

Waimakariri District Council

Utilities and Roading Committee

Agenda

Tuesday 16 September 2025

9am

Council Chambers
215 High Street
Rangiora

Members:

Cr Joan Ward (Chairperson)

Cr Robbie Brine

Cr Niki Mealings

Cr Philip Redmond

Cr Paul Williams

Mayor Dan Gordon (ex officio)

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A MEETING OF THE UTILITIES AND ROADING COMMITTEE WILL BE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON TUESDAY 16 SEPTEMBER 2025 AT 9AM.

Sarah Nichols
GOVERNANCE MANAGER

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

BUSINESS

Page No

1 APOLOGIES

2 CONFLICTS OF INTEREST

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

3 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the Utilities and Roding Committee held on Tuesday, 19 August 2025.

9 – 21

RECOMMENDATION

THAT the Utilities and Roding Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roding Committee held on 19 August 2025 as a true and accurate record.

3.2 Matters Arising (From Minutes)

3.3 Notes of a Workshop of the Utilities and Roding Committee held on Tuesday, 19 August 2025

22 – 23

RECOMMENDATION

THAT the Utilities and Roding Committee:

- (a) **Receives** the circulated Notes of the Workshop of the Utilities and Roding Committee held on 19 August 2025.

4 DEPUTATION/PRESENTATIONS

4.1 Speedbumps and Residential Adversities – Marrienne Budd

M Budd will address the Committee on concerns about speedbumps.

5 **REPORTS**

5.1 **Further Information Report – Silverstream Boulevard Raised Safety Platform Removal Consultation – Gerard Cleary (General Manager Utilities and Roading) and Joanne McBride (Roading and Transport Manager)**

24 – 61

RECOMMENDATION

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 250828161082.
- (b) **Notes** that consultation on removal of the raised safety platforms was undertaken during August 2025. Twelve (12) letters were sent to property owners and tenants, with five (5) responses received.
- (c) **Notes** that removal of the raised safety platforms was supported by 80% of respondents, while 40% of the respondents also expressed concerns around increased speeds on Silverstream Boulevard as a result.

5.2 **Reclassification of Stockwater races – Jason Recker (Stormwater and Waterways Manager) and Declan (McCormack (Land Drainage Engineer)**

62 – 78

RECOMMENDATION

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 250902163593
- (b) **Authorises** the following reclassification changes for sections of the water race network:
 - I. R3I-5A - Reclassify approximately 210m from a Farm Stockwater race to a Council Stockwater race
 - II. R3M-6 – Reclassify approximately 230m from a Council stockwater race to a Farm Stockwater race
 - III. R10-2 and R10-2A – Reclassify approximately 1100m from a combined stockwater and Irrigation Race to a Farm Stockwater race
 - IV. R3I-5
 - (i) Reclassify approximately 750m from a Farm Stockwater race to a Council Stockwater race.
 - (ii) Reclassify approximately 150m from a Council Stockwater race to a Farm Stockwater race.
 - V. R3I-1
 - (iii) Reclassify approximately 870m from a farm stockwater race to a Council Stockwater race.
 - VI. R8-1 – Reclassify approximately 800m from a Council stockwater race to a Farm Stockwater race.

Table 1: Summary of race classification changes

| Race | Classification Change | Length (m) |
|--------|---------------------------|-------------|
| R3I-5A | Farm race to Council race | 210 |
| R3I-5 | Farm race to Council race | 750 |
| R3I-1 | Farm race to Council race | 870 |
| | Total | 1830 |

| Race | Classification Change | Length (m) |
|-------|---------------------------|-------------|
| R3M-6 | Council race to farm race | 230 |
| R3I-5 | Council race to farm race | 150 |
| R8-1 | Council race to farm race | 800 |
| | Total | 1180 |

| Race | Classification Change | Length (m) |
|--------------|----------------------------|-------------|
| R10-2/R10-2A | Combined race to farm race | 1100 |
| | Total | 1100 |

Table 2: Net change in race length per classification

| Classification | Net Change (m) |
|----------------|----------------|
| Farm race | 1100 |
| Council race | 650 |
| Combined race | -1100 |

5.3 **Mowing Exemption Request – 18 Blackadder Road Pegasus – Shane Binder (Senior Transportation Engineer)**

79 – 85

RECOMMENDATION

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 250624114291.
- (b) **Declines** a mowing exemption request for no. 18 Blackadder Road
- (c) **Notes** that the request does not meet the criteria for such an exemption set out in the Road Reserve Management Policy.
- (d) **Notes** that approval of the mowing exemption request is estimated to cost \$2,800-6,400 annually, depending on grass growth.

5.4 **Avian Botulism Management 2024/25 and a Bird Deterrent Proposal – Sophie Allen (Water Environment Advisor)**

86 – 100

RECOMMENDATION

THAT the Utilities and Roothing Committee:

- (a) **Receives** Report No. 250821154899.
- (b) **Notes** the bird death numbers (152 birds) for the 2024-25 season at coastal Council wastewater treatment plants (WWTPs), as collected by contractors, with 6 birds collected at the Kaiapoi Lakes. In comparison during the 2023-24 season, 431 birds were collected from coastal Council WWTPs by contractors, with a minor avian botulism outbreak at the Kaiapoi WWTP, and two birds were collected at the Kaiapoi Lakes.
- (c) **Notes** that the Council Avian Botulism Management Plan was updated in 2024 to Version 3, including procedures if Highly Pathogenic Avian Influenza (HPAI, such as the H5N1 strain) is suspected instead of avian botulism.
- (d) **Approves** the status quo, to not install a laser at the Kaiapoi Wastewater Treatment Plant due to the cost of installation, health and safety management requirements, and uncertainty of effectiveness outweighing the potential benefits
- (e) **Notes** that Council staff will monitor the development of laser technology as a bird deterrent, particularly for case studies of use for avian botulism management and/or for preventing pukeko damage to native wetland plantings.
- (f) **Notes** that Council staff will continue to proactively engage with concerned members of the public about avian botulism control.
- (g) **Circulates** this report to the Community Boards for information.

5.5 **Accountability Reporting for Waimakariri Biodiversity Trust Funding 2024/25 – Sophie Allen (Water Environment Advisor)**

101 – 110

RECOMMENDATION

THAT the Utilities and Roothing Committee:

- (a) **Receives** Report No. 250822155722.
- (b) **Notes** that the Council staff will distribute the approved budget of \$20,000 budget to the Waimakariri Biodiversity Trust for the 2025/26, following satisfactory completion of deliverables for 2024/25.
- (c) **Notes** that the Council will assess the deliverables for 2025/26 from the Waimakariri Biodiversity Trust, before confirming that the future allocated \$20,000 for 2026/27 can be distributed.
- (d) **Circulates** this report to Community Boards and Ngāi Tūāhuriri Rūnanga, for information.

5.6 **Information Report for Source Upgrade Package 2 – Garrymere (Exploratory Drilling) – Caroline Fahey (Water and Wastewater Asset Manager) and Tim Doornkamp (Project Manager)**

111 – 117

RECOMMENDATION

THAT the Utilities and Roothing Committee:

- (a) **Receives** Report No. 250820153773.
- (b) **Notes** that the project to drill a second well at the Garrymere headworks in order to provide redundancy to the existing well has so far not been successful in obtaining a suitable source, and further exploratory work is required to determine the availability of suitable water bearing layers.
- (c) **Notes** that the investigation works beyond what has been allowed for initially in Contract 24/83 is funded through the District Water Account, as an exploratory exercise to better understand the availability of groundwater sources in the Garrymere area, potentially with benefits beyond the Garrymere Scheme. This funding approach was approved by the General Manager Utilities and Roothing, following discussion with the Chief Executive.
- (d) **Notes** that further exploration steps may be required depending on success or otherwise of the approach outlined in this report. Further exploration is subject to hold points requiring the further approval of the General Manager Utilities and Roothing.
- (e) **Notes** that should all exploratory steps detailed in this report be completed without success, staff will undertake further investigation into alternative options. Any new or currently unidentified alternatives will be brought to Management Team or Council for consideration and approval before any action is taken. This report will also cover implications on budget, and any requirements for additional funding.

5.7 **May 2025 Flood Recovery Progress Update and Project Update on Infrastructure Resilience Fund for 2024/25 and 2025/26 – Gerard Cleary (General Manager Utilities and Roothing) and Melanie Liu Infrastructure Resilience Manager)**

118 – 130

RECOMMENDATION

THAT the Utilities and Roothing Committee:

- (a) **Receives** Report No. 250902164270.
- (b) **Notes** that 67 out of 80 maintenance checks have been completed, three are waiting for the estimates from contractors, three are awaiting approval, five need detailed investigation and 2 are in progress.
- (c) **Notes** that out of 50 preliminary investigations: 31 have been completed, 12 remain under review, and seven are in the phase of finalising their service request assessment forms.
- (d) **Notes** that of the nine 24/25 projects from the Infrastructure Resilience Fund, five projects have been completed, two are in construction, and two are in design phase.
- (e) **Notes** that of the eleven 25/26 projects from the Infrastructure Resilience Fund, two existing projects and three new projects are in the design phase, four projects are in the investigation phase and two are to be started.
- (f) **Circulates** this report to all Community Boards for information.

6 PORTFOLIO UPDATES

6.1 Roading – Councillor Philip Redmond

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

6.3 Solid Waste– Councillor Robbie Brine

6.4 Transport – Mayor Dan Gordon

7 QUESTIONS UNDER STANDING ORDERS

8 URGENT GENERAL BUSINESS

NEXT MEETING

This is the final meeting of the Utilities and Roothing Committee for the 2022-25 electoral term.

The new Council will be sworn into office late October 2025, with Council and Committee meetings resuming from mid-November 2025. Further information will be advertised and listed on the Council's website

WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF A MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON TUESDAY, 19 AUGUST 2025 AT 9 AM.

PRESENT:

Councillors J Ward (Chairperson), R Brine, N Mealings, P Redmond, P Williams and Mayor D Gordon (arrived at 9.09am).

IN ATTENDANCE:

Councillor T Fulton.

G Cleary (General Manager Utilities and Roding), J McBride (Roding and Transport Manager), K Simpson (3 Waters Manager), K Straw (Civil Projects Team Leader), S Binder (Senior Transportation Engineer), S Allen (Water Environment Advisor) and K Rabe (Governance Adviser).

There were no members of the public present.

1 APOLOGIES

There were no apologies.

2 CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3 CONFIRMATION OF MINUTES

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

Moved: Councillor Brine

Seconded: Councillor Redmond

THAT the Utilities and Roding Committee:

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

CARRIED

3.2 Matters Arising (From Minutes)

Nil.

3.3 Notes of a Workshop of the Utilities and Roding Committee held on Tuesday, 15 July 2025

Moved: Councillor Mealings

Seconded: Councillor Williams

THAT the Utilities and Roding Committee:

- (a) **Receives** the circulated Notes of the Workshop of the Utilities and Roding Committee held on 15 July 2025.

CARRIED

4 **DEPUTATION/PRESENTATIONS**

Nil.

5 **REPORTS**

5.1 **Further Information Report for the Kaiapoi to Pineacres Cycleway (Options to connect to Smith Street) – K Straw (Civil Projects Team Leader) and J McBride (Roading and Transport Manager)**

Given that Items 5.1 and 7.1 dealt with the same matter, these items were considered simultaneously.

The reports dealing with the Old North Road – Kaiapoi to Woodend Walking and Cycling Connection were presented to the Kaiapoi-Tuahiwi Community Board (KTCB) on 21 July 2025. The KTCB amended the staff recommendation to alter the route to cross Smith Street west of the Smith Street Bridge, rather than at Ranfurly Street as suggested by staff. The current report (Item 5.1) sought to provide further information to the Committee to assist it in making an informed decision. Staff noted that if the Board's recommendation was preferred, residents along the new route would have to be consulted before implementation.

Councillor Redmond asked if there would be any further speed humps installed along Old North Road, if the KTCB's preferred route was adopted. K Straw replied that no further speed humps would be installed; however, road treatments would be required at the Charles Street and Lees Road intersections.

In response to Councillor Redmond's query relating to cost, K Straw noted that there was little cost difference between the two routes.

Councillor Redmond then sought clarity on how the consultation would be carried out, and J McBride advised that targeted consultation with residents of Sidney Quay would be undertaken, with the results to be presented to the Management Team for a decision on whether to install the Neighbourhood Greenway as specified in the staff recommendation.

Councillor Redmond questioned the cost of progressing both routes. K Straw estimated that it would cost approximately \$300,000, which would exceed the available budget.

Councillor Redmond then asked, in staff opinion, which route would attract the most use. J McBride believed that it really depended on where people were and where they wanted to go. She noted that the staff-recommended route was shorter and seemed more direct if a cyclist was travelling from Woodend to central Kaiapoi. However, if the aim was to connect to the Passchendaele Memorial Pathway, the other route would be more direct. This was a difficult question to answer, and she noted that both Mandeville and Mafeking Bridges saw equal use and could deliver a cyclist at either of the starting areas.

Councillor Mealings asked staff to provide a brief overview of why the KTCB had chosen the option it had, given that the Passchendaele Memorial Path ended at or near the Smith Street Bridge. J McBride agreed that the memorial path did end near that area, and currently, there was a walkway under Smith Street next to the river; however, this was narrow and was sometimes underwater during high tide. She advised that she believed that the KTCB felt that this option would be the desired line from the Passchendaele Memorial Pathway. J McBride reiterated that it all depended on where you wanted to go and from which area you were travelling, as to which route would be preferred.

Councillor Mealings questioned whether it would be feasible to install a pedestrian refuge at the Smith Street Bridge and continue with the original route. J McBride explained that the cost of a pedestrian refuge was approximately \$40,000, and the risk was that it may need to be replaced with a cycle refuge at a later date, which was more costly. Additionally,

the Smith Street Bridge option would necessitate relocating the bus stops, as they were situated almost precisely in the desired location of the crossing. K Straw also noted that one of the reasons the KTCB had opted for the Smith Street Bridge option was that it had requested work to be considered near Ranfurly Street, which may impact the infrastructure being planned for the crossing there.

Councillor Brine queried what percentage of the KTCB was in favour of the amended route and J McBride noted that it had been a unanimous decision.

Councillor Redmond asked what the main reason was for the KTCB's decision to amend the route. K Straw replied that the KTCB wanted to take advantage of the work being carried out on the floodgate on the Cam River. J McBride believed that the KTCB thought many people already used the underpass, and if it were underwater, they would cross Smith Street at that point.

Mayor Gordon reviewed the pertinent points raised, which were that the original route was slightly shorter and appeared to be more direct and led straight into Kaiapoi town, and was also feasible if a cyclist was coming from Christchurch, which would lead along Peraki Street over Mandeville Bridge, along the stopbank to cross Smith Street at Ranfurly Street was the most direct and shortest route to Woodend, which was why staff had initially recommended that route. The amended route was half a kilometre longer; however, it would be the preferred route if the cyclist was coming from Rangiora via the Passchendaele Memorial Pathway. Therefore, neither was a bad route. J McBride concurred, stating that she would prefer to see both routes progressed, as they offered different options for cyclists and pedestrians; however, there was an insufficient budget to achieve that outcome.

K Rabe, as the Governance Adviser to the KTCB, was asked to comment on the matter. She noted that the amended route was shorter, hence the KTCB believed it would be the preferred route for Kaiapoi High students travelling to Woodend. Given that progressing a cycle route between Woodend and Kaiapoi for students' use was one of the original drivers for this project, she believed it had influenced the KTCB's decision.

Councillor Williams inquired whether staff had any data on the number of Kaiapoi students who cycled to school, noting that he had been surprised by the number of Rangiora students who did the same. J McBride replied that she did not have any data on the numbers.

Councillor Ward commented that currently, there was no cycleway between Woodend and Kaiapoi; thus, the numbers were irrelevant, as she was sure that once the cycleway was operational, there would be more students cycling to school.

Moved: Mayor Gordon

Seconded: Councillor Ward

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 250811147746 and notes that this report is the cover report for Report 250514084485.
- (b) **Approves** amending Plan of Works (Trim no. 241220227289) to include a revised design for Old North Road, and the inclusion of a pedestrian/cycle crossing point in Smith Street west of the bridge to give alternate access from the underpass to the current cycleway which will connect with a shared pathway using the Cam River floodgate bridge to connect to the Passchendaele Path.
- (c) **Notes** that the amended plan includes a reduction of the number of proposed speed humps in Old North Road from 16 down to nine (increasing the spacing to 200m on the straight section of Old North Road and 150m spacings on the northern end where sight distance is reduced).

- (d) **Adopts** Option Two (Sidey Quay) as the recommended option by the Kaiapoi-Tuahiwi Community Board on 21st July. This option sought to utilise the Cam River floodgate bridge to cross cyclists over the Cam River, and utilise the existing path beneath Smith Street. For times when the path below the bridge is inundated due to high river levels, a new pedestrian refuge would be installed on Smith Street.
- (e) **Notes** that the Sidey Quay / Cam River floodgate route provides a more direct desire line between the Passchendaele Path, and the proposed cycleway to the north, however the Ranfurly Street / Charles Street route provides a more direct desire line between the Kaiapoi Town Centre, and the proposed cycleway to the north. As such both are considered important.
- (f) **Notes** that the Cam River floodgate / Sidey Quay route was not included in the approved Cycle Network Plan which was adopted by Council in October 2022.
- (g) **Notes** that Option Two includes provision for four “watts profile” speed humps, located at 100m spacing along Sidey Quay, suitable for a “neighbourhood greenway”.
- (h) **Notes** that, should Option Two be approved, the construction contract will include all Sidey Quay works as a “Separable Portion” to allow consultation with Sidey Quay residents to be carried out in conjunction with tendering so as not to risk loss of funding. This portion of works may be removed from the contract in the future, if required.
- (i) **Notes** that staff do not object to the option recommended by the Community Board from a technical perspective; however, it is noted that the alternate option via Sidey Quay has not been through an external safety review.
- (j) **Delegates** the approval of the installation of the Sidey Quay Neighbourhood Greenway to the Management Team, to be confirmed following completion of targeted consultation, at the Tender Award stage of the project.
- (k) **Circulates** this report to the Kaiapoi-Tuahiwi Community Board for their information.

CARRIED

Mayor Gordon acknowledged the questions posed by the Committee to gain an understanding of why the KTCB had recommended an alternative route. He noted that he did not like to overturn a KTCB's recommendation, and given that there was minimal cost variance, he was comfortable following its preference. He also thanked K Rabe for her input, which had helped him understand the broader benefits. He stated he was unaware of cycle statistics; however, he was aware that many people used the paths for walking.

Councillor Ward acknowledged that this was a difficult decision and would have preferred to see both routes progressed, and suggested that the original route be considered at a later stage. Councillor Ward believed it was prudent to take notice of the KTCB's recommendation as they were the people who lived in the area and understood the environment.

Councillor Mealings also supported the motion, acknowledging that she had been conflicted, however, appreciated the feedback regarding the Kaiapoi High School students, which had reminded her that there had been many submissions to Annual and Long Term Plans over the years to prioritise a cycle route between Woodend and Kaiapoi for students' use. Councillor Mealings also appreciated that the new route connected with the Passchendaele Memorial Pathway, which provided a round-trip from Rangiora to Woodend and back to Rangiora. She also believed it would be beneficial for the original route to be progressed at a later stage, which would be the final piece to the puzzle.

Councillor Williams supported the motion, which supported the KTCB's recommendation.

Councillor Redmond acknowledged that initially, he was inclined to support the staff recommendation, which, in his opinion, was the shortest and the most direct route into Kaiapoi. However, it has been demonstrated that it depended on where the person was coming from and where they wanted to go. He stated that he was not opposed to either route; however, he acknowledged that he may have overlooked the original purpose of the route, which was primarily a Woodend/Kaiapoi cycle link for students who wanted to cycle to school. Therefore, he supported the motion. Councillor Redmond also noted that he was pleased to see the Committee had supported the KTCB's views and noted that the Committee should remember this in a later item to be discussed, in which the Committee had previously overruled the strong opinions of the Board in relation to the intersection of Beach Road and Featherston Avenue.

5.2 **Cam River Enhancement Fund Proposed Projects and Update – S Allen (Water Environment Advisor)**

S Allen spoke to the report, which provided an update on the Cam River Enhancement Fund projects, which included:

- a trial of manual removal of Cape pondweed within a 20m section of either the North Brook or Middle Brook, to support containment and/or eradication plans of the Department of Conservation.
- fish passage rock ramp installation in Railway Drain at Cotter Lane (tributary of the North Brook, Rangiora).
- sediment trap emptying of two sites on the Tuahiwi Stream and three sites on the Middle Brook.
- pine seedling replacement with natives on a WDC esplanade reserve on the South Brook.

S Allen further noted that the outstanding projects approved for completion included:

- Partial funding of \$5,000 for fencing for the North Brook Trail project, for the areas where moving the fence line back would protect Critical Source Areas from stock. This was now planned to be funded in 2025-26, due to delays in the North Brook Trail project fencing installation.
- Riparian planting (estimated at \$1,000) to carry out at a Tuahiwi property. This had been postponed due to ongoing discussions between the multiple landowners as to whether there was full support for this planting to take place. A resolution on whether this planting was to proceed is expected in 2025-26. The plants that were ordered for this planting, before it was postponed, were planted on a Council esplanade reserve along the South Brook at Townsend Fields, which was also within the Cam River catchment.

In response to Councillor Fulton's query regarding fish passages, S Allen replied that there were fish passage guidelines that had been adopted in the National Policy Statement in 2020; however, these had been reviewed, resulting in a new version that needed to be accommodated. The Government had indicated that it would be reviewing the policy further in the coming months.

Councillor Fulton inquired how people would know if their fish passages were compliant once they were installed. S Allen replied that the PushMax Guidelines should be applied for consistency.

Moved: Councillor Brine

Seconded: Councillor Mealings

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 250718131702.

- (b) **Notes** that there is \$169,000 remaining in the Cam River Enhancement Fund as of 1 July 2025.
- (c) **Approves** new projects as scoped in this report (\$25,000, see Table 1); namely;
 - i. Trial of manual removal of Cape pondweed within a 20m section of either the North Brook or Middle Brook;
 - ii. Fish passage rock ramp installation in Railway Drain at Cotter Lane;
 - iii. Sediment trap emptying of two sites on the Tuahiwi Stream and three sites on the Middle Brook; and
 - iv. Pine seedling replacement with natives on a Waimakariri District Council esplanade reserve on the South Brook.
- (d) **Notes** that some projects are outstanding, as approved by the Committee on 21 November 2023, but are still intended to be completed, or some projects have been withdrawn or completed but were funded by other sources.
- (e) **Notes** the update of the Cam River Enhancement Fund completed projects of fencing, in stream improvements, and emptying existing sediment traps carried out in 2023-25.
- (f) **Notes** that approved projects will be provided to North Canterbury Fish and Game seeking their agreement, and the Department of Conservation – Rangiora Office for consultation before proceeding, as per the conditions of use for the Cam River Enhancement Fund.
- (g) **Circulates** this report to the Rangiora-Ashley and Kaiapoi-Tuahiwi Community Boards, the Central Rural Drainage Advisory Group, and at a Te Ngāi Tūāhuriri Rūnanga – Council meeting.

CARRIED

Councillor Brine stated that he had been in attendance when the enhancement front was created and believed that the Council was very fortunate to have such passionate staff driving projects like these.

Councillor Mealings stated that it was great to see the fund being used for the intended purpose and thanked staff for their work.

5.3 Private Well Study Results for 2024 – S Allen (Water Environment Advisor)

S. Allen took the report as read, which was an update on the Private Well Study nitrate test results for 2024, comparing the results to those from previous years.

In response to Councillor Fulton's query regarding the correlation between increasing well depth and decreasing nitrate levels, S Allen replied that this would be true for Ecoli but not for nitrates. Drilling deep did not necessarily mean there would be no nitrates, particularly depending on the source of the water. If the water was coming from an area that was farmed 20, 30, or 50 years ago, the water that came through may still contain nitrates. It also depended on the definition of depth. Most farmers or small holdings considered 15 to 20 metres deep; however, scientists considered 50 metres or more deep.

Councillor Fulton noted that private well owners' consents had been rejected because they were deemed to be too shallow. S Allen asked how deep these wells would be, and Councillor Fulton replied between 15 and 25 metres deep. S Allen asked if the consents were turned down due to contamination concerns, and Councillor Fulton agreed, adding that in some cases, it was also due to cultural problems.

Councillor Williams noted that one of the wells listed had nitrate levels well above the recommended nitrate level and asked what the landowner's thoughts were on this and what they were doing to mitigate the issues. S. Allen replied that they had treatment in place and were also trying to determine the origin of the nitrates.

Councillor Williams asked about the cost of treating a well, and S. Allen replied that it depended on whether the water was to be supplied to a tap or to the whole house. However, she was unable to answer how much it would cost.

Councillor Redmond asked if the information in the report would be added to the property LIMs. S. Allen replied that the LIMs would have a copy of the file; however, she was unsure if the information would be included on the LIMs, as there may be a privacy issue. S. Allen noted that no addresses had been included in her report, and Councillor Redmond pointed out that this would serve as a flag for future purchasers.

Councillor Mealings inquired whether the decreasing nitrate levels in the Swannanoa area could be due to the undercurrent in the groundwater. S. Allen acknowledged that there was a downward trend in the region; however, she had not yet had a chance to analyse the data. Councillor Mealings noted that she knew someone involved in the study and was positive about it, and thanked S. Allen for her work.

Councillor Fulton queried if the Silverstream 'hot spots' for a nitrates buffer trial had been included in the report. S. Allen agreed that this would have been captured in the Eyreton cycling area, and measurements could be connected to the groundwater.

Moved: Councillor Williams

Seconded: Councillor Mealings

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 250704121979.
- (b) **Notes** the findings of the 2024 study, with one well above the nitrate-nitrogen Maximum Acceptable Value (MAV) set in the Drinking Water Standards for New Zealand (2022). Of the wells sampled, 50% of the wells in Eyreton, 67% in Cust, 34% in Carleton and 11% in Swannanoa sampling areas were above half of the MAV (5.65 mg/L).
- (c) **Notes** that the median nitrate concentration for the Cust sampling areas, as sampled in the 2024 study, exceed the limit of a median of 5.65 mg/L nitrate-nitrogen set in Plan Change 7 of the Canterbury Land and Water Regional Plan (Schedule 8) for private water supply wells, while Eyreton, Swannanoa and Carleton sampling areas did meet this limit.
- (d) **Notes** that Environment Canterbury conducted an Oxford to Eyrewell gap-filling well study in the spring of 2024, with some private wells included. Seven of seventeen wells sampled in Eyrewell, Northwest Eyrewell and Northeast Eyrewell private well sampling areas (41%) were measured to be over the 5.65 mg/L nitrate-nitrogen limit.
- (e) **Notes** that Waimakariri District Council and Environment Canterbury staff will continue to raise awareness of the health impacts of high nitrates, and to encourage private well owners to test water regularly, including updating and wider distribution of the publication of a 'managing a private well supply' pamphlet for the District.
- (f) **Notes** that Waimakariri District Council proposes to repeat this study in spring 2025, with 10 wells in each of the four sampling areas (40 wells total). Well owners from the previous sample rounds will be approached for repeat annual sampling, to allow for assessment of trends over time.

- (g) **Notes** that statistically robust Mann Kendall trends for nitrate concentration over time are not able to be concluded from data for only six years, or four years of data for Swannanoa and Carleton sampling areas.
- (h) **Circulates** this report to the Council and Community Boards for information.

CARRIED

Councillor Williams thanked S Allen for the report, which he believed was important in informing elected members of the levels of contaminants and/or nitrates in the district's private wells, enabling the Council to build up data for the future.

Councillor Mealings agreed that the information gathered was essential and was pleased that the information gathering had been ongoing for some time, which would allow for good trend data to enable people to become better informed.

6 PORTFOLIO UPDATES

6.1 Roading – Councillor Philip Redmond

Focus areas for staff:

- Road maintenance contract tender evaluation was underway.
- Marking out of pre-seal repairs ahead of the sealing season.
- Drainage works on reseal sites and the installation of soak pits to address drainage issues on rural roads.
- Remetalling of unsealed roads.
- Bridge maintenance work across the district.

Capital:

- Work was focusing on designs for the upcoming construction season.

Other Items:

- MainPower were continuing work on Smarts Road.
- Rugby game at the A&P Showgrounds on 30 August 2025.
- Kingsbury Avenue water main works were underway.
- New sewer connection/manhole to be carried out in Pegasus Main Street.
- Lees Valley Road closure for culvert upgrades.

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

Water:

- The UV upgrade at the Ohoka Water Treatment Plant was progressing well and was expected to be completed in late September 2025.
- Garrymere well drilling works were progressing, and the exploratory drill rig work was complete. Further well testing was underway to confirm the yield.
- EQ4 well in Pegasus had been drilled, and well testing was underway.
- McPhedrons wellhead installation had been awarded to Chinnery Construction and was due to start onsite shortly.
- The Ayers Street Water Treatment Plant to East Belt water main project was underway. HEB had recently started installing pipework in Kingsbury Avenue.

In response to Councillor Mealings' concern regarding Snap Send Solve items on the Environment Canterbury (ECan) section of 'road' on the stopbank near Bradley and Hill Roads not being responded to, G Cleary offered to work with ECan staff to see if this matter could be resolved. Councillor Mealings noted that the road was in very bad condition and was quite dangerous.

Wastewater:

- The Beach Road wastewater pump was being refurbished and was due to be reinstalled in the next two weeks.
- The Septage Facility at the Rangiora Wastewater Treatment Plant (WWTP) was due to be opened to all contractors next month.
- New inlet screens at the Kaiapoi, Woodend, Waikuku Beach and Oxford WWTPs would arrive next month and were currently planned to be installed by Christmas 2025.
- New generators were currently being installed at the Rangiora Eastern District Sewer Scheme pump station, Gladstone Road WWPS, Southbrook Road Wastewater Pump Station (WPS), Ohoka Water Treatment Plant (WTP) and Garrymere WTP

Drainage / Stockwater:

- The recovery works following the May 2025 flood event were progressing well - all 80 maintenance checks had been actioned, and five out of 50 investigations were completed. An update report would be brought to the September Utilities and Roding Committee meeting.
- The Rural Drainage Maintenance Contract was still in the tender assessment and evaluation phase.
- The All Drainage Groups meeting was on 19 August 2025, with Fred Brooks from Environment Canterbury and Sophie Allen from WDC speaking. This event also served to acknowledge the efforts of group members over the past three years.

