



**ORDINARY MEETING OF THE  
WATER RACE SUB-COMMITTEE  
TO BE HELD IN THE  
EXECUTIVE MEETING ROOM  
ON MONDAY 25 FEBRUARY 2019  
COMMENCING AT 12.30PM**

If you are unable to attend the meeting please advise the Secretary  
[maree.pycroft@selwyn.govt.nz](mailto:maree.pycroft@selwyn.govt.nz) or phone (03) 347-2891



**AGENDA**  
**OF THE WATER RACE SUB-COMMITTEE**  
**EXECUTIVE MEETING ROOM**  
**ON MONDAY 25 FEBRUARY 2019 – 12.30pm**

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**Committee Members in Attendance**

1. Nigel Barnett (Chairman)
2. Cr Pat McEvedy
3. Mike Chaffey (Ellesmere)
4. Harry Schat (Ellesmere)
5. Tim Morris (Paparua)
6. Mike Mora (Christchurch City Council - representing Waimairi and Wigram Wards)
7. John Clarkson (Malvern)
8. John Shanks
9. Cr Craig Watson

**In Attendance**

1. Mayor Sam Broughton
2. Murray England
3. Creagh Robinson, Accountant
4. Daniel Meehan, Surface Water Operations Engineer
5. James Skurupey, Surface Water Engineer
6. Maree Pycroft, Secretary

**1. APOLOGIES**

Cr Pat McEvedy  
Martin Le Comte (Paparua Water Race Irrigation User Group)

**2. IDENTIFICATION OF ANY EXTRAORDINARY BUSINESS**

**3. CONFLICT OF INTEREST**

**4. PUBLIC FORUM**

**5. CONFIRMATION OF MINUTES FROM THE MEETING HELD 12 NOVEMBER 2018**

*‘That the Water Race Sub Committee confirms the minutes of the meeting of the Water Race Sub Committee held on Monday 12 November 2018’.*

## 6. CORRESPONDENCE

All correspondence is referenced with "Matters Under Investigation".

## 7. FINANCIAL

### 7.1 Finance Report to 31 January 2019

*'That the financial report to 31 January 2019 is accepted for information.'*

### 7.2 Unplanned Expenditure over \$5,000

*'That the Water Race Subcommittee receives this report "Items of Unplanned Expenditure Over \$5,000" for information'.*

## 8. MATTERS UNDER INVESTIGATION

Item Referred from	Item	Responsibility	Meeting item updated
26 Feb 2018	<p><b><u>Adrienne Grose</u></b> <b>359 Marshs Road, Halswell, Christchurch</b></p> <p>Ms Grose restated the issues of the Paparua water race which runs along the boundary of her property on Marshs Road. There has been no improvement to the flow or quality of the race since raising the issues at the Water Race Subcommittee meeting on 12 June 2017.</p> <ul style="list-style-type: none"><li>• Inconsistent supply - often dry</li><li>• Water rats</li><li>• Bank erosion</li><li>• Pollution from road run off</li><li>• Water sometimes runs in the opposite direction since the sub division has been developed</li><li>• Not all property owners take responsibility for cleaning the race on their properties causing blockages</li></ul> <p>Ms Grose's property is located within the Christchurch City Council boundary but pays a water race rate to Selwyn DC. However, Selwyn DC maintenance responsibility for the water race finishes at the Selwyn District Boundary at 328 Marshs Road. The water race crosses Springs Road and continues down Marshs Road where it goes to ground at 491 Marshs Road.</p> <p>All property owners on Marshs Road that pay Selwyn DC water race rates have signed closure application forms. However, the process for closure requires public consultation with all properties affected and there are a number that do not pay rates.</p> <p>This area is a complicated and inconsistent rating arrangement which is being addressed by senior</p>	Murray England	

