

# Agenda

## Rangiora-Ashley Community Board

Wednesday 11 December 2024

7pm

Council Chamber  
215 High Street  
Rangiora

**Members:**

Jim Gerard (Chairperson)

Kirstyn Barnett (Deputy Chairperson)

Robbie Brine

Ivan Campbell

Murray Clarke

Liz McClure

Bruce McLaren

Monique Fleming

Jason Goldsworthy

Joan Ward

Steve Wilkinson

Paul Williams

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**AGENDA FOR THE MEETING OF THE RANGIORA-ASHLEY COMMUNITY BOARD TO BE HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON WEDNESDAY 11 DECEMBER 2024 AT 7PM.**

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

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**BUSINESS**

PAGES

1. **APOLOGIES**

2. **CONFLICTS OF INTEREST**

3. **CONFIRMATION OF MINUTES**

3.1. **Minutes of the Rangiora-Ashley Community Board – 13 November 2024**

*RECOMMENDATION*

8 – 18

**THAT** the Rangiora-Ashley Community Board:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Rangiora-Ashley Community Board meeting, held on 13 November 2024.

3.2. **Matters Arising (From Minutes)**

4. **DEPUTATIONS AND PRESENTATIONS**

Nil.

5. **ADJOURNED BUSINESS**

Nil.

6. **REPORTS**

6.1. **Request approval of No-Stopping Restrictions on Railway Road – Shane Binder (Senior Transportation Engineer) and Nithin Puthupparambil (Transportation Engineer)**

*RECOMMENDATION*

19 – 22

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 241125208408.

*AND*

**THAT** the Rangiora-Ashley Community Board recommends:

**THAT** the Utilities and Roothing Committee:

- (b) **Approves** installation of the following no-stopping restriction:

- i. The west side of Railway Road from Torlesse Street to Gefkins Road (being a length of 80m).

6.2. **Approval to Install No-Stopping Restrictions – South Belt – Kieran Straw (Civil Projects Team Leader) and Joanne McBride (Roothing and Transportation Manager)**

*RECOMMENDATION*

23 – 28

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 241024185615.

AND

**THAT** the Rangiora-Ashley Community Board recommends:

**THAT** the Utilities and Roothing Committee:

- (b) **Approves** the installation of no-stopping restrictions at the following locations, as a result of the planned minor improvement project:
  - ii. Outside No. 99 South Belt (approximately 12m long)
  - iii. Outside No. 1 King Street (approximately 16m long)
- (c) **Approves** the installation of a right turn lane into King Street from South Belt as part of the project to install a pedestrian refuge island.
- (d) **Notes** that the installation of no stopping lines at this site equates to the loss of five on-street car parking spaces.
- (e) **Notes** that this pedestrian refuge, associated right turn bay, and no stopping was previously included in the now cancelled Rangiora Town Cycleway project, and that the design for this was previously endorsed by the Board, and approved by Council in November 2023.
- (f) **Notes** that there was general support for the refuge in South Belt as part of the now cancelled Rangiora Town Cycleway project, and the width of the refuge will accommodate cycles to future proof this pedestrian refuge crossing.

6.3. **Kippenberger Avenue – Approval of Bus Stop Locations – Kieran Straw (Civil Projects Team Leader) and Joanne McBride (Roothing and Transportation Manager)**

*RECOMMENDATION*

29 – 40

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 241018181377.

AND

**THAT** the Rangiora-Ashley Community Board recommends:

**THAT** the Utilities and Roothing Committee:

- (b) **Approves** the installation of a new Bus Stop on Kippenberger Avenue (east bound) outside Lamb and Heyward Funeral Home.
- (c) **Approves** the installation of a new Bus Stop on Kippenberger Avenue (west-bound) outside No. 91 / 93 Kippenberger Avenue.
- (d) **Approves** the installation of a new pedestrian refuge outside No. 107 Kippenberger



Avenue for the purposes of accommodating a pedestrian crossing facility and the 18.0m of required no-stopping lines.

- (e) **Notes** that the impacted businesses and residents have been consulted on these locations, and that they have no objection to the proposed works.
- (f) **Notes** that there is no change to the bus route as a result of this project.
- (g) **Notes** that Council staff have discussed the proposed locations with Environment Canterbury who have no immediate objections.
- (h) **Notes** that two additional parking bays have been incorporated into the design on the northern side of Kippenberger Avenue, providing on-road parking bays for up to six additional vehicles.
- (i) **Notes** that an additional three street trees are to be installed after minor path design changes are made which are not reflected on the provided plans following discussions with Greenspace.

6.4. **Kippenberger Underpass – Jennifer McSloy (Development Manager) and Joanne McBride (Roding and Transport Manager)**

*RECOMMENDATION*

41 – 58

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 240527085141.

**AND**

**THAT** the Rangiora-Ashley Community Board recommends:

**THAT** the Utilities and Roding Committee:

- (b) **Approves** the decommissioning of the underpass located at Kippenberger Avenue, approximately 24m east of Devlin Avenue.
- (c) **Approves** staff proceeding to seek pricing from three contractors to decommission the underpass.
- (d) **Notes** the estimated cost of decommissioning is \$100,000.
- (e) **Notes** the works would be funded out of the Subdivision Contributions budget. That budget is forecast to be overspent in this financial year (refer to report 240717116901), however, the long-term average is within budget and often projects anticipated by the budget do not occur due to developer delays. If it is not possible to undertake the project this financial year, it will be completed in summer 2025/26.
- (f) **Notes** the works at the southern side of the underpass for the benefit of the developer will be paid for by them.
- (g) **Notes** staff presented on this topic to the Utilities and Roding Committee on 15 October 2024 during a workshop (refer to attachment i for the presentation).
- (h) **Notes** staff will engage with the lease holder to formalise a deed of surrender.

6.5. **Naming of MacPhail Avenue, Rangiora – Scott Morrow (Rates Officer – Property Specialist)**

*RECOMMENDATION*

59 – 69

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 241029187865

- (b) **Approves** the previously approved road name MacPhail Avenue (with 'P' in uppercase) be changed to Macphail Avenue (with 'p' in lowercase).

**OR**

- (c) **Retains** the current spelling of the road name as MacPhail Avenue.
- (d) **Notes** that there will be some inconvenience for the residents of MacPhail Avenue as a result of a name change as well as minor cost to the Council.

## **7. CORRESPONDENCE**

Nil.

## **8. CHAIRPERSON'S REPORT**

### **8.1. Chair's Diary for November 2024**

*RECOMMENDATION*

70

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 241203214366.

## **9. MATTERS FOR INFORMATION**

- 9.1. **Oxford-Ohoka Community Board Meeting Minutes 7 November 2024.**
- 9.2. **Woodend-Sefton Community Board Meeting Minutes 11 November 2024.**
- 9.3. **Kaiapoi-Tuahiwi Community Board Meeting Minutes 18 November 2024.**
- 9.4. **Annual Report for Te Kohaka o Tuhaitara Trust for the year ended 30 June 2024 – Report to Audit and Risk Committee Meeting 12 November 2024 – Circulates to all Boards**
- 9.5. **Kaiapoi North School/Moorcroft Reserve Fencing – Report to Kaiapoi-Tuahiwi Community Board Meeting 18 November 2024 – Circulates to Oxford-Ohoka, Rangiora-Ashley and Woodend-Sefton Community Boards**
- 9.6. **Amended Rooding Capital Works Programme for Approval – Report to Utilities and Rooding Committee Meeting 19 November 2024 – Circulates to all Boards**
- 9.7. **July 2023 Flood Recovery Progress Update – Report to Utilities and Rooding Committee Meeting 19 November 2024 – Circulates to all Boards**
- 9.8. **Eastern District Sewer Scheme and Oxford Sewer Scheme Annual Compliance Reports 2023/24 – Report to Utilities and Rooding Committee Meeting 19 November 2024 – Circulates to all Boards**
- 9.9. **Water Quality and Compliance Annual Report 2023/24 – Report to Utilities and Rooding Committee Meeting 19 November 2024 – Circulates to all Boards.**
- 9.10. **Arohatia te Awa Programme of Works – Report to Community and Recreation Committee Meeting 26 November 2024 – Circulates to all Boards**
- 9.11. **Fee Waiver Grants Scheme Update – Report to Community and Recreation Committee Meeting 26 November 2024 – Circulates to all Boards**
- 9.12. **Aquatics November Report – Report to Community and Recreation Committee Meeting 26 November 2024 – Circulates to all Boards**
- 9.13. **Community Team Year in Review Report 2023/24 – Report to Community and Recreation Committee Meeting 26 November 2024 – Circulates to all Boards**

9.14. **Libraries Update from 5 September to 14 November 2024 – Report to Community and Recreation Committee Meeting 26 November 2024 – Circulates to all Boards**

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** the information in Items.9.1 to 9.14.

**Note:**

1. *The links for Matters for Information were previously circulated to members as part of the relevant meeting agendas.*

**10. MEMBERS' INFORMATION EXCHANGE**

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

*Any written information submitted by members is included in the agenda.*

**11. CONSULTATION PROJECTS**

11.1. **Libraries Survey 2024**

<https://letstalk.waimakariri.govt.nz/libraries-survey-2024-25>

**12. BOARD FUNDING UPDATE**

12.1. **Board Discretionary Grant**

Balance as at 30 November 2024: \$9,785.

12.2. **General Landscaping Fund**

Balance as at 30 November 2024: \$28,646 not allocated.

**13. MEDIA ITEMS**

**14. QUESTIONS UNDER STANDING ORDERS**

**15. URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

**NEXT MEETING**

The next meeting of the Rangiora-Ashley Community Board is scheduled for 7pm, Wednesday 12 February 2024.

**Workshop**

- *Various Transport Matters – Shane Binder (Senior Transportation Engineer) – 20 Minutes*
- *Rangiora Eastern Link and Skewbridge Update on Progress – Don Young (Senior Engineering Advisor) – 15 Minutes*
- *Members Forum*

**MINUTES OF THE RANGIORA-ASHLEY COMMUNITY BOARD MEETING HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA, ON WEDNESDAY, 13 NOVEMBER 2024, AT 7 PM.**

**PRESENT**

J Gerard (Chairperson), K Barnett, I Campbell, M Fleming, L McClure, B McLaren, S Wilkinson and P Williams.

**IN ATTENDANCE**

S Hart (General Manager Strategy, Engagement and Economic Development), T Kunkel (Governance Team Leader), Kieran Straw (Civil Projects Team Leader), Gina Maxwell (Project Support Coordinator), Srinath Srinivasan (Project Engineer) and E Stubbs (Governance Support Officer).

Two members of the public were present.

**1. APOLOGIES**

Moved: I Campbell

Seconded: P Willimas

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** and sustains apologies for leave of absence from R Brine, M Clarke, J Goldsworthy and J Ward.

**CARRIED**

**2. CONFLICTS OF INTEREST**

No conflicts of interest were declared.

**3. CONFIRMATION OF MINUTES**

**3.1. Minutes of the Rangiora-Ashley Community Board – 9 October 2024**

Moved: L McClure

Seconded: K Barnett

**THAT** the Rangiora-Ashley Community Board:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Rangiora-Ashley Community Board meeting held on 9 October 2024.

**CARRIED**

**3.2. Matters Arising (From Minutes)**

There were no matters arising.

**3.3. Notes of the Rangiora-Ashley Community Board Workshop – =9 October 2024**

Moved: L McClure

Seconded: J Gerard

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** the circulated notes of the Rangiora-Ashley Community Board Workshop, held on 9 October 2024.

**CARRIED**

#### 4. **DEPUTATIONS AND PRESENTATIONS**

Nil.

#### 5. **ADJOURNED BUSINESS**

Nil.

#### 6. **REPORTS**

##### 6.1. **Approval of Design for 309 High Street Car Park – D Mansbridge (Project Engineer) and G Maxwell (Project Support Coordinator)**

K Straw advised that approval was being sought for the scheme design for the 309 High Street Car Park, former Rangiora Police Station, to allow staff to progress to the detailed design phase of the project. The proposed car park design meets all medium-term requirements outlined in the proposed District Plan and would provide an additional 57 parking spaces. Staff have considered the existing vehicle entrances to the Town Hall and 309 High Street. Each property had a vehicle entrance off King Street, while 309 High Street also had two existing vehicle accesses on High Street and an access off Church Street. With the amalgamation of the car parks, the design must consider the best use of vehicle entrances to the combined site.

K Straw noted that where there was insufficient width to create additional car parking spaces, the additional area would be utilised in other ways. For example, the Town Hall waste skip would be moved to a less intrusive space, and extra seating and bike parks would be provided. The design also included an additional on-road mobility parking space and the on-road P5 parking would be retained. The time limit of 180 minutes had been discussed with the Town Hall operators and would allow for longer movie times.

K Barnett commented that it was a busy area and noted plans for four additional mobility parking spaces in the carpark. She inquired if it was a requirement to have six mobility parking spaces. K Straw commented that the number of mobility parking was calculated under the Proposed District Plan rules. However, staff could investigate the possibility of a larger drop-off zone rather than more mobility parking before the report was presented to the Utilities and Roading Committee for approval.

M Fleming questioned whether the bike racks would be an obstacle in the proposed location, particularly for those with a disability. K Straw noted that according to the Scheme Design, the footpath was 7 meters at the location of the bike racks, which should be ample width to allow for access. However, staff could discuss the matter with the Waimakariri Access Group.

S Wilkinson asked if the proposal was considered a short- or long-term solution to parking challenges in Rangiora, which the Board had been advised was currently at 70% capacity. G Maxwell advised that the provision of parking on the site was considered a short-term measure, and staff were working on a Parking Management Strategy for Rangiora, which addressed parking needs until 2040.

S Wilkinson further questioned the longer-term rationale for purchasing 309 High Street. G Maxwell explained that the area had been identified as an Arts Precinct. However, the development of the precinct was not in the Council's 2024/34 Long Term Plan (LTP). An opportunity was identified, and the property was purchased with the carparking funds. S Hart confirmed that funding had been provided in the Council's 2021/31 LTP to purchase property for parking, which has been used to purchase the property. The Rangiora Town Centre Strategy had identified the western precinct as an essential part of the town centre, and the Council had purchased 309 High Street to cater for growth and protect future interests for that site. In the short term, it would provide more carparking and, as such, meet two community needs.

P Willimas enquired whether the bike racks were necessary. K Straw commented that at only \$150 for a bike rack, staff thought it was an efficient use of an area that could not be used as a carpark.

Moved: B McLaren

Seconded: K Barnett

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 241004171746.
- (b) **Endorses** the Scheme Plan for the proposed car park at 309 High Street (Trim no. 241024185526).
- (c) **Notes** that the design allows for a total of 57 additional off-road parking spaces (including three mobility parks).
- (d) **Notes** that the design retains 16 existing off-road parking spaces (including one mobility park) within 303 High Street (the existing car park behind the Town Hall).
- (e) **Notes** that the design allows for one additional on-road mobility parking space on High Street, outside the Town Hall.
- (f) **Notes** that to utilise the existing right-of-way easement to Church Street would result in a reduction of four parking spaces, and as such, the recommended design does not seek to utilise this easement.
- (g) **Notes** that due to District Plan car park requirements, the additional width available due to existing vehicle access ways did not result in additional parking capacity. These areas are proposed to be developed into functional spaces for gathering, cycle parking, and refuse collection.