6.3 **Solid Waste– Councillor Robbie Brine**

- Attended the Canterbury Regional Landfill Joint Committee and Canterbury Waste Joint Committee meetings. Councillor Brine gave an overview of the matters discussed at the meetings:
 - **Landfill:**
 - Electric haulage truck trial.
 - Planning to move the container pad to reduce travel distance for delivery and site vehicles.
 - **Waste Committee:**
 - Received reports back from last year's funded projects.
 - Staff recommendations for this year's projects were approved.
 - Also approved a CPI adjustment to the grant funding and the Regional Waste Coordinator role.
- K Waghorn and D Young attended a Disaster Waste Workshop with Hurunui, ECan and Civil Defence staff. Canterbury University presented the results of a disaster waste modelling exercise to indicate the volumes and types of waste which could be expected in the AF8 earthquake, severe flooding and Tsunami. Identifying possible temporary and permanent disposal sites for these wastes was a first step. Working with a broader stakeholder group to develop a disaster waste management plan.

Councillor Williams asked if the gas was being harvested from Kate Valley, given the global shortage of natural gas, particularly in New Zealand, and if consideration had been given to running vehicles on the harvested gas. Councillor Brine agreed that trials had been conducted on running vehicles, and further investigations were ongoing.

Councillor Williams asked if they were storing any gas for the future in the meantime. Councillor Brine replied that there was a monumental amount of gas and there was no need to store it for later use.

Councillor Mealings queried if it was possible to use some of the unused power generation capacity, and Councillor Brine replied that he understood that was happening already.

Councillor Mealings also inquired about how the lifetime dividends were being utilised in the community. Councillor Brine noted that there was a Community Trust, while \$1.6 million was allocated to the Waipara in the Upper Amberley area, and the remaining dividends were distributed to the councils. Additionally, Waste Management received 50% of the dividends for its capital investment.

Councillor Mealings then inquired about the location of the funds in the Council's books and was informed that the funds had been deposited into the general rate budget, as it was initially funded from that source.

Councillor Fulton asked if the submission being prepared would address the question of what constitutes a Tier One class landfill versus a Tier Two level, given the significant price differential, and Councillor Brine confirmed that this point had been included.

Councillor Fulton inquired whether there had been any decision regarding the Cust Recycling Depot and was advised that the matter was with the Property Unit, and technical work was being carried out to determine a suitable site. Councillor Brine acknowledged that the community was disappointed that this facility was likely to be relocated elsewhere.

Councillor Fulton also noted that the trees around the edge of the old landfill site on McKews Road looked to be in bad condition.

6.4 Transport – Mayor Dan Gordon

- Woodend Bypass – submissions now open, and it was noted that feedback from the community showed no support for tolls.
- Meeting with residents from Lees Valley in the next few weeks and thanking staff for the ongoing communication to keep elected members informed.
- Silverstream speed humps – resident to speak to the following Utilities and Roding meeting when the report was expected to be considered.

7 REPORT REFERRED FROM THE KAIAPOI-TUAHIWI COMMUNITY BOARD

7.1 Post Consultation Update for Old North Road - Kaiapoi to Woodend Walking and Cycling Connection – K Straw (Civil Projects Team Leader) and J McBride (Roding and Transportation Manager)

This matter was dealt with in conjunction with Item 5.1 earlier in the meeting.

8 REPORTS REFERRED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD

8.1 Request approval of No-Stopping Restrictions in Highfield Lane – Joanne McBride (Roeading and Transportation Manager) and Shane Binder (Senior Transportation Engineer)

Moved: Councillor Ward

Seconded: Councillor Brine

THAT the Utilities and Roeading Committee:

- (a) **Approves** retaining the status quo.

CARRIED

Councillor Ward noted that this matter had been discussed at length, and the feedback from residents was that they did not want any stopping restrictions. The Council had been working to improve conditions along the lane.

Councillor Brine concurred.

Mayor Gordon noted that a report on the proposed footpath would be presented to the Committee before December 2025 and confirmed that this communication had been shared with residents.

Councillor Redmond asked if the feedback received regarding parking restrictions had been from the residents in the Lane and not in the neighbouring area, and was told that four responses had been received, two in favour and two against. There was concern that no-stopping or parking restrictions would impact visitors to the properties.

Mayor Gordon noted that the Community Board had considered the matter and made a recommendation. Mayor Gordon stated that he had attended several discussions with neighbours over the last few months and mediated meetings to find a solution. He believed that the footpath would mitigate many of the concerns. He had also spoken to the business owner and requested them to encourage customers to park on Buckley's Road rather than using the Lane; however, that was not always possible.

8.2 Request to Approve Consultation on a No-Stopping Restriction for Coronation Street – Joanne McBride (Roeading and Transportation Manager) and Shane Binder (Senior Transportation Engineer)

Moved: Mayor Gordon

Seconded: Councillor Redmond

THAT the Utilities and Roeading Committee:

- (a) **Approves** staff proceeding with consultation on the installation of No Stopping for a length of 55m between the driveway to no. 31 and Southbrook Road.
- (b) **Notes** that targeted consultation will be undertaken with residents along the length of Coronation Street and businesses in the area and will include online information / survey form for general public feedback.
- (c) **Notes** that a further report will be submitted to the Community Board with the results of the consultation feedback.

CARRIED

Mayor Gordon supported the motion as he had carried out a site visit and saw exactly what had raised resident's concerns and driver confusion regarding traffic lanes and on street parking which was a hazard. There were also concerns raised regarding traffic backup blocking driveways.

Councillor Redmond stated he was not usually in favour of removing car parking; however, he understood the issues and concerns raised by residents.

9 CORRESPONDENCE

Correspondence was tabled from the Pines and Karaki Beaches Association regarding concerns related to speeding at the intersection of Beach Road and Featherstone Avenue. The correspondence had been referred to the Committee by the Kaiapoi-Tuahia Community Board, which had considered this matter in November 2019 and recommended that mitigation measures be undertaken; however, the Committee overruled this recommendation and left the status quo at the intersection.

Councillor Redmond requested that the Committee request a report on this matter to investigate options for reducing speed and making the intersection safe for children in the area.

10 QUESTIONS UNDER STANDING ORDERS

Nil.

11 URGENT GENERAL BUSINESS

Nil.

12 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

In accordance with section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act (or sections 6, 7 or 9 of the Official Information Act 1982, as the case may be), it was moved:

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

Moved: Councillor Brine

Seconded: Councillor Mealings

- 9.1 Approval of Procurement Strategy for Wastewater Inlet Screen Replacement Project.
- 9.2 CON25/47 – McPhedrons Road Well No.2 – Well Head Construction – Tender Evaluation and Contract Award Report.

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

| Item No. | Subject | Reason for excluding the public | Grounds for excluding the public. |
|--------------------------------|--|--|--|
| REPORTS FOR INFORMATION | | | |
| 9.1 | Approval of Procurement Strategy for Wastewater Inlet Screen Replacement Project | Good reason to withhold exists under Section 7 | To enable the Council holding the information to carry out, without prejudice or disadvantage, commercial activities LGOIMA Sections 7 (2)(h). |

| Item No. | Subject | Reason for excluding the public | Grounds for excluding the public. |
|----------|---|--|---|
| 9.2 | CON25/47 – McPhedrons Road Well No.2 – Well Head Construction – Tender Evaluation and Contract Award Report | Good reason to withhold exists under Section 7 | protect the privacy of natural persons, including that of deceased natural persons, maintain legal professional privilege and enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Sections 7 (2)(a), (g) and (i). |

CARRIED**CLOSED MEETING**

The Public Excluded portion of the meeting commenced at 10.38am and concluded at 10.40am.

OPEN MEETING**NEXT MEETING**

The next meeting of the Utilities and Roothing Committee would be held on Tuesday, 16 September 2025 at 9am.

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 10.40AM.

CONFIRMED

Chairperson

Date

Workshop (10.40am to 11.01am)

Trim Ref (250819152881)

- Old North Road Wastewater Servicing

NOTES OF A WORKSHOP OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBERS, HIGH STREET, RANGIORA, ON TUESDAY, 19 AUGUST 2025, COMMENCING AT 10.40 AM.

PRESENT

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

IN ATTENDANCE

Councillor T Fulton.

G Cleary (General Manager Utilities and Roading), K Simpson (Three Waters Manager), C Fahey (Water and Wastewater Assets Manager) and K Rabe (Governance Adviser).

1. Old North Road Wastewater Service Extension Funding Options

Trim Ref: 250822155394

Key Points:

- Approximately 18,800 properties in the district were serviced.
- Privately owned septic tanks primarily serviced the remaining 10,000 properties.
- Opportunity to service existing unserved properties when development and growth occur.
- Old North Road area – 24 houses serviced by septic tanks and land application fields.
- Flooding issues caused overflow of wastewater – environmental concerns.
- Residents' Interest level:
 - 17 of 24 responses received
 - 4 of 17 interested - two believed it was cost-prohibitive
 - 4 of 17 unsure as cost was a deciding factor
 - 9 of 17 not interested – majority had upgraded septic tanks, and it was too expensive to consider opting to connect.


Questions/ Issues/ Feedback:

- *In the future, when old tanks were past the due by date, could you replace the septic tank?*
Yes, under the Land and Water Regional Plan, a septic tank was a permitted activity, provided specific rules were met. If you were on a site exceeding four hectares, it was relatively straightforward, provided it was not located in a community drinking water protection zone or on contaminated land.
- Both West Eyreton and Cust were being considered as part of what would happen with the Oxford Wastewater Treatment plant. Two options available – either upgrade the treatment plant and apply for a new discharge to land consent, or look at a pipeline connection into the East and District Scheme.
- *What happened if you had just upgraded your septic tank before the pipeline arrived at the gate – do you throw away the investment to connect to the pipeline? This would lower the numbers further, making it more expensive for those wanting to connect.*
If you had a pipeline to your boundary, you no longer had a permitted activity for a septic tank, and you would then need to apply for a resource consent. ECan was investigating this issue and was considering a possible 20-year buffer before this rule becomes applicable for those with upgraded septic systems. However, at the end of that time, you would need to connect to the pipeline, and no further resource consent would be issued.

- *What was the life span of the consent, especially those septic systems that were older than 40 years, which were not particularly environmentally friendly?*

This was a discussion being held with ECan staff as part of the process. Currently, the Land and Water Regional Plan permitted the activity, provided you follow the rules, one of which was maintaining your septic tank and keeping it in good condition. However, no checks were undertaken to ensure that was actually happening. ECan were considering how to improve this to ensure that 50% of septic tanks across Canterbury were actually receiving improved maintenance or being upgraded completely.

THERE BEING NO FURTHER BUSINESS, THE WORKSHOP CONCLUDED AT 11.01AM.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION****FILE NO and TRIM NO:** RDG-03-09 / 250828161082**REPORT TO:** UTILITIES & ROADING COMMITTEE**DATE OF MEETING:** 16 September 2025**AUTHOR(S):** Joanne McBride, Roading & Transport Manager
Gerard Cleary, General Manager Utilities & Roading**SUBJECT:** FURTHER INFORMATION REPORT - Silverstream Boulevard Raised Safety Platform Removal Consultation**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1. This report is for information only. It presents the outcome of consultation undertaken with Silverstream residents on removal of the raised safety platforms, and supports the Silverstream Boulevard Options report (TRIM No. 250703121207) which was presented to the Kaiapoi-Tuahiwi Community Board on 21 July 2025.
- 1.2. The Community Board's recommendation is that the Utilities & Roading Committee consider the resulting feedback in conjunction with their request to approval removal of the raised safety platforms.
- 1.3. Silverstream Boulevard is a collector road which has a through function, as well as neighbourhood activity occurring alongside, and a reserve is planned on the western side of the road with linkages to the wider development.
- 1.4. A workshop was held with the Community Board in June 2025 to present the options for modifying, replacing or removing the existing raised tables. At the 21 July 2025 meeting, the Community Board put forward a recommendation to the Utilities & Roading Committee to consult with the adjacent properties on either side of Silverstream Boulevard (both sides of the road) on progressing Option Seven: Remove the raised safety platforms.
- 1.5. Feedback was sought from the following properties as per the previous report recommendation:
 - No. 76, 78, 80, and 82 Silverstream Boulevard
 - No. 1 Maggie Street
 - Lime Developments Ltd as the owners of 51 Adderley Terrace and 101 Silverstream Boulevard
- 1.6. Consultation on removing the raised safety platforms was undertaken during August 2025. Twelve (12) letters were sent to property owners and tenants, with five (5) responses received.
- 1.7. No. 45 Penney Avenue is on a side street but has Silverstream Boulevard frontage adjacent to one of the raised safety platforms. They were inadvertently omitted from the initial outreach but submitted feedback that has been included in this report.

- 1.8. Removing the raised safety platforms was supported by 80% of respondents, while 40% of the respondents also expressed concerns around increased speeds on Silverstream Boulevard as a result.

Attachments:

- i. Silverstream Blvd raised safety platform removal consultation results (TRIM No. 250829161791)
- ii. Report to Kaiapoi Tuahiwi Community Board - Silverstream Boulevard Options (TRIM No. 250703121207)

2. **RECOMMENDATION**

THAT the Utilities & Roading Committee:

- (a) **Receives** Report No. 250828161082.
- (b) **Notes** that consultation on removal of the raised safety platforms was undertaken during August 2025. Twelve (12) letters were sent to property owners and tenants, with five (5) responses received.
- (c) **Notes** that removal of the raised safety platforms was supported by 80% of respondents, while 40% of the respondents also expressed concerns around increased speeds on Silverstream Boulevard as a result.

3. **BACKGROUND**

- 3.1. As part of the wider West Kaiapoi Outline Development Plan, a new Collector Road was planned to connect from Island Road through to Adderley Terrace, providing a connection to Kaiapoi town centre. The new road, now known as Silverstream Boulevard, has a Collector Road function and is a key route for bus services.
- 3.2. The development master plan shows a proposed reserve and green link between Silverstream Blvd and the northwestern corner of the development. This provides strong pedestrian connectivity through the development and to public transport services.
- 3.3. Within the initial report to the Kaiapoi-Tuahiwi Community Board (May 2025), seven options were outlined, including modifications and removal of the raised safety platforms. The staff recommendation from the May 2025 report recommended the status quo be maintained.
- 3.4. A workshop was held with the Community Board in June 2025 to present the options for modifying, replacing or removing the existing raised tables.
- 3.5. A report was taken to the 21 July 2025 Kaiapoi-Tuahiwi Community Board meeting, and at that meeting the Community Board endorsed a consultation with the adjacent properties on either side of Silverstream Boulevard (both sides of the road) on progressing Option Seven: Remove the raised safety platforms.
- 3.6. The Community Board further recommended that the Utilities & Roading Committee consider the resulting feedback in conjunction with their request to approval removal of the raised safety platforms. The report is included in Attachment ii.

4. **ISSUES AND OPTIONS**

- 4.1. Feedback was sought from seven properties on both sides of the road, including twelve consultation letters being sent to property owners and tenants (including Lime Developments as a property owner). Letters were sent out on 18 August and consultation closed on 29 August.

4.2. Feedback was received from five residents. Four of five residents (80%) supported removal of the raised safety platforms while one resident (20%) did not support removal. Two residents (40%) expressed concerns around increased speeds resulting from removal of the raised safety platforms. Full consultation results are included in Attachment i.

4.3. The Utilities & Rooding Committee has the following options available to them:

4.3.1. Option One: Consider the Feedback

It is recommended that the feedback received should be considered in conjunction with the Silverstream Boulevard Options report (TRIM No. 250703121207) which was presented to the Kaiapoi-Tuahiwi Community Board on 21 July 2025.

4.3.2. Option Two: Do not Consider the Feedback Received

Community feedback is important when considering issues and as such this is not the recommended option.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. The speed environment on Silverstream Blvd and resulting effects are a matter of public safety and community wellbeing.

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 not likely to be affected by, or have an interest in the subject matter of this report, as the proposed changes are minor and operational in nature.

5.2. **Groups and Organisations**

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. However, several adjacent residents have been actively communicating with Council around the raised safety platforms. This report includes the views of the residents immediately fronting the raised safety platforms.

5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report, as the proposed changes are more operational in nature.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. **Financial Implications**

There are not financial implications of the decisions sought by this report, as this report provides consultation feedback only.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report are considered to be localised and will not have sustainability or climate change impacts.

6.3 **Risk Management**

There are not risks arising from the adoption/implementation of the recommendations in this report, as this report presents information only.

6.3 **Health and Safety**

All health and safety requirements related to this issue will be considered through the associated traffic management plan and other associated implementation documentation.

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**

Part 21 of the Local Government Act 1974 requires Council to construct, upgrade, and repair roads with such materials and in such manner as the council thinks fit, and to take all sufficient precautions for the general safety of the public and traffic on or near any road.

7.3. **Consistency with Community Outcomes**

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

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

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

Environmental: a place that values and restores our environment

- *People are supported to participate in improving the health and sustainability of our environment.*
- *The natural and built environment in which people live is clean, healthy and safe.*
- *Our communities are able to access and enjoy natural areas and public spaces.*

7.4. **Authorising Delegations**

The Utilities and Roading Committee has the delegated authority to consider Roading and Transportation matters, including road safety, multimodal transportation and traffic control.

Summary of resident feedback, August 2025 Silverstream Blvd safety platform removal consultation

| Property | Feedback | View on removal | View on speed |
|----------|---|-----------------|------------------------|
| 1 | <p>I strongly support the removal of the speed bumps.</p> <p>I understand the cons of the removal but the constant thumping and rat running since we last spoke a long time ago has not reduced and I have to live with it everyday and I can assure you it is not what you want right outside your house or in your driveway.</p> <p>I have spoken to the residents of 78 Silverstream Boulevard this afternoon and they support the removal also. However they speaking very poor English so all communication was via Google translate. They have asked for me to pass on they want it removed also as they can't speak English and don't have an email.</p> | Support | No comment |
| 2 | Totally support removal of speedhumps from across my driveway. Having no thumps, vibrations and gutter runners will be WONDERFUL!! | Support | No comment |
| 3 | <p>I noticed...each time a bus or big truck went over the bumps this house shook at first I thought it was a small earthquake. But after taking to my neighbours she explained it was the bumps that were doing it.</p> <p>The thing is I think they need to go but there needs to be something put in there place to slow down the traffic still as once the bumps go then I think the cars etc will drive past a lot faster</p> | Support | Concerned around speed |
| 4 | <p>I think you guys know what's going on. The speed humps - there one's right outside where I live - I don't find that much of a problem. They are doing their job for the speed limit, especially considering there are families and quite a lot of elderly drivers around Silverstream. However you know if they do disappear, yes, the speed will go up. There's a few boy racer type speedy cars that go up and down there so I would envisage that they would really love that wee drag strip there. If they go, it would be very interesting to see the change in vehicle speed.</p> <p>The only thing I would say is, I don't know if I would even see it, but there needs to be speed signs of 50 km/hr or even 40 km/hr for that matter down there. That that might remind people just to slow down or even just have a sign saying "slow down."</p> | Oppose | Concerned around speed |
| 5 | <p>I am emailing to kindly request your support to have speed hump by my house removed to reduce the constant traffic noise, regular house shakes and vibrations from the traffic.</p> <p>The noise and vibrations are affecting my mental health, sleep and causing me to re-live the earthquake trauma daily. I have previously contacted the council regarding this matter but nothing has been done to resolve this issue and I feel ignored.</p> <p>My mental well-being has been declining since I started living here. In addition I am unable to enjoy the home I worked so hard to build, am also unable to enjoy the peace and quiet I hoped I would get by living semi rural.</p> <p>I am also unable to spend time in my living room fearing a car may accidentally drive into my lounge to avoid the speed hump.</p> | Support | No comment |

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-03-09 / 250703121207


REPORT TO: KAIAPOI-TUAHIWI COMMUNITY BOARD

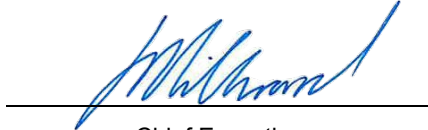
DATE OF MEETING: 21 July 2025

AUTHOR(S): Joanne McBride, Roding and Transport Manager
Gerard Cleary, General Manager Utilities and Roding

SUBJECT: Silverstream Boulevard Options

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


General Manager


Chief Executive

1. SUMMARY

- 1.1. This report is a follow on to a previous report brought to the Kaiapoi-Tuahiwi Community Board in May 2025 regarding the raised safety platforms outside no. 76 and 82 Silverstream Boulevard and seeks a recommended option from the Board.
- 1.2. As per the previously presented report (refer attachment i), service requests have been received for three properties in this area, regarding noise and vibration effects from these raised safety platforms.
- 1.3. Meetings have been held with one of the residents, staff, the Mayor, and elected members.
- 1.4. Silverstream Boulevard is a collector road which has a through function, as well as neighbourhood activity occurring alongside, and a reserve is planned on the western side of the road with linkages to the wider development.
- 1.5. A workshop was held with the Community Board in June 2025 to present the options for modifying, replacing or removing the existing raised tables (refer attachment ii). All options are outlined in Section 4 of this report.
- 1.6. Informal feedback received from the Community Board at the workshop noted general support for changes due to the impact on the adjoining resident.

Attachments:

- i. Report to KCTB 19 May 2025 - Silverstream Boulevard Raised Safety Platforms (TRIM no. 250507080209)
- ii. Silverstream Boulevard Options Workshop Presentation – June 2025 (TRIM no. 250702120282)

2. RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 250703121207.
- (b) **Endorses** engaging with the adjacent properties either side of Silverstream Boulevard (both sides of the road) on progressing Option
- (c) **Notes** consultation will be carried out with the following properties:
 - No. 76, 78, 80, and 82 Silverstream Boulevard

- No. 1 Maggie Street
- Lime Developments Ltd as the owners of 51 Adderley Terrace and 101 Silverstream Boulevard

THAT the Kaiapoi-Tuahiwi Community Board recommends:

THAT the Utilities and Roothing Committee:

- (d) **Considers** the consultation feedback in conjunction with request for the approval of the endorsed option.
- (e) **Approves** the endorsed option
- (f) **Notes** that the proposed option is to be funding from the Subdivisional Contribution area. This is an unsubsidised area with two budgets (Council Performed Works PJ 100361.000.5133 and Direct Payments to Developers PJ 100364.000.5133) which has a total annual budget of \$879,077 in the 2025/26 year.
- (g) **Notes** that the overall demands on this budget which are largely driven by development, is managed on an under's / overs basis, with reporting to the Utilities and Roothing Committee on an annual basis.

3. **BACKGROUND**

- 3.1. As part of the wider West Kaiapoi Outline Development Plan, a new Collector Road was planned to connect from Island Road through to Adderley Terrace, providing a connection to Kaiapoi town centre.
- 3.2. The new road, now known as Silverstream Boulevard, has a Collector Road function and is a key route for bus services.
- 3.3. The development master plan shows a proposed reserve and green link between Silverstream Blvd and the northwestern corner of the development. This provides strong pedestrian connectivity through the development and to public transport services.
- 3.4. The approved design for the collector road included to two raised safety platforms located opposite no. 76 and 82 Silverstream Blvd. These were considered necessary, due to the risk of higher speeds around the sweeping bend for traffic travelling into Kaiapoi. A Road Safety Audit was required during the design phase.

4. **ISSUES AND OPTIONS**

- 4.1. Within the initial report to the Kaiapoi-Tuahiwi Community Board (May 2025), the options below were outlined.

Note – the option numbers have been updated from the original report to align with the presentation (as per attachment ii):

4.1.1. Option One: Cover concrete beam adjacent to raised safety platform

This option would apply a flexible bitumen bandage over the concrete beam at the bottom of the raised safety platform in order to reduce the noise effects from vehicles driving over the beam. The estimated cost for this option is \$1,500. This option would have the lowest effect on traffic and shortest closure time of the construction options. This option is unlikely to make any substantive difference towards addressing the residents' concerns.

4.1.2. Option Two: Construct new ramp on top of existing ramp

This option would overlay a new ramp on top of the existing ramp and concrete beam. The estimated cost for this option is \$12,000. This option will lessen the approach slope and likely to lead to an increase in traffic speeds. Also, this option

does not allow for removal of the existing concrete beam, and as such reflective cracking is likely to occur in the asphalt overlay.

4.1.3. Option Three: Replace ramps on both sides of raised safety platforms

This option would dig out the approach ramps and beams on both sides and replace with continuous asphalt. The estimated cost for this option is \$18,000. This option is not the recommended option because it will lessen the approach slope and likely to lead to an increase in traffic speeds. There would also need to be a bitumen bandage across the join line between the new and old asphalt, which could cause some tyre noise.

4.1.4. Option Four: Raise carriageway between raised safety platforms to height of safety platforms

This option would fill in the roadway between the raised safety platforms so that the entire length was the same height and was requested by one of the residents. This work would involve removal of ramps, regrading the approach ramps, milling the existing asphalt surface, overlaying with granular material and the new asphalt surfacing being laid between the raised safety platforms.

This option would halve the approach / departure ramps which vehicles need to traverse along this section of Silverstream Blvd. The estimated cost for this option is \$60,000. This option would likely lead to higher speeds in the vicinity of the playground and crossing.

4.1.5. Option Seven: Remove the raised safety platforms

This option would remove both raised safety platforms and replace with a standard carriageway. The estimated cost for this option is \$25,000. This option would likely lead to higher speeds and safety concerns in the vicinity of the playground and crossing.

4.2. In addition, the following two options were included in the presentation during the Workshop with the Community Board in June 2025:

4.2.1. Option Five: Install mini-roundabouts

This option would see the raised platforms removed and two new mini roundabouts installed. Give Way controls would be required on all four legs of the two roundabouts. The rough order estimated cost for this option is \$40,000. This would require a small circulating roundabout that is fully mountable due to space constraints and is likely to be driven straight over. This option is considered unsuitable for a collector road which is a bus route.

4.2.2. Option Six: Remove the raised safety platforms

This option would see the raised platforms removed and new chicanes installed. This would include one central island and four build outs adjacent to the kerb to direct traffic. These would need to have sufficient space for a heavy vehicle or bus to pass through.

The estimated cost for this option is \$57,500. This option would likely lead to loss of on street parking, increased maintenance costs and higher speeds due to the lack of vertical deflection.

4.3. The Informal feedback received from the Community Board at the workshop noted general support for changes due to the impact on the adjoining resident.

4.4. The staff recommendation from the May 2025 report to the Kaiapoi-Tuahiwi Community Board recommended the Status Quo be maintained.

Implications for Community Wellbeing

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

The speed environment on Silverstream Blvd and resulting effects are a matter of public safety and community wellbeing.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report, as the proposed changes are minor and operational in nature.

5.2. Groups and Organisations

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. However, several adjacent residents have been actively communicating with Council around the raised safety platforms and have expressed their opposition to their use.

5.3. Wider Community

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report, as the proposed changes are more operational in nature.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

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

It is proposed that the recommended option be funded from the Subdivision Contribution budget, as the work is associated with recent development. This is an unsubsidised budget. The Subdivision Contribution area is made up of two budgets:

- Council Performed Works PJ 100361.000.5133
- Direct Payments to Developers PJ 100364.000.5133
- The total annual budget is \$879,077 in the 2025/26 year.

Funding for Roothing growth areas is budgeted to allow under's and over's due to the fluctuating nature of growth within the district and the fact that growth assumptions and actual growth are likely to differ.

The funding is also dependent on development. Therefore, it is important to consider this budget as a whole over a longer period of time.

The Subdivision Contribution budget has an annual allocation included in the Annual Plan/Long Term Plan.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report are considered to be localised and will not have sustainability or climate change impacts.

6.3. Risk Management

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

There is a risk of negative feedback from the residents who have already engaged on the raised safety platforms.

If the recommendations of this report are not adopted and the raised safety platforms are substantially modified or removed, there will be a risk that the existing traffic calming effect is reduced, and traffic speeds could increase adjacent to the future playground.

6.4. **Health and Safety**

All health and safety requirements related to this work will be considered through the associated traffic management plan and other associated implementation documentation.

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**

Part 21 of the Local Government Act 1974 requires Council to construct, upgrade, and repair roads with such materials and in such manner as the council thinks fit, and to take all sufficient precautions for the general safety of the public and traffic on or near any road.

7.3. **Consistency with Community Outcomes**

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

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

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

Environmental: a place that values and restores our environment


- People are supported to participate in improving the health and sustainability of our environment.
- The natural and built environment in which people live is clean, healthy and safe.
- Our communities are able to access and enjoy natural areas and public spaces.

7.4. **Authorising Delegations**

As per Part 3 of the Waimakariri District Council's *Delegations Manual*, the Kaiapoi-Tuahiwi Community Board has the delegated authority to maintaining an overview of services provided by the Council such as road works, water supply, sewerage, stormwater drainage, parks, recreational facilities, community activities, and traffic management projects within the community.

The Utilities and Roding Committee has the delegated authority to consider Roding and Transportation matters, including road safety, multimodal transportation and traffic control.

Council has the authority to consider requests for funding of projects which have no budget allocation.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-03-09 / 250507080209**REPORT TO:** KAIAPOI-TUAHIWI COMMUNITY BOARD**DATE OF MEETING:** 19 May 2025**AUTHOR(S):** Joanne McBride, Roding & Transport Manager
Shane Binder, Senior Transportation Engineer**SUBJECT:** Silverstream Boulevard Raised Safety Platforms**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

1.1. This report is to:

1.1.1. Provide background information on why raised safety platforms have been installed on Silverstream Boulevard, as part of the new Collector Road construction.

1.1.2. And to outline options for consideration in relation to the raised safety platforms.

1.2. As part of the West Kaiapoi Outline Development Plan, a new Collector Road, now known as Silverstream Boulevard, was planned to connect from Island Road through to Adderley Terrace, to provide a strong transport connection for all modes (including bus services, cyclists, and pedestrians) from the development area through to Kaiapoi town centre.

1.3. A reserve, neighbourhood playground, and green link are being developed between Silverstream Blvd and the northwestern corner of the subdivision, providing strong pedestrian connectivity through the development and to public transport services.

1.4. To support the anticipated usage and increased pedestrian activity in this area, a raised crossing was proposed across Silverstream Blvd.

1.5. As part of the detail design process, two raised safety platforms were included which have been located opposite Lots 86 and 89 (Nos. 76 and 82 Silverstream Blvd). These raised safety platforms were considered necessary to minimise the risk of higher speeds around the sweeping bend into Kaiapoi and to support the activity in the area.

1.6. The two raised safety platforms were installed when the new road was constructed, and prior to houses being built along the road. The purpose of these raised safety platforms is to calm traffic travelling through the area.

1.7. Over the last 12 months, three residents on the block fronting the two raised safety platforms have logged service requests regarding noise and vibration effects from these raised safety platforms.

