.5: Current sway cable connection (above) and original connection (below)



Figure 4.6: Support stay connection obstructed by vegetation

5 Towers



Figure 5.1: Railway iron section shape



Figure 5.2: Tower steel member condition – western tower



Figure 5.3: Tower steel member - indication of minimal section loss - western tower

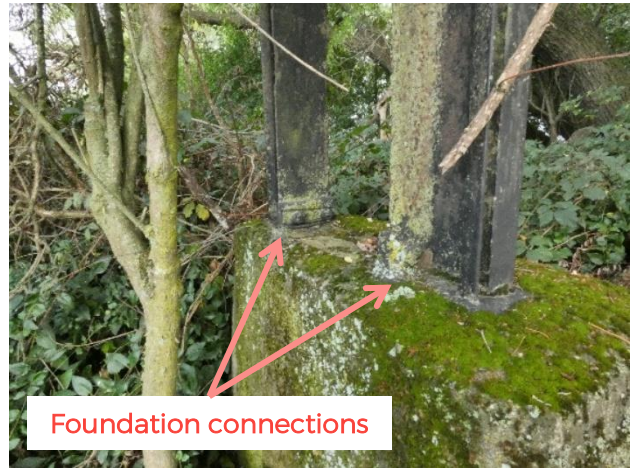


Figure 5.4: Steel tower to concrete foundation connection - western tower

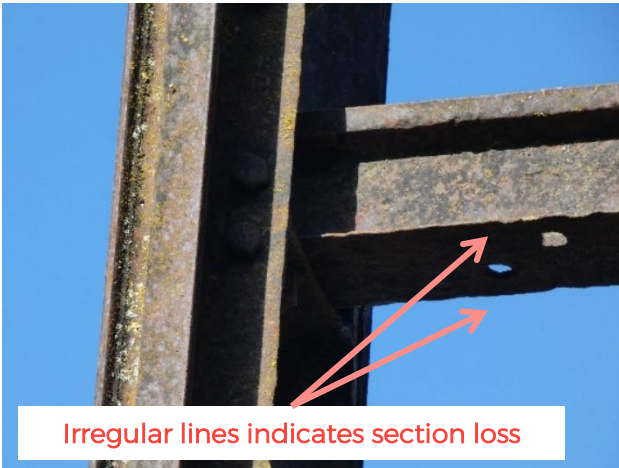


Figure 5.5: Tower steel member - indication minimal section loss - eastern tower



Figure 5.6: Tower foundations - eastern tower

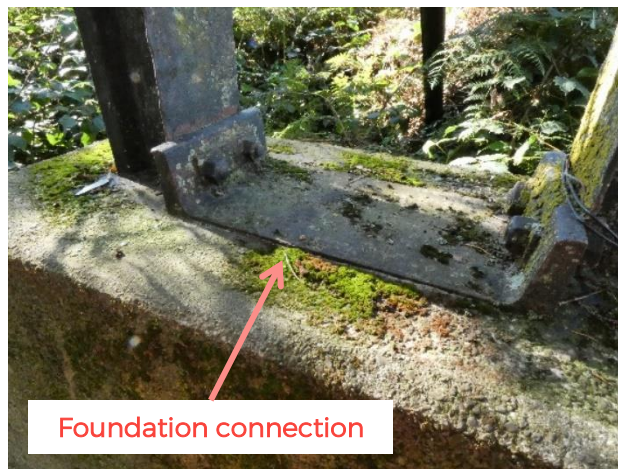


Figure 5.7: Steel tower to concrete foundation connection - eastern tower



6 Corrosion Protection

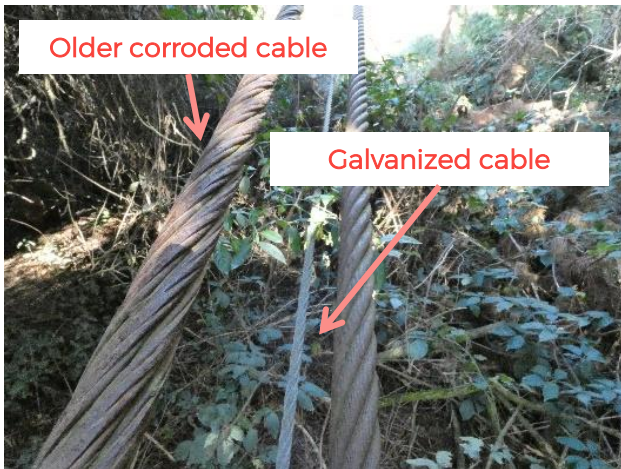


Figure 6.1: Comparison of corroded older cable (foreground) and newer galvanized cable (background)

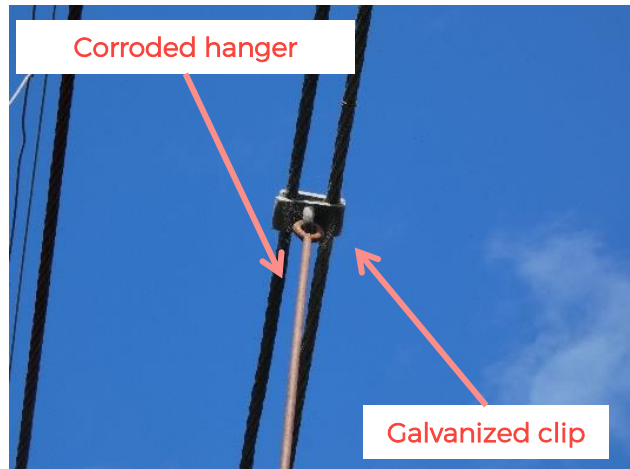


Figure 6.2: Surface corrosion on hanger rod compared to galvanized cable clip



Figure 6.3: Chip in unidentified black coating on west tower



Figure 6.4: Unidentified black coating preventing moss growth on east tower



Figure 6.5: Orange colouring to the top of the eastern tower indicates application of unidentified black coating was halted/has worn off the top of the structure

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: GOV-26-10-06 / 230222024028

REPORT TO: OXFORD-OHOKA COMMUNITY BOARD

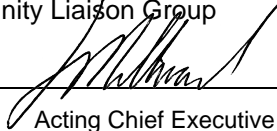
DATE OF MEETING: 7 March 2023

AUTHOR(S): Kay Rabe, Governance Advisor

SUBJECT: Appointment of a Representative to the Community Liaison Group

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

_____ General Manager

_____  Acting Chief Executive

1. SUMMARY

1.1 The purpose of this report is to consider an appointment of a Oxford-Ohoka Community Board (the Board) representative (or liaison person) to the Community Liaison Group.

Attachments:

i. Correspondence from N Fraser and T Robson (Trim Ref: 200226025870).

2. RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 230222024028.
- (b) **Appoints** Board Member _____ as its representative and liaison person to the Community Liaison Group.

3. BACKGROUND

3.1 At the beginning of each electoral term, Board members are appointed to various outside Committees, Advisory Groups, and organisations to continue strong relationships between the Community Board and organisations. The Board made its appointments to outside groups and organisations at its meeting on 15 February 2023. During a term the Board may be approached from time to time from other organisations that request a liaison/point of contact person.

3.2 In 2020 a Community Liaison Group was established to assist with the ongoing monitoring of the Canterbury Landscape Supplier Ltd (CLS). The first meeting was held on 5 February and the group is part of the compliance requirements for the CLS's resource consent for composting activities at the Diversion Road site and attendees include Matthew Bacon for the Waimakariri District Council and Paul Dahl representing Environment Canterbury.

4. ISSUES AND OPTIONS

4.1 Subsequent to the Board meeting held on 15 February 2023, N Fraser of the Eyre District Environment Association reached out to the Chairperson requesting a Board representative on the Community Liaison Group for the new term since Shirley Farrell, the previous Board representative had retired.

4.2 The Board representative will not be considered an executive member of the groups/organisations and generally do not hold voting rights at their meetings (often due to the groups' constitutional rules).

4.3 **Implications for Community Wellbeing**

There are no implications on community wellbeing by the issues and options that are the subject matter of this report. This report does not preclude other community groups from seeking a Board representative appointment as a liaison person if they so wish to request, or other groups being endorsed during the term. These will be handled on an 'as required' basis.

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

5. COMMUNITY VIEWS

5.1 **Mana whenua**

Te Ngāi Tūāhuriri hapū are no likely to be affected by or have an interest in the subject matter of this report.

5.2 **Groups and Organisations**

Many community groups and organisations have a long association with the Oxford-Ohoka Community Board. The Board works actively with community groups and organisations for the betterment of the community.

5.3 **Wider Community**

See above.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1 **Financial Implications**

There are no financial implications of the decisions sought by this report. Representing the Board on outside Committees, Advisory Groups, and organisations are covered through existing Operational Budgets.

No additional remuneration is provided for representing the Board on outside Committees, Advisory Groups, and organisations, as that is considered part of an elected member's regular duty.

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

6.4 **Health and Safety**

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

7. CONTEXT

7.1 **Consistency with Policy**

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

7.2 **Authorising Legislation**

Local Government Act 2002 – schedule 7, part 1, clauses 30 and 31.

7.3 Consistency with Community Outcomes

There are wide-ranging opportunities for people to contribute to the decision-making by public organisations that affect our District.

7.4 Authorising Delegations

Council Delegation SD-M1041.

From: [Jenny Wilkinson](#) on behalf of [Jim Palmer](#)
To: [Nick Harrison](#); [Thea Kunkel](#)
Cc: [Matthew Bacon](#)
Subject: FW: Canterbury Landscape Supplies Ltd - Community Liaison Group Representatives
Date: Wednesday, 26 February 2020 9:41:20 AM
Attachments: [image003.jpg](#)
[image004.png](#)

Good morning

I spoke with Jim and he has asked that deal with this request below please, if you could advise me on a response to Noel that would be wonderful.

I am happy to say that I have passed this on to you and you will respond directly if that would be best?

If you could let me know that would be great

Jenny Wilkinson | Executive Assistant to the Chief Executive

Management

Phone: 0800 965 468 (0800 WMK GOV)

Mobile: 027 557 8521



From: Noel Fraser <[REDACTED]>
Sent: Monday, 24 February 2020 8:39 PM
To: Jim Palmer <jim.palmer@wmk.govt.nz>
Cc: Matthew Bacon <matthew.bacon@wmk.govt.nz>
Subject: Canterbury Landscape Supplies Ltd - Community Liaison Group Representatives

Dear Jim

I hope this email finds you well

I'm currently the president of the Eyre District Environmental Association Incorporated (EDEAI) and our current project is the ongoing monitoring of the Canterbury Landscape Supplies Ltd (CLS) activities at 949 Diversion Road Eyreton, North Canterbury.