	SDC staff. A meeting with CCC to discuss cross boundary rating has been scheduled for the 4th September at 9am and the outcomes will be reported back to the next Water Race Subcommittee meeting and Ms Grose will be notified of next steps at that point.		
26 Feb 2018	<p><b><u>Ms Mandy Burrows – North Rakaia Road</u></b></p> <p>Ms Burrows spoke at the Annual Plan hearing for the closure of the Upper Ellesmere water race and expressed disappointment she had not received feedback on her submission.</p> <p>She expressed her support of Michael Schat's verbal submission and made the following points in support of the Upper Ellesmere closure:</p> <ul style="list-style-type: none"> <li>• Dairy farmers are unable to use water races for dairy herds as they need to control what cows drink</li> <li>• Dairy farmers still have to fence, clean and pay rates for water races that run through their properties regardless of not using them</li> <li>• Ms Burrows expressed the belief that water races are an inefficient, outdated water carrier and irrigation method and does not see the water races delivering any value</li> <li>• There has been substantial cost on re-routing races to achieve efficient irrigation, installing bridges and fencing</li> <li>• Council need to provide an alternative source for the minority of people using the system</li> <li>• Minor races go into soak hole</li> <li>• The neighbour's land holding is 50 ha, leased to another person who does not use the water race</li> <li>• Ms Burrows stated there was no danger of fire as the land is green from being irrigated and every dairy farm has hydrants</li> </ul> <p>Council will follow up Ms Burrow's original submission and apologised that she had not received a response. [Latter confirmed that a response had been provided].</p> <p>The Subcommittee noted the reasons to close the water race and are sympathetic. Council has legal obligations with a third party meaning that the closure of the whole Upper Ellesmere scheme is not currently possible.</p> <p>Refer attached email dated 10 April 2018, annual plan letter and water race mapping.</p>	Murray England	12 Nov meeting
12 Nov '18	<p><b><u>Mr Michael Schat, Ardlui, Dunsandel</u></b></p> <p>Mr Schat questioned why Council had not addressed the poor performance of the water race and overall inefficiency of the system. He raised the following issues:</p> <ul style="list-style-type: none"> <li>• Only sections are cleaned at a time rather than the whole race</li> </ul>	Danial Meehan	25 Feb 2019



	<ul style="list-style-type: none"> <li>The race continually blocks and overflows from weeds and debris</li> <li>The races are expensive to maintain by both Council and residents</li> <li>The rating method is unfair for large dairy farms who are unable to use them</li> </ul> <p>Operational staff will be instructed to review the cleaning programme.</p> <p>No formal response provided but confirmed the race was cleaned following Mr Schat attending the public forum. Refer attached Task 279606 actioned 9/01/2018 4:57:24 pm and completed 29/01/19.</p>		25 Feb 2019
14 May 2018	<p><b><u>Mr Doug Gough, Coal Track Road</u></b></p> <p>Mr Gough spoke in support of his application to shift the water race running through his property.</p> <ul style="list-style-type: none"> <li>All properties on this race have independent water supply</li> <li>The end of the race is always dry</li> <li>CPW can provide pressurised water during the peak irrigation season</li> <li>All property owners have signed the closure application apart from Mr Michael Fraser Milne</li> <li>It is possible to supply this property from another source</li> <li>Mr Milne has requested the following requirements: <ol style="list-style-type: none"> <li>1. Water source to fight fires</li> <li>2. Maintain the ecological system</li> <li>3. Confirmation that CPW can supply water to his property</li> </ol> </li> </ul> <p>Water Race closure was approved by the Water Race Committee and Council 8/10/18 attached.</p>	Daniel Meehan	25 Feb 2019
26 Feb 2018	<p><b><u>Mrs Somerton-Smyth – Paparua School Road – rates and closing race</u></b></p> <ul style="list-style-type: none"> <li>Mrs Somerton-Smyth questioned the water race rating formula and the 70% increase in 2013/14 charged for the entire property</li> <li>She is paying the old rate which has accumulated debt until it is resolved</li> <li>Her neighbour has a small pond supplied by a water race in a small corner of his 360 acres</li> <li>Mrs Somerton-Smyth has her own water supply and does not need the water race.</li> </ul> <p>The Subcommittee asked management to investigate and communicate the findings.</p> <p>The Sub Committee advised Mrs Somerton-Smyth to initiate a formal closure application process.</p>		
20 Aug '18	<p><b><u>Dr Bruce Smith, 32 Pococks Road, Springfield</u></b></p>	Daniel Meehan	