1.8. Several meetings have subsequently occurred with staff, the Mayor, and elected members. Staff have undertaken several actions including a survey of the raised safety platform ramps, vibration testing, and noise testing within the road reserve.

1.9. It is noted that where there is a collector road which has a through function and a neighbourhood activity, that there will be a need to consider speed / safety. The raised safety platforms have been designed and installed to support the competing demands of

the through function and safety in the area. Other options for traffic calming were considered at the time of design, and it was determined that the vertical deflection of a raised platform was the most effective for controlling speed. This wider safety benefit needs to be balanced with the noise / vibration which can be generated from vehicles travelling over the raised platforms.

- 1.10. Noise and vibration testing have been conducted outside no. 82 Silverstream Boulevard, and additional vibration testing has been conducted on Silverstream Boulevard at Mitchell Lane. The initial test results are considered to be within an acceptable range for both noise and vibration. Further testing was underway at the time of this report being written.
- 1.11. The staff recommendation is to leave the carriageway materially unchanged because of the wider safety benefits to the community.

Attachments:

- i. Silverstream Speed Hump Vibration Results (TRIM no. 250507079617)
- ii. SR13097 Noise Assessment Silverstream Boulevard (TRIM no. 250507079616)

2. **RECOMMENDATION**

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 250507080209.
- (b) **Approves** the status quo being maintained which will leave the raised safety platforms in their current state (as outlined in Option One).
- (c) **Notes** that there is no budget available to undertake works on Silverstream Blvd.
- (d) **Notes** that if the Community Board would like to progress an alternative option other than recommended in this report, then this will require a recommendation through to the Utilities & Roading Committee, and budget to be sought from Council.

3. **BACKGROUND**

- 3.1. As part of the wider West Kaiapoi Outline Development Plan, a new Collector Road was planned to connect from Island Road through to Adderley Terrace, providing a strong transport connection for all modes from the development area to Kaiapoi town centre. Refer to Figure One below which shows the location of the new Collector Road.

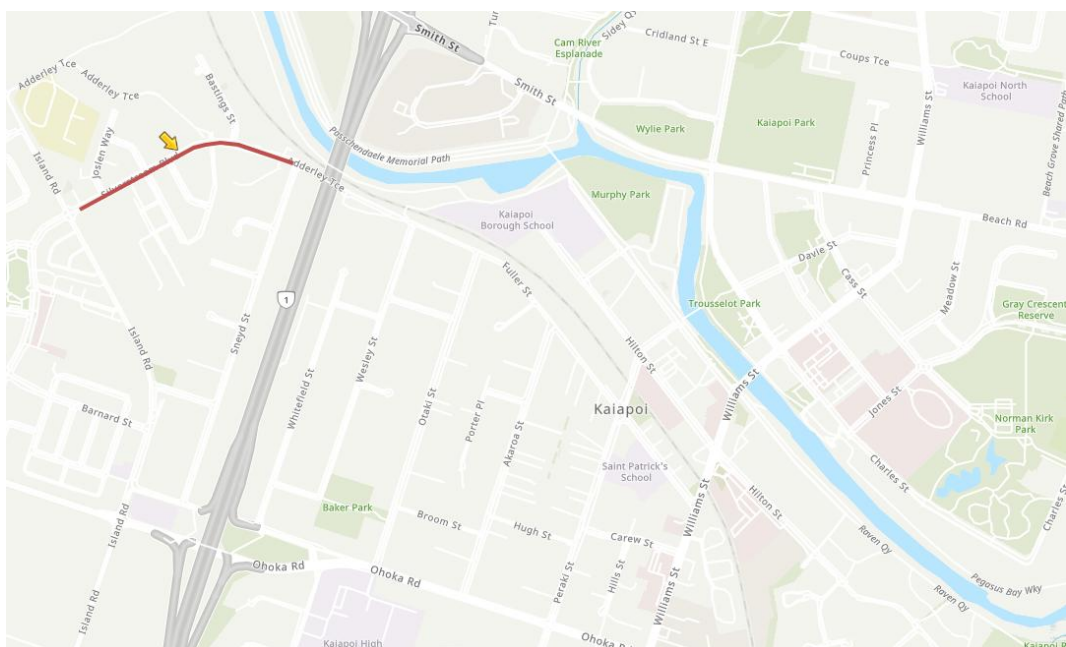


Figure One: Map of Kaiapoi with the New Collector Road shown in red.

- 3.2. The new road, now known as Silverstream Boulevard, has a Collector Road function and is a key route for bus services and has a shared path for pedestrians and cyclists. Figure Two shows the outline development plan for the wider West Kaiapoi area.



Figure Two: West Kaiapoi Outline Development Plan for Transport

- 3.3. As part of the development of the master plan, a proposed reserve and green link between Silverstream Blvd and the northwestern corner was included, as shown in Figure Three. This provides strong pedestrian connectivity through the development and to public transport services.



Figure Three: Silverstream Master Plan excerpt

- 3.4. The proposed reserve area adjacent to Silverstream Blvd (refer to “A” on the map) is intended to have a neighbourhood playground, with the installation of this playground being in an upcoming stage of the development.
- 3.5. To support the anticipated usage and increased pedestrian activity in this area, the Silverstream Master Plan proposed a raised crossing adjacent to the reserve in the original plans, as shown in Figure Four.



Figure Four: Original traffic calming concept adjacent to playground

- 3.6. Through the consenting and design development stage, the design was adjusted to two raised safety platforms located opposite Lots 86 and 89 (future Nos. 76 and 82 Silverstream Blvd).
- 3.7. The raised safety platforms were considered necessary, due to the risk of higher speeds around the sweeping bend into Kaiapoi.
- 3.8. As part of the Engineering Design approval process, a Road Safety Audit was required which did not raise any concerns regarding the proposed raised safety platforms.
- 3.9. The new Collector Road was constructed in stages as part of the wider development, with the portion through the raised safety platforms installed in September 2021 and opened to traffic in June 2022. As such the raised safety platforms were in place in 2022 before residential development was occurring (refer to Figure Five below).

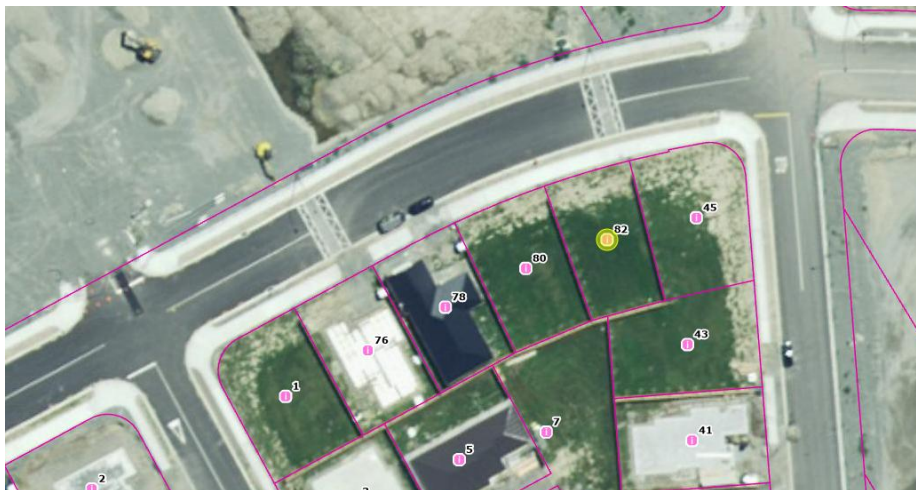


Figure Five: 2022 Aerial Photograph

- 3.10. Due to the proximity of the proposed Greenspaces area and playground, the design of the raised safety platforms was for a speed of 30 km/h on the approach ramps. Both raised safety platforms have a shorter ramp on the side approaching the reserve area and a longer ramp on the exit. This is to ensure that speeds remain low within the area adjacent to the reserve. Refer to Figure Six below which shows a close up of the ramps from 2023 aerial imagery, and the dwelling at no. 82 with the access not yet constructed.



Figure Six - 2023 Aerial Photograph with no. 82 under construction.

- 3.11. Traffic volumes and speeds are routinely measured on Silverstream Blvd, at a location approximately 130m east of the eastern raised safety platform. The last measurements in May 2023 showed an average daily traffic (ADT) of 1,421 mean operating speed of 47.8 km/h and 85th percentile speed of 54.7 km/h.
- 3.12. Metro's Route 95 bus travels down Silverstream Blvd in both directions. Service is typically hourly (i.e., one bus in each direction or 2 busses total) but increases to 3-4 busses total during the morning and evening peak hour.

4. **ISSUES AND OPTIONS**

- 4.1. Starting in winter 2024, three residents on the block fronting the two raised safety platforms logged service requests over noise and vibration effects from the raised safety platforms.
- 4.2. Staff met with one resident to discuss the concerns raised and carried out some minor improvements including installing raised safety platform signs.
- 4.3. Subsequent to this a further meeting was held with the Mayor and elected members.
- 4.4. Staff have since undertaken several actions including:
 - 4.4.1. A topographical survey of the ramps to confirm the approach grades.
 - 4.4.2. Vibration testing at the property boundary
 - 4.4.3. Noise testing within the roadside berm area.
 These are further outlined below.
- 4.5. Vibration testing:
 - 4.5.1. Vibration testing was carried out in late March, assessing vibrations in the area between the footpath and the property boundary, opposite the raised safety platform at no. 82 Silverstream Blvd.
 - 4.5.2. The vibration test was conducted over daylight hours and compared with a control site which is opposite the raised safety platform at Silverstream Blvd and Mitchell Lane.

4.5.3. Vibration is measured in peak particle velocity (PPV) and assessed against human comfort and structural integrity. The testing suggested that the maximum PPV at no. 82 Silverstream Blvd was 25% higher than at Mitchell Lane, but this could be due to different measurement distances from the carriageway.

4.5.4. The vibration testing offset distance was:

- Outside no. 82 Silverstream Blvd – 4.4m from the kerb & channel.
- Silverstream Boulevard at Mitchell Lane – 5.7m from the kerb & channel

4.5.5. The maximum vibration measurements from the initial testing were below the level at which NZTA considers complaints “to be likely” and far below international standards for structural integrity. The full results can be found in Attachment 1 (TRIM: 250507079617). Further testing was underway at the time of writing this report.

4.6. Noise Testing:

4.6.1. Staff undertook noise testing in late February, assessing the level of noise at the footpath opposite each of the raised safety platforms. The noise tests were timed to include scheduled bus services and were compared against a control site at the intersection of Silverstream Blvd and Penney Ave.

4.6.2. The assessment measured L10 which is the level of noise exceeded for no more than 10% of the monitoring period, and Lmax which is the highest sampled level of noise.

4.6.3. The Ministry for the Environment’s Quality Planning website notes that an L10 reading “equates to an average maximum sound and is used widely in emission limits.”

4.6.4. Testing found that L10 noise readings were similar at raised safety platforms and at the Penney Ave intersection. Busses crossing the raised safety platforms had no discernible effect on noise readings. Maximum noise readings at the raised safety platforms were concluded to likely be due to vehicles accelerating away from the raised safety platforms. The full results can be found in Attachment 2 (TRIM: 250507079616).

4.7. It is noted that both vibration and noise testing were carried out within the road reserve. As such, it would be expected that the effects from vibration and noise would lessen as one moves further from the carriageway, onto private property and into the adjacent houses.

4.8. There are several options available to consider, when balancing resident concerns related to the effects of the raised safety platforms with the traffic calming impacts of the safety platforms. It is noted that if the Community Board would like to progress an alternative option other than the recommended option, this will require a recommendation through to the Utilities & Roading Committee and budget to be sought from Council.

4.9. Option 1: Retain status quo.

This option would leave the carriageway materially unchanged with no changes proposed to the raised safety platforms; however, traffic patterns on Silverstream Blvd would continue to be monitored by staff and minor changes to signage and or markings may be made in the future as a result. This is the recommended option because of the wider safety benefits to the community.

4.10. Option 2: Cover concrete beam adjacent to raised safety platform.

This option would apply a flexible bitumen bandage over the concrete beam at the bottom of the raised safety platform in order to reduce the noise effects from vehicles driving over the beam. The estimated cost for this option is \$1,500. This option would have the lowest effect on traffic and shortest closure time of the construction options. It is not the

recommended option because it would be unlikely to make any substantive difference towards addressing the residents' concerns.

4.11. Option 3: Construct new ramp on top of existing ramp.

This option would overlay a new ramp on top of the existing ramp and concrete beam. The estimated cost for this option is \$12,000. This option is not the recommended option because it will lessen the approach slope and likely to lead to an increase in traffic speeds. Also, this option does not allow for removal of the existing concrete beam, and as such reflective cracking is likely to occur in the asphalt overlay.

4.12. Option 4: Replace ramps on both sides of raised safety platforms.

This option would dig out the approach ramps and beams on both sides and replace with continuous asphalt. The estimated cost for this option is \$18,000. This option is not the recommended option because it will lessen the approach slope and likely to lead to an increase in traffic speeds. There would also need to be a bitumen bandage across the join line between the new and old asphalt, which could cause some tyre noise.

4.13. Option 5: Raise carriageway between raised safety platforms to height of safety platforms.

This option would fill in the roadway between the raised safety platforms so that the entire length was the same height and was requested by one of the residents. This work would involve removal of ramps, regrading the approach ramps, milling the existing asphalt surface, overlaying with granular material and the new asphalt surfacing being laid between the raised safety platforms.

This option would halve the approach / departure ramps which vehicles need to traverse along this section of Silverstream Blvd. The estimated cost for this option is \$60,000. This option would likely lead to higher speeds in the vicinity of the playground and crossing, and as such, is not the recommended option.

4.14. Option 6: Remove the raised safety platforms.

This option would remove both raised safety platforms and replace with a standard carriageway. The estimated cost for this option is \$25,000. This option would likely lead to higher speeds and safety concerns in the vicinity of the playground and crossing, and as such, is not the recommended option.

Implications for Community Wellbeing

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

The speed environment of Silverstream Blvd and resulting effects are a matter of public safety and community wellbeing.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report, as the proposed changes are minor and operational in nature.

5.2. Groups and Organisations

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. However, several adjacent residents have been actively communicating with Council around the raised safety platforms and have expressed their opposition to their use.

5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report, as the proposed changes are more operational in nature.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. Any changes to the carriageway have not been included in the Annual Plan/Long Term Plan and would require approval for additional funding.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report are considered to be localised and will not have sustainability or climate change impacts.

6.3 **Risk Management**

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

There is a risk of negative feedback from the residents who have already engaged on the raised safety platforms.

If the recommendations of this report are not adopted and the raised safety platforms are substantially modified or removed, there will be a risk that the existing traffic calming effect is reduced, and traffic speeds could increase adjacent to the future playground.

6.3 **Health and Safety**

All health and safety requirements related to this work will be considered through the associated traffic management plan and other associated implementation documentation.

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**

Part 21 of the Local Government Act 1974 requires Council to construct, upgrade, and repair roads with such materials and in such manner as the council thinks fit, and to take all sufficient precautions for the general safety of the public and traffic on or near any road.

7.3. **Consistency with Community Outcomes**

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

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

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

Environmental: a place that values and restores our environment

- People are supported to participate in improving the health and sustainability of our environment.
- The natural and built environment in which people live is clean, healthy and safe.
- Our communities are able to access and enjoy natural areas and public spaces.

7.4. Authorising Delegations

As per Part 3 of the Waimakariri District Council's *Delegations Manual*, the Kaiapoi-Tuahiwi Community Board has the delegated authority to maintaining an overview of services provided by the Council such as road works, water supply, sewerage, stormwater drainage, parks, recreational facilities, community activities, and traffic management projects within the community.

The Utilities & Roading Committee has the delegated authority to consider Roading and Transportation matters, including road safety, multimodal transportation and traffic control.

Council has the authority to consider requests for funding of projects which have no budget allocation.

WAIMAKARIRI DISTRICT COUNCIL**MEMO**

FILE NO AND TRIM NO: File Number / Trim Number

DATE: 8 April 2025

MEMO TO: Shane Binder

FROM: Dominic Mansbridge

SUBJECT: Silverstream Speed Hump Vibration Results

Background

The purpose of this task was to compare the vibrations on the surrounding properties from the speed humps on Silverstream Blvd. These measurements were taken place over two days in two locations.

On Wednesday March 26th measurements were taken outside 82 Silverstream Blvd and on March 27th measurements were taken outside the Silverstream shops.



Figure 1 - SiteHive Hexanode showing the ground spike installation method

Method

The Site Hive monitor was installed into ground directly opposite of these speed humps via the ground spikes method recommended by Site Hive, any debris (bark, stones etc) was moved so the ground spikes could be directly into the ground. The locations the monitors were installed were as close to the speed humps as practical without drilling into the concrete footpath. These locations are shown below, it is worth noting that the monitoring location at the Silverstream shops is as additional 1300mm further from the speed hump then as monitored at 82 Silverstream Blvd



Figure 2 – Silverstream Blvd Shops – monitoring location (note: 5.7m measurement is taken from fender to hexanode as measured on site)



Figure 3 - 82 Silverstream Blvd – monitoring location (note: 4.4m measurement is taken from fender to hexanode as measured on site)

Results

Peak Particle Velocity

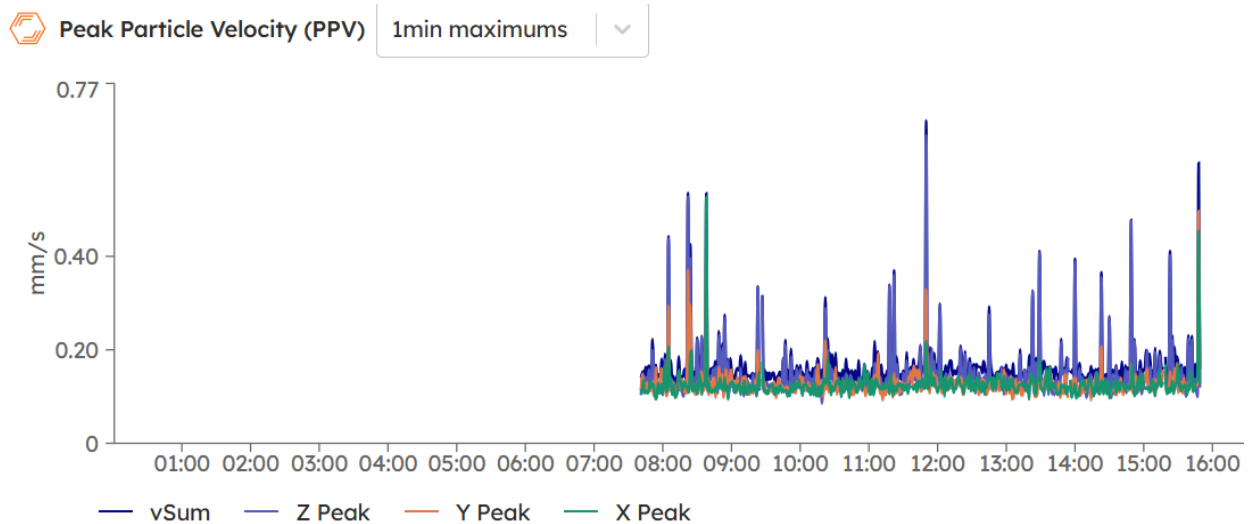


Figure 4 - Silverstream Shops

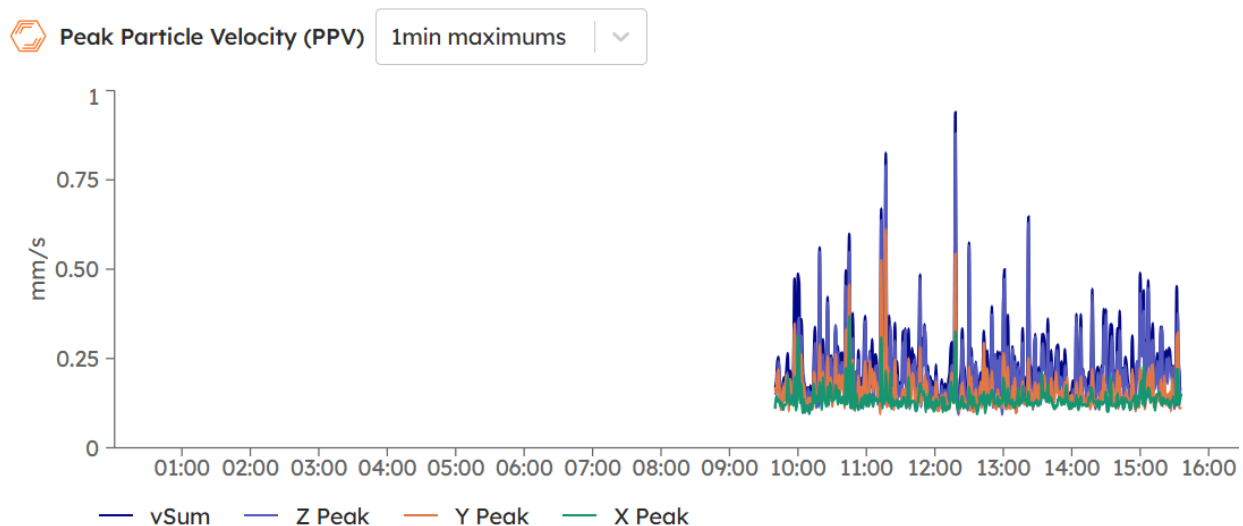


Figure 5 - 82 Silverstream Blvd

Peak Particle Velocity (PPV) is a measurement used to assess the intensity of ground vibrations caused by activities such as construction, blasting, or transportation. It quantifies the maximum speed at which a particle of the ground (or other materials) moves due to the vibration. PPV is typically measured in millimeters per second (mm/s) and is an important factor in evaluating the potential for structural damage, environmental impact, and human discomfort from these vibrations. Higher PPV values generally indicate stronger vibrations, which can cause damage to buildings, discomfort to humans, and disruption to the environment.

The table on the next page, from the NZTA's Western Ring Route – Waterview Connection Construction Noise and Vibration Management Plan, gives a reference to different PPV values and their effects.

| Vibration level (PPV) | Effect |
|-----------------------|---|
| 0.14 mm/s | Vibration might be just perceptible in the most sensitive situations for most vibration frequencies associated with construction. At lower frequencies, people are less sensitive to vibration. |
| 0.3 mm/s | Vibration might be just perceptible in residential environments |
| 1.0 mm/s | It is likely that vibration of this level in residential environments will cause complaint, but can be tolerated if prior warning and explanation has been given to residents. |
| 10 mm/s | Vibration is likely to be intolerable for any more than a very brief exposure to this level. |

Source: <https://www.nzta.govt.nz/assets/projects/completing-wrr/docs/docs-enquiry/dc1a/revised-management-construction-plan.pdf>

It is worth noting that the maximum value from the periods measured was 0.9 mm/s for the speed hump outside 82 Silverstream Blvd and 0.7 mm/s for the Silverstream shops, this difference however may be due to the distance where the monitoring occurred being 1300mm further away at 82 Silverstream Blvd.

It is also worth noting that the spikes that can be seen generally coincide with heavy vehicles or busses passing over the speed bumps, this was cross referenced with time stamped photos of buses going over the speed humps as witnessed at 10:18am outside 82 Silverstream Blvd and at 8:04am and 8:23am outside the Silverstream Shops

Damage to buildings

The below two graphs compare the PPV results against the German standard DIN 4150 – 3 these graphs plot the frequency as well as the velocity of the vibrations and assess this in terms of likelihood for building damage, the frequencies are shown below:

- Low Frequency (0.5 - 10 Hz) - For low-frequency vibrations, the PPV limits are lower because buildings are more susceptible to these types of vibrations, which can cause resonance and more significant damage.
- Medium Frequency (10 - 50 Hz) - As the frequency increases, buildings are generally less sensitive to vibrations. The limits for PPV are usually higher in this range.
- High Frequency (above 50 Hz) - High-frequency vibrations have a reduced effect on buildings, and therefore the PPV limits are generally higher in this frequency range. However, even though the vibrations are higher in frequency, they may not cause significant structural damage.

The lines on the graphs indicate the limits for different types of buildings based on these measurements:

- PPV for Category 1: For highly sensitive structures (e.g., historical buildings), the vibration limits are lower, even at higher frequencies.
- PPV for Category 2: For typical residential buildings, the limits are higher but still moderate to prevent damage.
- PPV for Category 3: For industrial or commercial buildings, higher vibration levels are allowed without risk of damage.

Under this standard the vibrations from the speed humps at both sites are within the limits for the residential category (as well as the more stringent sensitive category) – It appears that the majority of these vibrations reside in the lower frequency range.

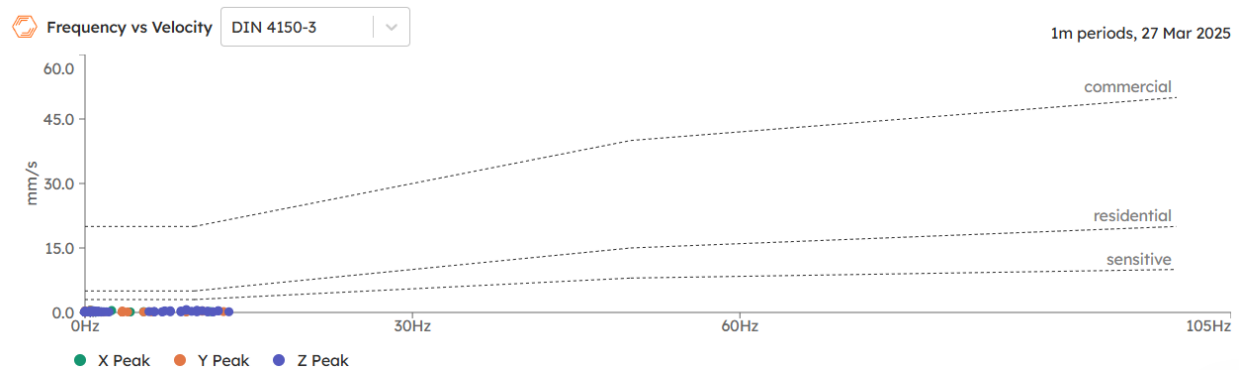


Figure 6 - Silverstream Shops

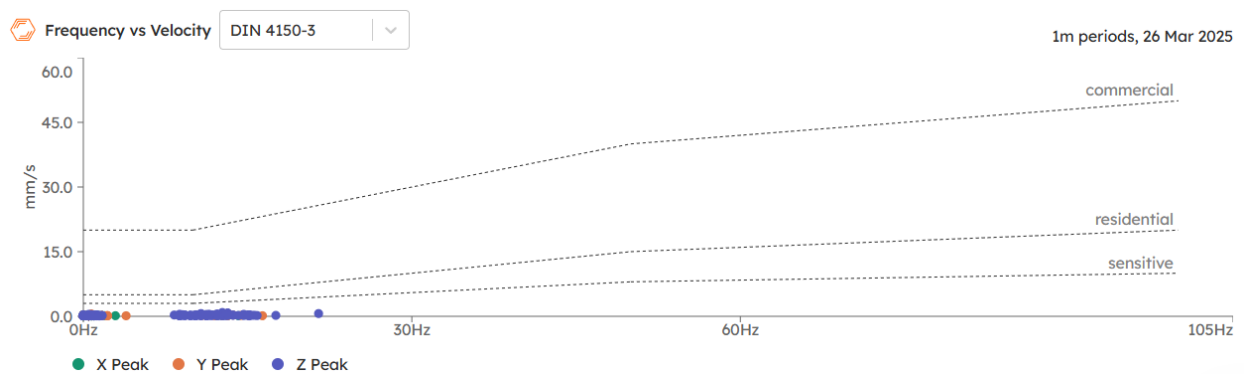


Figure 7 - 82 Silverstream Blvd

Noise Assessment

Date: 24/02/2025

Report By: Mark Fortune

Request Number: SR13097

Problem Location:

Reference.

Department: Environmental Services Unit

Geo-location:

Purpose

Purpose of this assessment is to monitor the level of noise emanating from traffic going over the speed tables on Silverstream Boulevard and compare readings. The speed tables are situated directly opposite numbers 76 and 82 Silverstream Boulevard.

Location

Sound Level Meter (SLM) was positioned next to both speed tables (refer ariel picture below) The speed tables are circled in red.



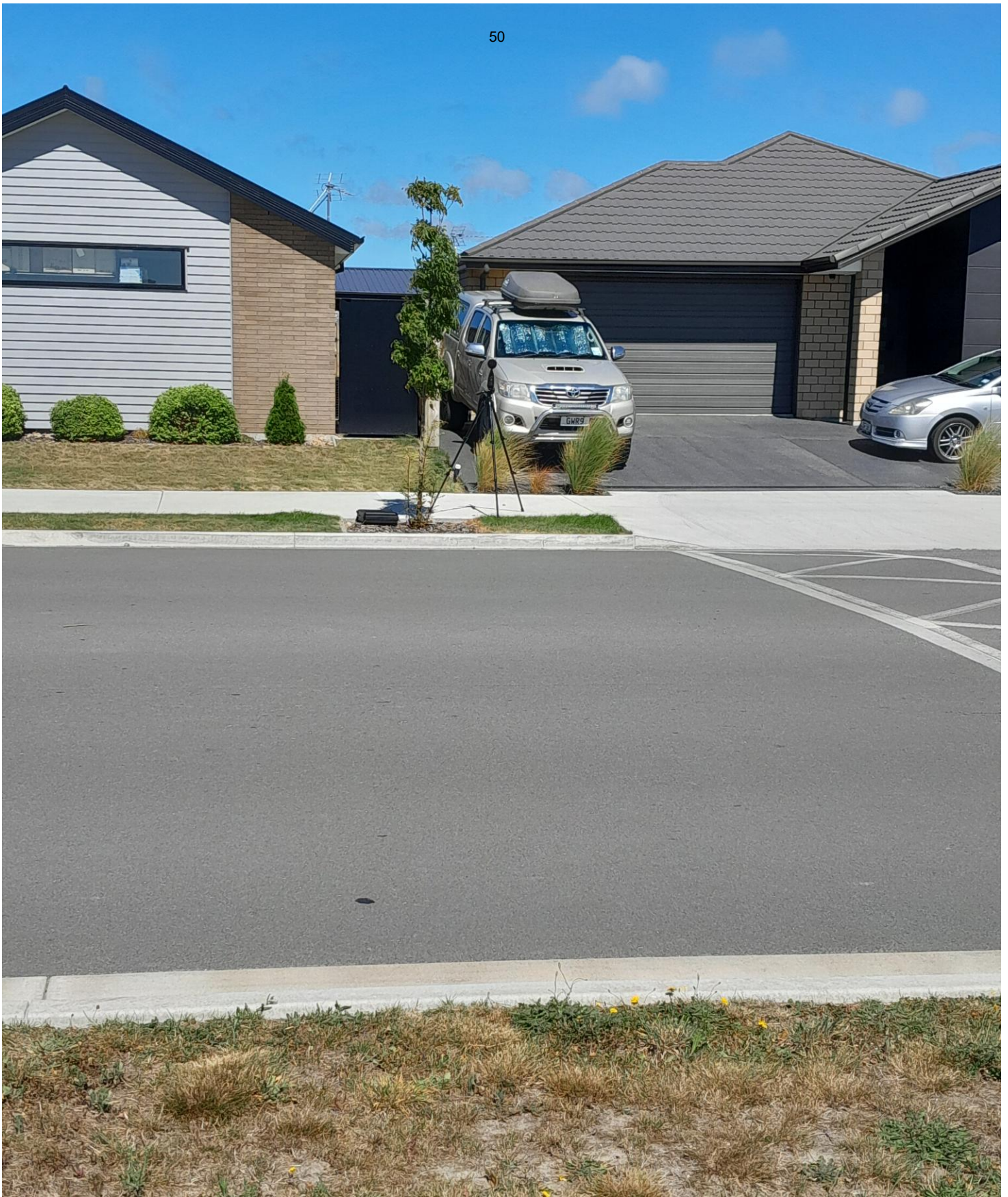


Photo showing set up outside number 76 Silverstream Boulevard

Meteorological Condition

Weather was clear at the time of assessment.