AND

**THAT** the Rangiora-Ashley Community Board recommends:

**THAT** the Utilities and Roading Committee:

- (h) **Approves** the Scheme Plan for the proposed car park at 309 High Street (as per Trim no. 241024185526).
- (i) **Approves** the establishment of an additional mobility parking space on High Street, outside the Rangiora Town Hall.
- (j) **Notes** the existing mobility parking and P5 parking spaces on High Street outside the Town Hall will remain as is.
- (k) **Notes** that the existing mobility parking within the existing Town Hall car park (accessed off King Street) will remain following the completion of the car park redevelopment.

AND

**THAT** the Rangiora-Ashley Community Board recommends:

**THAT** the District Planning and Regulation Committee:

- (l) **Approves** the establishment of a 180-minute time restriction to all car parks within the extent of the "Town Hall Car Park" (Trim no. 241024185526).
- (m) **Notes** that a 180-minute time restriction is considered appropriate to ensure that moviegoers attending movies of a longer duration will not be fined for overstaying.
- (n) **Notes** the existing P5 parking spaces on High Street outside the Town Hall will remain as is.
- (o) **Notes** that the existing mobility parking and the proposed additional mobility parking on High Street outside the Town Hall will remain unrestricted.

**CARRIED**

B McLaren supported the motion, noting that staff had addressed his concerns regarding the safe access to the area assigned for waste disposal.

K Barnett believed it was an excellent design; however, she thought that providing additional mobility parking spaces limited the area for a drop-off zone, which would assist people who, while not disabled, could not walk far. She agreed that it was essential to provide facilities for cyclists.

J Gerard supported the motion and commented that it was a good report, highlighting all the information the Board needed to make an informed decision.

P Willimas supported the motion and reiterated the importance of carparking in Rangiora to attract shoppers and business.

6.2. **East Belt New Footpath – Approval to Install No-Stopping Restrictions and Approval for Small Portions of Hedge Removal at MainPower Oval – S Srinivasan (Project Engineer) and J McBride (Roading and Transport Manager)**

S Srinivasan introduced the report, noting that it sought endorsement to install no-stopping restrictions outside 164 East Belt and remove portions of the hedge along the boundary of MainPower Oval. A new footpath was to be installed on the eastern side of East Belt, between No 160 and Coldstream Road. However, the road corridor (alongside MainPower Oval Stadium) was too narrow to accommodate a footpath and maintain separation from the road and adjacent drainage swale. Therefore, the path at this location was to be constructed within the property of the MainPower Oval, and portions of the existing hedge were to be removed and replaced with bollards. S Srinivasan advised that Canterbury Country Cricket (CCC) had approved the alignment, and Greenspace and Asplundh had advised on methodology to ensure there would be no harm to the trees. Impacted residents had been advised of the work through a Program Information Notice, and a door knock had also occurred. However, there has been no response from residents.

I Campell referred to the maps and asked about options using other available land to develop the footpath. K Straw commented that staff had considered various options, including reclaiming road reserves; however, these were cost-prohibitive under the current budget.

B McLaren questioned the consultation with the owners of No164 East Belt, and S Srinivasan advised that although the owners were notified, no response had been received.

J Gerard asked if CCC had raised any concerns regarding security at matches if the hedge was removed. K Straw confirmed that security had been discussed explicitly with CCC, that they understood the project well, and that they had not raised concerns. However, staff could raise the matter with CCC again before the Utilities and Rooding Committee meeting.

K Barnett enquired why more effort had not been made to engage the owners of 164 East Belt. K Straw noted that the owners were provided information about the project and contact details for Council staff. S Hart commented that this was a good question and that it could be considered further by the Council's Communications and Engagement Team.

P Williams questioned how it was possible that there were no financial implications to the project. K Straw advised that the report only sought approval of the no-stopping, as the scheme design had already received approval. The cost of installing no-stopping lines and hedge removal was included in the project costs and associated budget.

B McLaren asked what consideration had been given to the tree management. S Srinivasan advised that the Council arborist Asplundh had provided a Tree Management Plan that would be included in the contract.

I Campbell asked if the path would only be for pedestrians, and S Srinivasan confirmed that the path would only be 1.8 meters wide and would only be for pedestrian use.

Moved: P Williams

Seconded: B McLaren

**THAT** the Rangiora-Ashley Community Board:

(a) **Receives** report No. 240912156263.

AND

**THAT** the Rangiora-Ashley Community Board recommends:

**THAT** the Utilities and Rooding Committee:

- (b) **Approves** the installation of 64.50m no-stopping restrictions outside 164 East Belt, Rangiora, with consultation with the residents of 164 East Belt.
- (c) **Approves** the partial removal of the hedge along the boundary of MainPower Oval, at the locations shown in Trim No. 240913156962.
- (d) **Notes** that the partial removal of the hedge is required to allow for the installation of the proposed footpath behind the buildings at MainPower Oval.
- (e) **Notes** that where the hedge is to be removed, bollards will be installed to prevent vehicle access into MainPower Oval.
- (f) **Notes** that the installation of the parking restrictions outside No. 164 East Belt is the result of the narrow road width in this portion of East Belt, where there is insufficient width to accommodate on-road parking.
- (g) **Notes** that the Greenspaces Team have been involved in the development of the alignment through MainPower Oval and is supportive of the partial removal of the hedge as required.

**CARRIED**

P Williams supported the motion but commented on the importance of consulting with the owners of 164 East Belt.



B McLaren believed it was a good report and supported the above-ground installation technique to protect the trees. He noted that the path was critical to the sports area.

J Gerard congratulated the staff and commented that the facility had been needed for some time.

S Wilkinson also supported the motion; however, he agreed that feedback on the project should be obtained from the owners of 164 East Belt and CCC.

As a parent of Rangiora High School students, K Barnett thanked staff for moving ahead with the project that had been requested for some time.

6.3. **Application to the Rangiora-Ashley Community Board's 2024/25 Discretionary Grant Fund – T Kunkel (Governance Team Leader)**

T Kunkel noted that the North Loburn Home and School Committee were asking for funds to purchase seeds, compost and other gardening supplies for its Garden to Table and Paddock to Plate Programs, which the Board had previously supported. The Garden to Table and Paddock to Plate Programmes offer students valuable insights into the origins of their food and encourage the exploration of a variety of flavours they might not typically encounter.

Moved: K Barnett

Seconded: I Campbell

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 240930167111.
- (b) **Approves** a grant of \$1000 to the North Loburn Home and School Committee towards the purchase of seeds, compost and other supplies for the Garden to Table and Paddock to Plate Programmes.

K Barnett commented that the school was the major community group in the North Loburn area; it was good to see funding for projects in the rural area of the Rangiora-Ashely ward. She believed that it was a generational project that was important to continue. High decile schools were totally reliant on fundraising for these types of activities. North Loburn School was also used as an example school where others came to learn about the Garden to Table and Paddock to Plate Programmes.

B McLaren noted that the Board had a guiding principle of providing one-off support for projects and pointed out that the Board had provided funding to North Loburn School's Garden to Table Programme in 2020, 2022 and now 2024. He noted that the reason provided for the grant was to 'revitalise' the gardens and expressed concern that they had been allowed to decline.

Amendment

Moved: M Fleming

Seconded: B McLaren

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 240930167111.
- (b) **Approves** a grant of \$750 to the North Loburn Home and School Committee towards the purchase of seeds, compost and other supplies for the Garden to Table and Paddock to Plate programmes.

**CARRIED**

M Fleming believed that, as North Loburn School was not a large school and a smaller number of people would, therefore, benefit from the grant, the Board should consider grating a lesser amount.

The Amendment became the Substantive Motion

Moved: M Fleming

Seconded: B McLaren

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 240930167111.
- (b) **Approves** a grant of \$750 to the North Loburn Home and School Committee towards the purchase of seeds, compost and other supplies for the Garden to Table and Paddock to Plate Programmes.

**CARRIED**

K Barnett supported the motion, noting that local sponsorship was becoming more difficult to find in the current economic conditions. She would hate to see the Garden to Table and Paddock to Plate Programmes fold due to a lack of funding.

T Kunkel advised that the North Canterbury BMX Club was applying for \$1,000 for asphalt to be laid at the end of the track for safety purposes. The total project cost was estimated at \$14,000, and the club received \$10,000 from the Gaming Trust.

B McLaren noted that the quote received by the Club was valid until March 2024, noted the significant increases in construction costs, and asked if consideration had been given to an accurate quote. T Kunkel commented that increased construction costs would increase the need for funding.

Moved B McLaren

Seconded: P Willimas

- (c) **Approves** a grant of \$1,000 to the North Canterbury BMX Club Inc. towards asphalt along the finish line of the BMX track.

**CARRIED**

B McLaren believed the BMX track and club were a superb asset to the community and was delighted to support the application as it would improve the safety of the riders.

P Williams agreed and commented that as a neighbour of the facility, he could attest that it was well utilised, and he was happy to support physical activity.

K Barnett questioned whether 90% of those benefiting were from the Rangiora area, as riders from all over Canterbury competed in BMX Championships. However, she was happy to support the project as the BMX track brought significant events to the district.

6.4. **Appointment of Rangiora-Ashley Community Board Representative to the Southbrook Sports Club – T Kunkel (Governance Team Leader)**

T Kunkel advised that S Wilkinson had resigned as the Board's representative to the Southbrook Sports Club. It was therefore necessary to appoint a new representative for the next 10 months. The Board's representative would not be considered an executive member or have voting rights.

L McClure asked the frequency of the meetings and was advised that they met once a month.

Moved: K Barnett

Seconded: B McLaren

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 241030188187.
- (b) **Approves** the appointment of Board Member L McClure as the Board representative and liaison person to the Southbrook Sports Club from 14 November 2024 to 10 October 2025, being the end of the term.

**CARRIED**

6.5. **Ratification of submission to the proposed quarrying activities and the construction and operation of a Class 3 Managed Fill Landfill at 150, 154, 174 and 176 Quarry Road, Loburn – T Kunkel (Governance Team Leader)**

T Kunkel took the report as read.

B McLaren asked if expert advice had been sought. J Gerard noted that the Council approved only \$10,000 (incl GST) to assist the Board in preparing a submission. Therefore, the Board's submission was drafted by the Committee and reviewed by a technical expert. However, as the presentation of the Board's submission at the hearing was considered critical, it would be done by a technical expert.

Moved: B McLaren

Seconded: M Fleming

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 241030188282.
- (b) **Retrospectively ratifies** its submission to the Waimakariri District Council and Environment Canterbury on the proposed quarrying activities and the construction and operation of a Class 3 Managed Fill Landfill at 150, 154, 174 and 176 Quarry Road, Loburn (Trim: 241009175043).

**CARRIED**

**7. CORRESPONDENCE**

7.1. **2024/34 Long Term Plan Response Letter**

Moved: J Gerard

Seconded: B McLaren

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** the Long Term Plan Response Letter (Trim No. 240216022707).

**CARRIED**

**8. CHAIRPERSON'S REPORT**

8.1. **Chair's Diary for October 2024**

Moved: J Gerard

Seconded: K Barnett

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 241104191096.

**CARRIED**

## 9. MATTERS FOR INFORMATION

- 9.1. Oxford-Ohoka Community Board Meeting Minutes 2 October 2024.
- 9.2. Woodend-Sefton Community Board Meeting Minutes 14 October 2024.
- 9.3. Kaiapoi-Tuahiwi Community Board Meeting Minutes 21 October 2024.
- 9.4. Council Meeting Schedule from January to October 2025 – Report to Council Meeting 1 October 2024 – Circulates to all Boards.
- 9.5. Health, Safety and Wellbeing Report August 2024 – Report to Council Meeting 1 October 2024 – Circulates to all Boards.
- 9.6. Summary of Discretionary Grant Accountability 1 July 2023 to 30 June 2024 – Report to Oxford-Ohoka Community Board 2 October 2024 – Circulates to Woodend-Sefton, Rangiora-Ashley and Kaiapoi-Tuahiwi Community Boards
- 9.7. Summary of Discretionary Grant Accountability 1 July 2023 to 30 June 2024 – Report to Woodend-Sefton Community Board 14 October 2024 – Circulates to Oxford-Ohoka, Rangiora-Ashley and Kaiapoi-Tuahiwi Community Boards
- 9.8. Amendment to Standing Orders – Report to Council Meeting 15 October 2024 – Circulates to all Boards.
- 9.9. July 2023 Flood Recovery Progress Update – Report to Utilities and Roading Committee 15 October 2024 – Circulates to all Boards
- 9.10. Summary of Discretionary Grant Accountability 1 July 2023 to 30 June 2024 – Report to Kaiapoi-Tuahiwi Community Board 21 October 2024 – Circulates to Woodend-Sefton, Rangiora-Ashley and Oxford-Ohoka Community Boards

### Public Excluded

- 9.11. West Eyreton UV Treatments Upgrades Additional Budget – Report to Council Meeting 1 October 2024 – Circulates to Oxford-Ohoka and Rangiora-Ashley Community Board

Moved: K Barnett

Seconded: M Fleming

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** the information in Items.9.1 to 9.10.
- (b) **Receives** the separately circulated public excluded information in Item 9.11.

**CARRIED**

## 10. MEMBERS' INFORMATION EXCHANGE

### M Fleming

- Assisted with the Keep Rangiora Beautiful planting.

### P Williams

- Attended:
  - Southbrook School 150 Year celebration, there had been a good turnout.
  - Clarkville School 150 Year celebration.
  - Armistice Day Memorial.
  - Several Drainage Working Group meetings.

**I Campbell**

- Attended:
  - Clarkville School 150 Year celebration.
  - Loburn Domain Shrub planting with Loburn School.
  - Vintage Fair at the racecourse.
- Armistice Day wreath laying.

**K Barnett**

- Attended:
  - Woodend School reunion.
  - Civil Defence in-house exercise.
- Noted upcoming Rangiora Borough School Civil Defence Hub event.

**B McLaren**

- Attended:
  - Ashley River Cleanup organised by the Youth Council.
  - Noted a lot was happening around the district and referred to his member's diary in the agenda for the events he had attended.
- Advised the security camera meeting would be held the following week. A 3-way conversation between the Council, the New Zealand Police and the Community Patrol was required.
- Commented on the Crown Apology for the Abuse in Care and the work of Ken Clearwater, a district resident. He had been nominated for New Zealander of the Year.

**L McClure**

- Organised and celebrated 150 years of Southbrook School with over 400 people attending across the weekend. Thanks to Neville, Jim, Paul and Bruce for supporting.
- Attended:
  - National Shake Out Drill.
  - RHS Community Work Day.
  - Sparks Museum Open Day.
  - Woodend School 150<sup>th</sup> Jubilee.
  - Armistice Day 100-year anniversary of Bridge of Remembrance.

There was agreement that the Board should send a letter to the Youth Council in appreciation of their work in the Rangiora-Ashley Ward.

**11. CONSULTATION PROJECTS****11.1. Solutions to Waste**

<https://letstalk.waimakariri.govt.nz/waste-matters>

**11.2. Welcoming Communities**

<https://letstalk.waimakariri.govt.nz/welcoming-communities>

The Board noted the Consultation Projects.

**12. BOARD FUNDING UPDATE**

**12.1. Board Discretionary Grant**

Balance as at 31 October 2024: \$11,535.

**12.2. General Landscaping Fund**

Balance as at 31 October 2024: \$28,646 not allocated.

The Board noted the Board Funding updates.