	<p>Dr Smith provided a history of his property located at 32 Pococks Road, Springfield which was originally owned by the Selwyn District Council to house the water race operator. There is only one access to the property by way of a bridge which crosses the main Malvern water race and which has no easement for any other access.</p> <p>The deck of the bridge is in need of repair and Dr Smith requested assistance from the Council.</p> <p>It was clarified that the water race was a natural water course, maintained by Council but any access infrastructure is the responsibility of the property owner.</p> <p>Dr Smith also provided an outline of the water race that runs in front of his property, down Tramway Road for a short distance before crossing through properties in Albert Street Springfield, across the railway (the culvert of which is maintained by NZ Rail) across open farmland. Surface water follows the natural lie of the land south.</p> <p>Dr Smith raised concerns of future flooding after a rain event earlier this year when the water race overflowed and flooded properties in Albert Street. He provided some potential solutions for the future. A large part of the flooding was due to gravel build up at culverts which Council will investigate. Council needs to investigate further whether it is a matter for the Water Race Subcommittee or a stormwater issue.</p> <p>Refer letter dated to Dr Smith dated 18 Dec 2019. The report with recommendations was also provided to Dr Smith.</p>		25 Feb 2019
20 Aug 2018	<p><b><u>Springfield Water Race Flooding Issues</u></b></p> <ul style="list-style-type: none"> <li>• Check flooding events in Springfield</li> <li>• Ensure Council have done everything to avoid a reoccurrence.</li> <li>• Clear gravel build up from Culverts</li> <li>• Follow up NZ Rail's responsibilities clean the rail culverts</li> <li>• Write to Dr Smith to confirm Council Policy is that it does not maintain private property assets (carried over)</li> <li>• Investigate the maintenance programme of the Malvern Race through Springfield (carried over)</li> </ul>	Daniel Meehan	12 Nov meeting
12 Nov '18	<p>The Water Race Subcommittee commended Daniel on a comprehensive report that addresses all the issues.</p> <p>The report recommends:</p> <ul style="list-style-type: none"> <li>• The removal of gravel at each culvert during annual operational works and during summer periods.</li> </ul>	Daniel Meehan	

	<ul style="list-style-type: none"> <li>• Digging deeper to create gravel traps.</li> <li>• Continuing to clear the section below the Railway Yard</li> <li>• Remove small willow seedlings.</li> <li>• Repair scour at Pococks Road culvert.</li> </ul> <p><b>Moved Harry Schat / Seconded John Clarkson</b></p> <p><i>‘That staff are to write back to Dr Bruce Smith with the outcome of their investigations and attach the report advising the Water Race Subcommittee supports Council’s position.’</i></p> <p><i>‘That staff are also to confirm to Dr Smith that Council does not maintain private property assets.’</i></p> <p><b>CARRIED</b></p> <p>The committee agreed this matter is closed.</p>		
25 Feb 2019	Refer attached correspondence		

## 9. WATER SERVICES REPORT

### 9.1 Proposed Water Race Closures To Proceed To Public Consultation (Surface Water Engineer)

### 9.2 Proposed Water Race Closures Approval – Post Public Consultation (Surface Water Engineer)

### 9.3 Council Policy Review (Asset Manager Water Services)

Council is currently reviewing its Policy Manual. The Asset Manager Water Services seeks guidance on how involved the Water Race Committee wishes to be in this process. The water race policies can be view on the following link:

[https://www.selwyn.govt.nz/\\_data/assets/pdf\\_file/0013/13261/POLICY-MANUAL\\_ADOPTED-25-JUNE-2014.-updated-27-Sep-2017.pdf](https://www.selwyn.govt.nz/_data/assets/pdf_file/0013/13261/POLICY-MANUAL_ADOPTED-25-JUNE-2014.-updated-27-Sep-2017.pdf)

Policies on interest start at W101.

## 10. HEALTH & SAFETY

There have been no issues to report.

## 11. GENERAL BUSINESS

## 12. NEXT MEETING – 27 MAY 2019 – 1pm

## RESOLUTION TO EXCLUDE THE PUBLIC

### Recommended

‘That the public be excluded from the following proceedings of this meeting.’

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

General subject of each matter to be considered		Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
1	Minutes and actions of the PX section	Good reason to withhold exists under section 7 (as set out below)	Section 48(1)(a)
2	Public Excluded Memorandum from the Asset Manager Water Services in relation to the closure of the Upper Ellesmere Water Race		

This resolution is made in reliance on section 48(1) (a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 7 of that Act, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as follows:

1	Enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities.	Section 7(2)(h)
2	Enable the local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	Section 7(2)(i)

That appropriate officers remain to provide advice to the Committee.