Representative from the EDEAI attended a Community Liaison Group meeting that was set up and hosted by CLS on Wednesday 5th February 2020, this group is a part of the compliance requirements for the CLS's resource consents for composting activities at the Diversion Road site. Attendees also included Matthew Bacon for the Wiamakariri District Council and Paul Dahl representing Ecan.

During the meeting a discussion came up with regards to a member or members of the Oxford-Ohoka Community Board are welcome to be a part of the Community Liaison Group. The Oxford-Ohoka Community Board have provided wonderful support to the local community over the past two years and we fully appreciate their ongoing support.

I have been considering the above noted discussion for a couple of weeks now and would like to suggest Shirley Farrell and/or Thomas Robson as representatives of the Oxford-Ohoka Community Board to attend future Community Liaison Group meetings. I have found Shirley and Thomas very engaging during the past regarding the CLS Composting operation at Diversion Rd. I believe they have the community's interests and wellbeing at heart and will provide a wider perspective of the community's needs at the Community Liaison Group meetings.

I understand the Oxford-Ohoka Community Board need to consider who can represent the community board at the CLS Community Liaison Group meetings at the next community board meeting. I would really appreciate it if you could forward my suggestion regarding Shirley and Thomas to be put forward at the next community board meeting as Oxford-Ohoka Community Board representatives at the CLS Community Liaison Group meetings.

I really appreciate your support regarding this matter, if you have any questions just let me know, my contact details are below

Regards

Noel B. Fraser

On behalf of the Eyre District Environmental Association Incorporated (EDEAI)



WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: GOV-26-10-06/ 230124008528

REPORT TO: OXFORD-OHOKA COMMUNITY BOARD

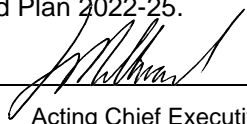
DATE OF MEETING: 7 March 2023

FROM: Kay Rabe, Governance Advisor

SUBJECT: Approval of the Oxford-Ohoka Community Board Plan 2022-25.

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

_____ Department Manager

_____  Acting Chief Executive

1 SUMMARY

This report seeks the Oxford-Ohoka Community Board's (the Board) approval of the Oxford-Ohoka Community Board Plan 2022-25.

Attachments:

- i. Oxford-Ohoka Community Board Plan 2022-25 (Trim Ref: 230222024481).

2 RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 230124008528.
- (b) **Approves** the Oxford-Ohoka Community Board Plan 2022-25 (Trim: 230222024481).
- (c) **Authorises** the Chairperson to approve the final version of the Oxford-Ohoka Community Board Plan 2022-25, if any further minor editorial corrections are required.

3 BACKGROUND

- 3.1 A Community Board Plan (the Plan) must be compiled for each term and reviewed annually so that the Board can assess how it is progressing with its objectives, reflects the Board's current work and could include any feedback from the community.
- 3.2 The Plan for the Oxford-Ohoka Community Ward was developed by the Oxford-Ohoka Community Board, elected in October 2022.

4 ISSUES AND OPTIONS

- 4.1 The Plan was developed with input from Board members who regularly communicate with residents, community leaders and community organisations and are, therefore, in the best position to advocate for the interest of their communities.
- 4.2 The importance of the Plan should not be underestimated, as the Plan is a vehicle by which the Board can inform the community about its purpose and performance expectations. It also ensures that the community's needs are presented to the Council in a consistent and planned manner and conveyed through Annual and Long Term Plans.

- 4.3 Furthermore, the Plan includes information on the Board's key achievements and general information about the Board's discretionary and youth development grants, landscape budget and Board meetings. It will therefore assist the community in understanding that their concerns are being heard and that they have a voice in local government decisions.
- 4.4 The Plan will also serve as a promotional document for the Board and will be freely available from public libraries, Council service centres, and the Council website.
- 4.5 If any further minor editorial corrections are needed, staff request that the Board resolves that the Chairperson may approve the final amended document on its behalf.
- 4.6 There are no social and cultural implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.7 **Implications for Community Wellbeing**
There are 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 supports the recommendations.

5. **COMMUNITY VIEWS**

5.1 **Mana Whenua**

Taking into consideration the provisions of the Memorandum of Understanding between Te Ngāi Tūāhuriri Rūnanga and the Council, 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**

Community Groups and Organisations may wish to apply for funding from the Board or lobby for the Board's support for various community projects. Also, the Plan was developed with input from Board members who communicate with local residents, community leaders and community organisations on a regular basis.

5.2 **Wider Community**

The wider community is not likely to be affected by or have an interest in the subject matter of this report. However, the Plan was developed with input from Board members who communicate with local residents, community leaders and community organisations on a regular basis.

6 **IMPLICATIONS AND RISKS**

6.1 **Financial Implications**

There are no financial implications of the decisions sought by this report as the printing costs will be covered by operational Governance budgets.

6.2 **Sustainability and Climate Change Impacts**

The Plan includes information on several projects underway in the Oxford-Ohoka Ward that could have sustainability and climate change impacts, such as alternative transport, plating of trees, and food security.

6.3 **Risk Management**

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

6.4 **Health and Safety**

None.

7 **CONTEXT**

7.1 **Consistency with Policy**

These matters are not matters of significance in terms of the Council's Significance and Engagement Policy.

7.2 **Authorising Legislation**

Local Government Act 2002 Clause 52.

Delegation to Community Boards, Part 3, S-DM 1041, Issue 10, as of 25 October 2016.

7.3 **Consistency with Community Outcomes**

People are friendly and caring, creating a strong sense of community in our District.

There are wide-ranging opportunities for people of different ages and cultures to participate in community life and recreational activities.

7.4 **Authorising Delegations**

The Board is required by the Council to prepare and adopt a Community Board Plan that highlights the key issues, priorities, and actions that the Board proposes to advance during the year.



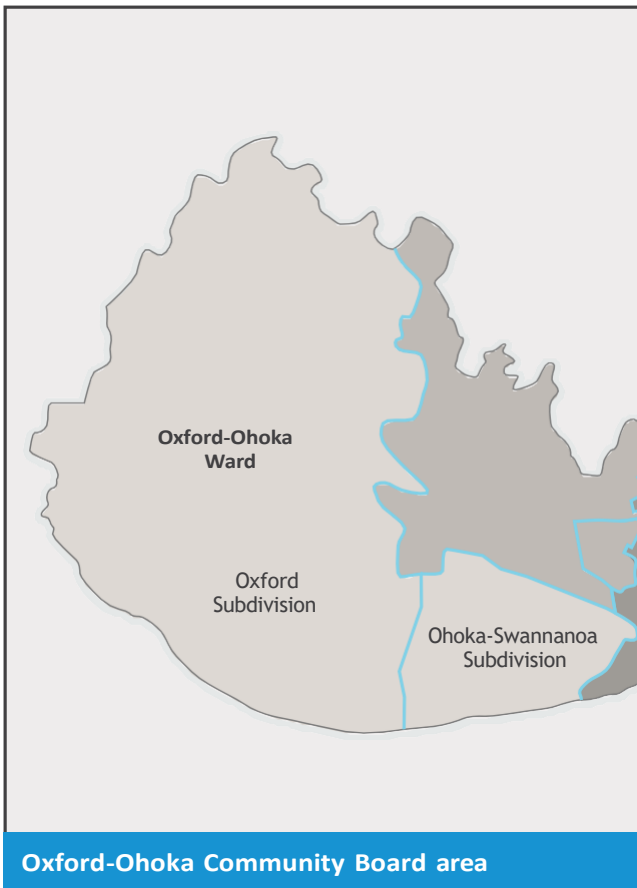
Oxford-Ohoka Community Board

Community Plan 2022–2025

DRAFT

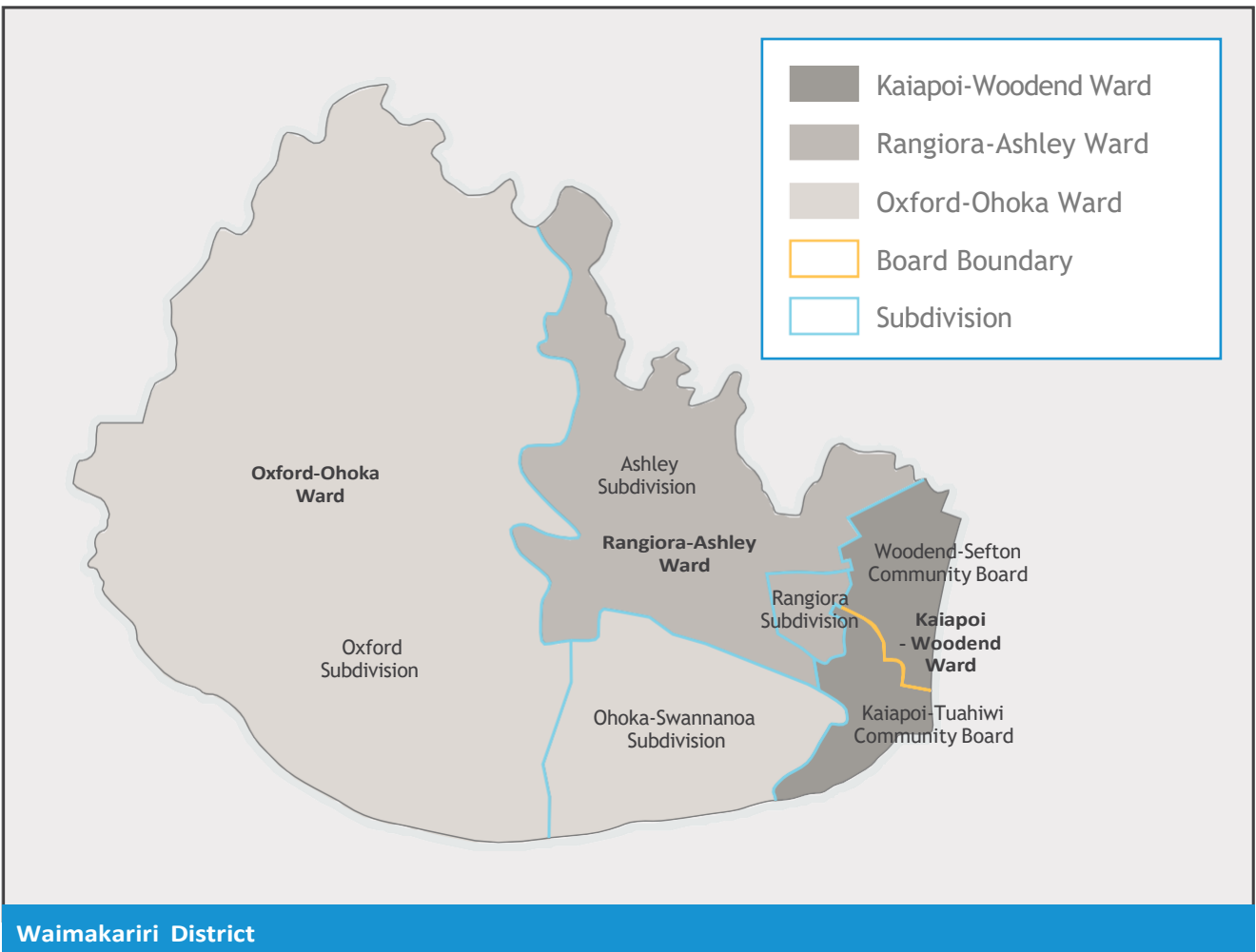
This Document still requires
a few more photos
and formatting.





