Hearing Agenda

Stock Movement Bylaw 2026

Wednesday 18 November 2026

9am

Council Chamber

215 High Street

Rangiora

Council:

Councillor Wendy Doody

Councillor Tim Fulton

Councillor Bruce McLaren

Deputy Mayor Philip Redmond

WAIMAKARIRI DISTRICT COUNCIL

WAIMAKARIRI DISTRICT COUNCIL

THE HEARING AND DELIBERATIONS OF THE STOCK MOVEMENT BYLAW 2026 WILL BE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA ON WEDNESDAY 18 NOVEMBER 2026 COMMENCING AT 9AM.

BUSINESS

Page No

1. APOLOGIES

2. CONFLICTS OF INTEREST

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

3. HEARING OF SUBMISSIONS

9.10am	Warren Briden
9.20am	David Ashby
9.30am	Aidan Suckling
9.40am	Andrew FitzPatrick, Aratika Holdings Ltd, Aratika Trust, NZ Pork Corporation Ltd, CR Timperley Farming Ltd
9.50am	Federated Farmers – Lionel Hume and Bex Green
10.00am	Richard Stalker

4. STAFF REPORT

4.1. Stock Movement Bylaw 2026 - Hearing Panel Report and Officer Analysis – Dianna Caird (Senior Policy Analyst) and Joanne McBride (Roading and Transport Manager)

3-243

RECOMMENDATION

THAT the Stock Movement Bylaw 2026 Hearing Panel:

(a) **Receives** Report No. 261028348755.

(b) **Receives and considers** all submissions on the Draft Stock Movement Bylaw 2026 (Trim: 261028349329).

(c) **Receives** the attached Officer Analysis (Trim: 261028349321).

(d) **Notes** that analysis and options provided retain the overall purpose and regulatory direction of the Draft Stock Movement Bylaw 2026 while addressing concerns raised through submissions and improving proportionality, workability, drafting certainty and procedural fairness.

(e) **Notes** that staff will prepare amended drafts of the Stock Movement Bylaw 2026, reflecting the Hearing Panel's decisions, and report back to the Council for final adoption.

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	BYL-76 / 261028348755
REPORT TO:	Stock Movement Bylaw 2026 Hearing Panel
DATE OF MEETING:	18 November 2026
AUTHOR(S):	Dianna Caird - Senior Policy Analyst Joanne McBride - Roading and Transport Manager
SUBJECT:	Stock Movement Bylaw 2026 - Hearing Panel Report and Officer Analysis
ENDORSED BY: (for Reports to Council, Committees or Boards)	General Manager / Chief Executive

1. SUMMARY

1.1. The purpose of this report is to present the results of public consultation on the Draft Stock Movement Bylaw 2026, undertaken from 1 May to 12 June 2026. A total of 54 submissions were received, with eight (8) submitters requesting to be heard. This report summarises the key themes and results arising from consultation and provides officer analysis for consideration by the Hearing Panel.

1.2. Feedback received on the Draft Stock Movement Bylaw primarily related to:

- Mandatory notification requirements for non-permitted stock movements.
- Recognition of farming activities and the practical realities of stock movement.
- Appropriate level of regulatory for all, given concerns largely relate to a small number of operators.
- Clarity of definitions, particularly "damage", "mud" and "effluent".
- Permit management, including permit reviews, durations and permit withdrawal.
- Shared responsibility for road safety, including driver behaviour and public education.

1.3. Of the 54 submissions received:

- 15 (27.8%) supported the draft bylaw as proposed.
- 15 (27.8%) supported the draft bylaw subject to amendments.
- 17 (31.5%) did not support the draft bylaw.
- 7 (13%) were unsure.

1.4. Overall, submitters generally supported the intent of the Draft Stock Movement Bylaw being improving road safety, reducing adverse effects from stock movement and providing a regulatory framework for stock movement activities. However, many submitters sought amendments to specific provisions they considered impractical, disproportionate or unclear, especially those relating to notification requirements, permit management, enforcement provisions, and recognition of farming practices.

1.5. Many submitters who opposed the draft bylaw nevertheless proposed amendments to specific provisions rather than opposing regulation of stock movements generally.

1.6. Given the strong desire for amendment to the specific provisions, a clause-by-clause review of the requested changes was completed, and it was considered that these could be included as the changes sought remain within the overall scope and intent of the notified Draft Bylaw. Furthermore, the changes sought by submitters add value and refine how the bylaw achieves its stated outcomes rather than introducing a new regulatory scheme.

1.7. The Hearing Panel is asked to consider the submissions, the clause-by-clause analysis, and provide direction on any proposed amendments before the amended bylaw is reported to Council for final adoption.

Attachments:

i. Draft Stock Movement Bylaw 2026 as notified (TRIM: 251201228264)
ii. All submissions received (TRIM: 261028349329)
iii. Stock Movement Bylaw 2026 Consultation Submissions - Officer Analysis (TRIM: 261028349321)
iv. Clause By Clause comparison of proposed changes between the notified Draft Bylaw and amendments sought by submissions (TRIM: 261028349326)

2. RECOMMENDATION

THAT the Stock Movement Bylaw 2026 Hearing Panel:

(a) **Receives** Report No. 261028348755.

(b) **Receives and considers** all submissions on the Draft Stock Movement Bylaw 2026 (Trim: 261028349329).

(c) **Receives** the attached Officer Analysis (Trim: 261028349321).

(d) **Notes** that analysis and options provided retain the overall purpose and regulatory direction of the Draft Stock Movement Bylaw 2026 while addressing concerns raised through submissions and improving proportionality, workability, drafting certainty and procedural fairness.

(e) **Notes** that staff will prepare amended drafts of the Stock Movement Bylaw 2026, reflecting the Hearing Panel's decisions, and report back to the Council for final adoption.

3. BACKGROUND

3.1. The Waimakariri District Council (WDC) Stock Movement Bylaw 2020 enabled the Council to set out the requirements for moving stock or crossing stock on road under care, control or management of the Council. The Bylaw is made using bylaw-making powers in section 22AB – livestock – of the Land Transport Act 1998 (LTA) and section 145 of the Local Government Act 2002 (LGA) and is required to be reviewed no later than five (5) years after the adoption.

3.2. The Bylaw review conducted concluded that currently the Bylaw was not fit for purpose and was needing to have updated definitions, wording changes to improve clarity, and have greater relevance to address issues. The review also considered including introducing clearer permit pathways, general conditions, damage provisions and enforcement clauses. In addition, several more restrictive or more explicit controls, including universal advance notification of non-permitted movements, a five-year maximum permit term, an absolute restriction on Schedule A roads, expiry of certain existing Schedule A crossing permits, and a prohibition on dairy cow movements during darkness, where also suggested to be included in the drafting of a new Bylaw.

3.3. In March 2026, the Council approved the Draft Stock Movement Bylaw 2026 for public consultation using the Special Consultative Procedure. Formal public consultation was undertaken from 1 May to 12 June 2026.

3.4. During the public consultation in June, the farming community requested that the Council consider delaying the hearing panel timeframe so as to avoid a particularly busy time of the year for farming (calving season), which was supported.

3.5. The hearing panel appointed by the Council to hear submissions on the Draft Stock Movement Bylaw comprises of Deputy Mayor Redmond, and Councillors McLaren, Fulton and Doody.

4. CONSULTATION SUMMARY

4.1. Consultation on the Draft Stock Movement Bylaw 2026 was promoted by direct email to stock movement permit holders, email distribution to Let's Talk Waimakariri subscribers, and Council social media. In addition, 2 evening public drop-in meetings were held on the 4th and 8th June at Woodend Community Centre and Oxford Town Hall respectively.

4.2. The consultation generated:

4.2.1. 226 visitors to the Let's Talk Waimakariri webpage.

4.2.2. 52 online survey responses, which included 3 supporting written submissions attached, and 2 additional written responses provide directly via email, totalling 54 submissions. All submissions received are provided as attachment ii. to this report.

4.3. Of those 54 submitters who responded:

4.3.1. 100% live in the Waimakariri District

4.3.2. The largest number originating from Rangiora (14 submitters, 25.9%), followed by Oxford (10 submitters, 18.5%) and West Eyreton (8 submitters, 14.8%). Smaller numbers of submissions were received from Cust, Swannanoa, Eyreton, Sefton, Pegasus, Ohoka and Loburn. 3 submitters identified their location as "Other", and one submission identified as district-wide.

4.3.3. The largest group of submitters identified as farmers or farm owners, accounting for 25 submissions (47.2% of respondents who answered the question). Urban employees represented 11 submissions (20.8%), while a further 11 submitters (20.8%) selected "Other". Business owners accounted for 4 submissions (7.5%), and farm workers accounted for 2 submissions (3.8%). Overall, the submissions were strongly represented by those directly involved in, or affected by, farming and rural activities.

4.3.4. Most submitters were familiar with the Draft Stock Movement Bylaw 2026, with 42 submitters (79.2%) indicating they were either very familiar or somewhat familiar with the proposal. The largest group of respondents were somewhat familiar with the draft bylaw (24 submitters, 45.3%), while 18 submitters (34.0%) were very familiar. 11 submitters (20.8%) indicated they were not very familiar with the proposal.

4.4. The survey sought specific feedback on the changes proposed to the Bylaw through asking five (5) key questions, and after each one provided an opportunity to suggest changes. Table One below provides a summary of responses to the key questions posed.

Table One – Summary of survey questions and responses.

Key question	Support	Oppose	Unsure	Officer Analysis
Q5. Overall support for replacing the 2020 Bylaw with the Draft Stock Movement Bylaw 2026	27.8% support; 27.8% support with changes *If combined, 55.6% supportive*	31.5%	13%	Proceed, while addressing key concerns raised by substantive submitters.
Q7. Support the changes to purpose and objectives of Draft Bylaw	38.9% support; 22.2% support with changes *If combined, 61.1% supportive*	37%	1.9%	Rebalance wording to recognise farming activities and shared responsibility for road-user safety.
Q9. Support of new definitions of damage and regular movement included in Draft Bylaw	35.3% support; 17.6% support with changes *If combined, 52.9% supportive*	43.1%	4%	Improve objective thresholds and drafting certainty.
Q11. Support requirement for notifying Council of all non-permitted movements	22.2% support; 5.6% support with changes *If combined, 27.8% supportive*	70.4%	1.9%	Consider removing or substantively narrowing the notification requirement.

Q13. Support for proportionate enforcement approaches	57.4%	42.6%	N/A	Retain the framework, with clearer criteria, greater certainty and appropriate safeguards.

4.5. While a majority of submitters (55.6%) supported replacing the existing bylaw, only half of those supporters favoured the draft as proposed. The remaining supporters sought amendments to improve the practicality and operation of the bylaw, indicating that submitter feedback was focused on refining the proposal rather than rejecting the concept of regulating stock movement.

4.6. When considering commentary from all submissions received, collectively they provided the following concerns and issues:

- Whether advance notification requirements for stock movements are practical and necessary.
- Considering what the appropriate permit durations, review periods, renewal processes, suspension and revocation powers, and appeal rights might be.
- Whether the proposed requirements are proportionate to the scale of the issues identified and whether the bylaw should focus more on repeat offenders rather than all operators.
- Whether the bylaw can be implemented in a practical way within day-to-day farming operations.
- Need to ensure that compliance requirements do not unnecessarily affect the viability and efficiency of farming activities.
- Need to balance the safety of motorists, stock, and stock operators during stock movements and crossings.
- Responsibility for crossing upgrades, underpasses, and infrastructure requirements, particularly where growth-related traffic increases are involved.
- Need for clearer definitions, more objective standards, and greater certainty about compliance expectations.
- Noted a preference for a risk-based and education-focused approach, with enforcement targeted at genuine or repeat non-compliance.
- Questioned replacing the 2020 Bylaw and preferred targeted amendments to the existing framework.

4.7. Other submission points also included the following themes: notification burden; recognition of farming and animal welfare; permit duration and security; darkness restrictions; Schedule A routes; sign-removal timeframes and visibility; objective damage standards; use of verges; existing-use certainty; inspection fees; and fair procedures for permit review or withdrawal.

5. OFFICER ANALYSIS

5.1. Following consultation, officers assessed whether each submission matter should be addressed through an amendment to the bylaw, explanatory material or operational guidance.

5.2. This assessment considered road safety, animal welfare, practicality, enforceability, proportionality, protection of public and private assets, and recognition of established rural activities.

5.3. The clause-by-clause review of the Draft Stock Movement Bylaw 2026 against the suggested changes from submission generally retain the overall regulatory direction of the Draft Bylaw.

5.4. However, submissions also suggest amendments to the Draft Bylaw that seek to:

- Remove the requirement to notify Council at least 24 hours before every stock movement that does not otherwise require a permit.
- Reinstate a balanced purpose statement recognising that farmers need to use roads to move stock efficiently and that drivers on rural roads need to make reasonable allowance for stock.
- Introduce objective thresholds for excessive mud, effluent and verge damage.
- Retain a maximum permit term of ten years rather than the five-year maximum consulted on, while preserving targeted review powers where safety or network circumstances change.
- Allow stock movement on Schedule A roads under a permit where no reasonable alternative route is available, rather than applying an absolute prohibition.
- Allow stock crossings on Schedule A roads issued pre-30 June 2008, subject to review, rather than requiring them to expire five years after adoption.
- Allow dairy cow movements during darkness where specifically authorised and conditioned in a Stock Crossing Permit.
- Increase sign-removal timeframes from 15 minutes to 45 minutes and update visibility requirements to reflect road speed.
- Remove the broadly framed automatic permit-withdrawal provision and replace the proposed first-inspection fee with a staged, compliance-based recovery approach.
- Reconcile the consulted direction to keep stock on the verge with the duty to avoid verge damage by focusing on preventing deposits on carriageways, shared paths and footpaths.
- Provide an internal review process for disputes about compliance decisions and the adequacy of remedial action.
- Provide a formal review process for decisions declining Stock Movement or Stock Crossing Permits, and for conditions imposed on those permits.
- Add a general power for Council to make, amend, revoke or replace resolutions where authorised by the Bylaw.

5.5. Collectively, the suggested submission amendments to the Draft Bylaw seek to reduce unnecessary administrative burden and blanket restrictions, while maintaining permit controls, traffic-management requirements, damage remediation duties and Council enforcement powers.

5.6. As such, submitters sought to retain the core controls necessary to protect road users, stock, infrastructure and property, and sought amendments to the provisions where consultation identified disproportionate burden, unintended effects, uncertainty or insufficient procedural safeguards.

5.7. Attachment iv. provides a detailed clause by clause comparison of the notified draft Stock Movement Bylaw 2026 and the suggest submitter amendments for the Hearing Panel to consider. A summary of review of key themes, suggest submitter amendments and officer analysis amendment is also provided in the following Table Two.

Table Two – Submitter suggested amendments by topic for the Hearing Panel's consideration.

Topic	Notified position	Submitter suggested amendments	Officer Analysis
Purpose and regulatory balance	The consulted purpose referred to the obligations and rights of people moving stock and listed safety, nuisance, asset and contamination outcomes. Recognition of the operational need for farmers to move stock was not stated clearly in the operative purpose.	Reinstate an express recognition that farmers need to use roads to move stock to manage farms efficiently and that drivers on rural roads need to make allowance for stock. Add explanatory notes on safe stopping speeds and warning of unexpected hazards.	Support suggested change. This corrects an administrative omission and responds to the consistent request for a balanced statement. It does not reduce the obligations on stock owners to protect road users and assets.
Definition of damage	Damage included excessive mud or effluent, but "excessive" was not objectively defined.	Link excessive mud or effluent to a reduction in traction under normal driving behaviour and define verge damage by reference to moderate pugging, with the majority of hoofprints greater than 3 centimetres deep.	Support additional information to objective indicators that improve certainty, evidence-based enforcement and consistency, while distinguishing temporary rural-road effects from damage requiring remediation.
Regular movement of stock	The consulted definition used more than four movements in any 28-day period and separately captured all dairy cow crossings before or after milking.	Revert the general frequency threshold to more than 4 movements in any 7-day period, include movement along as well as across a road, and retain the specific dairy-cow rule.	The 28-day threshold would capture more seasonal and occasional movements than intended. Dairy crossings remain specifically regulated, so the broader threshold can be narrowed without creating a gap.
Advance notification of non-permitted movements	At least 24 hours before moving stock, the owner or manager would have been required to call Council with the day, approximate time, road and distance.	Delete the notification clause.	Support suggested change. Strong submitter opposition to the requirement. Noted that there is a substantially higher movement volume than previously understood, making universal notification impractical for both farmers and Council, which would likely to produce widespread technical non-compliance without a commensurate safety benefit.
Existing permits and permit duration	Existing permits would continue for up to 5 years. New Stock Movement Permits would have a maximum 5-year term, and Council could review conditions broadly.	Continue relevant existing permissions for up to 10 years and allow new Stock Movement Permits for up to 10 years, with shorter terms agreed case by case. Retain review powers where circumstances affecting safety or the operating environment change.	Support suggested changes. 10 years provides operational and investment certainty. Targeted review powers remain necessary because traffic volumes, herd size and road conditions can change rapidly in a growing district.
Schedule A roads	The general conditions imposed an absolute prohibition on moving stock along or across Schedule A roads.	Allow movement on Schedule A roads under a Stock Movement Permit where no reasonable alternative route is available, with site-specific time, traffic-management and safety conditions.	Supported suggested changes. Noted that existing short-distance movements and cases where an alternative route may be longer or less safe. A permit pathway provides oversight without an inflexible blanket prohibition.
Existing regular crossings on Schedule A roads	Pre-30 June 2008 permits could continue temporarily but would expire 5 years after adoption. No new crossing permits would be issued on Schedule A roads.	Continue existing permits, review them within 2 years of adoption, and review conditions at least every 5 years or sooner if material circumstances change. Continue the prohibition on new regular-crossing permits for Schedule A roads.	Support suggested change that would protect established farming operations and sunk investment while allowing outdated controls to be updated. It avoids forcing cessation where risks can be managed through reviewed permit conditions.

Topic	Notified position	Submitter suggested amendments	Officer Analysis
Hours of daylight and darkness	Daylight was defined as sunrise to sunset. Stock movements, including dairy cow crossings, were prohibited during darkness.	Restore daylight as half an hour before sunrise to half an hour after sunset. Permit dairy cow movement during darkness only where expressly authorised in a Stock Crossing Permit, potentially requiring permanent lighting, electronic signage and other site-specific controls.	Support a revised definition better aligns with established road-use practice. A conditioned permit pathway recognises seasonal dairy operations while ensuring darkness movements occur only where risk can be managed.
Visibility and warning signs	The consulted draft retained fixed visibility distances of 250 metres on sealed roads and 170 metres on unsealed roads. Signs had to be covered, closed or removed within 15 minutes.	Use visibility distances based on three times the speed limit in metres, including 300 metres on 100 km/h roads and 240 metres on 80 km/h roads. Increase the sign-removal period to 45 minutes.	Support suggested changes. Speed-based distances better reflect traffic-management guidance. The longer removal period responds to practical and safety concerns at busy times, while retaining the outcome that signs must not remain visible unnecessarily.
Pilot vehicles	Pilot vehicles were to be used only to warn the public and not to control stock.	State that pilot vehicles are primarily for warning the public, allowing assistance with stock control if necessary.	Support suggested changes. Note that a strict separation is impractical where stock are disturbed or control is suddenly required. Warning road users remains the primary function.
Verge use, mud and manure	The consulted draft directed stock to the verge wherever possible, while also imposing liability for verge damage.	Replace the verge preference with a duty to take reasonable steps to prevent mud, manure or other material being deposited on the carriageway, shared path or footpath, and require removal as soon as practicable or immediately where a safety hazard exists.	Support the variation that removes an internal tension and focuses on the relevant safety outcome. This would allow site-specific judgement about whether carriageway or verge use creates the lower overall risk.
Underpass requirements	The consulted draft listed factors allowing Council to determine that a stock underpass was required, including herd size, Schedule A status, traffic volume, more-than-minor benefit and technical feasibility.	Reframe the provision so an underpass condition may be imposed only where crossing numbers, traffic volume or safety issues create high risk, after considering feasibility and cost-effectiveness, with priority to Schedule A roads.	Support a revised approach that is more transparent and proportionate and recognises the potentially substantial cost of an underpass.
Permit withdrawal and review safeguards	The consulted draft allowed withdrawal where Council considered movement non-compliant and deemed a permit withdrawn following conviction. A separate general permission provision allowed review and revocation at any time.	Delete the broadly framed withdrawal clause and the duplicated general permission section. Retain specified permit-review grounds, permit conditions, offence provisions and statutory enforcement powers.	Supported requested change. Noted that the consulted clauses were too broad and could create uncertainty or disproportionate consequences. The remaining framework provides enforcement and review tools without automatic or duplicative revocation wording.
Resolutions made under the bylaw	The consulted draft did not contain a general resolution-making provision.	Add provisions enabling Council, where expressly authorised by the Bylaw, to identify, specify, designate or declare an area, activity, restriction, prohibition, requirement or condition by resolution, and to amend, revoke or replace a resolution subject to applicable legal requirements.	Support requested changes.

Topic	Notified position	Submitter suggested amendments	Officer Analysis
Disputes about compliance decisions	The consulted draft did not specify an internal pathway for reviewing a Compliance Officer's actions, assessment or decision, including whether remedial action was sufficient.	Allow a person to request an internal review by the relevant Team Leader or responsible Manager. The reviewer must consider the circumstances, relevant Bylaw provisions, Council records and evidence, and the reasons for the original decision, and may confirm the decision or require further action.	Support suggests change to provide consistency and fairness and create a proportionate internal escalation pathway without requiring automatic referral to a Council committee.
Review of permit decisions	The consulted draft did not contain a specific review process where an application for a Stock Movement or Stock Crossing Permit was declined or the applicant disagreed with a permit condition.	Allow the applicant to seek review by an officer with appropriate delegated authority who was not the original decision-maker. The reviewer may confirm, vary or revoke a condition, confirm or overturn a refusal, or refer the application back for reconsideration. Council must provide the outcome and reasons in writing.	Support suggested change. This improves procedural fairness, transparency and accountability while retaining decision-making within Council's management and delegation framework.
Inspection fees	The consulted draft allowed an inspection fee whenever Council responded to a complaint about property damage.	Provide the first two inspections at no charge. Permit cost recovery only for a third or subsequent inspection after two written requests for remedial work have not been complied with.	Support suggested change. The staged approach avoids charging for unsubstantiated or initial complaints and ties cost recovery to repeated non-compliance and actual additional Council work.
Emergency exception	The emergency provision referred to examples such as snow, fire or flooding.	Broaden the examples to weather impacts and animal-welfare needs such as water-supply failure, while retaining the requirement to make road users aware of stock on the road.	Support suggested change. The variation better reflects the range of genuine emergency circumstances without creating a general exemption from safe movement practices.

6. MATTERS RETAINED FROM THE CONSULTED DRAFT

6.1. The proposed submission amendments do not seek to displace the Draft Bylaw's core safety and regulatory framework. As such, the following key provisions remain:

- Stock must be under effective control and moved with sufficient adult farm staff.
- High-visibility garments, compliant warning signs and appropriate pilot vehicles remain required.
- Mob-size limits remain unchanged.
- Stock movement remains prohibited on State Highways unless stock have escaped or written authority is in place.
- Footpaths, cycleways and shared-use paths cannot be used without prior written approval.
- Regular movements, including dairy cow crossings before or after milking, require a Stock Crossing Permit.
- Stock owners remain responsible for damage caused by stock movement and Council may undertake work and recover costs where obligations are not met.
- Council retains enforcement powers under the Local Government Act 2002 and the Litter Act 1979, together with offence and penalty provisions.

7. KEY ISSUES FOR THE HEARING PANEL

Balancing safety with practical rural operation

7.1. The Panel must determine whether the proposed suggest submitter requested changes maintain an appropriate safety threshold while avoiding controls that are unnecessarily broad or difficult to comply with. Officer analysis has considered that permit-based, site-specific controls are preferable to blanket prohibitions where risk varies materially by road, time, visibility and crossing design.

Existing use and future network change

7.2. Continuation of existing Schedule A crossings and ten-year permits provides certainty to established operators. This creates a corresponding need for credible review powers where traffic volumes, herd sizes or safety conditions materially change.

Scope of consultation

7.3. The suggested amendments by submitters arise directly from matters included in the notified draft and raised through their submissions. The amendment sought adjust the intensity and operation of proposed controls rather than introducing a new subject matter.

8. OPTIONS

8.1. The following options were considered as part of the review of the Draft Stock Movement Bylaw 2026:

8.1.1. Option 1 - Retain the status quo
Keep the current bylaw with no amendments. Not preferred as amendments are required

8.1.2. Option 2 - Amend the current Bylaw
Amend the bylaw, this is not preferred due to the volume of amendments required.

8.1.3. Option 3 – Replace the current Bylaw
The Council has the option to pursue the recommendations of the attached Section 155 Report and replace the current Bylaw with an updated version. This is the preferred option, due to the number of amendments identified in the review process, and the significance of some of these amendments.

8.1.4. Option 4 – Revoke the current Bylaw and not replace

This would be impractical and there are no other viable options to manage stock movement related risks in the district.

8.2. When considering the options, ***Option 3 – Replace the current Bylaw*** was considered the most appropriate, as the benefits of a proposed replacement Bylaw included:

- Making the Bylaw easier to understand, therefore, making compliance with the Bylaw easier.
- Maintaining safety for all road users, including farm staff and their stock.
- Reducing damage to verges, berms, and landscaped areas caused by poorly managed stock.

8.3. Given the submissions received through consultation on the Draft Stock Movement Bylaw 2026, the following options are available for the Hearing Panel:

8.3.1. **Option 1: Recommend the Draft Bylaw as notified.**

(Attachment i)

Advantages

- Retains the exact package publicly notified.
- Provides a more restrictive and uniform regulatory approach.

Disadvantages

- Does not respond to several of the key themes raised through submissions.
- Retains universal notification that officers now consider impractical to administer.
- Retains blanket or short-duration controls where risks could be managed through site-specific permits.
- May increase the potential for technical non-compliance and reduce acceptance among some affected parties.

8.3.2. **Option 2: Recommend the Draft Bylaw with the Hearing Panel amendments**

Advantages

- Responds directly to submissions while retaining the core safety and asset-protection framework.
- Improves proportionality, certainty, procedural fairness and practical workability.
- Provides documented internal review pathways for compliance disputes and permit decisions.
- Uses permits and review conditions to manage site-specific risk.
- Provides greater operational certainty for established farming activities.

Disadvantages

- Requires further drafting, technical checking and legal review before adoption.
- Some submitters seeking stricter controls may consider the variations too permissive.
- Longer permit terms and continued existing crossings require effective monitoring and review processes.

8.3.3. **Option 3: Direct further substantive amendments**

The Hearing Panel may direct different or additional amendments. If those amendments materially alter the proposal's scope or regulatory approach, staff will need to assess whether further consultation is required before adoption.

8.4. The Management Team has reviewed this report and supports the recommendation options for the Hearing Panel's consideration.

9. STRATEGIC ALIGNMENT AND COMMUNITY VIEWS

Mana Whenua Engagement

9.1. The subject matter and/or recommendations contained within this report are not likely to be of interest to mana whenua.

Groups, Organisations and the Wider Community

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

9.3. These include farmers, stock movement permit holders, rural residents, road users, transport operators and emergency services.

9.4. Consultation demonstrated competing but legitimate interests such as; safe and reliable travel, protection of public and private property, animal welfare, efficient farming operations and confidence that Council enforcement will be consistent and proportionate.

Implications for Community Wellbeing

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

The recommendations support community wellbeing by promoting road safety, protecting public infrastructure, supporting productive rural activities, and providing a proportionate and practical regulatory framework for stock movement activities.

Community Outcomes and Strategic Priorities

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

The recommended amendments are considered consistent with Council's Community Outcomes, particularly those relating to a resilient and innovative economy, a clean, healthy and safe environment, and community wellbeing through safe access to public infrastructure.

The bylaw promotes the safe use of public roads and transport corridors for all users, helping to support community wellbeing and equitable access to infrastructure and services

9.7. The Council’s Strategic Priorities are relevant to the actions arising from recommendations in this report.

The amendments are consistent with Council's Strategic Priorities by supporting road safety, protecting transport infrastructure, and enabling productive rural activities, growth, and development to continue while managing their effects.

10. OTHER IMPLICATIONS AND RISK MANAGEMENT

Financial Implications

10.1. There are no financial implications for Council by the decisions sought by this report.

10.2. Development of the bylaw has been undertaken within existing budgets. Removing universal notification is expected to avoid a potentially significant administrative workload. Permit review, inspections, education and enforcement will continue to require staff resource. The recommended inspection-fee provision allows cost recovery only after repeated non-compliance.

Community Resilience and Sustainability

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

10.4. A workable bylaw supports continuity of rural production and safe use of the road network. Site-specific permit conditions can account for route, visibility, traffic volume, animal welfare and local environmental risks.

Risk Management

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

10.6. The principal risks are:

- Road-user injury, harm to stock or farm staff, damage to roads or adjoining property.
- Inconsistent decision-making and loss of confidence in the Council if controls are considered unworkable or review processes are unclear.

10.7. The analysis and options contain within this report manages these through minimum movement conditions, permit controls, objective damage criteria, delegated review pathways, written reasons, enforcement provisions and supporting guidance.

Health and Safety

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

The analysis and options contain within this report are intended to manage and reduce health and safety risks associated with stock movement activities. Key risks include vehicle accidents, injury to road users, farm staff and stock, and damage to infrastructure.

11. CONTEXT

Consistency with Policy

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

Authorising Legislation

11.2. Local Government Act 2002

11.3. Land Transport Act 1998

Authorising Delegations

11.4. The Council has authority to make, amend and adopt the bylaw under the Local Government Act 2002.

11.5. The Council appointed the Hearing Panel to hear and consider submissions and make recommendations on the Draft Stock Movement Bylaw. The Hearing Panel's recommendation on the Draft Bylaw will then be provided to the Council, who will make the final decision on the adoption of the Bylaw.

WAIMAKARIRI DISTRICT COUNCIL

WAIMAKARIRI DISTRICT STOCK MOVEMENT BYLAW 2026

This Waimakariri District Stock Movement Bylaw 2026
was adopted at a Council meeting held on
[insert date of Council meeting]

Chief Executive

Governance Manager

[month/year]

WDC COMMON SEAL
(Bylaws Act 1910 S22)

WAIMAKARIRI
DISTRICT COUNCIL

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Explanatory notes

This Bylaw contains explanatory notes, which are not part of the Bylaw. Waimakariri District Council (the Council) may add, amend or delete explanatory notes at any time without amending the Bylaw.

Explanatory notes are used for several reasons, including to explain the intent of a clause in less formal language, to include additional helpful information, or because the information may be subject to change and need to be updated before the Bylaw itself has to be updated.

Waimakariri District Stock Movement Bylaw 2026

This Bylaw was reviewed in 2025 as per the section 158(1) of the Local Government Act 2002. This Bylaw replaces the Waimakariri District Stock Movement Bylaw 2020.

1 Title

1.1 This Bylaw is the Waimakariri District Stock Movement Bylaw 2026

2 Commencement

2.1 This Bylaw comes into force on [date].

3 Legislative authority

3.1 This Bylaw is established under the Sections 145, 146 and Part 8 of the Local Government Act 2002 and the Land Transport Act 1998.

3.2 The Bylaw references the Litter Act 1979; Section 72 of the Transport Act 1962 and Section 75 of the Railways Act 2005

4 Application

4.1 This Bylaw applies to the Waimakariri District.

5 Purpose

5.1 The purpose of this Bylaw is to set out the obligations and rights of people moving stock on roads within the Waimakariri District.

5.2 The objective of the Bylaw is to:

- control the movement of stock along and across roads while ensuring the safety of all road users, including farm workers, working dogs and stock
- promote best stock movement practices
- minimise the inconvenience and nuisance to road users
- prevent damage to road structure and surface, and other utilities and structures within the road
- prevent excessive mud or effluent being left on the road surface.

6 Definitions

For the purposes of this Bylaw the following definitions shall apply:

Alternative stock movement route:

- A route or stock race on the farm, or in the same ownership as the farm, that the stock is travelling within, from or to
- The fenced road of an unformed legal (paper) road
- Includes land behind a temporary fence erected on the verge clear of the carriageway where legal access to the adjacent land cannot be obtained by the farm staff or where such access is impractical.

Authorised Officer: an officer of the Waimakariri District Council who is authorised, by means of a delegation given under the terms of the Council's Delegations Manual, to carry out the relevant functions or responsibilities.

Bylaw: this Bylaw as altered, varied or amended from time to time.

Carriageway: the portion of the road devoted particularly to the use of travelling vehicles and includes the shoulders of the carriageway.

CoPTTM: NZTA Code of Practice for Temporary Traffic Management.

Council: the Waimakariri District Council.

Damage: damage to the road structure or surface or other utilities and structures within the road. It includes leaving excessive amounts of mud or effluent on the road surface.

Farm: an area of land used for agriculture and stock purposes and includes multiple parcels of land under the same ownership, lease or licence.

Farmer/Farm staff: an adult person (over the age of 15 years) physically in charge of or assisting with the movement of stock.

Hours of daylight: any time between sunrise on any one day and sunset on that day.

Hours of darkness: has the opposite meaning.

Stock: farmed animals including (without limitation) cattle, dairy cows, sheep, pigs, goats, horses, deer, camelids, large birds and poultry.

Mob: a group (more than one) of stock being moved from one place to another.

Pilot vehicles: any motorcycles, 4-wheel farm bikes, cars, utility vehicles, tractors, or trucks operating and moving with hazard lights and equipped with flashing beacons and stock warning signs in operation in front of or behind the mob.

Races: confined areas for moving stock from one location to another location.

Regular movement of stock: stock being moved from one side of the road to the other more than four times in any 28-day period. Any movement of milking cows across a road prior to or following milking is classed as regular movement of stock. **Regularly** has a corresponding meaning and is independent of the individual identity of animals.

Road: a road as defined in Section 2(1) of the Land Transport Act 1998 and located within the area of jurisdiction of the Waimakariri District Council and is generally the whole area between property boundaries but excluding any unformed (paper) road.

Stock Crossing Permit: a written consent issued by the Council for the regular movement of stock.

Stock movement: any movement of stock on, across or along a road where the animals move by their own efforts and are free of individual control, such individual control being by means of being ridden or led on a bridle, halter, collar, or similar restraint.

Stock Movement Permit: [QUERY: this wording is used in 10??]

Urban area: the area of a town or village that has a designated speed limit of 70km/h or less.

Verge: the portion of the Road between the property boundary and Roadway, excluding Footpaths, Shared Paths, and Parking Places, not designed to be used by motor vehicles travelling along the Roadway.

This includes unsealed shoulders, grassed or landscaped verges, drains, swales, and batter slopes.

Explanatory note: For the purposes of the Bylaw, ‘verge’ means the area between the property boundary and the roadway, including areas commonly referred to as berms.

Part 1 – Movement of stock

7 Wandering stock

7.1 Every person who owns or has the care, custody, or control of any stock, must take all reasonable steps to prevent stock from wandering on any road, or other land occupied by a person other than the owner of the stock.

7.2 A permit is not required when returning stock to a farm in the case of an escape or an emergency on any road, including those named in Schedule A. Reasonable efforts should be taken to warn other road users of the presence of stock on the road by use of hazard lights or other effective devices.

Explanatory note: *The owner of wandering stock may be liable for damage caused by the stock. This may include damage to vehicles if the stock causes a vehicle accident.*

7.3 The Council may recover from the owner all expenses related to removing wandering stock from any road.

8 Stock underpasses

8.1 Stock underpasses avoid the need for stock to cross a road, so their use is not covered by this Bylaw.

9 General conditions for the movement of stock without a permit

9.1 The regular movement of stock from one side of a road to another is only permitted when a Stock Crossing Permit has been issued (Section 11). This includes all movement of milking cows across a road prior to or following milking.

9.2 Stock may only be driven on roads in accordance with this Bylaw, or with a permit issued by the Council.

9.3 At least 24 hours prior to moving stock, the farmer or farm staff must call the Waimakariri Council Service Centre (0800965468) at least with the following details:

- When the stock will be moved (day and approximate time)
- The road(s) stock will be moved down, and distance stock will be moved.

9.4 No stock may be driven along or across railway lines, or on any part of a railway without the appropriate Deed of Grant from KiwiRail.

Explanatory note: *as set out in Section 75 of the Railways Act 2005*

9.5 No stock may be moved along or across any road listed in Schedule A.

9.6 No stock may be moved along or across a road during the hours of darkness.

9.7 Visibility conditions must allow clear sight of a person, vehicle warning sign, or stock at a distance of at least:

a. 250 metres on sealed roads.

b. 170 metres on unsealed roads.

9.8 Stock may only be moved if they are more than 10 metres from an urban residential zone boundary.

9.9 The number of animals in any one mob on a road must not exceed:

a. 600 cattle, or,

b. 3,000 sheep, or

c. 50 other stock.

9.10 The number of adult farm staff must be sufficient to ensure the stock are under control and can be directed or stopped.

9.11 Farm staff must wear high visibility garments in accordance with CoPTTM for their own safety and to increase their visibility to other road users.

Prior to stock being moved across or along any road, temporary signs must be placed at the side of the carriageway, or carried by pilot vehicles, at both the front and rear of the mob. Such signs must:

a. be placed no more than 1 km ahead and behind the mob,

b. be visible from at least 250m (sealed roads) or 170m (unsealed roads),

c. give adequate warning of stock movements to other road users,

d. comply with NZTA Manual of Traffic Signs and Markings TF-1 or TF-2, which display a picture of stock,

e. read “stock droving” or, “stock ahead” or “stock”;

f. removed covered or closed within 15 minutes of stock movement ending.

Explanatory note: *stock movement signs must not be visible after the stock movement has ended. If the signs remain visible, people learn to ignore the warning signs.*

9.12 When pilot vehicles are used, they should be only for the purpose of providing warning to the public and not involved in the control of stock.

9.13 Animals must be moved using access and exit points that minimise danger to other users and road/property damage.

9.14 The drover must, so far as is reasonably practical ensure that stock:

a. Progress towards the destination without undue delay.

b. Are kept off land adjoining the roadway. (Where practicable, gateways along the route must be closed before stock pass and reopened after the stock have passed).

c. Temporary fencing is permitted to be used but must be removed once the animals have passed the fencing.

d. Are kept away from trees, shrubs or flower beds planted on the road verge.

9.15 Stock must be kept to the verge area wherever possible to reduce the likelihood of mud or manure accumulating on the carriageway. When use of the carriageway is necessary, mud and manure removed at the earliest possible opportunity.

9.16 Tired, injured, or dead animals must be removed immediately from the road carriageway and within four hours from the verge.

9.17 Stock must be moved in a way that causes the least possible disruption to other road users and maintains animal welfare. The farm staff must allow vehicles to proceed along the road and take all reasonable steps to make way for or allow vehicles to pass.

9.18 The person moving the stock must take all practical steps to ensure the stock do not delay Emergency Services vehicles and staff.

9.19 No stock may be moved on any footpath or shared-use path unless prior written approval has been obtained from the Council.

9.20 No rope, string, wire, tape, or any other obstruction used to control stock may be placed on or across the road unless the drover is present to remove the obstruction to allow traffic to pass.