**MINUTES**  
**OF THE WATER RACE SUB-COMMITTEE**  
**EXECUTIVE MEETING ROOM**  
**ON MONDAY 12 NOVEMBER 2018 – 12.30pm**

**Committee Members in Attendance**

1. Nigel Barnett (Chairman)
2. Cr Pat McEvedy
3. Mike Chaffey (Ellesmere)
4. Harry Schat (Ellesmere)
5. Martin Le Comte (Paparua Water Race Irrigation User Group)
6. Tim Morris (Paparua)
7. Mike Mora (Christchurch City Council - representing Waimairi and Wigram Wards)
8. John Shanks (Paparua)

**In Attendance**

1. Creagh Robinson, Accountant
2. Daniel Meehan, Surface Water Operations Engineer
3. James Skurupey, Surface Water Engineer
4. Jo Carlton, Surface Water Engineer, Christchurch City Council
5. Maree Pycroft, Secretary

**1. APOLOGIES**

Apologies were received and noted by the following:

1. Cr Craig Watson
2. Kerry Pauling, Malvern Community Board representative
3. John Clarkson (Malvern Ward)
4. Murray England, Strategic Manager Water Services
5. Mayor Sam Broughton

**2. IDENTIFICATION OF ANY EXTRAORDINARY BUSINESS**

Nil

**3. FISH SCREEN DRONE FOOTAGE**

The Water Race subcommittee viewed drone footage of 3 fish screens.

**Kowai River Fish Screen**

*Key points:*

- Fish & Game provided advice on design and optimum flows of.
- There is a coarse screen for large and a fine screen for smaller debris which is safe for the fish.
- Contractor checks the screens every couple of days or as necessary depending on weather conditions and cleans the grills and screens as required.
- The design allows for the fish to be channelled back into the river.

## **Lower Ellesmere**

### *Key points:*

- The silty ground at this site presented challenges and took a lot of ground works to keep the flow during works.
- Selwyn DC has an arrangement with Lower Rakaia Diversion Group to do the maintenance on these screens.

## **Glentunnel Fish Screen**

### *Key points:*

- There was 2 major rain events during construction which the design took into consideration for the future
- The river bed was lowered at this point and the site is open channel so the water can go back into the river
- Flows are quite small so only needed one screen
- Work is in progress building the pen and doing some modification.
- Provision for electronic flood gate opening has been allowed for in the future.

## **4. PUBLIC FORUM**

### **4.1 Kevin Harmer, Araawa Stud, 934 Leeston Dunsandel Road, Killinchy**

Mr Harmer attended the meeting to support his correspondence to the Selwyn District Council received 28 August 2018 (tabled under Item 7 – Correspondence) relating to the water race which runs along the roadside of his property. Mr Harmer has requested a refund of the portion of water race rates on his property for the period of no flow from October 2017 until June 2018 and for a full remission of rates for the 2018-19 and subsequent rating years.

The meeting referred to correspondence from the Department of Conservation dated 8 November 2018 (tabled under Item 7 – Correspondence) which relates to this water race.

DOC have repeated a survey searching for young mudfish in the water races around Killinchy. DOC originally surveyed for adults last autumn with the aim of setting up two monitoring sites. No adult fish were found so they have been carrying out the spring larval survey as these are more easily detected.

DOC are concerned as it appears there has been major losses of mudfish habitat in the water races, drain network and nearby natural waterways for a number of reason outlined in the letter.

DOC would like the Water Race subcommittee to consider the issue of rates relief for the properties to assist them to get on board with the protection of the sites. They would like to see the three remaining threatened sites protected from further decline by establishing agreed management plans, signage and contractors and landowners being informed.

The Water Race Subcommittee support the recommendations outlined and directed Selwyn DC staff to work with DOC and ECAN to protect and maintain these sites. Closure cannot proceed without all landowner's agreement.

### **4.2 Adrienne Grose 359 Marshs Road, Halswell, Christchurch Ms Grose was supported by Ross McFarlane from the Halswell-Hornby-Riccarton Community Board**

Ms Grose's property is located within the Christchurch City Council boundary but pays a water race rate to Selwyn DC. However, Selwyn DC maintenance responsibility for the water race finishes at the Selwyn District Boundary at 328 Marshs Road. The water race crosses Springs Road and continues down Marshs Road where it goes to ground at 491 Marshs Road.

There has been no improvement to the flow or quality of the race since raising the issues at the last meeting.

**Moved Cr Pat McEvedy/Mike Chaffey**

*'That staff contact all residents on the Marsh's Road Water Race, both in Selwyn District and Christchurch City Council, advising a Water Race closure is in progress and ask them if there is any objections.'*

*Cr McEvedy will also speak with Murray England on his return from leave to understand the outcomes of the meetings with Christchurch City Council about this matter and what are the next steps.*

**CARRIED**

#### **4.3 Public Forum Responses**

The Water Race subcommittee instructed staff to provide an update on closures and proposed timelines.