Ward	Population
Rangiora-Ashley Ward	26,900
Oxford-Ohoka Ward	13,200
Kaiapoi-Woodend Ward	26,100
Woodend-Sefton Community	10,200
Kaiapoi-Tuahiwi Community	15,900

* Estimated resident population as at 30 June 2021



Chairperson's Message

Dear Residents

This Community Board Plan has been developed by members of the Oxford Ohoka Community Board, elected in October of 2022.

The plan is a living document and will be reviewed annually during the term of the current Community Board and outlines the goals and priorities of the Community Board for the next three years.

The Board aims to be proactive and build relationships within the Community, supporting Community Groups and advocating for local residents. In line with this we have already submitted in opposition to the proposed land-fill at Woodstock Quarries, and intend to present at the Resource Consent hearing. We have also continued with the opposition of District Plan Change 31 proposed for Ohoka.

The Board will continue to support Community Groups with its Community Grant Funding and will continue to enhance the area via the landscaping budget.

The development of a rural dog exercise area has been a priority of the Board since 2010 and the Board was pleased that funds were allocated in the 2021/31 Long Term Plan. The Board will continue to advocate for this project and hope to see it completed during this term.

The Board will continue to support the Council's work to improve water supplies around the district which recently included the Poyntz Road scheme upgrade as well as upgrades to the rural 1 and 2 schemes in Oxford.

The Board also supports the Council's opposition to the Governments proposed 3 Waters Reform as there was a clear message from the Community that they did not support the reform. Board members can also attest that residents in the Oxford Ohoka Ward were dissatisfied regarding the proposed loss of control of the water supply infrastructure.

The Board this term, has already had great engagement with residents and has received a lot of feedback regarding issues they want us to consider, and we will be working hard to make sure these issues are addressed by the Council. These

include drainage upgrades required in Mandeville, roading issues around the District, and upgrades to the Oaks Reserve in West Eyreton. The Board also continues to advocate for a speed reduction on the Oxford Main Street as requested by local residents.

It is hoped that this Plan will assist the community to understand that their concerns are being heard and that they have a voice in local government decision-making.

On behalf of my fellow Community Board members, we welcome feedback on this Plan which we hope will benefit the communities of the Oxford-Ohoka area. We are here to serve the community to the best of our abilities. Therefore, you are encouraged to make use of the Community Board to convey your thoughts and ideas to the Council. Together we can access Council resources and make a positive difference to the community area we live in.



Thomas Robson
Chairman
Oxford-Ohoka Community Board

About the Oxford-Ohoka Community Board

The Waimakariri district is divided into three wards with the Oxford-Ohoka Ward covering predominantly the southern to the south-western area of the Waimakariri district.

Bordered by the Waimakariri River, the community areas include Mandeville, Ohoka, Eyreton, West Eyreton, Swannanoa, Oxford through to the northern foothills, Ashley Gorge, and across to Lees Valley.

The community area of Oxford-Ohoka comprises a diverse mix of properties and people, ranging from small to medium-sized urban settlements to rural farms. As the largest geographic Ward in the district, the community area plays an essential role in the economic growth and character of the district.

While farming and land-based industry are the traditional economic activities, there have been notable recent growth in dairying, construction and manufacturing.

What is a Community Board?

The Local Government Act (2002) states that the role of a Community Board is to represent and advocate for the interests of its community. The Waimakariri District is currently divided into three wards and four Community Boards, with the Oxford-Ohoka Community Board providing feedback, leadership and support to residents within its community area.

The Oxford-Ohoka Community Board is the district's newest Community Board, elected for the first time in the October 2016 Local Body elections. The Board comprises six elected members, plus two appointed Councillors of the Waimakariri District Council, giving it a total of eight members.

The Community Board is not the Council, nor is it a committee of the Council. Instead, the Board works collectively with the Council to achieve community goals. The Board is also responsible for any areas delegated to it by the Council.

How does the Community Board do this?

- Taking an overview of the Council's services and projects affecting the Ward area, including water supply, sewerage, stormwater drainage, parks, recreational facilities, roading and traffic management projects
- Engaging with residents, community organisations, and groups in developing local solutions, keeping the public informed, and being visible and accessible
- By encouraging community participation in Community Board and Council decision-making
- Advocating to the Council on key issues and priorities for the community area, especially through the Annual and Long Term planning and budgeting process
- Granting of leases or licences on reserves
- Working collaboratively with other Community Boards to promote an understanding for the work being done in the district as a whole
- Maintaining positive working relationships with key Council staff and management.

If you are a resident or part of a local community group who wishes to raise any concerns or issues, please do not hesitate to contact a member of the Community Board for advice and help (see pages 8 and 9 for contact details).

Performance Expectations 2022 - 2025

The Oxford-Ohoka Community Board is made up of people who have a passion for their diverse communities and believe in working together to bring positive change to them through:

- Engaging with individuals, groups, other Boards, and the Council to provide the best outcome for the Oxford-Ohoka community and the district as a whole
- Engaging and interacting with younger generations by seeking their views and feedback on important issues in the ward
- Engage with local schools, the Youth Council, community and advisory groups and offer encouragement for their projects and provide assistance where practical
- Developing closer links and relationships with key settlements and groups in the Oxford-Ohoka Ward, as well as with significant district-wide organisations
- Developing strategies for the Board to become an effective, cohesive voice in representing the community viewpoint at meetings and policy hearings
- Developing and promoting the Community Board as a vehicle for local residents to seek assistance and advocacy in accessing Council services and consultation processes
- Maintaining positive working relationships with key Council staff and management
- Actively participating in Council business and the annual budget process to ensure equitable spending across the district whilst being mindful of rates affordability
- Support the Council's Local Economic Development Strategy to encourage business growth across the community area
- Continue to advocate for the protection and enhancement of waterways and wetlands for recreational purposes
- Advocating for balanced growth that enhances and protects the character of the communities' recreational, opportunities, livability and employment
- Working closely with each community to identify and encourage attractive streetscapes which enhance the visual profile of that community
- Advocate for community concerns regarding safer roads and cycleways
- Lobbying for improved infrastructure for modern technology i.e. recharging stations, better internet, etc.



What's happening now and looking forward?

There are a number of projects underway in the Oxford-Ohoka Ward area, this section outlines those projects.

Oaks Reserve, Oxford – In response to community needs, the Board requested the Council to make The Oaks Reserve in Oxford more user-friendly for residents. Over the past two years, the Board considered multiple projects which could be undertaken in the reserve.

This includes developing a rural dog exercise area on part of the reserve and upgrading the Oaks walkway area. Since then, the boundary fence of the reserve has been replaced with bollards to make it more welcoming to the public. Still to come is the installation of a bin and poo pod bag dispenser, the replacement of the entrance sign and the erection of signage at the entrance to the cemetery.

In June 2021 the Board was successful in its submission to the Council's 2021/31 Long Term Plan and secured additional funding for the development of the rural dog exercise area, which will be developed in 2023/24 when funding becomes available.

Oaks Reserve - West Eyreton - Oaks Reserve opposite the West Eyreton Hall is a small reserve located on the corner of Earlys and North Eyre Roads.

This reserve, while relatively small, offers an area of cool shade under the large oak trees. Recently the fence around this reserve was replaced by the Council as part of its ongoing annual renewal work. The Board has initiated a project to add landscaping to the reserve to make it more visually appealing and usable.

It is proposed to add a small pedestrian gate in the fence to allow visitors to enter from the parking area on the North Eyre Road boundary. A picnic table will also be installed under the oak trees.

This work will be done during the autumn planting season, when the plants will have the best chance for survival.

Skate Park in Oxford - The Board has requested that the Council upgrade and extend the Oxford Skate Park, which is a well-utilised Council facility in the area and is of great benefit to the district's youth. It is believed that an addition of a bowl similar to those at Rangiora and Kaiapoi would allow for safer use, with the older, more skilled

children able to have an area in use simultaneously as the younger or less experienced children. Similarly, the addition of contoured sealed paths would provide the younger children with a safe place to scooter without the danger of running into pedestrians.

Roading

Oxford - There are numerous streets in Oxford with no footpath or, in some cases, only on one side of the road. Therefore, it is the Board's opinion that the Council should be installing footpaths on at least one side of urban roads and wherever possible on both sides.

The Board, therefore, urges that footpaths be provided in the following areas:

- Weka Street (between Park Avenue and the new subdivision and parts of Kowhai Street)
- Rata Street
- Matai Place,
- Knight Street

Street Lighting - It should be noted that the Council do not currently provide lighting in the vast majority of its reserves, including green linkages and associated pathways. However, the Board shares the residents' concerns in Oxford regarding the lack of lighting at footpaths and therefore wish to request the Council to make funding available for the provision of appropriate lighting at green linkages and associated pathways. Including the provision of suitable bollard lighting along the pathway in Pearson Park from Main Street to the Oval, as this pathway is used frequently and has trees and shrubs along its length which in semi-darkness can be intimidating, as well as the provision of lighting along the pathway from Main Street to Baxter Lane.

Main Street Oxford – At the Council's September 2022 meeting the motion to retain the 50km/h speed limit on Main Street Oxford. The Board wrote a letter to the Mayor expressing its disappointment with the decision. This matter cannot be raised again until 2024, however the Board will continue to advocate and encourage the Council to reconsider changing the speed limit to 40km/h, as requested by the community.

Three Waters Stimulus Grant Projects -

- **Poyntz Road Water Supply Scheme** – This project is now completed with the Poyntz Road scheme successfully running as part of the wider West Eyreson Summerhill

Poyntz Road scheme.