Wind was low at approx. 13 kph.

Temperature was approx. 20 degrees Celcius.

Results taken at number 76 Silverstream Boulevard

| Start Time | Duration | 51 dBA L10 (dB) | dBA Lmax (dB) |
|------------|------------|-----------------|---------------|
| 1432hrs | 15 minutes | 61.5dB | 81.7dB |
| 1449hrs | 15 minutes | 62.5dB | 87.3dB |

Results taken at number 82 Silverstream Boulevard

| Start Time | Duration | dBA L10 (dB) | dBA Lmax (dB) |
|------------|------------|--------------|---------------|
| 1505hrs | 15 minutes | 63.6dB | 81.6dB |
| 1521hrs | 15 minutes | 61.8dB | 78.4dB |

Variables/observations

- Traffic noise from the SH1 motorway was a constant noise in the background as well as overhead aircraft noise.
- Car with noisy exhaust during 2nd reading (1449hrs)- high Lmax.
- Note vehicles towing trailers cause higher noise when going over the speed table.
- Buses were witnessed driving over the speed tables during the 4th reading started at 1521hrs.

We took a background reading away from the Speed tables but still on Silverstream Boulevard (by the intersection of Silverstream Boulevard and Penny Avenue).

Background results

| Start Time | Duration | dBA L10 (dB) | dBA Lmax (dB) |
|------------|------------|--------------|---------------|
| 1538hrs | 15 minutes | 62.1dB | 72.4dB |

Results and Analysis

If we compare the 4 readings against the background reading, there is little change in the overall L10 average readings which varies from 62.1 dBL10 to 63.6dB L10

- The highest Lmax (87.3dB) was due to a one car fitted with a loud exhaust.
- The buses have no real discernible effect on the overall average L10 noise levels.
- There is a higher Lmax due to vehicles accelerating (engine noise) away from speed tables.

Instrument Details

| | |
|-----------------------------|-------------|
| Instrument Type | 2255 |
| Instrument Serial Number | 100043 |
| Instrument Software Type | FW-2255-000 |
| Instrument Software Version | 1.2.0.1151 |
| Transducer Type | 4966 |
| Transducer Serial Number | 3352521 |
| Sound Field | Free-field |
| Windscreen | UA-1650 |
| Calibration Date | 31/10/2023 |



Silverstream Boulevard Traffic Calming

June 2025

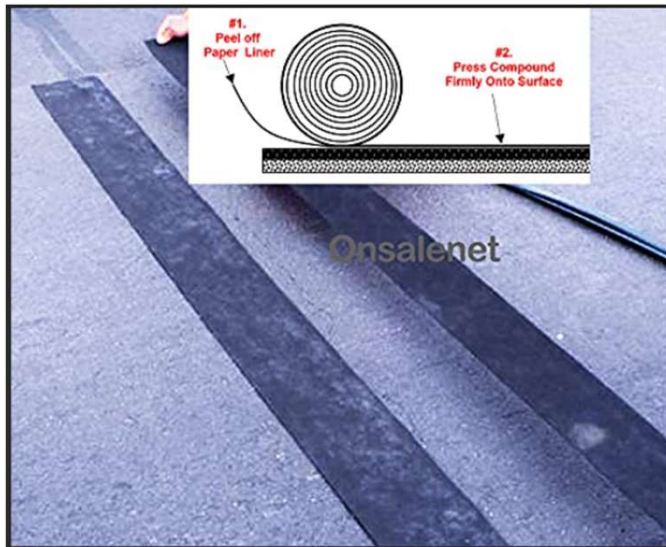


Purpose of today:

- Follow on from report taken to KTCB May meeting
- Outline options for adjusting or removal of raised platforms.
- Includes options from the report and two additional options mentioned by resident.

Option One:

- Cover concrete beam adjacent to raised safety platform



This option would apply a flexible bitumen bandage over the concrete beam at the bottom of the raised safety platform, in order to reduce the noise effects from vehicles driving over the beam.

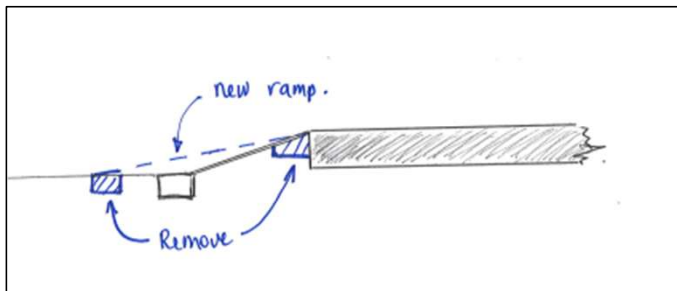
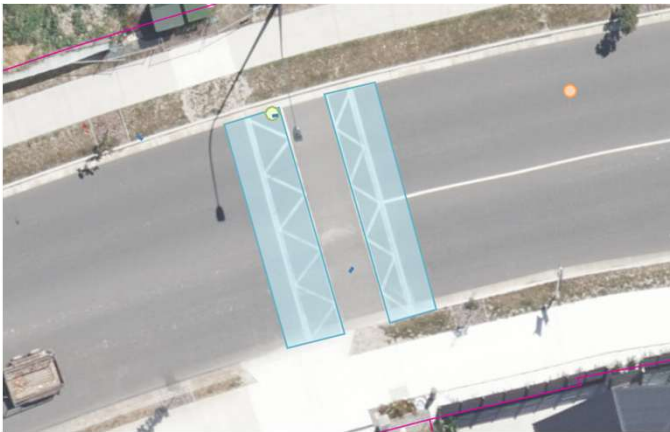
The estimated cost for this option is \$1,500.

Lowest effect on traffic / shortest closure time.

Unlikely to make any substantive difference towards addressing the residents' concerns.

Option Two:

- Construct new ramp on top of existing ramp



This option would overlay a new ramp on top of the existing ramp and concrete beam.

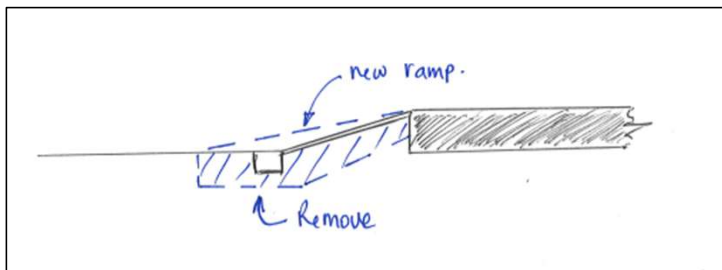
The estimated cost for this option is \$12,000.

Will lessen the approach slope and likely to lead to an increase in traffic speeds.

Does not allow for removal of the existing concrete beam, and reflective cracking is likely to occur in the asphalt overlay.

Option Three:

- Replace ramps on both sides of raised safety platforms.



This option would dig out the approach ramps and beams on both sides and replace with continuous asphalt.

The estimated cost for this option is \$18,000.

Will lessen the approach slope and likely to lead to an increase in traffic speeds.

Bitumen bandage across the join line between the new and old asphalt.

Option Four:

- Raise the carriageway between raised safety platforms to height of safety platforms.



This option would fill in the roadway between the raised safety platforms so that the entire length was the same height. This work would involve removal of ramps, regrading the approach ramps, milling the existing asphalt surface, overlaying with granular material and the new asphalt surfacing being laid between the raised safety platforms.

The estimated cost for this option is \$60,000.

Will halve the approach / departure ramps which vehicles need to traverse along this section of Silverstream Blvd which is likely to increase speed.

Option Five:

- Install mini roundabouts.



This option would see the raised platforms removed and two new mini roundabouts installed. Give Way controls would be required on all four legs of the two roundabouts.

The rough order cost for this option is \$40,000.

Small roundabout would need to be fully mountable.
Considered 3m removable roundabout.
Likely to have vehicles drive straight over top.
Unsuitable for a collector road which is a bus route.

Option Six:

- Install chicanes.



This option would see the raised platforms removed and new chicanes installed. This would include one central island and four build outs adjacent to the kerb to direct traffic.

These would need to have sufficient space for a heavy vehicle or bus to pass through.

The rough order cost for this option is \$57,500.

Results in a loss of on-street parking due to build outs (needs to fit between driveways).

Increase maintenance due to cleaning between the kerb line and the islands, or additional cost to pipe SW.

Likely to see increased speeds due to the lack of vertical deflection.

Not recommended due to this being a collector road and a bus route.

Option Seven:

- Remove raised tables.



This option would result in the ramps and raised table being removed in its entirety and the road reconstructed flush to the existing carriageway.

The estimated cost for this option is \$16,000.

Likely to result in increased speeds and complaints from residents trying to exit / enter their properties.

What's next:

- Prepare a report for the next U&R Committee Meeting on 15 July.
- Request any budget through Council.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** STW-02/ 250902163593**REPORT TO:** UTILITIES AND ROADING COMMITTEE**DATE OF MEETING:** 16 September 2025**AUTHOR(S):** Declan McCormack – Land Drainage Engineer
Jason Recker – Stormwater and Waterways Manager**SUBJECT:** Reclassification of stockwater races**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1. This report provides information on a request from property owners at 1475 North Eyre Road to reclassify a section of stockwater race R3I-5A from a farm stockwater race, maintained by the adjacent property owner, to a Council stockwater race, maintained by the Waimakariri District Council.
- 1.2. This report also provides information on several races that have been identified as requiring reclassification. These specific races were recognised as part of an on-going project to improve the accuracy of the Waimakariri District Council's stockwater data.
- 1.3. The reclassification of any stockwater race has no impact on the functionality of the water race network. The purpose of reclassifying a race is to match the network data with how the race is or will be maintained.
- 1.4. Improving the accuracy of the Waimakariri District Council's stockwater data allows for an increased understanding for both Waimakariri District Council staff, and members of the public, regarding stockwater race maintenance responsibilities.

Appendix:

- 1 & 1A) Race R3I-5A location and proposed changes
- 2 & 2A) Race R3M-6 location and proposed changes
- 3 & 3A) Race R10-2 & R10-2A location and proposed changes
- 4 & 4A) Race R3I-5 & R3I-1 location and proposed changes.
- 5 & 5A) Race R8-1 location and proposed changes

2. RECOMMENDATION**THAT** the Utilities and Roothing Committee

- (a) **Receives** Report No. 250902163593
- (b) **Authorises** the following reclassification changes for sections of the water race network:
 - a. R3I-5A - Reclassify approximately 210m from a farm stockwater race to a Council Stockwater race
 - b. R3M-6 – Reclassify approximately 230m from a Council stockwater race to a farm stockwater race

- c. R10-2 & R10-2A – Reclassify approximately 1100m from a combined stockwater and irrigation race to a farm stockwater race
- d. R3I-5
 - i. Reclassify approximately 750m from a farm stockwater race to a Council stockwater race.
 - ii. Reclassify approximately 150m from a Council stockwater race to a farm stockwater race.
- e. R3I-1
 - i. Reclassify approximately 870m from a farm stockwater race to a Council stockwater race.
- f. R8-1 – Reclassify approximately 800m from a Council stockwater race to a farm stockwater race.

Table 1: Summary of race classification changes

| Race | Classification Change | Length (m) |
|--------|---------------------------|-------------|
| R3I-5A | Farm race to Council race | 210 |
| R3I-5 | Farm race to Council race | 750 |
| R3I-1 | Farm race to Council race | 870 |
| | Total | 1830 |

| Race | Classification Change | Length (m) |
|-------|---------------------------|-------------|
| R3M-6 | Council race to farm race | 230 |
| R3I-5 | Council race to farm race | 150 |
| R8-1 | Council race to farm race | 800 |
| | Total | 1180 |

| Race | Classification Change | Length (m) |
|--------------|----------------------------|-------------|
| R10-2/R10-2A | Combined race to farm race | 1100 |
| | Total | 1100 |

Table 2: Net change in race length per classification

| Classification | Net Change (m) |
|----------------|----------------|
| Farm race | 1100 |
| Council race | 650 |
| Combined race | -1100 |

3. **BACKGROUND**

- 3.1. Stock-water races have supplied water for stock since the introduction of the network in 1896. Additional farm races added over time have culminated in a network delivering water to approximately 44,000 hectares. Water may be taken for stock-water and domestic irrigation purposes.

- 3.2. The network is self-funding and paid for by the stock-water users. The Council currently has Environment Canterbury consent (CRC133965) to take surface water from the Waimakariri River at the Browns Rock intake to supply the scheme.
- 3.3. There are currently four designations of water races within our district
- Green – Council stockwater races, which are “WDC maintained” - The water race is maintained by the Waimakariri District Council.
 - Blue – Farm stockwater races, which are “Farmer maintained” - The water race is maintained by the property owner or where the race is in road reserve, the adjacent property owner.
 - Red – Combined stockwater and irrigation races, which are “WIL maintained” - The combined irrigation and stockwater race is maintained by Waimakariri Irrigation Limited.
 - Maroon – Irrigation races, which are “WIL maintained” - The irrigation race solely conveys irrigation water and is maintained by Waimakariri Irrigation Limited
- 3.4. A request has been received from the property owners of 1475 North Eyre Road to reclassify a section of race R3I-5A from “farmer maintained” to “WDC maintained”.
- 3.5. As part of an ongoing project to improve the accuracy of the Waimakariri District Council's stockwater data, several water races have also been identified as requiring reclassification.
- 3.6. The races that have been identified for reclassification are listed below:
- R3I-5A
 - R3M-6
 - R10-2 / R10-2A
 - R3I-5
 - R3I-1
 - R8-1

4. ISSUES AND OPTIONS

4.1. R3I-5A: NORTH EYRE ROAD, WEST EYRETON

- 4.1.1. The section of race R3I-5A that requires reclassifying is located between 1479 North Eyre Road and 1119 Downs Road. The section is approximately 210m long and is split by 50m of race within the property of 1461 North Eyre Road that will remain classified as farmer maintained due to access issues. This has been discussed and agreed by the landowner as per trim 250904167453.
- 4.1.2. The reason for reclassification is unique, as this race holds both stockwater and irrigation water. The property owners of 1475 North Eyre Road have expressed they have no need nor want for stockwater and hence they should not be responsible for the maintenance of race R3I-5A. In normal circumstances, a farmer-maintained race is the responsibility of the property owner to maintain regardless of stockwater usage. This is outlined in the Waimakariri District Council Stockwater Race Bylaw. Upon further investigation, it was discovered this race delivers both stockwater and irrigation water to downstream property owners.

- 4.1.3. Race R3I-5A delivers a small amount of irrigation water to shareholders at 1423 North Eyre Road. In this instance, the volume of irrigation water within the race is the minority compared to the stockwater volume. This is an outlier compared to other combined races around the district. In normal circumstances irrigation water volumes greatly outweigh stockwater volumes.
- 4.1.4. Through discussions with Waimakariri Irrigation Limited, it was noted that maintenance and capital upgrade costs of the combined irrigation races in the network are often not passed onto the Waimakariri District Council and their rate payers, as the volume of stockwater within these races is minor compared with irrigation volumes. Therefore, stockwater volumes within the combined races do not influence their overall maintenance and improvement.
- 4.1.5. In this instance, it has been deemed appropriate to reclassify the section of race R3I-5A as WDC maintained to keep with the principal that the entity that has the larger volume of water within a combined race should be responsible for its upkeep.
- 4.1.6. It is recommended this race is reclassified from "farmer maintained" to "WDC maintained"

4.2. **R3M-6: SWANNANOA ROAD, FERNSIDE**

- 4.2.1. The section of race R3M-6 that has been identified for reclassification is located within 105 & 119 Swannanoa Road. The section is approximately 230m in length.
- 4.2.2. This race carries only stockwater and is within private property. It is currently maintained by the property owners and should be reflected in the same way within WDC's stockwater data.
- 4.2.3. It is recommended this race is reclassified from "WDC maintained" to "farmer maintained"

4.3. **R10-2/R10-2A: CUST ROAD, CUST**

- 4.3.1. The section of race R10-2/R10-2A that has been identified for reclassification is located between 1612 Cust Road and 1418 Cust Road. The section is approximately 1100m in length.
- 4.3.2. The race has been incorrectly drawn as a combined irrigation and stockwater race. This section of race carries only stockwater.
- 4.3.3. At 1574 Cust Road race R12 is piped under race R10-2/R10-2A and pumped uphill across Cust Road by a downstream irrigation pump station.
- 4.3.4. The race becomes a combined race at 1418 Cust Road where stockwater within race R10-2A on the Northern side of Cust Road is joined via a road culvert by Irrigation water in race R10-2 on the South side of Cust Road.
- 4.3.5. It is recommended this race is reclassified from "WIL maintained" to "farmer maintained"

4.4. **R3I-5: BRAEBURN CRESCENT/BRADLEY'S ROAD, MANDEVILLE**

- 4.4.1. The sections of race R3I-5 identified for reclassification are located within Waimakariri District Council owned land between No.10 Road and Braeburn Crescent, private property at 181 McHugh's Road and within and adjacent to the following properties: 1 Wards Road, 184 Vicenza Drive, 170 Vicenza Drive and 168 Vicenza Drive. The combined total length of the sections is 870m.

- 4.4.2. The first section is approximately 210m within Waimakariri District Council land between No.10 Road and Braeburn crescent. It is currently maintained by the Waimakariri District Council as part of their landowner responsibilities. It is recommended this section of race R3I-5 is reclassified from “farmer maintained” to “WDC maintained”.
- 4.4.3. The second section of race is approximately 150m within 181 McHughs Road. This section of race was upgraded, and it was agreed maintenance would be the responsibility of the landowner following the improvements as per trim 211108179274. It is recommended this race is reclassified from “WDC maintained” to “farmer maintained”.
- 4.4.4. The third section is approximately 530m of race along Bradleys Road and is within/borders the eastern property boundaries of 1 Wards Road, 184 Vicenza Drive, 170 Vicenza Drive and 168 Vicenza Drive. Waimakariri District Council is responsible for maintaining a section of the race on the corner of Bradley’s and Tram Road and has subsequently maintained this section whilst the equipment is readily available.
- 4.4.5. It is recommended this section of race R3I-5 is reclassified from “farmer maintained” to “WDC maintained”.
- 4.5. **R3I-1: MCHUGHS ROAD, BEAL PLACE, OHOKA MEADOWS DRIVE, MANDEVILLE**
 - 4.5.1. The sections of race identified for reclassification are located within Waimakariri District Council owned land between McHughs Road and Norris Drive and Waimakariri District Council land between Beal Place and Mandeville Park Drive. The last section is within road reserve located outside 124 Ohoka Meadows Drive. The combined total length of the sections is 870m.
 - 4.5.2. The first section is within Waimakariri District Council owned land and is currently maintained by WDC. It is recommended this section of race R3I-1 is reclassified from “farmer maintained” to “WDC maintained”.
 - 4.5.3. The second section is within and adjacent to Waimakariri District Council owned land. This race can only be accessed from WDC land and has not been maintained for a long period. It is recommended this section of race R3I-1 is reclassified from “farmer maintained” to “WDC maintained”.
 - 4.5.4. The third section of race is within road reserve outside 124 Ohoka Meadows Drive. Due to the characteristics of this section, it has been regularly maintained by WDC.
 - 4.5.5. It is recommended this section of race R3I-1 is reclassified from “farmer maintained” to “WDC maintained”.
- 4.6. **R8-1: MODERATES ROAD, BENNETTS**
 - 4.6.1. The section of race identified for reclassification is within the property of 244 Moderates Road and is approximately 800m in length.
 - 4.6.2. This race carries only stockwater and is within private property. It is currently maintained by the property owner and should be reflected in the same way within WDC’s stockwater data.
 - 4.6.3. It is recommended this race is reclassified from “WDC maintained” to “farmer maintained”.

Implications for Community Wellbeing

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

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

5. COMMUNITY VIEWS

5.1. Mana whenua

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

5.2. Groups and Organisations

There are no groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. Wider Community

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

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

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

6.1.1. Race R3I-5A has been agreed to be maintained by Waimakariri Irrigation Limited once a year under the existing service level agreement.

6.1.2. The races being reclassified from WDC to farmer maintained will have no financial impact as they are currently not maintained by WDC. The races are within or adjacent to properties that currently pay water race rates.

6.1.3. The races being reclassified from farmer maintained to WDC maintained will have no financial impact. The maintenance of these races is currently agreed and paid for by the Greenspace department each time maintenance is required. This has previously been charged to their parks and reserve operations maintenance budget. Any additional cost is charged to the water race maintenance budget.

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.

6.3 Health and Safety

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

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

The Local Government Act is relevant in this matter.

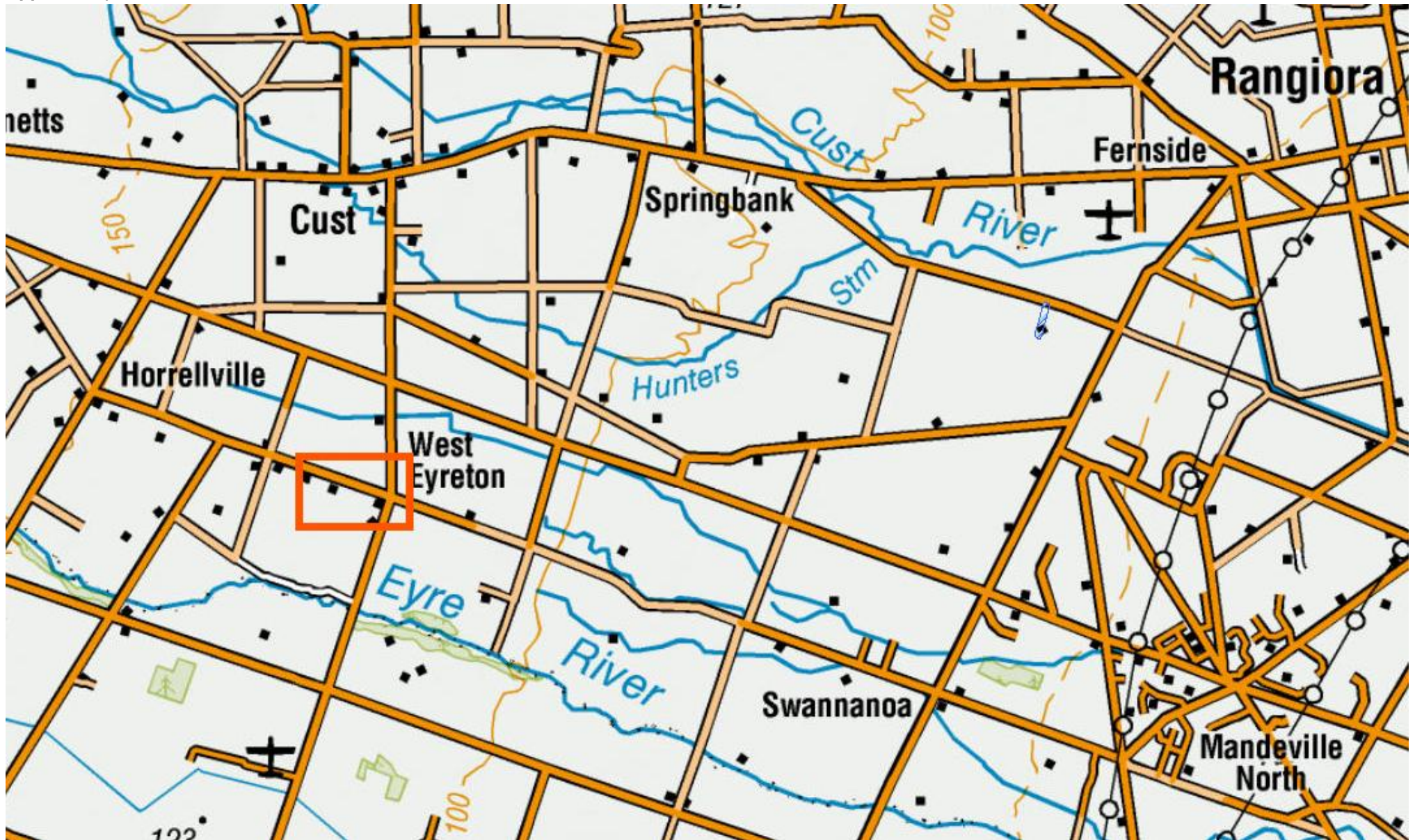
7.3. **Consistency with Community Outcomes**

The Council's community outcomes are not relevant to the actions arising from recommendations in this report.

7.4. **Authorising Delegations**

The Utilities and Roading Committee is responsible for activities related to Stockwater races.

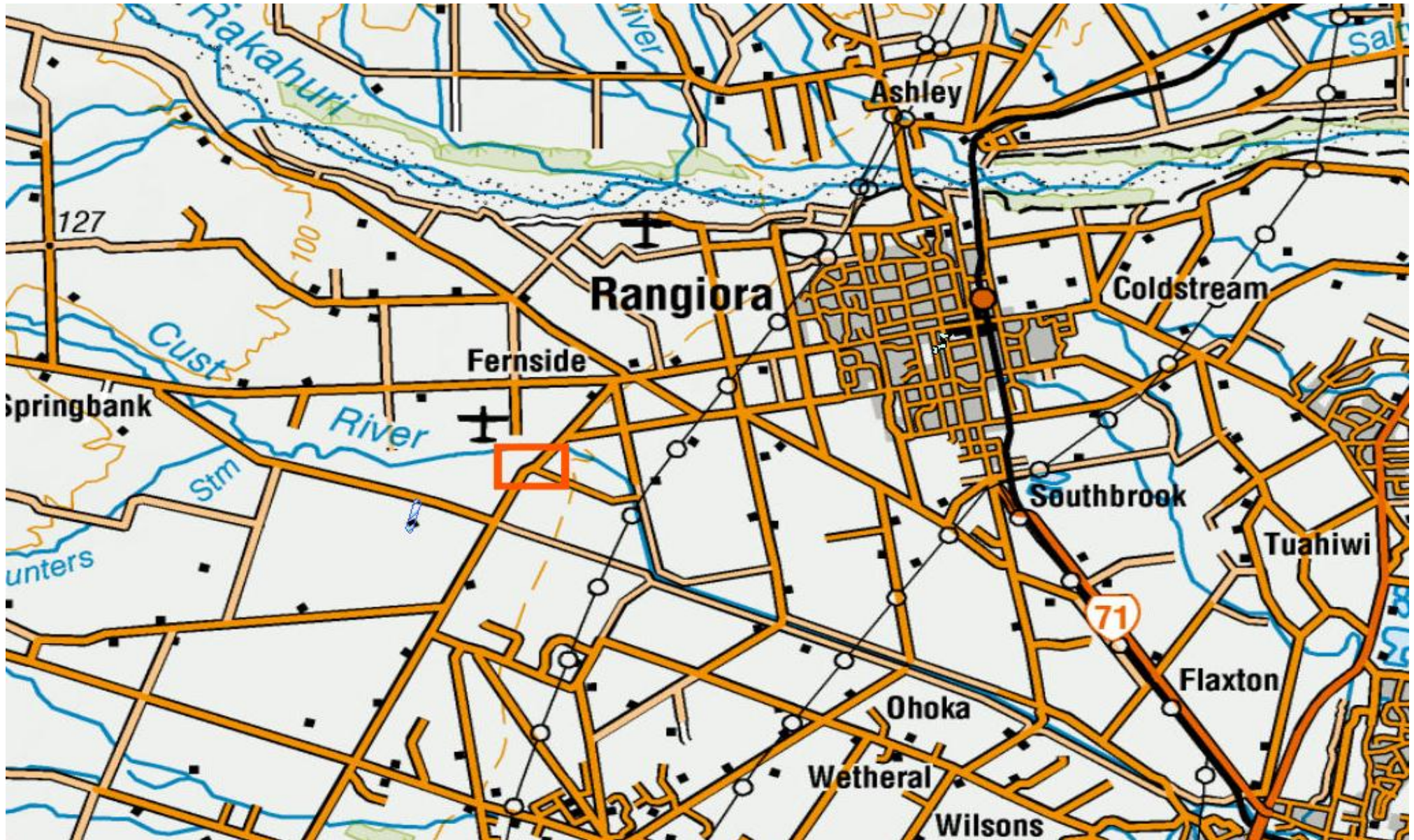
Appendix 1) Location of race R3I-5A



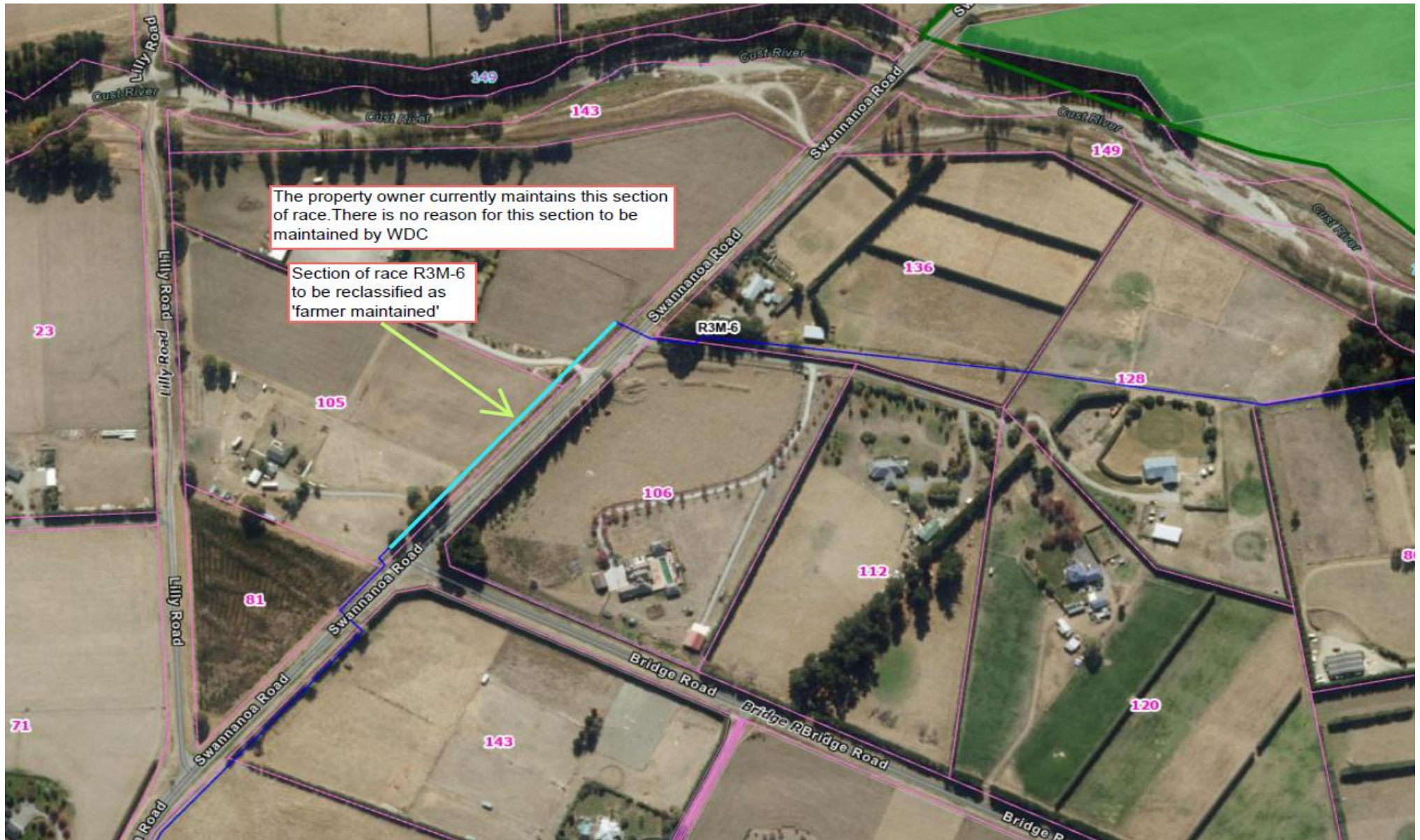
Appendix 1A) Current designation of race R3I-5A and the proposed changes.