**13. MEDIA ITEMS**

Nil

**14. QUESTIONS UNDER STANDING ORDERS**

Nil

**15. URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

Nil

**NEXT MEETING**

The next meeting of the Rangiora-Ashley Community Board was scheduled for 7pm, Wednesday, 11 December 2024.

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 8.13PM.

**CONFIRMED**

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION**

**FILE NO and TRIM NO:** RDG-28 / 241125208408

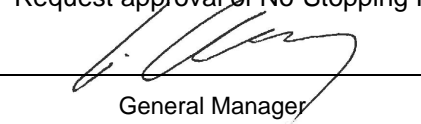
**REPORT TO:** RANGIORA-ASHLEY COMMUNITY BOARD


**DATE OF MEETING:** 11 December 2024

**AUTHOR(S):** Shane Binder, Senior Transportation Engineer  
Nithin Puthupparambil, Transportation Engineer

**SUBJECT:** Request approval of No-Stopping Restrictions on Railway Road

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

  
General Manager

  
Chief Executive

**1. SUMMARY**

- 1.1. This report seeks a recommendation from the Rangiora-Ashley Community Board to establish no-stopping restrictions on the west side of Railway Road from Torlesse Street to Gefkins Road.
- 1.2. Staff received a service request around the narrow carriageway on Railway Road behind Southbrook School, which sees high short-term parking demand during school drop-off and pick-up periods. This section of Railway Road is insufficiently wide to safely accommodate parking on both sides.
- 1.3. Due to these access concerns, it is recommended that stopping is prohibited at this location.
- 1.4. This recommendation has been discussed with and is supported by Southbrook School.

**2. RECOMMENDATION**

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 241125208408.

*AND*

**THAT** the Rangiora-Ashley Community Board recommends:

**THAT** the Utilities and Roading Committee:

- (b) **Approves** installation of the following no-stopping restriction:
  - i. The west side of Railway Road from Torlesse Street to Gefkins Road (being a length of 80m).

**3. BACKGROUND**

- 3.1. The section of Railway Road north of Torlesse Street, which serves as access to approximately 10 properties and is a no exit road, experiences a significant surge in parking during school hours. This is due to parents dropping off and picking up children from Southbrook School, which is situated along the western side of this road section. Despite the limited number of properties, the parking demand during these peak times is high, with vehicles often parked on both sides of the road.

#### 4. **ISSUES AND OPTIONS**

- 4.1. Staff received service requests about the narrow carriageway on Railway Road on east side of Southbrook School, which experiences high demand for short-term parking during school drop-off and pick-up times.
- 4.2. The high demand for short-term parking around Southbrook School has led to vehicles parking on both sides of Railway Road north of Torlesse Street. This practice significantly narrows the carriageway, creating a safety risk for students, parents, and residents. The open stormwater drain between the road and the school further intensify the risk for pedestrians attempting to access vehicles parked on the western side of the road.
- 4.3. To mitigate these safety concerns and ensure the well-being of all road users, it is recommended that no-stopping restrictions be installed along the extent marked by the yellow dashed line in Figure 1.



**Figure 1.** Proposed extents of no stopping restrictions, Railway Road

- 4.4. The Rangiora-Ashley Community Board has the following options available to them:
- 4.5. Option One: Approve the installation of no-stopping restrictions on Railway Road.

This option involves the Rangiora-Ashley Community Board recommending that the Utilities and Roding Committee approve the installation of no-stopping restrictions at the location shown in Figure 1. This option may displace some student drop-off/pick-up parking further south along Railway Road or west along Torlesse Street, but the overall impact is considered to be minor. It is noted that this option retains approximately 56m / 8 existing car parks on the east side of Railway Road for use of visitors, residents, and parents. This is the recommended option because it improves the safety of parents and students coming to Southbrook School, and the residents who live along Railway Road.

- 4.6. Option Two: Retain the status quo.

This is not the recommended option because there are safety implications of not installing no-stopping restrictions along Railway Road.



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

## 5. **COMMUNITY VIEWS**

### 5.1. **Mana whenua**

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

### 5.2. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. The principal of Southbrook School was consulted about the proposed no-parking restriction, and they have expressed their support for the measures.

### 5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report; the impacts of roadside management are considered to be localised and minor in nature. It is noted that no public consultation has been carried out with any adjacent residents or the wider community.

## 6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. There are minimal costs associated with installing no-stopping lines along these streets, as all it involves is line marking. The estimated cost is less than \$100.

These costs can be accommodated within the Road Maintenance budgets.

### 6.2. **Sustainability and Climate Change Impacts**

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

### 6.3. **Risk Management**

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

### 6.4. **Health and Safety**

There are minor health and safety risks arising from the adoption/implementation of the recommendations in this report. Physical works will be undertaken through the Road Maintenance contract. The Road Maintenance contractor has a Health & Safety Plan and a SiteWise score of 100.

## 7. **CONTEXT**

### 7.1. **Consistency with Policy**

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

### 7.2. **Authorising Legislation**

Section 2 of the Land Transport Rule: Traffic Control Devices requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices."

### 7.3. **Consistency with Community Outcomes**

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

***Environmental: a place that values and restores our environment***

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

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

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

**7.4. Authorising Delegations**

As per Section 3 of the Waimakariri District Council's *Delegations Manual*, the Rangiora-Ashley Community Board has the delegated authority to recommend the installation of no-stopping restrictions on roads within its ward area.

The Utilities & Roading Committee has the delegated authority to approve no-stopping restrictions.

**WAIMAKARIRI DISTRICT COUNCIL**

**REPORT FOR DECISION**

**FILE NO and TRIM NO:** RDG-32-16-08 / 241024185615

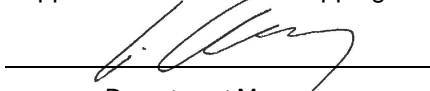
**REPORT TO:** RANGIORA-ASHLEY COMMUNITY BOARD

**DATE OF MEETING:** 11 December 2024

**AUTHOR(S):** Kieran Straw – Civil Projects Team Leader  
Joanne McBride – Roothing & Transportation Manager

**SUBJECT:** Approval to Install No Stopping Restrictions – South Belt

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

  
Department Manager

  
Chief Executive

**1. SUMMARY**

- 1.1 This report seeks a recommendation from the Community Board to the Utilities and Roothing Committee, in relation to the proposed installation of a pedestrian refuge island on South Belt, at the King Street intersection. The following approvals are sought:
- a. Approval to install approximately 28m of no stopping lines associated with the installation of the pedestrian refuge island.
  - b. Approval to install a right turn bay for turning traffic into King Street.
- 1.2 The right turn bay, and the pedestrian refuge island had previously been approved by the Board when it was proposed to be included as part of the Rangiora Town Cycleway, which is no longer proceeding at this time.
- 1.3 This installation of the pedestrian refuge was included within the 2024 / 25 Minor Works programme, which has previously been approved by the Board.
- 1.4 The need to remove on-street parking on South Belt is due to the refuge island being in the centre of the road, which results in the traffic lane moving towards the parking lane, and also to ensure that there are clear sight lines for pedestrians to determine that the road is clear before proceeding to cross the street.

Attachments:

- i. South Belt Pedestrian Refuge Plan (Trim No. 241024185412)

## 2. **RECOMMENDATION**

**THAT** the Rangiora Ashley Community Board:

- (a) **Receives** report No. 241024185615.

AND

**THAT** the Rangiora-Ashley Community Board recommends:

**THAT** the Utilities and Roothing Committee:

- (a) **Approves** the installation of no-stopping restrictions at the following locations, as a result of the planned minor improvement project:
- i. Outside No. 99 South Belt (approximately 12m long)
  - ii. Outside No. 1 King Street (approximately 16m long)
- (b) **Approves** the installation of a right turn lane into King Street from South Belt as part of the project to install a pedestrian refuge island.
- (c) **Notes** that the installation of no stopping lines at this site equates to the loss of five on-street car parking spaces.
- (d) **Notes** that this pedestrian refuge, associated right turn bay, and no stopping was previously included in the now cancelled Rangiora Town Cycleway project, and that the design for this was previously endorsed by the Board, and approved by Council in November 2023.
- (e) **Notes** that there was general support for the refuge in South Belt as part of the now cancelled Rangiora Town Cycleway project, and the width of the refuge will accommodate cycles to future proof this pedestrian refuge crossing.

## 3. **BACKGROUND**

- 3.1. South Belt is a Primary Collector that carries 4,100 vehicles per day. The location is an important crossing point for pedestrians, and there are several pedestrian generators in the area including:
- i. Southbrook Park & Ride (as well as other adjacent bus stops)
  - ii. Southbrook Park
  - iii. Dog Park
  - iv. Kings Mart Dairy
- 3.2 Pedestrian demand is expected to grow significantly in the near future with the development of the Summerset Retirement Village to the west already underway.
- 3.3 The South Belt refuge island was included within the design of the proposed Rangiora Town Cycleway. The overall cycleway design was endorsed by the Board in October 2023 before being approved by Council on 7<sup>th</sup> November 2023.
- 3.4 Although the cycleway project has been cancelled, the need for a pedestrian refuge at this location remains and was generally well received by residents during consultation of the cycleway.

#### 4. **ISSUES AND OPTIONS**

4.1. When identifying locations for pedestrian refuge islands, staff consider the volume of both motor vehicles (including heavy vehicles) and pedestrians, pedestrian safety and desire lines, destinations, proximity to bends and intersections, proximity to vehicle entrances, and location of existing crossing locations.

4.2. The proposed design of the South Belt pedestrian refuge island has been based on the previously approved refuge island that was included within the now cancelled Rangiora Town Cycleway project.

As such, this design includes provision for the right turn lane into King Street and provides an increased width to accommodate cycles within the refuge.

4.3. The Rangiora Community Board have the following options available to them.

i. **Option One** - Approve the recommended right turn bay and no-stopping associated with this minor improvement project.

This option would endorse the installation of the right turn bay and no-stopping lines on South Belt associated with the installation of the proposed pedestrian refuge island outside No. 99 South Belt

This is the **recommended option** as it reduces the amount of no-stopping lines to be installed, while still allowing the minor safety improvements to proceed.

ii. **Option Two** - Request further work be done on proposed improvements

Decline the recommendations of this report and instruct staff to investigate alternative options, such as investigate alternative crossing locations on South Belt east of King Street

This is not the recommended option as staff have considered these sub-options and believe the recommended option strikes the appropriate balance.

It should also be noted that there is future provision within the Minor Improvement programme to install a second pedestrian refuge on South Belt east of King Street.

iii. **Option Three** – Retain the Status Quo

Decline the recommendations of this report and do not install any pedestrian refuge or cut-downs.

This option is not recommended as it would result in poor safety outcomes for pedestrians who are trying to cross busy roads within the district.

Providing safe crossing locations is important for all pedestrians, but especially vulnerable members of our community. Safe crossing points also encourage people to participate in active transport modes.

4.4. There are implications on community wellbeing by the issues and options that are the subject matter of this report. By providing quality pedestrian facilities and improving connectivity, community wellbeing is improved by providing the option of walking within our towns.

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

## 5. **COMMUNITY VIEWS**

### 5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by or have an interest in the subject matter of this report and Te Ngāi Tūāhuriri are generally supportive of the provision of footpaths in the district.

### 5.2. **Groups and Organisations**

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

### 5.3. **Wider Community**

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

Consultation will be undertaken with residents immediate adjacent to, and / or impacted by parking loss will be contacted in early December regarding the proposal, and a verbal update on feedback from the residents will be provided at the Community Board meeting.

## 6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 6.1. **Financial Implications**

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

This budget associated with the delivery of the Minor Improvement Programme is included in the Annual Plan and is independent of the installation of the required no stopping lines.

### 6.2. **Sustainability and Climate Change Impacts**

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

Improving pedestrian facilities encourages more sustainable travel mode choices, such as walking.

### 6.3. **Risk Management**

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

The installation of no-stopping lines reduces the space available for on-street car parking. The design, while minimising the loss of on-street parking spaces, does still require the loss of two on-street parking spaces outside No. 99 South Belt, and three on-street parking spaces outside No. 1 King Street. Both properties have access to additional on-street parking immediately adjacent to the site.

Consultation will be undertaken with immediately adjacent residents in early December, and a verbal update of feedback from the residents will be provided at the Community Board meeting.

### 6.4. **Health and Safety**

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

Installation of pedestrian refuge islands are important to improve pedestrian safety, and encourage compliance with posted speed limits.

## **7. CONTEXT**

### **7.1. Consistency with Policy**

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

### **7.2. Authorising Legislation**

Section 2 of the *Land Transport Rule: Traffic Control Devices 2004* requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices".

### **7.3 Consistency with Community Outcomes**

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

Environmental - that values and restores our environment...

- *The natural and built environment in which people live is clean, healthy and safe.*
- *Our communities are able to access and enjoy natural areas and public spaces.*

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

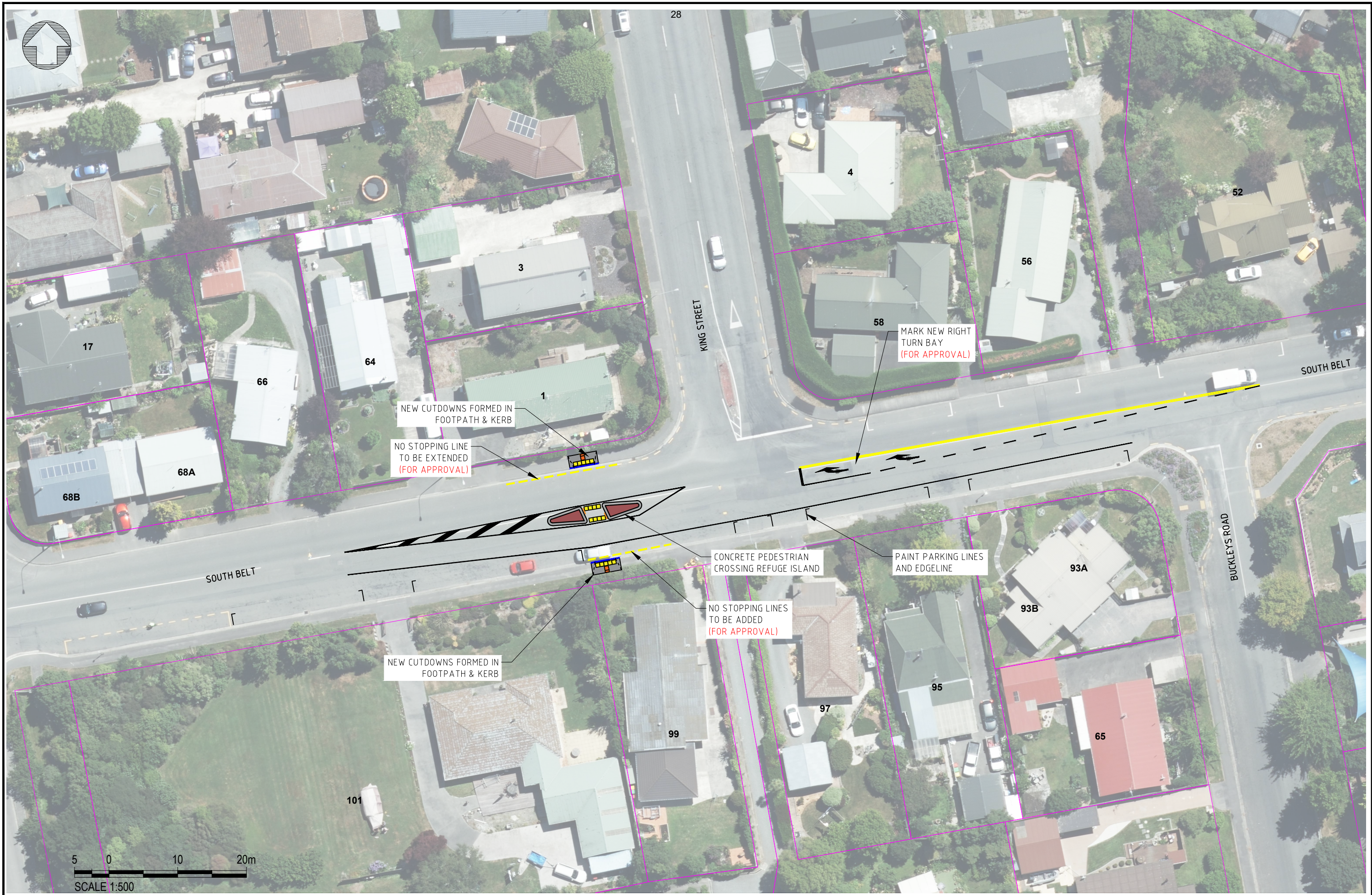
- *Public spaces are diverse, respond to changing demographics and meet local needs for leisure and recreation.*
- *Council commits to promoting health and wellbeing and minimizing the risk of social harm to its communities.*

### **7.4 Authorising Delegations**

As per Section 3 of the Waimakariri District Council's *Delegations Manual*, the Rangiora-Ashley Community Board have the delegated authority to recommend the installation of no-stopping restrictions on roads within its ward area.