- **Drainage Projects** - The Board has always urged the Council to continue to work on mitigating the drainage/flooding problems in its area, and is therefore happy to support the following scheduled drainage projects:
 - **Mill Road SMA (Ohoka)** – Construction of new stormwater basin near Kintyre Lane.
 - **Wetherfield Lane Improvement Works (Mandeville)** - Construction of drain upgrades and culvert upsizing on Wetherfield Lane, Roscrea Place and McHugh's Road.
 - **Mandeville Resurgence Channel Diversion/Upgrade (Mandeville)** - Long term solution to manage resurgence flow in the Mandeville area.
 - **York Street Diversion (Oxford)** - Diversion of the upper Flannigans Drain catchment.
 - **Matai Place Stage 2 (Oxford)** - Provision of a secondary flow path via Eriksons Lane to Park Avenue.
 - **Flannigans Drain Downstream Upgrade (Oxford)** - Provision of a secondary flow path from Kowhai Street to High Street and through the cemetery.
 - **Freshwater** - It is critical for the Board and the community that this issue be taken seriously. Our district does not have an infinite supply of freshwater. The Board, therefore, supports initiatives and all practicable methods to protect our waterways. The Board will continue to monitor land and waterway consents and wastewater infrastructure in a bid to mitigate adverse impacts on our freshwater. It has not taken long to make our waterways 'unswimmable', streams and rivers undrinkable and uninhabitable for their natural flora and fauna. It is a long road to recovery but one that is essential for our future.
 - **Riparian Planting** - The Board will continue to support the development of a strategy for native, riparian planting along waterways and Council drains in the Board area. The Board will also support the development of green pathways between towns and reserves, as this is an issue that has been brought to Board members' attention by a number of residents living in the rural areas.

Walking and Cycling Strategy - The Board supports the Walking and Cycling Strategy, and encourages its residents to consider alternative methods of transport, and as such is keen to see more walking and cycling connections between communities.

The Walking and Cycling Network Plan was adopted by the Council in October 2022 which aims to cater for all levels of cyclist.

The pathway along Tram Road from Mandeville Village Shopping Precinct to No. 10 Road, as suggested by Swannanoa School, had been included as a Priority One project in the plan. A pathway along McHugh's Road / Mandeville Road to the Mandeville Sports Club had also been included as a Priority One project. The development of these pathways was also included as part of the Council's application for Climate Emergency Response Finding (CERF).

Rural Communities – The Board will continue to advocate for our rural communities to be represented more in the Council's district

plan. There are areas of significant residential development occurring in the Swannanoa, Mandeville, and Ohoka areas. These properties tend to attract families. Increased population density is going to increase the need for facility development. Revenue from rates will be collected on these properties and future Council spending should reflect this. Working with our local communities, schools, clubs, etc. will be integral to ensuring these future needs will be met. The Board will, therefore, encourage consultation within the community to ascertain what people would like to see and then plan to prioritise and implement some of these.

Rural Heritage - The rural landscapes are "the most common type of continuing cultural landscape", imprinted with traces of shifting production, technology, political power and economics through the ages. There has been a call from Heritage New Zealand to protect the rural landscape of New Zealand, with its distinctive and wonderful features. While the Board supports rural development to provide for the increasing population, we also have a growing concern that parts of our rural character are being lost. We believe that it is essential that the Council protect the rural landscape's character and integrity by actively monitoring and protecting the heritage status of rural buildings. Also, by making funding available to restore and maintain historic rural infrastructure such as the Wolffs Road Suspension Bridge.

West Eyreton Pit - On behalf of the local residents, the Board lobbied the Council to put measures in place to have the pit dealt with. The Board is concerned about the health and safety risk of the pit in its current state. At the request of the Board the Council has agreed to investigate the best options and to create a master plan for the area that will hopefully sort this issue.

Board Submissions - The Board lodged detailed submissions on Environmental Canterbury and the Council's 2022/23 Annual Plans, including, among other items for multi-use footpaths and cycleways, cycle links between areas of community such as schools, halls and playing fields, the Skate Park in Oxford, rural communities and West Eyreton pit.







The Board also submitted on Plan Change 31 which objected to the development on, among other things, drainage, infrastructure and loss of rural amenity.

Engaging Youth – one of the Board's objectives for this term is to increase its

engagement with the youth of the district and will be increasing its engagement with schools in the ward and strengthening ties with the Youth Council to ensure that the youth perspective is included in its decision making and planning for the future.

Discretionary Grants – The Board will continue to support a wide range of local community groups through the Board's discretionary funding grants.

Youth Development Grant – The Board will continue to support the Waimakariri Youth Development Grant which is aimed at young people living in the district aged between 12 and 24 years.

Oxford-Ohoka Community Board Members		
Member and contact details		Other responsibilities
	<p>Thomas Robson Chair Mobile: 022 100 4744 Email: thomas.robson@wmk.govt.nz</p>	<ul style="list-style-type: none"> • Ashley Gorge Reserve Advisory Group • Pearson Park Advisory Group
	<p>Sarah Barkle Deputy Chair Mobile: 027 257 5886 Email: sarah.barkle@wmk.govt.nz</p>	<ul style="list-style-type: none"> • Water Race Advisory Group • Ohoka Rural Drainage Advisory Group
	<p>Mark Brown Phone: 029 777 0131 Email: mark.brown@wmk.govt.nz</p>	<ul style="list-style-type: none"> • Oxford Promotions Action Committee • Oxford Rural Drainage Advisory Group
	<p>Ray Harpur Mobile: 027 327 1357 Email: ray.harpur@wmk.govt.nz</p>	<ul style="list-style-type: none"> • Grey Power North Canterbury • Waimakariri Access Group • Ohoka Rural Drainage Advisory Group
	<p>Pete Merrifield Mobile: 021 435 118 Email: pete.merrifield@wmk.govt.nz</p>	<ul style="list-style-type: none"> • Oxford Historical Records Society Inc Committee • West Eyerton, Summerhill, Pontyz Road Advisory Group
	<p>Michelle Wilson Mobile: 027 250 1310 Email: michelle.wilson@wmk.govt.nz</p>	<ul style="list-style-type: none"> • Waimakariri Health Advisory Group • Ohoka Residents' Association

Oxford-Ohoka Community Board Members	
Member and contact details	Other responsibilities
 <p>Cr Tim Fulton Mobile: 021 0871 6027 Email: tim.fulton@wmk.govt.nz</p>	<ul style="list-style-type: none"> • North Canterbury Neighbourhood Support • Pearson Park Advisory Group • Oxford Promotions Action Committee • Oxford Rural Drainage Advisory Group • Waimakariri Water Race Advisory Group
 <p>Cr Niki Mealings Mobile: 027 293 4937 Email: niki.mealings@wmk.govt.nz</p>	<ul style="list-style-type: none"> • Ohoka Domain Advisory Group • Waimakariri Youth Council • Climate Change Action Planning Reference Group • Biodiversity Champions Group • Social Services Waimakariri • Community Well Being North Canterbury Trust • Mandeville Sports Club • Ohoka-Mandeville Rural Drainage Advisory Group

Community Organisations Activities

Community Board members often take part in the activities of community organisations within the Ward.

If you would like to invite a Board member onto your organisation's Committee or to a meeting please contact the Chairperson, or contact a Board member directly. Contact details are outlined above.

Mandeville Domain



Ashley Gorge Reserve

Oxford-Ohoka Community Board Discretionary Grant

Each financial year (July to June) the Oxford-Ohoka Community Board is allocated funds to distribute, by application, to community-based organisations within their community area.

For the 2022/23 financial year the Oxford-Ohoka Community Board has \$3,039 available for grants to non-profit community based organisations.

Applications will only be accepted from non-profit community-based organisations, registered charities or incorporated societies.

- The group should have strong links with the community area of Oxford-Ohoka
- Grant funding is limited to projects within the Board area or primarily benefiting the residents of the Oxford-Ohoka Ward
- The applicants should clearly state the purpose for which the money is to be used
- Money should primarily be used for capital or improvement works, for enhancement of the group, or towards the purposes of the group, including events involving community participation
- The applicant should submit a balance sheet which shows their current financial assets and liabilities. Applications cannot be processed until financial information is received
- Where possible or feasible applicants must declare other sources from which funding has been applied for, or granted from, for the project being applied for
- Organisations that are predominately funded by Central Government must provide supporting evidence that the requested grant will not be spent on projects that should be funded through Central Government funding
- Grant applications will be considered at each meeting by the Oxford-Ohoka Community Board
- Generally funding grants will be a maximum of \$500 in any one financial year (July to June), but the group can apply up to twice in that year, providing it is for different projects
- Examples of what is not funded are available on the application documents.



Oxford Library

Application process:

Application forms can be picked up at any of the Council's Service Centres

Alternatively an application form can be printed, downloaded or completed online from the Council's website: [waimakariri.govt.nz/ data/ assets/pdf_file/0017/3842/QD-GOV-Form-009-Oxford-Ohoka-Discretionary-Grant-Application-Form-2021-2022.pdf](https://www.waimakariri.govt.nz/data/assets/pdf_file/0017/3842/QD-GOV-Form-009-Oxford-Ohoka-Discretionary-Grant-Application-Form-2021-2022.pdf).

The completed application should be posted to:

Governance Team

C/- Waimakariri District Council, Private Bag 1005, Rangiora 7440

Or emailed to: com.board@wmk.govt.nz

Or dropped in to your local Council Service Centre (see back page for details).

Oxford-Ohoka Community Board Grants for the 2022-2023 financial year to date.

Group	Project	Amount
Swannanoa Volunteer Fire Brigade	Towards the purchase of a BBQ	\$500
Waimakariri Dog Training Club Inc	Towards the cost of purchasing a new BBQ	\$500
Oxford Senior Citizens Club	Towards the cost of hiring transport during the year	\$500
Oxford Football Club	Towards the cost of uniforms for the junior teams	\$500
Oxford Arts Trust	Towards the cost of sensor flood lights for Oxford Gallery	\$500
Oxford IFG Adventure	Towards running ICONZ for girl's programme	\$500
Canterbury Endurance and Trail Riding Club	Towards the cost of hosting an endurance and trail riding event	\$500



Waimakariri Youth Development Grant

Purpose of the grant

In 2018 the Waimakariri Community Boards established the Waimakariri Youth Development Grant to support one or more young people seeking:

- To enhance young people's skills and strengths; especially self-worth, decision-making, good relationships, resilience, positive mental health, life-skills and leadership
- To provide opportunities for young people to connect positively with their community in meaningful, practical ways
- To help and benefit others.

General overview

Available to young people living in the Waimakariri District aged between 12 and 24 at the time of application. An annual grant of up to \$4,000 is available for allocation to suitable applicants in any one year. The Youth Development Grant Committee may award more than one grant up to a combined maximum of \$4,000 in a financial year (1 July 2019 to 30 June 2020).