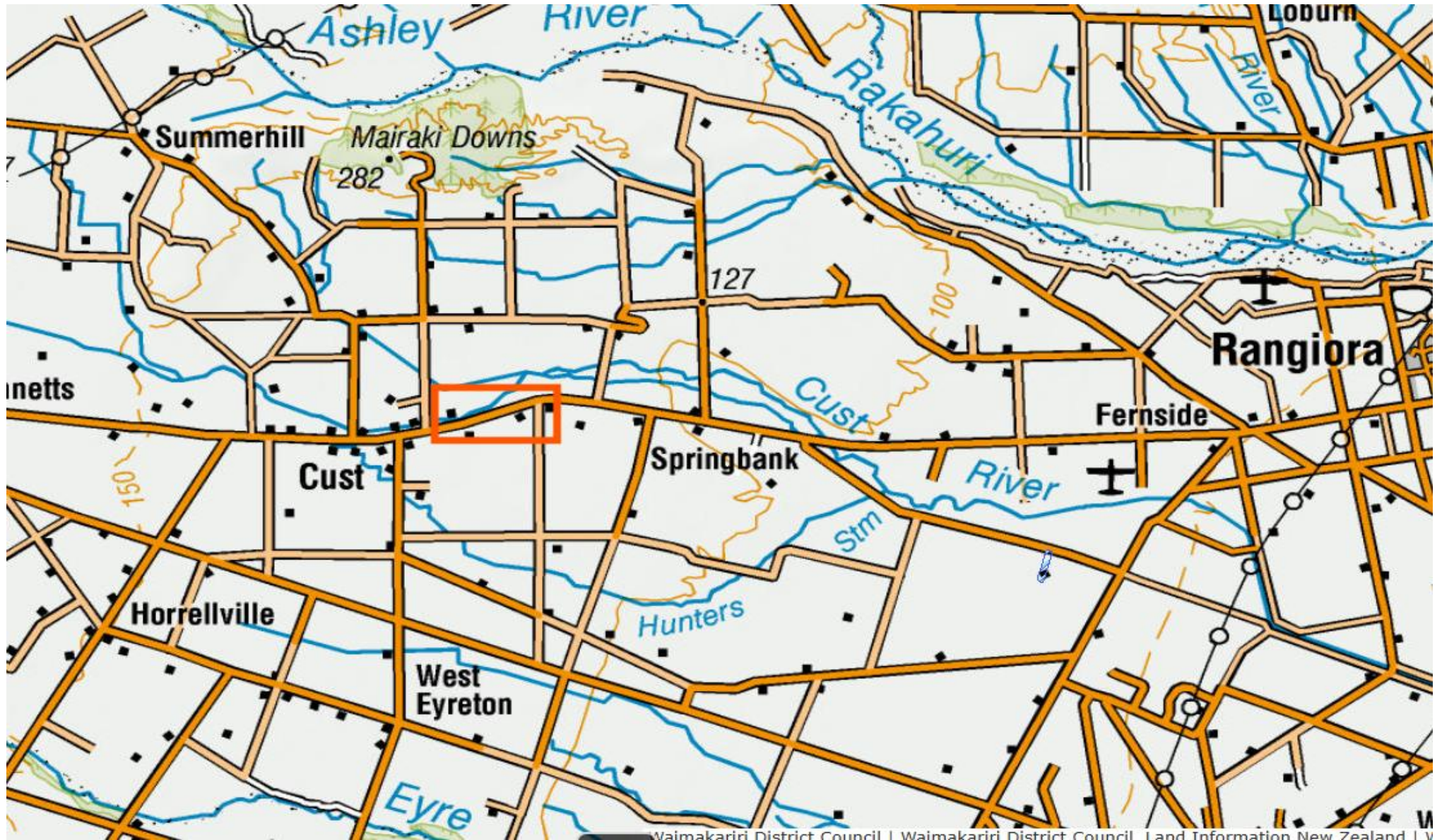
Appendix 2) Location of race R3M-6



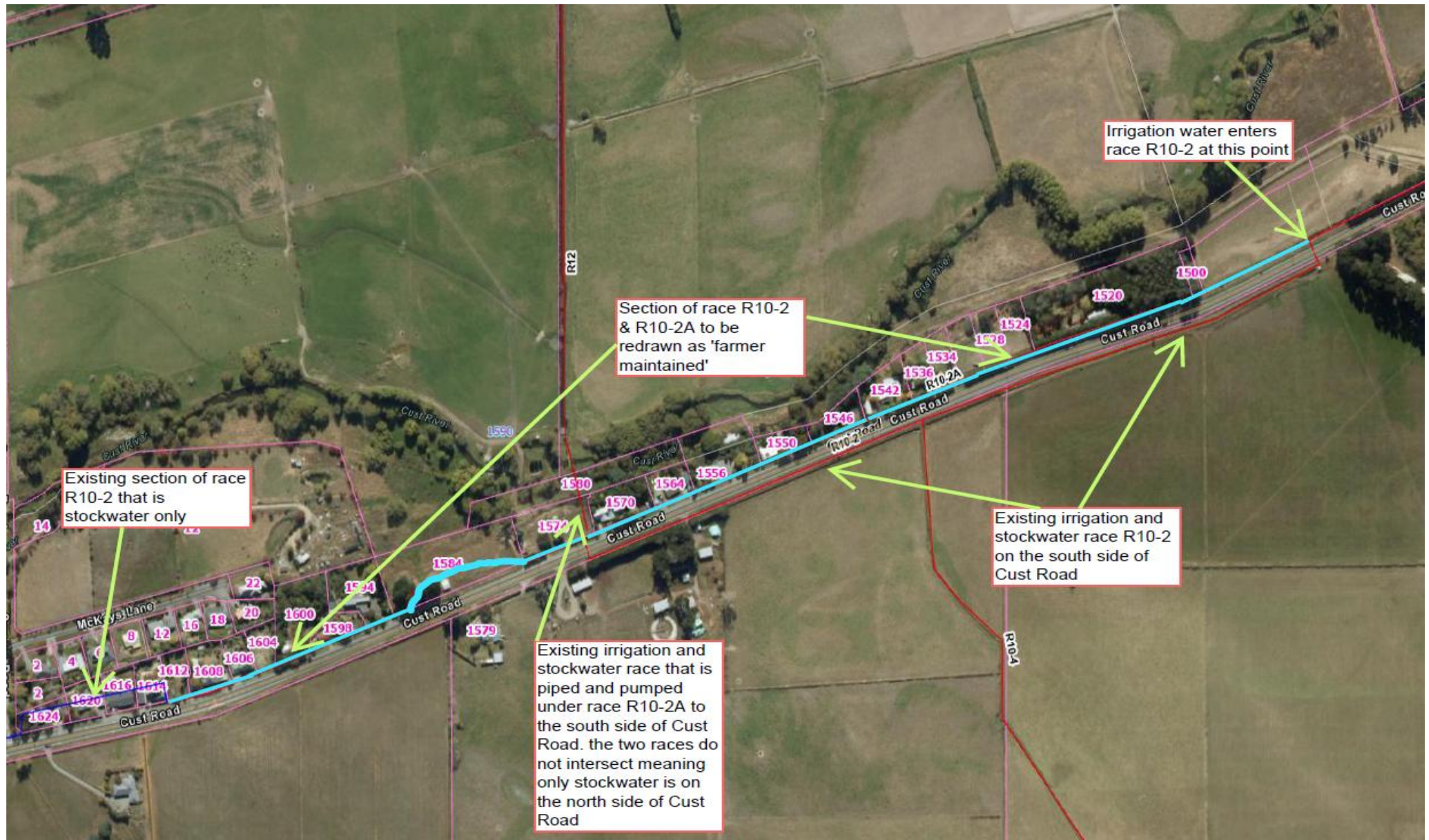
Appendix 2A) Proposed changes to race R3M-6



Appendix 3) Location of race R10-2/R10-2A



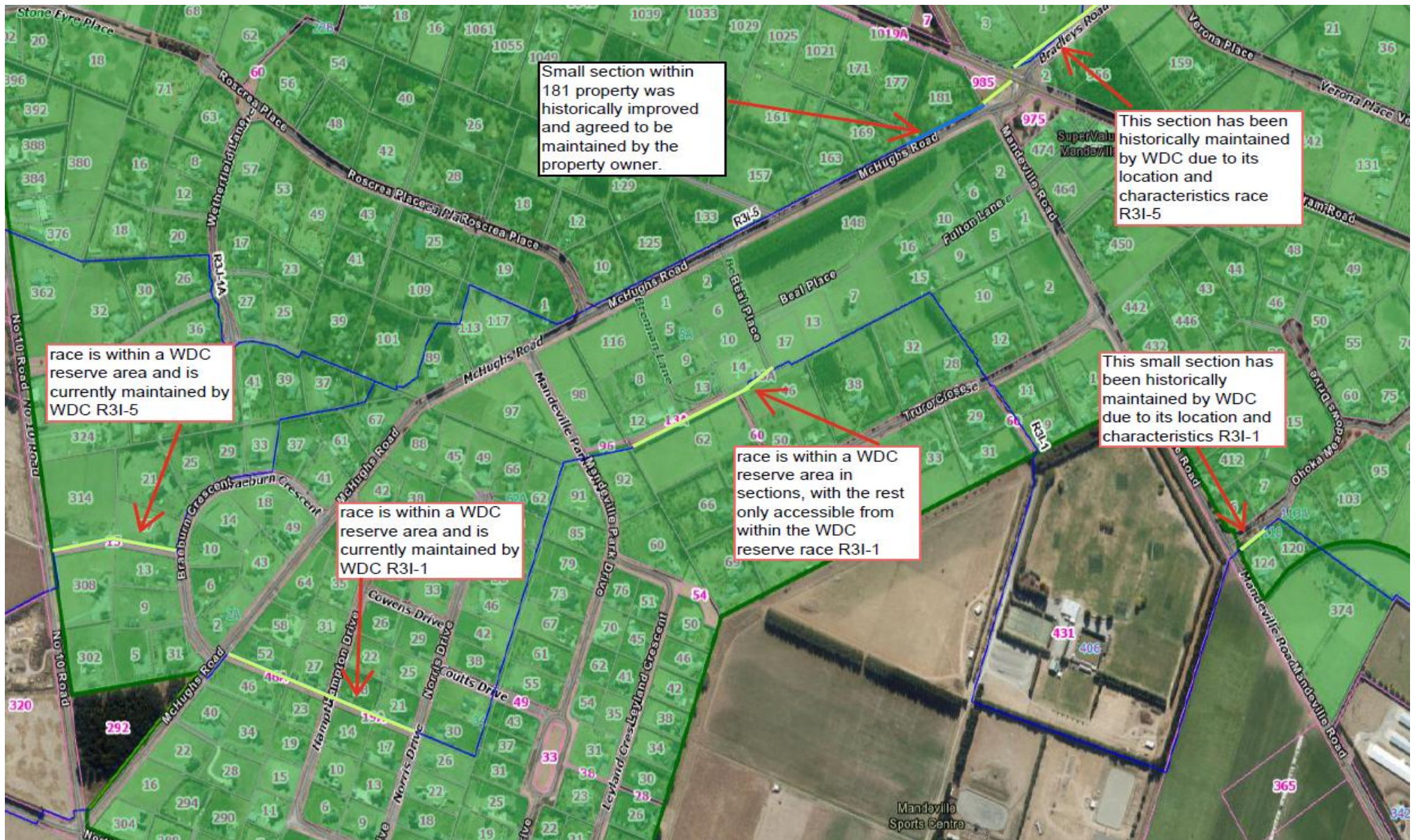
Appendix 3A) Proposed changes to race R10-2/R10-2A



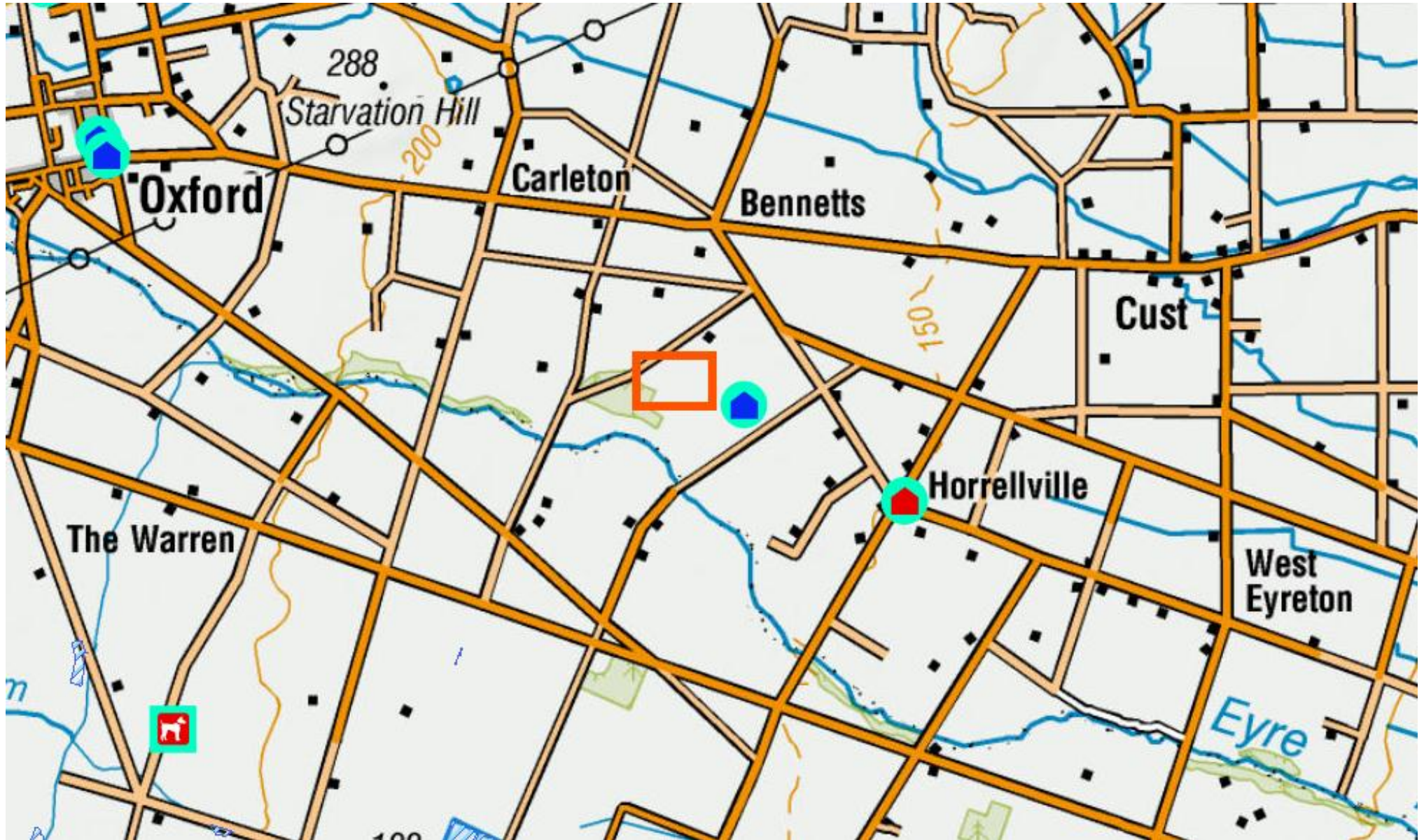
Appendix 4) Location of race R3I-5 & R3I-1



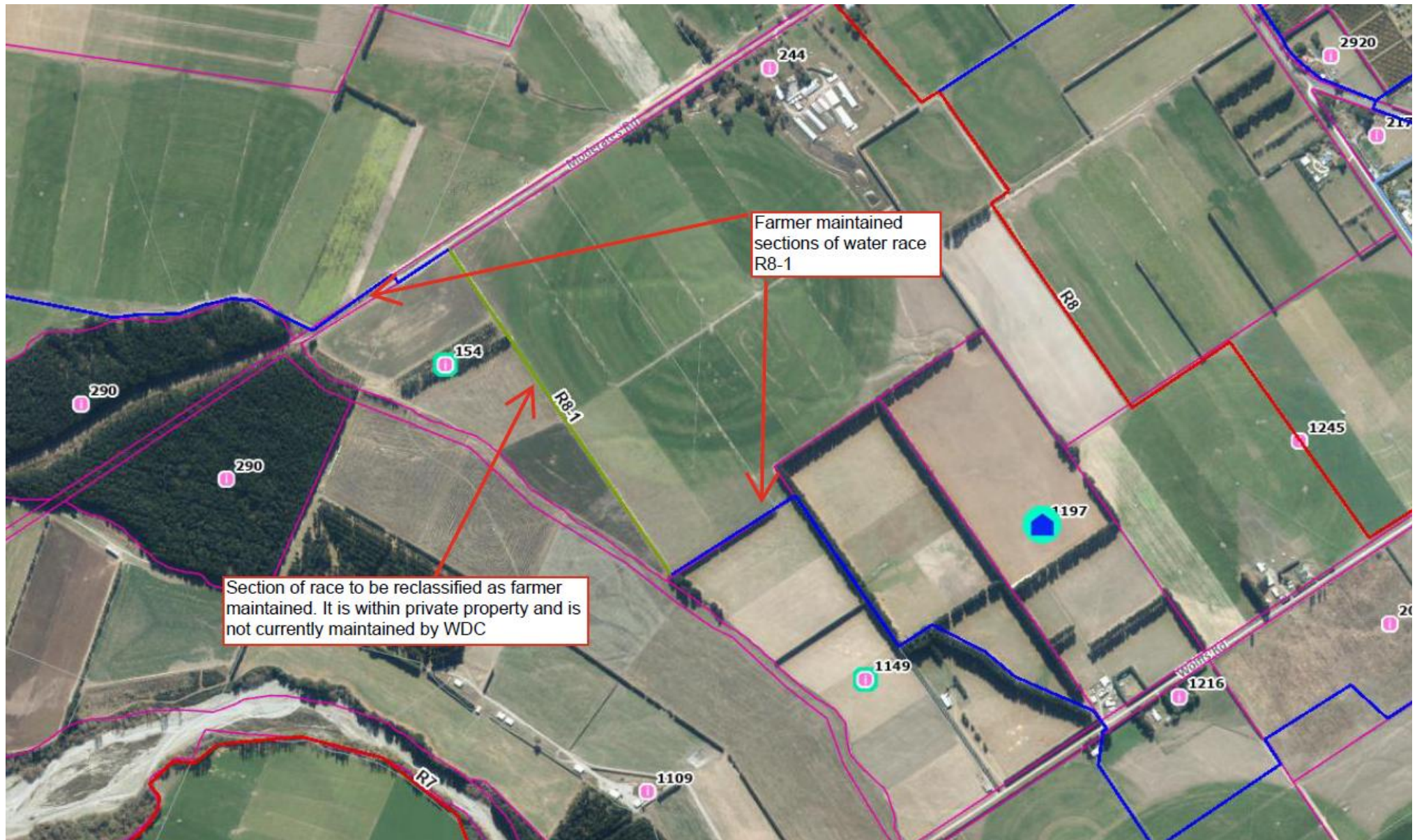
Appendix 4A) Proposed changes to races R3I-5 & R3I-1



Appendix 5) Location of race R8-1



Appendix 5A) Proposed changes to race R8-1



WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-03-09 / 250624114291**REPORT TO:** UTILITIES & ROADING COMMITTEE**DATE OF MEETING:** 16 September 2025**AUTHOR(S):** Shane Binder, Senior Transportation Engineer**SUBJECT:** Mowing Exception Request – 18 Blackadder Road Pegasus**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1. This report seeks a decision from the Utilities & Roading Committee in relation to a request for an exemption to the berm maintenance responsibilities laid out in the Road Reserve Management Policy, for a property in Pegasus.
- 1.2. The Road Reserve Management Policy was approved by Council in December 2024. It defines responsibilities for urban and rural berm maintenance in that Council does not maintain berms or frontages of private property and expects that berms will be maintained in a clean and tidy condition by the adjoining property owner, to ensure safe space for all road users and prevent erosion of roadside drains.
- 1.3. The Road Reserve Management Policy notes that property owners can apply in writing to the Council for an exemption to the requirement to maintain the berm adjoining their property.
- 1.4. Requests are to be evaluated by the Utilities & Roading Committee based on the following criteria:
 - stormwater conveyance function of the berm
 - berm design (e.g., steepness)
 - traffic safety impacts on road users
 - larger areas (greater than 400m²)
 - any special circumstances such as compassionate grounds
- 1.5. It is noted that should Council take over maintenance of this area then the mowing frequency would be done with other mowing rounds around the district, and as such would not be maintained to a “high amenity urban berm” level. This means the berm will only be mown on an as required frequency – up to 16 times annually but historically averaging 7 times annually. Council's performance-based outcome for urban mowing is a maximum grass height of around 100mm.

Attachments:

- i. Resident request for mowing exemption (TRIM no. 250703120832)

2. **RECOMMENDATION**

THAT the Utilities & Roading Committee:

- (a) **Receives** Report No. 250624114291.
- (b) **Declines** a mowing exemption request for no. 18 Blackadder Road
- (c) **Notes** that the request does not meet the criteria for such an exemption set out in the Road Reserve Management Policy.
- (d) **Notes** that approval of the mowing exemption request is estimated to cost \$2,800-6,400 annually, depending on grass growth.

3. **BACKGROUND**

3.1. The Road Reserve Management Policy was approved by Council in December 2024. Among other provisions, it defines responsibilities for urban and rural berm maintenance. Clause 7.5.2 notes the following:

- 7.5.2.1. The Council will not maintain berms or frontages of private property, except where otherwise provided for in this policy.
- 7.5.2.2. The Council expects that berms will be covered in natural turf and maintained in a clean and tidy condition by the adjoining property owner to ensure safe space for all road users and prevent erosion of roadside drains.

3.2. Clause 7.5.3 sets out a process for exemptions to the above expectations as follows:

- 7.5.3.1 Property owners can apply in writing to the Council for an exemption to the requirement to maintain the berm adjoining their property.
- 7.5.3.2. Any requests for an exemption will be evaluated on a case-by-case basis using the following criteria:
 - Whether the berm is a stormwater conveyance and treatment area that requires mowing to ensure it operates efficiently or it meets regulatory requirements
 - The berm design and whether its maintenance can be safely carried out by the adjoining property owner (e.g., berms that are too steep to be maintained by a hand mower or line trimmer)
 - Whether the berm's maintenance could impact the safety of road network users (e.g., vehicular, pedestrian, equestrian, or cycle traffic)
 - Whether the mowable area of the roadside berm is greater than 400 m² (urban only)
 - Special circumstances may be considered on compassionate grounds.
- 7.5.3.3. Any exemption granted in accordance with section 7.5.3.2 will be at the Council's discretion.

4. **ISSUES AND OPTIONS**

- 4.1. The landowner of no. 18 Blackadder Road, Pegasus has requested an exemption per Clause 7.5.3, such that Council would take over maintenance of the roadside berms fronting his property.
- 4.2. No. 18 Blackadder Road has frontage along Blackadder Road and Tutaipatu Avenue, as shown below in Figure One. The relevant berm area is estimated to be 76m². The berm has a slight swale as part of the Pegasus development stormwater system, but the slopes of the swale are generally considered appropriate for mowing.



Figure One: 18 Blackadder Road vicinity

- 4.3. The property owner notes in support of his application for a mowing exemption a partial disability with a long-term injury and as such is not able to maintain the berm.
- 4.4. Staff have discussed the issue of mowing with the property owner and suggested consideration of alternate options for maintaining the berm, including either hiring a landscaping service or working with a family member or neighbour.
- 4.5. It is noted that should Council take over maintenance of this area then the mowing frequency would be done with other mowing rounds around the district, and as such would not be maintained to a "high amenity urban berm level" (i.e. only mown on an as required frequency when the grass gets to around 100mm high in line with the rest of the district).
- 4.6. The Utilities & Roading Committee has the following options available to them:
- 4.7. Option One: Reject the exemption request

The Committee may choose to reject the resident's berm maintenance exemption request; in which case the resident would still be expected to maintain his berm or arrange for someone else to do so on his behalf. This is the staff recommended option.

- 4.8. Option Two: Approve the exemption request

The Committee may choose to approve the resident's berm maintenance exemption request, in which case responsibility for mowing and otherwise maintaining the berm would be added to the Road Maintenance contract. This is not the recommended option because it does not appear to meet the criteria as set out in Clause 7.5.3.2 of the Road Reserve Management Policy and sets a precedent for similar requests in the future.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Well-maintained berms impact traffic safety, fire safety, and the general amenity of the community.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

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

5.2. **Groups and Organisations**

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report, given the localised nature of the request.

5.3. **Wider Community**

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

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. The cost to maintain this berm is estimated at \$2,800-6,400 annually, depending on grass growth.

If the Committee approves the exemption, the costs would need to be funded from the Mowing Budget GL 10.270.576.2500, which has a budget of \$259,884 for the 2025/26 year.

This budget is fully utilised every year with general roadside mowing. As such, the budget would need to be increased to accommodate the additional works, or alternatively other areas of mowing reduced to offset the additional area.

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

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability and/or climate change impacts, given the localised nature of the request.

6.3 **Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report. Agreeing to undertake this maintenance will set a precedent and could result in more requests of this nature leading to an increase in mowing costs.

6.3 **Health and Safety**

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

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

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

The Local Government Act 1974 Part 21 details the role and responsibilities of local government in relation to maintaining safe and obstruction-free roads and footpaths.

7.3. **Consistency with Community Outcomes**

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

Environmental: a place that values and restores our environment

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

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

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

7.4. **Authorising Delegations**

Clause 7.5.3.3 of the Road Reserve Management Policy delegates discretion to Council to grant exemptions to the requirement to maintain the berm.

The Council's Utilities & Roading Committee has delegated authority over roading and transportation matters, including road safety, multimodal transportation and traffic control.

Shane Binder

From: Council Office
Sent: Thursday, 15 May 2025 1:22 PM
To: Datascape Live
Subject: SR.18241

Re: Regarding Request ID: SR.18035

Nadia Fox | Customer Services Officer
 Customer Services
office@wmk.govt.nz
 Phone: 0800 965 468 (0800 WMK GOV)



From: [REDACTED]
Sent: Tuesday, May 13, 2025 4:52 PM
To: office@wmk.govt.nz
Subject: Re: Regarding Request ID: SR.18035

Caution: [THIS EMAIL IS FROM AN EXTERNAL SOURCE] DO NOT CLICK links or attachments unless you recognise the sender email address

Yes I would like a report prepared as im partially disabled with a long term injury .
 I have seen a surgeon in Christchurch.
 They will not operate due to the risk of infection.
 Thank you for your consideration in this matter.

On Tue, 13 May 2025, 4:42 pm Waimakariri District Council - Customer Service,
 <office@wmk.govt.nz> wrote:

Kia ora [REDACTED] Danika has passed your lawn maintenance service request on to me. Exemptions for mowing are considered by the Utilities & Roading Committee against the following criteria:

- Whether the berm is a stormwater conveyance and treatment area that requires mowing to ensure it operates efficiently or it meets regulatory requirements
- The berm design and whether its maintenance can be safely carried out by the adjoining property owner (e.g., berms that are too steep to be maintained by a hand mower or line trimmer)
- Whether the berm's maintenance could impact the safety of road network users (e.g., vehicular, pedestrian, equestrian, or cycle traffic)
- Whether the mowable area of the roadside berm is greater than 400 m2 in an urban environment
- Special circumstances may be considered on compassionate grounds (e.g., combination of mobility and financial constraints)

Alternately, you could consider seeing if a neighbour or relation can look after the berm, or else hiring a landscaping service. However, if you would like staff to prepare a report, we would likely need some evidence to support one or more of the above criteria.