9.21 No stock may be moved on any State Highways contained within the Waimakariri District, except where stock has escaped, or a written authority issued by NZTA is in place.

10 Stock movement with a Stock Movement Permit

10.1 Any Stock Movement Permit or consent issued under a previous Bylaw is valid for up to 5 years from the date of this Bylaw, subject to the conditions in that permit or consent. Council can review the conditions of such permits or consents at any time.

10.2 This section does not apply to the regular movement of stock which is covered in Section 11 of this Bylaw.

10.3 A person may apply for a permit to move stock along or across any road if the conditions set in that approval are complied with.

10.4 The Council may refuse permission if there is a risk to road safety and inconvenience to road users, and/or a high likelihood of damage to property.

10.5 A Stock Movement Permit must be applied for when:

10.6 Conditions in Section 9 cannot be met;

10.7 On any road named in Schedule A where the stock are being moved and no other reasonable route is available. In this case the conditions in Section 9 will apply. Additional conditions may be applied; these may include time of day restrictions and extra traffic management. These and other conditions will be discussed and agreed with the person seeking permission.

10.8 Within urban residential boundaries when required for special events or activities. Specific conditions will be discussed and agreed with the person seeking permission. This will ensure the safety and convenience of road users is maintained and damage to property is prevented.

10.9 Permits are issued on a case-by-case basis. Permits will be issued for a maximum of 5 years, although the permit length may be shorter.

10.10 Conditions in a permit may be reviewed by the Council if any factor relating to the activity have changed.

10.11 A permit holder may request for permit conditions to be reviewed by the Council.

10.12 A permit is issued to the applicant. The applicant remains responsible for ensuring conditions are complied with. The permit cannot be transferred.

10.13 The Council may withdraw a Stock Movement Permit if it considers stock movement has occurred in a manner that is not compliant with the with a Stock Movement Permit. Conviction for any offence against this Bylaw means a Stock Movement Permit is deemed to be withdrawn.

10.14 When a Stock Movement Permit is issued, it is subject to the provisions of this Bylaw and to any dispensations or conditions that are noted on the permit. Any conditions or dispensations are at the Council's discretion.

11 Stock Crossing Permit for the regular movement of stock

11.1 Any Stock Crossing Permit or consent issued under a previous Bylaw is valid for up to 5 years from the date of this Bylaw, subject to the conditions in that permit or consent. Council can review the conditions of such permits or consents at any time.

11.2 The regular movement (as defined by this Bylaw) of stock from one side of a road to another is only permitted when a Stock Crossing Permit has been issued. This includes all movement of milking cows across a road prior to or following milking.

11.3 The regular movement of stock is not permitted on roads in Schedule A, except if a permit was issued prior to 30 June 2008. The carried over permits will expire on (date 5 years post adoption of the Bylaw). No new Stock Crossing Permits will be approved for roads listed in Schedule A.

11.4 Where it is lawful and reasonable to move the stock along an alternative stock route, this shall be used rather than the road. In these cases, a Stock Crossing Permit will not be approved.

11.5 Stock Crossing Permits may be issued subject to one or more of the following conditions, together with any conditions specified in Section 9 or any other conditions considered necessary by the Council:

a. Where stock is to be driven across a road, gateways on each side of the road must be sited (or re-sited) as nearly as is reasonably practical opposite each other.

b. Where stock is to be driven along a road, gateways must be sited as nearly as is reasonably practical to each other.

c. Council may determine a stock underpass is required, this determination will take into account factors including:

   i. herd sizes

   ii. if the road is listed in Schedule A

   iii. daily traffic volumes or,

   iv. the Council considers the benefit to other road users is more than minor; and

   v. if construction of an underpass is technically possible.

d. At all crossing points and gateways a well-draining hard fill surface must be constructed and maintained at the applicant's expense and to the Council's satisfaction. The surface will cover from the edge of the carriageway to the road boundary, for the full width of the crossing points and gateways.

e. The permit holder will be billed for any maintenance deemed necessary by Council to the carriageway and/or road reserve if damage is caused by the droving of stock.

f. Effluent run off from stock droving must be managed in such a way as to prevent it from entering and contaminating any waterway.

g. All reasonable and practical steps must be taken to remove mud or effluent from the carriageway without delay when each (one way) crossing has been completed. This may include:

   - the use of a suitable protective matting
   - washing, scraping, sweeping
   - or any other means of cleaning.

   This is to prevent any build-up of mud or effluent on the road verge causing a hazard, or entering and contaminating any waterway.

11.6 Where stock is moved along a road verge, the owner must maintain the road verge and any vehicle crossings in a condition suitable for use in all weather and reasonably free from accumulations of mud and/or animal effluent.

11.7 "PW37" permanent warning signs complying with NZTA Manual of Traffic Signs and Markings and any other requirements imposed by statute or regulation must be erected not less than 150 metres on either side of the crossing point. These signs must be covered, or closed, or removed within 15 minutes of stock movement finishing.

Explanatory note: *The signs must be covered or removed following stock movement as if they are left out all the time it is not an effective warning as most of the time the sign is visible, there are not stock present.*

11.8 An amber flashing light of a type and size in accordance with Section B14.1 ‘Flashing beacons’ in CoPTTM must be:

a. located at or about the road crossing point on a post at the side of the road or on a motorbike or vehicle to be visible at not less than 150 metres, to other road users approaching from either direction; and

b. be operated while the crossing is taking place.

11.9 Stock, including dairy cows must not be driven across or along a road during the hours of darkness.

11.10 Rope, string, wire, tape, or any other obstruction used to control stock may only be placed on or across the road when the farm staff are present to remove the obstruction to allow traffic to pass.

11.11 On application for a Stock Crossing Permit, the Council may require a bond for the repair of any damage associated with the droving including the reinstatement of the grass verges and vehicle crossings.

11.12 On application for the renewal or review of a Stock Crossing Permit, the Council may require the applicant to pay for any damage associated with previous stock movement prior to granting the application.

11.13 The Council may withdraw a Stock Crossing Permit if it considers droving has occurred in a manner that is not compliant with the with a Stock Crossing Permit. Conviction for any offence against this Bylaw means a Stock Crossing Permit is deemed to be withdrawn.

11.14 When a Stock Crossing Permit is issued, it is subject to the provisions of this Bylaw and to any dispensations or conditions that are noted on the permit. Any conditions or dispensations are at the Council’s discretion.

12 Damage to roads and property

12.1 If droving stock causes damage to:

- the carriageway
- the verge
- any roadside marker post or sign
- water races
- formed stormwater systems
- boundary fences
- parked vehicles
- private property legitimately located within the road reserve
- any other property
- a shared use path
- approved planting
- bridge railings or decking
- land drains
- defined waterways
- gateways
- vehicle crossings
- mailboxes

the owner of the stock responsible for that damage shall take all reasonable steps to repair the damage to the satisfaction of the Council or the affected property owner.

12.2 On failure to comply with clause 12.1, the Council may repair the damage and recover any costs incurred from the stock owner as a debt.

12.3 Without detracting from any condition imposed under clause 11.4, if the droving of any stock on the road causes build-up of effluent or mud on the surface of the carriageway sufficient to cause:

a. damage to the carriageway; or

b. loss of traction for vehicular traffic, or

c. any other significant adverse effect.

the Council may, by written notice, require the owner of the stock responsible for that build up to remove it within a reasonable period specified on the Council notice.

Explanatory Note: *Under Section 15 of the Litter Act (1979) appropriately warranted Council Officers can issue an infringement notice of up to $400 if litter, including animal waste is left on roads. The Council may pass resolutions as required under Sections 13 and 14 of the Litter Act (1979) to adopt the infringement notice provisions under the Litter Act.*

12.4 If the notice is not complied with, in the time specified in the notice, the owner commits an offence under this Bylaw. Whether or not the Council prosecutes, the Council may undertake work to clean the road and recover any costs incurred from the owner as a debt.

12.5 An inspection fee may be charged to the stock owner when the Council responds to a complaint regarding damage to property under Section 12 of the Bylaw.

13 Animal health

13.1 No person may drove any stock on a road, or tether or graze any stock on a road verge in circumstances where such droving, tethering or grazing is in contravention of any statute, including T.B. status, Mycoplasma Bovis or any notifiable disease, regulation, code of practice or other lawful directive relating to animal health and/or the droving of stock.

13.2 No person may drove any cattle under movement control classification (in relation to bovine T.B, Mycoplasma Bovis or any notifiable disease) on any road reserve.

14 Permit to move or cross stock

14.1 When a stock Movement Permit, or a Stock Crossing Permit is issued, it is subject to the provisions of this Bylaw and to any dispensations or conditions that are noted on the permit. Any conditions or dispensations are at the Council's discretion.

14.2 An offence is committed under this Bylaw by any person:

14.3 moving stock on a road in breach of this Bylaw,

14.4 without a permit, or who fails to produce a Stock Movement Permit or Stock Crossing Permit within 24 hours of being requested to do so by:

- an authorised officer of the Council, or,
- a Police Officer.

14.5 All permits can and may be reviewed by Council at any time. The reasons for a review may include:

a. complaints received.

b. a safety concern.

c. changes to the specified herd size in an ongoing permit (greater than 10 percent increase to herd size).

d. if there is evidence of increased vehicle traffic volumes on a road where a permit has been issued.

14.6 A Stock Crossing or Stock Movement Permit issued under this Bylaw is valid only for the date, dates or time period specified in the permit. The Permit is personal to the applicant and may not be transferred or reassigned without the written authorisation of the Council.

14.7 Where a Stock Movement or Stock Crossing Permit has been issued under a previous version of this Bylaw, Council reserves the right to review the conditions of the consent relative to any subsequent versions of this Bylaw, in particular where a safety concern has been identified.

Part 2 – Administrative

15 Enforcement

15.1 Council may use its powers under the Local Government Act 2002 and the Litter Act 1979 to enforce this Bylaw.

16 Offences and penalties

16.1 Every person commits an offence against this Bylaw who fails to comply with any control, restriction, limitation or prohibition made pursuant to this Bylaw.

16.2 Offences committed against this Bylaw are offences committed under the Local Government Act 2002, Litter Act 1979 and the Land Transport Act 1998 and are liable to a penalty as set out in those Acts.

16.3 Every person who commits an offence against the Bylaw, must on request by an Enforcement Officer immediately stop the activity.

16.4 Any person failing with all reasonable speed to comply with a request under clause 16.3 commits a further offence against this Bylaw.

17 Exceptions

17.1 This Bylaw does not apply to any person who commits an act that is done in an emergency (for example due to snow, fire or flooding) to move stock to a suitable area to preserve the welfare and life of their stock.

17.2 All attempts should be made to make other road users aware that stock is on the road during the emergency movement of stock.

18 Permissions under this Bylaw

18.1 A permission given under this Bylaw may relate to –

a. an activity or event or a series of activities or events, as the case may be;

b. one or more clauses under this Bylaw as is appropriate in the circumstances.

18.2 Any permission given under this Bylaw may be subject to such terms and conditions as the Council or Authorised Officer giving the permission thinks fit.

18.3 The permission must set out:

a. the activity or event or activities or events which is, or are permitted; and

b. the duration of the permission; and

c. the park(s) or reserve(s) to which the permission relates.

18.4 Where this Bylaw refers to written permission, that permission may be in electronic form.

18.5 Any permission given under this Bylaw may be reviewed and revoked at any time.

19 Revocation

19.1 The following Bylaw is hereby revoked: Stock Movement Bylaw 2020.

19.2 Any permission, consent, agreement or any other act of authority which originated under the Stock Movement Bylaw 2020 or which was continued by that Bylaw, and which is still in force at the commencement of this Bylaw continues to have full force and effect for the purpose of this Bylaw.

19.3 This Bylaw is implied into and forms any part of any permission, consent, or any other act of authority continued by this clause.

19.4 The revocation of the Stock Movement Bylaw 2020 does not prevent any legal proceedings, criminal or civil, being taken to enforce that Bylaw and such proceedings continue to be dealt with and completed as if that Bylaw had not been revoked.

20 Review of Bylaw

20.1 This Bylaw is due for review under section 159 of the Local Government Act 2002 no later than 10 years after it was last reviewed. This review is due by [**date of review**].

20.2 This Bylaw can be reviewed at any other time before that date at the discretion of the Council.

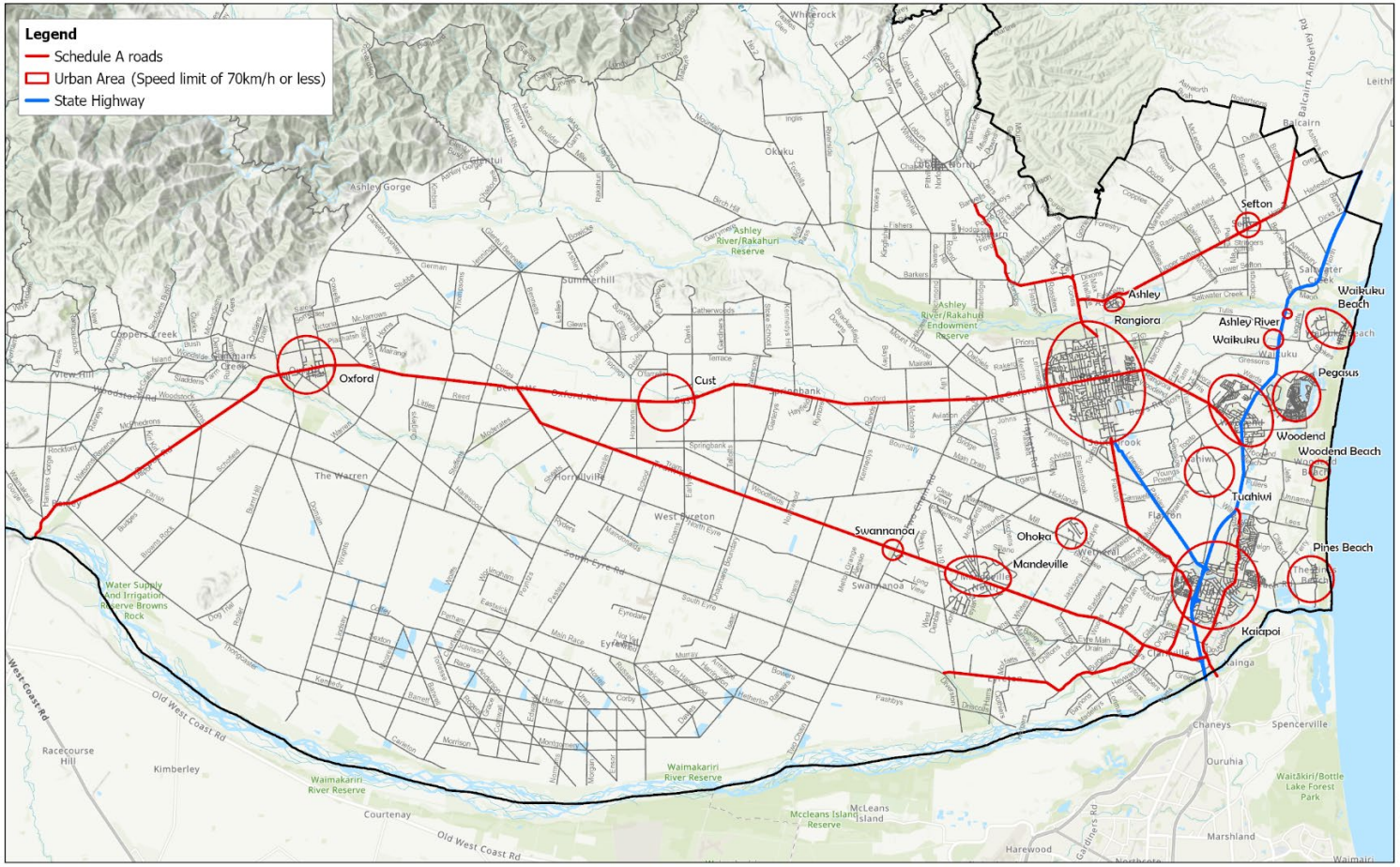
Schedule A – Roads in the Waimakariri district on which stock movement is restricted under Section 9 of the Bylaw

Explanatory Note: *The roads in Schedule A are all of the strategic and arterial roads in the District as well as all of the urban roads. The only exceptions are Rangiora Woodend Road, part of Island Road and South Eyre Road which are collector roads.*

The Council may, by resolution, add roads to or remove roads from Schedule A at any time. In doing so, the Council will consult with the affected parties in accordance with the Local Government Act 2002.

1. All roads within Urban areas
2. Main North Road
3. Williams Street
4. Tram Road
5. Smith Street
6. Millton Avenue
7. Cones Road from Milton Avenue to Dixons Road
8. Dixons Road, Loburn, from Cones Road to Barkers Road
9. Loburn Whiterock Road from Barkers Road to Barwells Road
10. Oxford Road
11. Depot Road
12. Kippenberger Avenue
13. Rangiora Woodend Road
14. Island Road
15. Skewbridge Road
16. Flaxton Road
17. Fawcetts Road
18. Upper Sefton Road from Fawcetts Road to the Hurunui District Council Boundary
19. South Eyre Road from Diversion Bridge to Tram Road

Map of Roads


Legend
Schedule A roads
Urban Area (Speed limit of 70km/h or less)
State Highway
Oxford
Cust
Swannanoa
Rangiora
Ashley
Sefton
Waikuku Beach
Ashley River
Waikuku
Pegasus
Woodend
Woodend Beach
Tuahiwi
Ohoka
Mandeville
Pines Beach
Kaiapoi
Oxford Rd
West Eyreton
The Warren
Kimberley
Racecourse Hill
Courtenay
Old West Coast Rd
West Coast Rd
Waimakariri River Reserve
Ashley River/Rakahuri Reserve
Ashley River/Rakahuri Endowment Reserve
Water Supply And Irrigation Reserve Browns Rock
Mcleans Island Reserve
Chaneys
Spencerville
Ouruhia
Marshland
Harewood
Waitākiri/Bottle Lake Forest Park
0 2 4
Kilometres
1:141,429
Original Size: A3
Stock Movement Bylaw - Schedule A Roads
Date: 21/04/2026
Author: Geospatial Team
DISCLAIMER
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WAIMAKARIRI DISTRICT COUNCIL

Survey Responses

21 February 2020 - 22 October 2026

Stock Movement Bylaw 2026 Survey

Let's Talk Waimakariri

Project: Stock Movement Bylaw 2026

GRANICUS

VISITORS	
226	

CONTRIBUTORS			RESPONSES		
50			52		
50	0	0	52	0	0
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous

Respondent No: 1
Login: Registered

Responded At: May 01, 2026 16:52:25 pm
Last Seen: Sep 07, 2026 23:54:53 pm

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Oxford
Q3.	**Which option best describes your type of employment?**	Business owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Yes I support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	Yes I support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

Too honerous to notify council of all stock movements

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16. **Please let us know if you would like to be heard on your submission** not answered

Respondent No: 2
Login: Registered

Responded At: May 01, 2026 21:20:06 pm
Last Seen: May 01, 2026 09:11:28 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	**Other (please specify)** Eyrewell
Q3.	**Which option best describes your type of employment?**	**Other (please specify)** Health sector
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Not very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	No I don't support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1. Other

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

Farmers have been moving stock safely for decades..they don't need managing by the council Council doesn't need to micromanage farmers

Q16. **Please let us know if you would like to be heard on your submission** not answered

Respondent No: 3
Login: Registered

Responded At: May 02, 2026 14:45:54 pm
Last Seen: May 02, 2026 02:41:49 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	West Eyreton
Q3.	**Which option best describes your type of employment?**	**Other (please specify)** Veterinarian
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Yes I support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of "Damage" and "regular movement of stock" that has been included in the bylaw?**	I support with some suggested changes

Q10. **If you answered support with changes in the question above, what needs to be changed?**

Needs to clarify damage to verges

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	Yes I support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No

Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1. Fewer warnings/stronger enforcement 2. Clearer communication about the requirements and consequences 3. Clear criteria for when warnings vs enforcement applies.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

All damage must be repaired without warnings

Q16.	**Please let us know if you would like to be heard on your submission**	not answered

Respondent No: 4
Login: Registered

Responded At: May 03, 2026 20:04:29 pm
Last Seen: Jun 30, 2026 21:00:19 pm

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Rangiora
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	No I don't support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of "Damage" and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

The council need to engage with the farmers who have stock crossings regarding these proposals. The council also need to consult and notify Federated Farmers as a representative of farmers. The ability to put surface level electric tapes on the road also needs to be accepted as a method that allows traffic to pass and stock to cross without holding up traffic, and allows cows to cross intermittently rather than as one large mob that stops traffic. There needs to be a very rigorous process to prevent over zealous enforcement of these rules. It needs to be acknowledged that these crossings have been in place for over 100 years in many instances, and that the continued viability of these farms is dependent on being able to cross cows. There is a legal principle of natural justice, where the penalty cannot be in excess of the harm actually caused, and this will be an aspect we will be exploring fully with council and our lawyers. We look forward to you contacting farmers affected proactively and seeking a collaborative approach to the proposed new laws. There are actually some really good “win:win” outcomes possible with farmers being asked to contribute ideas that work practically that allow both cows to cross and traffic to proceed without delay. Council need to be open to observing and exploring these ideas from a practical aspect, and not a “top down, do as I say” approach. Please be very careful how you engage with the farming community. We would like you to show respect for us and our business, which is something that we have not observed by council staff regarding road crossings. They have failed to meet with us when asked, especially when we have said that we would like our lawyers to be present. My advice is that you take the farming community with you on this bylaw, which will require proper consultation. We are happy to work with council so please get in touch.

Q16. **Please let us know if you would like to be heard on your submission** not answered

Respondent No: 5
Login: Registered

Responded At: May 04, 2026 18:27:41 pm
Last Seen: Sep 08, 2026 07:18:30 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Rangiora
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	No I don't support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

section 12.5 The inspection fee for complaints exposes farmers who are complying to the expense of vexatious or inaccurate complaints.

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

The large number of lifestyle blocks in our area frequently require grazing but do not have facilities to load and unload stock. If the ability to move stock along roads was put at risk of inspection fees being charged due to ill informed or malicious complaints it would not be viable to graze these disadvantaging the owners who would either have the fire risk of overgrown vegetation or expense of mowing to supress grass

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

The road verges should not be planted as this infringes on the roadside reserve.

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

Response times are too long currently without adding extra workload on council staff, the wait for a response would cause animal welfare issues if stock needed to be moved due to onfarm emergencies e.g water pump failure.

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1. Fewer warnings/stronger enforcement 2. Clearer communication about the requirements and consequences 3. Clear criteria for when warnings vs enforcement applies.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

Current bylaw is a good balance that protects road users and allows farmers and stock owners to operate safely.

Q16.	**Please let us know if you would like to be heard on your submission**	not answered

Respondent No: 6
Login: Registered

Responded At: May 07, 2026 18:04:13 pm
Last Seen: May 07, 2026 06:00:26 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Rangiora
Q3.	**Which option best describes your type of employment?**	Urban employee eg retail, office
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	No I don't support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No

Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1. Fewer warnings/stronger enforcement 2. Clearer communication about the requirements and consequences 3. Clear criteria for when warnings vs enforcement applies.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

Please consult with local farmers- much more collaboratively

Q16.	**Please let us know if you would like to be heard on your submission**	not answered

Respondent No: 7
Login: Registered
Responded At: May 08, 2026 11:35:05 am
Last Seen: May 07, 2026 03:19:22 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Rangiora
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	I support it with some suggested changes

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

1. Movement of stock across a road during the hours of darkness: grant permits on a case by case basis rather than a blanket restriction. Dairy farming by its nature, requires animals to be moved in the morning while its dark. Surely adequate lighting, and control (including numbers of staff etc) would mitigate any dangers. 2. Animal wellbeing needs to be taken into account. In some instances, animal wellbeing is the reason why road crossings are undertaken eg reduce walking times and distances. 3. Section 9.3: What is the purpose or reason for notifying WDC of any stock movements that don't require a permit? In some instances providing 24hours notice of stock movements is unworkable. Would an alternative be to require anyone, who may at anytime wish to move stock across or along a road in a way that doesn't require a permit, to apply for a blanket approval and perhaps entry onto a register. This would require less admin for both WDC and farmers. For example, we may have multiple occasions in any week where we may wish to move stock, requiring multiple calls to WDC and corresponding multiple responses from WDC

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of "Damage" and "regular movement of stock" that has been included in the bylaw?**	I support with some suggested changes

Q10. **If you answered support with changes in the question above, what needs to be changed?**

Surely this is not designed to make it a requirement to remove ALL effluent/manure from the road surface. If so will that also apply to horses?? While we support the maintenance of the roads, we live in a rural environment and surely some animal effluent on the roads on rare occasions is to be expected

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13. **Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14. **If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

We have been successfully operating under the 2021 Bylaws which includes moving cows to and from grazing along Oxford Road. We support the thrust of the new Bylaw. However for people who have been dairy farming in this location for almost 30 years we note that things are becoming more restrictive and maintenance of the rural nature of the District is in danger.

Q16. **Please let us know if you would like to be heard on your submission**	not answered

Respondent No: 8
Login: Registered

Responded At: May 09, 2026 15:49:23 pm
Last Seen: May 09, 2026 03:45:18 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Cust
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Not very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	No I don't support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16. **Please let us know if you would like to be heard on your submission** not answered

Respondent No: 9
Login: Registered

Responded At: May 11, 2026 16:52:01 pm
Last Seen: Jun 04, 2026 08:19:51 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Rangiora
Q3.	**Which option best describes your type of employment?**	Urban employee eg retail, office
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Not very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Yes I support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

There needs to be rules set out for road user safety and not just moving stock.

Q9.	**Do you support the definitions of "Damage" and "regular movement of stock" that has been included in the bylaw?**	Yes I support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	Yes I support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

Good changes. Need safety for motorists and this sets up a way to move stock that would be possible and safe.

Q16. **Please let us know if you would like to be heard on your submission** not answered

Respondent No: 10
Login: Registered

Responded At: May 13, 2026 09:18:46 am
Last Seen: May 12, 2026 20:56:12 pm

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	West Eyreton
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	I support it with some suggested changes

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

As we move stock to our support blocks each winter I have noticed more properties fencing off their berms. This forces us to drive the cattle onto the road which creates more damage and unnecessary risk to drovers and vehicle users. I propose that we should be allowed to keep cattle off the roads at all possible times. I understand that as more people move to the country they want to keep their "Lawns" tidy but these berms need to serve a functional purpose as well. I think that keeping traffic flowing and effluent off the roads is of a higher concern than the grass verge.

Q7.	**Do you support the purpose and objective of the Bylaw?**	I support it with some suggested changes

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

as above

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	I support with some suggested changes

Q10. **If you answered support with changes in the question above, what needs to be changed?**

I agree with regular stock movements and I think it is important that if you are moving stock every week you need to get permission. The definition of damage is not very specific so I would like clarification on this. Does hoof prints in the soil count as damage?

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1. Clearer communication about the requirements and consequences 2. Clear criteria for when warnings vs enforcement applies. 3. Fewer warnings/stronger enforcement

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

It is becoming harder and harder to farm efficiently in this district. I know the ideal solution is to truck all livestock but that is such an unrealistic thing to ask of farmers that are you trying to make a living. There is a lack of education for road users and rural dwellers (not farmers) about what is expected when it comes to moving stock. No of us are doing it for fun just to upset people, there are important reasons for these movements. I would love to see some more education on that. We have the choice of the roads or the berms, I personally believe the berms are the best option we have, yes they get a bit torn up over the winter but come spring they bounce back just fine. The roads need to be kept clear for traffic so please make it easy for us by giving us that option. Thank you for your consideration.

Q16.	**Please let us know if you would like to be heard on your submission**	not answered

Respondent No: 11
Login: Registered
Responded At: May 13, 2026 11:11:14 am
Last Seen: Jun 03, 2026 07:46:21 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Eyreton
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	No I don't support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

There is that many gates now on route it's not practical open gates after stock pass as to hard to keep track of what one you have shut and you don't want to open the wrong ones. The whole bylaw is very one sided. Should be in there that everyone has a gate that is capable of being shut and there roadside fenced to an Adequate standard slow down to 30km when passing stock and is wide as possible and to follow instructions from the farm staff on how/when to pass. Also, I bet it is they same few people who complain all the time and nothing we can do will stop it. They are just anti farming and it just country life having stock moved on roads

Q16. **Please let us know if you would like to be heard on your submission** not answered

Respondent No: 12
Login: Registered

Responded At: May 14, 2026 06:27:05 am
Last Seen: May 13, 2026 18:20:38 pm

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Ohoka
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	No I don't support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No

Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1. Clear criteria for when warnings vs enforcement applies. 2. Other 3. Clearer communication about the requirements and consequences 4. Fewer warnings/stronger enforcement

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16.	**Please let us know if you would like to be heard on your submission**	not answered

Respondent No: 13
Login: Registered

Responded At: May 14, 2026 07:30:25 am
Last Seen: May 13, 2026 19:14:35 pm

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Rangiora
Q3.	**Which option best describes your type of employment?**	Farm worker
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	No I don't support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

In my opinion The Council enforcement office is impossible to to deal with and shows absolutely no understand on stock movement and farmers and farming He has showed no empathy or understanding towards farmers and farming and turns up on farming acting as a dictator not and educator he love to show his power and will not work with us

Q16. **Please let us know if you would like to be heard on your submission** not answered

Respondent No: 14
Login: Registered

Responded At: May 15, 2026 12:47:01 pm
Last Seen: May 15, 2026 00:22:15 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	West Eyreton
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	I support it with some suggested changes

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

It would be nice if there are some expectations placed on the road users that come across stock on the road as well. Too many times they either don't slow down, don't follow instructions from the people driving stock or hurl abuse for no reason. Maybe a reduced speed limit past stock would be great, much like passing a school bus. Also fenced off roadsides can create bottlenecks on the routes used, this then creates upset stock, upset farmers and very frustrated road users.

Q7.	**Do you support the purpose and objective of the Bylaw?**	I support it with some suggested changes

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

I support it but it would be great if some of the objectives could lean towards supporting the farmers with this rather than making it only about the rules they have to follow.

Q9.	**Do you support the definitions of "Damage" and "regular movement of stock" that has been included in the bylaw?**	Unsure

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

Question 13&14 are clearly set out to punish the farmer. How about educating the public about this happening on rural roads. Will their poor behaviour be punished if they don't behave when coming across stock on the roads? Seems a rather one sided question. I'd be happy to discuss this 021500875

Q16.	**Please let us know if you would like to be heard on your submission**	not answered

Respondent No: 15
Login: Registered

Responded At: May 18, 2026 09:48:51 am
Last Seen: May 17, 2026 21:25:10 pm

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Cust
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	No I don't support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

I do not support this bylaw in its current for. There are many unrealistic regulations being proposed.

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

All farmers support safety during stock movement already.

Q9.	**Do you support the definitions of "Damage" and "regular movement of stock" that has been included in the bylaw?**	Yes I support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

Yes - the terminology of these two statements is logical. That doesn't mean they have been used appropriately in the proposal.

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

Why? What's is the purpose of the council being informed of every stock movement?

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No

Q14. **If you selected no above, what approach would you prefer (in order of level preference)**

1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

I intend to send an email with further discussion.

Q16. **Please let us know if you would like to be heard on your submission**

not answered

Respondent No: 16
Login: Registered

Responded At: May 18, 2026 15:19:06 pm
Last Seen: May 18, 2026 01:55:11 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Oxford
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	I support it with some suggested changes

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

Crossing permit valid for up to 10 years in line with the bylaw review time periods.

Q7.	**Do you support the purpose and objective of the Bylaw?**	I support it with some suggested changes

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

missing the previous 2020 objective 'and at the same time recognising that farmers need to use the road in some cases to move stock in order to manage their farms efficiently and that drivers on rural roads need to make allowance for stock.'

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No

Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1. Clearer communication about the requirements and consequences 2. Clear criteria for when warnings vs enforcement applies.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

At no time does the new bylaw "recognise that farmers need to use the road in some cases to move stock in order to manage their farms efficiently and that drivers on rural roads need to make allowance for stock.' If wdc are adding the following clause it needs to be more definitive as opposed to subjective. Council may determine a stock underpass is required, this determination will take into account factors including: -herd sizes -if the road is listed in Schedule A -daily traffic volumes or, -the Council considers the benefit to other road users is more than minor; and -if construction of an underpass is technically possible.

Q16.	**Please let us know if you would like to be heard on your submission**	No

Respondent No: 17
Login: Registered

Responded At: May 18, 2026 20:02:40 pm
Last Seen: Sep 08, 2026 10:11:09 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Cust
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Not very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Unsure

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Unsure

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No

Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1. Fewer warnings/stronger enforcement 2. Clearer communication about the requirements and consequences 3. Clear criteria for when warnings vs enforcement applies.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16.	**Please let us know if you would like to be heard on your submission**	No

Respondent No: 18
Login: Registered
Responded At: May 20, 2026 11:43:14 am
Last Seen: May 19, 2026 23:08:08 pm

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Oxford
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	I support it with some suggested changes

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

5 Year timeframe for stock crossing permit should be lengthened to 10 years

Q7.	**Do you support the purpose and objective of the Bylaw?**	I support it with some suggested changes

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

I feel the objective is weighted towards control, minimizing inconvenience and protecting roads. There is nothing in it about working with farmers to assist in the movement of stock between blocks. There is nothing to say that it is an acceptable practice to be expected in our area.

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

Damage- What is excessive amounts of mud? Suggest removal of that sentence.

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

Have read the proposal- not sure where this is specified. Oh, i have found it now 9.3. This is madness. Has not been well communicated that it's even being considered. You will be inundated and for what benefit? How is this making a difference? What are you going to achieve, why do you need this information and what will do with it? Is the intention that this if for all roads? Not at all practical. If a major change like this is proposed it should have been highlighted as a key change at the top.

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1. Clearer communication about the requirements and consequences 2. Clear criteria for when warnings vs enforcement applies. 3. Fewer warnings/stronger enforcement

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

Until I got to point 9.3 it appeared reasonable

Q16.	**Please let us know if you would like to be heard on your submission**	No

Respondent No: 19
Login: Registered

Responded At: May 21, 2026 10:10:15 am
Last Seen: May 20, 2026 21:57:18 pm

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Oxford
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	I support it with some suggested changes

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

"Most of the complaints received by the Council relate to a small number of farms that are repeatedly non-compliant". Why don't you require these small number of farms to upgrade there infrastructure and systems so they are compliant rather than introducing onerous regulations across the whole district because of these small number of farms. I.e. a few bad eggs causing strict regulation on the rest of the district where there is no major issues.

Q7.	**Do you support the purpose and objective of the Bylaw?**	I support it with some suggested changes

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

1. Road crossing permits should be 10 years with regular inspections to confirm compliance.

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	I support with some suggested changes

Q10. **If you answered support with changes in the question above, what needs to be changed?**

Our farm business is surrounded by multiple roads and our dairy support property is 3 km south of the dairy unit. We are often moving stock on roads and should not have to apply for a permit every time we move stock on roads. Our farm team are very experienced with this and we have good signage, flashing lights, high viz etc

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

No this is overreach for a well managed farm business that are surrounded by roads.

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16.	**Please let us know if you would like to be heard on your submission**	No

Respondent No: 20
Login: Registered

Responded At: May 22, 2026 22:17:23 pm
Last Seen: Sep 10, 2026 10:13:31 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Rangiora
Q3.	**Which option best describes your type of employment?**	**Other (please specify)** Retired Traffic Management practioner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Yes I support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	Yes I support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	Yes I support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16. **Please let us know if you would like to be heard on your submission** No

Respondent No: 21
Login: Registered

Responded At: May 24, 2026 13:54:42 pm
Last Seen: May 23, 2026 23:33:55 pm

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	West Eyreton
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	No I don't support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No

Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1. Clear criteria for when warnings vs enforcement applies. 2. Clearer communication about the requirements and consequences 3. Fewer warnings/stronger enforcement

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

the road roads were stock routs well before cars and life stylers were here. as our farm has been here for more than 100 years why should we we have to apply for a permit. I do agree with damage to letter boxes be repaired if stock have damaged them. but Don't agree with opening ever gate as when at the back of stock you don't know what has been closed. fences are meant to keep stock out so gates should already be closed or a cattle stop be put in place.as per road code you should drive within visibility and give way to stock. if the lifestylists don't wont a bit of shit on there cars the should move back to town. farmers have become a minority but still have the majority of land. perhaps the life stylers should have to get a permit to live and travel on the rural roads/stock routs. It would cost a lot of money to shift our stock from one block to another but happy if have the council /life stylers to pay. most farmers are considerate but going through built up areas i can under stand a reason for a permit. this movement bylaw has be put out on the quit as i have been sent it privately and should not go ahead .

Q16.	**Please let us know if you would like to be heard on your submission**	Yes

Respondent No: 22
Login: Registered

Responded At: May 26, 2026 15:04:53 pm
Last Seen: May 26, 2026 03:01:42 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Swannanoa
Q3.	**Which option best describes your type of employment?**	Urban employee eg retail, office
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Yes I support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	Yes I support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	Unsure

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

Seems like a lot of admin to field calls on movements. Is there an estimate of how many per day/week/month this will be. What's the value of having these called in?

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes

Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16.	**Please let us know if you would like to be heard on your submission**	No

Respondent No: 23
Login: Registered

Responded At: May 26, 2026 15:34:38 pm
Last Seen: Jun 14, 2026 21:39:05 pm

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Sefton
Q3.	**Which option best describes your type of employment?**	**Other (please specify)** Lifestyle block and worker in chch
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Yes I support it
Q6.	**If you answered 'support but with some changes' in the question above please detail your suggested changes.**	not answered
Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it
Q8.	**If you answered 'support with some changes' in the question above please detail your suggested changes.**	not answered
Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	Yes I support it
Q10.	**If you answered support with changes in the question above, what needs to be changed?**	not answered
Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	Yes I support it
Q12.	**If you answered Support with changes to the question above please detail your suggested changes.**	not answered
Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

My only concern is dairy cows being move across the road when dark on Broad Road, this is an existing use situation.

Q16. **Please let us know if you would like to be heard on your submission** No

Respondent No: 24
Login: Registered

Responded At: May 26, 2026 15:51:18 pm
Last Seen: Jun 03, 2026 02:48:24 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	West Eyreton
Q3.	**Which option best describes your type of employment?**	Urban employee eg retail, office
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Yes I support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of "Damage" and "regular movement of stock" that has been included in the bylaw?**	I support with some suggested changes

Q10. **If you answered support with changes in the question above, what needs to be changed?**

Definition needs to cover stock movement from one block to another, say moving a dry herd "5km down the road", then back again several weeks later. It is not covered by the more than four times in any 28-day period, but could still happen regularly

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	Yes I support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes

Q14. **If you selected no above, what approach would you prefer (in order of level preference)**

1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

I would like to know what enforcement will cover the correction of damage to private property by stock movements. One thing protecting council assets that but damage occurs to rate payers private assets also, and generally the farmer simply doesn't care - they are untouchable.