Application process

Applications must be fully completed and supported by two references. For example teachers, school principals, employers, faith leaders, youth workers or community group leaders. One reference may be permitted from a member of the applicant's wider family. The applications for the 2021/22 financial year opened at the end of September 2021 and the closing date was 11 February 2022. Information are available on the Council website at: waimakariri.govt.nz/community/funding-and-grants/youth-development-grant

Selection process

The Youth Development Grant Committee includes the four Community Board Chairs and an appointee of the Waimakariri Youth Council. The Committee is the sole decision-making body.

Short-listed applicants will be expected to present their application to the Committee in person and to answer any questions that the Committee may have. Applicants will be expected to provide an overview of their proposed project/activity to the Committee and they may choose how to do this. The Committee members will ask all applicants a series of general questions to help them make a decision.

The Council staff will work with the successful applicant to formalise an agreement on how the grant will be paid to them. This is really important as the Committee needs to be sure that the grant is spent on the project/activities the applicant has told them about and to also provide additional guidance to our youth.

Previous recipients

Group	Project	Amount
Waimakariri Student Volunteer Army	Towards the costs of purchasing high visibility vests, work gloves, a first aid kit and on spades to do volunteer work within the community	\$1,733
J Reyello, L Price and E Stokes	Towards attending the 2020 24-7 YouthWork National Training to be held from 29 June 2020 to 1 July 2020 in Wellington	\$2,000

Board's General Landscaping Budget

2022/23 Financial Year

Each financial year (July to June) the Oxford-Ohoka Community Board is allocated funds to be used for projects which enhance and beautify the community such as landscaping, public seating and signage. For the 2022/23 financial year the allocation for the Landscape budget is \$13,090 plus a carry-over of unallocated funds from the previous year of \$703. This lead to a total allocatable budget of \$13,793. Note that budgets are estimated and any underspend will be used to mitigate any overspend on other projects. The Board's current projects are highlighted below.

Account Description	Status	Budget	Remaining
Oxford Ohoka Community Board Available Funds			
2021/22 General Landscape Budget	Carry Over	\$703	\$703
2022/23 General Landscape Budget	New Allocation	\$13,090	\$13,090
Oxford Ohoka Community Board Current Projects			
The Oaks Reserve Development	In progress	\$4,710	\$1,329
Oak Reserve West Eyreton	In Progress	\$5,000	\$3,038
Main Street Seat	Complete	\$2,600	\$0
Mandeville Sports Club fence	Complete	\$3,500	\$0
Ohoka Flying Fox	Complete	\$3,000	\$0
Rodeo Shed Landscaping	Complete	\$1,500	\$0
Mandeville Picnic Tables	Complete	\$3,000	\$0
Oxford Community Garden	Complete	\$350	\$0
Swannanoa Domain Picni Table	Pending	\$3,500	\$3,500
Contingency Budget	Pending	\$300	\$300
Oxford Ohoka Community Board Remaining to allocate:			\$13,793



The proposed redevelopment of The Oaks Reserve - Oxford

Where and When are Meetings Held?

Meetings are usually held on the first Wednesday of the month at 7pm at different venues within the Community Board area.

Anyone is welcome to attend the Board meetings. Public forums are held at the start of each meeting from 7pm to 7.25pm. This is a defined period of time which the Oxford-Ohoka Community Board has set aside for the purpose of public input. These public forums are designed to enable members of the public to bring any matter, which they deem of significance to the community, to the attention of the Community Board.

Members of the public, groups and organisations can also bring matters to the attention of the Community Board by bringing a deputation to a Board meeting. Deputations can be arranged by contacting the Governance Team and will be approved by the Chairperson.

Residents are also always welcome to contact Community Board members directly to discuss Council and community related matters.

Agendas are available at the Council Service Centres and on the Council's website two working days before a meeting at:

waimakariri.govt.nz/your-council/meetings

Governance Team contact details

Phone: 0800 965 468 (0800 WMK GOV)

Email: com.board@wmk.govt.nz

Post: 215 High Street, Private Bag 1005, Rangiora 7440

The 2023 meetings are scheduled for:

Date	Location
7 March	Mandeville Sports Club, 431 Mandeville Road, Swannanoa
3 April	West Eyreton Hall, 2 Earlys Road, West Eyreton
3 May	Ohoka Hall, Mill Road, Ohoka
7 June	A&P Meeting Room, Oxford Town Hall, Main Street, Oxford
4 July	Mandeville Sports Club, 431 Mandeville Road, Swannanoa
2 August	A&P Meeting Room, Oxford Town Hall, Main Street, Oxford
6 September	Ohoka Hall, Mill Road, Ohoka
4 October	A&P Meeting Room, Oxford Town Hall, Main Street, Oxford
8 November	Ohoka Hall, Mill Road, Ohoka
6 December	A&P Meeting Room, Oxford Town Hall, Main Street, Oxford

The Governance Team can be contacted for assistance with:

- Arranging Deputations
- Accessing Discretionary Grant Funding
- Accessing Youth Development Funding
- Access to Community Board documentation.

Council Facilities and Contact Details



Service Centres

waimakiriri.govt.nz

Oxford Service Centre

34 Main Street, Oxford

Phone: 03 311 9005

Fax: 03 312 4833

Email: oxford@wmk.govt.nz

Opening hours

Monday to Friday: 9am-5pm

Saturday: 10am-12 noon

(Limited services on Saturday)

Rangiora Service Centre

215 High Street, Rangiora

Phone: 0800 965 468

Fax: 03 313 4432

Email: office@wmk.govt.nz

Opening hours

Monday to Friday: 8.30am-5pm

Ruataniwha Kaiapoi Civic Centre

176 Williams Street, Kaiapoi

Phone: 03 375 5009

Fax: 03 327 8752

Email: kaiapoi@wmk.govt.nz

Opening hours

Monday to Friday: 9am-5pm



Libraries

waimakaririlibraries.com

Oxford Library

34 Main Street, Oxford

Phone: 03 311 9006

Fax: 03 312 4833

Email: library@wmk.govt.nz

Opening hours

Monday to Friday: 9am-5pm

Saturday: 10am-12 noon

Rangiora Library

Trevor Inch Memorial Library

141 Percival Street, Rangiora

Phone: 03 311 8901

Fax: 03 313 4650

Email: library@wmk.govt.nz

Opening hours

Monday to Thursday: 9am-5pm

Friday: 9am-7pm

Saturday: 10am-2pm

Sunday: 1pm-4pm

Kaiapoi Library

176 Williams Street, Kaiapoi

Phone: 03 375 5009

Fax: 03 327 8752

Email: library@wmk.govt.nz

Opening hours

Monday to Wednesday & Friday: 9am-5pm

Thursday: 9am-7pm

Saturday: 10am-2pm

Sunday: 1pm-4pm



Aquatic Centres

waimakariri.govt.nz/aquatic-facility

Oxford Community Aquatic Centre

9 Burnett Street, Oxford

Phone: 03 311 8921

Opening hours

Summer only from late November

Monday to Friday: 8.30am-6.30pm

Saturday & Sunday: 10am-7pm

Public Holidays: 10am-7pm

Christmas Day: Closed

Dudley Park Aquatic Centre

47 Church Street, Rangiora

Phone: 03 311 8905

Opening hours

Monday to Friday: 6am-9pm

Saturday & Sunday: 7.30am-7pm

Public Holidays: 10am-7pm

Christmas Day: Closed

Kaiapoi Aquatic Centre

9 Cass Street, Kaiapoi

Phone: 03 375 5041

Opening hours

Monday to Friday: 6am-3.30pm & 6pm-9pm

Saturday & Sunday: 7.30am-7pm

Public Holidays: 10am-7pm

Christmas Day: Closed



Transfer Stations

Oxford Transfer Station

46 High Street, Oxford

Opening hours

Friday: 12.30pm-4.30pm

Sunday: 12 noon-4.30pm

Public Holidays: Closed

Southbrook Resource Recovery Park

284 Flaxton Road, Rangiora

Phone: 03 313 5499

Resale Store: 03 313 5798

Opening hours

Monday to Sunday: 8.30am-4.30pm

Public Holidays: Closed

Community Facilities

Oxford Town Hall

30 Main Street Oxford

Ohoka Domain Pavilion

493C Mill Road

Oxford Jaycee Hall

56 Main Street Oxford

Pearson Park Pavilion

56 Main Street Oxford

View Hill Domain Pavilion

Cnr Woodstock and Harmans Gorge Roads View Hill

For bookings go to:

waimakariri.govt.nz/leisure-and-recreation/facilities/wdc-halls-and-meeting-venues



215 High Street
Private Bag 1005
Rangiora 7440, New Zealand
Phone 0800 965 468
waimakariri.govt.nz

210218027512

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: GOV-26-10-06 / 230215020098

REPORT TO: OXFORD-OHOKA COMMUNITY BOARD

DATE OF MEETING: 7 March 2023

AUTHOR(S): Kay Rabe – Governance Adviser

SUBJECT: Retrospective Ratification of the Oxford-Ohoka Community Board's submission on Woodstock Quarries Ltd Resource Consent Applications

SIGNED BY:
for Reports to Council,
Committees or Boards)

General Manager



Acting Chief Executive

1. SUMMARY

- 1.1 The purpose of this report is to seek retrospective ratification of the Oxford-Ohoka Community Board's (the Board) submission on Woodstock Quarries Ltd Resource Consent Applications.

Attachments:

- i. Proposed Oxford-Ohoka Community Board's submissions on Woodstock Quarries Ltd Resource Consent Applications (Trim 221223222019).

2. RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No 230215020098.
- (b) **Retrospectively ratifies** its submissions on Woodstock Quarries Ltd Resource Consent Applications (Trim 221223222019).

3. BACKGROUND

- 3.1 Woodstock Quarries Ltd has applied to Environment Canterbury and the Waimakariri District Council for consent to expand its hard rock quarry and to establish and operate new Solid Waste Management and Disposal Facility for the dumping of construction and demolition waste, contaminated soils, and special wastes at 513 Trig Road, View Hill.

4. ISSUES AND OPTIONS

- 4.1 The Board held a workshop on Monday, 5 December 2022, to discuss whether to submit on the Woodstock Quarries' resource consent applications. The workshop was also attended by the Council's Planning Manager, W Harris and the Council's Planning Consultant, S Fletcher, who provided background on the application.