Regards,
Shane Binder
Shane Binder | Senior Transportation Engineer
Roading

Phone: 0800 965 468 (0800 WMK GOV)

Mobile: +64 27 241 3243

DDI: 03 266 9295



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WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** SEW-03-01-04-13.01 / 250821154899**REPORT TO:** UTILITIES AND ROADING COMMITTEE**DATE OF MEETING:** 16 September 2025**AUTHOR(S):** Sophie Allen - Water Environment Advisor**SUBJECT:** Avian botulism management 2024/25 and a bird deterrent proposal**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1 The purpose of this report is to summarise the occurrence, costs and management of avian botulism during the 2024-25 season at the Waimakariri District Council Wastewater Treatment Plants (WWTP) and Kaiapoi Lakes. This report also analyses advantages and disadvantages of installing a laser bird deterrent system at the Kaiapoi Wastewater Treatment Plant.
- 1.2 There were no outbreaks of avian botulism in the 2024-25 season, with a total of 158 birds collected by ecological contractors for all sites, with their cause of death unconfirmed. The majority of birds, 97 (61%), were collected at the Kaiapoi Wastewater Treatment Plant. Other coastal Waimakariri District Council wastewater treatment plants had low numbers of birds collected by ecological contractors,; Rangiora WWTP (31 birds), Woodend WWTP (9 birds), Waikuku WWTP (15 birds), and Kaiapoi Lakes (6 birds).
- 1.3 A bird deterrent method, using a laser at the Kaiapoi Wastewater Treatment Plant, has been examined in this report. WDC staff considered the installation of a laser, such as the Avix Automatic Mark II, with restrictions on when and how it would used to ensure better outcomes for bird species and would not compromise midge management or human safety. WDC staff recommend the status quo, to not install a laser due to the cost of installation, health and safety management requirements, and uncertainty of effectiveness outweighing the potential benefits.

Attachments:

- i. Bird Control New Zealand Avix Automatic Mark II laser quote (TRIM 250825156175)

2. RECOMMENDATION**THAT** the Utilities and Roading Committee:

- (a) **Receives** Report No. 250821154899.
- (b) **Notes** the bird death numbers (152 birds) for the 2024-25 season at coastal Waimakariri District Council wastewater treatment plants (WWTPs), as collected by contractors, with 6 birds collected at the Kaiapoi Lakes. In comparison during the 2023-24 season, 431 birds were collected from coastal Waimakari District Council WWTPs by contractors, with a minor avian botulism outbreak at the Kaiapoi WWTP, and two birds were collected at the Kaiapoi Lakes.

- (c) **Notes** that the WDC Avian Botulism Management Plan was updated in 2024 to Version 3, including procedures if Highly Pathogenic Avian Influenza (HPAI, such as the H5N1 strain) is suspected instead of avian botulism.
- (d) **Approves** the status quo, to not install a laser at the Kaiapoi Wastewater Treatment Plant due to the cost of installation, health and safety management requirements, and uncertainty of effectiveness outweighing the potential benefits
- (e) **Notes** that WDC staff will monitor the development of laser technology as a bird deterrent, particularly for case studies of use for avian botulism management and/or for preventing pukeko damage to native wetland plantings.
- (f) **Notes** that WDC staff will continue to proactively engage with concerned members of the public about avian botulism control.
- (g) **Circulates** this report to the Council and the Community Boards for information.

3. **BACKGROUND**

- 3.1 An update on avian botulism and its management was presented to the Utilities and Rooding Committee on 20 August 2024 (240701105914[v2]), 15 August 2023 (230601080981[v2]), 21 June 2022 (220420060318), 24 September 2019, (190905124322[v2]), 21 August 2018 (180719080426) and December 2015 (160301016953). These reports detailed the identification and management response of the disease at the Kaiapoi, Woodend, Rangiora and Waikuku WWTPs, and surrounding waterbodies.
- 3.2 Avian botulism is a paralytic disease of waterfowl, caused when toxin is released by bacteria commonly found in the substrates of lake and pond beds, including wastewater oxidation ponds. This toxin accumulates in aquatic invertebrates, which are then consumed by birds. The bacterium *Clostridium botulinum* is widespread in soil and requires warm temperatures, a protein source and an anaerobic (i.e. no oxygen) environment in order to become active and produce toxin. Decomposing vegetation and invertebrates combined with warm temperatures can provide ideal conditions for the botulism bacteria to activate and produce toxin.
- 3.3 Botulism is an intoxication (i.e. food poisoning) rather than an infectious disease. The affected birds show several consistent symptoms including weakness, lethargy and a progressive paralysis, which initially affects the legs and neck. Walking becomes difficult and paralysis of the neck means birds cannot hold their heads erect. For birds sitting on the water this inevitably leads to death by drowning.
- 3.4 Carcasses of dead birds are subsequently fed on by flies and their larvae, which then concentrates the botulinum toxin within the larvae and the bird-toxic maggot cycle commences. This leads to the deaths of subsequent waves of birds as they feed on the maggots in, and around, the dead bird carcasses.
- 3.5 Providing mildly affected birds with fresh water, shade and protection from predators may help them recover from the intoxication. Avian botulism antitoxin is available (potentially only overseas, such as in the USA), but requires special handling and must be given early in the intoxication. Birds that survive a botulism outbreak are not immune to future exposure to botulism toxin.

- 3.6 Avian botulism Type C, as identified at the Kaiapoi Wastewater Treatment plant, is not thought to be a risk to human health. Avian botulism Type E, which has not been identified in the Waimakariri District, does affect humans in rare cases.
- 3.7 Work boots, clothes and vehicles if contaminated with bird carcass material has been identified as a potential risk to poultry and dairy farms for spreading botulinum toxin, however this risk is much lower than the risk of contaminated feed or bedding material for example. WWTP staff and contractors are recommended to be advised of this low risk, so that appropriate actions can be taken if visiting poultry or dairy farms.

4. **ISSUES AND OPTIONS**

- 4.1. Figure 1 shows bird carcass numbers that have been collected by contractors at WWTPs and sometimes other ponds managed by WDC from 2013-25. In 2024-2025, 152 birds in total were collected from four WWTPs, primarily mallards and paradise shelducks, but also species such as Grey Teal were collected from Waikuku WWTP (11 Grey Teal) and Kaiapoi WWTP (7 Grey Teal), which is raised compared to the previous five years. Note that cause of death is not confirmed by autopsy. There has been no significant outbreak of avian botulism since 2018-19 in the Waimakariri District. However, avian botulism is thought to have caused significant number of deaths (i.e. defined as an outbreak) in 2013/14, 2014/15, 2017/18 and 2018/19.
- 4.2. The species of each carcass collected is recorded by Keystone Ecology Ltd, who are experienced in bird identification. No species that are listed as rare or threatened by the Department of Conservation threat classification system were collected in 2024/25 or in previous year since species records have been collected. There was one royal spoonbill collected in 2024-25. The Department of Conservation classifies the royal spoonbill as naturally uncommon but increasing in range.

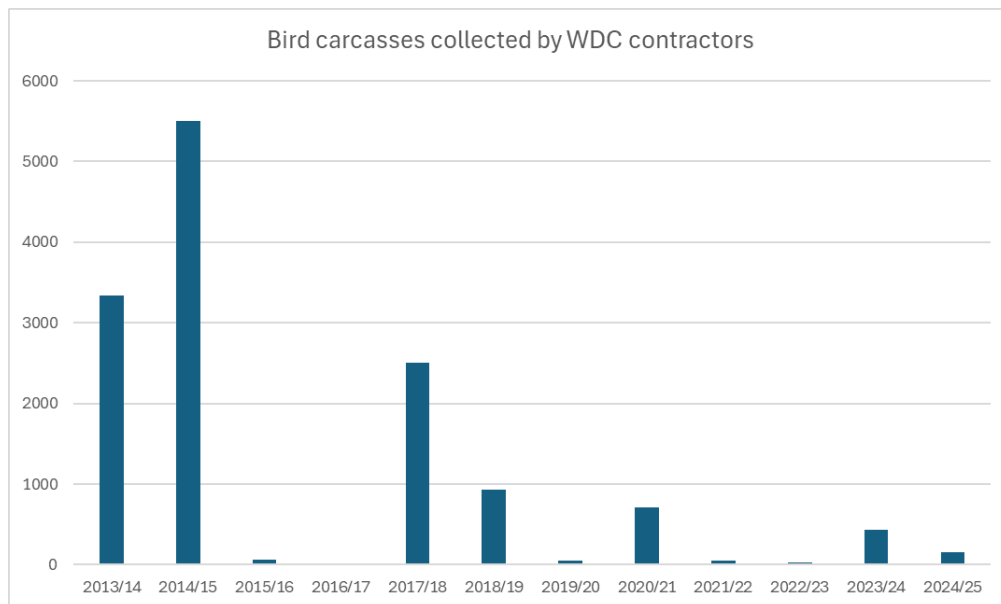


Figure 1: Bird carcasses collected 2013-25 by WDC contractors at all sites. NB data value may be slightly incorrect for the 2015-16 year, due to varying reports.

- 4.3. The first noted outbreak in the Waimakariri District was at the Kaiapoi Wastewater Treatment Plant (WWTP) in the summer of 2013/14. In total there were 3,336 birds that died at the Kaiapoi WWTP and 7 at Woodend WWTP. Most of the dead birds were paradise shelducks and mallards. The second outbreak in the summer of 2014/15 was more significant with a total of 5,499 dead birds over the summer period. The incidence of avian botulism was also more widespread with birds affected at the Kaiapoi, Woodend,

Rangiora and Waikuku Beach treatment plants, at the Kaiapoi Lakes public area, the Pegasus wetlands and the Tūhaitara Coastal Park wetlands (Tutaepatu Lagoon).

- 4.4. In 2017/18 there were an estimated 2,505 bird carcasses collected by Council contractors. The bird collected in 2015/16, 2016/17, 2019/20, 2020/21, 2021/22, 2022/23 and 2024/25 were negligible (see Figure 1), due to likely factors such as weather (temperature and wind direction for example) that have not been analyzed. 2023/24 was considered by WDC staff to be a minor outbreak at the Kaiapoi WWTP, with a total of 375 birds collected.

Avian Botulism Management Plan 2024 (Version 3)

- 4.5. The WDC Avian Botulism Management Plan 2024 (Version 3, Trim 241010176017) has been updated with minor amendments in 2024/25, including;
- 4.5.1. Procedures if Highly Pathogenic Avian Influenza (HAPI, such as the H5N1 strain) is suspected instead of avian botulism.
 - 4.5.2. Recommended measures for WDC staff and contractors to minimise any risk of the spread of avian botulism toxin to poultry or dairy farms.
 - 4.5.3. An update on bird rehabilitation centre contact details.
- 4.6. For the next update of the Avian Botulism Management Plan, information regarding the advantages and disadvantages of laser deterrents will be added, with the intention that this will be updated over time.

Bird deterrent lasers

- 4.7. Bird deterrent lasers are humane, non-lethal devices that project visible green laser beams and patterns to scare birds by simulating a physical threat. As the technology has developed, they are now a popular bird deterrent technology in places such as airports, vineyards, and free-range poultry farms for wild birds. Lasers can cover large areas, require minimal maintenance, and operate silently, unlike other visual or sound deterrents, which birds can quickly get used to, or physical barriers (like netting).
- 4.8. While lasers can be effective and sustainable, the success of laser depends on the correct randomised application and safety precautions. The lasers are effective day and night, though green is most effective in low light. They are not a "set-and-forget" solution, often requiring combination with other deterrents for best effectiveness. Other deterrents have not been scoped in this application, but should be considered if a laser were to be installed. A bird deterrent laser would require careful safety management to prevent eye injury for WDC staff and contractors working around the laser.
- 4.9. There is not considered to be a risk for aerial incidents from installing a laser i.e. for pilots of planes, as the laser would be programmed to shine downwards, with only some diffuse reflection of light upwards.
- 4.10. A laser deterrent could theoretically prevent birds from feeding, roosting or nesting at the Kaiapoi Wastewater Treatment Plant (WWTP), resulting in a lower risk of avian botulism outbreak to birds in the wider Brooklands / Waimakariri River mouth / Kaiapoi WWTP area. Another proposed use of a laser deterrent is for protection from pukeko damage for proposed new plantings in the constructed wetland areas of Kaiapoi WWTP (scheduled for 2026/7 onwards). Both of these proposed applications are experimental for bird laser usage, with no examples of the successful applications of a bird laser for wastewater treatment plant wetlands for avian botulism management or pukeko management for new wetland plantings identified by WDC staff to-date.F

- 4.11. A reduction in bird numbers and preventing cases of avian botulism could lead to less exposure of WDC staff and contractors to biohazardous waste material at the Kaiapoi WWTP.

Lasers as a bird deterrent

- 4.12. WDC considered the purchase of an AVIX Autonomic Mark II laser, offered by Bird Control New Zealand Ltd. This product is stated to achieve up to a 90% reduction in bird numbers, but there is no guarantee to achieve a specific level of bird reduction which gives a right of return of the product, though further customer support and product servicing is available to try to improve bird reduction levels. The laser and associated parts are covered by a 2-year warranty for malfunction.
- 4.13. This is a Class 3B laser with a long range, allowing for the installation of only one laser to cover the Kaiapoi WWTP infiltration wetland and constructed wetland areas (see Figure 2). Class 3B requires laser safety glasses to be worn or for the laser to be turned off with staff or contractors in the vicinity, as direct exposure to the laser beam can cause a burn to the retina, the light-sensitive tissue at the back of the eye. It provides up to 500 mW of brightness, with a power consumption of 100 watts. Users can control and monitor the device remotely via an app, allowing for customisation of patterns, speed, and intervals.
- 4.14. WDC staff are unaware of any case studies of a laser being used as a bird deterrent for waterfowl at wastewater treatment plants wetlands (e.g. for avian botulism management), or for preventing pukeko damage from constructed wetland plantings. Laser suppliers were asked to provide examples of where these applications have been successfully deployed, however no examples have been supplied to WDC as yet. Therefore, this report considers the installation of a laser bird deterrent at a wastewater treatment plant for prevention of avian botulism outbreaks and to prevent pukeko damage to new plantings as experimental, with unknown effectiveness. One supplier has commented that pukeko tend to be more 'laser resistant' than other species in horticultural crops but do move away eventually. It is unknown whether a laser would deter pukeko enough to prevent them from pulling out freshly-planted plants, which is a common problem with wetland plantings.
- 4.15. The estimated cost for installation of one Avix Automatic Mark II is \$26,960.80 excl GST, which consists of the cost for the laser and its installation, 5m mounting stand, software app, laser safety course, hazard signage, and solar electricity supply (Attachment i). An electrical connection could be investigated for cost relative to a solar supply but is not currently costed. There would be an additional estimated cost of \$4,000 excl GST for removal of three poplar trees (Figure 3) to enable a line of sight to all of the infiltration wetland and constructed wetlands.
- 4.16. Maintenance costs include replacing the laser bulb every few years (after 5000 hours) at an estimated cost of \$1,000 as recommended by the manufacturer, and other servicing/repair costs as required. There would also be a cost for a contractor or for WDC staff time to monitoring the effectiveness of the laser with bird counts, and effectiveness at preventing avian botulism.
- 4.17. Although other bird deterrent lasers that were examined by WDC staff were cheaper per unit to purchase, they would require multiple lasers to be installed due to their smaller range, leading to a higher total cost and more complexity to install and operate. Other lasers that were considered were Class 4 lasers. However, this is a more dangerous class of laser, which has a risk to eyesight from diffuse reflections as well as the direct beam and also can create a fire hazard due to being able to ignite combustible materials, which would not be appropriate with the pine forest surrounding the Kaiapoi Wastewater Treatment Plant.

- 4.18. Hire of the Avix Automatic Mark II is possible, however the cost for 12 weeks rental was \$11,350.50 excl GST. At this cost, and due to the preferred long-term use of the laser, hire of the laser was not considered further by WDC staff.
- 4.19. Any laser or other bird deterrent installed would need to protect the nesting period of any species protected by the Wildlife Act 1953. This is generally during spring and early summer (i.e. the period 1 September – 28 February). An ornithologist (bird expert), such as a WDC Ecologist could inform whether the use of the laser would be of net benefit to be switched on, or whether it would be detrimental overall to the bird population. It is anticipated that the laser might not be able to be used extensively during the key annual period of avian botulism management, as it would likely disrupt birds during nesting time when displacement with a laser could lead to poor breeding outcomes and/or starvation and lack of habitat elsewhere for the birds.
- 4.20. The laser could be turned on before the nesting season started (i.e. in winter), then continued to be used throughout the spring and summer on for the period, which could prevent the majority of birds from nesting if the laser was effective. However, it is likely that not 100% of birds will be driven away, with unknown proportion of birds remaining to nest at the site. Having the laser running constantly from wintertime (before nesting season) is likely be the case required for effective pukeko control to protect wetland plantings, with the key control period for plant establishment during the springtime.
- 4.21. Alternatively, the laser could be activated only occasionally, such as during an avian botulism or avian influenza outbreak. If the laser was to be installed, but not switched on as a default, (until there is a period of avian botulism or HPAI outbreak). This would allow for;
- 4.21.1. the provision of bird habitat to continue at the Kaiapoi WWTP,
 - 4.21.2. control of midge larvae numbers by birds who consume midge larvae as their primary food source (which would likely lessen midge affects for neighbours), and
 - 4.21.3. better safety for WDC staff and contractors from risk of potential eye damage.

However, this could lead to increased costs overall for Council, with both the laser installation and maintenance cost and the avian botulism monitoring and management cost by a WDC contractor to visit the site 1-3 times weekly during the higher risk season of spring through to autumn. Activation only during an avian botulism or HPAI outbreak could spread sick birds to less suitable locations, such as public reserves (e.g. Kaiapoi Lakes).



Figure 2: Laser installation location considered by WDC staff, a high point where there is coverage of the infiltration wetland and constructed wetlands.



Figure 3: The laser installation site considered by WDC staff, showing the poplars that would require removal.

Status quo

- 4.22. The staff recommendation proposes the status quo, to not install a laser as a bird deterrent at the Kaiapoi WWTP due to;
 - 4.22.1. the experimental nature of the use of the laser, with no returns policy offered for the Avix Automatic Mark II laser proposed if found to not be effective at reducing bird numbers to the desired levels. Ineffective pukeko control could lead to large losses of plantings before netting could be installed.
 - 4.22.2. the health and safety danger posed by the Class 3B laser of damage to eyesight from the direct beam. This can be mitigated with training for staff and contractors and turning off the laser when operation in the area but cannot be completely removed as a hazard.
 - 4.22.3. the likely reduction in the midge control carried out by the birds, with potential for exacerbation of midge issues for neighbouring properties with regular use of the laser.
 - 4.22.4. the estimated cost of \$31,000 excl GST for purchase and installation, as well as the cost for a contractor or WDC staff time to evaluation the success of the laser, as well as on-going maintenance costs, such as bulb replacement and other asset management requirements.
- 4.23. The effectiveness of a laser for avian botulism management and pukeko control will likely be trialled by others in the near future. As laser technology develops and there are case studies to examine, WDC staff intend to re-evaluate advantages and disadvantages of installation of a laser, particularly around effectiveness to deter waterfowl.
- 4.24. Table 1 presents a summary of advantages and disadvantages for the installation of a laser bird deterrent at Kaiapoi WWTP.

Table 1: Advantages and disadvantages of installation of an Avix Automatic Mark II laser

| Advantages | Description |
|---|---|
| Humane (non-lethal) | The laser does not harm the bird directly, as they are displaced by the beam. |
| Potentially effective at displacing birds for the purposes of: -avian botulism avoidance -constructed wetland planting protection from pukeko damage -avian influenza (HPAI) outbreak management | Bird deterrent lasers have potential to be used for applications that would be useful to the Council, however the main applications to-date have been vineyards, orchards, and airports for example. |
| Possible reduction in operational costs for avian botulism management | Possible reduction in monitoring and management (operational) costs for avian botulism (and HPAI if it becomes established), if laser was found to have high bird reduction numbers (70% - 90%) that reduces the required frequency of visits for contractors to this site. Note that the contractor would continue to visit other sites with an unchanged frequency, unless lasers were also installed at other WDC WWTPs. |
| Better contractor safety for biohazards | Less exposure of WDC staff and contractors to deceased birds and associated diseases/ toxins. |

| Disadvantages | |
|---|--|
| Loss of habitat and food supply | Waterfowl that are displaced by the laser could struggle to find sufficient habitat and food supply in the wider Brooklands-Waimakariri River mouth – Kaiapoi River area, leading to poor reproduction, and/or death by other causes like starvation or lack of habitat. |
| Spread of sick birds to less suitable locations for human contact | Sick waterfowl, e.g. suffering from avian botulism toxin or HPAI (avian influenza) for example could be moved from Kaiapoi Wastewater Treatment Plant to less suitable areas with increased human contact by the public, such as the Kaiapoi Lakes. |
| Legal requirement to protect wildlife e.g. not disturbing nesting of protected bird species | The Wildlife Act 1953 (Section 3) requires wildlife to be protected (unless listed for partial protection in the Act or as a game bird species), which restricts when the laser can be used. |
| Less predation of midge larvae | Midge numbers would likely increase, due to decreased consumption of the midge larvae (the primary food source for waterfowl at the Kaiapoi WWTP), resulting in possible increased midge nuisance effects for neighbours. |

| | |
|--|---|
| Increased safety risk for WDC staff and contractors for eye damage | Laser safety training will be required for WDC staff who operate in the area, and identification of the laser as a hazard to manage. The laser can easily be turned off temporarily or set to operate before and after work hours as a mitigation of this safety risk. |
| Potentially not effective over water or for preventing pukeko damage to plantings | The laser can be programmed to focus on the margins of the ponds, where it is most effective with deterring birds, however there is a risk that the laser is less effective over water due to refraction of the light (and therefore is not perceived as a solid object by the birds). Prevention of pukeko damage for new wetland plantings is a novel idea that is a New Zealand / Australasian-specific problem, so has not been tested overseas. No data regarding the effectiveness of preventing damage to new planting has been supplied by the laser suppliers contacted to enable assessment. There is a risk that if the laser was found to not be successful at deterring pukeko that netting would need to be quickly installed instead over any plantings, with the cost of the netting and risk of damage to plants before the netting can be put in place. |
| Less 'eyes on the ground' or double-up of laser and avian botulism contractor visits | If avian botulism monitoring and management by the WDC contractor is decreased, (based on the operation of the laser), there is a risk that issues would not be detected as quickly. Alternatively, WDC contractor visits could be continued, but with no anticipated cost savings. |
| Increased WDC staff and/or contractor time for set-up and monitoring initially | Within the first season, set-up of the laser pathway within the app, and laser safety training would require staff time and visits would be required by WDC staff or contractor to confirm the efficacy of the laser with bird count monitoring. |

Avian Influenza (Bird Flu)

- 4.25. Highly Pathogenic Avian Influenza (HPAI) is a disease that is highly contagious and often deadly in poultry, caused by highly pathogenic avian influenza A (H5) and A (H7) viruses; it is also known as bird or avian flu. HPAI viruses can be transmitted by wild birds to domestic poultry and other bird and animal species, including occasionally to humans. Strains of HPAI have been circulating globally for many years, with many countries having seasonal outbreaks in poultry every year.
- 4.26. In 2020, a new H5N1 strain of the virus emerged in both domesticated and wild birds across the northern hemisphere. It established in wild birds and began to spread, including to the United Kingdom, Europe, and the United States. In 2023, H5N1 was detected in the southern hemisphere. Since then, it has spread down through South America to the sub-Antarctic islands and the Antarctic peninsula near South America.
- 4.27. Although not currently in New Zealand, it is anticipated the H5N1 will reach New Zealand at some stage. Symptoms in birds can be similar to avian botulism symptoms, therefore ecological contractors handling dead birds have health and safety and reporting practices in place if HPAI is suspected.

- 4.28. A laser could potentially be used to deter birds from inhabiting the Kaiapoi WWTP if there was a HPAI outbreak to reduce the clean-up requirements. However, birds could require clean-up from other locations that they were moved to, such as the Kaiapoi River and Kaiapoi Lakes or Brooklands Lagoon (within the Christchurch City Council area).

Avian Botulism monitoring at Bromley Wastewater Treatment Plant

- 4.29. In the winter of 2025, Christchurch City Council reported that there were deaths of black swans, likely due to avian botulism. The black swan is a species that has also be observed to occasionally be affected by avian botulism during winter-time, but not summer-time. The cause of this pattern is unknown.
- 4.30. Since the summer of 2011/12, there have sometimes been avian botulism Type C outbreaks in the Bromley Wastewater ponds in Christchurch. In summer 2012 there was a large outbreak with 6,300 birds collected, with death attributed to avian botulism within the Bromley Oxidation ponds. The actual estimated number of bird deaths was over 7,000 due to a number unable to be recovered.
- 4.31. In 2013/14, two years after the Bromley WWTP outbreak, WDC experienced the first noted avian botulism outbreak for the District at Kaiapoi WWTP. It was speculated that the avian botulism outbreak at the Kaiapoi WWTP was related to the outbreak at Bromley spreading to the wider area, such as through the movement of sick waterfowl between the two locations.
- 4.32. The bacterium that causes avian botulism is naturally occurring and is likely always present at all WWTP wetland sites at low levels in sediments, so is not necessarily a new infection that is spread between sites. It is rather that an outbreak at one site, such as Bromley WWTP, leads to concentrated toxins being passed on via the 'carcass-maggot cycle'. This cycle is where birds eat the maggots of a carcass that has passed away from avian botulism, where the toxin has accumulated then moves to another site before dying and producing maggots with the accumulated toxin.
- 4.33. Over the 2022-23 summer, Christchurch City Council confirmed that approximately 321 dead waterfowl were collected from Bromley WWTP wetlands as part of their annual avian botulism monitoring. It was also confirmed that 11 live waterfowl were taken from Bromley WWTP for recovery.

Implications for Community Wellbeing

- 4.34. There are no implications on community wellbeing by the issues and options that are the subject matter of this report. An information pamphlet on Avian Botulism has previously been prepared (refer TRIM 190204012544) to address community concerns regarding the disease. This pamphlet was updated in May 2025.
- 4.35. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report as some waterfowl are taonga species, collected for mahinga kai.

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 such as Te Kōhaka o Tūhaitara Trust, North Canterbury Fish and Game, the SPCA, Community and Public Health, Department of Conservation, and Christchurch City Council.

5.3. Wider Community

- 5.3.1. Although there is no legislative requirement, there is a social expectation of the Council to prevent outbreaks spreading to other wetland and lake areas, such as in the Selwyn District and Hurunui District (e.g. Lake Forsyth/Wairewa, Te Waihora/ Lake Ellesmere) or to poultry and dairy farms within Canterbury.
- 5.3.2. Gamebird hunters i.e., duck shooters may have reduced opportunities for hunting, and require clear communication on the severity and locations of outbreaks.
- 5.3.3. Birdwatchers, bird lovers and the general public could be saddened to see sick and dead birds at public locations. Rare or threatened birds could be affected, though no rare or threatened bird deaths have been recorded to date.
- 5.3.4. Opportunities for mahinga kai (customary food gathering) of waterfowl and tuna (eel) may be reduced. Clear communication is needed with appointed Tangata Tiaki (customary fisheries officers).
- 5.3.5. The wider community is not likely to be affected by, or to have an interest in the subject matter of this report.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

- 6.1.1. There are no financial implications of the decision for the status quo option sought by this report.
- 6.1.2. If installed, the budget to install a laser at the estimated cost of \$31,000 capital expenditure could fall within an existing budget included in the Annual Plan for the Kaiapoi WWTP in 2025/26. The on-going operational and monitoring costs for a laser could to be accommodated from within existing budgets. It is unknown whether the cost for ecological contractors to visit the Kaiapoi WWTP for monitoring and pick up of bird carcasses would be reduced if there was installation of a laser, as it would depend on the effectiveness of the laser and management requirements for the remainder bird population.
- 6.1.3. With the status quo, it is anticipated that there would be no change to the cost for avian botulism management in 2025/26 onwards. The cost of avian botulism management for 2024-25 was \$23,036 excl GST. The cost in 2023/24 was an estimated \$20,000, 2022-23 was \$11,502, 2021-22 was \$19,525, 2018-19 was \$45,829, and 2017-18 was \$41,980 excl. GST for the bird monitoring and collection by a contractor. The variation in cost per year relates generally to an increased number of visits and/or hours required to retrieve bird carcasses.
- 6.1.4. The cost for bin rental, collection and disposal in 2024-25 was \$460.95 excl GST. The cost in 2023-24 was \$893, 2022-23 was \$826, 2021-22 was \$1,070, 2018-19 was \$3,081, and 2017-18 was \$5,773 excl. GST for the waste disposal contractor.
- 6.1.5. Costs to-date have come from within WDC Wastewater budgets, including for areas such as stormwater ponds and reserve areas. This may need to be re-evaluated if significant costs arise from outside of WWTP areas.
- 6.1.6. The cost of management is thought to be reduced by efficient monitoring, quick response and a coordinated response with other parties, such as the Christchurch City Council.

6.2. Sustainability and Climate Change Impacts

- 6.2.1. The recommendations in this report do not have sustainability and/or climate change impacts. However, climate change will have a likely effect on avian botulism outbreaks in the future if there are warmer temperatures for longer durations for example.

- 6.2.2. WDC staff monitor for weather predictions of warmer winters and summers, to enact management options early, and reduce risk of a larger or widely dispersed outbreak.

6.3 Risk Management

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

6.3 Health and Safety

- 6.2.1. There are no specific health and safety risks directly arising from the adoption/implementation of the recommendations in this report.
- 6.2.2. Health and Safety documentation and practices such as a Site-Specific Safety Plan will continue to be in place and reviewed when appropriate for WDC staff and contractors.
- 6.2.3. Risks to human health can be minimised by clear communication of risks to staff i.e. promoting the use of gloves when in contact with bird carcasses and implementation of contractors' Health and Safety Plans.
- 6.2.4. In 2014/15 eels in Tutaepatu Lagoon are thought to have consumed some of the carcasses, which led to over 20 observed eels deaths. This raises a potential health and safety issue, due to the fact eels are gathered as a food source.
- 6.2.5. Collection of bird carcasses from wetlands is restricted to retrieval of wind-blown birds from the water's edge due to the risk for humans to enter the wetlands with treated effluent. This can reduce the efficiency and timeliness of bird carcass collection, with some areas are unable to be safely accessed for carcass removal.
- 6.2.6. Outbreaks should be re-confirmed to be avian botulism Type C by the Ministry of Primary Industries at regular intervals, particularly if symptoms presented are atypical, particularly due to the possibility of High Pathogenicity Avian Influenza strain H5N1 arriving in New Zealand.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

- 7.2.1. The Local Government Act 2002 sets out the power and responsibility of local authorities, including the Council's role in providing wastewater services.

7.3. Consistency with Community Outcomes

- 7.3.1. The Council's community outcomes are relevant to the actions arising from recommendations in this report.
- There is a healthy and sustainable environment for all.