Q16. **Please let us know if you would like to be heard on your submission**

No

Respondent No: 25
Login: Registered

Responded At: May 26, 2026 16:05:49 pm
Last Seen: Jun 03, 2026 04:14:17 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Rangiora
Q3.	**Which option best describes your type of employment?**	Urban employee eg retail, office
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Yes I support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	Yes I support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16. **Please let us know if you would like to be heard on your submission** No

Respondent No: 26
Login: Registered

Responded At: May 26, 2026 16:35:53 pm
Last Seen: Jun 03, 2026 05:49:51 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Rangiora
Q3.	**Which option best describes your type of employment?**	Urban employee eg retail, office
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Yes I support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of "Damage" and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16. **Please let us know if you would like to be heard on your submission** No

Respondent No: 27
Login: Registered

Responded At: May 26, 2026 17:12:09 pm
Last Seen: May 26, 2026 04:54:56 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Loburn
Q3.	**Which option best describes your type of employment?**	**Other (please specify)** Student
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	I support it with some suggested changes

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

1. Flexibility in notification requirement (Section 9.3) I would suggest reducing the strict requirement to call the Council every time stock is moved, especially for short or routine movements on low-risk rural roads. Instead, a simplified notification system (e.g. digital log or standing notification for regular routes) could reduce administrative burden while still keeping safety information available. 2. Clarify “visibility conditions” standard (Section 9.7) The visibility requirements (250m sealed / 170m unsealed) could be difficult to apply in real rural conditions (fog, hills, weather changes). I would suggest adding flexibility such as “where reasonably practicable” or allowing drovers to exercise judgement based on immediate safety conditions. 3. Reduce complexity of permit triggers The distinction between: Stock Movement Permit (Section 10), and Stock Crossing Permit (Section 11) is quite technical. I would suggest clearer examples or a simple flowchart so farmers can easily determine which permit they need without needing legal interpretation. 4. Review strict prohibition on certain roads (Schedule A) The blanket restriction on Schedule A roads may create practical difficulties where no reasonable alternative route exists. I would suggest allowing a limited discretionary exemption permit process for these roads in exceptional circumstances, subject to strict safety conditions. 5. Signage and removal timing (Sections 9.11 & 11.7) The requirement to remove or cover signs within 15 minutes may be unrealistic during larger or slower stock movements. I would suggest allowing “within a reasonable time after completion of stock movement” to better reflect real-world farming conditions. 6. Effluent and damage liability clarity (Section 12) While I support holding stock owners responsible for damage, I would suggest clearer guidance on what counts as “excessive” mud or effluent to avoid inconsistent enforcement.

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	I support with some suggested changes

Q10. **If you answered support with changes in the question above, what needs to be changed?**

The definition of “Damage” is broad and includes mud or effluent on roads, as well as physical damage to infrastructure and utilities. I support this broad approach because it reflects the real impact stock movement can have on roads, particularly in rural areas. However, I would suggest the term “excessive mud or effluent” could benefit from further clarification. Without a clearer threshold or guideline, there is a risk of inconsistent enforcement between different situations or officers. I also support the definition of “regular movement of stock” being set at more than four movements in a 28-day period, including dairy cows moving for milking. This is useful because it distinguishes between occasional crossings and high-frequency farming operations that create greater road safety and maintenance impacts. Although the inclusion of all milking-related crossings as “regular movement” may be too rigid in some rural contexts where dairy farms have long-established crossing systems. It may place a higher compliance burden on routine, low-risk activities.

Q11. **Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13. **Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14. **If you selected no above, what approach would you prefer (in order of level preference)**	1. Clear criteria for when warnings vs enforcement applies. 2. Clearer communication about the requirements and consequences 3. Fewer warnings/stronger enforcement 4. Other

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

Overall, I support the proposed Stock Movement Bylaw 2026 as it improves clarity and safety for both road users and farmers. My main concern is ensuring that compliance requirements are practical in real rural settings and do not create unnecessary administrative burden for routine stock movements. Clear guidance and consistent enforcement will be important to ensure the bylaw works effectively in practice while remaining fair and easy to follow.

Q16. **Please let us know if you would like to be heard on your submission**	No

Respondent No: 28
Login: Registered
Responded At: May 26, 2026 19:30:17 pm
Last Seen: May 26, 2026 07:14:04 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Swannanoa
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	I support it with some suggested changes

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

You shouldn't have to notify the council before shifting stock on the road. You also say stock must be kept off land adjoining the road in 9.14b but then in 9.15 it says stock must be kept to the roadside or verge as much as possible to reduce effluent and mud on the carriage way. The biggest issues we have are with land holders and mown verges that are damaged from stock. It also says in 12.1 that damaged caused to verges must be rectified by the stock owner. This then contradicts 9.15

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of "Damage" and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes

Q14. **If you selected no above, what approach would you prefer (in order of level preference)**

1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

I think you need to ensure that the droving of stock is not made so difficult that it is unable to happen anymore. Most droving is less than 20km, the stress to truck rather than walking this distance is immense let alone the carbon used. I agree that we need some rules around it but don't make it so administrative heavy that it just creates another council job and our rates go up.

Q16. **Please let us know if you would like to be heard on your submission**

No

Respondent No: 29
Login: Registered

Responded At: May 27, 2026 07:33:38 am
Last Seen: Sep 08, 2026 19:22:46 pm

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Oxford
Q3.	**Which option best describes your type of employment?**	**Other (please specify)** Artist/bookbinder part time, Supported Living Beneficiary
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Not very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Unsure

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	**Other (please specify)** The damage is minimal compared to milk tankers. We are paying via rates for these trucks on our roads. A bit of cow poo is nothing compared to the damage caused by the fleet collecting their milk

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	Yes I support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes

Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16.	**Please let us know if you would like to be heard on your submission**	No

Respondent No: 30
Login: Registered

Responded At: May 27, 2026 11:16:12 am
Last Seen: Sep 07, 2026 23:15:45 pm

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Pegasus
Q3.	**Which option best describes your type of employment?**	Business owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Not very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	I support it with some suggested changes

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

Cleaner roads after stock has moved and more warning so travelers can avoid stock movement mir getting stuck two meters before it happens.

Q7.	**Do you support the purpose and objective of the Bylaw?**	I support it with some suggested changes

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	Yes I support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	Yes I support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes

Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1. Fewer warnings/stronger enforcement 2. Clear criteria for when warnings vs enforcement applies. 3. Clearer communication about the requirements and consequences

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16.	**Please let us know if you would like to be heard on your submission**	No

Respondent No: 31
Login: Registered

Responded At: May 27, 2026 15:31:32 pm
Last Seen: Sep 01, 2026 00:07:22 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Pegasus
Q3.	**Which option best describes your type of employment?**	Business owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	No I don't support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

Farmers must be allowed to move their stock. Drivers need to obey local speed laws, driving responsibly, to be aware and allow succeful stock movement.

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No

Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1. Fewer warnings/stronger enforcement 2. Other

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

Basic common sense on both sides are all that is required LESS Council interference, LESS Red Tape - LESS frustration.

Q16.	**Please let us know if you would like to be heard on your submission**	Yes

Respondent No: 32
Login: Registered

Responded At: May 27, 2026 18:30:40 pm
Last Seen: Sep 27, 2026 23:59:04 pm

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Rangiora
Q3.	**Which option best describes your type of employment?**	**Other (please specify)** retired
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Not very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Yes I support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	Yes I support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	Yes I support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16. **Please let us know if you would like to be heard on your submission** No

Respondent No: 33
Login: Registered

Responded At: May 28, 2026 10:29:59 am
Last Seen: May 27, 2026 22:25:28 pm

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Rangiora
Q3.	**Which option best describes your type of employment?**	Urban employee eg retail, office
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	No I don't support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1. Clearer communication about the requirements and consequences

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

In a country area , stock movements are expected. Farming doesn't need extra paperwork

Q16. **Please let us know if you would like to be heard on your submission** No

Respondent No: 34
Login: Registered

Responded At: May 28, 2026 17:50:14 pm
Last Seen: May 28, 2026 05:34:09 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Sefton
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Unsure

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of "Damage" and "regular movement of stock" that has been included in the bylaw?**	Yes I support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

i do not support the notion that all stock movements not requiring a permit should be notified. You would need to explain the purpose of this in order for me to consider this requirement is justified.

Q16. **Please let us know if you would like to be heard on your submission**	No

Respondent No: 35
Login: Registered

Responded At: May 31, 2026 22:22:38 pm
Last Seen: May 31, 2026 08:51:50 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	West Eyreton
Q3.	**Which option best describes your type of employment?**	**Other (please specify)** Construction, Vertical Construction, Forestry and Civil including roading.
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	I support it with some suggested changes

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

Definitions: - Damage needs to include animal and associated vehicles tracks. Definitions: - Pilot vehicles must be in front AND behind stock. Not or. Definitions: - Urban area defined as the build up of more than three houses in a road distance of 750m. Clause 9.6: - No stock may be moved within 2 hours of the due stated sunset time. I have seen stock moved close to the end of the day and they end up being moved in the dark. Clause 9.7: - Why reduce the unsealed road distance to 170m instead of 250m? Both roads have the same speed limit so therefore the same safe stopping distance for a vehicle is required to be notified. Or are you changing the unsealed road speed limits? Infact to stop on an unsealed road requires more stopping distance when travelling at the same speed. Clause 9.8: - This is extremely poorly written and defined? What is this clause supposed to protect? Clause 9.9: - 600 cattle really? Maybe these numbers are ok for up in the high country, like Lees valley area. In areas stretching from the foothills to Kaiapoi your are dreaming. This amount of cattle would well exceed a kilometre in length and provide no safety for motor vehicles, cyclists that encountered the herd, people out walking or running especially with pets. YOU WILL KILL PEOPLE WITH THESE STOCK NUMBERS ALLOWED ON ROADS. Maximum stock numbers should be 50 or less in areas from foothills to Kaiapoi. This also leads onto clause 9.10. 9.10 Farmers have no ability to stop or change direction. I have seen this every time stock is moved. With cattle they cannot have anyone midway in the herd to stop all the cattle if a young child was to walk or climb the fence. This is due to too larger stock movement numbers. YOU WILL KILL A CHILD ITS ONLY A MATTER OF TIME. 9.15 - This fuels damaging the verge. Again if wet then this verge gets destroyed. They need to stick the cattle on the road. Tape off the verges. They can grade the roads or run a sweeper truck after to clean of the cow poos. 12 - Damage to roads. No farmer has the gear to correct damage to roads properly. You need to face that. If rain occurs all and stock is moved all verges are destroyed. So make it no road movement until after 48 hours of a rain event except on a sealed road as the poos deposited will get washed away by the rain. Other solution. reduce number of stock being moved. You need to face it the roads built by Corde just fall apart if any rain occurs. 999 - Include new clauses: 1-Verges must be fenced off by farmer or a notification provided to all residences so they can fence the verge off. 2-Stock must not be driven at a full on gallop as this shows uncontrollable action. 3-Stock should not be moved on full stomachs, this will reduce poos dumped on the roads. 4-A timeline needs to be put on the damage repair and the time when it gets moved onto requiring a vibrating roller to come in and repair the road. Which will be every time. A fair and reasonable time frame would be within 1 week, but it needs to be realised that when a farmer tries to roll out damage, within a day of the sun hitting that ground its too hard for them to correct. You probably need to run workshops with the farmers on how to repair road aspects so at least they get a fair go. While by laws may be good as a guidance, the biggest issue is the actual farmer complying. From the dairy farmers seen on Wolff's Road and around the other Waimakariri district the majority of them just don't give a stuff about other residents who take pride in there property frontage and maintain it to reduce fire risks etc. What is the Waimakariri Council actually going to do to ensure the farmers comply. Lets face it too the majority of farmers moving stock in the more sensitive areas are dairy farmers. Please advise what the purpose of the Farmer notifying the WDC is for? I would be interested to see the updated version prior to it going out.

Q7. **Do you support the purpose and objective of the Bylaw?** — I support it with some suggested changes

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

The sentence "The purpose of this Bylaw is to set out the obligations and rights of people moving stock on roads within the Waimakariri District" I don't think is worded correctly. You have not stated about it setting out safety of residents and other users of the roads effected by the stock movement which it should also do.

Q9. **Do you support the definitions of "Damage" and "regular movement of stock" that has been included in the bylaw?** — I support with some suggested changes

Q10. **If you answered support with changes in the question above, what needs to be changed?**

Needs to include animal or associated vehicle tracks. No timeframe has been placed on damage or repair.

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	I support it with some suggested changes

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

Please define what this notification will actually do? Will the WDC just say "OK and then do nothing?"

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1. Clear criteria for when warnings vs enforcement applies. 2. Fewer warnings/stronger enforcement 3. Other 4. Clearer communication about the requirements and consequences

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

A time period for enforcement needs to be applied and stated. Everyone gets sick of warnings etc and nothing happening, ever unless you imply you will destroy the livestock. Action is required within certain time periods.

Q16.	**Please let us know if you would like to be heard on your submission**	Yes

Respondent No: 36
Login: Registered

Responded At: Jun 01, 2026 16:00:52 pm
Last Seen: Sep 26, 2026 04:56:12 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Oxford
Q3.	**Which option best describes your type of employment?**	**Other (please specify)** retired grazier
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Yes I support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	Yes I support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16. **Please let us know if you would like to be heard on your submission** No

Respondent No: 37
Login: Registered

Responded At: Jun 03, 2026 14:38:29 pm
Last Seen: Aug 31, 2026 06:36:02 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Swannanoa
Q3.	**Which option best describes your type of employment?**	Urban employee eg retail, office
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Yes I support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	Yes I support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	Yes I support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16. **Please let us know if you would like to be heard on your submission** No

Respondent No: 38
Login: Registered

Responded At: Jun 03, 2026 17:52:14 pm
Last Seen: Sep 07, 2026 23:29:02 pm

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	West Eyreton
Q3.	**Which option best describes your type of employment?**	**Other (please specify)** Shift worker at Christchurch Airport. Lifestyle block owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Yes I support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	I support it with some suggested changes

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

A small stock movement (say less than 50) should be exempt from the signage requirements as long as there are 2 vehicles to warn road users

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	Yes I support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes

Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16.	**Please let us know if you would like to be heard on your submission**	No

Respondent No: 39
Login: Registered

Responded At: Jun 03, 2026 19:02:25 pm
Last Seen: Sep 08, 2026 05:53:13 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Rangiora
Q3.	**Which option best describes your type of employment?**	Urban employee eg retail, office
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Not very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Yes I support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	Yes I support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	Yes I support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16. **Please let us know if you would like to be heard on your submission** No

Respondent No: 40
Login: Registered

Responded At: Jun 03, 2026 23:50:17 pm
Last Seen: Jun 03, 2026 11:13:24 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	West Eyreton
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	No I don't support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of "Damage" and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

Damage to letter boxes and any school shingle pathways i believe there is an obligation for the farmer to repair and quickly heavy roll to smooth off again

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No

Q14. **If you selected no above, what approach would you prefer (in order of level preference)** 1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

Just leave it. Its NZ and the rural area, it's all part of living out here. Don't make it any harder than it is to feed people or feed into our economy. The rules are fine now the problem is all these townies in the country now with flash cars (and I have some expensive classics but driving through abit of shit is all part of it out here) that have know idea how to cope with stock at all on roads or thier own that I find through out the areas of lifestyle blocks constantly have stock getting out because they can't fence and don't have a clue how to do anything rural. People just need to relax and learn to enjoy where they live instead of changing it back to the place they moved from even though they didnt like it there either. The current rules are fine, we abid by them and only shift cows occasionally to the run off 700m up the road. Most people are actually fine and happy to sit behind and wait or pull over but it's always a price in a newish European car that tries to race through the cows or jump on the horn swerving and cursing us, it's these people you need to sort out and fix and even then it very rarely happens

Q16. **Please let us know if you would like to be heard on your submission** not answered

Respondent No: 41
Login: Registered

Responded At: Jun 04, 2026 19:41:14 pm
Last Seen: Jun 04, 2026 07:21:14 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Rangiora
Q3.	**Which option best describes your type of employment?**	Urban employee eg retail, office
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Not very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Unsure

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	Yes I support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes

Q14. **If you selected no above, what approach would you prefer (in order of level preference)**	1. Clear criteria for when warnings vs enforcement applies. 2. Clearer communication about the requirements and consequences 3. Fewer warnings/stronger enforcement 4. Other

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16. **Please let us know if you would like to be heard on your submission**	No

Respondent No: 42
Login: Registered

Responded At: Jun 07, 2026 19:37:44 pm
Last Seen: Sep 18, 2026 23:54:05 pm

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	**Other (please specify)** rural/farming Waimakariri residents.
Q3.	**Which option best describes your type of employment?**	Business owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	I support it with some suggested changes

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

I support the principle of providing clear rules, which are possible, practical and inclined to be followed because the community required to abide by them believe they are practical and appropriate, keeping motorists, animals and farm staff safe at all times. I have some suggested changes to the Draft Bylaw on behalf of those who do not wish to make suggestions themselves fearing unintended consequences, do not have the time to prepare a submission or who cannot necessarily suggest a workable solution because what one farmer thinks is appropriate, others may not. Firstly - Stock crossing only in daylight hours is definitely not workable in the mornings of Spring and Autumn, when days are short and Fonterra/Synlait is due on farm to collect milk after milking at 7.30am. It should be possible to keep motorists, animals and farm staff safe by using well lit signage, flashing/rotating lighting, farm staff in reflective clothing etc. Mitigation should be possible for this seasonal activity, bearing in mind cow numbers will be low but rising as the days lengthen in spring, and dropping as the days shorten in autumn. Second - South Eyre Rd from Diversion Bridge to Tram Rd is to be classed as a Schedule A road. It would be good to shift the end of the Schedule A road to No.10 Rd so the Schedule A Road would be South Eyre Rd from No.10 Rd to Tram Rd. No.10 Rd is not a Schedule A road, South Eyre Rd (west) is not a Schedule A road, and nor is Diversion Rd. This would allow stock movement to travel up No.10 Rd, from South Eyre Rd (west) for the few movements required for "off farm wintering", as currently occurs, rather than up Two Chain Rd, along North Eyre Rd and back down No.10 Rd. A far longer (both in time and distance), impractical and intrusive trip for motorists, animals and farm staff. Third - Signs down in 15 mins: This is a highly variable timeframe. Each farm is different. If you have plenty of staff on duty, the distance to the shed is short from the crossing and from the paddock the cows have come from, then this timeframe might be possible. 30 mins is more realistic most of the time. 45 mins might cover most options, but even then with the best of intentions, if animal welfare is considered which is a farmers first consideration, the signs will be last cab off the rank, and won't meet these timeframes. I suggest good honest conversations with farmers is valuable to answer this question. Fourth- Instead of a maximum 5 yr permit term, I suggest that the length of various permits match the typical 10 yr ECAN consent, for asset worth reasons. If a farmer buys or leases a block, then if part way through the lease, or after the purchase, the conditions change, the value of the block/the infrastructure they have funded suddenly becomes questioned. Time and knowledge is crucial in making decisions - and matching ECAN is sensible at this time.(ie a road might be reclassified as a Schedule A road, town might be creeping closer to the farm (ie Woodend/Tuahiwi to the eastern bypass link), underpasses might not be possible for drainage reasons) Then farmers have time to consider their options and make considered options even if they end up picking the least unfavourable! Fifth - 24 hrs notice of non permit movement. Decisions regarding the movement of cows not infrequently depends on 3 issues - feed, weather, and the number of staff available. Farmers are considering feed all the time - but they need to make the most of the feed, without leaving the residuals too low for regrowth for economic reasons. But if the weather turns to custard, or staff days off are due, the the need to move cows might be made quite quickly. It's the only way to move stock safely, and provide the feed they require (for both economic and animal health reasons). So a decision is made to shift the stock, this afternoon/after milking/when the new feed breaks are done etc". The 24hrs notice is not achievable. I suggest talking to farmers who make these decisions is the best way to determine notification timeframes if necessary at all.

Q7. **Do you support the purpose and objective of the Bylaw?** I support it with some suggested changes

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Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

"while allowing the practical continuance of farming activities." or something similar. The current definition refers only to the needs of other road users, not to the people who actually have to follow these rules, and their needs. They do need cater to the safety of all road users, and many of the issues are highly seasonal. Permitted road crossings will be known by the users of the road, and they have the option to take another route routinely if they wish. Farmers can't shift their farms, or move roads, but are expected to bear the costs of mitigation for activities that have occurred for years, largely invisibly. An acknowledgement of that in the purpose is appropriate.

Q9. **Do you support the definitions of "Damage" and "regular movement of stock" that has been included in the bylaw?** Yes I support it

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Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11. **Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

See answers to previous suggestions

Q13. **Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14. **If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

Motorists, particularly new to rural areas, also need to be "educated". It's not uncommon for people to have romantic views of "rural" life, and actually they are often not willing to buy into the realities. They actually want all they had in terms of town life/amenities, with the space and "peace" of their perceptions of rural life. I think it is important that people and stock are safe, but inconvenience is a reality.

Q16. **Please let us know if you would like to be heard on your submission**	No

Respondent No: 43
Login: Registered

Responded At: Jun 08, 2026 13:32:50 pm
Last Seen: Jun 08, 2026 01:26:23 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Oxford
Q3.	**Which option best describes your type of employment?**	Farm worker
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	No I don't support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	not answered

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

The council should not need to be informed of movements that do not require a permit.

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16. **Please let us know if you would like to be heard on your submission** No

Respondent No: 44
Login: Registered

Responded At: Jun 08, 2026 15:29:00 pm
Last Seen: Jun 08, 2026 03:22:44 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	West Eyreton
Q3.	**Which option best describes your type of employment?**	**Other (please specify)** Work from home
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Yes I support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	Yes I support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	Yes I support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No

Q14. **If you selected no above, what approach would you prefer (in order of level preference)**	1. Fewer warnings/stronger enforcement 2. Clearer communication about the requirements and consequences 3. Clear criteria for when warnings vs enforcement applies. 4. Other

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16. **Please let us know if you would like to be heard on your submission**	No

Respondent No: 45
Login: Registered

Responded At: Jun 08, 2026 19:19:15 pm
Last Seen: Jun 08, 2026 07:13:27 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Oxford
Q3.	**Which option best describes your type of employment?**	Urban employee eg retail, office
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	I support it with some suggested changes

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

Underpass should be built by farmers to berate use of roads. If roads are to be used max distance should be 2 km. All traces of effluent must be removed by farmers

Q7.	**Do you support the purpose and objective of the Bylaw?**	I support it with some suggested changes

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

As above

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	I support with some suggested changes

Q10. **If you answered support with changes in the question above, what needs to be changed?**

All effluent to be removed

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	I support it with some suggested changes

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

A stock movements must require a permit on each instance.

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes

Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16.	**Please let us know if you would like to be heard on your submission**	No

Respondent No: 46
Login: Admin

Responded At: Jun 09, 2026 15:56:45 pm
Last Seen: Oct 23, 2026 01:08:14 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Oxford
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Unsure

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	I support it with some suggested changes

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

Full renewal of current stock crossing & permits. No other alternative for moving stock & managing land.

Q9.	**Do you support the definitions of "Damage" and "regular movement of stock" that has been included in the bylaw?**	I support with some suggested changes

Q10. **If you answered support with changes in the question above, what needs to be changed?**

N/A

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	not answered
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

Darren Rowe email: darren.b.rowe@gmail.com

Q16. **Please let us know if you would like to be heard on your submission** not answered

Respondent No: 47
Login: Admin

Responded At: Jun 09, 2026 16:03:35 pm
Last Seen: Oct 23, 2026 01:08:14 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Cust
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	No I don't support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of "Damage" and "regular movement of stock" that has been included in the bylaw?**	Yes I support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

Too many movements of no significance would flood council resources.

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

Would like to see the full objective from the 2020 bylaw added back in. I feel removing this really increases the entitlement of road users to not prioritise drovers & stock safety. [redacted]

Q16. **Please let us know if you would like to be heard on your submission** No

Respondent No: 48
Login: Admin

Responded At: Jun 09, 2026 16:24:10 pm
Last Seen: Oct 23, 2026 01:08:14 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Oxford
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Not very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Unsure

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	not answered

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

I believe putting more compliance on the farmer is not going to achieve the objective of the bylaw. Farmers and stock are only half of the problem and you aren't addressing the other half at all so the general public will just get worse.

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

Damage - who says what is excessive mud or effluent on surfaces? Moving stock on roads is something rural people have done since droving on horse. Please don't turn rural NZ into urban rules and non common sence. We have been told the 2020 objective is to be again included in the 2026 bylaw. This is important.

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

Do you have the staff to support this request? All is alot of movements. If all these people obtain a permit then you have to trust we are doing the right thing the same as we trust you as Council are working for farmers good. We are all to old to be reporting all movements and this in turn creates a culture of non compliance.

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1. Clearer communication about the requirements and consequences

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

Reward for doing it right is better for community than enforcement. Repect that we actually are on the whole doing things well and educate those that aren't. How about incentiving us to put in underpasses with easier compliance. Lower cost. No yearly fees for stuff under the road. Address the other half of the problem. General lack of common sence in our rural road uses.

Q16.	**Please let us know if you would like to be heard on your submission**	not answered

Respondent No: 49
Login: Registered

Responded At: Jun 11, 2026 13:02:38 pm
Last Seen: Jun 11, 2026 00:48:40 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Rangiora
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Somewhat familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	Unsure

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	I support it with some suggested changes

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

There needs to be a very robust way of determining a fair process if a stock permit is under threat. The current wording is likely to prove very detrimental to our business. We will strongly oppose the ability to remove a permit without very robust and fair guidelines. We view this part of the proposal as completely unacceptable.

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

The definition damage isn't well defined at all. What is damage actually been? Please give examples of where damage has occurred and the severity of that damage.

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

This is impossible, with no foreseeable benefit.

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No

Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1. Other 2. Clearer communication about the requirements and consequences 3. Clear criteria for when warnings vs enforcement applies. 4. Fewer warnings/stronger enforcement

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

There have been massive improvements in how farmers shift and cross stock over my lifetime. As a boy, we used to walk stock down the road every day, and today's practices are a result of continuous improvement. These changes occur naturally if you work collaboratively with farmers, however this bylaw's tone highly suggests a very punitive and prescriptive process in favour of the council. I am highly opposed to the bulk of the proposed bylaw changes.

Q16.	**Please let us know if you would like to be heard on your submission**	No

Respondent No: 50
Login: Registered

Responded At: Jun 12, 2026 12:50:46 pm
Last Seen: Jun 12, 2026 00:04:10 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Rangiora
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	not answered
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	No I don't support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes

Q14. **If you selected no above, what approach would you prefer (in order of level preference)**	1. Fewer warnings/stronger enforcement 2. Clearer communication about the requirements and consequences 3. Clear criteria for when warnings vs enforcement applies. 4. Other

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

In my opinion their is nothing wrong with the current bylaw. In terms of signage and safety this is/should be covered by a farmer's existing health and safety policy and under existing legislation. Farmers in general have a common sense approach to moving stock and are aware of the requirement to stand stock off before moving to limit effluent being deposited onto roads. Stock may need to be shifted urgently due to a weather event or unforseen circumstances and notification is not possible or practical. Regular stock movements over roads need to be managed and enforced eg road mats and cleaning with plans to use underpasses where practical.(this already happens). We pay over $50,000 in rates for no Council services apart from roading. We move stock on the road approx 4 times per year and spend considerable time in planning the move including considering weather and traffic. This proposed bylaw is another example of unpractical regulation and rules designed to keep someone in a job and create further costs to my business. The problem is not caused by farmers but poor Council planning that has resulted in a proliferation of subdivisions and dwellings across the rural area which has resulted in urban lifestyle expectations in rural areas.

Q16. **Please let us know if you would like to be heard on your submission**	Yes

Respondent No: 51
Login: Registered

Responded At: Jun 12, 2026 16:05:01 pm
Last Seen: Jun 11, 2026 03:34:15 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	**Other (please specify)** The entire Waimakariri
Q3.	**Which option best describes your type of employment?**	Urban employee eg retail, office
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	No I don't support it

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	No, I don't support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	No I don't support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	No

Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1. Fewer warnings/stronger enforcement 2. Clear criteria for when warnings vs enforcement applies. 3. Clearer communication about the requirements and consequences

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

I have submitted a separate application

Q16.	**Please let us know if you would like to be heard on your submission**	Yes

Respondent No: 52
Login: Registered

Responded At: Jun 12, 2026 21:07:39 pm
Last Seen: Jun 12, 2026 09:05:38 am

Q1.	**Please tick which option best describes you**	I live in the Waimakariri District
Q2.	**Which location does your feedback mainly relate to?**	Eyreton
Q3.	**Which option best describes your type of employment?**	Farmer/farm owner
Q4.	**How familiar are you with the proposed Stock Movement Bylaw 2026?**	Very familiar
Q5.	**Overall, do you support replacing the Stock movement Bylaw 2020 with the Stock Movement Bylaw 2026?**	I support it with some suggested changes

Q6. **If you answered 'support but with some changes' in the question above please detail your suggested changes.**

not answered

Q7.	**Do you support the purpose and objective of the Bylaw?**	Yes, I support it

Q8. **If you answered 'support with some changes' in the question above please detail your suggested changes.**

not answered

Q9.	**Do you support the definitions of “Damage” and "regular movement of stock" that has been included in the bylaw?**	Yes I support it

Q10. **If you answered support with changes in the question above, what needs to be changed?**

not answered

Q11.	**Do you support the requirement that the Council is informed of all stock movements that do not require a permit?**	No I don't support it

Q12. **If you answered Support with changes to the question above please detail your suggested changes.**

not answered

Q13.	**Do you support a proportionate enforcement approach that may include education, warnings and formal enforcement depending on the circumstances?**	Yes
Q14.	**If you selected no above, what approach would you prefer (in order of level preference)**	1.

Q15. **Please add any other feedback or comments you may have on the draft Stock Movement Bylaw 2026**

not answered

Q16. **Please let us know if you would like to be heard on your submission** No

Submission on Draft Stock Movement Bylaw 2026

To: Waimakariri District Council
215 High Street
Private Bag 1005
Rangiora 7440

Prepared for public consultation

Submitter	Andrew FitzPatrick
On behalf of Farm / businesses	Aratika Holdings Ltd Aratika Trust NZ Pork Corporation Ltd CR Timperley Farming Ltd
[redacted]	
Wish to be heard?	Yes
Date	12th June 2026

1. Submitter background

I am a farmer in the wider Oxford area and am involved with farming operations through Aratika Holdings Ltd, NZ Pork Corporation Ltd, CR Timperley Farming Ltd and Aratika Trust.

These farming operations are part of the wider rural land-use base of the Waimakariri District. Like many farming businesses in the district, they rely on practical day-to-day movement of livestock, machinery, staff, contractors and service providers across rural roads and road reserves. Stock movement is not an occasional or unusual activity in a rural district; it is part of normal farming operations and needs to be regulated in a way that is workable in practice.

I am making this submission from the perspective of a local farming operator who is directly affected by stock movement rules and by the practical consequences of permit conditions, road crossing requirements, notification obligations, compliance costs and enforcement settings.

I also consider it important that the final bylaw recognises the wider agricultural sector context. Farming businesses make long-term decisions around land use, farm layout, fencing, laneways, gateways, races, staffing, grazing systems and stock management based on existing road access and stock movement arrangements. Changes to those arrangements can have significant operational and financial consequences, particularly where existing systems have been operating safely and responsibly.

2. Overall position

I support Council's objective of improving road safety, reducing nuisance, and protecting public infrastructure from poorly managed stock movements.

However, the proposed bylaw should remain risk-based, practical and proportionate. It should target actual risk and repeated non-compliance, rather than imposing broad new obligations on ordinary, compliant, low-risk farming activity.

Council's own Statement of Proposal identifies that most complaints relate to a small number of farms that are repeatedly non-compliant. That is an important point. It suggests the problem is not stock movement across the district generally, but repeated non-compliance at a limited number of sites.

I have also considered the Council's FAQ material recently released. The FAQs helpfully explain Council's intended approach, including that education and advice are intended for voluntary or unintentional non-compliance, formal enforcement is a last resort, and permit removal is intended for deliberate and repeated non-compliance with potential serious harm. Those explanations are useful, but the final bylaw itself should contain the necessary safeguards. Farmers should not have to rely on FAQ explanations if the bylaw wording gives Council broader powers than Council says it intends to use.

On that basis, I submit that the final bylaw should focus on substantiated complaints, problem sites, high-risk roads, poor signage, effluent issues and actual damage, while avoiding unnecessary administrative burden on compliant farmers.

3. Summary of requested changes

- Remove the blanket 24-hour notification requirement, or limit it to higher-risk stock movements and roadworks conflicts.
- Retain a more targeted definition of regular movement, or justify any change from the existing seven-day threshold with evidence.
- Do not allow existing compliant permits to lose certainty merely because a new bylaw is adopted.
- Tie permit reviews to objective triggers and fair process, rather than broad review “at any time”.
- Make permit withdrawal discretionary and proportionate, not automatic after conviction.
- Allow practical cleaning rules for dairy crossings where cows return shortly after milking.
- Write Council’s FAQ safeguards on inspection fees into the bylaw itself.
- Require a robust cost-benefit and proportionality assessment before requiring an underpass.

4. 24-hour notification before stock movement

The proposed requirement to inform Council at least 24 hours before stock movement not covered by a permit appears excessive if it applies to all ordinary stock movements.

I acknowledge Council’s FAQ explanation that the proposed notification requirement is intended to help manage clashes with road works, identify the relevant stock owner where complaints are made, and identify who to speak to if damage occurs. Those are understandable objectives. However, they do not justify a blanket requirement to notify Council 24 hours before every ordinary stock movement.

Many stock movements are routine, low-risk, weather-dependent or operationally necessary. Requiring farmers to notify Council before every ordinary movement creates administration for both farmers and Council, including where there is no history of complaint, no roadworks conflict, no damage, and no safety issue.

This approach also appears inconsistent with the general approach taken by comparable rural councils, where low-risk stock movements are commonly permitted without prior notification provided visibility, signage, timing, stock control and cleanup requirements are met. Permits or traffic management plans are generally reserved for higher-risk situations, such as regular crossings, high-traffic roads, urban areas, night movements, long-distance droving, or movements where standard safety conditions cannot be met.

A more proportionate approach would be to require notification only for higher-risk movements, such as:

- movements on restricted or high-risk roads;
- movements through urban or peri-urban areas;

- movements above a specified distance or mob size;
- movements where standard visibility or signage conditions cannot be met;
- movements likely to conflict with known road works;
- farms or sites with repeated substantiated non-compliance.

Council could also consider an annual or seasonal stock movement register for known regular routes, or a roadworks notification system, rather than requiring individual notification for every compliant stock movement.

5. Change to “regular movement” threshold

The proposed bylaw changes the definition of regular movement from more than four crossings in any seven-day period to more than four crossings in any 28-day period.

I do not consider this change has been clearly justified. A 28-day test is much broader and may capture occasional, seasonal or operational movements that do not present the same risk as genuinely regular daily or near-daily crossings.

The proposal can reasonably clarify that movement of milking cows to and from the milking platform is regular movement. However, that does not justify applying a much broader 28-day test to all other types of stock movement where the actual risk may be low.

A seven-day test better reflects genuinely regular use of a road. If Council wishes to broaden the definition, it should provide evidence showing why the existing seven-day threshold is insufficient and consider a more targeted definition that better reflects actual risk.

6. Existing permits and five-year permit terms

The proposed approach reduces certainty for existing Stock Movement Permits and Stock Crossing Permits by requiring review or expiry within five years.

I acknowledge Council’s FAQ explanation that Waimakariri is a high-growth district, with changing traffic patterns, housing growth, lifestyle blocks, and some roads where traffic volumes have increased significantly. Periodic review may be reasonable where circumstances have materially changed.

However, existing permits should not effectively lose their certainty simply because a new bylaw is adopted. Many farms have invested in gateways, races, fencing, hard surfaces, signage, staffing systems and farm layout based on existing Council-approved arrangements.

Existing compliant permits should continue unless there is an objective reason to review or vary them, such as substantiated complaints, repeated non-compliance, significant traffic growth, road layout changes, a material increase in stock numbers or crossing frequency, or demonstrated safety issues.

If five-year permit terms are retained, the bylaw should make clear that renewal is expected where the permit holder is compliant and the risk profile has not materially changed.

7. Council power to review permits “at any time”

The draft bylaw’s ability for Council to review permits “at any time” should have clearer limits.

The FAQ material indicates Council intends to use a graduated compliance framework, with education and advice for voluntary or accidental non-compliance, and stronger enforcement for repeated or deliberate non-compliance. The bylaw should reflect that targeted and fair approach.

Permit reviews should be linked to objective triggers, such as:

- repeated substantiated complaints;
- demonstrated road safety concerns;
- significant increase in herd size or crossing frequency;
- significant change in traffic volumes or road layout;
- repeated failure to comply with permit conditions;
- actual damage to road reserve or infrastructure.

Permit holders should receive written reasons, an opportunity to respond, and a reasonable opportunity to remedy any issue before significant new conditions are imposed or a permit is suspended or withdrawn.

8. Automatic permit withdrawal after conviction

Automatic withdrawal of a Stock Movement Permit or Stock Crossing Permit after conviction appears too harsh.

Council's FAQ describes a graduated compliance framework. It indicates that education and advice are the likely response for voluntary or unintentional non-compliance, while permit removal is associated with deliberate and repeated non-compliance with potential serious harm. That approach is appropriate, but the bylaw should be consistent with it.

For many farms, particularly dairy farms, a stock crossing may be essential to the operation of the business. Automatic withdrawal could be disproportionate where the offence is minor, technical, quickly remedied, or unrelated to actual safety risk.

Permit withdrawal should be discretionary, proportionate and reserved for serious or repeated non-compliance after fair process. Council should be required to consider seriousness, previous conduct, whether harm occurred, whether the issue has been remedied, and the consequences of withdrawal for the farming operation.

9. Cleaning after each one-way crossing

The proposed requirement to clean mud or effluent from the carriageway after each one-way crossing may be impractical for dairy crossings.

In many dairy situations, cows cross the road before milking and then return shortly afterwards after milking. Requiring cleaning after the first crossing and then again after the return crossing may be inefficient and unnecessary where the full movement is completed over a short period and the road can be safely cleaned at the end.

A more practical rule would require cleaning:

- immediately where there is an actual road safety hazard;
- as soon as reasonably practicable after the complete stock movement;
- within a specified reasonable timeframe after the final crossing;
- or in accordance with site-specific permit conditions.

This would still address Council's concern about effluent and mud, while recognising how dairy crossings actually operate.

10. Inspection fees after complaints

The proposed ability to charge inspection fees following complaints should include clear safeguards.

Council's FAQ clarification is helpful. I understand Council's intent is that no cost recovery would apply where a complaint is unfounded, and that cost recovery would only be considered after repeated visits

where a required remedy has not been completed. The FAQ indicates that an unfounded complaint would not attract cost recovery, the first follow-up visit would not attract cost recovery, and only the third and subsequent visits may be cost recovered if the issue has still not been remedied.

That safeguard should be written into the bylaw itself. The bylaw should clearly state that inspection fees may only be recovered where:

- the complaint is substantiated;
- the issue was caused by the stock owner or permit holder;
- the issue involves a breach of the bylaw or permit conditions;
- Council has reasonably required corrective action;
- the person has had a reasonable opportunity to remedy the issue;
- and the fee is reasonable and proportionate.

This would protect farmers from cost recovery arising from trivial, mistaken, malicious or vexatious complaints, while still allowing Council to recover costs from repeated non-compliance where corrective action has not been completed.

11. Signage requirements

I acknowledge Council's FAQ explanation regarding sign blindness and the safety reason for requiring stock warning signs to be displayed only when relevant. I accept that signs left out permanently may become less effective over time.