- 4.2 At the workshop, Board members discussed various submission points and their goal was to highlight their principal areas of concern, such as:
- Ambiguities in the applications
 - Limitations in the Assessment of Environmental Effects (EEF)
 - Ongoing management
 - Need for the facility and possible alternatives
 - Natural hazards
 - Fire risk
 - Landfill design and slope stability
 - Effects on waterbodies
 - Effects on ecosystems
 - Effects on landscape and amenity values
 - Dust management
 - Traffic effects
 - Climate change.
- 4.3 The Board agreed that a submission should be drafted in objection to CRC214073, 214074, 214075, 214076, and 214077 lodged with Environment Canterbury and RC215276 lodged with Waimakariri District Council for final consideration by the Board.
- 4.4 The Board was assisted by the Council's Consultant Adviser – Sustainable Development, L Murchison, who developed a draft submission for the Board. After approval by the Chairperson, the Board's submission was lodged via e-submission on 22 December 2022, with the understanding that the Board would ratify the submission in the new year. The Board is therefore requested to retrospectively adopt its submission on the Woodstock Quarries' resource consent applications.
- 4.5 Environment Canterbury is currently investigating hearing dates and venues to hold hearings in early April 2023.
- 4.6 **Implications for Community Wellbeing**
There are social and cultural implications on community wellbeing by the issues and options that are the subject matter of this report. The community has the right to submit on the Woodstock Quarries Ltd Resource Consent Applications.

5. **COMMUNITY VIEWS**

5.1 **Mana whenua**

Taking into consideration the provisions of the Memorandum of Understanding between Te Ngāi Tūāhuriri Rūnanga and the Council, 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 be interested in this report's subject matter, being residents of the Ohoka Community.

5.3 **Wider Community**

The wider community is likely to be affected by or have an interest in this report's subject matter. It is the role of the Board to advocate for balanced growth in its area that enhances and protects the community's character and creates opportunities for all. The community had the opportunity to submit individual comments through the public consultation process.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.2 Financial Implications

There are financial implications for the decisions sought by this report. The costs associated with the formation of the submission will be funded from the operational budgets.

6.2 Sustainability and Climate Change Impacts

The recommendations in this report do not have sustainability and/or climate change impacts. However, it is the view of the Board that the outcomes of a planning decision in favour of the resource consent application will have potential ongoing environmental impacts.

6.3 Risk Management

There are no risks arising from the adoption/implementation of the recommendations in this report, as it is a submission conveying views of the Board (incorporating some public views), noting the process of the Consent Applications is through Resource Management legislation.

6.3 Health and Safety

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

7. CONTEXT

7.1 Consistency with Policy

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

7.2 Authorising Legislation

Resource Management Act 1991
Waimakariri District Plan

7.3 Consistency with Community Outcomes

Various community outcomes are relevant to the actions arising from the recommendations in this report.

7.4 Authorising Delegations

The Board is required to advocate on behalf of the Community on key issues and priorities for the community area.

Resource Management (Forms, Fees and Procedure) Regulations 2003

Form 13

Submission on application concerning resource consent or esplanade strip that is subject to public notification or limited notification by consent authority

Sections 41D, 95A, 95B, 95C, 96, 127(3), 136(4), 137(5) and 234(4), Resource Management Act 1991,

To: Canterbury Regional Council (Environment Canterbury) and Waimakariri District Council

Name of submitter: Oxford-Ohoka Community Board

This is a submission on an application from: Woodstock Quarries Ltd for resource consents to expand an existing hard rock quarry and to establish and operate a new solid waste management and disposal facility to dispose of construction and demolition waste, contaminated soils, and other special waste; and ancillary activities to take groundwater and to discharge contaminants into air, water and on to land where it may enter water at 513 Trig Road, Woodstock.

The resource consent applications are: CRC214073, 214074, 214075, 214076, 214077 lodged with Environment Canterbury and RC215276 lodged with Waimakariri District Council.

I am not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

I am not directly affected by an effect of the subject matter of the submission that-

- (a) Adversely affects the environment; and**
- (b) Does not relate to trade competition or the effects of trade competition**

The specific parts of the application my submission relates to are: the entire proposal, in particular the proposal to establish and operate a new solid waste management and disposal facility, and associated activities.

Our submission is: that the Oxford-Ohoka Community Board **opposes** the resource consent applications.

A description of the Oxford-Ohoka Community Board and our reasons for opposing the applications are set out below.

1. Oxford-Ohoka Community Board

- 1.1 The Oxford-Ohoka Community Board is a community board provided for under s49 of the Local Government Act 2002. The Board consists of six members elected under the Local Electoral Act 2001 and two Oxford-Ohoka ward councillors appointed by the Waimakariri District Council; giving a total of eight members. The current Board was constituted in October 2022.
- 1.2 The Oxford-Ohoka Community Board covers the township of Oxford and the surrounding areas of the Oxford-Ohoka Ward, including Woodstock and Oxford, as well as Ohoka, West Eyreton, Mandeville and Swannanoa. The area has a population of 11,650.
- 1.3 Section 51 of the Local Government Act 2002 states that a community board is an unincorporated body, it is not a local authority and is not a committee of the relevant territorial authority.
- 1.4 Section 52 of the Local Government Act 2002 states that the role of a community board is, among other things, to represent, and act as an advocate for, the interests of its community. The Board works closely with local community groups and residents to understand their priorities and concerns.
- 1.5 Therefore, while the Oxford-Ohoka Community Board is not an affected party, in terms of being a landholder or resident in proximity to the site, it is an elected body representing the Oxford community.

2. Reasons for Opposing the Proposed Activities

- 2.1 In summary, we do not agree the proposed activity, in its current form, achieves the purpose of the Resource Management Act 1991 (RMA). Our understanding is that granting a resource consent is subject to achieving the purpose of the Act (under s104).
- 2.2 Our reasons for opposing the application are set out in two sections below: general comments about the proposal and the application; and concerns with specific effects which we do not believe are adequately addressed in the Assessment of Environmental Effects (AEE) and proposed consent conditions.

General Comments about the Proposed Activity and Application

Ambiguities in the Application

- 2.3 In our view, the application is vague about the materials able to be disposed of in the waste disposal facility and therefore potential contaminants and associated effects. Also, there are inconsistencies in the descriptors of the types of waste to be disposed of between the application and the consent authorities' websites, which is confusing.

- 2.4 The consent authorities' websites describe the proposal as follows:
- “Woodstock Quarries Ltd has applied to Environment Canterbury and Waimakariri District Council for consents to expand an existing hard rock quarry and to establish and operate a new solid waste management and disposal facility for the disposal of **construction and demolition waste, contaminated soils and special wastes** at 513 Trig Road, View Hill” (emphasis added).
- 2.5 Paragraph 31 of the land use consent application to Waimakariri District Council describes the waste to be disposed of as including “demolition and construction waste and potentially hazardous waste in concentrations less than the specified maximum total concentrations as detailed in Appendix D of the Waste Minimisation New Zealand Guidelines (2018)”.
- 2.6 Paragraphs 33 to 35 of the land use application include definitions of ‘demolition and construction waste’, ‘hazardous waste’ and ‘municipal waste.’
- 2.7 There is no mention of contaminated soil and no mention or definition of ‘special waste’ in this application, or in the definitions provided in paragraphs 33 to 35.
- 2.8 Several aspects of the design of the landfill are also unclear, with different options being mooted in the land use application. For example, two potential liner designs are proposed in paragraph 53, and three options to dispose of leachate in paragraph 62.
- 2.9 We submit that there is insufficient detail with the application about the nature of the materials to be disposed of and certainty about the design of the landfill to fully understand the proposed activity, assess the potential effects of the proposed activity, and for the applicant to conclude any adverse effects will be less than minor.

Limitations in the AEE

- 2.10 The AEE does not identify the specific types of contaminants that may leach from the landfill, nor does it discuss any cumulative effects of these waste products. Rather the application and the AEE appear to rely on an argument that the landfill design will contain all contaminants on-site.
- 2.11 In some instances the AEE only considers effects from excavating or disturbing the site, not effects from disposing of the various waste materials on site. In other matters, the AEE assumes all proposed mitigation measures are adequate and there will be no leaching or contamination off-site. As such, the AEE does not consider the potential effects if the liner or leachate collection system fails, or if the landfill is disturbed by an adverse event such as an earthquake, flood, or fire. In our view these effects should be considered under s3 of the RMA, which includes effects of low probability but high potential impact.

On-going Management

- 2.12 There is insufficient surety offered in the application that this waste management and disposal facility will be properly maintained not only for the life of the landfill, but once it closes or ceases to operate. Construction and demolition waste will include materials containing residues from paints and other finishes, treated timber, plastics and other synthetic materials that may have legacy effects for hundreds of years, as well as the contaminants that may be included in the unspecified contaminated soil and 'special waste.' There is no discussion of who will be responsible for on-going maintenance and monitoring of the landfill once the site is full. Similarly, there are no proposed contingency measures should the site be abandoned, or the company cease operating.

Need for the Facility and Alternatives

- 2.13 Finally, it is unclear from the application why a waste management and disposal facility are necessary in Oxford, when there is already a state-of-the-art facility at Kate Valley. Kate Valley was intended by the five contributing councils, to serve as the regional waste disposal facility for all waste from Hurunui to Ashburton. Our understanding is the investment in Kate Valley was made by the councils as an alternative to having multiple landfills of lesser operational and environmental standards across the region creating legacy issues with maintenance, monitoring and clean-up, after they close.
- 2.14 We have been advised that the consent authorities cannot consider trade competition in resource consent applications, and we are not asking you to. But we submit that any new waste disposal facility in 2022 should have the same if not higher commitments to waste minimisation, reuse and recycling, and environmental protection against the effects of residual waste, as occurs at our regional waste disposal facility.
- 2.15 When assessing alternatives, the land use consent application states (para 168) that as the applicant is providing a waste disposal facility, alternatives to waste disposal and alternative methods of waste disposal are outside of its control. We disagree. As a private facility, the operator can impose conditions on the waste it will accept, including only accepting waste from suppliers with waste minimisation programmes in place; refusing material that can be reused or recycled; or only accepting inert aggregate as a means to backfill the quarry.
- 2.16 The application to Waimakariri District Council describes the proposal as providing 'economically viable refuse placement capacity' (para 22), but then argues that the activity is unlikely to create a precedent effect. We cannot see what is unique about this proposal that other quarries could not be backfilled as 'cheap dumps' in the same way.

- 2.17 We have no issue in principle with the use of inert aggregate to backfill quarries and rehabilitate land. We are concerned about the dumping of demolition and construction waste, hazardous waste, contaminated soil and 'special waste' without a clear understanding of what potential contaminants may be included in the waste, and the potential effects should they leach into the environment.