The Utilities and Roading Committee is responsible for roading and transportation activities, including road safety, multimodal transportation, and traffic controls.





REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR PRICING	AK	---	---	24/10/2024

SURVEYED	---	---	PROJECT No	PD001696
DRAWN	AK	24/10/2024	CON No	---
DRAWING CHKD	---	---	SCALE (A3)	1:500
DESIGNED	AK	24/10/2024	DATUM ORIGIN	---
DESIGNED CHKD	---	---	HORIZONTAL	NZTM GD2000
APPROVED	---	---	VERTICAL	NZVD 2016



PROJECT	2024 / 2025 ROADING MINOR IMPROVEMENT PROGRAMME
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SHEET TITLE	SOUTH BELT PEDESTRIAN REFUGE & RIGHT TURN BAY
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<b>FOR INFORMATION</b>	
NOT FOR CONSTRUCTION	
DRAWING	4544
SHEET	REVISION
1	A



**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION**

**FILE NO and TRIM NO:** RDG-32-126 / 241018181377

**REPORT TO:** RANGIORA-ASHLEY COMMUNITY BOARD


**DATE OF MEETING:** 11 December 2024

**AUTHOR(S):** Kieran Straw – Civil Project Team Leader  
Joanne McBride – Roading & Transportation Manager

**SUBJECT:** Kippenberger Ave – Approval of Bus Stop Locations

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

  
General Manager

  
Chief Executive

**1. SUMMARY**

- 1.1. This report seeks approval for parking restrictions and changes associated with the Kippenberger Ave Urbanisation Project. The specific approvals sought are:
- Installation of a new Bus Stop on Kippenberger Ave, outside Lamb & Heyward funeral home
  - Installation of a new Bus Stop outside No. 91 / 93 Kippenberger Ave
  - Installation of a new pedestrian refuge outside No. 107 Kippenberger Ave
  - Installation of no-stopping lines outside 107 Kippenberger Ave (18.0m)
- 1.2 The Scheme Design for Kippenberger Ave has previously been approved, however this did not specifically note the parking changes required within the recommendations.
- 1.3 The addition of two new bus stops is proposed to provide residents in the surrounding area, including the new Bellgrove development, with the option of using the bus as an option for travel within the district.
- 1.3 Staff have continued to develop the design during the detailed design phase and are currently preparing the works for tender.

**Attachments:**

- i. Detailed Design Plans (Trim No. 241126208795)
- ii. Option 1 Overview (Trim No. 241203213970)
- iii. Option 2 Overview (Trim No. 241203213971)
- iv. Option 3 Overview (Trim No. 241203213972)
- v. Option 4 Overview (Trim No. 241203213973)
- vi. No Stopping Schedule (Trim No. 241126208794)

**2. RECOMMENDATION**

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 241018181377.

*AND*

**THAT** the Rangiora-Ashley Community Board recommends:

**THAT** the Utilities and Roothing Committee:

- (a) **Approves** the installation of a new Bus Stop on Kippenberger Ave (east-bound) outside Lamb and Heyward funeral home;
- (b) **Approves** the installation of a new Bus Stop on Kippenberger Ave (west-bound) outside No. 91 / 93 Kippenberger Ave
- (c) **Approves** the installation of a new pedestrian refuge outside No. 107 Kippenberger Ave for the purposes of accommodating a pedestrian crossing facility and the 18.0m of required no-stopping lines.
- (d) **Notes** that the impacted businesses and residents have been consulted on these locations, and that they have no objection to the proposed works.
- (e) **Notes** that there is no change to the bus route as a result of this project.
- (f) **Notes** that Council staff have discussed the proposed locations with Environment Canterbury who have no immediate objections.
- (g) **Notes** that two additional parking bays have been incorporated into the design on the northern side of Kippenberger Ave, providing on-road parking bays for up to six additional vehicles.
- (h) **Notes** that an additional three street trees are to be installed after minor path design changes are made which are not reflected on the provided plans following discussions with Greenspaces.

### 3. **BACKGROUND**

- 3.1. The RACB has noted that Kippenberger Avenue is one of the main entrance ways into Rangiora. The RACB has a program in mind with its General Landscaping Fund to improve and beautify the entrances that include Lineside Road, Oxford Road, Flaxton Road, Ashley Bridge and Kippenberger Avenue.
- 3.2. In November 2022, report no. 221027187090 was presented to the Board seeking approval of the landscaping and concept plan for Kippenberger Ave. This plan included bus stops on the north and south side of Kippenberger Avenue.
- 3.3. This report was approved, and the first stage of the implementation of this plan was completed by the developer during the construction of Bellgrove.
- 3.4. In September 2024, report no. 240717116901 was presented to Council. This report sought approval of the 2024/25 subdivision contribution programme, which included the urbanisation of Kippenberger Ave, between No. 106 Kippenberger Ave, and the Bellgrove Roundabout. This section of Kippenberger Ave will join the existing "old" section of Kippenberger Ave with the recently completed section of Kippenberger Ave adjacent to the new Bellgrove Development.
- 3.5. Environment Canterbury (ECan) is the operator of the scheduled bus services within Waimakariri District. ECan contracts various bus operators to deliver that service but is responsible for determining the routes.
- 3.6. Kippenberger Ave is on Route 97 and provides a public transport route between Pegasus and Rangiora. Council Staff determine the most suitable bus bay locations based on, but not limited to the following criteria;
  - Location to suitable crossing / access points
  - Maximum of 400m-600m spacing between stops

- Point of access for large catchments (in this case Bellgrove Subdivision)
- Spacing between driveways and access points to allow full construction.

3.7. Once the most suitable locations have been determined by Council Staff, Environment Canterbury are liaised with for approval or changes as required.

3.8. Kippenberger Ave has a current Annual Daily Traffic (ADT) count of 6537 vehicles per day.

#### 4. **ISSUES AND OPTIONS**

4.1. The following options are available:

- **Option One**: Approve the installation of the two additional bus stops, pedestrian refuge outside 107 Kippenberger Avenue and 18.0m of required no-stopping for the pedestrian refuge.

This is the **recommended option** as it provides the greatest level of service to pedestrians and users of public transport.

The inclusion of the pedestrian refuge provides a mid-block crossing location, and safe crossing facility for Kippenberger Ave's 6,537 vehicles per day.

- **Option Two**: Decline the installation of the two additional bus stops, nearby pedestrian refuge and 18.0m of required no-stopping for the pedestrian refuge.

This option would see the significant risk to bus passengers continue until such time as alternative bus routes can be determined and the Woodend Bypass is completed. These will take some time to work through and as such this option does not address the risk in the short term. As such this is not the recommended option.

- **Option Three**: Approve the installation of the two additional bus stops, but decline to install the pedestrian refuge and 18.0m of required no-stopping for the pedestrian refuge.

This option would see a significant increase in risk to pedestrians and bus passengers crossing Kippenberger Avenue to access both the shared path and new bus stop locations. As such this is not the recommended option.

- **Option Four**: Approve the installation of the pedestrian refuge and 18.0m of required no-stopping for the pedestrian refuge, but decline the to install the two additional bus stops.

As the original scheme design had these bus stops approved and provides a higher level of service for those wishing to access the district to and from the Bellgrove Subdivision and surrounding areas, this is not the recommended option.

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

Enhancing safety for public transport users contributes to a safer and more efficient transport network.

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

#### 5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

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

## 5.2. **Groups and Organisations**

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

## 5.3. **Wider Community**

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

The residents, and businesses directly impacted by the recommendations within this report have been consulted on, and have no objections to the proposed bus stops, and build-out.

## 6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 6.1. **Financial Implications**

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

The cost of the works is included within the overall project, which has a total project budget of \$350,000 within the overall sub-division contribution area budget, of \$779,077.

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

### 6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts. Providing safe and efficient public transport reduces the reliance on private vehicles, contributing to reduced emissions.

### 6.3. **Risk Management**

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

### 6.4. **Health and Safety**

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

Physical works will be undertaken by a pre-qualified contractor, with a valid SiteWise assessment.

## 7. **CONTEXT**

### 7.1. **Consistency with Policy**

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

### 7.2. **Authorising Legislation**

Land Transport Act 1998 Section 22 AB.

### 7.3. **Consistency with Community Outcomes**

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

#### Social:

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

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

Environmental:

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

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

Economic:

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

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

#### 7.4. **Authorising Delegations**

The Community Board has delegation to consider items in relation to maintaining an overview of services provided by the Council such as road works, water supply, sewerage, stormwater drainage, parks, recreational facilities, community activities, and traffic management projects within the community.

The Utilities and Roding Committee enjoys all powers granted to a standing committee and are responsible for Roding matters.





REV	REVISION DETAILS	DRN	CHK	APP	DATE

SURVEYED	DH	02/11/2023	PROJECT No	PD002094
DRAWN	GK	02/08/2024	CON No	CON202449
DRAWING CHKD	KS	9/08/2024	SCALE (A3)	1:500
DESIGNED	GK	27/09/2024	DATUM ORIGIN	
DESIGNED CHKD	KS	-/-/2024	HORIZONTAL	NZTM GD2000
APPROVED	JM	-/-/2024	VERTICAL	NZVD 2016

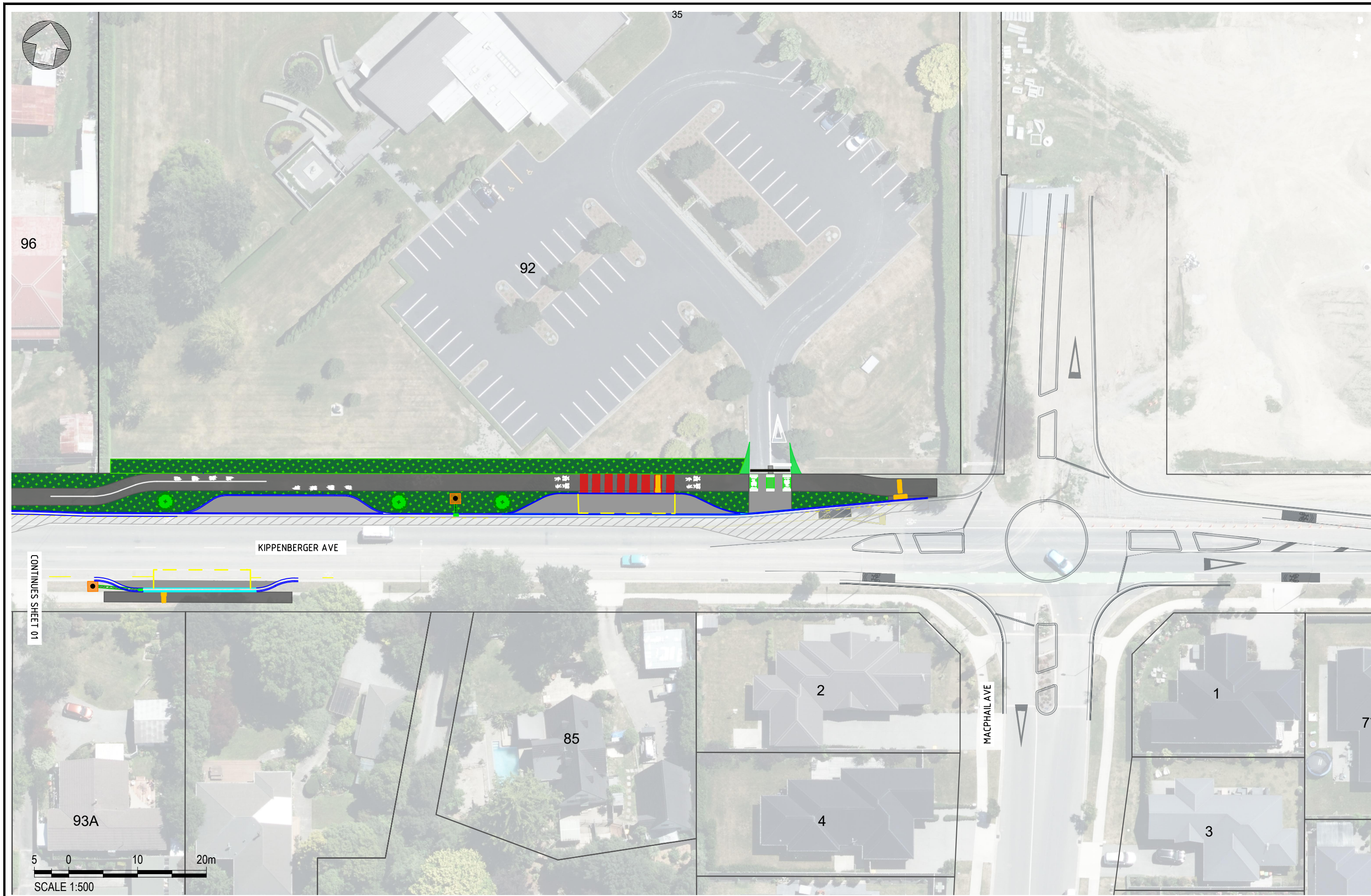


PROJECT  
**KIPPENBERGER AVENUE  
 URBANISATION**

SHEET TITLE  
**OVERVIEW I**

FOR INFORMATION NOT FOR CONSTRUCTION	
DRAWING	4481
SHEET	REVISION
01	A





REV	REVISION DETAILS	DRN	CHK	APP	DATE

SURVEYED	DH	02/11/2023	PROJECT No	PD002094
DRAWN	GK	02/08/2024	CON No	CON202449
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DESIGNED	GK	27/09/2024	DATUM ORIGIN	
DESIGNED CHKD	KS	-/-/2024	HORIZONTAL	NZTM GD2000
APPROVED	JM	-/-/2024	VERTICAL	NZVD 2016