However, the final bylaw should ensure that any signage requirements are practical for farmers to comply with, especially for regular crossings. Permanent signs with flaps, covers or other effective temporary-display mechanisms should be acceptable where they achieve Council's safety objective without creating unnecessary practical difficulty.

12. Underpass requirements and cost-benefit test

The ability to require a stock underpass needs a clearer and more robust cost-benefit test.

A stock underpass is a major capital cost and may not be physically, financially or practically feasible in many locations. The phrase "benefit to other road users is more than minor" appears to be a low threshold for such a significant requirement.

Before requiring an underpass, Council should consider:

- actual traffic volumes and speed environment;
- crash history or demonstrated safety risk;
- number and timing of stock crossings;
- herd size;
- available alternatives such as signage, lights, traffic management, surfacing or timing restrictions;
- technical feasibility, drainage and ground conditions;
- cost to the landowner;
- proportionality between cost and safety benefit;
- whether the crossing existed before the bylaw or before traffic volumes increased.

An underpass should only be required where there is a clearly demonstrated and significant safety issue that cannot reasonably be managed by less costly measures.

13. Conclusion

Overall, I submit that the proposed bylaw should be amended so that it is targeted at actual risk and repeated non-compliance.

Council's own material identifies a small number of repeated problem sites, rather than a district-wide failure by farmers generally. The FAQs also indicate that Council intends to use a graduated enforcement approach. The final bylaw should reflect those points directly in its wording.

The bylaw should support safe, well-managed stock movement while avoiding unnecessary administrative burden on ordinary compliant stock movements. It should be practical, evidence-based and proportionate.



Andrew FitzPatrick

12th June 2026

SUBMISSION

TELEPHONE 0800 327 646 I WEBSITE WWW.FEDFARM.ORG.NZ

FEDERATED FARMERS OF NEW ZEALAND

To: Waimakariri District Council
215 High Street
Private Bag 1005
Rangiora 7440

Submission on: **Stock Movement Bylaw 2026**

Date: 21 May 2026

Submission by: North Canterbury Province of Federated Farmers

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SUBMISSION TO WAIMAKARIRI DISTRICT COUNCIL
STOCK MOVEMENT BYLAW 2026

1. INTRODUCTION

1.1 The North Canterbury province of Federated Farmers welcomes the opportunity to submit to Waimakariri District Council (WDC) on its *Stock Movement Bylaw 2026*.

1.2 Federated Farmers of New Zealand is a voluntary, primary sector organisation that represents farming and other rural businesses. Federated Farmers has a long and proud history of representing the needs and interests of New Zealand farmers and their communities.

1.3 Federated Farmers aims to add value to its members' farming businesses by ensuring that New Zealand provides an economic and social environment within which:

- Our members may operate their businesses in a fair and flexible commercial environment;
- Our members' families and their staff have access to services essential to the needs of the rural community; and
- Our members adopt responsible management and environmental practices.

1.4 The economic importance of the agricultural sector to New Zealand's economy is well recognised. Its direct and indirect contribution to New Zealand's economy is about 15%. Land-based primary sector exports comprise over 70% of New Zealand's merchandise exports. Any policy or bylaw which affects farm businesses has the potential to also impact, positively or negatively, on the district, regional and national economies. The ability to move livestock is a key component of farm operations, and, in certain situations, stock may need to be moved on foot across or along public roads (e.g. where a farm is divided by a road).

1.5 This submission was developed in consultation with the members and policy staff of Federated Farmers.

1.6 Federated Farmers acknowledges any feedback from individual members of Federated Farmers.

1.7 Federated Farmers' feedback represents the views of 167 farming members and rate payers from the Waimakariri District. We remind WDC of this so that our members' views, expressed here, are weighed appropriately.

1.8 We acknowledge any submissions from individual members of Federated Farmers.

1.9 Federated Farmers requests the opportunity to discuss this submission with Council during the hearing process.

2. SUMMARY OF RECOMMENDATIONS

Key recommendations:

- Federated Farmers largely supports the purpose of the proposed bylaw and its objectives. However, the term *excessive* needs to be defined and there needs to an additional objective to: *enable the efficient droving of stock across and along roads to facilitate the effective operation of farm systems.*

- Federated Farmers seeks removal of the requirement to notify Council at least 24 hours before stock movement. This requirement should be confined to situations where it is absolutely necessary e.g. for road safety reasons. The threshold for requiring notification should be clear, and consistently applied.

- Any revocation of a Stock Crossing Permit needs to be subject to a thorough and transparent process, including the opportunity to appeal decisions. This is a potentially serious matter, with economic and animal welfare implications. A minor non-compliance, or conviction for a minor offence, should not result in the withdrawal of a Stock Crossing Permit.

- There needs to be a thorough and consistent process around the setting of conditions and dispensations of permits, and any reduction of the duration of those permits

3. WAIMAKARIRI DISTRICT STOCK MOVEMENT BYLAW 2026

Purpose

3.1 Federated Farmers largely supports the purpose of the proposed bylaw and its objectives to:

- Control the movement of stock along and across roads while ensuring the safety of all road users, including farm workers, working dogs and stock;
- Promote best stock movement practices;
- Minimise the inconvenience and nuisance to road users;
- Prevent damage to road structure and surface, and other utilities and structures within the road;
- Prevent excessive mud or effluent being left on the road surface.

3.2 With respect to the final bullet point, there needs to be definition of the term “excessive”. For example, the determination of what is excessive should not hinge solely on the opinion of a complainant or a single compliance officer. There needs to be some rigour and consistency around the determination of what is deemed to be excessive. Similarly,

the phrase “prevent damage to road structure and surface” requires definition, referring to both the type and degree of damage.

3.3 Also, Federated Farmers would like to see the addition of a sixth bullet point stating an objective to: *enable the efficient droving of stock across and along roads to facilitate the effective operation of farm systems.*

Part 1 – Movement of stock

General conditions for the movement of stock without a permit

3.4 It is stated (paragraph 9.3) that a farmer must provide details to Council at least 24 hours before moving stock on a road. This may be possible on some occasions but has the potential to be problematic. For a variety of reasons, e.g. to access facilities in yards, stock may need to be moved at short notice. Federated Farmers doesn’t see a problem with this, provided the objectives of the bylaw are met. Therefore, we ask that paragraph 9.3 is deleted or at least made more flexible, to enable routine animal management practices (including dealing with animal welfare issues) to occur in a timely manner.

3.5 This issue could be dealt with by only requiring notification where certain thresholds are met e.g. for large mobs (above a certain number), for movement on arterial roads or for movements that are unusual in some way.

3.6 Paragraph 9.8 states that *Stock may only be moved if they are more than 10 m from an urban residential zone boundary.* This may be problematic in situations where a farm is immediately adjacent to the urban zone, and the farmer may not even know exactly where the boundary is. Federated Farmers questions the need for this paragraph.

Stock movement with a Stock Movement Permit

3.7 Paragraph 11.13 states that Council may withdraw a Stock Crossing Permit if it considers droving has occurred in a manner that is not compliant with a Stock Crossing Permit. Further, it is stated that conviction for any offence against the bylaw means that a Stock Crossing permit is deemed to be withdrawn.

3.8 Federated Farmers has several concerns about this paragraph. Firstly, it must be stated that farmers with land on either side of a road may have compelling reasons to move stock across a road. In a dairy farming context, stock may have to cross a road to be milked. In this case, there are both production and animal welfare imperatives driving the need to cross the road. For both animal welfare and production reasons, cows need to be both fed and milked.

3.9 Therefore, there needs to be a thorough and robust process for revoking a Stock Crossing Permit. This is a potentially serious matter. A minor non-compliance or

conviction for a minor offence should not result in the withdrawal of a Stock Crossing Permit. In addition, there needs to be an appeal process, so that decisions can be independently reviewed. This would improve confidence in the overall process.

3.10 It is stated that conditions and dispensations are at the discretion of Council (paragraph 10.14) and that they may be reviewed at any time if any factor relating to the activity changes (paragraph 10.10). It is also stated that permits will be issued for a maximum of 5 years, but may be issued for a shorter period. Federated Farmers believes that there needs to be thorough and consistent processes around the setting of conditions and dispensations, and any reduction of the duration of permits. The nature of conditions and dispensations must be directly related to achieving the stated objectives of the bylaw. They should ideally be devised on a site-by-site basis, to reflect the nature of particular sites.

Conclusion

Federated Farmers understands that guidance material (for farmers and council staff) will be prepared following development of the Stock Movement Bylaw. We would like to be involved in the further development of bylaw including the preparation of guidance material.

Federated Farmers thanks Waimakariri District Council for considering this submission on its proposed Stock Movement Bylaw 2026. We are committed to the effective and efficient delivery of Council services and look forward to continuing to work constructively with Council.

Federated Farmers wishes to speak in support of its submission.



Bex Green

North Canterbury Provincial President

Federated Farmers of New Zealand

Stock Movement and Stock Crossing Submission

June 2026

I am Richard Stalker. Our family is in our 6th generation of dairy farming at our Smarts Rd property.

We are highly engaged in making sure that the stock movement bylaws enable all aspects of the community to undertake everyday activities. We acknowledge that we all live in a special location, and that farming has been part of that special location since the 1860"s.

While I am submitting solely in my capacity as a dairy farmer, I have gained experience with other farms, farmers and stakeholders in the Waimakariri district though my previous role as a large animal veterinarian at Rangiora Veterinary Centre, a current director of Veterinaryfirst and also a current director at Waimakariri Irrigation Limited and Burnt Hill Storage Limited. I have also had extensive stakeholder engagement experience through being part of the Fonterra Purpose Review Team, which reset the purpose of Fonterra over an 18 month period.

We have had a long association with the district, and have a strong environmental history, with all three of our audited farms receiving repeat A grades. We were recently audited by WorkSafe too, with a very good report, and an endorsement of our stock crossings.

We farm in a unique place, which requires us to adapt constantly. We farm in one of most complex environments in New Zealand, where we border many lowland streams, are in sensitive iwi silent file areas, have numerous roads, and a diverse population of residential, lifestyle and farming families.

As well as our original family farm and our nearby sharemilking position, we lease 32 properties all of which are within a 7km radius of Rangiora, with most blocks on the Eastern side of Rangiora between Rangiora and Woodend. While many of these leases are contiguous, others require us to have a "stock crossing permit" for milking cows, and a need to move cows and calves who aren't in milk. We also undertake many stock movements without incident between lease blocks. We have 4 stock crossings with permits.

We want to be accepted by our community, and have made a lot of very significant changes to help our local community in response to feedback given directly to us.

This bylaw, and its ability to remove our permits, is the single biggest current risk to our business. Our farming enterprise alone contributes over $6m to the local economy annually, but more importantly, we have been multigenerational supporters of the

Waimakariri district. (If we were forced into the next most viable land use, turnover of our farm would halve, with $3m less into the local economy). My great grandfather was chair of the Rangiora County Council and also the first chair of the milk cooperative on the corner of Boys Rd and Northbrook Rd. My father milked cows for over 40 years. Dad is also the longest serving member of any rotary club in Australasia, with over 70 years' service to the Rangiora club. We value the community and we think we contribute very constructively to the district and have done so for many generations.

Our farming family has survived the 1930's depression, the 1952 Ashley flood, COVID, and adverse multiple market shifts and heightened reverse sensitivity issues. However, it is this one bit of proposed legislation, and the potential actions of one council officer who are capable of bringing that business to an end, and for reasons that far outweigh the gravity of any perceived offence. ***Not being able to use stock crossings would halve the size of our business, making it instantaneously unviable.***

The stock movement rules, regulations and enforcement have been one area of our business where I feel that we have made a lot of progress on the farm, but not in the eyes of the council. I welcome the chance to give feedback on this bylaw. I also urge council not to rush the implementation of this bylaw. The council has had over 18 months to consider this bylaw. We have only had a few weeks to prepare a submission, and have had to work with Federated Farmers to get affected farmers notified.

In the past, council and farmers have been able to work together to establish acceptable practices. The bylaw has always been unfit for purpose (e.g. don't cross cows in the morning for morning milking), but the relationship with the council has meant that this has never been a problem because pragmatism and common sense have prevailed.

The highly disturbing part of this proposed bylaw is the change in intent, coupled by the overzealous enforcement by council staff. I have had two emails warning that my permit will be taken off me, but that currently that isn't legal, hence the need for a bylaw change. When I have contacted council, no one has met me on site nor in the office, no one has responded to my emails and it has been an exceptionally nasty, vindicative and authoritarian enforcement process from the council.

We need clarification on what problem this bylaw is trying to solve. We welcome the review of stock movement bylaw because it has never been fit for purpose, but we are very cautious that it is has been developed with the aim of (as stated in council papers): "*Managing repeatedly non-compliant individuals. The level of non-compliance is low, however there are a small number of repeatedly non-compliant individuals. The options to*

manage the breeches are (currently) limited to education or prosecution due to the Local Government Act".

This new bylaw has been substantially rewritten, yet was deemed to not need consultation with affected parties during its formation. This surprises me. Despite two email warnings from council that they were going to remove my stock crossing permit, no one from council ever met me on site, they never responded to my lawyer's request for meetings and they never responded to my requests for meetings. It was all done through emails from council where my questions and concerns and constructive input went unanswered. Yet council deemed there were going to be no affected parties and no consultation with stakeholders was needed.

What also amazes me is that people higher up the council didn't even know what behaviours the enforcement officer was proposing. Please be aware that if implemented, this is a very dangerous piece of legislation.

This is a very different document to the current bylaw. It is a structural overhaul in all respects, but in my opinion the issues could be solved by a different approach from council enforcement, not legislation. This new legislation would entrench the poor relationship between council enforcement and farmers and almost certainly result in protracted legal action, tying up of council and farmer resources and ultimately achieve a worse outcome for all affected parties as the adversarial undertones would continue.

The main change to this bylaw is that stock permits can be revoked. Our concerns are widespread including:

- The proposal in the draft bylaw allows removal of a permit for any breach of the bylaw. This is the real reason for this legislation and is different to the reasons proposed to the public about why the law is need.
- The proposed rules on which compliance is based are overly prescriptive and are a "one solution" applied to all circumstances. **The solutions need to be specific to each site, not generic.**
- There is no process referred to for what are the steps that need to be taken when an "offence" has been committed nor how penalties are determined, except for being determined solely by any council enforcement officer. This is highly unacceptable given the vexatious nature of the council enforcement officer.
- The flow on affects to a farmer's business by removing a stock movement permit far exceeds the gravity of the offence. This is particularly true for stock crossings on dairy farms, where it would result in the business becoming unviable.

- There is no overseeing committee (ideally with independent input) that has final authority over whether a permit is revoked.
- There is a lack of working relationship between enforcement and farmers. While we acknowledge there is fault on both sides, we feel that the breakdown in relationship is weighted heavily towards the actions of the compliance officer and poor engagement from the roading team.
- The new bylaw isn't fit for purpose and needs dropping or else a complete rework in consultation with stakeholders including farmers.
- I have had two emails from a council enforcement officer threatening to remove my permit. The purpose of the proposed bylaw is to be able to remove permits. I have tried to arrange site visits from council to discuss the issues, and how the problem attributed to stock is low and the problem they are seeing is actually attributed to vehicle movements (including tractors). My great fear is that council will remove my stock permit when the actual problem they are trying to solve is due to vehicle movements. I am happy to engage with council on this, but have had no opportunity to do so in an atmosphere other than authoritarian from the council. I have attached my email from last year as an example of my proactive engagement, which received no reply.
- Also, an email from the council enforcement officer in March 2026 said they had a complaint from the public, yet no such complaint was seen in my OIA request.

The 2020 bylaw had a much more "let's work together" tone. The following clause from 2020 has been removed from the 2026 bylaw :

"It is a general principle that road users must travel at a speed that allows them to stop safely in the prevailing conditions. However, it is also recognised that when road users face unexpected conditions, those causing these conditions should take steps to advise the road users. This bylaw has been developed recognising that in rural areas farmers need to move stock along and across roads, but in doing so road users and the physical assets need to be protected".

The proposal also ignores that road crossings are getting fewer as the town grows. E.g. we have shut down one of our crossings that has been the subject of minor complaints in the past. That land is now going into houses.

I have also added examples at the end of my submission from our farm where we have achieved a crossing that is well tolerated by road users although this is not always the same view as the enforcement officer.

Farmers would rather be on the farm, and coming to a hearing is a foreign situation to be avoided at all costs. It takes courage for any of us to be at a hearing, in a foreign environment where we have only had limited time to prepare and we will still don't have full details of the problem or process. This process has been in the planning stage for well over a year yet we were only made part of the process when we complained loudly.

I note in a set of council minutes, the council staff advised councillors at a council meeting "*There are not groups and organisations likely to be affected by or to have an interest in the subject matter of this report.*" I also note that from council meeting minutes this bylaw was drafted as follows: "*These issues have been identified following analysis of Council customer service requests related to livestock movements, engagement with internal stakeholders and research into how other territorial authorities manage the same issues*."

However, our analysis of the same complaints acquired through the OIA process shows a very low level of public nuisance, with many of the complaints dismissed.

The initial drafting of this bylaw and lack of realisation of the impacts of this and the initial lack of consultation with affected parties, and the internal focus of this bylaw drafting is of great concern to farmers.

1. Below is my marked up commentary in red on each point of the bylaw.

2. At the end I have given examples of practical (yet often non-compliant or soon to be banned) measures that we have successfully employed.

3. Can we define the actual problem in a better way? Currently, the problem is highly emotionally defined. If it is safety, please give us examples and in depth data analysis and also context in regard to how many complaints and the magnitude of those safety observations. If it is road damage, please give us real world examples of actual damage and impacts of that damage, both physical and financial. If it is road user inconvenience complaints, can we interpret those complaints through a lens of true inconvenience and compare with other inconveniences (e.g. road works). This is currently the subject of another OIA request.

4. The relationship that the council enforcement officer has with the farmers needs addressing. Many of us think that the way the relationship has been handled recently is a major cause of the pushback to the proposed regulation.

Please see below my comments in red:

Waimakariri District Stock Movement Bylaw 2026

Comprehensive Regulation for the Movement of Stock within Waimakariri District

Introduction

This Bylaw was reviewed in 2025 in accordance with section 158(1) of the Local Government Act 2002. It supersedes the Waimakariri District Stock Movement Bylaw 2020.

1. Title

1.1 The official title of this regulation is the Waimakariri District Stock Movement Bylaw 2026.

2. Commencement

2.1 This Bylaw will come into effect on [date].

3. Legislative Authority

3.1 This Bylaw is enacted pursuant to Sections 145, 146, and Part 8 of the Local Government Act 2002, as well as the Land Transport Act 1998.

3.2 It also references the Litter Act 1979, Section 72 of the Transport Act 1962, and Section 75 of the Railways Act 2005.

4. Application

4.1 The provisions of this Bylaw apply throughout the Waimakariri District.

Here are some points about the drafting and notification process:

- Issues with initial notification process
    - Statement of Proposal incomplete and referred to wrong legislation. I accept that this was a mistake, but our reaction was magnified when read in conjunction with the proposed new bylaw.
    - No prior consultation with farmers or industry

  - No communication with affected parties that the plan is changing
  - Why wasn't everyone with a stock moving permit or a crossing permit contacted when first proposed? We only found out about this by accident, and this could have easily slipped through without the majority of affected parties knowing.
  - The "survey" was heavily biased towards a punitive process, with leading questions. This wasn't a survey to elicit balanced feedback, it was a survey to lead responders to a predetermined position. Prompt text boxes appeared if the respondent agreed with the punitive approach, but there was no room for comments if you didn't agree, apart from a general box at the end of the survey.
  - In one report to a council meeting, council were advised that the change in laws was to address "*a small number of re-offenders'*. Yet the proposal introduces wide ranging rules that will affect many, many farmers. Council staff have been disingenuous in their representation of this bill to councillors in my opinion.
- Issues with the way it has been drafted
  - Very focused on narrow, prescriptive rules rather than the ability to tailor to individual circumstances. Very much drafted through the eyes of a compliance officer that sees only in "black and white".
  - It tries to apply precise rules to what is a very dynamic issue that needs perception, adaptability and understanding. Empathy would also help.

- The lead planner was away for 2 weeks over the submission period despite being listed as a key contact person and senior person for the bylaw. The initial submission period was only 3 weeks. This is another example how the impact and reaction to this proposed legislation has been severely under estimated.
- The extensive reworking of the bylaw just 5 years after the previous bylaw implementation appears to be driven by the frustrations of the compliance officer in response to often frivolous public complaints and also driven by the roading department of council. It comes from a "solve all the public complaints" and "prevent any possible damage at all" angle and ignores farmer feedback and good work. It also ignores the impact of these rules on farming businesses. It is a very "black and white" and authoritarian approach to the issue, and lacks nuances or site specific differences.
- The implication of the rules and penalties mooted are totally out of proportion to the actual problem.

5. Purpose

5.1 The primary purpose of this Bylaw is to define the obligations and rights of individuals moving stock on roads within the district.

5.2 The objectives are to:

- This clause needs to be reinserted here from the 2020 bylaw: (Why was this removed)? *"It is a general principle that road users must travel at a speed that allows them to stop safely in the prevailing conditions. However, it is also recognised that when road users face unexpected conditions, those causing these conditions should take steps to advise the road users. This bylaw has been developed recognising that in rural areas farmers need to move stock along and across roads, but in doing so road users and the physical assets need to be protected".*
- Regulate the movement of stock along and across roads, ensuring the safety of all road users, including farm workers, working dogs, and stock.

  Promote best practices in stock movement.
- Minimise inconvenience and nuisance to road users. What is the limit of minimise? This needs guidelines as to what is an acceptable level of inconvenience and nuisance. E.g. how does this compare with the inconvenience and nuisance of roadworks?
- Prevent damage to road structures, surfaces, and utilities. Damage needs to be defined. What level of damage? Is this damage caused by stock or by vehicle movements?
- Avoid excessive mud or effluent accumulation on the road surface. The sources of mud on rural roads are usually caused by activities not associated with stock movement. Mud needs to be covered in a different process. What is the definition of excessive? You can't threaten to remove my stock crossing for mud caused by vehicles.

6. Definitions

For the purposes of this Bylaw, the following definitions apply:

- **Alternative stock movement route:** Includes a route or stock race on the farm or under the same ownership, the fenced road of an unformed legal (paper) road, and land behind a temporary fence on the verge when legal access is unavailable or impractical.
- **Authorised Officer:** An officer of the Waimakariri District Council authorised by delegation to carry out relevant functions.

- **Bylaw:** This Bylaw, as amended from time to time.
- **Carriageway:** The part of the road designated for vehicles, including shoulders.
- **CoPTTM:** NZTA Code of Practice for Temporary Traffic Management.
- **Council:** Waimakariri District Council.
- **Damage:** Harm to the road structure, surface, utilities, or structures, including excessive mud or effluent left on the road. This needs better definition. In whose view is excessive? What level of harm is acceptable? What if the owner agrees to pay for council to fix any harm?
- **Farm:** Land used for agriculture and stock, including multiple parcels under the same ownership, lease, or licence.
- **Farmer/Farm staff:** Anyone over 15 years old in charge of or assisting in moving stock.
- **Hours of daylight:** Period from sunrise to sunset. Sunstrike is actually the greatest hazard time. For stock crossings, we need to discuss if stock crossing is ok with adequate lighting and flashing lights in the dark before morning milking. Definitely no stock movement along roads during hours of darkness, but stock crossings are different. The intent of this is so that stock aren't being moved when the visibility isn't good. Cloud cover can make a big difference around dawn to the actual darkness perceived. I also note that the definition of "hours of darkness" has changed in this bylaw. Hours of darkness are a legally defined term. Can the council change what is accepted worldwide as "hours of darkness"? Is so, why? What about crossing in darkness when agreed mitigating circumstances are in place?
- **Hours of darkness:** The opposite of hours of daylight. See point immediately above.
- **Stock:** Farmed animals, including cattle, dairy cows, sheep, pigs, goats, horses, deer, camelids, large birds, and poultry.
- **Mob:** A group of stock being moved.
- **Pilot vehicles:** Motorcycles, farm bikes, cars, utility vehicles, tractors, or trucks with hazard lights, beacons, and warning signs operating in front of or behind the mob.
- **Races:** Confined areas for moving stock between locations.
- **Regular movement of stock:** Movement across a road more than four times in 28 days; includes milking cows crossing roads before or after milking, regardless of animal identity. Please clarify identity.

- **Road:** Defined by Section 2(1) of the Land Transport Act 1998, within Council jurisdiction, excluding unformed roads.
- **Stock Crossing Permit:** Written consent for regular stock movement issued by Council.
- **Stock movement:** Movement of stock on, across or along roads where animals move freely, not individually controlled via restraints.
- **Urban area:** Town or village areas with speed limits of 70km/h or less. One of our stock crossings is for a road that has recently had the speed limit reduced to 60kmph. This rule will close our business down if implemented. We are really pleased with a reduced speed limit of 60 kmph on this shingle road, but not if it affects our ability to cross stock.
- **Verge:** Area between property boundary and roadway, excluding footpaths, shared paths, and parking; includes unsealed shoulders, grassed or landscaped verges, drains, swales, and batter slopes. For this Bylaw, 'verge' also refers to berms.

Part 1 – Movement of Stock

7. Wandering Stock

7.1 Individuals owning or responsible for stock must take reasonable steps to prevent stock from wandering onto any road or land not owned by them.

7.2 No permit is required to return stock in cases of escape or emergency, including on roads listed in Schedule

7.3 Reasonable efforts must be made to warn other road users of stock presence, utilising hazard lights or effective devices. Please define reasonable.

Explanatory note: Owners of wandering stock may be liable for any damage caused, including vehicle accidents. Yes. Wandering stock usually refers to stock that escaped through fences or gates and has a very different aetiology and set of defined consequences for farmers. Council may recover costs for removing wandering stock from roads.

8. Stock Underpasses

8.1 Stock underpasses eliminate the need for crossing roads and are not covered by this Bylaw. But stock underpasses are mentioned as an option the council may impose further down. In discussing this document, please note that the farms who don't have an underpass generally can't technically install one due to the surface water level being impossible to control. (This has been observed with other underpass crossings, eg

Carleton Rd, Boundary Rd, Kippenberger Ave, Gressons Rd). Also, sometimes the crossing is to leased land, which makes permanent infrastructure very hard to justify in the time frame of the lease. While anything is "technically possible" it also has to be financially sensible.

9. General Conditions for the Movement of Stock Without a Permit

9.1 Regular stock movement across roads is only allowed with a Stock Crossing Permit (see Section 11), including movement of milking cows.

9.2 Stock may only be driven on roads as per this Bylaw or with a Council-issued permit.

9.3 At least 24 hours before moving stock, the farmer or farm staff must notify the Waimakariri Council Service Centre with the following information: Are you asking us to notify council or does council need to give permission? Or both? Will this achieve a better outcome for anyone? Do we need permission? We often shift animals on weekends. Will the council accept calls at weekends? The administrative burden of this for both parties seems to outweigh any advantage that I can think of.

- The day and approximate time of movement. We often don't know exactly when we will move stock. The stock may take a day or two longer than we thought to finish the grass in the paddock. We may have another urgent things to deal with on farm e.g. animal health treatments. We assess the conditions and move accordingly. Please don't try and regulate what is impossible to pre-determine.
- The roads involved and the distance to be covered. I think you have underestimated the actual number of stock that are moved on roads throughout the wider district without needing a permit, and I think you have overestimated the perceived problems those movements cause (as evidenced through the OIA request for information of complaints). If farmers followed this, you will be inundated with calls, and with no real benefit for either party.

9.4 Stock cannot be driven along or across railway lines or any part of a railway without a Deed of Grant from KiwiRail. Yes. We realise that this is very high risk situation for all involved.

Explanatory note: Refer to Section 75 of the Railways Act 2005.

9.5 Stock movement is prohibited on roads listed in Schedule A. We still need to be able to cross these roads occasionally with a permit, which is the current situation. Are you proposing rules that impose a higher standard than NZTA on these roads?

9.6 No stock may be moved along or across a road during hours of darkness. Why not? The Ashburton District Bylaw states "*There shall be no droving of stock on any road at night (half an hour after sunset and half an hour before sunrise) unless approved by Council".*

While it will mostly not be necessary nor safe to drive stock along roads, what about where cows at a stock crossing in the dark on a well-lit, marked road crossing on a very quiet road? It needs to be site specific, not general. The reality is that cows use these crossing twice a day, and often that is in darkness for stock crossing. I think it is best for the rules to acknowledge and reflect what is actual practice. We have crossed cows in the dark since 1880, but now we have the lighting and safety equipment to make the road safe for all users. A well-lit road crossing at night is highly visible, and the light can be seen from over one km away. The floodlight lights up the cows in a way that makes them highly visible. And there is much less traffic (and usually none at all) on our road at that time of the day.

9.7 Visibility must allow clear sight of a person, vehicle warning sign, or stock at a minimum distance of 250 metres on sealed roads and 170 metres on unsealed roads.

9.8 Stock may only be moved if they are more than 10 metres from an urban residential zone boundary. Urban residential town boundary needs defining. As town grows towards us, we will be the town boundary. Why has this been included? We farm on the town boundary, and it keeps getting closer to us. We farm within 10m of a residential boundary. It looks like the council are trying to solve a problem that doesn't exist? More detail please. Is this a different definition to Urban Area?

9.9 The maximum number of animals in one mob on a road is:

- 600 cattle
- 3,000 sheep
- 50 other stock

9.10 The number of adult farm staff must be sufficient to control and direct the stock.

9.11 Farm staff must wear high visibility garments per CoPTTM for safety and visibility.

9.12 Prior to movement, temporary signs must be placed at the carriageway sides, or carried by pilot vehicles, at the front and rear of the mob. These signs must:

- Be placed no more than 1 km ahead and behind the mob. Surely these are best practice guidelines, not enforceable rules. It is in our best interests that other road users see us and our stock well in advance.

- Be visible from at least 250m (sealed roads) or 170m (unsealed roads).
- Provide adequate warning to other road users.
- Comply with NZTA Manual of Traffic Signs and Markings TF-1 or TF-2. ?
- Display "stock droving", "stock ahead", or "stock".
- Be removed, covered, or closed within 15 minutes of movement ending. This should be a best practice recommendation in the guidelines but not a law. The way the bylaw is written, failing to do this could result in prosecution and permanent removal of permit. At a permanent stock crossing, it is much better to leave the signs down as a "potential warning". The implication at these crossings is that the staff need to display and remove 2 signs twice a day, and the consequences of human error of not displaying them far exceed the consequences of leaving the signs up. My corollary is "do council remove "ICE" signs every day after a frost has lifted? Also, the council is adamant that we remove our signs after every milking. This would be two signs, 4 times a day at a minimum over 280 days milking season, plus any other stock crossings we need to do. This is 2400 sign interactions a year. Yet, there are roads near our house that have a permanent yellow "horse" sign, yet may only see one horse a week.
-

Explanatory note: Signs must not be visible once stock movement has ended to prevent desensitisation. We see increased vigilance and awareness, not desensitisation when signs are left down.

For context, we cross cows on 1200 separate occasions each year, which involves 300 cows crossing 4 times a day. The equates to 336000 individual cows each season (and other irregular crossings).

As the crossing has two signs, you are asking us to perform 2400 sign interactions each year. My suggestion is that you accept these crossings for what they, which is something at which cows could be present at any time, so deserve a permanent yellow sign.

9.13 Pilot vehicles are solely for public warning, not stock control. By default, they control stock. I understand the intent, but the wording is not correct. They also control stock by their very presence.

9.14 Animals must use access and exit points that minimise danger and property damage.

9.15 The drover must ensure stock:

- Move toward their destination without undue delay.
- Stay off adjoining land.
- Gateways along the route must be closed before and reopened after stock pass. This needs to be a guideline and not a bylaw that can be enforced with prosecution and removal of a permit. The need to reopen gates is an over reach, as the primary purpose is to close gates to avoid damage to property, etc. The addition of "and open gates" seems to pander to the whims of a very small number of people who don't want to get out of their car to open a gate, which has been closed solely for the protection of their property. The irony here is that we close people's gates ahead of moving stock and they occasionally arrive at a similar time and don't reclose the gate, necessitating us to go and reclose it!
- Interestingly the council hasn't had any complaints from public about closing and opening gates. This is another complete over reach by the council.
- Temporary fencing is permitted but must be removed promptly. Define promptly.
- Stock must avoid trees, shrubs, or flower beds on road verges. Where possible – see guidelines that need to be developed. Surely flower beds are planted by owners at their own risk because the verge is actually council owned?

9.16 Stock must be kept to the verge wherever possible, with mud and manure removed from the carriageway at the earliest opportunity. What quantity of mud or manure needs to be removed? (Is manure the same as effluent)? There is always going to be some manure. This risks a pedantic enforcement for something that is impossible to prevent and has no real impact.

Some people don't want stock on their verge as they mow the verge (e.g. Hide Spraying Ltd on Mt Thomas Rd), and in this instance it is of greater public benefit to have them on the road. We respect this.

9.17 Tired, injured, or dead animals must be immediately removed from the carriageway and within four hours from the verge.

9.18 Stock must be moved to minimise disruption to road users and maintain animal welfare. Farm staff must try to allow allow vehicles to pass and make way as needed. Sometimes it is difficult to let people pass due to the way stock spread out. "Minimise" and "as needed" need clarification as they are subjective measures. Most of the public are understanding. Stock movements are often much less disruptive than roadworks, yet are being unfairly singled out. We are exceptionally concerned that stock bylaws may be enforced by overzealous enforcement on subjective matters.

There also needs to be some education on the public about the expectations around stock movements, including farmers legal ability to carry it out, and how to interact with our staff.

We have had our staff abused racially and with the worst language possible for simply upholding the terms of the stock crossing permit. I can elaborate on this in the hearing.

We also think that some of the procedures that we have implemented to reduce materially the nuisance to road users are actually specifically banned by the council bylaw. These include electrified tapes on the ground which allow stock to cross at the same time as cars to cross (see photos at end of this submission).

The road users at our crossing have been very supportive of the changes we have made, yet council try to ban our use of some of these initiatives. We note that Worksafe were very supportive of our set up, but which is "banned" by council. We need pragmatic solutions, not top down enforcement of rules that create greater unintended consequences than what they aim to solve.

9.19 All practical steps must be taken to ensure stock do not delay Emergency Services vehicles and staff. Of course. We are part of the community. Is this really necessary to state?

9.20 Stock cannot be moved on footpaths or shared-use paths without prior Council approval. This should be a guideline, not a bylaw. These pathways have been added well after stock have been allowed to go on these roads. This is a commonsense guideline, not a law. We don't want to cause damage to facilities, as we are also users of these facilities.

9.21 No obstruction may be placed on or across the road unless the drover is present to remove it for passing traffic. Placing tapes at ground level is actually a very safe and well tolerated solution, which we would like to demonstrate to you. Removing the ability to place tapes at ground level actually means there will be more delay and disruptions for cars. We need to develop pragmatic solutions that produce win; win solutions that are tailored to individual crossings. A blanket approach simply doesn't work.

We accept that placing any obstacle above ground height is a major hazard if left unattended.

9.22 Stock movement is prohibited on State Highways within Waimakariri District, except in cases of escape or with written NZTA authority. There needs to be a mechanism where we can apply to cross a state highway and have that need assessed on a case by case basis.

10. Stock Movement with a Stock Movement Permit

10.1 Permits or consents issued under previous Bylaws are valid for up to 5 years from the date of this Bylaw, subject to their conditions. Council may review them at any time.

Having a five year window is too short. When farmers seek bank funding, the bank needs to know that there will be a viable business for the duration of the loan. This is why irrigation consents, land use consents, effluent consents, etc have a farm greater duration than 5 years. Farming is an intergenerational business with intergenerational investment. A 5 year permit is simply too short to provide any certainty.

10.2 This section does not apply to regular stock movement, which is covered in Section 11.

10.3 Applications may be made for permits to move stock along or across any road, conditional on approval terms. Does this include Schedule A roads? Currently we can cross Schedule A roads with a special permit. This contradicts clause 9.22 and 9.5 above.

10.4 Council may refuse permission if road safety, user convenience, or property damage are at risk. Please define. This is a mechanism that council can ban us from what we have done for the last 100+ years. This is an unacceptable risk to our business.

10.5 A Stock Movement Permit must be sought when:

- Conditions in Section 9 cannot be met.
- Stock are moved on roads listed in Schedule A and no reasonable alternative is available. Confusing. So we can move stock on Schedule A roads? Additional conditions may apply.
- Within urban residential boundaries for special events or activities. Specific conditions will be set to ensure safety and prevent property damage.

10.6 Permits are issued case-by-case for a maximum of 5 years, but may be shorter. Unacceptable timeframe. Too short and provides no certainty and an administrative burden with little or no benefit.

10.7 Permit conditions may be reviewed by Council if circumstances change. What is the process to ensure independence? This is heavily weighted in council favour. This needs more definition. The fear here is that this will be used by overzealous enforcement officers.

10.8 Permit holders may request a review of conditions. What is the process to get these heard? Timeframes needed, especially as we can't move half our herd to their feed. Who hears the review request? Where is the assurance of independence and balance?

10.9 Permits are non-transferable and the applicant remains responsible for compliance. What if the property sells? The permits form part of the value of a farm. Is this tying to get rid of crossings by stealth?

10.10 Council may withdraw a permit for non-compliance (this is a major concern as this part of the bylaw allows permits to be pulled) or upon conviction for offences under this Bylaw; such permits are deemed withdrawn. The reasons that a permit can be revoked need to be listed as the current proposal is for "any offence" which is a complete over reach. There also needs to be a committee (with some independence) that has overall say in revoking a permit. This can't be left with an individual officer who is often highly involved emotionally in the enforcement. We would want independence on this ability, and note that the Waikato DC can only revoke a permit with the authority of the mayor and council. Farmers need safeguards against overzealous enforcement of rules. This is completely unacceptable and we will be challenging strongly.

10.11 Permits are subject to this Bylaw and any additional conditions or dispensations at Council discretion. These dispensations and additional conditions need to be defined. We have had dispensation at times from the council, which have them seemed to be revoked on a whim by an officer. The current enforcement is very reactive, and based on satisfying the demand of the complainant. For example, we were contacted by council because our cow crossing (which was being performed completely within the rules) made someone late for dropping her child off to preschool. The complainant also said that we held her up in the afternoon too, which simply wasn't true as we didn't cross the cows that afternoon. The enforcing officer then wanted us to come up with a plan so that the person wasn't delayed from being late to dropping her child off. This is totally out of scope of the stock crossing permit rules and describes very well the bias that farmers observe that the council enforcement officer holds.

11. Stock Crossing Permit for Regular Movement of Stock

11.1 Permits or consents from previous Bylaws are valid for up to 5 years from this Bylaw's date, subject to their conditions. Council may review them at any time. So, all the permits are going to come up for renewal at the same time? I doubt whether the council has the resources to process these properly and I also doubt the need for this and what it will achieve.

11.2 Regular movement of stock across roads is only allowed with a Stock Crossing Permit, including milking cow crossings.

11.3 Regular movement is not allowed on Schedule A roads unless a permit existed prior to 30 June 2008; carried-over permits expire five years after adoption. No. A permit should not expire if there are already the rights given. No new permits will be issued for Schedule A roads. Why can't new permits be issued if it is safe to do so?

11.4 Where lawful and reasonable, alternative routes must be used instead of roads; in such cases, no Stock Crossing Permit will be approved. What is the definition of "reasonable". Whose definition?