Particular Concerns with Matters in the AEE

Natural Hazards

- 2.18 We do not agree that the AEE has sufficiently identified and assessed potential effects from natural hazards in the area. The application notes that the landfill is located within 1km of several known active fault lines (Porters Pass, Coopers Creek, and Townsend), but in our view it does not adequately assess and address seismic risk. Rather the Geology Report (Appendix 3) focuses on the suitability of the bedrock formation for supporting a landfill per se, and associated risk of slope failure or landslips from excavation of the quarry site.
- 2.19 The Geology Report notes that greywacke bedrock is strong but brittle and tends to develop natural fractures and defects as a result of tectonic deformation processes. However, the assessment of seismic risk is limited to a suggestion that the site is too far away from known faults to be subject to land rupture but may experience severe ground shaking.
- 2.20 Paragraph 86 of the land use consent application states the landfill is "designed to **remove** (emphasis added) seismic risks to liner integrity, landfill stability and leachate operation." However, there is no further detail of the extent of ground shaking the liner or leachate collection system are designed to withstand and whether that includes vertical or lateral movement, or both. We respectfully suggest that no design can 'remove' seismic risk entirely.
- 2.21 According to the GNS website, the Alpine Fault has a high probability of experiencing a magnitude 8 or greater earthquake within the next 50 years, and the area contains active fault lines known to link with the Alpine Fault. Given this risk, we submit the seismic risk assessment ought to include an estimate of the magnitude of ground shaking the liner, leachate system and landfill structure are designed to withstand, probability estimates of earthquake events beyond that design capacity, and an assessment of potential effects should that design capacity fail.
- 2.22 Similarly, we do not agree that the flood risk assessment is adequate given this is an area of high rainfall, and the predicted increase in the frequency of severe rainfall events in the District with climate change. The land use consent application states the site is not located within any floodplains. However, it is hilly terrain with several gullies and streams in proximity to the site, and the quarry and landfill operations include a stormwater management system to direct rainfall run-off away from the landfill site. Despite these conditions, the Hydrology

Assessment (Appendix 4) does not discuss any predicted increase in the frequency or magnitude of high intensity rainfall events with climate change and associated impacts on rainfall-runoff, soil saturation or slope failure.

- 2.23 The application proposes a perimeter stormwater drain system to divert surface water flows away from the landfill and downhill into a natural drainage pattern. The design capacity of that system is to withstand a 1% AEP event. The sediment pond is designed to withstand a 10% AEP event with an overflow structure designed to withstand a 1% AEP. The Hydrological Assessment (Appendix 4) states that these designs are calculated using NIWA's (2011) High Rainfall Design System. That model is over 11 years old. We question whether these design capacities are sufficient given the NIWA Climate Change Risk Assessment for Waimakariri District (2022) predicts an increase in the frequency and magnitude of high rainfall events.

Fire Risk

- 2.25 There is little discussion in the application about potential fire risk on the site or any fire management plan. Fire risk includes not only risk of fire from within the landfill, but also how the landfill will be managed, and any resultant contamination contained and remediated, should the landfill be damaged by wildfire spreading from beyond the site. North Canterbury is well-known as susceptible to fire risk in dry summers. Drought, high winds and associated wildfire risk is also predicted to increase with climate change in Waimakariri District (NIWA, 2022).

Landfill Design & Slope Stability

- 2.26 We are concerned about the lack of on-going assessment of stability of the quarried areas to be used for landfill. The Engineering Assessment (Appendix 5, section 5.4.2.1, p.8) states that a landfill must be stable over its lifetime. It goes on to posit that the sides of the landfill will be stable because they are the sides of the quarry and that only the south face will need additional stabilizing works. However, the quarry areas will have been blasted to win rock and the Geology Report (Appendix 3) notes the susceptibility of greywacke rock to fractures. It is not clear whether and when a reassessment of the worked-out quarry will be undertaken by an appropriately qualified engineer to assess its stability for a Class 1 Landfill, prior to fill commencing.

Effects on Waterbodies

- 2.27 Paragraph 11 of the land use application states there are no water bodies within the landfill site but there are streams located 200m east and 600m west of the site, plus an ephemeral gully east and immediately downstream of the landfill site. The Hydrological Assessment (Appendix 4) describes two streams; Coal Creek 300m east of the site and another un-named stream 700m south-east of the site. There are also three wetlands near the site, one of which has been assessed as not having sufficient vegetation composition to be classified as a wetland, and the other two as one interconnected wetland.
- 2.28 The Engineering Assessment (Appendix 5, section 2, p.6) describes the site as being in the catchment of Woodstock Stream which flows into the Eyre River. We understand that the site is located within the Northern Waimakariri Tributaries Freshwater Management Unit under proposed Plan Change 7 to the Canterbury Land and Water Regional Plan (CLWRP); and it is situated above but outside of the Eyre Groundwater Allocation Zone in the CLWRP.
- 2.29 The AEE states that any effects of the landfill on these water bodies will be less than minor. In making this conclusion, the application appears to rely on the distance of these water bodies and wetlands from the landfill site, and an argument that there is 'no direct groundwater or surface water linkage' between these water bodies and the landfill site (para 11).
- 2.30 We submit there is sufficient information provided in the application and Hydrology Assessment (Appendix 4) to reach these conclusions, for the following reasons.
- (ii) The Hydrology Assessment (Appendix 4) is based on groundwater investigations at 20 bore sites. It notes that the artesian wells appear located closest to the pit and planned landfill site, and that groundwater in the vicinity of the landfill and especially on the down gradient side may be close to ground surface and may exhibit an upward gradient. Consequently, the assessment recommends the potential for groundwater interception be accommodated in the design of the landfill liner and subsoil collection system.
 - (iii) The Hydrology Assessment assesses potential hydraulic connectivity between groundwater bores and concludes there is connectivity which appears (with one exception) to reduce with depth to groundwater.
 - (iv) The Hydrology Assessment does not include potential hydraulic connectivity between groundwater and surface water bodies, including low connectivity. Similarly, it does not assess any potential for surface water run-off from the land disposal areas associated with the sediment pond and perimeter stormwater management system, into water bodies or seepage into groundwater.

- (v) The Hydrology Assessment recommends development of a Water Balance Model 'to assist with managing surface water and groundwater', which will have as one of its objectives 'to provide information for assessment of any ecological impacts on stream ecology that could occur as a result of the landfill.'
- 2.31 We respectfully suggest that if there is no link between surface water and groundwater in the Woodstock Catchment, this further work would not be required.
- 2.32 Likewise, there is no assessment of potential effects on surface water or groundwater if the liner, leachate collection system, or stormwater management system, fail. Yet as noted in section 4.4.2 (p.12) of the Engineering Assessment (Appendix 5), "while every attempt is made to avoid leakage of leachate from a landfill some leakage may occur...". We suggest the same precaution ought to apply to every aspect of the landfill operation, including the leachate collection and stormwater management systems.
- 2.33 As the Woodstock Catchment contributes to the Eyre catchment which is heavily relied upon for drinking, stockwater and irrigation, we believe this is a potential effect which ought to be assessed under the RMA. Even if the probability is low, potential impacts may be high.
- 2.34 There is no assessment of potential effects on water bodies of sediment or heavy metals in rainfall run-off from the access tracks, or the risk of and potential effects from contaminated stormwater that is disposed of to the land disposal area, entering water.
- 2.35 The Ecological Assessment (Appendix 6) includes an observation that there is no indication of sediment in Woodstock Creek from the existing quarry operation. In our view, this observation does not amount to an assessment of potential effects on Woodstock Creek or other water bodies which may result from an expanded quarry operation or the waste disposal facility.

Effects on Ecosystems

- 2.36 An Ecological Assessment is included in Appendix 6 of the application, but is limited in scope to the wetlands, the area where stormwater is diverted, and the potential value of the rest of the site for lizard habitat.
- 2.37 The application relies on there being no Significant Natural Areas (SNA) listed in the Waimakariri District Plan, and an observation that existing indigenous flora and fauna on-site is degraded and overrun with pest species, to conclude that there are no adverse effects on indigenous ecosystem values that are more than minor. We submit this assessment is too narrow for the following reasons.

- (i) Our understanding is that the SNA list in the Waimakariri District Plan has not resulted from a comprehensive study of all ecological values in the District. One cannot conclude that because an area does not have an SNA listed, it does not have ecological values.
- (ii) Assigning ecological values only to sites which are SNAs is a narrow interpretation of the duty to maintain the life-supporting capacity of ecosystems and to address adverse effects on the environment, under s5(2) of the RMA. It also seems contrary to the direction in the proposed National Policy Statement for Indigenous Biodiversity to value, protect and enhance all indigenous biodiversity.
- (iii) The AEE does not include an assessment of the impacts of the deposition of landfill material or any consequent leaching, on ecosystem values. The assessment is focused on effects of disturbing the area and assumes there will be no contaminant loss from the site which may affect other ecosystem values. We understand there are known habitat and ecological values in the Woodstock Catchment, and in our view the AEE should include an assessment of potential effects on those values if contaminants were to leach from the site.

Effects on Landscape Values

- 2.38 The land use consent application notes the site is in an Outstanding Landscape Buffer Zone in the Waimakariri District Plan, and the AEE includes a landscape assessment (Appendix 12). In our view, the landscape assessment is too limited in scope.
- 2.39 Firstly, it relies on the presence of the bunds from the existing quarry to argue that the visual impacts of the activity are largely hidden. However it does not discuss the visual impacts when those bunds are removed.
- 2.40 Secondly the landscape assessment is limited to assessing visual impacts from a series of road vantage points. It does not discuss other landscape values that have been considered in classifying the Outstanding Landscape Area in the plan or how the buffer area protects those values. The proximity of the site to the Oxford Forest Conservation Area is not assessed.
- 2.41 Finally, the landscape assessment relies on the proposed rehabilitation of the site to conclude that any long-term effects are minor. However, there is no requirement in the application for the site to be remediated within a certain time period. There is no proposed bond or other form of guarantee to ensure that the remediation work will occur should the site be abandoned, or the company cease to operate.

Dust Management

- 2.42 The Landfill Management Plan (Appendix 8, section 3.7, p.8) states that the landfill area will be uncovered during operations and will be covered each evening with 150mm of clean fill material that will then be track-rolled to achieve greater compaction. The Engineering Assessment (Appendix 5, section 5.4.2.2, p.9) also notes that topsoil will need to be stockpiled on site to cover the workings and, in the later stages of the landfill, in a greater amount for capping. However, there is no assessment of potential dust nuisance when the area is being worked or from stockpiled soil, particularly in strong north-westerly winds.
- 2.43 Proposed Condition 25 (Appendix 10) of the application provides for the worked area to be covered with tarpaulins or similar in lieu of soil or clean fill. In our view, covering the workings with a tarpaulin will not provide the same level of protection against dust, odour, vermin, and visual effects as covering with clean fill and is not consistent with the information provided in the Landfill Management Plan in Appendix 8.
- 2.44 Section 5.2 of the Landfill Management Plan (Appendix 8) states that water carts will be used as a dust suppressant on access tracks and in the waste disposal area. Paragraph 29 of the land use application states that leachate collected from the landfill will be either discharged to collection tanks and recycled to assist with dust management and compaction of waste or trucked off-site.
- 2.45 As there is no substantial waterbody on-site, presumably water will need to be brought in for dust suppression. The application does not state where these water trucks will come from, and they do not appear to be included in the vehicle counts in paragraphs 41 and 43 of the land use consent application.
- 2.46 Similarly, there is no assessment of the potential effects of recycling leachate for landfill compaction and dust suppression, including effects of contaminating the clean fill used to cover the work face, or creating contaminant 'hot spots' if leachate becomes increasingly concentrated as it is recycled.