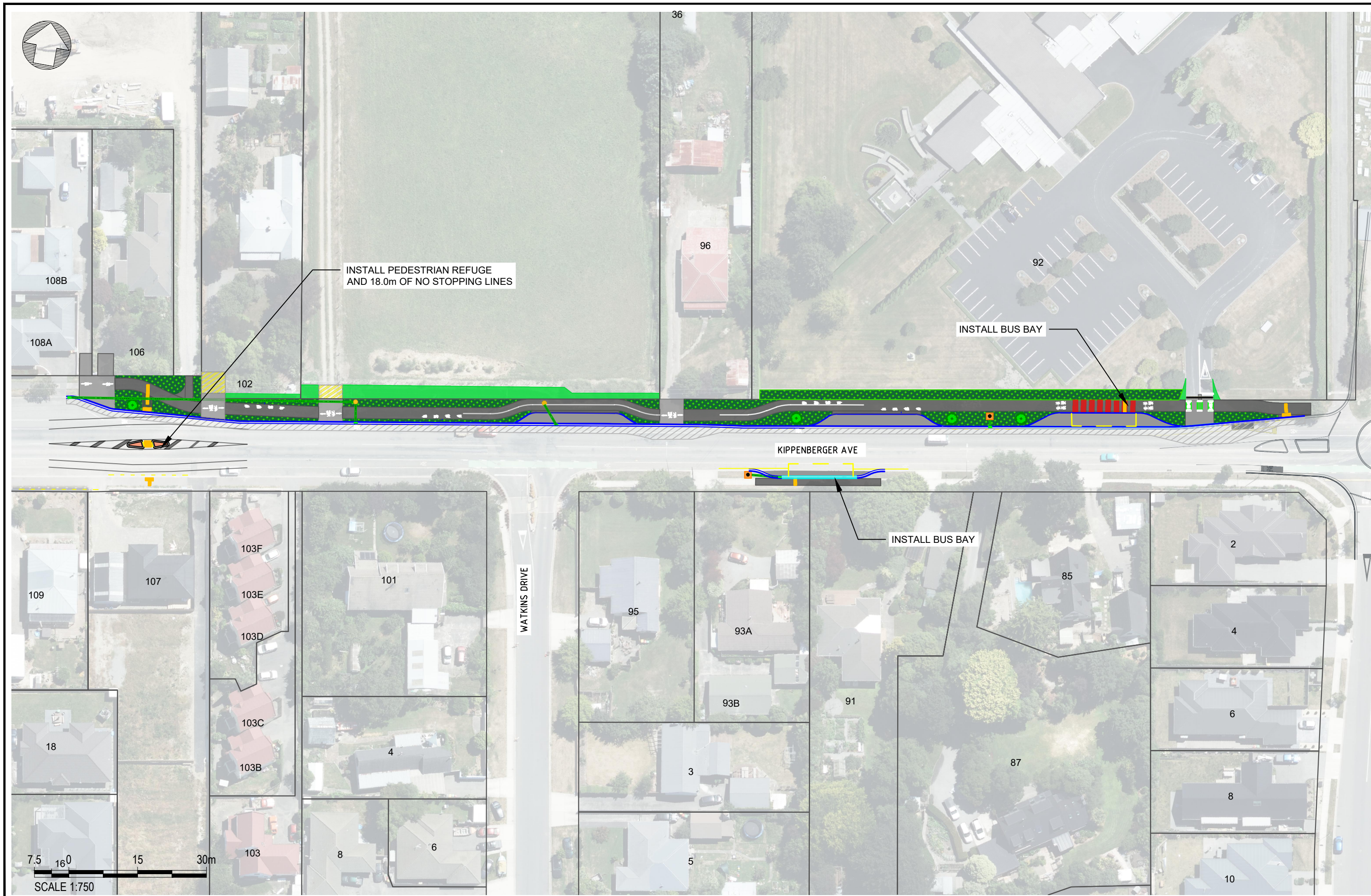


PROJECT  
**KIPPENBERGER AVENUE  
 URBANISATION**

SHEET TITLE  
**OVERVIEW II**

FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4481
SHEET	REVISION
02	A





REV	REVISION DETAILS	DRN	CHK	APP	DATE

SURVEYED	DH	02/11/2023	PROJECT No	PD002094
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APPROVED	JM	-/-/2024	VERTICAL	NZVD 2016

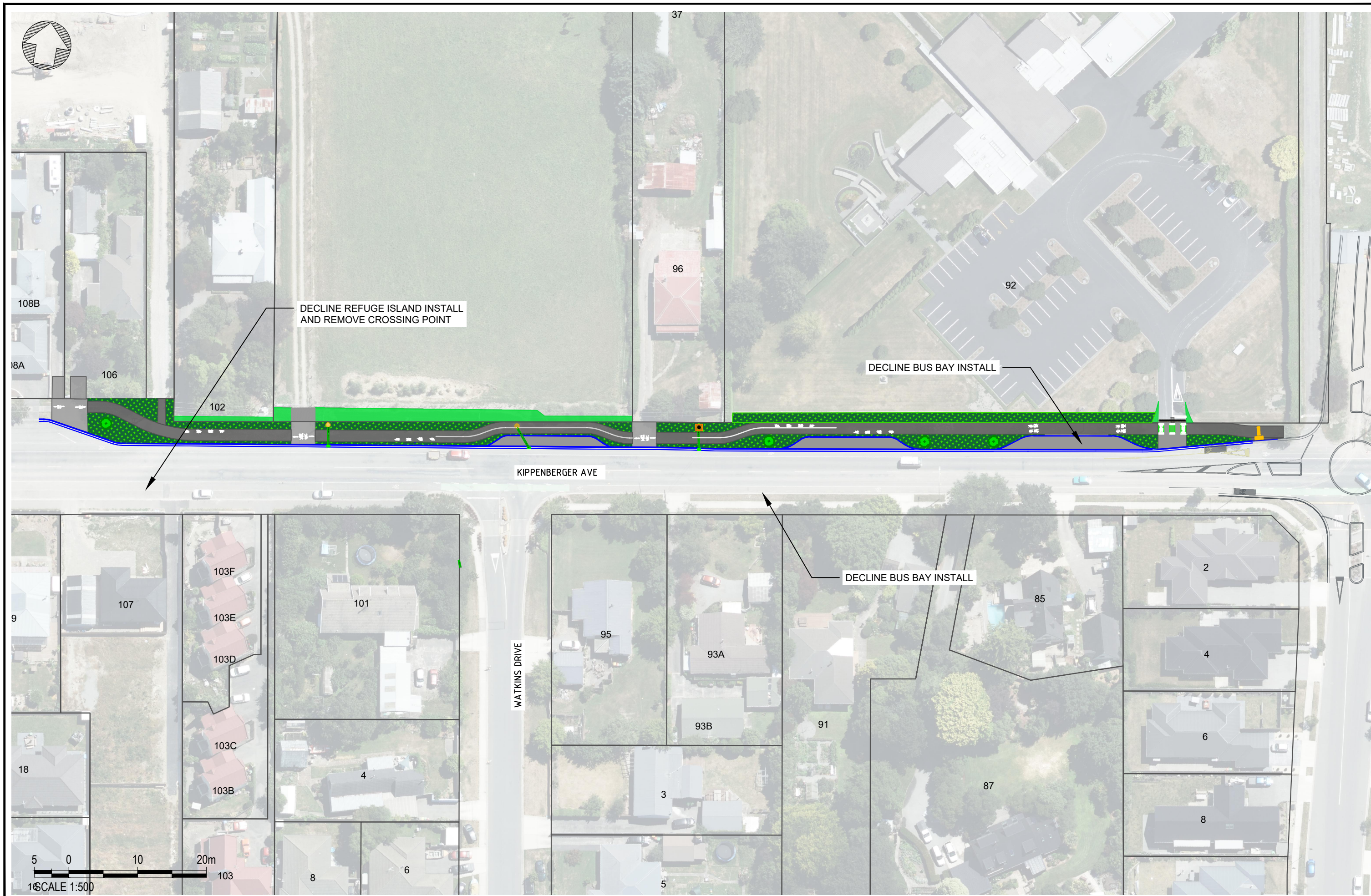


PROJECT	KIPPENBERGER AVENUE URBANISATION
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SHEET TITLE	OPTION 1
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4481
SHEET	REVISION





REV	REVISION DETAILS	DRN	CHK	APP	DATE

SURVEYED	DH	02/11/2023	PROJECT No	PD002094
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APPROVED	JM	-/-/2024	VERTICAL	NZVD 2016

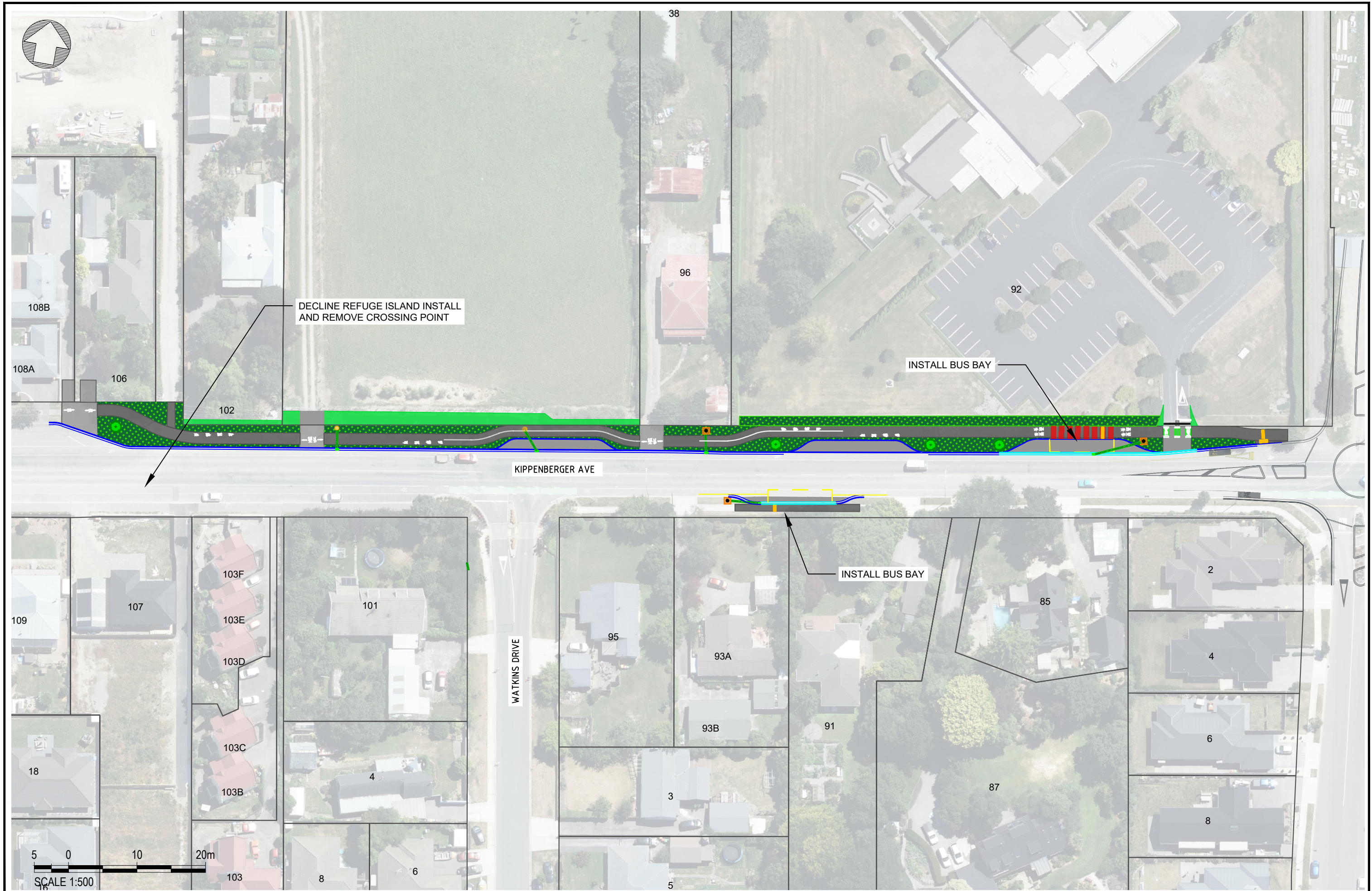


PROJECT	KIPPENBERGER AVENUE URBANISATION
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SHEET TITLE	OPTION 2
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4481
SHEET	REVISION





REV	REVISION DETAILS	DRN	CHK	APP	DATE

SURVEYED	DH	02/11/2023	PROJECT No	PD002094
DRAWN	GK	02/08/2024	CON No	CON202449
DRAWING CHKD	KS	9/08/2024	SCALE (A3)	1:750
DESIGNED	GK	27/09/2024	DATUM ORIGIN	
DESIGNED CHKD	KS	-/-/2024	HORIZONTAL	NZTM GD2000
APPROVED	JM	-/-/2024	VERTICAL	NZVD 2016

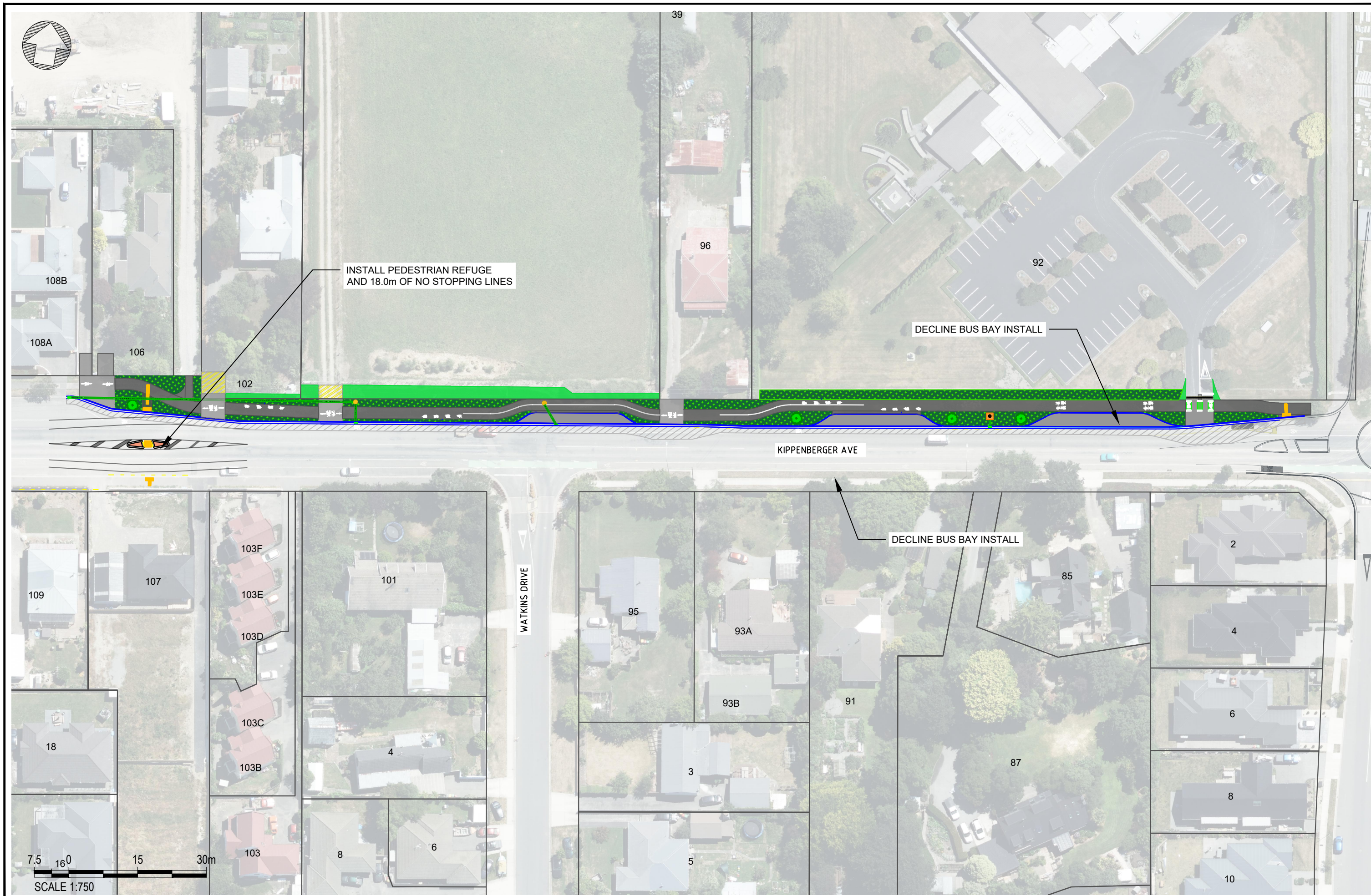


PROJECT  
**KIPPENBERGER AVENUE  
 URBANISATION**

SHEET TITLE  
**OPTION 3**

FOR INFORMATION NOT FOR CONSTRUCTION	
DRAWING	4481
SHEET	REVISION





REV	REVISION DETAILS	DRN	CHK	APP	DATE

SURVEYED	DH	02/11/2023	PROJECT No	PD002094
DRAWN	GK	02/08/2024	CON No	CON202449
DRAWING CHKD	KS	9/08/2024	SCALE (A3)	1:750
DESIGNED	GK	27/09/2024	DATUM ORIGIN	
DESIGNED CHKD	KS	-/-/2024	HORIZONTAL	NZTM GD2000
APPROVED	JM	-/-/2024	VERTICAL	NZVD 2016