#### **6 February 2018 Water Race Subcommittee Meeting**

**Mr Michael Schat, Ardlui Road, Dunsandel**

*Mr Schat questioned why Council had not addressed the poor performance of the water race and overall inefficiency of the system.*

*Operational staff will be instructed to review the cleaning programme.*

**Ms Mandy Burrows – North Rakaia Road**

*Ms Mandy Burrows expressed her support of Michael Schat's verbal submission has requested the Upper Ellesmere Water Race be closed.*

**Mr Doug Gough, Coal Track Road**

*Mr Gough spoke in support of his application to shift the water race running through his property.*

**Mrs Somerton-Smyth – Paparua School Road – rates and closing race**

*Mrs Somerton-Smyth questioned the water race rating formula and the 70% increase in 2013/14 charged for the entire property*

*She is paying the old rate which has accumulated debt until it is resolved.*

*The Subcommittee asked management to investigate and communicate the findings. The Subcommittee advised Mrs Somerton-Smyth to initiate a formal closure application process.*

#### **26 August 2018 Water Race Subcommittee Meeting**

**Dr Bruce Smith, 32 Pococks Road, Springfield**

*Dr Smith requested assistance to repair the bridge across the water race to his property. Dr Smith also raised concerns of flooding after a rain event earlier this year when the water race overflowed and flooded properties in Albert Street and asked Council to investigate further whether it is a matter for the Water Race Subcommittee or a storm water issue.*

**Adrienne Grose, 359 Marshs Road, Halswell, Christchurch**

*Ms Grose requested the Paparua water race which runs along the boundary of her property on Marshs Road be closed.*

**5. FINANCIAL**

**5.1 Finance Report to 30 September 2018**

The Finance Report to 30 September 2018 was taken as read.

*'That the financial report to 30 September 2018 is accepted for information.'*

**Moved Mike Chaffey / Seconded Harry Schat**

**CARRIED**

**5.2 Unplanned Expenditure over \$5,000**

**Moved Harry Schat / Seconded Martin le Compt**

*'That the Water Race Subcommittee receives this report "Items of Unplanned Expenditure Over \$5,000" for information'.*

**CARRIED**

**6. CONFIRMATION OF MINUTES FROM THE MEETING HELD 20 AUGUST 2018**

**Moved Cr Pat McEvedy / Seconded John Shanks**

*'That the Water Race Sub Committee confirms the minutes of the meeting of the Water Race Sub Committee held on Monday 20 August 2018'.*

**CARRIED**

**7. CORRESPONDENCE**

**Moved Mike Mora / Seconded Mike Chaffey**

*'That the following correspondence be received.'*

**7.1 Letter from Araawa Stud, 934 Leeston Dunsandel Road**

Addressed under 4.1 Public Forum.

**7.2 Letter from Department of Conservation (DOC), 8 November 2018**

Addressed under 4.1 Public Forum.

**CARRIED**

**7.3 Letter of Resignation from Clayton Fairbairn (Paparua)**

The Subcommittee noted the resignation and thanked Mr Fairbairn for his contribution.

**Moved Cr Pat McEvedy / Seconded Mike Mora**

*'That the Secretary write to Mr Clayton Fairbairn on behalf of the Subcommittee and thank him for his input.'*

**CARRIED**



## 8. TERMS OF REFERENCE

The Water Race Subcommittee discussed representation outlined in the Terms of Reference and considered whether it was necessary to replace the Paparua vacancy in the short term now that Council is operating under the new water race funding model.

The election of officers to the Water Race Sub Committee takes place following the Local Government elections in November 2019. However, Council will need to provide guidance on the future of the Subcommittee.

## 9. 2019 MEETING SCHEDULE

The Water Race Sub Committee agreed to 4 meetings next year. The Secretary is to identify suitable dates in February, May, August and November and inform members.

## 10. WATER SERVICES REPORT

### 10.1 Proposed Water Race Closures to Proceed to Public Consultation

#### **Moved Cr Pat McEvedy / Seconded John Clarkson**

*'That the Water Race Sub Committee approve to proceed to public consultation for the proposed closure of 2 lengths of water races in the Paparua and Malvern Water Race Schemes as outlined in the report.'*

**CARRIED**

### 10.2 Old West Coast Road Water Race Status

Two Landowners have requested a change to the status of approx. 2.2km of Water Race along Old West Coast Road from SDC cleaned to private clean. They want to maintain sections themselves and this would require an agreement / memorandum of understanding between landowner and Council.