7.4. Authorising Delegations

- 7.4.1. The Utilities and Roding Committee hold the delegation for wastewater budgets.



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Customer ID: 3WW
Project ID:

| Qty | Item | Code | Description | Unit Price | Total |
|-----|---|---------------------|--|-----------------|-----------------|
| 1 |  | AVIX AA2- MII | AVIX AUTONOMIC MARK II Fully-automatic bird control laser with programmable laser output 5 to 500mW (CLASS 3B), Bluetooth wireless programming, 360 degrees endless rotation, E-STOP module with status LED and key lock, Android & iPhone app, 240V AC adaptor, flight case. 24 months warranty. https://www.birdcontrol.co.nz/avix-autonomic-mark2 | \$21,492.00 | \$21,492.00 |
| 1 |  | AA-FR | AUTONOMIC FRAME KIT (Stand) Laser mounting height: 660mm https://www.birdcontrol.co.nz/agrilaser-autonomic-frame | Not included | Not included |
| 1 |  | AA-FRE | AUTONOMIC FRAME EXTENDER Increases Autonomic mounting height to 1490mm https://www.birdcontrol.co.nz/agrilaser-autonomic-frame-extender | Not included | Not included |
| 1 |  | AA2-SW | AVIX AUTONOMIC MARK II PROGRAMMING APP Programming App for Android, IOS | Included | Included |
| 1 |  | AA2-TAB1 | 8\" e.g. SAMSUNG TAB A,8\" Screen, WIFI, Bluetooth and LTE, Android OS, SIM card not included. | Not included | Not included |

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| Qty | Item | Code | Description | Unit Price | Total |
|-----|---|----------|--|--------------|---------------|
| 1 |  | LSG | Laser Safety Glasses https://www.birdcontrol.co.nz/laser-safety-glasses | Not included | Not included |
| 1 |  | SGN | Laser Safety Sign - CLASS 3B https://www.birdcontrol.co.nz/laser-warning-sign | \$58.60 | \$58.60 |
| 1 |  | AA2-S120 | AUTONOMIC MARK-II SOLAR POWER KIT 24V 2x 110W solar panels 2x battery boxes Solar charge controller Power balancer Solar panel mounting brackets Solar panel extension cable (2m) 2x 12V 75AH deep cycle batteries. https://www.birdcontrol.co.nz/avix-autonomic-mark2-solar-power-kit | \$1,760.00 | \$1,760.00 |
| 1 |  | AA2-PE5 | AVIX 7-CORE POWER EXTENSION CABLE FOR AUTONOMIC MARK-II 5m power extension cable | \$208.20 | \$208.20 |
| 1 |  | TRN | LASER SAFETY COURSE Complimentary laser safety course by AVIX Bird Control Academy https://www.birdcontrol.co.nz/laser-safety-training | Included | Included |
| 1 |  | PRG | ONSITE COMMISSIONING Includes programming and travel cost Electrical connection/ wiring and height access equipment (if required) are not included. https://www.birdcontrol.co.nz/agrilaser-autonomic-commissioning | \$1,550.00 | \$1,550.00 |
| 1 |  | MMS | Laser Mounting Stand 5M | \$1,892.00 | \$1,892.00 |
| 1 |  | SHP | Freight/ Handling FREE with onsite commissioning | \$0 | \$0 |
| | | | | Subtotal | NZ\$26,960.80 |
| | | | | GST (15%) | NZ\$4,044.12 |
| | | | | Total | NZ\$31,004.92 |

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All prices are in New Zealand Dollars (NZD).

Our [terms and conditions of trade](#) apply.

Payment terms: Standard, prepaid

Bank account: 02-0874-0275478-000 (BNZ), account name: ORNI-X Limited, Reference: 2507285

Warehouse advises all items are in stock at the time of quotation.

Quotation prepared by: Michael

Thank you for your business!

Bird Control Group



Customer acceptance:

Name & Position

PO Number (optional)

Signature

Date

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WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION****FILE NO and TRIM NO:** WAT-10-14 / 250822155722**REPORT TO:** UTILITIES AND ROADING COMMITTEE**DATE OF MEETING:** 16 September 2025**AUTHOR(S):** Sophie Allen – Water Environment Advisor**SUBJECT:** Accountability reporting for Waimakariri Biodiversity Trust funding 2024/25**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1. The purpose of this report is to provide information regarding deliverables achieved by the Waimakariri Biodiversity Trust in 2024/25, in part funded by Waimakariri District Council.
- 1.2. In February 2025, the Utilities and Roding Committee approved the allocation of the \$20,000 per annum for 3 years (\$60,000 total) from the Zone Implementation Programme Addendum (ZIPA) budget to the Waimakariri Biodiversity Trust (TRIM 250115005245).
- 1.3. The Waimakariri Biodiversity Trust provided a deputation to the July 2025 meeting of the Utilities and Roding Committee and provided a copy of their annual report for 2024/25 (Attachment 1).
- 1.4. WDC staff has assessed the deliverables of the Waimakariri Biodiversity Trust for 2024/25 to be satisfactory (see Table 1), and that 2025/26 funding of \$20,000 can be distributed to the Trust upon request via invoice.

Attachments:

- i. Waimakariri Biodiversity Trust Annual Report for 2024/25 TRIM (250728137625)

2. RECOMMENDATION**THAT** the Utilities and Roding Committee:

- (a) **Receives** Report No. 250822155722.
- (b) **Notes** that WDC staff will distribute the approved budget of \$20,000 budget to the Waimakariri Biodiversity Trust for the 2025/26, following satisfactory completion of deliverables for 2024/25.
- (c) **Notes** that WDC will assess the deliverables for 2025/26 from the Waimakariri Biodiversity Trust, before confirming that the future allocated \$20,000 for 2026/27 can be distributed.
- (d) **Circulates** this report to Community Boards and Ngāi Tūāhuriri Rūnanga, at a WDC-Rūnanga Liaison meeting, for information.

3. BACKGROUND

- 3.1. Waimakariri District Council approved the Zone Implementation Programme Addendum (ZIPA), developed by the Waimakariri Water Zone Committee in December 2018 (181115135055[v2]).

- 3.2. Recommendation 2.8 of the Zone Implementation Programme Addendum (ZIPA), states:
- That Environment Canterbury and the Waimakariri District Council work with community groups to address indigenous biodiversity protection and enhancement by means such as:
- Provision of administrative support;
 - Provision of financial assistance;
 - Identification of funding sources;
 - Provision of technical advice; and
 - Endorsement of projects.
- 3.3. \$20,000 per year has been allocated to this Recommendation 2.8 in the Waimakariri District Council Long Term Plan 2024-34 (TRIM 250210020464[v2]). This allocation of funding is anticipated to strengthen community-led biodiversity work in the District in the future.
- 3.4. The Waimakariri Biodiversity Trust received the \$20,000 allocation in 2021/22 and 2023/24 after approval to distribute the funds from the Utilities and Roding Committee. The budget was not allocated in 2022/23.
- 3.5. At the 21 May 2024 Community and Recreation Committee meeting (TRIM 230529078453), the budget was approved to become a contestable fund that was amalgamated with the existing Biodiversity Contestable Fund administered by Greenspace.
- 3.6. The Waimakariri Biodiversity Trust received registration as a charitable trust in March 2022. The Waimakariri Biodiversity Trust deed states:
- The VISION of the Trust is to see vibrant, healthy, indigenous ecosystems valued across the Waimakariri District.*
- The PURPOSE of the Trust is to provide the necessary information, education and resources to enable the community to protect, restore, create and sustainably manage indigenous biodiversity in the Waimakariri District.*
- 3.7. The Waimakariri Biodiversity Trust, commenced operations in 2021/22, employs a part-time coordinator. . The ZIPA budget provided by WDC in 2021/22 and in 2023/24 has been key seed funding for establishment of the trust in its infancy. Supported by funding from the Waimakariri Water Zone Committee's Action Plan budget, the Waimakariri Biodiversity Trust had eight active restoration projects as of December 2024.
- 3.8. In 2024, the Waimakariri Biodiversity Trust held a number of events including a workshop on biodiversity on life-style blocks, planting for birds and presentations on biodiversity in the rural area.
- 3.9. The Trust co-manages allocation of the Mainpower Biodiversity Fund, organises the Waimakariri Environmental Awards, and maintains a website (<https://www.wbt.org.nz/>) and social media presence with regular posts.

4. **ISSUES AND OPTIONS**

- 4.1. \$20,000 of budget was allocated in 2024/25 for the following deliverables, which were agreed to be expended by the Waimakariri Biodiversity Trust within 12 months of their receipt of the funding:
 - 4.1.1. Wages of a part-time coordinator for the Waimakariri Biodiversity Trust. A part-time co-ordinator has been contracted by the Waimakariri Biodiversity Trust since November 2022. The co-ordinator is responsible for day-to-day operational activities such as meeting landowners, liaising with schools and other organisations and administering the Trust's website and communications.
 - 4.1.2. Support for indigenous biodiversity projects in the District.
 - 4.1.3. Communications planning to visually and verbally communicate the vision of the trust.
 - 4.1.4. Event coordination, including the preparation of communication material, and communication with the various biodiversity groups in the Waimakariri District.
 - 4.1.5. Completing website and social media updates. The Waimakariri Biodiversity Trust has a website as well as a presence on numerous social media platforms.
 - 4.1.6. Response to requests from private landowners for advice about, and help with, indigenous biodiversity, planting and restoration projects.
- 4.2. An accountability review and update of the above deliverables and achieved outcomes has been undertaken by WDC staff (refer to Table 1 below). There are no specific grading criteria for deliverables, therefore note that the assessment of 'satisfactory' is subjective.

Table 1: WDC staff assessment of deliverables

| <u>Deliverable</u> | <u>Performance Comment</u> | <u>Grading</u> |
|--|---|-----------------------|
| <u>Part-time coordinator for the Waimakariri Biodiversity Trust.</u> | <u>The WBT has continued to contract a part-time coordinator during 2024/25, including partial cover for a period of maternity leave</u> | <u>Satisfactory</u> |
| <u>Support for indigenous biodiversity projects</u> | <u>As of December 2024, there were eight active restoration projects that the WBT was supporting landowners with via project management, restoration plans, and funding applications. There were further projects where advice has been provided.</u> | <u>Satisfactory</u> |
| <u>Communications planning for the vision of the trust</u> | <u>The Trust has planned and carried out work to communicate the vision of the trust effectively at events, workshops, talks and via communication materials they have created such as paper pamphlets and online.</u> | <u>Satisfactory</u> |
| <u>Event coordination with the various biodiversity groups</u> | <u>WBT took a lead role in the environment forum organisation (with an estimated 70+ attendees) in March 2025, as well as tree planting events with other organisations.</u> | <u>Satisfactory</u> |
| <u>Website and social media updates</u> | <u>The Trust has maintained its website and is on numerous social media platforms.</u> | <u>Satisfactory</u> |
| <u>Biodiversity advice to private landowners</u> | <u>The WBT has seen an increase in requests for biodiversity advice during 2024/5 compared to previous years, with increased awareness of the service they can provide to private landowners.</u> | <u>Satisfactory</u> |

- 4.3. The distribution of \$20,000 for 2025/26 will be carried out to the Waimakariri Biodiversity Trust pending supply of a valid invoice. The \$20,000 for 2025/26 will also be due to be expended by the Waimakariri Biodiversity Trust within 12 months of their receipt of the funding.
- 4.4. The WBT lists proposed actions in their annual report as specifics to achieve funding deliverables in 2025/26 such as; incorporating Pest Free Waimakariri operations within the Trust, increasing coordinator hours, facilitating environmental awards and distribution of the Mainpower Waimakariri Biodiversity Fund, and facilitating another environmental networking forum in 2026, planting days and native pocket plantings. In addition, the Trust will also be implementing WDC Natural Environment Strategy deliverables.
- 4.5. Accountability reporting of funding deliverables achieved in 2024/25 was in the form of an annual report (Attachment i). Annual reporting will be the basis for assessment to continue annual funding of \$20,000 in 2026/27. This accountability reporting will be included in reporting to a Utilities and Roothing Committee meeting for information in 2025/26, potentially with a deputation by the Waimakariri Biodiversity Trust.

Implications for Community Wellbeing

- 4.6. There are implications on community wellbeing by the issues and options that are the subject matter of this report. Community wellbeing will be enhanced by well-supported organisations working to improve the indigenous biodiversity in our District.
- 4.7. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

- 5.2. Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report. It will be circulated for information at a Rūnanga-WDC Liaison meeting.

5.3. Groups and Organisations

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. This report is for information only, with approval of the budget in a previous report.

5.4. Wider Community

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

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are no financial implications of the decisions sought by this report. The budget is existing budget allocated in the Annual Plan and Long Term Plan 2024-34. This report is regarding distribution of the approved budget to a community group.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do have sustainability and/or climate change impacts. Successful distribution of the ZIPA Recommendation 2.8 budget to a community biodiversity group could achieve sustainability and/or climate change mitigation and adaptation outcomes.

6.3 Risk Management

There is a minor risks arising that proposed deliverables will not be achieved by the Waimakariri Biodiversity Trust. This is mitigated by requiring accountability reporting of the Waimakariri Biodiversity Trust that enables a review of effectiveness.

6.3 Health and Safety

There are no health and safety risks for the Council arising from the adoption/implementation of the recommendations in this report. The health and safety of the coordinator role at the Waimakariri Biodiversity Trust would fall with the Trust if an employee, as defined as a Person Conducting a Business or Undertaking (PCBU), or with a contractor for the trust.

6.3. Consistency with Policy

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

6.4. Authorising Legislation

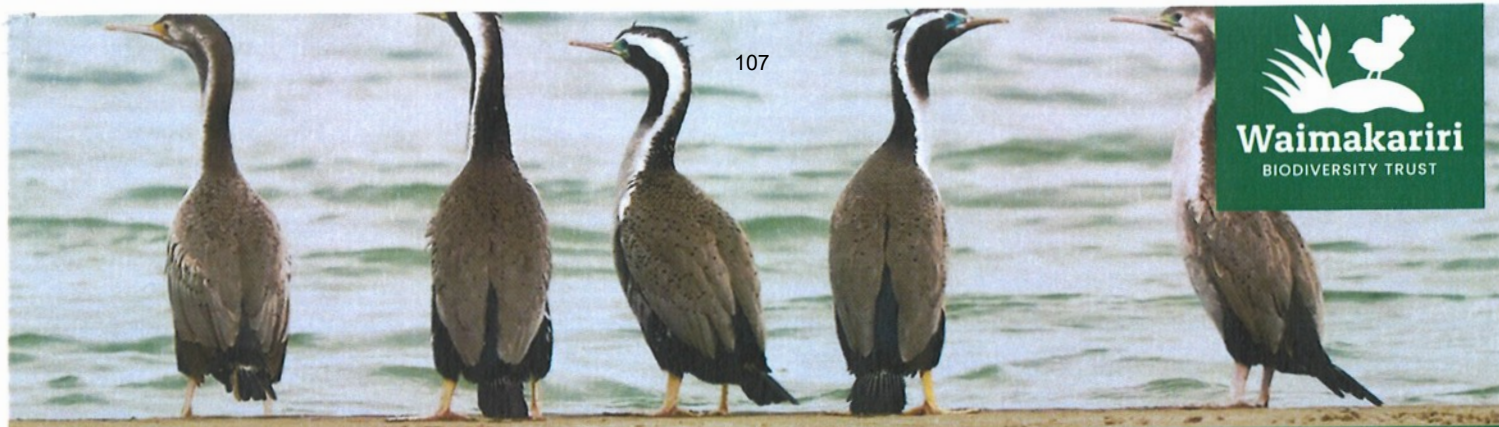
No applicable legislation.

6.5. Consistency with Community Outcomes

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

6.6. Authorising Delegations

The Utilities and Roothing Committee holds the delegation for the allocation of the Zone Implementation Programme Addendum (ZIPA) budget.



Waimakariri Biodiversity Trust

24/25 Annual Report

Prepared for the Utilities and Roothing Committee presentation, 15 July 2025

Vision, role and purpose

Our **vision** is to see vibrant, healthy, indigenous ecosystems valued across the Waimakariri District.

Our **role** is to promote an ecologically based approach to biodiversity protection and enhancement in the district through coordination and integration.

Our **purpose** is to be the 'voice of biodiversity' in the Waimakariri District, providing information, education and resources to support our community in protecting, restoring, creating and sustainably managing indigenous biodiversity.

Background - 2024/25

- Charitable status since mid-2022; 8 Trustees; Chair: Dr Judith Roper-Lindsay; Treasurer: Fiona van Petegem; Co-ordinators: Kate O'Brien, Richard Chambers
- Operational funding:
 - \$20,000 p/a - WDC Biodiversity Contestable Fund for Community Organisations
 - \$20,000 - WDC Natural Environment Strategy Fund
 - \$12,500 - Rata Foundation

Deliverables

As in the background report for your 25 February meeting:

4.6.1 Wages and expenses of a part-time coordinator for the Trust. Currently a shared position. The co-ordinator is responsible for day-to-day operational activities such as meeting landowners, liaising with schools and other organisations, and administering the Trust's website and communications.

4.6.2 Support for indigenous biodiversity projects in the district.

4.6.3. Communications planning, to visually and verbally communicate the vision of the trust.

4.6.4. Event coordination, including the preparation of communication material, and communication with the various biodiversity groups in the Waimakariri District. e.g. Environment Forum

4.6.5. Completing website and social media upgrades. The Waimakariri Biodiversity Trust has a website as well as a presence on numerous social media platforms.

4.6.6 Response to requests from private landowners for advice about, and help with, indigenous biodiversity, planting and restoration projects. Includes provision of third-party expert ecological and/or hydrological advice to support planning

Activities

- Kate O'Brien - July 2024, currently on reduced hours for maternity leave; majority work Richard Chambers, bringing Pest Free Waimakariri experience to the Trust
- Events: "Planting Trees for Birds", Woodend- April 2024; Waimakariri Environment Networking Forum, over 70 attendees - March 2025
- Workshop: Waimakariri Irrigation Ltd - collaborative mapping workshop
- Planting Days: Sefton wetland: WBT, Daiken, Enviroschools and Ashley Rakahuri School - Sep 2024; Auld/Wakeman Wetland: public, including Student Volunteer Army May 2025
- Community funding: managing MainPower Biodiversity Fund and Waimakariri Environment Awards (formerly run by Zone Committee), 2025
- NES: Stakeholder contribution to WDC Natural Environment Strategy - Sep 2024/25/26
- Relationship building: Pest Free Waimakariri, Ecan, WDC, WIL, MainPower, ARRG, Hurunui Biodiversity Trust, Enviroschools, Wai Connection, Te Kōhaka o Tūhaitara Trust; Working with Comcol and Noaia on predator control activities
- Community Awards: Supported the Pest Free Waimakariri Nature Photo Competition
- Funding: Successful in obtaining funding for specific landowner projects from Waimakariri Water Zone Committee, Trees that Count, WDC Biodiversity Contestable Fund, Lion Foundation. July 2025 received funds from Daiken NZ Restorative Justice programme to allocate to projects along Saltwater Creek.
- Digital media upgrades: Website - additional info, graphics and resources, newsletter layout
- Social media reach: 183 newsletter, 279 Facebook and 196 Instagram followers
- Resources: Published the first comprehensive Waimakariri funding guide for biodiversity projects
- Strategy and guidelines: Creating project guideline documents incl monitoring templates, and landowner agreements
- Co-ordinating and recording Waimakariri predator activity
- Continuing to establish volunteer predator control groups in Waimakariri reserves; Trialing a weekly volunteer group improving Matawai Park plantings
- Helping grow trapping projects eg Ashley Gorge to improve biodiversity hotspots
- Promoting biodiversity and volunteering through Chatter magazine, Compass FM, North Cnty News

Restoration Projects

- Daiken wetland restoration: Stage 1 planting day with Ashley Rakahuri School, Daiken, WBT, Saltwater Creek. Wetland exploratory earthworks stage 1 development and stage 2 ecological planting plan

- Saltwater Creek - Toppings Road - riparian forest planting project Stage 1 ecological advice and plants. Trees that Count and Lion Foundation funded
- Waimakariri Native Pocket Plantings Stage 1 - Supporting multiple landowners in native shelterbelts and riparian forest projects to establish indigenous biodiversity corridors across Waimakariri. Trees that Count and Lion Foundation funded
- Barkers Rd - Bank re-scoping support. WDC Biodiversity funded
- 600 Mill Rd, Ohoka Stream - Freshwater investigations, Stage 1 planting. Waimakariri Water Zone funded
- Fernside wetland - Macroinvertebrate sampling. WBT funded
- Coopers Creek wetland. Weed control and predator control support. Waimakariri Water Zone funded
- Hunters Stream - Planting and maintenance support. Seeking planting plan for Stage 2 planting and support for freshwater investigations; supporting formation of Catchment Group.
- Auld / Wakeman - Lees Rd, Kaiapoi Coastal wetland - Seeking funding for multi-year wetland restoration planting and facilitating 2025 Planting Day
- Wylies Road - Sefton , Fishers Road - Loburn. Seeking funding for ecological plans

Highlights

Sep 2024: Daiken Planting Day - First Planting Day for the Trust

The first planting day for the Daiken Wetland restoration project, and the first planting day for the Waimakariri Biodiversity Trust, was a great success. Daiken staff and students, teachers and families from the Ashley-Rakahuri School helped to plant a riparian forest alongside the Saltwater Creek which will support the wider wetland restoration project.



Oct 2024: Waimakariri Biodiversity Trust Chair, Judith Roper-Lindsay awarded Environmental Award

Waimakariri Biodiversity Trust Chair - Judith Roper-Lindsay, was amongst the recipients of the Waimakariri Water Zone Committee Environmental Awards this year for her long serving contributions to ecological restoration in the Waimakariri District.



March 2025: Waimakariri Biodiversity Trust Environment Networking Forum

The first networking forum held by the trust to update on local environmental news and stocktake project progress across the Waimakariri attracted more than 70 people in March. An excellent turnout to hear our speakers with community and catchment groups, consultants, farmers, irrigation and forestry companies all attending.



2025/26 proposals

- Seek funding to incorporate Pest Free Waimakariri project and coordinator within trust operations
- Seek funding to increase coordinator hours
- Facilitate 2026 Environment Awards with WDC and manage MainPower Waimakariri Biodiversity Fund
- Collaborate with WDC on blue green network mapping project
- Continue to grow social media reach
- Continue to implement Natural Environment Strategy deliverables
- Facilitate Waimakariri Native Pocket Planting - Stage 2
- Facilitate planting days - Daiken Stage 3 - August 2025, Auld / Wakeman Stage 2
- Run events, workshops and talks including 2026 Networking event, biodiversity talks, predator control workshops

Contact: Kate O'Brien : office@wbt.org.nz; Richard Chambers r.chambersnz@gmail.com

Judith Roper-Lindsay: chair@wbt.org.nz

Website: www.wbt.org.nz

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION****FILE NO and TRIM NO:** CON202483-02 / 250820153773**REPORT TO:** UTILITIES AND ROADING COMMITTEE**DATE OF MEETING:** 16 SEPTEMBER 2025**AUTHOR(S):** Tim Doornkamp - Project Manager
Caroline Fahey - Water and Wastewater Asset Manager**SUBJECT:** Information Report for Source Upgrade Package 2 – Garrymere (Exploratory Drilling)**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)

General Manager



Chief Executive

1. SUMMARY

- 1.1. This report is to provide the Utilities and Roding Committee with an update on Contract 24/83 Source Upgrade Package 2 - Garrymere – Drilling following the recent completion of exploratory sonic drilling at the Garrymere Water Headworks site.
- 1.2. This contract involves the drilling, development and testing of the new potable water supply well for the Garrymere Drinking Water Supply.
- 1.3. Council staff engaged McMillan Drilling to drill a new water supply bore at Garrymere Water Headworks, in order to provide redundancy for the current bore. McMillans Drilling completed the bore as part of Contract 24/83 to a depth of 100m. However, they did not encounter a sufficient source of water.
- 1.4. The decision was made to proceed with exploratory sonic drilling at the top of the terrace to identify and gain a better understanding of possible water-bearing layers. While the sonic drilling identified the presence of five water-bearing layers, further investigative work is required to establish whether or not a sufficient yield can be achieved.
- 1.5. Following completion of the sonic drilling, three options were identified to determine the yield of the water-bearing layers identified via the sonic drilling process.
 - Option 1: Screen and test each layer individually, or;
 - Option 2: Multi-screen all layers together.
 - Option 3: Abandon the bore at the top of the terrace and instead explore the bottom of the terrace adjacent to the existing water supply well.
- 1.6. Staff completed an options assessment of all three options and subsequently the decision was made to progress with Option 1. Note that the following steps will be used as holds points:
 - If a suitable yield is found from a single layer this will be accepted, and the existing bore becomes the production bore.

- If a suitable yield is not found from a single layer, but found from a combination of layers, a new multi-screened bore will be constructed immediately adjacent to the existing bore to obtain this yield.
 - If a suitable yield is not achieved through any combination of layers, Option 3 will be proceeded with.
 - If Option 3 is also not successful, a further investigation into alternatives will be required and staff will report back to either Management Team or Council for approval prior to proceeding with any alternatives that have not yet been identified. This report will also cover implications on budget, and any requirements for additional funding.
- 1.7. The exploratory stage of the work to gather information on the availability of water is funded by the District Water account, specifically set up to fund this project beyond the original scope of works, following approval of the General Manager Utilities and Roding and Chief Executive. Once information on the aquifer characteristics becomes available the Garrymere Backup Well Budget will be utilised to complete the development of this source.

2. **RECOMMENDATION**

THAT the Utilities and Roding Committee:

- (a) **Receives** Report No. 250820153773.
- (b) **Notes** that the project to drill a second well at the Garrymere headworks in order to provide redundancy to the existing well has so far not been successful in obtaining a suitable source, and further exploratory work is required to determine the availability of suitable water bearing layers.
- (c) **Notes** the investigation works beyond what has been allowed for initially in Contract 24/83 is funded through the District Water account, as an exploratory exercise to better understand the availability of groundwater sources in the Garrymere area, potentially with benefits beyond the Garrymere scheme. This funding approach was approved by the General Manager Utilities and Roding, following discussion with the Chief Executive.
- (d) **Notes** further exploration steps may be required depending on success or otherwise of the approach outlined in this report. Further exploration is subject to hold points requiring the further approval the General Manager Utilities and Roding.
- (e) **Notes** should all exploratory steps detailed in this report be completed without success, staff will undertake further investigation into alternative options. Any new or currently unidentified alternatives will be brought to Management Team or Council for consideration and approval before any action is taken. This report will also cover implications on budget, and any requirements for additional funding.

3. **BACKGROUND**

- 3.1. A capacity upgrade was identified through the 2023/24 Annual Plan as being required for the Garrymere Drinking Water Supply to provide the necessary level of resilience in the event of a disturbance. The lack of a source backup has been identified as a key unacceptable risk across all Council drinking water supplies through the Drinking Water Safety Plan Process. Garrymere is currently the only water supply in the district with this unacceptable risk due to the lack of a backup source for the primary bore.
- 3.2. Council staff have engaged McMillan Drilling under Contract 24/83 to drill a new water supply bore at Garrymere Water Headworks, in order to provide redundancy for the current bore. McMillans Drilling completed the originally planned bore as part of Contract 24/83 to a depth of 70m, and then upon instruction from staff (due to no water being encountered within the 70m) drilled further to a depth of 100m.
- 3.3. The additional drilling beyond the original 70m allowed for in the Contract was funded through the District Water account, as an exploratory exercise to better understand the availability of deep groundwater sources in that area, potentially with benefits beyond the

Garrymere scheme. This approach was approved by the General Manager Utilities and Roading, following discussion with the Chief Executive.

- 3.4. McMillan Drilling did not encounter a sufficient source of water within the 100m. The most promising layer was found at a depth of approximately 77m below ground level (bgl). However following pump testing a yield of approximately 1 L/s was only able to be achieved, against a target yield of 4.5 L/s.
- 3.5. The decision was made to proceed with exploratory sonic drilling at the top of the terrace to identify and gain a better understanding of possible water-bearing layers, particularly between 30 to 45 metre depth range. This approach was selected to supplement previous rotary drilling, which may have overlooked discrete water-bearing layers.
- 3.6. While the sonic drilling identified the presence of five water-bearing layers, further investigative work is required to establish whether or not a sufficient yield can be achieved.
- 3.7. Following completion of the sonic drilling, three options were identified to determine the yield of the water-bearing layers identified via the sonic drilling process.
 - Option 1: Screen and test each layer individually, or;
 - Option 2: Multi-screen all layers together.
 - Option 3: Abandon the bore at the top of the terrace and instead explore the bottom of the terrace adjacent to the existing water supply well.

4. **ISSUES AND OPTIONS**

- 4.1. Staff completed an options assessment of all three options and subsequently the decision was made to progress with Option 1.
- 4.2. Option 1 involves pulling back the existing DN150 bore casing and progressively and individually screen and test each water-bearing layer in the bore.
- 4.3. The following steps will be followed depending on success of Option 1 or otherwise:
 - Step 1 – If a suitable yield is found from a single layer, this will be accepted, and the existing bore becomes the production bore.
 - Step 2 – If a suitable yield is not found from a single layer, but found from a combination of layers, a new multi-screened bore will be constructed immediately adjacent to the existing bore to obtain this yield.
 - Step 3 – If a suitable yield is not achieved through any combination of layers, Option Three will be proceeded with.

Figure 1 shows the location of the works related to the steps outlined above.



Figure 1. Location of Garrymere Water Treatment Plant, existing Garrymere Bore 1, and Step 1-3 related works.

- 4.4. Before progressing from one step to the next there will be a hold point requiring the approval of the General Manager Utilities and Roading before proceeding.
- 4.5. If the final Step 3 is also not successful, a further investigation into alternatives will be required and staff will report back to either Management Team or Council for approval prior to proceeding with any alternatives that have not yet been identified. This report will also cover implications on budget, and any requirements for additional funding.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. The community wellbeing is influenced by the consistent supply of safe and compliant drinking water through the Council's drinking water supplies.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū may be affected by, or have an interest in the subject matter of this report. The delivery of safe and compliant drinking water is fundamental to the Council meeting its obligations in terms of giving effect to the principles of Te Mana o te Wai, ensuring the mauri of water is maintained and respected.