PROJECT	KIPPENBERGER AVENUE URBANISATION
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SHEET TITLE	OPTION 4
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4481
SHEET	REVISION



## Waimakariri District Council: No-Stopping Restriction Schedule associated with Kippenberger Avenue Urbanisation Project

Item	Locality	Street	Side of Street	Location	Distance [m]	No. of spaces impacted	Notes
	Rangiora	Kippenberger Avenue	South	Outside 107 Kippenberger Avenue	16m	3	Installation of Pedestrian Refuge

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION**

**FILE NO and TRIM NO:** RMA-08-28 / 240527085141

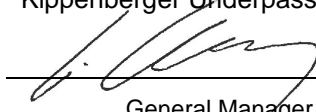
**REPORT TO:** RANGIORA ASHLEY COMMUNITY BOARD

**DATE OF MEETING:** 11 December 2024

**AUTHOR(S):** Jennifer McSloy, Development Manager  
Joanne McBride, Roading Manager

**SUBJECT:** Kippenberger Underpass

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

  
\_\_\_\_\_  
General Manager

  
\_\_\_\_\_  
Chief Executive

**1. SUMMARY**

- 1.1. This report sets out a summary of the current condition of the Kippenberger Underpass, and the reasons for the staff recommendation to decommission the underpass particularly as it poses a significant Health & Safety Risk to the public.
- 1.2. The Kippenberger Underpass was originally constructed as a stock underpass. The underpass was vested with Council, and it has the potential to provide a linkage between the north and south Bellgrove areas. Staff have investigated whether the underpass could provide a safe pedestrian route.
- 1.3. Unfortunately, staff have concluded the underpass cannot be made safe for pedestrians. The key issue is the high groundwater levels, which result in the structure filling with water when not adequately managed. Even with the groundwater pump on, the underpass leaks in multiple locations. The leaks were repaired in early 2024, but a site visit on 18 June 2024 showed these had already failed. Another site visit on 17 September 2024 confirmed the structure is still leaking. There is water flowing through the base and sides of the underpass in several places.
- 1.4. In addition to the groundwater issue, there are also several design and CPTED requirements which need to be assessed. Ongoing repair and operation costs to try and maintain the structure in a dry usable condition would be expensive. There is also the risk of the pump failing, which will result in the underpass filling with water (see figure 2).
- 1.5. The staff recommendation is to decommission the underpass, and this report seeks approval of that recommendation. This recommendation is based on comments from WSP (who assess the condition of Council's roading infrastructure assets), the contractor who originally installed and recently repaired the underpass (Dormer Construction) and evidence from site visits. Aurecon have provided a recommended methodology to decommission the underpass, and cost estimate.
- 1.6. Unfortunately, the groundwater level, even following a dry period, is too high, and the water pressure too great for the underpass to be made watertight. Staff do not have confidence the underpass can be made safe and operated at an affordable cost to Council.

**Attachments:**

- i. Presentation to Utilities & Roading Committee - Trim no. 241030188057.

## 2. **RECOMMENDATION**

**THAT** the Rangiora Ashley Community Board:

- (a) **Receives** Report No. 240527085141;

**AND**

**RECOMMENDS THAT** the Utilities & Roading Committee:

- (b) **Approves** the decommissioning of the underpass located at Kippenberger Avenue, approximately 24m east of Devlin Avenue;
- (c) **Approves** staff proceeding to seek pricing from three contractors to decommission the underpass.
- (d) **Notes** the estimated cost of decommissioning is \$100,000;
- (e) **Notes** the works would be funded out of the Subdivision Contributions budget. That budget is forecast to be overspent in this financial year (refer to report 240717116901), however, the long-term average is within budget and often projects anticipated by the budget do not occur due to developer delays. If it is not possible to undertake the project this financial year, it will be completed in summer 2025/26;
- (f) **Notes** the works at the southern side of the underpass for the benefit of the developer will be paid for by them;
- (g) **Notes** staff presented on this topic to the Utilities & Roading Committee on 15 October 2024 during a workshop (refer to attachment i for the presentation).
- (h) **Notes** staff will engage with the lease holder to formalise a deed of surrender.

## 3. **BACKGROUND**

- 3.1. The Kippenberger Underpass was installed approximately ten years ago to provide a route for stock to pass to/from the farmland north of Kippenberger Avenue to/from the south. Council entered into two agreements with the property owner at the time.

- 3.2. Bellgrove Rangiora Ltd (**Bellgrove**) purchased the farmland, including no. 15 and no. 52 Kippenberger Avenue. See figure below to see these two lots, with the underpass location in the blue box:

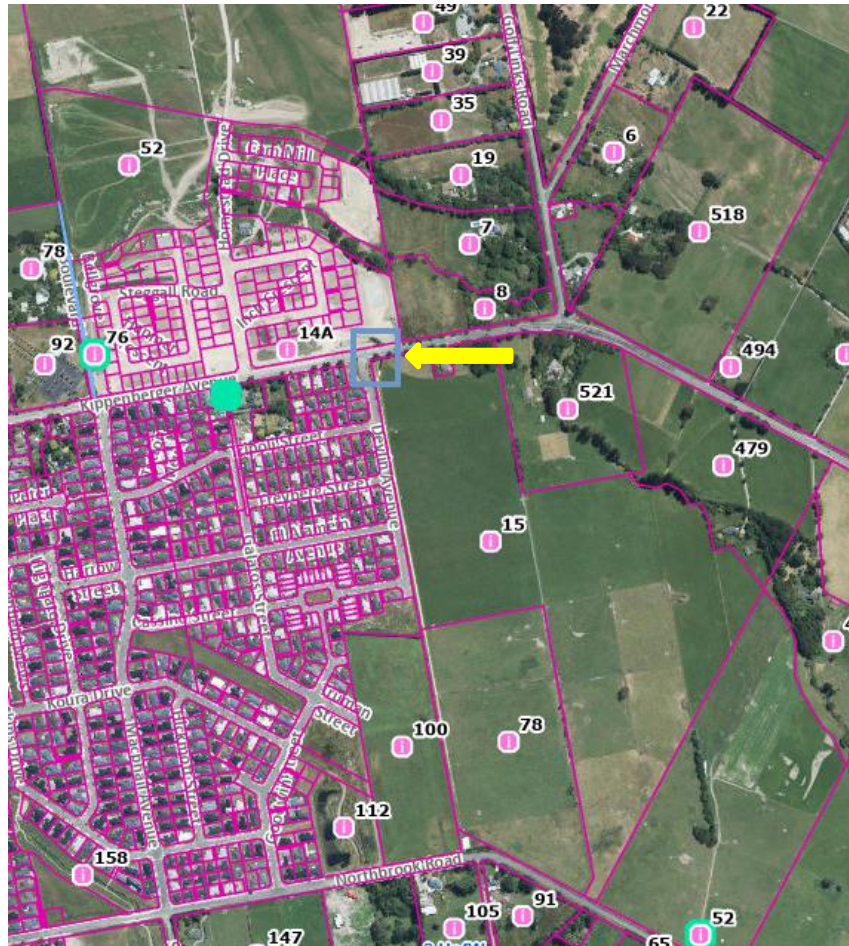


Figure 1: location of the underpass

- 3.3. The underpass, being in the legal road reserve, is now a Council owned asset.
- 3.4. There is community interest in operating the underpass as a pedestrian underpass, which would provide a crossing point under Kippenberger Avenue and avoid residents needing to cross what is often a busy road. There are a series of practical considerations to work through (the physical condition of the underpass, operational requirements, CPTED design requirements) and legal matters to consider as the underpass is subject to an existing lease agreement.

#### 4. **OWNERSHIP AND MAINTENANCE OBLIGATIONS**

- 4.1. Staff have confirmed under the agreements which were put in place at the time of installation of the underpass that:
- 4.1.1. The underpass is vested in Council.
  - 4.1.2. The lease holder could choose to have the stock underpass removed under the agreements (at his cost), but otherwise Council is responsible for its up-keep.
  - 4.1.3. Bellgrove have not acquired any rights under the agreements, so a prudent approach would be for Council to engage with the lease holder and enter into a Deed of Surrender of the Lease Agreement as it is no longer required.
- 4.2. It is therefore recommended Council staff contact the lease holder and request a Deed of Surrender is entered into.

## 5. **OPERATIONAL MATTERS**

5.1. The underpass presents an opportunity for a crossing point beneath the busy Kippenberger Avenue for pedestrians and cyclists. There are several considerations that need to be given to the practicality of this, as it was not designed for this purpose. These considerations include the physical condition (structural integrity, ongoing maintenance requirements, and the high groundwater table), and the suitability of the dimensions and entry/exit to the structure for pedestrians and cyclists.

5.2. These considerations are outlined below.

### ***Physical condition***

5.3. The underpass is in an area of high groundwater. The base of the underpass is set within the water table. Without pumping, the underpass fills with water. This was witnessed during construction of Bellgrove Stage 1, when the pump was turned off and later failed:



*Figure 2: Aerial image showing natural groundwater level with pump off.*

5.4. WSP undertook a condition assessment in 2021 and were asked to provide commentary on the potential to use the underpass for pedestrians. WSP confirmed the structure was built in 2015, and no condition related defects were identified in the November 2021 inspection. They are comfortable with its structural integrity.



- 5.5. There was water coming through the floor joins during the 2021 inspection, likely due to the high groundwater level. WSP anticipate it will be a difficult and costly exercise to permanently keep the groundwater level down to keep the floor dry. Their inspection photo shows water spouting through the floor, with the moss/algae present suggesting it is an ongoing issue.



*Figure 3: Water spouting through floor join (red circle) and algae growth, November 2021*

- 5.6. The floor joins were re-sealed by Dormer Construction in early 2024. Dormer Construction were the contractor who originally installed the underpass and are part of the BG Dormers joint venture which completed the Stage 1 Bellgrove subdivision works. Since the repair, the underpass has been cleaned and on 3 May 2024 was dry and clean:



*Figure 4: Underpass and new pump to the right of the underpass, 3 May 2024*

- 5.7. However, note at the time this photo was taken the groundwater levels were low as there had been very low rainfall in the months prior.

- 5.8. Unfortunately, during a site visit on 18 June 2024, the repairs had failed, and groundwater was spouting through the structure joins again. It had not rained much in the time from 3 May to 18 June, so staff did not expect to find the structure leaking such a high quantity of groundwater. It is apparent that even in relatively dry times with low rainfall, the groundwater in this area is consistently challenging. Over winter it will worsen. The pump was operating at the time of the visit, but it was not preventing groundwater leaking through the structure.



*Figure 5: repaired joint with groundwater spouting through*



*Figure 6: looking through the underpass towards Bellgrove – water evident throughout*



*Figure 7: leaking joint at entrance to underpass*



*Figure 8: outlet of the groundwater pump into the SMA scruffy dome; pipe full*

#### **Groundwater levels**

- 5.9. As mentioned above, groundwater levels are high in this area. A permanent pump is required to prevent the underpass from flooding. The pump failed in 2023 and required replacement. Figure 2 shows the natural groundwater level without a pumping solution, while Figure 4 shows the underpass with low groundwater levels after a very dry period and a functioning pump. Figures 3 and 5-8 show the underpass in typical conditions, leaking groundwater. The pump discharges to a scruffy dome in the Bellgrove stormwater management area (figure 8).
- 5.10. WSP in their assessment raised concerns with the ongoing maintenance effort and cost that may be involved with constantly pumping groundwater from the area. Pete Dormer of Dormer Construction was also asked for comment on groundwater in the area, and the possibility of making the underpass watertight. He noted the underpass already has a thick concrete floor to prevent buoyancy, and the floor is part of the waterproofing which over time has come under pressure and sprung leaks, struggling to cope with the amount of groundwater. He noted when the water table is high, the underpass is designed to overflow

and flood to prevent it “popping” out the ground. He does not consider retrofitting/repairing the underpass for pedestrian use is a viable option.

- 5.11. Groundwater levels in the area are a significant challenge to the operation of the structure as a pedestrian underpass. Remediation or replacement of the underpass will be a very expensive exercise due to its location under a busy road, and the high groundwater table. In reality it will not be possible to maintain the underpass dry year-round without very significant capital expenditure.
- 5.12. Larger pumps could be installed to pump a larger volume of groundwater, and the structure could be replaced with a new one. However:
- 5.12.1. The current groundwater pump does not have an ECan consent. Larger pumps will likely require ECan consent and an assessment of the impact on the local groundwater zones and the Ruataniwha / Cam River.
- 5.12.2. Replacing the structure will be a very costly exercise, and on a balance of probabilities it is more likely than not a new structure would start to fail within ten years as the current one has. The current underpass is less than ten years old, and although structurally sound it is leaking in several places. A pedestrian underpass needs to be reliably dry year-round.
- 5.13. When considering all factors, the staff recommendation is therefore to decommission the underpass.

#### ***Design and CPTED considerations***

- 5.14. The underpass was originally designed for stock rather than people. There are additional design requirements to ensure it is suitable for pedestrian and cycle use. The table below summarises the key items which would need to be addressed.