We have also suggested that for the very few people who feel they are held up by stock, that they could use alternate routes for that time. The council enforcement officer said that all roads need to be open all the time and the public have a right to drive on any road anytime.

I noted that when our road was closed for 4 weeks while a new Mainpower network was installed, traffic found alternate routes very quickly. The council approach is biased against farming.

11.5 Stock Crossing Permits may carry conditions, including those in Section 9 and any deemed necessary by Council:

- Gateways on each side of the road must be sited as nearly opposite as practical.
- Gateways for stock driven along a road must be sited as nearly together as practical.
- Council may require a stock underpass, considering herd size, road listing, traffic volumes, and technical feasibility. Anything is technically possible. It is the cost of that is prohibitive. It also needs to be economically viable, which is the point. **We strongly oppose this point.**
- A well-draining hard fill surface must be constructed and maintained at the applicant's expense, covering from carriageway edge to road boundary for the full width of crossing points and gateways.
- Permit holders may be billed for maintenance if droving causes carriageway or road reserve damage. Yes, but after consultation and the chance to fix it themselves.
- Effluent runoff from droving must be managed to prevent waterway contamination. Yes, we are very aware of the need to manage effluent in general. Run off is an unintended consequence. By keeping the roads clean with hoses, then we may risk the problem of contamination of streams which creates another layer of needed infrastructure. (The need to not contaminate a stream is of much higher importance

than removing some effluent from the road, so we will always prioritise stream health). This is where permits need to be individualised to the set of conditions at each site.

- All reasonable steps must be taken to promptly remove mud or effluent from the carriageway after each crossing, using protective matting, washing, scraping, sweeping, or other means. Protective matting shouldn't be mandated in a permit, which it is for (some) permits now. Matting can cause safety issues to cars, and also safety issues for staff when they are being removed and traffic tries to sneak past (I can elaborate at the hearing). If council explains to us what solution is needed (eg roadway clean to X standard as mutually agreed), we will work out how to do that. Mats are a practical nightmare that often achieve very little, and also place our staff at risk as cars rush to get through after the cows have gone but before the mat has been moved.
- Also, mud generally comes mainly from vehicles (eg tractors), not cows. This bylaw needs to relate to "mud and effluent carried by the cows that are being moved".

11.6 Owners must maintain road verges and vehicle crossings in suitable condition, free from mud and effluent. This is only relevant in some cases. Again, there is may be reduced need to maintain the verge free of mud and effluent on quiet rural roads. This needs to be specific to the actual crossing, and this is again of a "one legislation to try and capture every single possibility". "Free from mud or effluent" is also impossible. There is always some effluent or mud, the definition needs to address how much is a problem. This is also very weather dependent too.

11.7 "PW37" permanent warning signs must be erected at least 150 metres on either side of crossing points, covered or removed within 15 minutes of crossing completion. Removing these can be a guideline. I am adamant that they need to be left up to create awareness, and that the benefit of leaving them displayed far exceeds the much greater risk them not being removed. The signs create awareness in our circumstance, not desensitisation. Again, this will be site specific, but where a "one rule to fit everything" simply has worse unintended consequences.

We actually think that educational signs would help with public information, eg like roadworks signs where they warn of impending closure, but for timeframes when cows may be encountered for route planning purposes. (see photo at end of submission).

The other part of this proposed bylaw that relates to signs is that a permit can be revoked for any breach of the bylaw, which would include not covering a sign up within 15 minutes.

Revoking a stock crossing permit is unacceptable let alone for the infringement of not removing a sign.

I think this also needs to be site specific. For example, we have two road crossings on Smarts Rd. One is in use multiple times every day. There are very few times when we aren't actually crossing cows at this crossing, so we consider that the possibility of a cow being at the road crossing is almost certain within the next 12 hours. We also have another small mob of colostrum or hospital cows that cross. We then may need to bring the cows in because a cow is calving, and this will always be at short notice. In reality, the sign warns people that for the next 10 months, there is a very high likelihood of a cow being present in any 12 hour period.

We consider it unacceptable to need to remove this sign.

However, at our second crossing on the same road, we only use that for 6 weeks a year. It would be possible to leave the sign down for that period of time, then remove it for the other 46 weeks. We just need to come to some sort of practical arrangement.

We consider that the potential hazard always exists, and so the signage is appropriate.

Explanatory note: Signs must be covered or removed post-movement to maintain their effectiveness. We disagree strongly with this. It needs to be a case by case basis.

My analogy is "does council remove the "ICE" warning signs every day as soon as the frost goes, or the slippery when wet sign when it stops raining". It is better to warn of something that may happen rather than risk it not being warned about. I note that in the FAQs prepared by the council (which in general have been very helpful and on point), it does say that the public are capable of discerning between the risk of ICE being present and use their common sense, yet the public aren't afforded the same intellectual capacity for stock crossing signs.

I intend to hold the council to the same exceptionally high standards that you intend to hold me to.

I think the real reason that council doesn't remove the ICE signs is because the administrative burden far outweighs the practical benefit of doing so, and I urger the council to look at stock signs through the same pragmatic lens.

Just as the ICE signs are removed when the seasonal risk ends, so should the STOCK signs also be removed at the end of the season.

11.8 An amber flashing light must be placed at the crossing point and operated during crossings, visible at a minimum of 150 metres.

11.9 Stock, including dairy cows, must not be driven across or along roads during hours of darkness. Why not for stock crossings? What about if excellent safety features are implemented? Across roads is different to along roads. Cows are milked twice a day all year, and many of those milkings occur in the dark. How else are they going to get to milking?

11.10 Obstructions may only be placed on or across roads when farm staff are present to remove them for passing traffic. We only agree in part with this. We have had great success with warning codes on the road. Again, this is an example of a solution that fits one situation well, but would not be possible at others. Please see photos below. We have excellent success with electrified tapes on the road surface too. This also reduces the need for constant staff presence.

11.11 Council may require a bond for repairing droving damage, including grass verge and vehicle crossing reinstatement, when applying for a Stock Crossing Permit. This is an over reach. This is simply a “fine in advance”. You have the ability to recover costs. It would be like NZTA/Police asking for a bond before we drive on the road in case we speed.

11.12 On renewal or review of a Stock Crossing Permit, Council may require payment for previous damage before approving the application. There needs to be a disputes process. Again, we are very fearful that these powers will be used indiscriminately by overzealous enforcement officers. We don’t want to cause harm. Please stop treating us like criminals. We are very open to fixing and paying for any real damage caused but we have yet to see any damage we have caused in the last 140 years. However these conversations usually start as overzealous conversations by enforcement officers, not solution based conversations.

11.13 Council may withdraw a Stock Crossing Permit for non-compliance or conviction under this Bylaw; such permits are deemed withdrawn.

This is the most contentious part of the bylaw. What is the process? If the council revoked our road crossing permit, our farm would be uneconomic and need to close. As the law is written, this could be done for a reason as simple as not removing a sign down within 15 minutes of crossing.

While we always hope that people use common sense and pragmatism in enforcing rules, the relationship between the officer and farmers is so poor that we fear that this will be used indiscriminately and a “win at all costs” mentality by council. There is also very much

a “try to catch farmers out” mentality by the enforcement officer. It is a severely broken relationship.

These bylaws concentrate too much power in the hands of council and any individual enforcement officer, and devalue the work that farmers put into moving stock in a win; win manner.

We regard this as a rushed and poorly thought through piece of legislation developed in a vacuum and with a one sided compliance lens, and without any stakeholder engagement. The attempts to engage have only come about after community pressure and serve to highlight the inadequacy of the initial process.

Council have significantly underestimated the impact of these rules, and even the now extended consultation period is too short for us to get up to speed with why the bylaw is supposedly needed.

I have received some OIA information and await other request. Council has not done enough research and data analysis into incidents nor brought in independent oversight and unbiased representation into this bylaw, nor has it consulted with its stakeholders properly.

Even the current extended process doesn’t allow us enough time to collate a proper response based on facts.

It is simply a knee jerk reaction by council to try and prevent every complaint they have ever had, and is heavily biased against farmers and their views.

So, if a permit is to be removed (which we strongly oppose), it needs to be the result of mutually understandable process, with clear guidance and process, and needs independence from outside council, in conjunction with council and farmer working groups It needs to have a very high bar to be actioned, if at all. There are other mechanisms available to achieve compliance.

This one part of the legislation has the ability to destroy many businesses, and we see it mainly as a means for a particular council staff member to enforce unreasonable expectations on a community of farmers who are actually doing a really good job moving/crossing stock.

If we lose our stock crossing permit, we will lose our business that has been farming near Rangiora for over 140 years. This is a very serious matter for us and for many others, and deserves time and effort into achieving a mutually beneficial outcome.

Even having the potential to remove a stock crossing permit affects our ability to raise finance, and affects the banks view of risk of our business. This is regardless of whether we are at actual risk of having the permit removed or not.

Even having it stated as an option to remove a permit severely affects my relationship with my lenders.

Please remember, we are part of the community too. We drive our cars across the same crossings that the public does, and are subject to the same delays and issues.

Our farm staff get abuse from the community, and have respond very well and fixed many niggles from road users ourselves. These are the countless good actions that we do out of site of council, and which we need to be acknowledged for.

Please note the Selwyn District Council has the following provision to appeal a decision:

"STOCK CONTROL OBJECTION COMMITTEE 16.1 The applicant for any consent, permit or dispensation under this bylaw, may lodge an objection to the refusal of such consent, permit or dispensation, or to any conditions imposed. 16.2 Objections must be made in writing and: (a) (b) (c) (d) (e) Be served on the Council within 10 working days of receipt of the Council decision or notice. Be addressed to the Chief Executive of the Council. State the grounds of objection. Record an address for service of the objector. Specify the name and address of the objector's nominee for the Stock Control Objection Committee. 16.3 Upon receipt of an objection a Stock Control Objection Committee ("the Committee") will be appointed to consider and rule upon the objection. The decision of that Committee is final and binding upon both the Council and the objector. 16.4 The Committee shall comprise the following 3 persons: (a) A Councillor nominated by the Council; Reviewed bylaw adopted by Council March 2020 Page 11 of 24 Selwyn District Council Stock Droving Bylaw 2008 (b) (c) A person, other than the objector, nominated by the objector; A Chairman to be appointed by agreement between the Council and the objector, but if no such agreement can be reached within 5 working days, a Chairman (who may not be a Councillor or Council Officer) appointed by the Council with the objector notified. 16.5 The Committee will, after consultation with the Council and the objector, fix a hearing date, being a date not later than 10 working days after the date upon which the membership of the Committee is settled. If, on the hearing date, a member of the Committee is unavailable an alternate may be appointed or the hearing may be deferred by agreement between the Council and the objector. 16.6 The costs or fees of the Chairman shall be met jointly by the objector and the Council but in all other respects each party shall bear their own costs. 16.7 The objector has the right to be heard personally or by the objector's

representative. The Council may be represented. To the extent that it is practicable to do so, each party shall prepare written submissions and make the same available to the Committee and to the other party at least 2 working days prior to the hearing. 16.8 Every determination on an objection by the Committee shall be given in writing as soon as practicable after the hearing and shall include reasons for the decision. The Committee may uphold the objection, in whole or in part or may dismiss the objection".

11.14 Permits are subject to this Bylaw and any additional conditions or dispensations at Council discretion. Same as comments above. This needs clarification. We need certainty.

12. Damage to Roads and Property

If droving stock causes damage to any road infrastructure or property, the owner must take reasonable steps to repair it to the Council or property owner's satisfaction.

Washing the road is an option when near a dairy shed. The unintended consequence of this is the run off from the washdown water needs to be contained and can cause an even greater problem. Is the problem safety, effluent on cars or road damage, each of which require better defining at each site, as well as their potential impacts?. Issues are site specific and can't be addressed in a "one rule fits all" law as proposed.

If repairs are not made, Council may undertake repairs and recover costs from the stock owner as a debt. We are ok with this, as long as the level of perceived damage that warrants repair is defined better.

What is the trigger level for "damage to a road"? In the last 5 years, we have had 1.6 million of our cows cross at one of our crossings. In what context is damage measured? We think that there is very little damage (if any) especially for this number of cow movements. Damage needs better defining. Council has never needed to fix anything at our road crossings, but have significant costs in fixing potholes further down the road due to heavy truck traffic. Does this bylaw address an actual problem or a perceived problem? I would like to see examples to understand better. While I understand that everyone pays rates, our roading rate component is over $20k annually. We understand that doesn't entitle us to damage roads, but we can't see how we create extra wear and tear than other rate payers and road users.

If droving causes effluent or mud build-up sufficient to damage the carriageway, cause loss of traction, or other significant effects, Council may require removal within a specified period. Failure to comply constitutes an offence. Council may clean the road and recover costs regardless of prosecution. An inspection fee may be charged when responding to

complaints. You already have the powers to remove the build-up and charge us? This doesn't need to be stated in the bylaw, as it is already covered by other laws. Maybe refer to this in the guidelines? The level of nuisance here needs to be defined better. Please define "loss of traction". Is it loss of traction for a push bike, lack of traction for a car, what criteria? One cow poo may provide a loss of traction for 10cm. What is the criteria here?

We fear this will be used vexatiously by council enforcement officers.

Explanatory note: Under Section 15 of the Litter Act 1979, Council Officers may issue infringement notices of up to $400 for litter, including animal waste left on roads. Council may adopt infringement notice provisions under the Act. What is the rationale for being under the Litter Act? The even greater concern here is the potential to remove a permit for a breach, with consequences to the farm business outweigh the offence. The Litter Act is used in other districts to help control effluent from stock trucks, not cows being walked. We need more clarification on this and precedents from elsewhere.

13. Animal Health

No person may drove, tether, or graze stock on roads or verges in contravention of statutes, regulations, codes, or directives relating to animal health, including T.B. status, Mycoplasma Bovis, or notifiable diseases. Cattle under movement control classification for such diseases may not be driven on road reserves. Yes. Agree.

However, stopping animals from crossing roads would very quickly create an animal welfare problem. They would be deprived of their feed, which would very quickly escalate into a welfare problem. This is another unintended (and completely unacceptable) consequence of this proposed bylaw.

4. Permit to Move or Cross Stock

All permits are subject to the Bylaw's provisions and any specific conditions or dispensations at Council's discretion. Offences include moving stock in breach of the Bylaw, without a permit, or failing to produce a permit within 24 hours when requested by an Authorised Officer or Police Officer. Permits may be reviewed at any time for reasons including complaints, safety concerns, herd size changes, or increased traffic volumes This is reverse sensitivity. Most crossings have been in place well before population buildup. What is the process to review them? We need certainty around our ability to farm. A bank

would never give credit if the access to half the farm was at stake every day through this proposed bylaw.

Any complaints that result in fines, notices or removal of stock permits need to be able to be challenged. Any challenge needs to consider advice from an independent source as well. We had two complaints one day who simply said that we were holding here up from getting to pick her kids up, and she complained to council about that, which resulted in an enforcement visit. We weren't actually crossing cows in the afternoon, and presume these were actually for another permit holder. Under the proposed laws, the council officer could remove our permit for this "breach".

Permits are valid only for specified dates or periods and are personal to the applicant, non-transferable without written Council authorisation. Council may review previous permits relative to new Bylaw versions, especially where safety concerns are identified. It is interesting that the aspects of our crossing that the council are trying to ban are exactly the same provisions that Worksafe complemented us on as practical solutions in a real world. Who verifies that the safety concerns are valid? These need to be defined for clarity.

While I understand the rationale of a site specific permit that is developed by mutual arrangement with farmers and councils, but question the actual real world benefit it will provide. There need to be rules but permits also need to be based on best practice guidelines. The proposed bylaw prescribes a set of inflexible rules that simply don't address the problem. They may address the list of complaints received, but they don't address the real world impact of those complaints.

Part 2 – Administrative Provisions

15. Enforcement

Council may enforce this Bylaw using its powers under the Local Government Act 2002 and the Litter Act 1979. Since when is effluent litter? Clarification please so we can understand the implications better.

Through the OIA process, we regard the public complaints as minor as evidenced by the council's own categorisation of the complaints. This proposed bylaw seems largely to be driven by council, not public which is contrary to what has been stated as the need for the bylaw.

16. Offences and Penalties

Any person failing to comply with this Bylaw commits an offence under the Local Government Act 2002, Litter Act 1979, and Land Transport Act 1998, and is liable to penalties as specified. Offenders must immediately stop the activity when requested by an Enforcement Officer I think this needs to be defined better. The consequences of an immediate halt could far outweigh the gravity of the offence. Eg not being able to milk cows and the welfare concerns of not being able to feed them. Failing to comply with such requests promptly constitutes a further offence. If a permit was immediately removed, the farmer would have to carry on moving stock for animal welfare concerns and feed concerns. These two clauses are unacceptable.

17. Exceptions

This Bylaw does not apply to emergency acts (e.g., snow, fire, flooding) undertaken to preserve stock welfare and life. All reasonable attempts should be made to warn road users during emergency stock movement. “All reasonable attempts” needs better definition. In an emergency, I presume that other road users will not be in the area anyway.

18. Permissions under this Bylaw

Permissions may relate to activities or events, as appropriate. They may be subject to terms and conditions at Council or Authorised Officer's discretion but based on sound and mutually agreed guidelines with the ability to appeal to an independent organisation, detailing the activity/event, duration, and park(s) or reserve(s) involved. Written permission may be in electronic form. Permissions can be reviewed and revoked at any time.

19. Revocation

The Stock Movement Bylaw 2020 is revoked. Permissions, consents, agreements, or authorities originating under the previous Bylaw and still valid at commencement continue in force for this Bylaw. This Bylaw is implied in any continued permission, consent, or authority. Revocation does not prevent ongoing legal proceedings to enforce the previous Bylaw. A refresh of the current stock movement permits may be worthwhile if the significance of the effort necessitated it. If we need to provide new road crossing permit applications, the administrative load on both the council and farmers would increase, and the capability of the stock movement team at the council would need to be expanded, including a much better communication strategy.

The process of issuing a new permit would need to be very thorough, and I reference the Farm Environment Plans audited through ECAN. For these to be effective, ECAN has a large

compliance team and farmers spend $10-$15k at a minimum every 4 years to achieve this. (We have 3 entities, so the cost of staying in business is $30k to $45k every 4 years). We don't see the need for stock movements to be exposed to the same level of regulation as Farm Environment Plans, but the investment (and expanded capability and skillset) by council and farmers to have a functioning system would be large and the extent that they will influence any (perceived) problems may not warrant the time and effort by all parties.

When prompted by farmers to contact existing permit holders to notify them of the proposed changes, the council staff told me that it was really hard to get email and contact addresses together as it was all manual. If the council hasn't even maintained a database properly of stock movement holders, I very much doubt the ability to successfully implement a coordinated refresh of all stock movement permits every 5 years, as well as meaningfully contributing to developing permits with individual farmers.

I am still uncertain for the need to have this bylaw reviewed as the only data I have seen is "50 complaints over 5 years". I have some data from the OIA at the end of this submission. I am awaiting the results of further requestions regarding safety and road damage.

My conclusion from the public complaints OIA request is that the public complaints have been minor and not had any foundation when followed up by council. ***This issue is council staff driven, not public interest driven.*** Before the OIA information, I thought it was the result of the public that we had council scrutiny. This scrutiny however is council driven and that is where the focus of the issue needs to lie.

The lack of data analysis suggests to me that this bylaw is a kneejerk reaction and not one that has been developed based on sound data insights. It is an emotion driven bylaw.

However, as discussed above, a thorough process would incur costs both on the council and on farmers and the benefit needs to be balanced by the cost.

I don't see this bylaw as "solving council problems". It is just getting farmers upset and will result in even poorer engagement and understanding in the future.

This needs to be developed with farmers, Federated Farmers, Council and road user stakeholder and it needs to be put on hold until all stakeholders feel that they will be listened too. This process will take much more than 6-12 months.

20. Review of Bylaw

This Bylaw is due for review under section 159 of the Local Government Act 2002 no later than ten years after its last review, with the next review due by [date of review]. Council may review the Bylaw at any other time at its discretion.

Schedule A – Roads with Restricted Stock Movement

Schedule A lists roads in the Waimakariri District where stock movement is restricted under Section 9. These include strategic, arterial, and urban roads, with exceptions for Rangiora Woodend Road, part of Island Road, and South Eyre Road. Council may add or remove roads from Schedule A after consultation with affected parties. Are we still allowed to move stock across these roads with a stock movement permit (as opposed to a stock crossing permit?). We need to be able to move stock across these roads, and understand that it should only be conducted on a low frequency basis

(My submission continues below too).

1. All roads within Urban areas
2. Main North Road
3. Williams Street
4. Tram Road
5. Smith Street
6. Millton Avenue
7. Cones Road from Milton Avenue to Dixons Road
8. Dixons Road, Loburn, from Cones Road to Barkers Road
9. Loburn Whiterock Road from Barkers Road to Barwells Road
10. Oxford Road
11. Depot Road
12. Kippenberger Avenue
13. Rangiora Woodend Road
14. Island Road
15. Skewbridge Road

16. Flaxton Road
17. Fawcetts Road
18. Upper Sefton Road from Fawcetts Road to the Hurunui District Council Boundary
19. South Eyre Road from Diversion Bridge to Tram Road

As part of my submission, I would like to formally request site visits to affected farms by the hearing panel and any council staff who wish to attend.

Please see below my illustrations and suggestions to help provide context:

Examples;

These phots represent "best practice" to us on our farm for one specific crossing. They are well tolerated by our regular road users:

.







The following aspects are compliant:

Road mat (as per our permit but not always necessary or helpful)

Short gate to gate crossing

Flashing light

Removeable road sign approx. 100m from crossing that WDC installed many years ago at our cost.

The crossing is packed up at the end of each use.

Our crossing was endorsed at a Worksafe audit, and we were congratulated on achieving the correct outcome rather than necessarily achieving compliance with all the rules.

There is also a “slippery when wet” sign at the start of the road which was installed by council.

Council has reduced the speed limit to 80kmph which has also helped with safety. Thank you.

The following aspects are good initiatives and help the public and farmers but are possibly non-compliant or ambiguously compliant depending on different entity’s rules:

1. Road cone in middle of road to warn traffic. The road cone slows traffic down but they still have lots of room to go over the crossing. This makes traffic slow down but doesn't stop them. However, it is possibly non-compliant with NZTA, non-compliant with WDC, possibly compliant with WDC under new rules.

   It is very confusing implementing measures that greatly address road user concerns but are ambiguous as to whether we are allowed them. If implemented correctly, the review would help address this ambiguity.

2. There is a white fence to guide cows on road verge. We were informed these were non-compliant several years ago and that they should be removed. This would achieve an adverse outcome, with reduced visual warning of a crossing and reduced cow containment and animal wandering and verge damage.
3. We have electrified tapes at ground level which contain the cows to the mat area. It also allows cars to pass without waiting for all our cows. This has been the greatest innovation we have applied to the benefit of road users, yet it will be expressly banned in the new regulations.
4. We only remove some of the signs after use. We consider that having some signs always visible raises awareness for all road users, and there is always a risk of cows being present if they escaped, or if we need to calve or treat a cow, etc.
5. No-one is manning the crossing. The road cones and signage and lights, combined with a quiet road and clear visibility provide very good control. No-one needs to be there as cars can go through, and safety is controlled by slowing cars down with road cones. This has been a very well tolerated setup by road users.
6. Occasionally the cows cross in the dark in the early morning. We have floodlights, flashing lights, and people present to set up the crossing and vehicles present. We milk cows twice a day, and at some times of the year, it is only normal for cows to cross in the dark. We acknowledge the extra level of care that is in place when crossing in the dark. We have made a judgement call on traffic volume, stock visibility, staff visibility and warning procedures when doing this. However, the proposed bylaw bans this as does the current law.

7. We don't always use a mat. They can be a greater safety hazard for cars and staff than the problem we are trying to solve. We have had mats caught under cars, especially when people are impatient and speed through our crossing. We find mats are useful when it rains though. While we put in our permit 25 years ago that we would use a mat, it is not a law to use a mat, yet we get constantly targeted by

council about not using a mat. It is a useless bit of equipment that creates more problems than it solves.

We are constantly trying to manage public concerns, staff safety, practicality, weather, staff ability to follow overly complex instructions, compliance and running a business. It's not easy. However, I now realise that it is council who are driving the complaints, not the public.

Other Improvements we could consider, although possibly non-compliant (NZTA and/or WDC):





Collapsible road speed signs. Please note the road cones closer to the crossing too, which enhances visibility.



I also suggest that we can have public education signs installed, as per road works. For example, we could have a sign that says “expect 0-10 minute delays on this road while cows are crossing at any time but mainly 2pm to 5pm Monday to Sunday. Please plan your trip accordingly. This is a permitted activity”. I understand that white signs are allowed as they are information signs. (eg below).



There needs to be recognition in the bylaw that occupying the round verge can be a legitimate activity if it enhances the safety and functionality of the stock crossing (or stock movement).

For example, the wooden railings that guide the cows need to be given discretion for use, as does the electrical wire for permanent flashing lights and floodlights. If washdown water is to be added, that is another “occupation of council verge”, as is the pipe that may be necessary to drain that water. We don’t want to be applying for a “licence to occupy” when the purpose is to enhance compliance. It needs to be a discretionary part of a stock crossing permit.

I have also started compiling ideas for guidelines for crossing cows. I look forward to helping develop these further with the rest of the community. However, as the main complainants are the council, this is where the focus needs to go.

There are aspects of the Farm Environment Plan that all farms have that may be useful in setting up stock moving permits. This includes “agreed activities” that the farmer and ECAN agree on that need to be addressed in between environmental audits.

At time of writing, I am waiting for my OIO request regarding the nature of the "50 complaints over 5 years" to help me form an opinion that the problem isn't as large as has been stated, and the mechanisms proposed to solve it in the bylaw and far out of proportion to the problem. Proper community engagement is much more likely to solve the problem, not bylaws.

I note that the Christchurch City Stock Movement Bylaw States:

"New Zealand Transport Agency (NZTA) indicates that, although there are relatively low numbers of accidents involving stock under control on roads generally, the two contributing factors in related road crashes are: insufficient warning distance; and inconsistent forms of warning. (Source: NZTA, Stock under control (crossing and droving) April 2015.)".

Many aspects of the proposed bylaw appears to be a solution looking for a problem that doesn't exist.

OIA Request Information

The council has provided me with information on the number of complaints, approximate location and road traffic volumes. I have attached that information which forms part of my submission.

My conclusion from this is:

- There have been 70 complaints from the public in the 5 year time frame I requested for analysis
- 9 of those complaints have been from classed as multiple complaints. i.e. more than one complaint by same person
- All the complaints were either found to be "no action required" , education of complainer about stock permits or issue was fixed.
- 4 of those complaints were for a road crossing on Boys Rd, which is now not in action anymore as the land is going into houses.
- My summary is that the main unsatisfied complainant is actually council and the perceived effects on road condition. I have an OIA request in place to get details on

road damage and safety incidents as well, which I will present at the hearing. The council is the main complainant as evidenced through the attached reports.

- The OIA information also highlights a concerning action from the compliance officer. On 8th April 2026 the compliance officer visited our farm. I was away and my Operations Manager rang me very upset. He had been accosted by the compliance officer. I then see that the compliance officer reported us for another harmless non related-activity that we have been undertaking for years. This to me confirms the vexatious and personal nature with which the enforcement officer undertakes their role, and why the new bylaw needs to protect farmers from overzealous council officers. I have made a formal complaint about the conduct and behaviour of that officer over a number of years.

- Please be in no doubt that the intention of this proposed bylaw is to be able to remove the stock permit crossing. I have had two emails from the council enforcement officer stating that he wants to remove my stock crossing permit. I have replied and tried to set up site meetings and meetings with our lawyer. I have had no response from the officer although he persists in wanting to remove my crossing. Please be very careful about what powers you put in the hands of someone with highly intimidating, vexatious and authoritarian tendencies.

I reserve the right to introduce new information at the hearing and throughout this process. This includes (but is not exclusive to) more OIA requests and requests for proper analysis of the survey results.

In summary, this legislation is not fit for purpose. What is needed is a conciliatory and understanding relationship with the council and farmers. We look forward to interacting with council in a constructive manner.

Clare Piper

From: Sharon Ward <sharon@yourlegal.co.nz>
Sent: Friday, 8 March 2024 12:59 PM
To: Shaun Maxwell
Subject: Richard Stalker - Smarts Road Stock Crossing

Dear Shaun

I act for Richard Stalker, and he has referred your email of 23rd January 2024 to me with some concerns given this was labelled a final warning. My apologies for the delay in coming back to you on this matter. Unfortunately, after Mr Stalker sent me the documentation and before I had an opportunity to review with him, I ended up with broken ribs and in hospital and have been out of action for some time, hence the delay in coming back to you, .

Mr Stalker was concerned to see that the email was categorised as a final warning and takes the permit for the stock crossing and its conditions very seriously and wanted me to review and address your email.

I note your email raised concern about moving stock on Smarts Road without using mats or cleaning the road as stipulated in the permit and recorded that last time you checked the mats were discarded on the roadside near the crossings. You also raised concern that leaving mud and effluent on the road contributes to the degradation of the road surface and raised the safety aspects of this.

Mr Stalker advises that he had had previous discussions with you regarding the use of mats to protect the road and issues with cars waiting. When they use the mat, they cannot stop the cows to let cars through so they need to make cars wait and then that can make people disgruntled and complain to the Council. Mr Stalker had been mindful of the Council fielding these calls and therefore had discussed this with you. As a result of that discussion, you advised Mr Stalker to make a judgement call on each day as to whether to use the mat and make cars wait, or not to use the mat and let the cars through.

Mr Stalker has stressed to me that they take their obligations under the permit incredibly seriously and are using the mat for each crossing and will continue to do so.

I note that there was an email from you on 21 July 2023 noting a large amount of mud spread across the surface from farming and stock movement activities. Mr Stalker advises that this observation of mud made over the winter was at a time when they were not crossing their cows and the mud was from trucks and tractors and I am advised that Mr Stalker explained this to you at the time. The issue was therefore not related to the stock crossing permit.

Our client has advised me that he has previously outlined to you that they are happy to pay to repair any damage to the road caused by their stock crossing and we reiterate this.

Given your notice has been categorised as a final warning we would like to meet with you to discuss and address any concerns that you have. We note that you advised in an email of 13th of October that the Council had received a complaint about the crossing. We have concerns about the nature of this complaint and in particular potential motives for making a complaint. Could you please advise who made the complaint and also provide a log of any other complaints that the Council has received in respect of the crossings. Given the nature of a final warning it is important to have this information.

We look forward to receiving this information and a time that would suit you to meet to discuss matters to ensure any issues are addressed.

Kind regards,

Sharon Ward
Director
Corcoran Law Office Limited T/A Your Legal
78B East Belt, Rangiora 7400
03 313 4010

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Attachment A

Area	Number of complaints	Number of people making repeat complaints	No. Complaints by same person
BALCAIRN	1	0	
BENNETTS	1	0	
BURNT HILL	6	0	
CUST	2	0	
EYREWELL	4	0	
FERNSIDE	4	1	2
HORRELLVILLE	4	1	3
KAIAPOI	1	0	
LOBURN	1	0	
OXFORD	6	1	2
RANGIORA	9	1	2
SEFTON	5	0	
STARVATION HILL	3	0	
SWANNANOA	4	0	
TUAHIWI	1	0	
VIEW HILL	1	0	
WAIKUKU	5	0	
WEST EYRETON	11	2	Person 1 = 2 complaints Person 2 = 2 complaints
WHITEROCK	1	0	

Attachment B

Area	Average Daily Traffic Movements	Sealed or Unsealed	Date Received	Summary of Issue / Complaint	Summary of Action Taken
SEFTON	17	Unsealed	8/04/2020	Manure on road, traffic delays when stock being crossed	Advised complainant manure left was minimal and will not have an impact on road performance. Minor waiting to allow stock to cross is acceptable to ensure safety of stock, farmers and traffic.
BURNT HILL	170	Sealed	6/07/2020	Manure making road slippery	Road in reasonable condition, No action required
RANGIORA	3390	Sealed	6/07/2020	Query regarding if stock allowed on NAME Road	Staff explained stock allowed under permit
BURNT HILL	170	Sealed	14/07/2020	Effluent/mud on road	Road in reasonable condition, No action required
SWANNANOA	2951	Sealed	17/07/2020	Effluent/mud on road	Road in reasonable condition, No action required
SEFTON	29	Unsealed	21/07/2020	Effluent/mud on road. Caller requested road be graded and remetalled	Road in reasonable condition, No action required
WEST EYRETON	365	Sealed	23/07/2020	shared cycle/walking track muddy and surface damaged by stock movements	Mud to be scraped and refresh with crusher dust by WDC contractor.
RANGIORA	28	Unsealed	24/07/2020	Effluent on road	Road inspected, effluent had dried and was being dispersed by traffic, no further action required.
RANGIORA	3390	Sealed	12/08/2020	Stock on 100km/h road at peak traffic time.	Met with farmer to discuss options and movement of stock outside of peak movement times.
OXFORD	81	Unsealed	8/01/2021	Damage to road from stock movements, stock crossings not manned	Maintenance scheduled for road, discussed stock movement with farmer.
RANGIORA	3287	Sealed	25/01/2021	Effluent on road. Mat not used	Contacted farmer regarding mat use
SEFTON	17	Unsealed	5/02/2021	Issues with stock movement	On site meeting with farmer
RANGIORA	3287	Sealed	26/02/2021	Effluent on road	Followed up with farmer
WAIKUKU	18	Unsealed	23/06/2021	Stock on road causing delays in traffic movement /Effluent on road	Effluent not excessive, discussions with stock owner regarding maintaining access
SWANNANOA	Up to 400	Sealed	16/07/2021	Cows breaking reflective road markers	Road maintenance contractors replaced the markers
EYREWELL	654	Sealed	27/07/2021	Letter box damage from cows	Letter box fixed by farmer
WEST EYRETON	365	Sealed	27/07/2021	Berm damage and effluent on road	More than one movement permit in the area, Undertaking monitoring and inspection to establish level of problem and responsibility if required.

Attachment B

Area	Average Daily Traffic Movements	Sealed or Unsealed	Date Received	Summary of Issue / Complaint	Summary of Action Taken
WEST EYRETON	365	Sealed	23/08/2021	Effluent on road	Road in reasonable condition, No action required
WAIKUKU	504	Sealed	27/08/2021	Effluent on road	Road in reasonable condition, No action required
SEFTON	17	Unsealed	30/08/2021	Tape across road, unattended	Discussion with farmer regarding manning taped off crossings to allow vehicle movement
SWANNANOA	Up to 2184	Sealed	3/03/2022	Effluent on road	Discussed with farmer
OXFORD	645	Sealed	23/03/2022	Effluent on road	Discussed with farmer
OXFORD	645	Sealed	30/05/2022	Effluent on road, site subject to previous complaint	Monitor site
EYREWELL	654	Sealed	27/06/2022	Warning sign knocked over by cows	Sign replaced by road maintenance
OXFORD	106	Sealed	7/07/2022	Effluent on road	Significant effluent on road, farmer requested to clean
HORRELLVILLE	Up to 1168	Sealed	28/07/2022	Effluent on road	Evidence of mud, however had mostly dissipated by inspection time
WEST EYRETON	365	Sealed	16/09/2022	Damage to walkway/footpath from stock	Discussion with farmer regarding damage prevention
HORRELLVILLE	59	Unsealed	19/09/2022	Damage to berm/verge from stock	No action required
SWANNANOA	Up to 400	Sealed	19/09/2022	Effluent on road/road damage	Road surface not damaged, no action required
WEST EYRETON	365	Sealed	19/09/2022	Damage to shared walking/cycling path	Ongoing discussions and maintenance required
TUAHIWI	56	Unsealed	23/09/2022	Stock damage to paper road	No action required, paper roads not maintained
WEST EYRETON	365	Sealed	10/10/2022	Damage to berm, road edge and shared path	Walkway damage from water, stock owner unable to be identified. Maintenance arranged.
LOBURN	194	sealed	8/11/2022	Stock being moved on road	Complainant informed that stock are permitted to be moved on roads.
RANGIORA	121	Sealed	14/12/2022	Stock being moved with no mat	No action taken
RANGIORA	3287	Sealed	12/01/2023	Effluent on road	Follow up with permit holder to ensure meeting conditions of permit.
CUST	568	Sealed	20/01/2023	Temporary traffic volume increase, stock on road	No action required
HORRELLVILLE	59	Unsealed	23/03/2023	Damage to berm (ongoing issue)	Maintenance (berm rolling) undertaken
BENNETTS	31	Unsealed	1/06/2023	Tape on road, blocking traffic, no stock visible	Farmer contacted, tape to be used only while stock movement occurring
BURNT HILL	122	Sealed	16/06/2023	Road damage at stock crossing	Discussion with farmer
WEST EYRETON	365	Sealed	29/06/2023	shared cycle/walking track muddy and surface	Maintenance to be undertaken by Council when stock

Area	Average Daily Traffic Movements	Sealed or Unsealed	Date Received	Summary of Issue / Complaint	Summary of Action Taken
				damaged by stock movements	movements completed.
BURNT HILL	122	Sealed	13/07/2023	Effluent on road	Road in reasonable condition, No action required
SEFTON	17	Unsealed	27/07/2023	Effluent on road	Road in reasonable condition, No action required
WAIKUKU	504	Sealed	7/08/2023	Tape across road, no stock moving, tape not visible	Discussed obligations with farmer
OXFORD	78	Sealed	29/02/2024	Damage to road surface from stock movement	Onsite visit regarding ongoing maintenance with the farmer
WAIKUKU	504	Sealed	5/04/2024	Effluent on road	Discussed with farmer
CUST	3380	Sealed	9/04/2024	Stock movement on major roads	Complainant educated about stock movement permits
FERNSIDE	1082	Sealed	30/04/2024	Stock movement after dark, effluent on road	Discussed breach (movement in the dark) with farmer
RANGIORA	121	Sealed	13/06/2024	Effluent on road	Relevant permit holders contacted regarding cleaning
WEST EYRETON	365	Sealed	1/07/2024	mail box damaged, effluent on road	Farmer fixed mailbox
WAIKUKU	1836	Sealed	18/07/2024	Effluent on road	Inspected, monitoring ongoing
FERNSIDE	1082	Sealed	21/07/2024	Effluent on road	Road in reasonable condition, No action required
BALCAIRN	572	Sealed	22/07/2024	Effluent on road	Insufficient effluent/mud to require cleaning, Checked in with farmer regarding reasonable mud/effluent amounts.
BURNT HILL	170	Sealed	23/07/2024	Effluent on road	Discussed with farmer
WEST EYRETON	476	Sealed	12/08/2024	Effluent/mud on road	Discussed with farmer
FERNSIDE	1082	Sealed	14/01/2025	Effluent mud on road, mat not used	Following up with farmer
FERNSIDE	1082	Sealed	19/02/2025	Effluent mud on road, mat not used (Repeat complaint)	Continuing to work with farmer
KAIAPOI	1196	Sealed	5/03/2025	Request for warning signs as multiple hazards, including stock movement where road design makes visibility difficult	Stock movement warning signage is the responsibility of the person in charge of the stock. Hazard assessment to be completed for combined hazards.
WEST EYRETON	Up to 400	Unsealed	12/05/2025	Enquiry regarding stock warning signage	Discussed with farmer
WHITEROCK	51	Unsealed	12/05/2025	Effluent on road	Road inspected, request to clean made to farmer, road cleaned
HORRELLVILLE	59	Unsealed	21/05/2025	Cattle entered property causing damage	Following up with farmer regarding management while moving stock
OXFORD	106	Sealed	27/05/2025	Effluent/mud on road	Farmer cleaning road when Council officer arrived, discussed cleaning frequency

Attachment B

Area	Average Daily Traffic Movements	Sealed or Unsealed	Date Received	Summary of Issue / Complaint	Summary of Action Taken
STARVATION HILL	185	Sealed	14/07/2025	Effluent/mud on road	Road inspected, request to clean made to farmer, road cleaned
EYREWELL	654	Sealed	23/07/2025	Request for information of legality of stock being moved on 100km/hr roads	Stock movement provisions explained
BURNT HILL	2235	Sealed	4/08/2025	Vehicle v's Cows	Council contractor engaged to assist in clean up
WEST EYRETON	173	Sealed	12/08/2025	Damage to road/berm/pathway	Road in reasonable condition, No action required
RANGIORA	3287	Sealed	15/08/2025	Delays to traffic while stock moved	Explained this is permissible when stock movement occurs.
EYREWELL	2331	Sealed	21/08/2025	Access to paper road	Council explained that access cannot be blocked to a paper road
STARVATION HILL	90	Sealed	7/10/2025	Effluent on road	Follow up with land owner regarding need to movement permit an conditions.
VIEW HILL	25	Unsealed	17/10/2025	Stock crossing unmonitored, no signage	Discussion with farmers regarding adequate signage as required in Bylaw
STARVATION HILL	62	Sealed	29/10/2025	Effluent on road, previously mats used, not being used at present	Discussion with farmer - mats being used.