Traffic Effects

- 2.47 The land use application states there will be an increase in heavy and light vehicle movements; however the numbers in the application are confusing. At paragraph 41 of the land use application states an average of 40 additional heavy vehicle movements and six additional light vehicle movements per day, but paragraph 43 provides for a peak of 60 additional heavy vehicle movements per day and eight additional light vehicle movements. However, the proposed consent conditions (Appendix 10) limit heavy vehicle movements to 330 in any 7-day period and light vehicles to 90 in any 7-day period, which allows for more vehicle movements in any one day than then peak numbers stipulated in paragraph 43.

- 2.48 The application also provides for the use of water carts for dust suppression and for leachate to be trucked off-site to a wastewater disposal facility in Waimakariri, Selwyn or Christchurch, if required. However, the application does not state whether those truck movements are additional to those proposed in paragraphs 41 and 43 of the application.
- 2.49 There is no description of the routes heavy vehicles moving to or from the landfill site will take, and no assessment of any effects from those additional heavy vehicle movements on the roading network and associated infrastructure, or on adjoining residents and communities, beyond Trig Rd.
- 2.50 The land use consent application states (para 45) that any effects on the roading network are fully addressed in the existing agreement between Woodstock Quarries Ltd and the 'Council's Roading Manager'. However that agreement appears to relate to the maintenance of Trig Rd. It is unclear how that existing agreement could relate to effects on the rest of the roading network and adjoining residents from a new activity with different product coming from different areas.

Amenity Values

- 2.51 The application relies on the fact that surrounding land uses are farms and forestry and the general rural location of the site, to argue that effects on residents and amenity values will be less than minor. We do not agree this is a sufficient basis on which to form this conclusion.
- 2.52 The applicant is proposing a landfill in an area with relatively high natural, ecological and landscape values, and which supports activities that rely on and promote those values. The activity involves waste being trucked in daily and, in high rainfall events or if the system fails, leachate being trucked out. Such an activity will have effects on amenity values.
- 2.53 In our view, some consultation with the community ought to have been undertaken to better assess potential effects on amenity values and adjoining properties. The application states that no consultation has occurred other than a preliminary discussion with Mahaanui Kurataiao Ltd on behalf of Te Ngāi Tūāhuriri Rūnanga.

Climate Change

- 2.54 From 30th November 2022, we understand that local authorities are required to have regard to the effects on climate change as part of their decision-making under the RMA. In addition, we have been advised that under s104(2) of the RMA, when considering a resource consent application, the consent authority may have regard to other relevant matters. We submit a relevant matter ought to be the Government's national directions for emissions reduction and climate change adaptation under the Climate Change Response (0-Carbon) Amendment Act 2019.

- 2.55 The first Emissions Reduction Plan for New Zealand (2022) includes emission reduction targets for the national vehicle fleet including freight, for the generation of waste to landfill, and for methane capture from landfills. In our view, there are three relevant issues that need to be considered.
- (i) The reliance of this proposed activity on vehicles to truck waste in and potentially leachate out from an area which is remote from main road and rail links.
 - (ii) The absence of any information in the proposal about how the applicant will encourage waste minimisation and diversion of waste from landfill; and
 - (iii) The proposal for methane management.
- 2.56 The application states that a methane capture system can be installed if required and provides for on-going flaming of landfill gas as required. While firing methane gas is a management tool, we submit it is the minimum management response one would expect from an established landfill to deal with methane emissions, rather than a new facility post the national directions on emission reductions.

On-going Management

- 2.57 Finally, we are concerned about how this landfill will be managed once the quarry is exhausted and the area filled, or the company otherwise abandons the site or ceases to operate.
- 2.58 We understand the estimated life of the landfill liner is around 100 years, but some of the contaminants likely to occur in construction and demolition waste (and contaminated soil) may remain for hundreds of years. There is no detail in the application about who will be responsible for on-going management of the site and the cost of addressing any future issues with liner disintegration or failure, or overflows from the leachate collection system and stormwater management system once the landfill is closed.
- 2.58 Similarly there is no proposal for who will be responsible for or fund any environmental clean-up and mitigation if the site is affected by an earthquake, flood, or other adverse event after the landfill closes. We believe, this matter is particularly relevant given the application includes the ability to dispose of contaminants other than inert fill.

We seek the following decision from the consent authority: to decline the applications.

We do wish to be heard in support of our submission.

If others make a similar submission we will/ consider presenting a joint case with them at the hearing.

We do not request that pursuant to section 100A of the Act , that you delegate your functions, powers and duties to hear and decide the application to 1 or more hearing commissioners who are not members of the local authority.



Thomas Robson, Chairperson

Oxford-Ohoka Community Board

Date: 22nd December 2022

Electronic address for service of submitter: com.board@wmk.govt.nz

Telephone: 0800 965 468

Postal address: 215 High Street Rangiora 7400

Contact person: Kay Rabe

A copy of this submission has been served on the applicant at the following address:

Woodstock Quarries Limited
c/- Baker Tilly Staples Rodway
Christchurch Ltd
PO Box 8039
Christchurch 8440
Attn. D Shepherd
Email: darryn@wql.co.nz

OXFORD-OHOKA COMMUNITY BOARD

Chair's Report

For the month of February 2023

Members Name: Thomas Robson

MEMBER'S DIARY		DISCUSSION POINTS
<i>Date</i>	<i>Events members have attended</i>	<i>Community Feedback/Issues Raised</i>
20/2/2023	Attended an Oxford Promotions meeting.	There were a number of things discussed at the meeting from the updated website to the winter lights festival, flags on Main St, a BMX pump track, and a proposal to commission an Oxford theme song.
21/2/2023	Attended an Oxford Community trust board meeting.	The usual monthly meeting where we discussed the day to day running of the Trust and had a debrief of the Wings to Wheels and the Christmas Wonderland.
23/2/2023	Attended the canterbury landscapes site visit	This was my 4 th site visit, and I am pleased to say that there has been a massive improvement in the conditions on site, with environmental concerns seeming to be controlled and the site looking a lot tidier. Plantings are continuing around the perimeter of the site, and the smell has been significantly reduced. It is pleasing to see that the Community concerns have been listened to and hopefully this situation will continue.
27/2/2023	Video call with Andrew Schulte to discuss the Woodstock quarry resource consent application.	This was a very productive meeting and it was great to get an idea of what the best course of action as we head towards the consent hearings.

18/12OXFORD-OHOKA COMMUNITY BOARD**MEMBERS INFORMATION EXCHANGE***For the month of February 2023*

Members Name: Mark Brown

MEMBER'S DIARY		DISCUSSION POINTS
<i>Date</i>	<i>Events members have attended</i>	<i>Community Feedback/Issues Raised</i>
Feb 23	Received text from P Gill-reported to WDC and blocked his number	
Feb 23	Raised concern with Board Chair on WDC info release on West Oxford Reserve honest box and that our board had approved but no mention of board in the release	Board to consider at each meeting what should go on the face book page
Feb 23	Requested Board Chair post the York St stormwater works on our Facebook page	
Dec 22	Meet with WDC consultants at my house to discuss flooding from the ephemeral/intermittent streams that runs through my property and other local properties when we have adverse weather events	Report from consultants will be sent to WDC

Other:

OXFORD-OHOKA COMMUNITY BOARD
MEMBERS INFORMATION EXCHANGE

For the month of February 2023

Members Name: Pete Merrifield

MEMBER'S DIARY		DISCUSSION POINTS
<i>Date</i>	<i>Events members have attended</i>	<i>Community Feedback/Issues Raised</i>
15.02.23	Oxford-Ohoka Community Board meeting	
23.02.23	Attended site meeting	Diversion Road with Eyre District Environmental Association Incorporated and company representatives

Other:

Call from Peter Gill.

OXFORD-OHOKA COMMUNITY BOARD

MEMBERS INFORMATION EXCHANGE

For the month of February 2023

Members Name: Tim Fulton

MEMBER'S DIARY		DISCUSSION POINTS
<i>Date</i>	<i>Events members have attended</i>	<i>Community Feedback/Issues Raised</i>
14.2.23	Council session – Master Strategy	Productive session on council priorities involving councillors and staff
14.2.23	Audit & Risk meeting	As minuted
14.2.23	Malcolm Alexander & Lawrence Yule workshop	An informal session discussing the merits of current Three Waters policy – and where to from here
15.2.23	Oxford-Ohoka Ccommunity Board at Ohoka Hall	As minuted.
20.2.23	Waimakariri Zone Committee meeting	A presentation from a company making a portable water quality analysis kit. Updates on the Action Plan, as minuted.
20.3.23	OPAC Oxford	Discussion on the proposed jingle and strategic direction and ongoing projects. Special Meeting for the jingle 6March. AGM 20 March.
21.2.23	Utilities and Roothing	As minuted, including updates on current works, timelines and budgets.
21.2.23	District Planning and Regulation	As minuted.
21.2.23	Sport & Recreation	As minuted.
21.2.23	Council workshop and briefing – chlorination and annual plan budget.	
21.2.23	Introduction to District Planning and Regulation staff.	Tim and Jason meet the team in an informal setting in chambers and participate in a Q&A session with Tracy Tierney.
28.2.23	Community and Recreation Facilities and Consents sub committee - introduction	
28.2.23	Council briefing and workshop session	
28.2.23	Adoption of the Draft Annual Plan	
2-3 March	Attended Rural and Regional Local Government conference with Mayor Gordon and councillor Cairns	

Other:

- Provided Utilities and Roading team a link to a new land and water mapping tool, Landscape DNA, developed by the Our Land and Water national science programme. The tool has a variety of applications for council and public.
- Preliminary investigation of stockwater and drainage channels around the Tuahiwi/eastern Rangiora area. Building knowledge of catchment water flows to inform council roles.
- Invited to speak at the Swannanoa School 150th anniversary celebrations on April 6th as a former pupil