The matter came to the attention of Council when a complaint was received from landowners regarding race cleaning on the Old West Coast Road. The Landowner has claimed that he had cleaned the race 2 months prior, Selwyn DC cleaning was not required, and the operator has caused major damage to the race. Investigation showed that Selwyn DC contractors removed significant amounts of material from the race which was slowing flows. The operator was new and had made some minor errors where the bank had been hit. This was deemed minor by Water Race staff but have agreed to repair damage at entranceway.

The Water Race subcommittee support the view of staff that adhoc agreements with land owners is messy and difficult to manage.

#### **Moved Harry Schat / Seconded John Clarkson**

*'That the Water Race subcommittee approve Selwyn DC to retain the rights to clean the water race and inform the owner of the outcome.'*

*The Water Race subcommittee also recommended staff regularly send out public notices about land owner obligations around the maintenance of water races they are responsible for.*

**CARRIED**

***Cr Pat McEvedy declared a conflict of interest and withdrew from voting.  
Creagh Robinson left the meeting at 2.00pm***

## 11. MATTERS UNDER INVESTIGATION

Meeting Referred from	Item	Responsibility	Date
20 Aug '18	<p><b><i>Marshs Road / Cross Boundary Rates Collection</i></b></p> <p>Selwyn District Council staff have had two meetings with the Christchurch City Council equivalents to discuss a cross boundary rating agreement. These meetings were positive in nature. Following these meetings, Selwyn DC has formally written to Christchurch City Council outlining our position and seek their formal acceptance. Correspondence is ongoing between organisations.</p>	Murray England	12 Nov meeting
12 Nov '18	<p>Staff to contact all residents on the Marsh's Road Water Race, both in Selwyn District and Christchurch City Council, advising a Water Race closure is in progress and ask them if there is any objections.</p> <p>Cr McEvedy to speak with Murray England to understand the outcomes of the meetings with Christchurch City Council and what the next steps are.</p>	Daniel Meehan/James Skurupey	Feb 2018
20 Aug '18	<p><b><i>Springfield Water Race Flooding Issues</i></b></p> <ul style="list-style-type: none"> <li>• Check flooding events in Springfield</li> <li>• Ensure Council have done everything to avoid a reoccurrence.</li> <li>• Clear gravel build up from Culverts</li> <li>• Follow up NZ Rail's responsibilities clean the rail culverts</li> <li>• Write to Dr Smith to confirm Council Policy is that it does not maintain private property assets.</li> <li>• Investigate the maintenance programme of the Malvern Race through Springfield.</li> </ul>	Daniel Meehan	12 Nov meeting
12 Nov '18	<p>The Water Race Subcommittee commended Daniel on a comprehensive report that addresses all the issues.</p> <p>The report recommends:</p> <ul style="list-style-type: none"> <li>• The removal of gravel at each culvert during annual operational works and during summer periods.</li> <li>• Digging deeper to creat gravel traps.</li> <li>• Continuing to clear the section below the Railway Yard</li> </ul>	Daniel Meehan	Feb meeting

	<ul style="list-style-type: none"> <li>• Remove small willow seedlings.</li> <li>• Repair scour at Pococks Road culvert.</li> </ul> <p><b>Moved Harry Schat / Seconded John Clarkson</b></p> <p><i>‘That staff are to write back to Dr Bruce Smith with the outcome of their investigations and attach the report advising the Water Race Subcommittee supports Council’s position.’</i></p> <p><i>‘That staff are also to confirm to Dr Smith that Council does not maintain private property assets.’</i></p> <p><b>CARRIED</b></p> <p>The committee agreed this matter is closed.</p>		
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## 12. HEALTH & SAFETY

There have been no issues to report.

## 13. GENERAL BUSINESS

There was no general business.

## RESOLUTION TO EXCLUDE THE PUBLIC

### Recommended

‘That the public be excluded from the following proceedings of this meeting.’

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

General subject of each matter to be considered		Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
1	Minutes and actions of the PX section	Good reason to withhold exists under section 7 (as set out below)	Section 48(1)(a)
2	Public Excluded Memorandum from the Asset Manager Water Services in relation to the closure of the Upper Ellesmere Water Race		

This resolution is made in reliance on section 48(1) (a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 7 of that Act, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as follows:

1	Enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities.	Section 7(2)(h)
2	Enable the local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	Section 7(2)(i)

That appropriate officers remain to provide advice to the Committee.