5.2. **Groups and Organisations**

There are no groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. When the original budget was proposed it was included in the draft 2023/24 Annual Plan and community views were sought and considered through that process.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

- 6.1.1. The Garrymere Backup Well Budget was set up to determine a recommended site for drilling based on preliminary investigations and input of a hydrogeological consultant. The budget was set based on the assumption that this approach would result in finding a suitable water source at the recommended location, allowing for the full development of the new bore. The risk of not finding a suitable water source after considering the preliminary investigation and consultant input and additional investigation required to address this risk was not covered by the original scope for the works.
- 6.1.2. The exploratory stage of the work to gather information on the availability of water is funded through a new District-wide account PJ 102654.000.5103. This account is set up specifically to fund works on this project beyond the original scope of works that was not within the scope of the original budget allowance.

Funding through the District-wide account was approved by the General Manager Utilities and Roothing.

Table 6.2 shows the current and forecast expenditure for the exploratory stage of the works.

Table 6.1. Exploratory and Development Expenditure

| Budget Expenditure | District Water Account PJ 102654.000.5103 | Garrymere Backup Well PJ 102549.000.5105 |
|--|---|--|
| Step 0 – Sonic Drilling top of terrace (already completed) | \$18,818.65 | |
| Step 1 – Individual screening and testing | \$20,019.00 | |
| HOLD POINT – Requires approval General Manager Utilities and Roothing. | | |
| Step 2 – Multi-screening | | \$47,797.00 |
| HOLD POINT – Requires approval General Manager Utilities and Roothing. | | |
| Step 3 – Sonic Drilling bottom of terrace | \$9,903.50 | |
| TOTAL | \$48,741.15 | \$47,797.00 |

OR

- 6.1.3. A total budget of \$300,266.77 was allowed for the Garrymere Source Upgrade from the Garrymere Backup Well Budget for the 24/25, 25/26, and 26/27 Financial years.

The Garrymere Backup Well Budget funds the construction of the bore and bore head once the exploratory stage of section 6.1.1. is completed.

This budget was approved in the 2024-34 Long Term Plan.

Table 6.2 shows the Forecast Expenditure to the Garrymere Backup Well Budget.

Table 6.2. Garrymere Backup Well Budget Forecast Expenditure

| Financial Year | Garrymere Backup Well Budget (PJ 102549.000.5105) | Forecast Expenditure |
|---|--|-----------------------------|
| 2024/25 | \$104,700.00 | \$86,046.85 |
| 2025/26 | \$167,520.00 | \$161,523.76 |
| 2026/27 | \$52,350.00 | \$52,696.16 |
| TOTAL | \$324,570.00 | \$300,266.77 |
| <p><u>Note:</u> The Total Forecast Expenditure of \$300,266.77 is based on the completion of Step 1 and subsequent bore development. If no suitable single layer of water is found and it is decided to progress with Step 2 the Forecast Expenditure increases to \$342,907, indicating an overspend of \$18,337 to the Garrymere Backup Well Budget.</p> <p>In this situation a report will be brought to Management Team or Council for consideration and approval before any action is taken. This report will cover implications on budget, and any requirements for additional funding.</p> | | |

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do not have sustainability and/or climate change impacts. Note that one of the forecast impacts of climate change is extended drought periods, and having greater redundancy with water supply sources will assist the council's water supplies to continue to operate despite these potential impacts.

6.3 Risk Management

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

The lack of a source backup has been identified as a key unacceptable risk across all Council drinking water supplies through the Drinking Water Safety Plan Process. Garrymere is currently the only water supply in the district with this unacceptable risk due to the lack of a backup source for the primary bore.

As with the development of any new well there are always risks associated with encountering aquifers which do not have water of sufficient quality and quantity for potable water purposes. This is mitigated by engaging reputable hydrogeological consultants who are able to recommend locations and depth based on their expert knowledge. This does not remove this risk due to an inherent level of uncertainty associated with well drilling, but the risk has been managed to the extent that is possible. All residual risks are passed onto the Contractor to manage during construction.

6.3 Health and Safety

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

Health and Safety was assessed as part of the Garrymere Drilling Contract (24/83) Tender evaluation.

This project went through a Safety in Design process to identify and eliminate Specific Risks involved in this project.

McMillan Drilling have satisfactorily performed bore drilling and development operations for the Council under Contracts 23/75 & 22/46 and are well versed in the site conditions of the existing Garrymere bore and the H&S requirements around bore development works. McMillan Drilling have a 100% Sitewise accreditation.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

The Local Government Act and Water Services Act are relevant in this matter.

7.3. Consistency with Community Outcomes

The following community outcomes are relevant in this matter:

- Infrastructure and services are sustainable, resilient, and affordable.
- Our community has equitable access to the essential infrastructure and services required to support community wellbeing.

7.4. Authorising Delegations

The Utilities and Roothing Committee has the delegated authority to receive this report for their information.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO and TRIM NO: IRT-05, DRA-16-06, RDG-22-06 / 250902164270

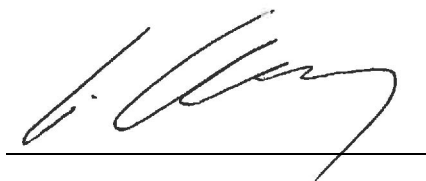
REPORT TO: UTILITIES AND ROADING COMMITTEE

DATE OF MEETING: 16 September 2025

AUTHOR(S): Melanie Liu, Infrastructure Resilience Manager
Gerard Cleary, General Manager Utilities and Roading

SUBJECT: May 2025 Flood Recovery Progress Update and Project Update on Infrastructure Resilience Fund for 2024/25 and 2025/26

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



General Manager



Chief Executive

1. SUMMARY

- 1.1 The purpose of this report is to provide Utilities & Roading committee with:
- Progress update on the May 2025 Flood Recovery work programme, including Preliminary Investigation and Maintenance Checks
 - Project update on the infrastructure Resilience Fund for 2024/25 and 2025/26
- 1.2 A total of 181 service requests have been received related to the May 2025 rain event, which have been triaged, grouped and classified into a total of 50 preliminary investigations and 80 maintenance checks.
- 1.3 The Infrastructure Resilience Team is undertaking the investigations and maintenance checks and coordinating maintenance works with the Roading and Waters Service operations teams.
- 1.4 As of 4th September 2025, 67 out of 80 maintenance checks have been completed, 3 are waiting for the estimates from contractors, 3 are awaiting approval, 5 need detailed investigation and 2 are in progress.
- 1.5 As of 4th September 2025, out of 50 preliminary investigations: 31 have been completed, 12 remain under review, and 7 are in the phase of finalising their service request assessment forms.
- 1.6 Nine projects have been prioritised to be completed within the Infrastructure Resilience Fund for 2024/25 budget. Noting that a portion of the budget has been carried over into the 2025/26 financial year for completion. The projects were prioritised based on community impact, flooding consequences, cost considerations, effectiveness and value of interventions, historical records, and resource availability. The project list is presented below:
- Bridge Street, Waikuku Beach - Complete
 - Greigs Road, Clarkville - Complete
 - Bradleys Road, Ohoka – Complete

- 57 Topito Road, Tuahiwi - Complete
 - Mill Road, Ohoka - Complete
 - 246 Revells Road, Tuahiwi – Under construction
 - 96 Topito Road, Tuahiwi – Under construction
 - Waikuku Beach Road, Waikuku – Design phase
 - Church Bush Road, Tuahiwi – Design phase
- 1.7 These drainage improvement projects were identified after the July 2022 and 2023 floods. Five are complete, two are being built, and two are in design phase.
- 1.8 The Infrastructure Resilience Fund for 2025/26 financial year has a budget of \$1.5 million and is distributed among two existing and nine new drainage improvement projects. These new projects were generated both from the service requests received because of the 2023 flooding event as well as upgrades identified from catchment investigations and assessments. Six out of the nine new projects are in the scoping stage. The nine new projects are listed as follows:
- Threlkelds Road, Ohoka
 - MacDonalds Lane, Waikuku
 - Power Road, Flaxton
 - Park Terrace, Waikuku Beach
 - Mairaki Road, Fernside
 - Mill Road, Ohoka
 - Tram Road, Whites Road & Edmunds Road, Ohoka
 - Island Road, Kaiapoi
 - Queens Avenue, Waikuku Beach
- 1.9 The two existing projects continuing from 2024/25 are Church Bush Road, Tuahiwi and Waikuku Beach Road, Waikuku.
- 1.10 It is expected that the projects for 2025/26 will be re-prioritised once the 50 investigation and 80 maintenance checks have been completed. The updated list of projects to be designed and constructed in the 2025/26 financial year will be reported to Utilities and Roding Committee as over the coming months.

Attachments:

- i. Flood Recovery May 2025 Event Tracking – As of 9th September 2025 (TRIM 250904168079).
- ii. Flood Recovery May 2025 Event Dashboard – As of 9th September 2025 (Trim 250904168338).

2. **RECOMMENDATION**

2.1. **THAT** the Utilities and Roding Committee:

- a. **Receives** Report No. 250902164270.
- b. **Notes** that 67 out of 80 maintenance checks have been completed, 3 are waiting for the estimates from contractors, 3 are awaiting approval, 5 need detailed investigation and 2 are in progress.
- c. **Notes** that out of 50 preliminary investigations: 31 have been completed, 12 remain under review, and 7 are in the phase of finalising their service request assessment forms.

- d. **Notes** that of the nine 24/25 projects from the Infrastructure Resilience Fund, five projects have been completed, two are in construction, and two are in design phase.
- e. **Notes** that of the eleven 25/26 projects from the Infrastructure Resilience Fund, two existing projects and three new projects are in the design phase, four projects are in the investigation phase and two are to be started.
- f. **Circulates** this report to all Community Boards for information.

3. **BACKGROUND**

- 3.1. The district experienced a large amount of rainfall over 29th April to 2nd May 2025 which generated 130mm rainfall in Rangiora from Tuesday morning until Thursday midnight. The event was estimated to range from a 17-year event for Woodend to a 2.7-year event in Oxford. Further background on the May 2025 flood event can be found in the previous report to Council (TRIM No. 250523091929).
- 3.2. A total of 181 service requests were received relating to the May 2025 flood event. They have been collated, triaged and categorised. 50 preliminary investigations and 80 maintenance checks have been identified to address the issues raised in the service requests. Multiple service requests have been grouped into one maintenance task or investigation depending on the cause of the issues.

Table 1 Classification of Service Requests

| Classification | No. Service Requests | Preliminary Investigations | Maintenance Tasks |
|---------------------------|----------------------|----------------------------|-------------------|
| Preliminary Investigation | 74 | 50 | - |
| Maintenance | 90 | - | 80 |
| Customer Advice | 7 | - | - |
| Not-flooding Related | 10 | - | - |
| TOTAL¹ | 181 | 50 | 80 |

¹ Note that multiple service requests have been grouped into one maintenance task or investigation depending on the cause of the issues.

- 3.3. The Infrastructure Resilience Team is undertaking the investigations and maintenance checks and coordinating any maintenance works with the Roading and Waters Service operations teams. Any immediate improvement works required, as identified by the investigation work, will be prioritised and funded from the existing Infrastructure Resilience Fund or if necessary additional future Drainage Capital Budget sought as part of future Annual Plan / LTP processes.
- 3.4. A Project Control Group has been set up, comprised of relevant managers from the Utilities & Roading department to oversee the progress of the work. Progress reports will be presented to the Utilities and Roading Committee regularly throughout the year.

4. **ISSUES AND OPTIONS**

Progress with Maintenance Checks

- 4.1. 67 out of 80 maintenance checks have been completed, 3 are waiting for the estimates from contractors, 3 are awaiting approval, 5 need detailed investigation and 2 are in progress.
- 4.2. Among the 80 maintenance checks, there are 45 for roading, 23 for stormwater, 6 for sewer and 6 remained with Infrastructure Resilience Team.

Progress of Preliminary Investigations

- 4.3. Of the 50 preliminary investigations, 31 are completed and the rest are underway. The status of these is summarised in the following table. The preliminary investigation entails undertaking site assessment, populating the service request assessment form, getting the form reviewed and approved, agreeing on recommendations on the form. The outcomes of the completed preliminary investigations could include physical works being/to be programmed, detailed investigation being/to be conducted, or customer being/to be advised.

Table 2 Progress of Preliminary Investigations

| Phase | Current Status ² | Change |
|--|-----------------------------|----------|
| Triage | 0 | -33 |
| Service request assessment/scoping | 7 | -10 |
| Review and approval of the site assessment/scoping | 12 | +12 |
| Completed ¹ | 31 | +31 |
| Total | 50 | 0 |

¹ Preliminary Investigation complete means site assessment approved, and further actions agreed.

² As of 4th Sept 2025.

- 4.4. The following table provides a summary of the outcomes of the preliminary investigations, which could be updated as the investigation outcomes are reviewed and approved. The total number of the recommendations are greater than 50 (i.e., the total number of preliminary investigations) because there are multiple recommendations for some preliminary investigations, e.g., the recommendations of Millbrook investigation are detailed investigation and maintenance works.

Table 3 Potential Outcome of Preliminary Investigations

| Outcomes | The Number of Recommendations |
|---------------------------|-------------------------------|
| Not yet determined | 7 |
| Detailed investigation | 24 |
| Minor works | 4 |
| Maintenance works | 20 |
| No Action/Customer Advice | 15 |

Note: The total number of the recommendations are greater than 50 (i.e., the total number of preliminary investigations) because there are multiple recommendations for some preliminary investigations.

Progress with the Infrastructure Resilience Fund 2024/25

- 4.5. Nine projects have been prioritised to be completed within the Infrastructure Resilience Fund for 2024/25 budget. Noting that a portion of the budget has been carried over into the 2025/26 financial year for completion. The projects were prioritised based on community impact, flooding consequences, cost considerations, effectiveness and value of interventions, historical records, and resource availability. The status of these projects is summarised in the table and the details are presented as follows.

Table 4 Update of the 2024/25 projects under Infrastructure Resilience Fund

| Project | Status | Budget (2024/25) | Spent to date | Final forecasted expenditure |
|------------------------------|----------|------------------|---------------|------------------------------|
| Bridge Street, Waikuku Beach | Complete | \$40,000 | \$38,796 | \$38,796 |

| | | | | |
|-----------------------------|--------------|------------------|-----------------------|------------------------------|
| Greigs Road, Clarkville | Complete | \$35,000 | \$39,626 ¹ | \$39,626 |
| 57 Topito Road, Tuahiwi | Complete | \$20,000 | \$27,284 ² | \$27,284 |
| Mill Road, Ohoka | Complete | \$80,000 | \$79,651 | \$79,651 |
| Bradleys Road, Ohoka | Complete | \$90,000 | \$89,765 | \$89,765 |
| 246 Revells Road, Tuahiwi | Construction | \$50,000 | \$2,637 | \$50,000 |
| 96 Topito Road, Tuahiwi | Construction | \$80,000 | \$4,278 | \$80,000 |
| Waikuku Beach Road, Waikuku | Design | \$70,000 | \$6,613 | \$70,000 |
| Church Bush Road, Tuahiwi | Design | \$35,000 | \$4,071 | \$35,000 |
| Total | | \$500,000 | \$292,721 | \$510,122³ |

Note:

¹ The increase of cost was caused by a variation on extra foundation due to unexpected soft ground.

² The increase of cost was caused by a variation to relocate an existing sewer rising main.

³ This forecasted expenditure is to complete the projects that are listed. Note that the \$500,000 budget for 2024/25 will not be exceeded and any funding required for completion will be funded from the 2025/26 budget.

- 4.6. The previously completed projects have been reported in the report on *Project Update under Infrastructure Resilience Fund 2024/25 and May 2025 Flood Recovery Progress Update* to Utilities and Roading Committee (TRIM: 250703120494).
- 4.7. The Bradleys Road project has been recently completed. The existing 600mm wide 700mm high arched roof box culvert was replaced with a DN 1200mm pipe with a headwall and flood gate. The upgraded infrastructure will enhance flow from the Bradleys Road drain into the Cust River during rain events and help reduce the volume of flow overtopping and spilling into the Threlkelds Road area, thereby helping to reduce flooding in the Threlkelds Road area.



Figure 1 Bradley Road project headwall and flood gate

Progress with the Infrastructure Resilience Fund 2025/26

- 4.8. 11 projects have been budgeted for 2025/26 under the Infrastructure Resilience Fund. It is noted that the project list might be re-prioritised once the May 2025 rain event investigation work completed.

Table 5 Progress of the 2025/26 projects under Infrastructure Resilience Fund

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

- 4.9. Church Bush Road, Tuahiwi and Waikuku Beach Road, Waikuku, are carrying over projects from 2024/25 financial year.

Progress with the Remaining Immediate Works following the July 2023 Flood Event

- 4.10. A total of 24 immediate works were identified in the 2023/24 financial year to implement drainage improvements, as outlined in Table 6 below. Note that some of these projects have been funded from existing capital works budgets that existed prior to the July 2023 flood event, as well as the new capital works budget approved by Council in October 2023.

Table 6 Progress with the Remaining Immediate Works following the July 2023 Flood Event

| Project | Budget | Status |
|----------------------------------|------------------|--------|
| 10 Beach Crescent, Waikuku Beach | \$80,000 | Design |
| Rotten Row, Waikuku Beach | \$25,000 | Design |
| Revells Road, Tuahiwi | \$50,000 | Design |
| Total | \$155,000 | |

- 4.11. 21 out of the 24 projects have been completed and 3 are in the design phase. Approximately, \$155,000 was carried over into the 2025/26 financial year. 10 Beach Crescent requires collaboration and coordination with the leasee of the Waikuku Beach Campground, with the design taking into account the campground's potential development plan to ensure it is future proof. Rotten Row is expected to confirm a solution this calendar year. 250 Revells Road is in the design phase and construction will commence in the coming months.

Communications

- 4.12. A programme of regular communications has been implemented to support the recovery programme. In particular, the following key activities have been undertaken:
- A fortnightly dashboard and detailed tracking sheet circulated to PCG.
 - Personal phone calls or emails to submitters during investigations, with follow up communications to confirm the outcomes.

- Close out emails or communications with submitters as appropriate when each investigation is complete.

Implications for Community Wellbeing

- 4.13. There are implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.14. Safe and reliable Roading and 3 Waters infrastructure is critical for wellbeing. 3 Waters infrastructure includes adequate drinking water, wastewater drainage and stormwater drainage for health and Roading infrastructure is required to provide safe egress and enable residents to access goods and services within the community.
- 4.15. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

Mana whenua

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

Groups and Organisations

- 5.2. A number of the issues in this report cross over with Environment Canterbury in terms of consenting, or in relation to rivers and natural waterways assets and services they maintain. Staff from Ecan and WDC are working to proactively coordinate where necessary.
- 5.3. There are some drainage related issues that also relate to water races and irrigation races. Where this is the case staff are coordinating with Waimakariri Irrigation Limited.

Wider Community

- 5.4. The wider community is likely to be affected by, or to have an interest in the subject matter of this report, as the wider community has been impacted by the recent flood event.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

Financial Implications

- 6.1. The expenditure on investigations is funded from operations budget for the Infrastructure Resilience Team.
- 6.2. There are no financial implications as a result of the decisions sought by this report, as this budget is included in the Annual Plan/Long Term Plan.
- 6.3. The Council has approved \$1.5 million for Infrastructure Resilience Fund for the 2025/26 financial year. After the 50 preliminary investigations are completed, staff will re-prioritise these projects to form an updated list of projects for the distribution of the \$1.5 million.
- 6.4. The detailed tables of individual project budgets are included in Section 4 of this report.
- 6.5. Any changes to the list of proposed projects for the 2025/26 financial year will be reported to the Utilities and Roading Committee.

Sustainability and Climate Change Impacts

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

Risk Management

- 6.7. There are risks arising from the adoption/implementation of the recommendations in this report.
- 6.8. A risk-based approach is being adopted for the management of any improvements works. Whole of life cost is being considered when determining the extent of works and the residual risk due to further rainfall events.

Health and Safety

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

7. CONTEXT

Consistency with Policy

- 7.1. This matter is likely to be a matter of significance in terms of the Council's Significance and Engagement Policy. Due to the emergency nature of the work it is not possible to consult with the Community, however the investigations will result in projects and work programmes that will be the subject of consultation in future Annual and Long Term Plans.

Authorising Legislation

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

Consistency with Community Outcomes

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

This report considers the following outcomes:

Social:

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

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

Environmental:

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

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

Economic:

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

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

Authorising Delegations

- 7.4. Utilities & Roading Committee has the authority to receive this report.
- 7.5. Relevant staff have delegation to authorise unbudgeted emergency works where needed. These delegations have been exercised during these the response to, recovery from and immediate works in association with these flood events. Future reports will seek approval for any unbudgeted expenditure.

May 2025 Flood Preliminary Investigation Tracking - As of 9 September 2025

| Work Package | Location | Area | Actions | Status | % Complete |
|--------------|------------------------|--------------|--|----------|------------|
| 25I-001 | Ayers Street | RANGIORA | Undertook site visit, filled SR assessment form, SR assessment form under review, Complete | Complete | 100% |
| 25I-002 | Grey Cres/Kalmia Place | KAIAPOI | Called landowner, undertook site visit, filled SR assessment form, SR assessment form under review, Complete | Complete | 100% |
| 25I-003 | Mt Grey Road | LOBURN NORTH | Called landowner, undertook site visit, filled SR assessment form, SR assessment form under review, Complete | Complete | 100% |
| 25I-004 | Church Street | RANGIORA | Called landowner, undertook site visit, filled SR assessment form | - | 15% |
| 25I-005 | Burnett Street | OXFORD | Called landowner, undertook site visit, filled SR assessment form, SR assessment form under review (awaiting approval) | - | 60% |
| 25I-006 | Williams Street | KAIAPOI | Called landowner, undertook site visit, filled SR assessment form, SR assessment form under review (awaiting approval) | - | 60% |
| 25I-007 | Beachvale Drive | KAIAPOI | Called landowner, undertook site visit, filled SR assessment form, SR assessment form under review (awaiting approval) | - | 60% |
| 25I-008 | Swannanoa Road | SWANNANOA | Called landowner, undertook site visit, filled SR assessment form, SR assessment form under review, Complete | Complete | 100% |
| 25I-009 | Rata Street | RANGIORA | Called landowner, undertook site visit, filled SR assessment form, SR assessment reviewed, Complete | Complete | 100% |
| 25I-010 | Rata Street | OXFORD | Undertook site visit, filled SR assessment form, SR assessment form under review (awaiting approval) | - | 60% |
| 25I-011 | Kiln Place | KAIAPOI | Undertook site visit, filled SR assessment form, SR assessment form reviewed, Complete | Complete | 100% |
| 25I-012 | McPhedrons Road | OXFORD | Undertook site visit, filled SR assessment form, SR assessment form under review, Complete | Complete | 100% |
| 25I-013 | Batten Grove | PINES BEACH | Undertook site visit, filled SR assessment form, SR assessment form under review (awaiting approval) | - | 60% |
| 25I-014 | Flaxton | RANGIORA | Called landowner, undertook site visit, filled SR assessment form | - | 15% |
| 25I-015 | Whitefield Street | KAIAPOI | Undertook site visit, filled SR assessment form, SR assessment form under review, Complete | Complete | 100% |
| 25I-016 | Featherstone Avenue | KAIRAKI | Undertook site visit, filled SR assessment form, SR assessment form under review (awaiting approval) | - | 60% |
| 25I-017 | Cones Road | ASHLEY | Called landowner, undertook site visit, filled SR assessment form, SR assessment form under review, Complete | Complete | 100% |

| | | | | | |
|---------|---------------------------------------|---------------|---|----------|------|
| 25I-018 | Fullers Road | KAIAPOI | Undertook site visit, filled SR assessment form, SR assessment form reviewed, Complete | Complete | 100% |
| 25I-019 | Mount Thomas Road | FERNSIDE | Undertook site visit, filled SR assessment form, SR assessment form under review (awaiting approval) | - | 60% |
| 25I-020 | Charles Street | RANGIORA | Undertook site visit, filled SR assessment form | - | 15% |
| 25I-021 | Park Terrace | WAIKUKU BEACH | Undertook site visit, filled SR assessment form, SR assessment form under review, Complete | Complete | 100% |
| 25I-022 | Main North Road | WOODEND | Undertook site visit, filled SR assessment form, Complete | Complete | 100% |
| 25I-023 | Jeffs Drain Road | CLARKVILLE | Called landowner, undertook site visit, filled SR assessment form, SR assessment form under review, Complete | Complete | 100% |
| 25I-024 | Broadway Avenue | WAIKUKU BEACH | Called landowner, undertook site visit, filled SR assessment form, SR assessment form reviewed, SR assessment form update in progress, Complete | Complete | 100% |
| 25I-025 | Riverside Road & Inglis Road | RANGIORA | Undertook site visit, filled SR assessment form, SR assessment form under review (awaiting approval) | - | 60% |
| 25I-026 | Waikuku Beach Road | WAIKUKU | Called landowner, CORDE cleaned drain, added onto existing project, Complete | Complete | 100% |
| 25I-027 | Old North Road | KAIAPOI | Undertook site visit, filled SR assessment form, SR assessment form under review (awaiting approval) | - | 60% |
| 25I-028 | Island Road | KAIAPOI | Called landowner, undertook site visit, filled SR assessment form, SR assessment form under review, Complete | Complete | 100% |
| 25I-029 | Poyntzs Road | CUST | Called landowner, undertook site visit, filled SR assessment form, SR assessment form under review, Complete | Complete | 100% |
| 25I-030 | Rangiora Woodend Road | WOODEND | Called landowner, undertook site visit, filled SR assessment form, SR assessment form under review, Complete | Complete | 100% |
| 25I-031 | Topito Road | TUAHIWI | Called landowner, undertook site visit, filled SR assessment form, SR assessment form reviewed, added onto existing project, Complete | Complete | 100% |
| 25I-032 | High Street | OXFORD | Undertook site visit, filled SR assessment form, SR assessment form reviewed, Complete | Complete | 100% |
| 25I-033 | Percival Street | RANGIORA | Undertook site visit, filled SR assessment form, SR assessment form reviewed, added onto existing project, Complete | Complete | 100% |
| 25I-034 | Petries Road, Gladstone & Fearn Drive | WOODEND | Called landowner, undertook site visit, filled SR assessment form, added onto existing project, Complete | Complete | 100% |
| 25I-035 | Wolffs Road | WEST EYRETON | Undertook site visit, filled SR assessment form | - | 15% |

| | | | | | |
|---------|-----------------------|---------------|---|----------|------|
| 25I-036 | Queens Avenue | WAIKUKU | Undertook site visit, filled SR assessment form, SR assessment form reviewed, Complete | Complete | 100% |
| 25I-037 | Acacia Ave | RANGIORA | Undertook site visit, filled SR assessment form, SR assessment form reviewed, Complete | Complete | 100% |
| 25I-038 | Reserve Road | WAIKUKU BEACH | Undertook site visit, filled SR assessment form, SR assessment form under review (awaiting approval) | - | 60% |
| 25I-039 | West Belt | RANGIORA | Called landowner, undertook site visit, filled SR assessment form, SR assessment form reviewed, SR assessment form update in progress, Complete | Complete | 100% |
| 25I-040 | Dunns Avenue | PINES BEACH | Undertook site visit, filled SR assessment form, added onto existing project, Complete | Complete | 100% |
| 25I-041 | Bramleys Road | TUAHIWI | Undertook site visit, filled SR assessment form, SR assessment form under review (awaiting approval) | - | 60% |
| 25I-042 | Banks Road | SEFTON | Called landowner, undertook site visit, filled SR assessment form, SR assessment form under review (awaiting approval) | - | 60% |
| 25I-043 | Depot Road | OXFORD | Undertook site visit, filled SR assessment form | - | 15% |
| 25I-044 | Woodglen Drive | WOODEND | Undertook site visit, filled SR assessment form | - | 15% |
| 25I-045 | Highfield Lane | RANGIORA | Undertook site visit, filled SR assessment form, SR assessment form under review, Complete | Complete | 100% |
| 25I-046 | Max Wallace Drive | ASHLEY | Called landowner, undertook site visit, filled SR assessment form, SR assessment form reviewed, Complete | Complete | 100% |
| 25I-047 | Campions Road | CUST | Undertook site visit, filled SR assessment form, SR assessment form under review, Complete | Complete | 100% |
| 25I-048 | Coronation Street | RANGIORA | Undertook site visit, filled SR assessment form | - | 15% |
| 25I-049 | Millcroft & Milbrook | OHOKA | Called landowner, undertook site visit, filled SR assessment form, SR assessment form reviewed, Complete | Complete | 100% |
| 25I-050 | Loburn Whiterock Road | LOBURN | Called landowner, undertook site visit, filled SR assessment form, SR assessment form reviewed, SR assessment form update in progress, Complete | Complete | 100% |

FLOOD RECOVERY STATUS REPORT
As at Tuesday, 9 September 2025



Fortnightly Report

Introduction

A rain event occurred over the period of 29th April to 2nd May 2025 in the Canterbury region, which resulted in high rainfall at some parts of the district, for example, 130mm rainfall in Rangiora from Tuesday morning until Thursday midnight. This event was estimated to range from a 17-year event for Woodend to a 2.7-year event in Oxford.

The purpose of this report is to update the PCG, Utilities and Roothing Committee and Community Boards on the status of the drainage and sewer service requests and further investigations.

Report Format

This report includes the following information
This Dashboard shows:

- General commentary
- Dashboard metrics
- Specific commentary on Key Focus Areas

General Update

67 out of 80 Maintenance Checks and 31 out of 50 Preliminary Investigations have been complete. The remaining are underway.



Flooding at the Petries Road / Fearn Drive area

Key Metrics

| Preliminary Investigation | As at 9 Sept 2025 |
|------------------------------------|-------------------|
| Not started | 0 |
| Service request assessment/Scoping | 7 |
| Submitted for approval | 12 |
| Completed | 31 |
| Total | 50 |

| Maintenance Checks | As at 9 Sept 2025 |
|--------------------------------|-------------------|
| To be started | 0 |
| Work in progress | 2 |
| Awaiting contractor's estimate | 3 |
| Detailed investigation | 3 |
| Awaiting approval | 5 |
| Completed | 67 |
| Total | 80 |

Key Focus Areas

| | |
|-----------------------|--|
| Waikuku Beach | A Waikuku modelling study is to be undertaken to determine the cause of flooding which was higher than expected. This work will look at factors such as the operation of the flood gate, upstream development, and the catchment hydrology, including any recharge from the Ashley River. |
| Kairaki | Several service requests received on Featherstone Avenue regarding flooding and sewer pipeline issues. Investigaiton is underway. |
| Petries Road, Woodend | Petries Road and Fearnie Road experience significant flooding across the road and footpath. The flooding can get over 300 mm in the worst areas and limit vehicle access. Options are considered to improve the capacity and operation of Petries Road SMA including additional reticulation, pumping and operational changes. |