

**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 21<sup>st</sup> 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 Roothing 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.
<b>REPORTS FOR INFORMATION</b>			
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 <b>LGOIMA Sections 7 (2)(h).</b>

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) <b>LGOIMA Sections 7 (2)(a), (g) and (i).</b>

**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