*Moved Cr Pat McEvedy / Seconded Mike Mora to move into Public Excluded to discuss Glenroy Community Irrigation Company Ltd, Lynton Irrigation Limited and Canterbury Grasslands Ltd.*

**CARRIED**

**Meeting closed at 3pm**

## **PUBLIC REPORT**

**TO:** Chief Executive

**FOR:** Ellesmere, Malvern and Paparua water race scheme  
Sub-Committee – 25 February 2019

**FROM:** Management Accountant

**DATE:** 20 January 2019

**SUBJECT:** **Financial Report to 31 January 2019**

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### **1. RECOMMENDATION**

**That the financial report for the district wide water race schemes to 31 January 2019 be received for information.**

### **2. PURPOSE**

That the consolidated financial report, to 31 January 2019, be received for information.

### **3. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT**

Not applicable.

### **4. HISTORY/BACKGROUND**

Prior to the 1<sup>st</sup> July 2018, the financial reports for Ellesmere, Malvern and Paparua water race schemes were compiled and reported on separately. During the 2018 – 2028 LTP process council, after consultation with affected parties, put in place a district wide rating scheme which streamlined the calculation of rates. Costs continue to be attributed on a site by site basis and accounts for each scheme are attached to this report.

The accounts represent a consolidated operating position of the Ellesmere, Malvern and Paparua water race schemes for the period ended 31 January 2019.

## COMMENTARY

A Summary of the accounts as at the 31 January 2019 follows.

### District Wide Water Races - Consolidated Operational Position Summary

Revenue	YTD Actual \$	YTD Budget \$	Variance	2017/2018 Actual
Targeted Rate	1,388,467	1,336,454	52,013	1,792,640
Other Income	368,468	340,419	28,049	382,919
<b>Total Revenue</b>	<b>1,756,935</b>	<b>1,676,873</b>	<b>80,062</b>	<b>2,175,559</b>
<b>Expenditure</b>				
Total Operational Expenditure	1,250,893	1,353,345	102,452	2,029,457
Total Support	135,870	135,870	0	257,369
Total Operational Projects	0	86,331	86,331	22,780
Total Renewals	20,682	432,404	411,722	58,553
<b>Total Expenditure</b>	<b>1,407,445</b>	<b>2,007,950</b>	<b>600,505</b>	<b>2,368,159</b>
<b>Operating Surplus/(Deficit)</b>	<b>349,490</b>	<b>(331,077)</b>	<b>680,567</b>	<b>(192,600)</b>

### Operating Position Summary

	YTD Actual \$	YTD Budget \$	Variance	2017/2018 Actual
<b>Opening Account Balance</b>	<b>(3,159,235)</b>	<b>(3,844,079)</b>	<b>684,844</b>	<b>(1,226,166)</b>
<b>Plus</b> Operating Surplus/(Deficit)	349,490	(331,077)	680,567	(192,600)
<b>Plus</b> Prior year Projects Carried Forward	0	684,647	(684,647)	
<b>Less</b> Capital Projects	131,248	114,856	16,392	1,664,783
Net Reserves Transfers	(309,318)	102,404	(411,722)	(307,086)
<b>Closing Account Balance</b>	<b>(3,250,311)</b>	<b>(3,502,961)</b>	<b>252,650</b>	<b>(3,390,635)</b>

### Special Funds Account - Renewals

	YTD Actual \$	YTD Budget \$	Variance
<b>Opening Account Balance</b>	<b>1,179,671</b>	<b>1,179,671</b>	<b>0</b>
<b>Plus</b> Transfers in	330,000	330,000	0
<b>Plus</b> Interest	0	0	0
<b>Less</b> Funding of Renewals	(20,682)	(432,404)	411,722
<b>Closing Account Balance</b>	<b>1,488,989</b>	<b>1,077,267</b>	<b>411,722</b>

### Year to Date Commentary

Consolidated operations to the 31 January 2019 resulted in a net operating surplus of \$349,490 against a budgeted deficit for the same period of (\$360,948).

### Revenue

Total revenue to the 31 January 2019 is favourable to budget by \$109,933 evenly split between increased revenue from rates - \$57,013, the budget had assumed a lower hectare number for 2018 - 19 than what is actually rated for and other income from additional irrigation charges - \$28,049.

### Operational Expenditure

Operating expenditure to the 31 January 2019 is favourable to budget by \$102,452. Costs are favourable to budget across all sites. Total maintenance costs are favourable to budget by \$74,612, Insurance costs are favourable to budget by \$13,523 and Urban Enhancement is favourable to budget by \$12,195.

There has been no project expenditure to the 31 January 2019 against a budget of \$86,331.