<b>Item</b>	<b>Comment</b>
Groundwater	Currently the underpass has a single pump and power supply. Should it be retained, it would potentially need a backup pump, a backup power supply (generator?), and an alarm to monitor water levels in the underpass. Additional pumps, power supply and alarm systems will be costly.
Pavement surface	The base of the underpass is damp, slippery and algae grows in the base, which is a slip risk to the public if they were to use it.
Height and width	The underpass is 1.975m tall from its base level to the underside of the roof. This height is not suitable for cyclists as it will provide insufficient clearance height, and they would likely need to dismount. The ceiling edges would need warning signage. AGRD06A and NZTA Pedestrian Network Guidance both allow a minimum 2.0m clearance in extremely constrained circumstances. It is 3.58m wide. This width is sufficient (shared paths are generally 2.5m wide).
Lighting / surveillance	To ensure the area is safe, it will need to be well lit. Both the ramps and internally. Consider whether cameras are required. CPTED assessment required.
Signage and markings	Appropriate signage would be needed to advise cyclists to dismount. Potentially markings on the path to delineate two sides and avoid collisions.
Approach angles and connecting pathways	The approach angles to turn into/out of the underpass need to be properly assessed. Additional length of path potentially required on south side to link underpass to Devlin Avenue needs to be assessed. Crossing of Devlin Avenue?
Ramp steepness	The ramp steepness has not been assessed for usage by pedestrians, including those in wheelchairs/with prams, or cyclists.



## 6. **DECOMMISSIONING THE UNDERPASS**

- 6.1. Staff requested Aurecon assess the most cost-efficient method to decommission the underpass. Aurecon have reviewed and recommended:
- a. The underpass is backfilled with self-compacting material such as pea-metal or drainage chip, as it will be impractical to compact engineered fill within the space. Earthworks contractors should be approached to propose a detailed methodology with pricing.
  - b. It is not necessary to “breakout” the base or sides, as groundwater is already flowing through the structure and the water level will equilibrate with time. The northern ramp can remain, but the southern ramp is recommended to be removed as residential development is planned in the area. Staff consider this portion of work should be at the developer’s cost, and the developer has agreed that is reasonable.
  - c. Even with backfilling, the risk of settlement is considered low and estimated by Aurecon at a maximum of 15mm.
- 6.2. A high-level cost estimate has been prepared by Aurecon for all work. Bellgrove would pay for a portion of the work on the south side of the underpass, as they will reinstate the ground to a developable state.

Staff propose to put the methodology and schedule of quantities out to three contractors for pricing. The physical works are anticipated to cost Council approximately \$100,000. The additional work for the southern side of the underpass not covered by the Council cost will be paid for by Bellgrove.

## 7. **ISSUES AND OPTIONS**

- 7.1. There are two key options, which are to either:

Option 1: make improvements to the underpass and retain it, or;

Option 2: to decommission and abandon it. This is the option recommended by staff.

Due to the ongoing issues with groundwater, and the fact the structure is not watertight despite having been repaired earlier in the year, the staff recommendation is to proceed with Option Two and decommission the underpass.

Replacing and operating the underpass is not considered economically viable and there are residual risks to the public should infrastructure such as the pumps fail. Decommissioning the underpass removes these risks.

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

## 8. **COMMUNITY VIEWS**

- 8.1. Mana whenua

Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in, the subject matter of this report due to the presence of groundwater at the underpass site.

- 8.2. Groups and Organisations

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

- 8.3. Wider Community

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

## 9. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 9.1. Financial Implications

Decommissioning the underpass will incur a cost, estimated to be \$100,000.

The appropriate account for this work is the Subdivision Contributions budget. That budget is forecast to be overspent in this financial year (refer to report 240717116901), but over time will be on budget. Often projects anticipated by the budget do not occur in the financial year due to developer delays.

The physical works would ideally be completed in Summer 2024/25 if staff are able to obtain pricing and potentially gain some efficiency by coordinating works with the Bellgrove development programme. If this is not possible, the work would be programmed later in 2025/early 2026.

### 9.2. Sustainability and Climate Change Impacts

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

### 6.3 Risk Management

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

### 6.3 Health and Safety

There are not any further health and safety risks arising from the adoption/implementation of the recommendations in this report. Retaining the underpass would present a significant health and safety risk to the public. It therefore cannot be left in its current state, nor is it practical to convert it to a usable pedestrian underpass.

## 10. **CONTEXT**

### 10.1. Consistency with Policy

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

### 10.2. Authorising Legislation

The Local Government Act is relevant to the information within this report.

### 10.3. Consistency with Community Outcomes

The following community outcomes are relevant to the actions arising from recommendations in this report:

The relevant community outcomes are:

#### Social:

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

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

#### Environmental:

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

- Our district is resilient and able to quickly respond to and recover from natural disasters and the effects of climate change.

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

Economic:

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

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

#### 10.4. Authorising Delegations

The Rangiora-Ashley Community Board is responsible for considering issues within the Boards and can make a recommendation to a Committee for consideration.

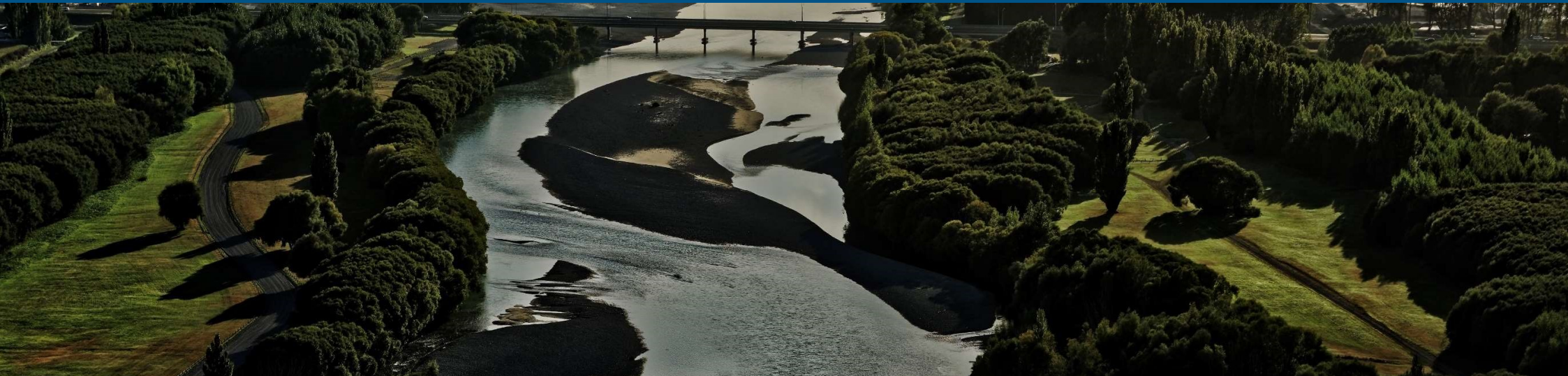
Utilities & Roading Committee has the delegation to receive and approve the recommendations of this report.



# Kippenberger Underpass

## Utilities & Roading Committee

15 October 2024





## **Decision making process:**

- Bringing background information to U&R Committee for feedback
- Report to RACB - November
- Report to Council for decision - December

## Current Condition:

- Leaking, even with pump in operation
- Leaks repaired by Dormer - January 2024
- Repairs had failed - May 2024
- Last winter was dry
- Groundwater levels are consistently high, above the floor of the underpass (+85cm)
- Sought feedback from Structural Engineers

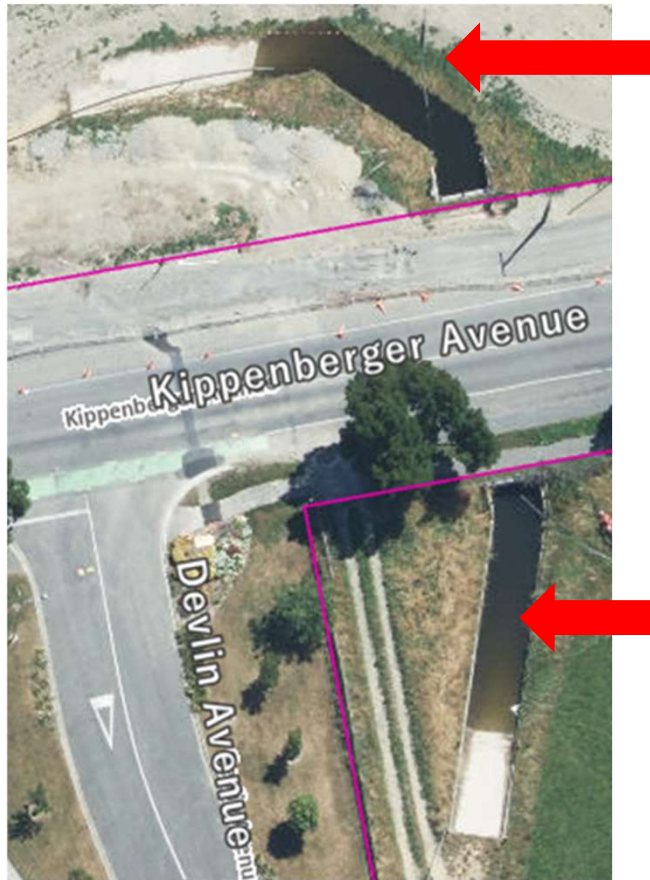
# Current condition (cont.)



*Outlet of underpass  
pump into Bellgrove SMA*



## Groundwater levels without pump:



Underpass pump was turned off during construction of Bellgrove Stage 1.

Without pumping, groundwater returns to its natural level and fills the underpass. The pump later failed and was replaced.

# Proposed recommendation

## Decommission underpass due to following key concerns:

- Groundwater leaks which cannot be repaired long-term
- Pumping required 24/7 – risk of pump failure
- WSP (Structural Engineers) noted concerns with pedestrian use
- CPTED concerns – lighting, surveillance and the slippery surface are key concerns for resident safety
- Ongoing operation and maintenance costs would include:
  - ❖ Electricity (~\$300 per month)
  - ❖ Installation of back-up pump and power supply (~ \$12 - \$15k)
  - ❖ Ongoing leak repair (cost and frequency unknown)
  - ❖ Lighting / surveillance / make pedestrian usable costs
  - ❖ Monitoring of water levels



## Likely cost to decommission:

- Aurecon has provided a methodology and cost estimate for backfilling.
- Risk of settlement has been assessed as low (up to 15mm).
- WSP provided condition assessment of structure (no concerns).
- Methodology would be to leave structure in place, backfill with pea metal or similar, reinstate north side to match Stormwater Reserve.
- South side would be cost share with Bellgrove, who will want to place engineered fill for future development.
- Cost estimate \$110,000.



**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION**

**FILE NO and TRIM NO:** RDG-26/ GOV-26-11-06/ 241029187865

**REPORT TO:** RANGIORA - ASHLEY COMMUNITY BOARD

**DATE OF MEETING:** 11 December 2024

**AUTHOR(S):** Scott Morrow – Rates Officer - Property Specialist

**SUBJECT:** Naming of MacPhail Avenue, Rangiora

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

  
General Manager

  
Chief Executive

**1. SUMMARY**

- 1.1. The purpose of this report is to seek a decision from the Rangiora-Ashley Community Board to change or retain the spelling of a previously approved road name - MacPhail Avenue.
- 1.2. The road name was approved in 2017 as part of the development of 73 Kippenberger Avenue, Rangiora being Lot 500 DP 476332.
- 1.3. The Macphail family have approached the Council suggesting that the spelling of the road name was intended to reflect their family name (with 'p' in lowercase), rather than the style adopted by Council - MacPhail Avenue (with 'P' in uppercase).

**Attachments:**

- I. Plan of the original subdivision. (Trim 241029187887)
- II. Waimakariri District Council's Naming Policy. (Trim 230321039443)
- III. Photos showing the road name blades. (Trim 241030188001)

**2. RECOMMENDATION**

**THAT** the Rangiora - Ashley Community Board:

- (a) **Receives** Report No. 241029187865
  - (b) **Approves** the previously approved road name MacPhail Avenue (with 'P' in uppercase) be changed to Macphail Avenue (with 'p' in lowercase).
- or**
- (c) **Retains** the current spelling of the road name as MacPhail Avenue.
  - (d) **Notes** that there will be some inconvenience for the residents of MacPhail Avenue as a result of a name change as well as minor cost to the Council.

### 3. **BACKGROUND**

- 3.1. The road name was originally proposed by the developer of the subdivision, Freeman Homes Limited, in February 2017 as McPhail Avenue and approved by the Rangiora Ashley Community Board.
- 3.2. In June 2017 another report was presented which sought to amend this and it was subsequently changed to MacPhail Avenue ('Mac' rather than 'Mc').
- 3.3. The Macphail family have recently notified the Council that the road name spelling is still not correct and have requested that this be changed to Macphail Avenue.

### 4. **ISSUES AND OPTIONS**

- 4.1. The road name comes from Florence Macphail who was one of the original owners of the subdivided property. This name was first provided by Freeman Homes as 'McPhail' and subsequently approved for use.
- 4.2. When the name was corrected in 2017 to be 'MacPhail' staff were of the impression that the name contained a capital 'P' rather than lower case.
- 4.3. The current name blades along MacPhail Avenue are all capital letters which is per the current NZTA guidelines. The name blade at the intersection of Kippenberger Avenue and Bellgrove Boulevard is currently in title case which has highlighted the difference in spelling. We have been advised by the roading team that title case could be the new standard in road name blades as the new developments are starting to use this method.
- 4.4. The current road known as MacPhail Avenue is set to be an integral part of the future planned Eastern Rangiora bypass linking through to Bellgrove Boulevard in the north so the signage would need to be consistent.
- 4.5. When new road names are put forward to be used, whether it be from a developer or a local resident, they are received in good faith and checked wherever possible. In this case the family were keen to have the name correct as it is a family name.
- 4.6. The naming policy states that the Council's four Community Boards have the delegated authority for the naming of new streets and roads and altering existing street names within their respective wards. Also, that re-naming of existing streets and roads will only be undertaken if the Council considers the change will result in a clear benefit to the community.
- 4.7. The Board has the option of leaving the spelling of the name as it is currently or changing the spelling.
- 4.8. If the name correction was approved by the Board staff would notify the various agencies affected by the name change including the emergency services and we would also contact the property owners to advise them of the change.
- 4.9. It is important to consider that changing the spelling of the name will be of some inconvenience to residents currently using this address. If they decided that they wished to change their address to what is proposed, then they will have to contact their service providers. From past experience we have found that some third-party data sources can lag behind in terms of correcting their information causing further delays and frustration from residents. Council has no control over the speed with which third parties update their data.

#### **Implications for Community Wellbeing**

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

- 4.10. The Management Team has reviewed this report.

## 5. **COMMUNITY VIEWS**

### 5.1. **Mana whenua**

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

### 5.2. **Groups and Organisations**

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

### 5.3. **Wider Community**

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

There are approximately 62 properties with the address of MacPhail Avenue currently in the Council's database and at least 130 uses as a postal address. The residents of MacPhail Avenue would have to be notified to update their address details with their providers. It is important to have addresses that are clear and consistent as well as accurate for the emergency services, which will benefit the community.

## 6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 6.1. **Financial Implications**

There are minor financial implications of the decisions sought by this report and the cost can be met from existing budgets. The Council will need to meet the cost of the new name blades and the residents may also incur some costs associated with changing the spelling of the name with their service providers.

### 6.2. **Sustainability and Climate Change Impacts**

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

### 6.3 **Risk Management**

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

### 6.3 **Health and Safety**

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

## 7. **CONTEXT**

### 7.1. **Consistency with Policy**

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

### 7.2. **Authorising Legislation**

Local Government Act 1974 sec 319 (1) (j)

The Council shall have power in respect of roads to: name and to alter the name of any road and to place on any building or erection on or abutting on any road a plate bearing the name of the road.