TRIM: 260609133582 / BYL-76

6/5/26

Stock Movement Bylaw 2026

On behalf of my family. I am writing to express my thoughts ar concern regarding the new proposed Stock bylaw 2026.
As a land owner an manager on a Schedule A road (Cust Road).
We have held a stock permit an crossing SR39385 for many years well prior to 2008.
The property has been a dairy an livestock farm for over 100 years.
As I understand we will have a stock crossing after the new proposed bylaw is introduced.
However my concern is after five years this will be discontinued.
How are we to manage stock as we will still require to move animals at the same location there is no alternative route between land titles.
A stock underpass is not an option.
This is not a viable cost we want to incur and the site would be very difficult to manage with drainage etc.
For future management we will still require to beable to move stock from our land as there is no alternative route.
I hope this outlines our concerns and will be taken into consideration and need an outcome that will enable us to move stock and manage our land as required.

Regards Darren Rowe

WAIMAKARIRI DISTRICT COUNCIL
RECEIVED: 09 JUN 2026
To: Sylvia D

McLarens

SUBMISSION ON THE PROPOSED WAIMAKARIRI DISTRICT COUNCIL STOCK MOVEMENT BYLAW 2026

To: Waimakariri District Council
Submitted through: submissions@wmk.govt.nz

Submitter Details

- **Full Name:** Philippa Jayne Pescini

[redacted]

General Stance

I **oppose** the replacement of our existing regulatory framework with an entirely new Stock Movement Bylaw 2026.

Farming is a defining, permanent characteristic of the Waimakariri District's identity, economy, and landscape. There is no more land being created, our rural roading network must be managed as a shared physical space. Responsibility for safety and respect does not sit solely with the agricultural sector; it is a shared obligation among the Council, the general public, and local farmers alike.

A completely new bylaw is not justified. Instead, the Council must look at targeted amendments to the existing Waimakariri District Stock Movement Bylaw 2020. This will resolve technical traffic updates without enforcing an unworkable and punitive regulatory regime on the agricultural community.

Specific Objections and Relief Sought

Issue 1: Flawed Wording regarding "Nuisance"

Reference Material: Keeping Safe on Rural Roads Fact Sheet

- My Concern: I strongly object to treating the normal, historical movement of livestock on rural roads under the category of a public or environmental "nuisance". Farming operations are highly fluid and dependent on changing weather, feed, and seasonal realities. Labelling routine agricultural tasks as a "nuisance" creates an adversarial relationship between council, newer lifestyle residents, and traditional food producers. Minimising inconvenience to road users is an accepted, relatable and uncontroversial tone.

- Contradiction of Council's Own Educational Framework: The idea that stock movement is a 'nuisance' and an 'inconvenience' directly contradicts the Council's own published guidance, specifically the *Keeping Safe on Rural Roads* brochure. The Council's own fact sheet explicitly states that country roads "provide significant challenges" and that road users "can expect to find farmers and their dogs moving livestock" as part of sharing the road. It is completely hypocritical for the Council to tell the public that stock movements

are normal in its safety guides, while simultaneously drafting a bylaw that penalises and labels those exact same movements as a public ‘nuisance’

- Relief Sought: Remove any language or clauses that classify or penalise normal, safely managed livestock movements as a "nuisance". The bylaw should focus strictly on safety and coordination, not a punitive framework built on urban expectations. If the word is to remain in, as per the existing Stock Movement Bylaw, it should have an extended explanation as to what determines a nuisance to minimise inference going forward.

Issue 2: Shared Road Safety Education (Farmers and Public)

- My Concern: The draft text places the burden of blame and administration solely onto the agricultural sector. With the rapid population growth in Waimakariri, the core safety risk often stems from urban motorists who speed through rural zones or do not understand standard stock-crossing protocols.
- Relief Sought: Council must initiate proactive public road safety education campaigns alongside any regulations. Motorists must be formally educated on how to safely navigate a stock crossing, while farmers continue to be upskilled on optimal lighting and signage positioning and ensure that the crossings are maintained and do not cause unnecessary damage or a danger to road users.

Issue 3: Motorist Responsibility, Safe Speeds, and Subjective Perceptions of Effluent and Mud

Reference Material: Keeping Safe on Rural Roads Fact Sheet

- Safe Motorist Speeds Mitigate Effluent Exposure: The discussion around road effluent often focuses entirely on its presence rather than how motorists navigate it. When motorists maintain a safe, cautious speed while driving through an active stock crossing, the physical spray and exposure of effluent/mud to their vehicles is significantly limited. Motorists who aggressively speed through rural crossing zones actively worsen the splash effect on their own vehicles, creating their own property-damage risks through reckless driving behaviour.
- The Educational Gap in Council's Factsheet: This issue is severely worsened by the lack of clear instructions provided to the public by the Council. The Council's own *Keeping Safe on Rural Roads* factsheet merely tells road users to "expect" to find farmers moving livestock and tells them to "stay to the side". Crucially, it completely fails to explain *how* to safely navigate a crossing event. It does not instruct drivers to drop their speed significantly to prevent effluent/mud splatter, nor does it teach them how to go through a crossing safely. The Council cannot penalise farmers for effluent spray when it has failed to educate motorists on basic rural driving techniques.
- The Subjective Perception of Effluent: The bylaw relies on a highly flawed foundation by attempting to regulate effluent based on public complaints. What one motorist considers an "excessive" or "damaging" amount of effluent varies wildly from what another motorist or a rural resident expects. Urban commuters often view any trace of organic matter as a major violation, whereas rural road users understand it as a normal, temporary byproduct

of a working agricultural district. Regulatory policy cannot be dictated by the subjective, emotional tolerances of individual drivers or compliance officers.

- The Road Remains "Active" Until Safety Tasks are Complete: Motorists must accept that an active stock crossing is a fluid event. The crossing is not "over" the second the last cow steps off the carriageway into private property. The crossing remains active while the stock are being securely gated, and while the farmer assesses the road to clear mats and debris. Farmers have and will continue to clear the road corridor as soon as it is practically safe to do so.
- Relief Sought: The bylaw must acknowledge that a clean road is a shared outcome dependent on motorist behaviour. The Council must reject arbitrary enforcement actions based on subjective motorist complaints regarding vehicle cleanliness. Furthermore, the Council must update its *Keeping Safe on Rural Roads* educational materials to explicitly instruct motorists on how to physically navigate a stock crossing, including mandatory speed reduction guidelines to minimise vehicle exposure to effluent and mud.

Issue 4: Flawed Advance Council Notification, Dairy Targets, and Punitive Tone

Reference to S155 and FAQ 2-6

- My Concern: I strongly object to any mandatory advance notification framework for standard stock movements. The Council's Section 155 report explicitly angles its arguments toward dairy farmers and the daily movement of milking/dairy herds. This narrative ignores the fundamental, structural realities of modern dairy farming. Fragmented land ownership, seasonal pasture rotations, and variable feed configurations mean herd crossings for dairy cattle are a frequent, non-negotiable operational necessity.
- The Operational Reality: Livestock management must remain dynamic. Farmers should not have to be obligated to satisfy administrative notifications when responding to sudden weather shifts, breaking feed, or immediate animal welfare and water issues. If a permit is to allow for regular stock movement than as part of the permit, the Council is accepting that the movements will occur.
- The Underlying Tone: The proposal that the Council must be notified of routine daily movements carries an unacceptable, underlying tone of micro-management and active surveillance. It creates the distinct impression that the Council intends to closely monitor permit users to actively find minor breaches, look for technical non-compliance, or create avenues to revoke permits and penalise dairy farmers.
- The Flawed Logic of Council's Stated Intentions: According to council documentation, the specific intent behind enforcing this advance notification framework is to manage and mitigate three key areas. However, each of these justifications falls apart under practical scrutiny:
    - “Road works are planned but there is also stock movement happening. This may lead to delays or rescheduling of maintenance at a cost to ratepayers.”

The Reality: Standard road works are planned weeks or months in advance by the Council and its contractors. Farmers have zero visibility over these commercial schedules. It is the Council's administrative responsibility to notify affected rural properties of upcoming road works so that farm operations can adapt. Forcing hundreds of individual farmers to constantly log routine daily pasture movements on the off-chance it conflicts with an uncommunicated road crew completely reverses the burden of coordination.

- “Stock movement happens and someone complains, but we don’t know who to talk to, so we get both sides of the story.”

  The Reality: In a working rural district, finding out who is moving a milking herd is not a complex bureaucratic puzzle. Dairy herds cross directly adjacent to their main milking sheds or connected runoff boundaries. The Council already has a database of rural land titles, existing crossing permits, and local property owners. Forcing an entire sector into a mandatory advance notification tracking regime simply because council staff struggle to identify which farm sits next to a crossing point is an incredibly lazy and disproportionate administrative response.

- “Damage has happened and we don’t know who to talk to.”

  The Reality: As stated above, the Council already holds the tools to identify land users through standard geographic and permit records. Furthermore, as established by the Council's own compliance logs, the "damage" reported by the public is almost always highly superficial, temporary organic tracking rather than actual civil engineering degradation. Forcing farmers to log everyday movements just to provide the Council with a pre-emptively compiled list of targets to blame for minor road residue is punitive and adversarial.

- Relief Sought: Reject blanket or low-threshold notification rules. Instead, maintain the focus on standard roadside safety signs and flashing lights for routine herd crossings. Advance notification to the Council should only be triggered for exceptional, high-volume stock drives that genuinely impact the wider network, such as requirements for movements over 1km.

Issue 5: Flawed Premise of "Public Feedback and Six Years of Interactions"

Reference to email correspondence with Shaun Maxwell, 14 May 2026 & 15 May 2026

- My Concern: The Statement of Proposal asserts that the proposed 2026 bylaw changes are driven by "feedback received from the public, and the interactions with Council and farmers over the past 6 years". As confirmed per email correspondence with Shaun Maxwell (Roading Compliance Officer), this feedback framework forms the core justification for the drastic regulatory shift. However, I strongly challenge the weight, balance, and interpretation given to this feedback.
- Unbalanced Feedback: Over the last six years, the demographic of the Waimakariri District has shifted rapidly due to urban expansion and lifestyle subdivisions. Feedback from "the public" often stems from newer, urban-oriented residents who do not possess a

working understanding of the legal right to move stock, seasonal agricultural necessities, or basic rural road etiquette.

- Prejudice Against Existing Users: Elevating complaints from motorists who are inconvenienced by standard, legal farming activities creates a regulatory framework that values the desires of newer road users over the established livelihoods of the agricultural community. "Interactions" should not mean treating complaints as automatic justification for rewriting a functional bylaw.
- The Solution is Collaboration, Not Coercion: If Council interactions with farmers over the last six years had truly been collaborative, the resulting draft would not feature unworkable advance notifications, punitive definitions, or heavy administrative hurdles. True partnership means working with organizations like Federated Farmers, Beef & Lamb NZ and other industry bodies to solve specific local roading issues, rather than imposing a blanket regulatory overhaul on the entire sector.
- Relief Sought: Council must balance the interactions with some ‘repeated breech’ permit holders and the wider farming community, of which it is not interacting with. Regulatory policy must be built on measurable safety and infrastructure metrics, not anecdotal complaints from motorists who expect rural roads to function like urban highways.

Issue 6: Animal Crossing Success and Public Mobility

Reference material: 2. Attachment B - Service request or complaints - stock movement related 2020 – 2025

- My Concern: The discussion around road effluent and mud often focuses on perception rather than physical engineering reality. The vast majority of complaints logged by motorists regarding "effluent and mud making roads slippery" result in council inspections concluding that the road was in a "reasonable condition" with "no action required".
- Proven Safety of the Crossing Event: The Council's historical log confirms that the physical movement and crossing of livestock across the district's roads are being executed safely by handlers (pp. 1, 4). The physical presence of animals during crossings has not caused safety failures (pp. 1, 4). Traffic delays are minimal, brief, and legally permissible to ensure the welfare of both the animals and road users (pp. 1, 4).
- Deposits Do Not Impede Public Safety: The minor residual deposits of effluent or mud left after a crossing event do not compromise public safety or restrict the community's ability to use the roading network (pp. 1, 3). While these deposits may cause temporary aesthetic frustration to some motorists, they do not create a physical barrier or an uncontrollable traction hazard that prevents vehicles from navigating the carriageway safely (pp. 1, 3).
- Relief Sought: The Council must explicitly state within the bylaw guidelines that the presence of minor, post-crossing organic residue does not constitute a regulatory breach. The focus of council compliance must remain solely on whether the public can continue to safely and reasonably access and utilise the roading corridor, rather than punishing farmers for superficial deposits that do not impede traffic or road safety (pp. 1, 3).

Issue 7: Regulatory Overhaul Driven by Missing Data

Reference to email correspondence with Shaun Maxwell, 14 May 2026 & 15 May 2026

- Admitted Lack of Operational Data: The Council's official correspondence explicitly confirms a critical informational deficit: there are currently only 63 recorded crossing permits and 22 stock movement permits on file—with an admission that several of these are likely no longer active. Crucially, the Council openly admits that it has no data regarding how many additional farmers will be forced into the regulatory dragnet by tightening the "regular crossing" definition to 4 movements in 28 days, stating that this information is "not readily available."
- Consultation Used as a Data-Catching Exercise: It is highly inappropriate to launch a restrictive, punitive bylaw overhaul and rely on the consultation process itself to discover how the local agricultural sector operates. Proposing sweeping regulatory changes blindly—hoping that farmers will provide the missing data in their submissions to inform final decisions—is a fundamentally flawed approach to public policy.
- The Unjustified Burden of Forcing Permits: Forcing a vast, unquantified number of traditional, compliant farming operations to obtain formal permits without the Council first understanding the administrative scale or economic impact of this change creates an unworkable burden. The Council cannot safely or fairly regulate a shared resource when its existing knowledge is restricted to fewer than 85 total active permits in a major, historic agricultural district.
- Relief Sought: Maintain the current, workable 2020 bylaw definition of regular crossings. The Council must completely withdraw the proposed threshold restriction until staff conduct a proactive, independent audit to map actual crossing frequencies across Waimakariri, rather than using consultation as an administrative guessing game and undermining those who are adhering to the current bylaw without issue.

Issue 8: Failure to Comprehend Rural Land Ownership, Leases, and Fragmented Parcels

Reference to email correspondence with Shaun Maxwell, 14 May 2026 & 15 May 2026

- A Complete Disconnect from Modern Farming Realities: The Council's intention to evaluate the "need for an underpass" based on the cumulative total of stock movements across *all* proposed crossing points on a single road demonstrates a fundamental lack of understanding of rural land ownership. Modern agricultural operations are rarely contained within a single, continuous block of land.
- The Reality of Fragmented Farm Structures: Due to historical subdivisions, the physical limitations of the district, and the necessity of leasing additional runoff blocks, many dairy farms are frequently broken into fragmented land parcels split by public roads. An operation may legally own three small blocks and lease two others along the same rural corridor, an underpass is not going to be an adequate solution.
- Artificially Forcing an Underpass Trigger: Animals must be rotated between these fragmented parcels to manage pasture growth and ensure animal welfare. Treating these

distinct, boundary movements as a single, cumulative "high-frequency" event is a manipulative regulatory mechanism. It uses the natural reality of broken land boundaries to artificially create an infrastructure safety issue, forcing an unworkable underpass trigger on a farmer who either doesn't own the land on the other side of the underpass or who can still not access an additional land parcel if utilising an underpass.

- Relief Sought: The Council must amend this evaluation criteria to assess each individual crossing point strictly on its own independent merits, frequency, and location. The bylaw must explicitly state that cumulative stock movements across separate farm boundary gates cannot be aggregated to trigger mandatory infrastructure upgrades or underpass requirements, thereby protecting farmers with leased or split land parcels from predatory compliance actions.

Issue 9: Shifting the Financial Burden of Public Growth

Reference to S155 report

This specific sub-point of Clause 8.5 fails on several fundamental economic and planning principles:

- The Root Cause of Traffic Growth: The Council's own Section 155 report explicitly acknowledges that traffic volumes on rural roads are rising rapidly due to "significant population growth... often occurred on rural fringes" and the introduction of "subdivisions and lifestyle blocks now located in previously rural areas" (p. 4). This increased volume and the resulting "conflict between farmers and people who are unused to farming practices" (p. 4) is a direct consequence of the Council's own zoning decisions and urban development approvals.
- The Injustice of the Penalty: Livestock farmers are existing, historical road users with established operations. Shifting the massive capital cost of building a private underpass onto a pre-existing farm to resolve a safety conflict created entirely by *new* public traffic is an unjust regulatory penalty. It forces primary producers to pay for infrastructure that is only required because the Council allowed urban sprawl to encroach on working rural environments (pp. 4, 11).
- Exemption from Exacerbator-Pays Principle: In public policy, infrastructure costs are typically borne by the party causing the change (the exacerbator). In this case, the urban commuters and lifestyle block developments are the entities altering the safety dynamics of the rural road network (p. 4). Forcing the farmer to pay for a public traffic problem turns this principle on its head.
- Relief Sought: The bylaw must explicitly state that existing farming operations will not be forced to install or finance underpasses as a condition of a crossing permit due to increased traffic density (p. 11). If an underpass is deemed necessary for public safety on a historical rural stock route, outside of Schedule A, it must be designated a public infrastructure project funded through development contributions levied on new urban subdivisions, not through private agricultural capital.

Issue 10: Amending the Current Bylaw to Safely Reflect Modern Traffic Standards

- My Concern: there is no need for a new bylaw, when the current can be amended to ensure Code of Practice for Temporary Traffic Management (CoPTTM) and Manual of Traffic Signs and Markings (MoTSM) requirements are included.
- Relief Sought: Reject the adoption of the new Stock Movement Bylaw 2026. Instead, execute a targeted amendment process to the existing bylaw framework. This process should strictly focus on updating definitions, sign diagrams, and hazard management protocols to align with current CoPTTM, MoTSM, and NZTA guidelines, ensuring Waimakariri roads remain safe and shared without imposing unworkable permit conditions or administrative restrictions on the agricultural sector.

Issue 11: Misapplication of the Litter Act due to Broken Council Communications

- My Concern: I am deeply concerned that the agricultural sector is going to be subjected to aggressive compliance monitoring and strict financial fines under the Litter Act 1979 as a result of the proposed Stock Movement Bylaw 2026 framework. Using anti-littering laws to regulate standard agricultural road tracking is an inappropriate use of legislation, and it clearly stems from a complete breakdown in communication between the Council and a small number of specific permit holders.
- A Sector-Wide Penalty for Individual Failures: If Council staff have had ongoing frustration or communication breakdowns with a handful of non-compliant operators, the solution is direct, targeted enforcement against those individuals under existing permits. Instead, the Stock Movement Bylaw 2026 sweeps the entire industry into a punitive net. Treating standard livestock mud and effluent deposits as "littering" means every single law-abiding farmer in Waimakariri risks being fined over minor, unavoidable daily tracking simply because the Council has failed to resolve its private communication bottlenecks with a few repeat offenders.
- The Absurdity of Treating Effluent as Litter: The Litter Act was designed to prevent the deliberate disposal of refuse, rubbish, and hazardous waste in public spaces. It was never intended to govern the biological realities of driving livestock across shared rural corridors in a working agricultural district. Classifying the natural, temporary byproducts of animal movements as illegal "litter" highlights how adversarial and urban-centric the Council’s compliance perspective has become.
- Relief Sought: The Council must explicitly state within the enforcement guidelines of the framework that routine, safely managed stock tracking (mud, effluent, and organic debris) from compliant operators will not be prosecuted or fined under the Litter Act 1979. Any communication breakdowns or compliance disputes between Council staff and individual permit holders must be resolved through direct mediation and case-by-case enforcement, rather than weaponizing anti-littering laws against the wider farming community.

Issue 11: Strict Application Criteria for Claims and Site-Visit Costs

- My Concern: I strongly object to how the proposed Stock Movement Bylaw 2026 expands the Council's ability to arbitrarily claim financial compensation for road works "occurring

due to damage" or to recover expenses for visiting properties that are the subject of multiple public complaints. Perceived damages from routine crossings are highly superficial and carry minimal actual cost, the Council's enforcement actions must be strictly controlled to prevent them from becoming an unfair revenue-gathering exercise against the agricultural sector.

- Mandatory Ring-Fencing of Enforcement Authority: To ensure fairness, equity, and precision, the Council's authority to issue financial penalties, execute cost recovery, or claim for remediation works under the Stock Movement Bylaw 2026 must be explicitly restricted. These tools must only ever be deployed under Strict Criteria for Enforcement, limited to two exceptional circumstances:

    1. Verifiable, Excessive Structural Damage: Situations where a specific stock movement has caused clear, measurable physical degradation to the roadway infrastructure that actively compromises road safety.

    2. Documented, Persistent Repeat Offenders: Actions directed strictly against individual operators whom the Council has formally logged as repeatedly and deliberately failing to meet their core permit obligations, and only after documented prior warnings, educational engagement and fair mediation with the permit holders have failed to rectify the issue.

- Relief Sought: Amend the enforcement and cost-recovery clauses of the Stock Movement Bylaw 2026 to explicitly strip away the Council's power to levy fees or claims based on subjective "perceived damage" or the frequency of public complaints. The text must legally bind compliance officers to the strict dual-criteria framework, ensuring that routine agricultural activities are protected from targeted financial claims while keeping the focus on cooperative education.

Issue 13: Deliberate Removal of Balanced Bylaw Objectives (Table 1 Analysis)

Reference to S155, Table 1: Bylaw Objectives – Current and Proposed

- My Concern: My final, overarching objection targets the fundamental shift in the core objectives of the framework, as explicitly detailed in Table 1: Bylaw Objectives – Current and Proposed of the Section 155 report. The Council has completely removed the vital qualifying statement that anchored the original 2020 bylaw:

"...and at the same time recognising that farmers need to use the road in some cases to move stock in order to manage their farms efficiently and that drivers on rural roads need to make allowance for stock."

Table 1: Bylaw Objectives – Current and Proposed

Existing Bylaw	Proposed Bylaw
To control the movement of stock along and across roads to ensure: • the safety of all road users, including drovers and stock, is not compromised; • the inconvenience and nuisance to all road users is minimised; • the road structure and surface, and other utilities and structures within the road, are not damaged; and at the same time recognising that farmers need to use the road in some cases to move stock in order to manage their farms efficiently and that drivers on rural roads need to make allowance for stock.	To control the movement of stock along and across roads while ensuring: • the safety of all road users. • the safety of drovers and stock. • the inconvenience and nuisance to road users is minimised. • the road structure and surface, and other utilities and structures within the road, are not damaged. • that excessive mud or effluent is not left on the road surface.

- The Regulatory Consequence: Erasing this text strips away the legal and philosophical acknowledgment that our rural roads are shared agricultural infrastructure. By deleting this balanced, co-operative language, the Council has transformed the Stock Movement Bylaw 2026 into a one-sided, punitive tool focused exclusively on enforcement. It completely ignores the operational rights and efficiencies of local primary producers.
- A Dangerous Imbalance for Road Safety: Removing the expectation that *"drivers on rural roads need to make allowance for stock"* sends a highly dangerous signal to the public. It gives uneducated urban motorists the impression that they have absolute priority, and that any livestock movement is an illegal disruption. This directly worsens motorist aggression at active crossings, creating a severe health and safety risk for farm workers, livestock, and drivers alike.
- Relief Sought: I strongly demand that the Council reject the proposed, stripped-down objectives layout. The original, balanced qualifying paragraph recognizing farming operational necessity and mandatory driver allowance must be fully reinstated into the foundational objectives of the Stock Movement Bylaw 2026 to ensure the document remains a fair, shared-space framework.

Conclusion

The proposed framework requires a significant re-drafting. Rather than ratifying a restrictive, punitive new 2026 bylaw built on data gaps, subjective complaints, and one-sided enforcement, the Waimakariri District Council should focus on a cooperative amendment process to the existing 2020 framework.

Effective local governance and genuine road safety cannot be achieved through heavy-handed regulations that penalise an entire industry for the communication breakdowns or non-compliance of a small number of individuals. Safety on rural roads is a multi-way street that relies on public education, safe motorist speeds, adaptive management of natural environmental elements, and mutual respect.

I urge the Council to withdraw the draft text in its current form and collaborate with local primary producers and industry bodies to establish a balanced, precise framework that

protects our district's historical agricultural backbone while safely integrating modern traffic management standards.



Philippa Pescini

12 June 2026

Stock Movement Bylaw 2026

Consultation Submissions - Officer Analysis

Consultation methodology

Public consultation on the Draft Stock Movement Bylaw 2026 was undertaken from 1 May to 12 June 2026. Feedback was invited via direct email to stock movement permit holders, email distributions to Let's Talk Waimakariri subscribers and Waimakariri District Council social media channels. Two public drop in consultations were held on the 4th and 8th of June in the Woodend Community Centre and the Oxford Town Hall respectively. A total of 54 submissions were received, with 100% of respondents residing or operating in the Waimakariri District.

Assessment of submissions and officer recommendations

In assessing submissions, officers considered whether matters raised required amendment to the Draft Bylaw, could be more appropriately addressed through explanatory material or operational policy, or fell outside the scope of bylaw regulation. The assessment has been informed by road safety, animal welfare, practicality, enforceability, proportionality, protection of public and private assets, and recognition of established rural activities.

Clarifications addressed through guidance and implementation

In response to submitter feedback, officers recommend addressing the following matters through explanatory notes and supporting public guidance rather than bylaw amendments:

- Publish a plain-English permit decision tree with practical examples distinguishing occasional movement, regular movement, stock movement permits, and stock crossing permits.
- Provide guidance on signage, pilot vehicles, visibility, moving small numbers of stock, cleanup, repair standards, and the use of berms/verges.
- Develop public education for motorists encountering stock, including slowing down, following drover instructions, and recognising rural road conditions.
- Use clear enforcement criteria, staff training, and escalation guidance to support consistent, proportionate, and collaborative enforcement.
- Engage directly with affected farmers and sector representatives before finalising operational requirements and implementation material.

Officer assessment: Retaining the Stock Movement Bylaw 2026 as publicly notified, subject only to the amendments and clarifications outlined below. None of the recommended amendments alter the scope or intent of the proposed Bylaw.

Summary of Officer Analysis

Amendments to the Bylaw

Topic	Consulted position	Suggested submitter amendments	Officer Analysis
Purpose and regulatory balance	The consulted purpose referred to the obligations and rights of people moving stock and listed safety, nuisance, asset, and contamination outcomes. Recognition of the operational need for farmers to move stock was not stated clearly in the operative purpose.	Reinstate an express recognition that farmers need to use roads to move stock to manage farms efficiently and that drivers on rural roads need to make allowance for stock. Add explanatory notes on safe stopping speeds and warning of unexpected hazards.	Support suggested change. This corrects an administrative omission and responds to the consistent request for a balanced statement. It does not reduce the obligations on stock owners to protect road users and assets.
Definition of damage	Damage included excessive mud or effluent, but “excessive” was not objectively defined.	Link excessive mud or effluent to a reduction in traction under normal driving behaviour and define verge damage by reference to moderate pugging, with the majority of hoofprints greater than 3 centimetres deep.	Support additional information to objective indicators improves certainty, evidence-based enforcement, and consistency, while distinguishing temporary rural-road effects from damage remediation.
Regular movement of stock	The consulted definition used more than four movements in any 28-day period and separately captured all dairy cow crossings before or after milking.	Revert the general frequency threshold to more than four movements in any seven-day period, include movement along as well as across a road, and retain the specific dairy-cow rule.	The 28-day threshold would capture more seasonal and occasional movements than intended. Dairy crossings remain specifically regulated, so the broader threshold can be narrowed without creating a gap.
Advance notification of non-permitted movements	At least 24 hours before moving stock, the owner or manager would have been required to call Council with the day, approximate time, road, and distance.	Delete the notification clause.	Support suggested change. Strong submitter opposition to the requirement. Noted that there is a higher movement volume than previously understood, making universal notification impractical for both farmers and Council and likely to produce widespread technical non-compliance without a commensurate safety benefit.
Existing permits and permit duration	Existing permits would continue for up to 5 years. New Stock Movement Permits would have a maximum 5-year term, and Council could review conditions broadly.	Continue relevant existing permissions for up to 10 years and allow new Stock Movement Permits for up to 10 years, with shorter terms agreed case by case. Retain review powers where circumstances affecting safety or the operating environment change.	Support suggested changes. 10 years provides operational and investment certainty. Targeted review powers remain necessary because traffic volumes, herd size and road conditions can change rapidly in a growing district.
Schedule A roads	The general conditions imposed an absolute prohibition on moving stock along or across Schedule A roads.	Allow movement on Schedule A roads under a Stock Movement Permit where no reasonable alternative route is available, with site-specific time, traffic-management, and safety conditions.	Support suggested changes. Noted that there are existing short-distance movements and cases where an alternative route may be longer or less safe. A permit pathway provides oversight without an inflexible blanket prohibition.
Existing regular crossings on Schedule A roads	Pre-30 June 2008 permits could continue temporarily but would expire five years after adoption. No new crossing permits would be issued on Schedule A roads.	Continue existing permits, review them within 2 years of adoption, and review conditions at least every 5 years or sooner if material circumstances change. Continue the prohibition on new regular-crossing permits for Schedule A roads.	Support suggested changes that would protect established farming operations and sunk investment while allowing outdated controls to be updated. It avoids forcing cessation where risks can be managed through reviewed permit conditions.

Topic	Consulted position	Suggested submitter amendments	Officer Analysis
Hours of daylight and darkness	Daylight was defined as sunrise to sunset. Stock movements, including dairy cow crossings, were prohibited during darkness.	Restore daylight as half an hour before sunrise to half an hour after sunset. Permit dairy cow movement during darkness only where expressly authorised in a Stock Crossing Permit, potentially requiring permanent lighting, electronic signage, and other site-specific controls.	Support a revised definition better aligns with established road-use practice. A conditioned permit pathway recognises seasonal dairy operations while ensuring darkness movements occur only where risk can be managed.
Visibility and warning signs	The consulted draft retained fixed visibility distances of 250 metres on sealed roads and 170 metres on unsealed roads. Signs had to be covered, closed or removed within 15 minutes.	Use visibility distances based on three times the speed limit in metres, including 300 metres on 100 km/h roads and 240 metres on 80 km/h roads. Increase the sign-removal period to 45 minutes.	Support suggested changes. Speed-based distances better reflect traffic-management guidance. The longer removal period responds to practical and safety concerns at busy times, while retaining the outcome that signs must not remain visible unnecessarily.
Pilot vehicles	Pilot vehicles were to be used only to warn the public and not to control stock.	State that pilot vehicles are primarily for warning the public, allowing assistance with stock control if necessary.	Support suggested changes. Note that a strict separation is impractical where stock are disturbed or control is suddenly required. Warning road users remains the primary function.
Verge use, mud, and manure	The consulted draft directed stock to the verge wherever possible, while also imposing liability for verge damage.	Replace the verge preference with a duty to take reasonable steps to prevent mud, manure or other material being deposited on the carriageway, shared path, or footpath, and require removal as soon as practicable or immediately where a safety hazard exists.	Support the variation that removes an internal tension and focuses on the relevant safety outcome. It allows site-specific judgement about whether carriageway or verge use creates the lower overall risk.
Underpass requirements	The consulted draft listed factors allowing Council to determine that a stock underpass was required, including herd size, Schedule A status, traffic volume, more-than-minor benefit, and technical feasibility.	Reframe the provision so an underpass condition may be imposed only where crossing numbers, traffic volume or safety issues create high risk, after considering feasibility and cost-effectiveness, with priority to Schedule A roads.	Support a revised approach that is more transparent and proportionate and recognises the potentially substantial cost of an underpass.
Permit withdrawal and review safeguards	The consulted draft allowed withdrawal where Council considered movement non-compliant and deemed a permit withdrawn following conviction. A separate general permission provision allowed review and revocation at any time.	Delete the broadly framed withdrawal clause and the duplicated general permission section. Retain specified permit-review grounds, permit conditions, offence provisions, and statutory enforcement powers.	Support requested change. The consulted clauses were too broad and could create uncertainty or disproportionate consequences. The remaining framework provides enforcement and review tools without automatic or duplicative revocation wording.
Resolutions made under the bylaw	The consulted draft did not contain a general resolution-making provision.	Add provisions enabling Council, where expressly authorised by the Bylaw, to identify, specify, designate, or declare an area, activity, restriction, prohibition, requirement, or condition by resolution, and to amend, revoke or replace a resolution subject to applicable legal requirements.	Support requested change.

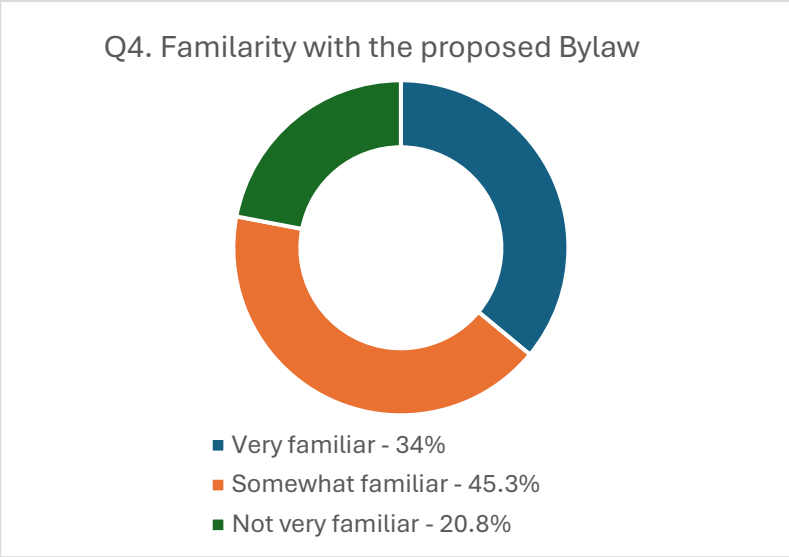
Topic	Consulted position	Suggested submitter amendments	Officer Analysis
Disputes about compliance decisions	The consulted draft did not specify an internal pathway for reviewing a Compliance Officer's actions, assessment, or decision, including whether remedial action was sufficient.	Allow a person to request an internal review by the relevant Team Leader or responsible Manager. The reviewer must consider the circumstances, relevant Bylaw provisions, Council records and evidence, and the reasons for the original decision, and may confirm the decision or require further action.	Support suggested changes to provide consistency and fairness and creates a proportionate internal escalation pathway without requiring automatic referral to a Council committee.
Review of permit decisions	The consulted draft did not contain a specific review process where an application for a Stock Movement or Stock Crossing Permit was declined or the applicant disagreed with a permit condition.	Allow the applicant to seek review by an officer with appropriate delegated authority who was not the original decision-maker. The reviewer may confirm, vary, or revoke a condition, confirm or overturn a refusal, or refer the application back for reconsideration. Council must provide the outcome and reasons in writing.	Support suggested change. This improves procedural fairness, transparency and accountability while retaining decision-making within Council's management and delegation framework.
Inspection fees	The consulted draft allowed an inspection fee whenever Council responded to a complaint about property damage.	Provide the first two inspections at no charge. Permit cost recovery only for a third or subsequent inspection after two written requests for remedial work have not been complied with.	Support suggested change. The staged approach avoids charging for unsubstantiated or initial complaints and ties cost recovery to repeated non-compliance and actual additional Council work.
Emergency exception	The emergency provision referred to examples such as snow, fire, or flooding.	Broaden the examples to weather impacts and animal-welfare needs such as water-supply failure, while retaining the requirement to make road users aware of stock on the road.	Support suggested change. The variation better reflects the range of genuine emergency circumstances without creating a general exemption from safe movement practices.

Summary of Survey Questions

Methodology notes: Percentages displayed are calculated per question using only the number of respondents who answered that question (i.e., excludes non-responses/partials), consistent with Council's reporting approach.

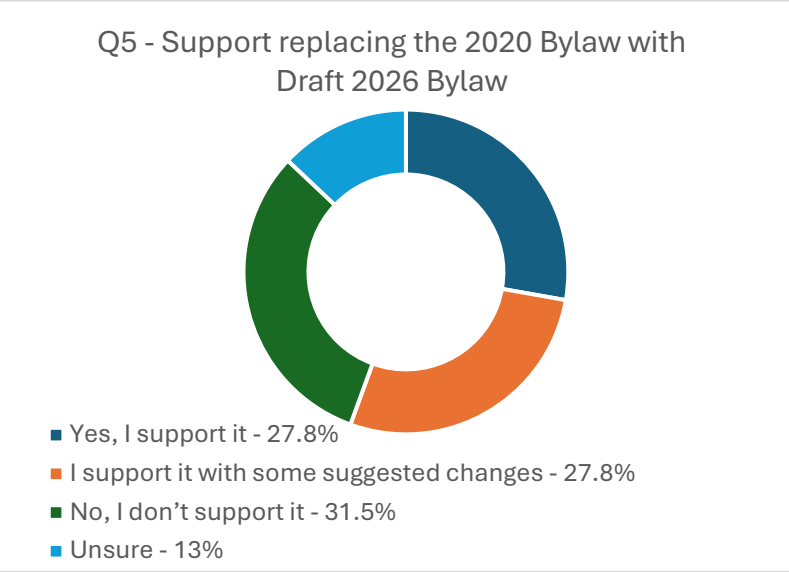
Q4. How familiar are you with the proposed Stock Movement Bylaw 2026?

A strong majority of the respondents, (79.2%) indicated they were either very familiar or at least somewhat familiar with the proposal. This indicates a generally informed submitter base, although the comparatively high proportion who were only somewhat familiar supports the need for accessible explanations of the more technical permit and notification provisions.



Q5. Overall, do you support replacing the Stock Movement Bylaw 2020 with the Stock Movement Bylaw 2026?