### 7.3. **Consistency with Community Outcomes**

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

7.4. **Authorising Delegations**

The Rangiora - Ashley Community Board has the delegated power on behalf of the council to approve the naming of new roads.

WAIMAKARIRI DISTRICT COUNCIL  
 APPROVED APPLICATION  
 RC155398  
 P.M. *Wainwright* 10/3/16  
 AUTHORISED OFFICER



EXISTING EASEMENTS			
NATURE	SERVIENT TEN / LOT (SHOW)	DOM TEN / GRANTEE	
Right to draw water in gross	1 Y		TS190088.1
Right to enclose in operational base and cooperate traffic in gross	1 A, C		ES617534.3

EXISTING EASEMENTS TO BE SURRENDERED			
NATURE	SERVIENT TEN / LOT (SHOW)	DOM TEN / GRANTEE	
Right of way	1 Y, Z		EC731407-02.2

MEMORANDUM OF EASEMENTS				
NATURE	SERVIENT TEN / LOT (SHOW)	DOM TEN / GRANTEE		
Right of way, right to draw water, right to enclose in operational base, right to cooperate traffic in gross	1	A, B, D	3, 4, 5	
	2	E	2, 4, 5	
	3	F	2, 5, 6	
	4	G	2, 3, 4	
Right to enclose in operational base and cooperate traffic in gross	1	A, B, D		Chert
	2	E		New Zealand Ltd
	3	F		
	4	G		

A full assessment of easements will be undertaken after the survey has been completed. This may result in additional easements to those shown above.

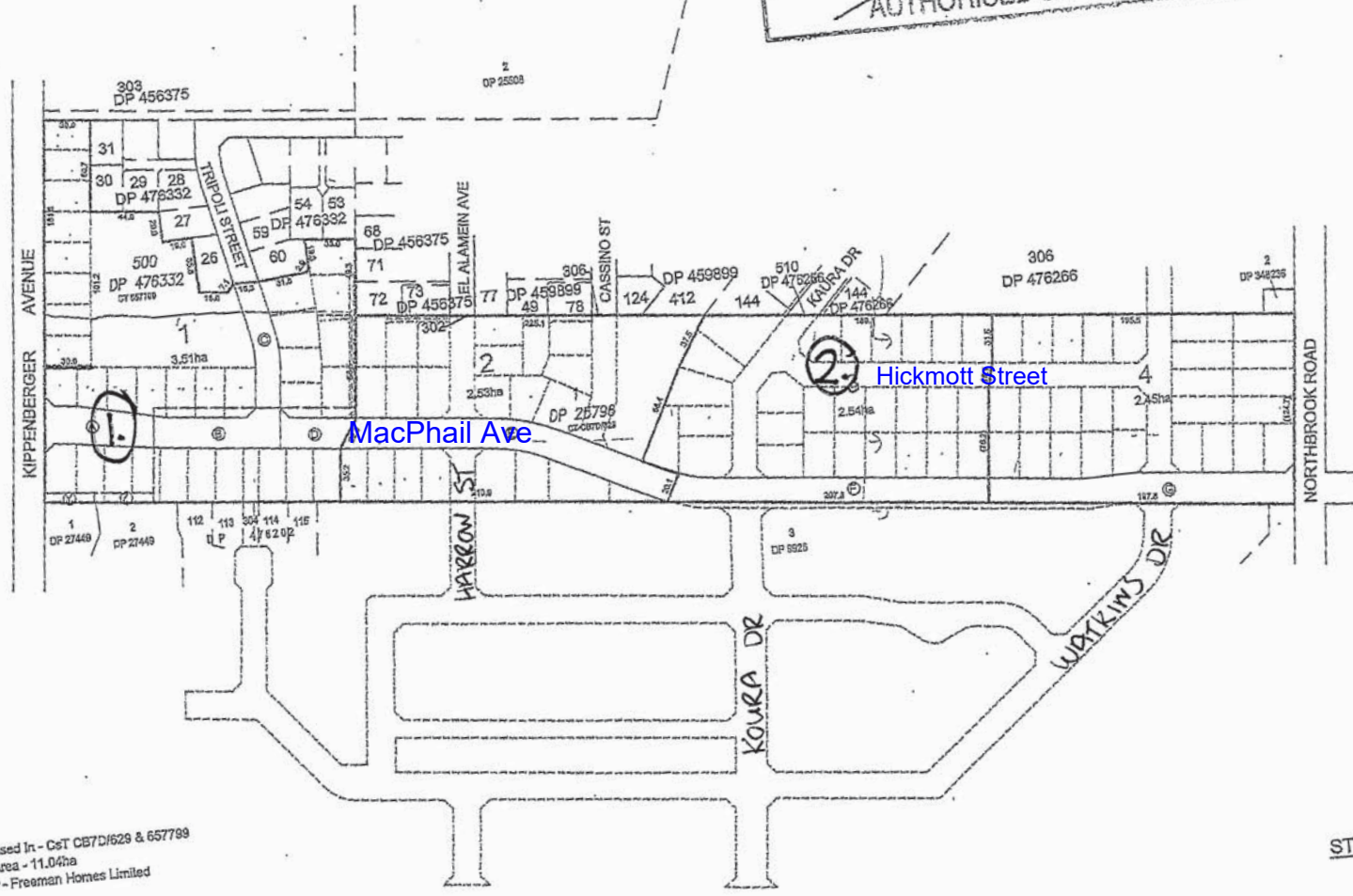
Areas and dimensions are subject to final survey

**PROPOSED SUBDIVISION OF LOT 1 DP 25796 & Lot 500 DP 476332**

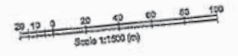
Scale 1:1500 (A1)  
 Date Dec 2016  
 Drawn JF  
 Revised JF

rev	date	description
1		

sheet 1 OF 6



Comprised in - CsT CB7D/629 & 657799  
 Total Area - 11.04ha  
 Owner - Freeman Homes Limited



STAGE 0

KIPPENBERG AVENUE - EAST RANGIORA

# Naming Policy

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## 1. Introduction

This policy describes how the Council allocates names to new roads, streets, parks, reserves and Council owned assets.

## 2. Purpose

The purpose of the policy is to provide Council staff and the public with information about how the Council manages the naming and renaming of its various assets and facilities within its boundaries.

## 3. Scope

3.1. The scope of the policy covers naming procedures and criteria for the following types of infrastructure within the district:

- Naming of roads and streets
- Naming of parks and reserves
- Naming of Council assets, including open spaces, facilities, swimming pools, and Council owned buildings and properties (excluding utilities).

3.2. When undertaking its processes to name Council owned or managed infrastructure or assets, the policy includes Council's obligations under the Treaty of Waitangi and recognises the importance of the Memorandum of Understanding with our Treaty partner, Te Ngāi Tūāhuriri Rūnanga.

## 4. Policy objectives

4.1. The overall policy objective is to ensure roads, streets, parks, reserves and Council assets or facilities naming procedures reflect local identity.

4.2. The policy provides direction to the public or Council staff about how to apply for approval to name, rename or dedicate Council property, buildings, or park elements.

4.3. The policy will provide clarity and consistency in the naming of all Council assets.

## 5. Policy statement

### 5.1. Overview approach

When naming all roads, streets, parks, reserves and facilities, the Council and its representatives will seek to work with Te Ngāi Tūāhuriri Rūnanga to select suitable options, which:

- Tell the story of Waimakariri and reflect the district's natural and cultural heritage
- Do not cause confusion with existing names in the Waimakariri District or neighbouring districts
- Pay homage to the historical significance of particular locations



- Acknowledge the cultural significance of the area to Te Ngāi Tūāhuriri
- Reflect local flora, fauna, and topographical features of the district.

## 6. Naming of roads and streets

- 6.1. The Council's four Community Boards have the delegated authority for the naming of new streets and roads and altering existing street names within their respective wards.
- 6.2. Re-naming of existing streets and roads will only be undertaken if the Council considers the change will result in a clear benefit to the community.
- 6.3. Where a street is named for the first time, or a street name is altered, then the District Land Registrar, the Chief Surveyor, Fire and Emergency New Zealand, Chorus, MainPower, valuation service provider, NZ Police, Civil Defense, and the Canterbury Regional Council shall be informed of the new name or change.
- 6.4. Where an existing street is extended, the street extension will be the same name as that of the existing street.
- 6.5. All new private roads in the Waimakariri District shall be named in consultation with the applicant, and at the applicant's expense, and relevant road signs shall be suitably annotated "Private Road" as per the Engineering Code of Practice.
- 6.6. All private roads that are to be named are to have a minimum of four lots with access from the private road.
- 6.7. **Council's 'List of Approved but Unallocated Road Names':**
  - 6.7.1. The list of unallocated potential road names for the Waimakariri District is maintained by the Governance Department. Names approved for addition to the List of Approved but Unallocated Road Names will remain there until they are either allocated to a road or removed as the result of a review of the list.
  - 6.7.2. From time to time a road name may no longer need to be used as two or more roads may be joined into one road, or a road may be permanently closed. In both cases, the road name(s) may be put back on the list for potential reallocation, usually for a new or renamed road in the same general area.
  - 6.7.3. The review of the list will be undertaken every six years in line with the approach set out in clause 5.1 above.
- 6.8. **Naming of Streets in New Subdivisions:**

The rights of the subdivision developer to promote preferred road names for the subdivision will be taken into consideration, but the decision regarding road names will be made by the Community Boards by applying the clauses of this policy.
- 6.9. **Road Type:**

The road type should be one that most accurately reflects the type of roadway that is being named. Selection of Road Name from AS/NZS 4819:2011 should be used where appropriate, however, this list is not exclusive – refer to AS/NZS 4819:2011 (see Appendix 1).

## 7. Naming of parks and reserves

- 7.1. The Council's four Community Boards have the delegated authority for the naming of parks and reserves within their respective wards.
- 7.2. The Community Boards shall take the following factors into consideration when approving names for parks and reserves:
  - It is desirable for small neighbourhood reserves to be named after the main street they are located on to enable them to be easily located

- Names of rural neighbourhood reserves with community catchments should have some relationship to the community they are located within to enable them to be located and to signify their connection to the community
- Reserves should only be named after the person/family subdividing the land if the chosen name fits into one of the categories listed under clause 5.1.

## **8. Naming of Council assets**

### **8.1. Naming where there is no sponsorship:**

- 8.1.1. Where there is no sponsorship, the decision on naming will be made by the relevant committee of Council according to the current delegations.
- 8.1.2. Selection of a name will be made in accordance with clause 5.1.

### **8.2. Naming where there is sponsorship:**

- 8.2.1. The final decision for naming of corporate assets will rest with the Council, including naming opportunities as a result of gifts or sponsorships.
- 8.2.2. Where the naming opportunity is as a result of sponsorship or gift, the following factors must be considered alongside Clause 5.1 above:
- The significance of the contribution made relative to the construction and operating costs of the item being named
  - The cost of establishing the naming option
  - A sunset clause associated with the length of time that the name will be used. Naming agreements may be renewed if the appropriate gift or sponsorship is received
  - The degree of exclusivity requested by the sponsor and the corresponding restrictions regarding advertising or use of competitors' brands
  - Names of tobacco companies or alcohol companies and products will not be used.
- 8.2.3. Applications for naming rights from major donors shall be submitted in writing to the Chief Executive for consideration of the Council. The written request shall include the following:
- Biographical information if named after an individual or organisation
  - Documentation providing the detail of the terms and quantum of payment being proposed and the consideration required from the Council
  - The Chief Executive will report to relevant committee of Council which may make a recommendation to Council, to be considered in committee.
- 8.2.4. Existing names will not be changed without consideration of the historical significance of the existing name, the impact on the individual or organisation previously named and the cost and impact of changing existing signage, rebuilding community recognition, and updating records. Each application will be considered on a case-by-case basis.

## **9. Responsibilities**

- 9.1. The naming of roads and streets will be administered by the Roading and Transport Unit of the Council.
- 9.2. The naming of parks and reserves or other Council assets or facilities will be administered by the Community and Recreation Department of Council.

## **10. Questions**

- 10.1. Any questions regarding the naming of roads and streets should be directed to the Roading and Transport Manager in the first instance.
- 10.2. Any questions regarding the naming of parks or reserves or other Council assets should be directed to the Community and Recreation Manager in the first instance.

**11. Relevant documents and legislation**

- AS/NZS 4819:2011 Geographic Information – Rural and Urban addressing (for naming of roads and streets)
- Local Government Act 1974 S317 - S319 (j) naming of roads and streets
- Parks and Recreation, Recreation and Reserves Management, Reserve Naming (QS-R015) (for naming parks and reserves)
- Reserves Act 1977 s16(10) (for naming roads and reserves)
- Memorandum of Understanding with Te Ngāi Tūāhuriri Rūnanga.

**12. Effective date**

2 May 2023

**13. Review date**

2 May 2029

**14. Policy owned by**

General Manager, Strategy, Engagement and Economic Development

**15. Approval**

Adopted by Waimakariri District Council on 2 May 2023

**Photos of Road Name Blades for MacPhail Avenue, Rangiora**

1. Intersection of Kippenberger Avenue, Bellgrove Boulevard and MacPhail Avenue.



2. Intersection of Northbrook Road and MacPhail Avenue.



3. Intersection Casino Street and MacPhail Avenue.



## CHAIRPERSON'S REPORT

*For the period 2 November 2024 to 22 November 2024*

<b>CHAIRPERSON'S DIARY</b>	
<b><i>Date</i></b>	<b><i>Events attended</i></b>
<b>Sunday 2 November</b>	Cricket MainPower Oval. Ford Trophy
<b>Monday 11 November</b>	Meeting with staff in preparation for the Rangiora-Ashley Community Board meeting.
<b>Wednesday 13 November</b>	Meeting with Greenspace staff to discuss various issues.
	Rangiora-Ashley Community Board meeting.
<b>Wednesday 20 November</b>	Meals on Wheels afternoon tea
<b>Thursday 21 November</b>	Meals on Wheels
<b>Friday 22 November</b>	Rangiora Christmas Fair Victoria Park

Jim Gerard  
 Chairperson  
**Rangiora-Ashley Community Board**



# RANGIORA-ASHLEY COMMUNITY BOARD

## MEMBERS INFORMATION EXCHANGE

14 November to 11 December 2024

**Liz McClure**

MEMBER'S DIARY		DISCUSSION POINTS
<i>Date</i>	<i>Events members have attended</i>	<i>Community Feedback/Issues Raised</i>
15 November	Christchurch Show	
22 November	Rangiora Promotions Christmas Fair	Victoria Park
25 November	Pohutakawa Weaving	
	White Ribbon BBQ	
26 November	LGNZ Zoom #5	Electoral Reform and the future of local democracy
28 November	All Boards Workshop	
30 November	Jenna MacKenzie School of Dance	End-of-year recital
3 December	Waimakariri Health Advisory Group	New Chair appointed
6 December	RACB End of Year function	
8 December	Rangiora Toyota Christmas Parade	
10 December	Rangiora High School Junior Prizegiving	
11 December	RACB Board Meeting	

**Steve Wilkinson**

MEMBER'S DIARY		DISCUSSION POINTS
<i>Date</i>	<i>Events members have attended</i>	<i>Community Feedback/Issues Raised</i>
28 November	LGNZ Community Board Network Zoom meeting	