Views were divided. A combined 55.6% supported replacement either fully or with amendments, while 31.5% opposed it and 13% were unsure. The result supports continuing the review, but not adoption without responding to the substantive concerns raised. Written feedback shows that conditional support often depended on amendments to notification, permit duration, purpose wording, darkness restrictions, definitions, and enforcement safeguards.



Q6. If you answered 'support but with some changes' in the question above, please detail your suggested changes

Written responses show that support with changes was driven by practical implementation concerns rather than rejection of regulation in principle. The principal themes were:

- remove or modify universal notification requirements;
- permit stock movement during darkness where site-specific lighting, staffing, signage, and traffic controls adequately manage risk;
- extend permit duration from five to ten years;
- retain or restore explicit recognition of farming efficiency and animal welfare;
- provide stronger procedural safeguards before a permit is varied or revoked;
- review Schedule A roads and allow exceptional or site-specific permits where no practical alternative route exists;
- make sign-removal timeframes more realistic; and
- avoid imposing district-wide burdens where recurring non-compliance is concentrated among a small number of operators.

Officer assessment: These issues warrant targeted drafting review and operational design. The breadth and consistency of comments indicate that they should not be addressed solely through general education after adoption.

Detailed comments:

Respondent No.	Response ID	Submission Comments
5	6702889	Section 12.5 - The inspection fee for complaints exposes farmers who are complying to the expense of vexatious or inaccurate complaints.
7	6708149	1. Movement of stock across a road during the hours of darkness: grant permits on a case by case basis rather than a blanket restriction. Dairy farming by its nature, requires animals to be moved in the morning while its dark. Surely adequate lighting, and control (including numbers of staff etc) would mitigate any dangers. 2. Animal wellbeing needs to be taken into account. In some instances, animal wellbeing is the reason why road crossings are undertaken eg reduce walking times and distances. 3. Section 9.3: What is the purpose or reason for notifying WDC of any stock movements that don't require a permit? In some instances providing 24hours notice of stock movements is unworkable. Would an alternative be to require anyone, who may at anytime wish to move stock across or along a road in a way that doesn't require a permit, to apply for a blanket approval and perhaps entry onto a register. This would require less admin for both WDC and farmers. For example, we may have multiple occasions in any week where we may wish to move stock, requiring multiple calls to WDC and corresponding multiple responses from WDC
10	6715057	As we move stock to our support blocks each winter I have noticed more properties fencing off their berms. This forces us to drive the cattle onto the road which creates more damage and unnecessary risk to drovers and vehicle users. I propose that we should be allowed to keep cattle off the roads at all possible times. I understand that as more people move to the country they want to keep their "Lawns" tidy but these berms need to serve a functional purpose as well. I think that keeping traffic flowing and effluent off the roads is of a higher concern than the grass verge.
14	6719414	It would be nice if there are some expectations placed on the road users that come across stock on the road as well. Too many times they either don’t slow down, don’t follow instructions from the people driving stock or hurl abuse for no reason. Maybe a reduced

		speed limit past stock would be great, much like passing a school bus. Also fenced off roadsides can create bottlenecks on the routes used, this then creates upset stock, upset farmers and very frustrated road users.
15	6704611	I do not support this bylaw in its current for. There are many unrealistic regulations being proposed.
16	6723275	Crossing permit valid for up to 10 years in line with the bylaw review time periods.
18	6727005	5 Year timeframe for stock crossing permit should be lengthened to 10 years
19	6728763	Most of the complaints received by the Council relate to a small number of farms that are repeatedly non-compliant". Why don't you require these small number of farms to upgrade there infrastructure and systems so they are compliant rather than introducing onerous regulations across the whole district because of these small number of farms. I.e. a few bad eggs causing strict regulation on the rest of the district where there is no major issues.
27	6737441	1. Flexibility in notification requirement (Section 9.3) I would suggest reducing the strict requirement to call the Council every time stock is moved, especially for short or routine movements on low-risk rural roads. Instead, a simplified notification system (e.g. digital log or standing notification for regular routes) could reduce administrative burden while still keeping safety information available. 2. Clarify “visibility conditions” standard (Section 9.7) The visibility requirements (250m sealed / 170m unsealed) could be difficult to apply in real rural conditions (fog, hills, weather changes). I would suggest adding flexibility such as “where reasonably practicable” or allowing drovers to exercise judgement based on immediate safety conditions. 3. Reduce complexity of permit triggers The distinction between: Stock Movement Permit (Section 10), and Stock Crossing Permit (Section 11) is quite technical. I would suggest clearer examples or a simple flowchart so farmers can easily determine which permit they need without needing legal interpretation. 4. Review strict prohibition on certain roads (Schedule A) The blanket restriction on Schedule A roads may create practical difficulties where no reasonable alternative route exists. I would suggest allowing a limited discretionary exemption permit process for these roads in exceptional circumstances, subject to strict safety conditions. 5. Signage and removal timing (Sections 9.11 & 11.7) The requirement to remove or cover signs within 15 minutes may be unrealistic during larger or slower stock movements. I would suggest allowing “within a reasonable time after completion of stock movement” to better reflect real-world farming conditions. 6. Effluent and damage liability clarity (Section 12) While I support holding stock owners responsible for damage, I would suggest clearer guidance on what counts as “excessive” mud or effluent to avoid inconsistent enforcement.
28	6738300	You shouldn’t have to notify the council before shifting stock on the road. You also say stock must be kept off land adjoining the road in 9.14b but then in 9.15 it says stock must be kept to the roadside or verge as much as possible to reduce effluent and mud on the carriage way. The biggest issues we have are with land holders and mown verges that are damaged from stock. It also says in 12.1 that damaged caused to verges must be rectified by the stock owner. This then contradicts 9.15

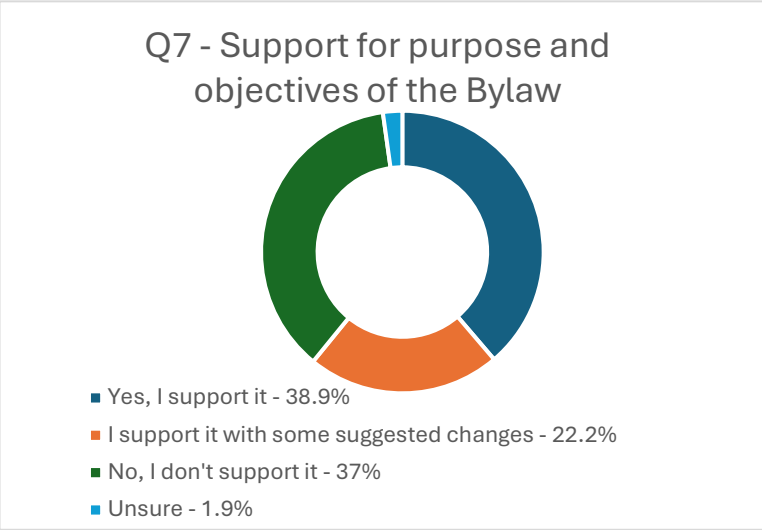
30	6739027	Cleaner roads after stock has moved and more warning so travellers can avoid stock movement mir getting stuck two meters before it happens.
31	6739415	Farmers must be allowed to move their stock. Drivers need to obey local speed laws, driving responsibly, to be aware and allow successful stock movement.
35	6744531	Definitions: - Damage needs to include animal and associated vehicles tracks. Definitions: - Pilot vehicles must be in front AND behind stock. Not or. Definitions: - Urban area defined as the build up of more than three houses in a road distance of 750m. Clause 9.6: - No stock may be moved within 2 hours of the due stated sunset time. I have seen stock moved close to the end of the day and they end up being moved in the dark. Clause 9.7: - Why reduce the unsealed road distance to 170m instead of 250m? Both roads have the same speed limit so therefore the same safe stopping distance for a vehicle is required to be notified. Or are you changing the unsealed road speed limits? Infact to stop on an unsealed road requires more stopping distance when travelling at the same speed. Clause 9.8: - This is extremely poorly written and defined? What is this clause supposed to protect? Clause 9.9: - 600 cattle really? Maybe these numbers are ok for up in the high country, like Lees valley area. In areas stretching from the foothills to Kaiapoi your are dreaming. This amount of cattle would well exceed a kilometre in length and provide no safety for motor vehicles, cyclists that encountered the herd, people out walking or running especially with pets. YOU WILL KILL PEOPLE WITH THESE STOCK NUMBERS ALLOWED ON ROADS. Maximum stock numbers should be 50 or less in areas from foothills to Kaiapoi. This also leads onto clause 9.10. 9.10 Farmers have no ability to stop or change direction. I have seen this every time stock is moved. With cattle they cannot have anyone midway in the herd to stop all the cattle if a young child was to walk or climb the fence. This is due to too larger stock movement numbers. YOU WILL KILL A CHILD ITS ONLY A MATTER OF TIME.
42	6757776	I support the principle of providing clear rules, which are possible, practical and inclined to be followed because the community required to abide by them believe they are practical and appropriate, keeping motorists, animals and farm staff safe at all times. I have some suggested changes to the Draft Bylaw on behalf of those who do not wish to make suggestions themselves fearing unintended consequences, do not have the time to prepare a submission or who cannot necessarily suggest a workable solution because what one farmer thinks is appropriate, others may not. Firstly - Stock crossing only in daylight hours is definitely not workable in the mornings of Spring and Autumn, when days are short and Fonterra/Synlait is due on farm to collect milk after milking at 7.30am. It should be possible to keep motorists, animals and farm staff safe by using well lit signage, flashing/rotating lighting, farm staff in reflective clothing etc. Mitigation should be possible for this seasonal activity, bearing in mind cow numbers will be low but rising as the days lengthen in spring, and dropping as the days shorten in autumn. Second - South Eyre Rd from Diversion Bridge to Tram Rd is to be classed as a Schedule A road. It would be good to shift the end of the Schedule A road to No.10 Rd so the Schedule A Road would be South Eyre Rd from No.10 Rd to Tram Rd. No.10 Rd is not a Schedule A road, South Eyre Rd (west) is not a Schedule A road, and nor is Diversion Rd. This would allow stock movement to travel up No.10 Rd, from South Eyre Rd (west) for the few movements required for "off farm wintering", as currently occurs, rather than up Two Chain Rd,

		along North Eyre Rd and back down No.10 Rd. A far longer (both in time and distance), impractical and intrusive trip for motorists, animals and farm staff. Third - Signs down in 15 mins: This is a highly variable timeframe. Each farm is different. If you have plenty of staff on duty, the distance to the shed is short from the crossing and from the paddock the cows have come from, then this timeframe might be possible. 30 mins is more realistic most of the time. 45 mins might cover most options, but even then with the best of intentions, if animal welfare is considered which is a farmers first consideration, the signs will be last cab off the rank, and won't meet these timeframes. I suggest good honest conversations with farmers is valuable to answer this question. Fourth- Instead of a maximum 5 yr permit term, I suggest that the length of various permits match the typical 10 yr ECAN consent, for asset worth reasons. If a farmer buys or leases a block, then if part way through the lease, or after the purchase, the conditions change, the value of the block/the infrastructure they have funded suddenly becomes questioned. Time and knowledge is crucial in making decisions - and matching ECAN is sensible at this time.(ie a road might be reclassified as a Schedule A road, town might be creeping closer to the farm (ie Woodend/Tuahiwi to the eastern bypass link), underpasses might not be possible for drainage reasons) Then farmers have time to consider their options and make considered options even if they end up picking the least unfavourable! Fifth - 24 hrs notice of non permit movement. Decisions regarding the movement of cows not infrequently depends on 3 issues - feed, weather, and the number of staff available. Farmers are considering feed all the time - but they need to make the most of the feed, without leaving the residuals too low for regrowth for economic reasons. But if the weather turns to custard, or staff days off are due, the the need to move cows might be made quite quickly. It's the only way to move stock safely, and provide the feed they require (for both economic and animal health reasons). So a decision is made to shift the stock, this afternoon/after milking/when the new feed breaks are done etc". The 24hrs notice is not achievable. I suggest talking to farmers who make these decisions is the best way to determine notification timeframes if necessary at all.
45	6759072	Underpass should be built by farmers to berate use of roads. If roads are to be used max distance should be 2 km. All traces of effluent must be removed by farmers
53	Written – attached	Council's own Statement of Proposal identifies that most complaints relate to a small number of farms that are repeatedly non-compliant. That is an important point. It suggests the problem is not stock movement across the district generally, but repeated non-compliance at a limited number of sites. I have also considered the Council's FAQ material recently released. The FAQs helpfully explain Council's intended approach, including that education and advice are intended for voluntary or unintentional non-compliance, formal enforcement is a last resort, and permit removal is intended for deliberate and repeated non-compliance with potential serious harm. Those explanations are useful, but the final bylaw itself should contain the necessary safeguards. Farmers should not have to rely on FAQ explanations if the bylaw wording gives Council broader powers than Council says it intends to use. On that basis, I submit that the final bylaw should focus on substantiated complaints, problem sites, high-risk roads, poor signage, effluent issues and actual damage, while avoiding unnecessary administrative burden on compliant farmers.
54	Written - attached	Key recommendations: Federated Farmers largely supports the purpose of the proposed bylaw and its objectives. However, the term excessive needs to be defined and there needs to an additional objective to: enable the efficient droving of stock across and along roads to facilitate the effective operation of farm systems.

		Federated Farmers seeks removal of the requirement to notify Council at least 24 hours before stock movement. This requirement should be confined to situations where it is absolutely necessary e.g. for road safety reasons. The threshold for requiring notification should be clear, and consistently applied. Any revocation of a Stock Crossing Permit needs to be subject to a thorough and transparent process, including the opportunity to appeal decisions. This is a potentially serious matter, with economic and animal welfare implications. A minor non-compliance, or conviction for a minor offence, should not result in the withdrawal of a Stock Crossing Permit. There needs to be a thorough and consistent process around the setting of conditions and dispensations of permits, and any reduction of the duration of those permits

Q7. Do you support the purpose and objective of the Bylaw?

A combined 61.1% of respondents supported the purpose and objective either fully or with changes. However, more than one-third opposed them. The most consistent request was to restore recognition that farmers need to use roads to move stock efficiently and that rural road users must reasonably accommodate stock movement. A smaller group sought stronger recognition of resident and road-user safety.



Q8. Suggested changes to the purpose and objectives

The dominant theme was balance. Submitters sought an objective that protects road users and infrastructure while expressly acknowledging the practical continuation of farming, established stock crossings, animal welfare, and the need for motorists on rural roads to make reasonable allowance for stock. Other submitters sought clearer expression of resident and road-user safety. These positions are not mutually exclusive and can be reflected in a balanced purpose statement.

Officer Assessment: Revise the purpose and objectives to recognise safe and efficient stock movement as a legitimate rural activity, alongside the safety of road users, protection of infrastructure and property, and minimisation of unreasonable disruption.

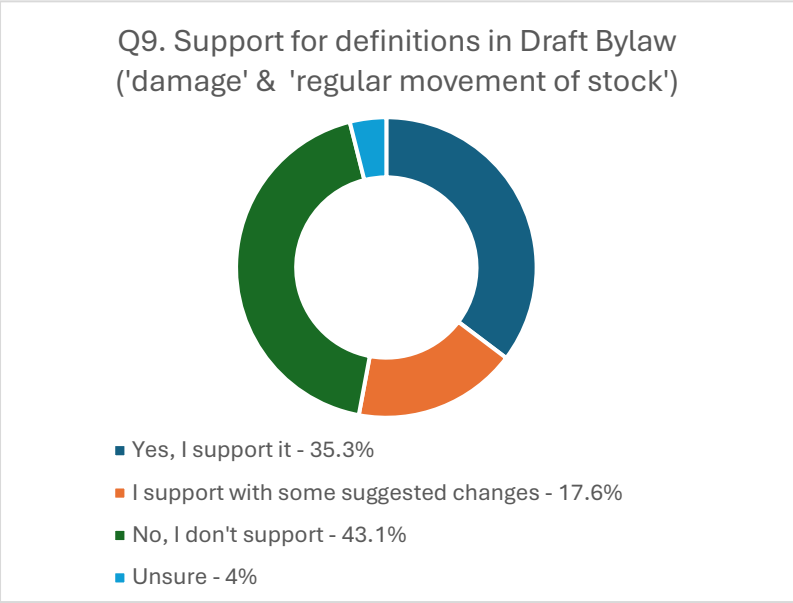
Detailed Comments:

Respondent No.	Response ID	Submission Comments
5	6702889	The large number of lifestyle blocks in our area frequently require grazing but do not have facilities to load and unload stock. If the ability to move stock along roads was put at risk of inspection fees being charged due to ill informed or malicious complaints it would not be viable to graze these disadvantaging the owners who would either have the fire risk of overgrown vegetation or expense of mowing to supress grass
9	6712887	There needs to be rules set out for road user safety and not just moving stock.
14	6719414	I support it but it would be great if some of the objectives could lean towards supporting the farmers with this rather than making it only about the rules they have to follow.
15	6704611	All farmers support safety during stock movement already.
16	6723275	missing the previous 2020 objective 'and at the same time recognising that farmers need to use the road in some cases to move stock in order to manage their farms efficiently and that drivers on rural roads need to make allowance for stock.'
18	6727005	I feel the objective is weighted towards control, minimizing inconvenience and protecting roads. There is nothing in it about working with farmers to assist in the movement of stock between blocks. There is nothing to say that it is an acceptable practice to be expected in our area.
19	6728763	Road crossing permits should be 10 years with regular inspections to confirm compliance.

35	6744531	The sentence "The purpose of this Bylaw is to set out the obligations and rights of people moving stock on roads within the Waimakariri District" I don't think is worded correctly. You have not stated about it setting out safety of residents and other users of the roads effected by the stock movement which it should also do.
38	6748133	A small stock movement (say less than 50) should be exempt from the signage requirements as long as there are 2 vehicles to warn road users
42	6757776	"while allowing the practical continuance of farming activities." or something similar. The current definition refers only to the needs of other road users, not to the people who actually have to follow these rules, and their needs. They do need cater to the safety of all road users, and many of the issues are highly seasonal. Permitted road crossings will be known by the users of the road, and they have the option to take another route routinely if they wish. Farmers can't shift their farms, or move roads, but are expected to bear the costs of mitigation for activities that have occurred for years, largely invisibly. An acknowledgement of that in the purpose is appropriate.
46	6722960 (Written – attached)	Full renewal of current stock crossing & permits. No other alternative for moving stock & managing land.
48	6760264	I believe putting more compliance on the farmer is not going to achieve the objective of the bylaw. Farmers and stock are only half of the problem and you aren't addressing the other half at all so the general public will just get worse.
49	6763822	There needs to be a very robust way of determining a fair process if a stock permit is under threat. The current wording is likely to prove very detrimental to our business. We will strongly oppose the ability to remove a permit without very robust and fair guidelines. We view this part of the proposal as completely unacceptable.
54	Written - attached	With respect to the final bullet point, there needs to be definition of the term “excessive”. For example, the determination of what is excessive should not hinge solely on the opinion of a complainant or a single compliance officer. There needs to be some rigour and consistency around the determination of what is deemed to be excessive. Similarly, 4 - the phrase “prevent damage to road structure and surface” requires definition, referring to both the type and degree of damage. 3.3- Also, Federated Farmers would like to see the addition of a sixth bullet point stating an objective to: enable the efficient droving of stock across and along roads to facilitate the effective operation of farm systems.

Q9. Do you support the definitions of "Damage" and "regular movement of stock"?

Opposition was the largest single response. Submitters repeatedly described "excessive mud or effluent" as subjective and sought examples, thresholds, repair standards, and timeframes. Views on "regular movement" were mixed: some supported a frequency threshold, while others considered it too rigid for established, low-risk dairy crossings or too narrow for recurring seasonal movements occurring fewer than five times in 28 days.



Q10. Suggested changes to the definitions

- Define or provide objective guidance for "excessive" mud and effluent.
- Clarify whether hoof prints, animal tracks, and associated vehicle tracks constitute
- damage.
- Distinguish temporary surface disturbance from damage requiring reinstatement.
- Specify who assesses damage, the evidential basis, remediation standard, and
- reasonable repair timeframe.
- Review whether the frequency test captures seasonal but recurring movements and
- whether established daily dairy crossings require differentiated treatment.

Officer Assessment: Amend the definition or supporting provisions to improve certainty. If a precise numerical threshold is not workable, adopt published assessment criteria and examples so enforcement is transparent and consistent.

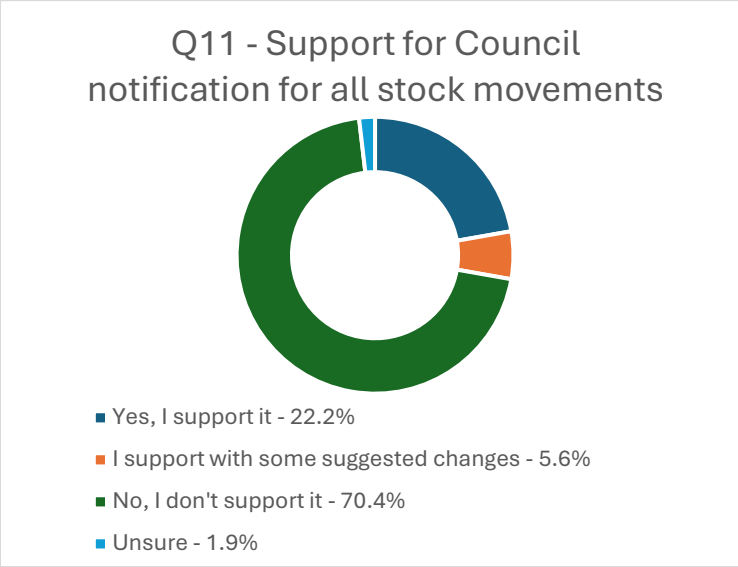
Detailed Comments:

Respondent No.	Response ID	Submission Comments
3	6699926	Needs to clarify damage to verges
5	6702889	The road verges should not be planted as this infringes on the roadside reserve.
7	6708149	Surely this is not designed to make it a requirement to remove ALL effluent/manure from the road surface. If so will that also apply to horses?? While we support the maintenance of the roads, we live in a rural environment and surely some animal effluent on the roads on rare occasions is to be expected
10	6715057	I agree with regular stock movements and I think it is important that if you are moving stock every week you need to get permission. The definition of damage is not very specific so I would like clarification on this. Does hoof prints in the soil count as damage?
15	6704611	Yes - the terminology of these two statements is logical. That doesn't mean they have been used appropriately in the proposal.
18	6727005	Damage- What is excessive amounts of mud? Suggest removal of that sentence.
19	6728763	Our farm business is surrounded by multiple roads and our dairy support property is 3 km south of the dairy unit. We are often moving stock on roads and should not have to apply for a permit every time we move stock on roads. Our farm team are very experienced with this and we have good signage, flashing lights, high viz etc

23	6737144	Definition needs to cover stock movement from one block to another, say moving a dry herd "5km down the road", then back again several weeks later. It is not covered by the more than four times in any 28-day period, but could still happen regularly
27	6737441	The definition of “Damage” is broad and includes mud or effluent on roads, as well as physical damage to infrastructure and utilities. I support this broad approach because it reflects the real impact stock movement can have on roads, particularly in rural areas. However, I would suggest the term “excessive mud or effluent” could benefit from further clarification. Without a clearer threshold or guideline, there is a risk of inconsistent enforcement between different situations or officers. I also support the definition of “regular movement of stock” being set at more than four movements in a 28-day period, including dairy cows moving for milking. This is useful because it distinguishes between occasional crossings and high-frequency farming operations that create greater road safety and maintenance impacts. Although the inclusion of all milking-related crossings as “regular movement” may be too rigid in some rural contexts where dairy farms have long-established crossing systems. It may place a higher compliance burden on routine, low-risk activities.
35	6744531	Needs to include animal or associated vehicle tracks. No timeframe has been placed on damage or repair.
40	6748742	Damage to letter boxes and any school shingle pathways i believe there is an obligation for the farmer to repair and quickly heavy roll to smooth off again
45	6759072	All effluent to be removed
48	6760264	Damage - who says what is excessive mud or effluent on surfaces? Moving stock on roads is something rural people have done since droving on horse. Please don't turn rural NZ into urban rules and non common sence. We have been told the 2020 objective is to be again included in the 2026 bylaw. This is important.
49	6763822	The definition damage isn't well defined at all. What is damage actually been? Please give examples of where damage has occurred and the severity of that damage.
53	Written – attached	The proposed requirement to clean mud or effluent from the carriageway after each one-way crossing may be impractical for dairy crossings. In many dairy situations, cows cross the road before milking and then return shortly afterwards after milking. Requiring cleaning after the first crossing and then again after the return crossing may be inefficient and unnecessary where the full movement is completed over a short period and the road can be safely cleaned at the end. A more practical rule would require cleaning: •immediately where there is an actual road safety hazard; •as soon as reasonably practicable after the complete stock movement; •within a specified reasonable timeframe after the final crossing; •or in accordance with site-specific permit conditions. This would still address Council’s concern about effluent and mud, while recognising how dairy crossings actually operate.

Q11. Do you support requiring Council to be informed of all stock movements that do not require a permit?

This was the strongest result in the survey with 70.4% opposed then notification requirement. Concerns included unclear purpose, administrative burden, Council resourcing, urgent animal-welfare movements, decisions driven by weather, feed and staffing, and the risk of creating widespread technical non-compliance. Suggested alternatives included standing approvals, route registers, simple digital logs, exemptions for routine or low-risk movements, and notification only for higher-risk circumstances.



Q12. Suggested changes to notification requirements

Almost all written comments on notification questioned its purpose or practicality. Submitters described stock movement decisions as responsive to weather, feed, staffing, emergencies, and animal welfare. Several also questioned whether Council has capacity to receive and use a high volume of notifications. A minority supported notification but sought more rigorous application or permits for each movement.

Officer Assessment: Remove this requirement. There is significantly more stock movement occurring than Council was aware of. Keeping this requirement would place an excessive administrative burden on both farmers and Council

Detailed comments:

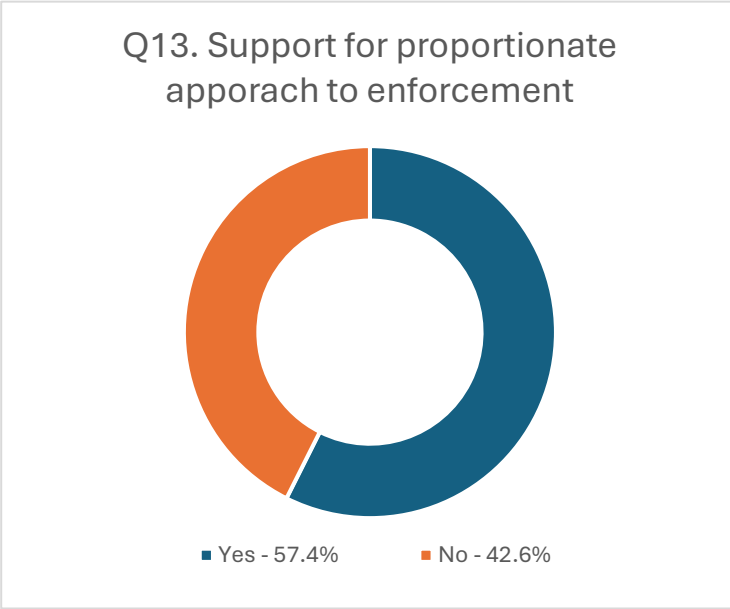
Respondent No.	Response ID	Submission Comments
1	6699194	Too honerous to notify council of all stock movements
6	6708390	Response times are too long currently without adding extra workload on council staff, the wait for a response would cause animal welfare issues if stock needed to be moved due to onfarm emergencies e.g water pump failure.
15	6704611	Why? What's is the purpose of the council being informed of every stock movement?
18	6727005	Have read the proposal- not sure where this is specified. Oh, i have found it now 9.3. This is madness. Has not been well communicated that it's even being considered. You will be inundated and for what benefit? How is this making a difference? What are you going to achieve, why do you need this information and what will do with it? Is the intention that this if for all roads? Not at all practical. If a major change like this is proposed it should have been highlighted as a key change at the top.
19	6728763	No this is overreach for a well managed farm business that are surrounded by roads.
22	6737117	Seems like a lot of admin to field calls on movements. Is there an estimate of how many per day/week/month this will be. What's the value of having these called in?

35	6744531	Please define what this notification will actually do? Will the WDC just say "OK and then do nothing?"
43	6758621	The council should not need to be informed of movements that do not require a permit.
45	6759072	A stock movements must require a permit on each instance.
47	6760240	Too many movements of no significance would flood council resources.
48	6760264	Do you have the staff to support this request? All is alot of movements. If all these people obtain a permit then you have to trust we are doing the right thing the same as we trust you as Council are working for farmers good. We are all to old to be reporting all movements and this in turn creates a culture of non compliance.
49	6763822	This is impossible, with no foreseeable benefit.
53	Written – attached	The proposed requirement to inform Council at least 24 hours before stock movement not covered by a permit appears excessive if it applies to all ordinary stock movements. I acknowledge Council's FAQ explanation that the proposed notification requirement is intended to help manage clashes with road works, identify the relevant stock owner where complaints are made, and identify who to speak to if damage occurs. Those are understandable objectives. However, they do not justify a blanket requirement to notify Council 24 hours before every ordinary stock movement. Many stock movements are routine, low-risk, weather-dependent or operationally necessary. Requiring farmers to notify Council before every ordinary movement creates administration for both farmers and Council, including where there is no history of complaint, no roadworks conflict, no damage, and no safety issue. This approach also appears inconsistent with the general approach taken by comparable rural councils, where low-risk stock movements are commonly permitted without prior notification provided visibility, signage, timing, stock control and cleanup requirements are met. Permits or traffic management plans are generally reserved for higher-risk situations, such as regular crossings, high-traffic roads, urban areas, night movements, long-distance droving, or movements where standard safety conditions cannot be met. A more proportionate approach would be to require notification only for higher-risk movements, such as: •movements on restricted or high-risk roads; •movements through urban or peri-urban areas; Submission on Draft Stock Movement Bylaw 2026 •movements above a specified distance or mob size; •movements where standard visibility or signage conditions cannot be met; •movements likely to conflict with known road works; •farms or sites with repeated substantiated non-compliance. Council could also consider an annual or seasonal stock movement register for known regular routes, or a roadworks notification system, rather than requiring individual notification for every compliant stock movement.
54	Written – attached	General conditions for the movement of stock without a permit It is stated (paragraph 9.3) that a farmer must provide details to Council at least 24 hours before moving stock on a road. This may be possible on some occasions but has the potential to be problematic. For a variety of reasons, e.g. to access facilities in yards, stock may need to be moved at short notice. Federated Farmers doesn't see a problem with this, provided the objectives of the bylaw are met.

		Therefore, we ask that paragraph 9.3 is deleted or at least made more flexible, to enable routine animal management practices (including dealing with animal welfare issues) to occur in a timely manner. This issue could be dealt with by only requiring notification where certain thresholds are met e.g. for large mobs (above a certain number), for movement on arterial roads or for movements that are unusual in some way. Paragraph 9.8 states that Stock may only be moved if they are more than 10 m from an urban residential zone boundary. This may be problematic in situations where a farm is immediately adjacent to the urban zone, and the farmer may not even know exactly where the boundary is. Federated Farmers questions the need for this paragraph. Stock movement with a Stock Movement Permit Paragraph 11.13 states that Council may withdraw a Stock Crossing Permit if it considers droving has occurred in a manner that is not compliant with a Stock Crossing Permit. Further, it is stated that conviction for any offence against the bylaw means that a Stock Crossing permit is deemed to be withdrawn. Federated Farmers has several concerns about this paragraph. Firstly, it must be stated that farmers with land on either side of a road may have compelling reasons to move stock across a road. In a dairy farming context, stock may have to cross a road to be milked. In this case, there are both production and animal welfare imperatives driving the need to cross the road. For both animal welfare and production reasons, cows need to be both fed and milked. Therefore, there needs to be a thorough and robust process for revoking a Stock Crossing Permit. This is a potentially serious matter. A minor non-compliance or conviction for a minor offence should not result in the withdrawal of a Stock Crossing Permit. In addition, there needs to be an appeal process, so that decisions can be independently reviewed. This would improve confidence in the overall process. It is stated that conditions and dispensations are at the discretion of Council (paragraph 10.14) and that they may be reviewed at any time if any factor relating to the activity changes (paragraph 10.10). It is also stated that permits will be issued for a maximum of 5 years, but may be issued for a shorter period. Federated Farmers believes that there needs to be thorough and consistent processes around the setting of conditions and dispensations, and any reduction of the duration of permits. The nature of conditions and dispensations must be directly related to achieving the stated objectives of the bylaw. They should ideally be devised on a site-by-site basis, to reflect the nature of particular sites.

Q13. Do you support a proportionate enforcement approach?

A modest majority supported a proportionate approach. Supporters favoured education, warnings, and escalation according to risk. Opponents were not a single group: some wanted stronger and faster enforcement for damage or unsafe behaviour, while others considered the proposed model punitive or vulnerable to inconsistent officer discretion. This supports retaining proportionality while publishing clearer thresholds, safeguards, response timeframes, and expectations.



Q14. Preferred enforcement approach where Q13 was answered "No"

Respondents ranked four possible approaches, but the ranking fields were completed inconsistently and by different numbers of respondents. Average rankings were approximately 2.00 for fewer warnings/stronger enforcement, 2.00 for clearer communication, 2.12 for clearer warning-versus-enforcement criteria, and 2.78 for "Other".

Because a rank of 1 represented highest preference, the results do not identify one dominant alternative. They do, however, reinforce demand for both clearer communication and predictable enforcement thresholds.

Option	Average rank
Fewer warnings / stronger enforcement	2.00
Clearer communication	2.00
Clear criteria for warnings vs enforcement	2.12
Other	2.78

Officer assessment: Retain a proportionate enforcement framework, supported by published criteria and training. The framework should distinguish immediate safety risks, repeated non-compliance, minor first instances, disputed damage, and vexatious or unsubstantiated complaints.

Q15. Other feedback on the Draft Stock Movement Bylaw 2026

The open comments reinforced earlier themes and raised additional operational and relationship issues. Recurring themes included:

- education and expectations for motorists encountering stock;
- collaborative engagement with affected farmers and farming organisations;
- concern about a one-sided or punitive regulatory tone;
- use of berms and verges, including conflict between keeping the carriageway clear and avoiding verge damage;
- repair of letterboxes, pathways, roads, verges, and other private or public property;
- signage, pilot vehicles, herd-size limits, visibility, daylight restrictions, and the ability to control stock;
- underpasses, including cost, feasibility, incentives, and when Council may require one;
- existing-use and investment certainty for long-established crossings;
- inspection fees and the treatment of inaccurate or vexatious complaints; and
- site-specific concerns, including Broad Road, South Eyre Road, and routes used for winter grazing or dairy support.

A minority of submitters favoured stricter controls, including lower stock-number limits, complete effluent removal, stronger enforcement, underpasses, and permits for every movement. These views demonstrate that the final framework must also provide credible protection for road users, residents, and property owners, not only reduce compliance burden for stock owners.

Detailed comments:

Respondent No.	Response ID	Submission Comments
2	6699446	Farmers have been moving stock safely for decades..they don't need managing by the council Council doesn't need to micromanage farmers
3	6699926	All damage must be repaired without warnings
4	6700787 (Written-attached)	The council need to engage with the farmers who have stock crossings regarding these proposals. The council also need to consult and notify Federated Farmers as a representative of farmers. The ability to put surface level electric tapes on the road also needs to be accepted as a method that allows traffic to pass and stock to cross without holding up traffic, and allows cows to cross intermittently rather than as one large mob that stops traffic. There needs to be a very rigorous process to prevent over zealous enforcement of these rules. It needs to be acknowledged that these crossings have been in place for over 100 years in many instances, and that the continued viability of these farms is dependent on being able to cross cows. There is a legal principle of natural justice, where the penalty cannot be in excess of the harm actually caused, and this will be an aspect we will be exploring fully with council and our lawyers. We look forward to you contacting farmers affected proactively and seeking a collaborative approach to the proposed new laws. There are actually some really good “win:win” outcomes possible with farmers being asked to contribute ideas that work practically that allow both cows to cross and traffic to proceed without delay. Council need to be open to observing and exploring these ideas from a practical aspect, and not a “top down, do as I say” approach.

		Please be very careful how you engage with the farming community. We would like you to show respect for us and our business, which is something that we have not observed by council staff regarding road crossings. They have failed to meet with us when asked, especially when we have said that we would like our lawyers to be present. My advice is that you take the farming community with you on this bylaw, which will require proper consultation. We are happy to work with council so please get in touch.
5	6702889	Current bylaw is a good balance that protects road users and allows farmers and stock owners to operate safely.
6	6708390	Please consult with local farmers- much more collaboratively
7	6708149	We have been successfully operating under the 2021 Bylaws which includes moving cows to and from grazing along Oxford Road. We support the thrust of the new Bylaw. However for people who have been dairy farming in this location for almost 30 years we note that things are becoming more restrictive and maintenance of the rural nature of the District is in danger.
9	6712887	Good changes. Need safety for motorists and this sets up a way to move stock that would be possible and safe.
10	6715057	It is becoming harder and harder to farm efficiently in this district. I know the ideal solution is to truck all livestock but that is such an unrealistic thing to ask of farmers that are you trying to make a living. There is a lack of education for road users and rural dwellers (not farmers) about what is expected when it comes to moving stock. No of us are doing it for fun just to upset people, there are important reasons for these movements. I would love to see some more education on that. We have the choice of the roads or the berms, I personally believe the berms are the best option we have, yes they get a bit torn up over the winter but come spring they bounce back just fine. The roads need to be kept clear for traffic so please make it easy for us by giving us that option. Thank you for your consideration.
11	6715132	There is that many gates now on route it's not practical open gates after stock pass as to hard to keep track of what one you have shut and you don't want to open the wrong ones. The whole bylaw is very one sided. Should be in there that everyone has a gate that is capable of being shut and there roadside fenced to an Adequate standard slow down to 30km when passing stock and is wide as possible and to follow instructions from the farm staff on how/when to pass. Also, I bet it is they same few people who complain all the time and nothing we can do will stop it. They are just anti farming and it just country life having stock moved on roads
13	6716700	In my opinion The Council enforcement office is impossible to to deal with and shows absolutely no understand on stock movement and farmers and farming He has showed no empathy or understanding towards farmers and farming and turns up on farming acting as a dictator not and educator he love to show his power and will not work with us
14	6719414	Question 13&14 are clearly set out to punish the farmer. How about educating the public about this happening on rural roads. Will their poor behaviour be punished if they don't behave when coming across stock on the roads? Seems a rather one sided question. I'd be happy to discuss this 021500875
15	6704611	I intend to send an email with further discussion.
16	6723275	At no time does the new bylaw "recognise that farmers need to use the road in some cases to move stock in order to manage their farms efficiently and that drivers on rural roads need to make allowance for stock.' If wdc are adding the following clause it needs to be more definitive as opposed to subjective. Council may determine a stock underpass is required, this determination will take into account factors including: -herd sizes -if the road is listed in Schedule A -daily traffic volumes or,

		-the Council considers the benefit to other road users is more than minor; and -if construction of an underpass is technically possible.
18	6727005	Until I got to point 9.3 it appeared reasonable
21	6733759	the road roads were stock routs well before cars and life stylers were here. as our farm has been here for more than 100 years why should we we have to apply for a permit. I do agree with damage to letter boxes be repaired if stock have damaged them. but Don't agree with opening ever gate as when at the back of stock you don't know what has been closed. fences are meant to keep stock out so gates should already be closed or a cattle stop be put in place.as per road code you should drive within visibility and give way to stock. if the lifestylists don't wont a bit of shit on there cars the should move back to town. farmers have become a minority but still have the majority of land. perhaps the life stylers should have to get a permit to live and travel on the rural roads/stock routs. It would cost a lot of money to shift our stock from one block to another but happy if have the council /life stylers to pay. most farmers are considerate but going through built up areas i can under stand a reason for a permit. this movement bylaw has be put out on the quit as i have been sent it privately and should not go ahead .
23	6737144	I would like to know what enforcement will cover the correction of damage to private property by stock movements. One thing protecting council assets that but damage occurs to rate payers private assets also, and generally the farmer simply doesn't care - they are untouchable.
24	6737199	My only concern is dairy cows being move across the road when dark on Broad Road, this is an existing use situation.
27	6737441	Overall, I support the proposed Stock Movement Bylaw 2026 as it improves clarity and safety for both road users and farmers. My main concern is ensuring that compliance requirements are practical in real rural settings and do not create unnecessary administrative burden for routine stock movements. Clear guidance and consistent enforcement will be important to ensure the bylaw works effectively in practice while remaining fair and easy to follow.
28	6738300	I think you need to ensure that the droving of stock is not made so difficult that it is unable to happen anymore. Most droving is less than 20km, the stress to truck rather than walking this distance is immense let alone the carbon used. I agree that we need some rules around it but don’t make it so administrative heavy that it just creates another council job and our rates go up.
31	6739415	Basic common sense on both sides are all that is required LESS Council interference, LESS Red Tape - LESS frustration.
33	6740339	In a country area , stock movements are expected. Farming doesn't need extra paperwork
34	6741064	i do not support the notion that all stock movements not requiring a permit should be notified. You would need to explain the purpose of this in order for me to consider this requirement is justified.
35	6744531	A time period for enforcement needs to be applied and stated. Everyone gets sick of warnings etc and nothing happening, ever unless you imply you will destroy the livestock. Action is required within certain time periods.
40	6748742	Just leave it. Its NZ and the rural area, it's all part of living out here. Don't make it any harder than it is to feed people or feed into our economy. The rules are fine now the problem is all these townies in the country now with flash cars (and I have some expensive classics but driving through abit of shit is all part of it out here) that have know idea how to cope with stock at all on roads or thier own that I find through out the areas of lifestyle blocks constantly have stock getting out because they can't fence and don't have a clue how to do anything rural. People just need to relax and learn to enjoy where they live instead of changing it back to the place they moved from even though they didnt like it there either. The current rules are fine, we abid by them and only shift cows occasionally to the run off 700m up the road. Most people are actually fine and happy to sit behind and wait or pull over but it's always a price in a newish European car that tries to race through the cows or jump on the horn swerving and cursing us, it's these people you need to sort out and fix and even then it very rarely happens

42	6757776	Motorists, particularly new to rural areas, also need to be "educated". It's not uncommon for people to have romantic views of "rural" life, and actually they are often not willing to buy into the realities. They actually want all they had in terms of town life/amenities, with the space and "peace" of their perceptions of rural life. I think it is important that people and stock are safe, but inconvenience is a reality.
47	6760240	Would like to see the full objective from the 2020 bylaw added back in. I feel removing this really increases the entitlement of road users to not prioritise drovers & stock safety. Steven Macaulay email: steven.macaulay@gmail.com
48	6760264	Reward for doing it right is better for community than enforcement. Repect that we actually are on the whole doing things well and educate those that aren't. How about incentiving us to put in underpasses with easier compliance. Lower cost. No yearly fees for stuff under the road. Address the other half of the problem. General lack of common sence in our rural road uses.
49	6763822	There have been massive improvements in how farmers shift and cross stock over my lifetime. As a boy, we used to walk stock down the road every day, and today's practices are a result of continuous improvement. These changes occur naturally if you work collaboratively with farmers, however this bylaw's tone highly suggests a very punitive and prescriptive process in favour of the council. I am highly opposed to the bulk of the proposed bylaw changes.
50	6765785	In my opinion their is nothing wrong with the current bylaw. In terms of signage and safety this is/should be covered by a farmer's existing health and safety policy and under existing legislation. Farmers in general have a common sense approach to moving stock and are aware of the requirement to stand stock off before moving to limit effluent being deposited onto roads. Stock may need to be shifted urgently due to a weather event or unforseen circumstances and notification is not possible or practical. Regular stock movements over roads need to be managed and enforced eg road mats and cleaning with plans to use underpasses where practical.(this already happens). We pay over $50,000 in rates for no Council services apart from roading. We move stock on the road approx 4 times per year and spend considerable time in planning the move including considering weather and traffic. This proposed bylaw is another example of unpractical regulation and rules designed to keep someone in a job and create further costs to my business. The problem is not caused by farmers but poor Council planning that has resulted in a proliferation of subdivisions and dwellings across the rural area which has resulted in urban lifestyle expectations in rural areas.
51	6766298 (Written – attached)	I have submitted a separate application
53	Written – attached	Summary of requested changes • Remove the blanket 24-hour notification requirement, or limit it to higher-risk stock movements and roadworks conflicts. • Retain a more targeted definition of regular movement, or justify any change from the existing seven-day threshold with evidence. • Do not allow existing compliant permits to lose certainty merely because a new bylaw is adopted. • Tie permit reviews to objective triggers and fair process, rather than broad review “at any time”. • Make permit withdrawal discretionary and proportionate, not automatic after conviction. • Allow practical cleaning rules for dairy crossings where cows return shortly after milking. • Write Council’s FAQ safeguards on inspection fees into the bylaw itself. • Require a robust cost-benefit and proportionality assessment before requiring an underpass.

54	Written - attached	Federated Farmers understands that guidance material (for farmers and council staff) will be prepared following development of the Stock Movement Bylaw. We would like to be involved in the further development of bylaw including the preparation of guidance material. Federated Farmers thanks Waimakariri District Council for considering this submission on its proposed Stock Movement Bylaw 2026. We are committed to the effective and efficient delivery of Council services and look forward to continuing to work constructively with Council.

Detailed Thematic Analysis and Officer Response

Issue	Submission themes	Officer analysis
Clause 9.3 - notification	Widespread opposition to notifying every non-permitted movement; purpose and Council capacity questioned.	Remove this requirement
Purpose and objectives	Current wording perceived as weighted toward control, inconvenience, and asset protection, with insufficient recognition of farming and animal welfare.	Amend by reinstating the removed objective to express balanced outcomes for safe road use and the practical continuation of farming.
Damage, mud and effluent	"Excessive" considered subjective; uncertainty about hoof prints, vehicle tracks, repair standards and timing.	Clarify in the Bylaw or adopted guidance. Use objective factors, examples, evidence requirements, and remediation expectations.
Permit duration and security	Multiple requests for ten-year permits and fair processes before revocation.	Consider ten-year permits with review powers. Add notice, reasons, opportunity to respond, proportionality, and review/appeal safeguards.
Movement in darkness	Blanket daylight restrictions considered unworkable for seasonal dairy operations; others raised safety concerns about movement in darkness.	Provide a site-specific permit pathway requiring lighting, reflective PPE, warning devices, staffing, and visibility controls.
Signs and pilot vehicles	Fifteen-minute sign removal may be impractical; views differ on vehicle numbers and small-mob exemptions.	Set outcome-based requirements or a more realistic timeframe. Provide examples for small and large movements.
Verges and adjoining land	Conflict identified between directing stock toward the verge and requiring repair of verge damage.	Reconcile clauses and clarify priorities. Guidance should distinguish safety-related use from avoidable damage.
Schedule A and route restrictions	Blanket restrictions may create longer, less safe routes; specific alteration sought for South Eyre Road.	Undertake route-specific technical assessment and provide a narrow exceptional-permit mechanism where appropriate.

Underpasses	Concern about broad discretion, cost and feasibility; some support stronger underpass requirements.	Use transparent criteria, engineering feasibility, safety evidence, proportionality, and consideration of costs and benefits.
Enforcement and complaints	Desire for consistency and collaboration; competing calls for stronger action and concern over punitive treatment or vexatious complaints.	Publish enforcement criteria and complaint triage processes. Fees should not be imposed without a clear basis and fair opportunity to respond.
Road-user education	Frequent requests to educate motorists to slow down and follow drover instructions.	Develop complementary public communications. Matters governed by national road rules should be explained accurately rather than duplicated unnecessarily.
Out-of-scope or operational matters	Broader concerns about rural subdivision, road construction quality, rates, roadside planting, and community attitudes.	Record and refer relevant matters to transport asset management, road safety, communications, or other Council work programmes. No bylaw amendment solely on these grounds.

Overall conclusion

The survey demonstrates support for the retention of a stock movement bylaw, but not unqualified support for the Draft Bylaw as notified. Respondents were divided on replacement of the 2020 Bylaw, and several core provisions attracted substantial concern. The most decisive result relates to notification of non-permitted movements.

It is considered that the overall direction of the Bylaw should therefore be retained, but the final drafting of the Bylaw should be revised to improve balance, proportionality, drafting certainty, and workability, which takes into account the submissions received. The strongest case for suggested amendments from submitters concerns related to the universal notification, the purpose and objectives, damage terminology, permit duration and security, and practical provisions relating to darkness, signage, routes, and verges. It is further considered that the development of supporting guidance would be of assistance explain permit pathways, road-user expectations, cleanup and repair standards, and enforcement thresholds, to support the successful implementation of the Bylaw once adopted.

In conclusion, officers consider that progressing the Draft Stock Movement Bylaw 2026 with targeted amendments and implementation measures as identified by submitters would be a suitable option for the Hearing Panel to consider.

Attachment iv. - Clause By Clause comparison of proposed changes between the notified Draft Bylaw and amendments sought by submissions

** Note: Suggested amendment clause numbers are indicative only for reader understanding.*

Draft Stock Movement Bylaw 2026 (notified)		**Submitter amendments suggested**		
Cl. No.	*Objective moved to purpose (section 2)*	*Cl. No*.*		*Objectives moved to Purpose (section 2).*
1	**Title**	***1***	**General**	Administrative correction - In keeping with Bylaw formatting
1.1	This Bylaw is the Waimakariri District Stock Movement Bylaw 2026	*1.1*	This Bylaw may be cited as the Waimakariri District Council (The Council) Stock Movement Bylaw 2026 (the Bylaw)	Administrative correction - In keeping with Bylaw formatting
2	**Commencement**		~~Commencement~~	Administrative correction - In keeping with Bylaw formatting
2.1	This Bylaw comes into force on [date].	*1.2*	This Bylaw comes into force on [date].	
3	**Legislative authority**		~~Legislative authority~~	Administrative correction - In keeping with Bylaw formatting
4	**Application**		~~Application~~	Administrative correction - In keeping with Bylaw formatting
4.1	This Bylaw applies to the Waimakariri District.		~~This Bylaw applies to the Waimakariri District.~~	Duplication of purpose statement
5	**Purpose**	***2***	**Purpose**	
5.1	The purpose of this Bylaw is to set out the obligations and rights of people moving stock on roads within the Waimakariri District.	*2.1*	The purpose of the bylaw is to regulate the movement of stock on roads within the Waimakariri District. <u>This ensures:</u> • <u>the safety of road users,</u> • <u>the safety of drovers and stock,</u> • <u>the inconvenience and nuisance to road users is minimised;</u> • <u>the road structure and surface, and other utilities and structures within the road, are not damaged</u> • <u>that excessive mud or effluent is not left on the road surface;</u>	Support Explanatory note included to highlight the obligation of road users to be able to stop safety when driving. Added to emphasise the responsibility of road users to travel in a manner consistent with the road code.

Draft Stock Movement Bylaw 2026 (notified)		Submitter amendments suggested		
			• while recognising that farmers need to use the road to move stock to manage their farms efficiently and drivers on rural roads need to make allowances for stock *Explanatory note: Road users are responsible for travelling at a speed that enables them to stop safely, taking account of the prevailing road, traffic, visibility, and weather conditions.* *A person who creates an unexpected hazard on a road must take reasonable steps to warn road users and minimise the risk arising from that hazard.*	
5.2	The objective of the bylaw is to: • control the movement of stock along and across roads while ensuring the safety of all road users, including farm staff and stock. • promote best stock movement practices. • minimise the inconvenience and nuisance to road users • prevent damage to road structure and surface, and other utilities and structures within the road. • prevent excessive mud or effluent being left on the road surface.	*2.2*	(Objective) The bylaw provides clear, enforceable rules to protect public health, prevent damage to infrastructure, and support fair and consistent compliance with national legislation and best practice.	Administrative correction - In keeping with Bylaw formatting
	Replace with verge as per parking bylaw.		*Replaced with verge*	Support
	Damage: damage to the road structure or surface or other utilities and structures within the road or on the road verge. It includes leaving excessive amounts of mud or effluent on the road surface.		***Damage*** means damage to the road structure or surface or other utilities and structures within the road or on the road verge. It includes leaving excessive amounts of mud or effluent on the road surface that will reduce traction under normal driving behaviour. Damage to a verge is where the majority of hoofprints left are greater than 3 cm – which is equivalent to 'moderate pugging'.	Definition updated to include hoof damage levels
	Farmer/farm staff: an adult person (over the age of 15 years) physically in charge of the droving of stock		***Farmer/farm staff*** means an adult person (over the age of 15 years) physically in charge of the droving of stock	Support
	Hours of daylight: any time between sunrise on any one day and sunset on that day. ***Hours of darkness*** has the opposite meaning.		***Hours of daylight*** means any time between half an hour before sunrise on any one day and half an hour after sunset on that day. ***Hours of darkness*** has the opposite meaning.	Reverted to the previous definition with amendments to aligns with the road code

Draft Stock Movement Bylaw 2026 (notified)		Submitter amendments suggested		
	Pilot vehicles: includes any motorcycles, 4-wheel farm bikes, cars, utility vehicles, tractors, or trucks operating and moving with hazard lights and equipped with flashing beacons and stock warning signs in operation in front of or behind the mob.		***Pilot vehicles*** includes any motorcycles, 4 wheel farm bikes, cars, utility vehicles, tractors, or trucks operating and moving with hazard lights and equipped with flashing beacons and stock warning signs in operation in front of or behind the mob.	Support
	Regular Movement of Stock: stock being moved from one side of the road to the other more than four times in any 28-day period. Any movement of milking cows across a road prior to or following milking is classed as regular movement of stock. ***Regularly*** has a corresponding meaning and is independent of the individual identity of animals. .		***Regular Movement of Stock***: stock being moved from one side of the road to the other or along the road more than four times in any 7- day period. Any movement of milking cows across a road prior to or following milking is classed as regular movement of stock. ***Regularly*** has a corresponding meaning and is independent of the individual identity of animals.	Support Submissions noted that as dairy cows are captured in the second part of the definition, extending the period to 28 days (per four movements) will capture more stock movements than intended, especially if movement is seasonal.
	Stock Movement: any movement of stock on, across or along a road where the animals move by their own efforts and are free of individual control, such individual control being by means of being ridden or led on a bridle, halter, collar, or similar restraint.		***Stock Movement*** means any movement of stock on, across or along a road where the animals move by their own efforts and are free of individual control, such individual control being by means of being ridden or led on a bridle, halter, collar, or similar restraint.	Support
	Verge: the portion of a road between the carriageway and the property boundary.		***Verge*** means the portion of the Road between the property boundary and Roadway, excluding Footpaths, Shared Paths, and Parking Places, not designed to be used by motor vehicles travelling along the Roadway. This includes grassed or landscaped verges, drains, swales, and batter slopes. For the purpose of this Bylaw, it does not include sealed or unsealed road shoulders, as these are included in the carriageway. *Explanatory note: For the purposes of the bylaw, 'verge' means the area between the property boundary and the roadway, including areas commonly referred to as berms.*	Replaces “berm” and aligns with the Parking Bylaw 2026.
		3.	**Resolutions Made Under the Bylaw**	
		3.1	Where this Bylaw authorises the Council to identify, specify, designate or declare any area, activity, restriction, prohibition, requirement or condition, the Council may do so by resolution.	Administrative correction - In keeping with Bylaw formatting

Draft Stock Movement Bylaw 2026 (notified)		Submitter amendments suggested		
		3.2	The Council may subsequently amend, revoke or replace that resolution without undertaking the special consultative procedure unless otherwise required by law or this Bylaw.be consistent with the purpose and provisions of this Bylaw	Administrative correction - In keeping with Bylaw formatting
9	**General Conditions for the Movement of Stock Without a Permit**	***4***	**General Conditions for the Movement of Stock Without a Permit**	
9.4	At least 24 hours prior to moving stock, the stock owner/manager must call the Waimakariri Council Service Centre (0800965468) at least with the following details: • When the stock will be moved (day and approximate time) • The road(s) stock will be moved down, and distance stock will be moved.		~~At least 24 hours prior to moving stock, the stock owner/manager must call the Waimakariri Council Service Centre (0800965468) at least with the following details:~~ ~~• When the stock will be moved (day and approximate time)~~ ~~• The road(s) stock will be moved down, and distance stock will be moved.~~	Support deletion. Submissions noted that that there was far more stock movement occurring than the Council was aware of. The volume of movements means this would be impractical to administer.
9.5	Any stock movement permit or consent issued under a previous bylaw continues to be valid for up to 5 years from the date of this bylaw, subject to the conditions in that permit or consent. Council can review the conditions of such permits or consents at any time.	*4.1*	Any stock movement permit or consent issued under a previous bylaw continues to be valid for up to ~~5~~ 10 years from the date of this bylaw, subject to the conditions in that permit or consent. Council can review the conditions of permits or consents at any time if there is a change that impacts road user or farmer safety. *Explanatory note: If there are changes such as increases in traffic volumes, Council may need to work with the permit holder to update the conditions associated with the permit to ensure safe movement of stock.*	Support Updated – keep the 10-year time frame and enable review if there is a change in traffic volumes or other factors. Although there was concern regarding the Council's ability to review at any time, the rapid growth in the district means that there may be a need to update the conditions on a permit due to changes in traffic movement
9.7	No stock may be moved along or across any road listed in Schedule A.	*4.2*	No stock may be moved along or across any road listed in Schedule A without a permit (see Section 8)	Support Submissions noted that there is a significant amount of short distance stock movements (usually dry stock) on schedule A roads. Many are occurring without permits at present. Better information needs to

Draft Stock Movement Bylaw 2026 (notified)		Submitter amendments suggested		
				be provided to farmers on or close to Schedule A roads with guidance regarding permits
9.9	Visibility conditions must allow clear sight of a person, vehicle warning sign, or stock at a distance of at least:	*4.3*	Conditions must allow visibility of warning signs from 3 x the speed limit in metres. This means as distance of:	Support Aligns with temp traffic management guidance of 3 times the speed limit I suspect the current distances were carried over from the 80- km/hr speed limit days!
9.9(a)	250 metres on sealed roads	*4.3 a*	300m visibility on a 100km/hr road	Support Distance from the sign to the stock should also be 3x the speed limit in meters.
9.9 (b)	170 metres on unsealed roads	*4.3 b*	240 m visibility on a 80 km/hr road	
9.10	It is more than 10 metres from an urban residential zone boundary;	*4.4*	Is outside of an Urban Area.	Support Submissions noted that there was uncertainty regarding where the urban residential boundary is for farmers
9.12	The number of adult drovers must be sufficient to ensure the stock are under control and can be directed or stopped.	*4.5*	The number of adult farm staff must be sufficient to ensure the stock are under control and can be directed or stopped.	Support - No change
9.13	Farm staff must wear high visibility garments in accordance with CoPTTM for their own safety and to increase their visibility to other road users.	*4.6*	Farm staff must wear high visibility garments in accordance with CoPTTM for their own safety and to increase their visibility to other road users.	Support - No change
9.14		*4.7*	Prior to stock being moved across or along any road, temporary signs must be placed at the side of the carriageway, or carried by pilot vehicles, at both the front and rear of the mob. Such signs must;	Support - No change
9.14 a		*4.7 a*	be placed no more than 1 km ahead and behind the mob,	Support Updated to align with CoPTTM guidance
9.14 b		*4.7 b*	be visible from at least 300 metres on 100km/hr roads or 240 metres on 80/km/hr roads,	Support – updated as per above.

Draft Stock Movement Bylaw 2026 (notified)		Submitter amendments suggested		
9.14 c		*4.7 c*	comply with NZTA Manual of Traffic Signs and Markings TW6/TF-1 or TF-2, which display a picture of stock; and, read 'Stock"	Support - No change
9.14 d				Combined c and d for practicality
9.14 f	removed covered or closed within 15 minutes of stock movement ending.	*4.7 d*	Be removed covered or closed within 45 minutes of stock movement ending.	Support Submissions noted that at busy farming times, and if traffic is heavy, it may be safest for farmers to have slightly more time to lower signs.
	Explanatory note: stock movement signs must not be visible after the stock movement has ended. If the signs remain visible, people learn to ignore the warning signs.		*Explanatory note: stock movement signs must not be visible after the stock movement has ended. If the signs remain visible, people learn to ignore the warning signs.*	Support – no change
9.15	When pilot vehicles are used, they should be only for the purpose of providing warning to the public and not involved in the control of stock.	*4.8*	When pilot vehicles are used, they should primarily be for the purpose of providing warning to the public ~~and not involved in the control of stock.~~	Support deletion. Submissions noted that it is difficult to have vehicles that do nothing other than pilot – if stock is spooked by motorists, then the pilot may need to assist in regaining control of the stock.
9.17 b	Are kept off land adjoining the roadway. (Where practicable, gateways along the route must be closed before stock pass and reopened after the stock have passed.) Temporary fencing is permitted to be used but must be removed once the animals have passed the fencing.	*4.8 a*	Are prevented from entering properties adjoining the roadway. Temporary fencing may be used but must be removed as soon as possible once the animals have passed the fencing.	Support Reworded for clarity
9.17 c	Are kept away from trees, shrubs or flower beds planted on the road verge.	*4.8 b*	Are kept away from cultivated areas both within private property or the road reserve	Support Reworded for clarity
9.18	Stock must be kept to the verge area wherever possible to reduce the likelihood of mud or manure accumulating on the carriageway. Where use of the carriageway is necessary, this must be cleaned of at the earliest possible opportunity.	*4.9*	A person in charge of stock must take all reasonable steps to prevent mud, manure, or other material from being deposited on a carriageway, shared path, or footpath. Any such material must be removed as soon as practicable and	Support Submissions noted that excess mud/effluent can cause vehicles to lose

Draft Stock Movement Bylaw 2026 (notified)		Submitter amendments suggested		
			immediately where it creates, or is likely to create, a safety hazard for road users.	traction causing a safety issue.
9.22	No stock may be moved on any footpath or shared-use path unless prior written approval has been obtained from the Council.	*4.10*	No stock may be moved on any footpath, cycleway or shared-use path unless prior written approval has been obtained from the Council.	Support Included cycleway
10	**Stock Movement with a Stock Movement Permit**	***5***	**Stock Movement with a Stock Movement Permit**	
			Explanatory note: This permit is required when moving stock on Schedule A roads, or if the conditions in Section 7 cannot be met. *Permits for regular movement of stock e.g. dairy cows are covered in Section 9*	Support Included to clarify when this type of permit is required.
10.3	A person may apply for a permit to move stock along or across any road if the conditions set in that approval are complied with.	*5.1*	A person may move stock along or across a road in the following situations only with a Stock Movement Permit and in accordance with its conditions.	Support Reworded for clarity
10.4	The Council may refuse permission if there is a risk to road safety and inconvenience to road users, and/or a high likelihood of damage to property.	*5.2*	The Council may refuse permission if there is a high risk to road safety and inconvenience to road users, and/or a high likelihood of damage to property.	Support Included "high" to align with previous law
10.5	A Stock movement permit must be applied for when:	*5.3*	A Stock movement permit must be applied for when:	Support – no change
10.5.2	On any road named in Schedule A where the stock are being moved and no other reasonable route is available. In this case the conditions in Section 9 will apply. Additional conditions may be applied; these may include time of day restrictions and extra traffic management. These and other conditions will be discussed and agreed with the person seeking permission.	*5.3 a*	On any road named in Schedule A where the stock are being moved and no other reasonable route is available. In this case the conditions in Section 7 will apply.	Support Rewritten for clarity and alignment with suggested changes above.
10.5.3	Within urban residential boundaries when required for special events or activities. Specific conditions will be discussed and agreed with the person seeking permission. This will ensure the safety and convenience of road users is maintained and damage to property is prevented.	*5.3 b*	Within urban areas when required for special events or activities. Specific conditions will be discussed and agreed with the person seeking permission. This will ensure the safety and convenience of road users is maintained and damage to property is prevented. Additional conditions may be applied; these may include time of day restrictions and extra traffic management. These and other conditions will be discussed and agreed with the person seeking permission.	Support Rewritten for clarity and alignment with suggested changes above.

Draft Stock Movement Bylaw 2026 (notified)		Submitter amendments suggested		
10.6	Permits are issued on a case-by-case basis. Permits will be issued for a maximum of 5 years, although the permit length may be shorter.	*5.4*	Permits are issued on a case-by-case basis. Permits will be issued for up to a maximum of 10 years, although the permit length may be shorter. A shorter permit would be agreed in consultation with the applicant.	Support Ensures Council can regularly review permit conditions, and update conditions if the environment changes – such as an increase in vehicle traffic on the road. Keeping the maximum term at 10 years allows farmers to have operational certainty.
		5.5	When a Stock Movement Permit is issued, it is subject to the provisions of this bylaw and to any dispensations or conditions that are noted on the permit. Any conditions or dispensations are at the Council's discretion.	Support Added for clarity
11	**Stock Crossing Permit for the Regular Movement of Stock**	***6***	**Stock Crossing Permit for the Regular Movement of Stock**	
			Explanatory note: This permit is required when: • *moving dairy cows across a road before or after milking or* • *when moving stock along or across a road more than 4 times in 28 days*	Added for clarity
11.1	Any stock crossing permit or consent issued under a previous bylaw is valid for up to 5 years from the date of this bylaw, subject to the conditions in that permit or consent. Council can review the conditions of such permits or consents at any time.	*6.1*	Any stock crossing permit or consent issued under a previous bylaw is valid for up to 5 years from the date of this bylaw, subject to the conditions in that permit or consent. Council can review the conditions of such permits or consents at any time.	Support – no change
11.2	The regular movement of stock from one side of a road to another is only permitted when a stock crossing permit has been issued. This includes all movement of milking cows across a road prior to or following milking.	*6.2*	The regular movement of stock from one side of a road to another is only permitted when a stock crossing permit has been issued. This includes all movement of milking cows across a road prior to or following milking.	Support – not change
11.3	The regular movement of stock is not permitted on roads in Schedule A, except if a permit was issued prior to 30 June 2008. The carried over permits will expire on (date 5 years post adoption of the bylaw). No new stock crossing permits will be approved for roads listed in Schedule A.	*6.3*	The regular movement of stock is not permitted on roads in Schedule A, except if a permit was issued prior to 30 June 2008. The carried over permits will be reviewed within 2 years of the adoption of this bylaw to ensure conditions of the permit are appropriate for the environment.	Support deletion and added clarity. This allows existing farms to continue operating, while ensuring that the conditions of the stock crossing permit can be reviewed to capture

Draft Stock Movement Bylaw 2026 (notified)		Submitter amendments suggested		
			No new stock crossing permits will be approved for roads listed in Schedule A, however existing permits will be continued.	any outdated conditions that may not ensure safety of farmers, stock and road users.
		6.3 a.	Permit conditions will be reviewed on a 5 yearly basis, or sooner if factors relating to the permit change (e.g. increased traffic movements)	Support Added to ensure that permits are reviewed so that conditions are appropriate for the operating environment.
11.4	Where it is lawful and reasonable to drive the stock along an alternative stock droving route, this shall be used rather than the road. In these cases, a stock crossing permit will not be approved.	*6.4*	Where it is lawful and reasonable to drive the stock along an alternative stock movement route, this shall be used rather than the road. In these cases, a stock crossing permit will not be approved.	Support - No change
11.5 b	Where dairy cows are to be moved along a road, gateways must be sited as nearly as is reasonably practicable to each other;	*6.4 a*	Where dairy cows are to be moved along a road, gateways must be sited as nearly as is reasonably practicable to each other;	Support – No change
11.5 c	Council may determine a stock underpass is required, this determination will take into account factors including:	*6.4 b.*	Stock crossing permits may be issued with conditions requiring the installation of a stock underpass within a reasonable period, as determined by Council in consultation with the applicant. This would only occur on roads where stock crossing numbers are high, traffic volumes and / or safety issues are likely to result in high safety risks to road users. There will be consideration as to whether the building of an underpass is a feasible and cost-effective option. Priority will be given to Schedule A Roads.	Support Submissions noted that previous clause 8.5 in the 2020 bylaw was workable and suggested updating.
11.5 c. i	herd sizes		~~herd sizes~~ ~~the road is listed in Schedule A, daily traffic volumes or the Council considers the benefit to other road users is more than minor; and~~ ~~if construction of an underpass is technically possible~~	Support deletion
11.5c. ii	the road is listed in Schedule A, daily traffic volumes or the Council considers the benefit to other road users is more than minor; and			
11.5 c. iii	if construction of an underpass is technically possible.			
11.5 g	All reasonable and practical steps must be taken to remove mud or effluent from the carriageway without delay when each (one way) crossing has been completed. This may include: • the use of a suitable protective matting, • washing, scraping, sweeping	*6.4 c*	All reasonable and practical steps must be taken to remove excessive mud or effluent from the carriageway without delay when each (one way) crossing has been completed. This may include: • the use of a suitable protective matting, • washing, scraping, sweeping	Support Explanatory noted added for clarity

Draft Stock Movement Bylaw 2026 (notified)		Submitter amendments suggested		
	• or any other means of cleaning. This is to prevent any build-up of mud or effluent on the road verge causing a hazard, or entering and contaminating any waterway		• or any other means of cleaning. *Explanatory note: This is to prevent build-up of mud or effluent on the road verge causing a hazard by reducing road traction or entering and contaminating any waterway. The permit holder will be responsible for ensuring any required consents related to discharge of water are in place should washing be undertaken.*	
11.7	"PW37" permanent warning signs complying with NZTA Manual of Traffic Signs and Markings and any other requirements imposed by statute or regulation must be erected not less than 150 metres on either side of the crossing point. These signs must be covered, closed or removed within 15 minutes of stock movement finishing. Explanatory note: The signs must be covered or removed following stock movement as if they are left out all the time it is not an effective warning as most of the time the sign is visible, there are not stock present.	*6.5*	"PW37" permanent warning signs complying with NZTA Manual of Traffic Signs and Markings and any other requirements imposed by statute or regulation must be erected not less than 150 metres on either side of the crossing point. These signs must be covered, closed or removed within 45 minutes of stock movement finishing.	Support Explanatory note removed as duplicates information earlier in the bylaw
11.9	Dairy cows may not be moved across or along a road during the hours of darkness	*6.6*	Dairy cows may not be moved across or along a road during the hours of darkness, unless a specifically conditioned in the Stock crossing permit. Additional conditions for crossings operating during the hours of darkness may include the following: - Permanent lighting - Electronic signage Staff will work with the applicant to agree the specific needs for each crossing.	Support Submissions noted the need to allow crossing with suitable conditions during darkness.
11.13	The Council may withdraw a Stock Crossing or Stock Movement Permit if it considers droving has occurred in a manner that is not compliant with the with a Stock Crossing or Stock Movement Permit. Conviction for any offence against this bylaw means a Stock Crossing or Stock Movement Permit is deemed to be withdrawn.	~~*11.13*~~	~~The Council may withdraw a Stock Crossing or Stock Movement Permit if it considers droving has occurred in a manner that is not compliant with the with a Stock Crossing or Stock Movement Permit. Conviction for any offence against this bylaw means a Stock Crossing or Stock Movement Permit is deemed to be withdrawn.~~	Deleted – Submissions noted that the clause was too broadly worded. The intent of this clause has been addressed elsewhere under the sections Disputes and Reviews

Draft Stock Movement Bylaw 2026 (notified)			Submitter amendments suggested		
12	**Damage to Roads and Property**		***7***	**Damage to Roads and Property**	
12.1	If droving stock causes damage to: • the carriageway • the verge • any roadside marker post or sign • water races • formed stormwater systems • boundary fences • parked vehicles • a shared use path • approved planting • bridge railings or decking • land drains • defined waterways • gateways • vehicle crossings • mailboxes the owner of the stock responsible for that damage shall take all reasonable steps to repair the damage to the satisfaction of the Council or the affected property owner.		*7.1*	If <u>moving</u> stock causes damage to: • the carriageway • the verge • any roadside marker post or sign • water races • formed stormwater systems • boundary fences • parked vehicles • a shared use path • approved planting • bridge railings or decking • land drains • defined waterways • gateways • vehicle crossings • mailboxes the owner of the stock responsible for that damage shall take all reasonable steps to repair the damage to the satisfaction of the Council or the affected property owner.	Support Wording change
12.4	An inspection fee may be charged to the stock owner when the Council responds to a complaint regarding damage to property under Section 12 of the bylaw.		*7.2*	<u>The first two inspections undertaken by the Council in relation to a complaint concerning damage to, or litter on, a road are provided at no charge. Where the Council has issued two written requests for remedial works and the responsible person has not complied with those requests, the Council may recover the cost of any third, or subsequent inspection required to assess compliance.</u>	Support Allows Council to set fees for a reinspection where the Council has to check that the stock owner has repaired the damage caused multiple times. Wording clarified - that the initial inspection for the complaint, and the reinspection are not charged.

Draft Stock Movement Bylaw 2026 (notified)		Submitter amendments suggested		
13	**Animal Health**	~~***13***~~		Section moved to follow general conditions (now section 12)
14	**Permit to Move or Cross Stock**	***8***	**General Provisions for Stock Movement or Stock Crossing Permits**	
14.2	An offence is committed under this Bylaw by any person:	~~*14.2*~~	*Moved to section 11 – offences and penalties*	*This is more appropriate for the offences and penalties section.*
14.2.1	moving stock on a road in breach of this bylaw,	~~*14.2.1*~~	*Moved to section 11 – offences and penalties*	
14.2.2	without a permit, or who fails to produce a Stock Movement Permit or Stock Crossing Permit within 24 hours of being requested to do so by: • an authorised officer of the Council, or, • a Police Officer.	~~*14.2.2*~~	*Moved to section 11 – offences and penalties*	
		8	**Animal Health**	*New position of animal health section – content is unchanged.*
PART 2 – ADMINISTRATIVE		**PART 2 – ADMINISTRATIVE**		
15	**Enforcement**	***10***	**Enforcement**	
15.1	Council may use its powers under the Local Government Act 2002 and the Litter Act 1979 to enforce this Bylaw.	*10.1*	Council may use its powers under the Local Government Act 2002 and the Litter Act 1979 to enforce this Bylaw.	
		11	**Disputes**	Support New - in response to concerns raised during consultation.
		11.1	Where a person requests a review of the actions, assessment, or decision of a Compliance Officer, including whether any remedial action undertaken is sufficient to achieve compliance with this Bylaw, the matter may be referred to the relevant Team Leader or, where the Team Leader is unavailable, the responsible Manager.	Support New - in response to concerns raised during consultation.
		11.2	In undertaking the review, the Team Leader or Manager shall have regard to the circumstances of the matter, the relevant provisions of this Bylaw, any records and evidence held by the Council, and the reasons supporting the original assessment or decision. Following the review, the Team Leader or Manager may confirm the original decision, determine that the remedial action is satisfactory,	Support New - in response to concerns raised during consultation.

Draft Stock Movement Bylaw 2026 (notified)		Submitter amendments suggested		
			or require such further action as is necessary to achieve compliance with this Bylaw.	
		12	**Review of permit decisions**	
		12.1	An applicant may request a review of:	Support New – in response to consultation feedback
		12.1 a	a decision to decline an application for a Stock movement or stock crossing permit; or	
		12.1 b	any condition imposed on a stock crossing or stock movement permit.	
		12.2	Before requesting a formal review, the applicant should raise the matter with the Council officer responsible for the decision.	Support New – in response to consultation feedback
		12.3	If the matter is not resolved, the applicant may request a review by a Council officer who:	Support New – in response to consultation feedback
		12.3 a	holds the appropriate delegated authority; and	
		12.3 b	was not the original decision-maker.	
		12.4	In undertaking the review, the reviewing officer must have regard to:	
		12.4 a	the application and any supporting information;	
		12.4 b	the relevant provisions of this Bylaw and any applicable legislation;	
		12.4 c	traffic, parking, access and safety considerations;	
		12.4 d	the reasons for the original decision; and	
		12.4 e	any other relevant operational considerations.	
		12.5	Following the review, the reviewing officer may:	
		12.5 a	confirm, vary, or revoke a condition of the permit;	
		12.5 b	confirm or overturn the decision to decline the application; or	
		12.5 c	refer the application back for reconsideration.	
		12.6	The Council must notify the applicant in writing of the outcome of the review and the reasons for that outcome	
		12.7	A review under this clause does not require referral to a Council committee unless the matter is referred to that committee in accordance with the Council's delegations.	
		13	**Fees and Charges**	

Draft Stock Movement Bylaw 2026 (notified)		Submitter amendments suggested		
			The Council may set administration and inspection fees for stock movement and stock crossing permits. The fees must be based on the reasonable costs the Council incurs in relation to the permit. The applicant must pay these fees when applying for a stock movement or stock crossing permit.	*Relocated to the administration section*
16	**Offences and Penalties**	***14***	**Offences**	
16.1	Every person commits an offence against this Bylaw who fails to comply with any control, restriction, limitation or prohibition made pursuant to this Bylaw.	*14.1*	Every person commits an offence against this Bylaw who fails to comply with any control, restriction, limitation or prohibition made pursuant to this Bylaw.	Support - No change
16.2	Offences committed against this Bylaw are offences committed under the Local Government Act 2002 Litter Act 1979 and the Land Transport Act 1998 and are liable to a penalty as set out in those Acts.		~~Offences committed against this Bylaw are offences committed under the Local Government Act 2002 Litter Act 1979 and the Land Transport Act 1998 and are liable to a penalty as set out in those Acts.~~	*Moved to penalties section*
		14.2	An offence is committed under this Bylaw by any person:	*Moved from section 11*
		14.2 a	moving stock on a road in breach of this bylaw,	*Moved from section 11*
		14.2 b	without a permit, or who fails to produce a Stock Movement Permit or Stock Crossing Permit within 24 hours of being requested to do so by: • an authorised officer of the Council, or, • a Police Officer.	*Moved from section 11*
		15	**Penalties**	*Separated from offences for clarity*
		15.1	Offences committed against this Bylaw are offences committed under the Local Government Act 2002 Litter Act 1979 and the Land Transport Act 1998 and are liable to a penalty as set out in those Acts.	
17	**Exceptions**	***16***	**Exceptions**	
18	**Permissions under this Bylaw**	***17***	**Permissions under this Bylaw**	No change
18.5	Any permission given under this Bylaw may be reviewed and revoked at any time.	*17.1*	Any permission given under this Bylaw may be reviewed at any time.	No change
19	**Revocation**	***18***	**Revocation**	