Renewal expenditure is favourable to budget by \$411,722. Renewals are funded from reserves at year end and do not have an impact on the operating result.

### Capital Projects

Capital expenditure to the 31 January 2019 totals \$131,248 against a year budget of \$114,856. The expenditure to date largely relates to continued expenditure for the Glentunnel intake upgrade.

## **5. PROPOSAL**

That the consolidated financial report to 31 January 2019 be received for information.

## **6. OPTIONS**

Not applicable.

## **7. VIEWS OF THOSE AFFECTED/CONSULTATION**

### **a) Views of those affected**

Not applicable.

### **b) Consultation**

Not applicable.

### **c) Maori implications**

Not applicable.

**8. RELEVANT POLICY/PLANS**

Not applicable.

**9. COMMUNITY OUTCOMES**

Not applicable.

**10. NEGATIVE IMPACTS**

Not applicable.

**11. LEGAL IMPLICATIONS**

Not applicable.

**12. FUNDING IMPLICATIONS**

Not applicable.

**13. HAS THE INPUT/IMPACT FROM/ON OTHER DEPARTMENTS BEEN CONSIDERED?**

Assets Department has been consulted in preparation of this report.

Creagh Robinson  
**MANAGEMENT ACCOUNTANT**

**ENDORSED FOR AGENDA**

Greg Bell  
**MANAGER CORPORATE SERVICES**



Financial Month is set to 01/19 and Budget AB01 is in use.

District Wide Water Races - Consolidated  
Statement of Operations

January 2019



Account	Detail	Month Actual	Month Budget	Month Variance	YTD Actual 2018/19	Ytd Budget 2018/19	Ytd Variance	Committed Expenditure	FYR Budget 2018/19	Last Year 2017/18
<b>Opening Balance</b>										
	District opening bal	-	-	-	(\$3,159,235)	(\$3,844,079)	\$684,844		(\$3,844,079)	(\$1,226,166)
	<b>Total Opening Balance</b>	-	-	-	(\$3,159,235)	(\$3,844,079)	\$684,844		(\$3,844,079)	(\$1,226,166)
<b>Income</b>										
	Targeted Rate District	\$198,527	\$190,922	\$7,605	\$1,388,467	\$1,336,454	\$52,013	-	\$2,291,067	\$1,792,640
	Water Race Charges	-	-	-	\$60,000	\$44,000	\$16,000	-	\$44,000	-
	Other - Ellesmere	-	\$9,333	(\$9,333)	\$53,932	\$65,331	(\$11,399)	-	\$112,000	\$120,178
	Other - Malvern	\$394	-	\$394	\$1,013	-	\$1,013	-	-	\$24,897
	Other - Paparua	\$34,676	\$5,142	\$29,534	\$253,523	\$231,088	\$22,435	-	\$226,919	\$469,242
	<b>Total Income</b>	<b>\$233,597</b>	<b>\$205,397</b>	<b>\$28,200</b>	<b>\$1,756,935</b>	<b>\$1,676,873</b>	<b>\$80,062</b>	-	<b>\$2,673,986</b>	<b>\$2,406,957</b>
<b>Expenditure</b>										
	Ellesmere total	\$44,619	\$46,576	\$1,957	\$300,309	\$335,838	\$35,529	-	\$568,716	\$492,546
	Malvern total	\$57,452	\$65,317	\$7,865	\$477,399	\$494,175	\$16,776	\$288	\$820,756	\$723,638
	Paparua total	\$60,907	\$73,292	\$12,385	\$473,185	\$523,332	\$50,147	-	\$889,788	\$813,273
	<b>Total Expenditure</b>	<b>\$162,978</b>	<b>\$185,185</b>	<b>\$22,207</b>	<b>\$1,250,893</b>	<b>\$1,353,345</b>	<b>\$102,452</b>	<b>\$288</b>	<b>\$2,279,260</b>	<b>\$2,029,457</b>
<b>Support</b>										
	Ellesmere total	\$7,376	\$7,376	-	\$51,631	\$51,632	\$1	-	\$88,510	\$97,800
	Malvern total	\$8,346	\$8,346	-	\$58,424	\$58,422	(\$2)	-	\$100,156	\$110,669
	Paparua total	\$3,688	\$3,688	-	\$25,815	\$25,816	\$1	-	\$44,255	\$48,900
	<b>Total Support</b>	<b>\$19,410</b>	<b>\$19,410</b>	<b>-</b>	<b>\$135,870</b>	<b>\$135,870</b>	<b>-</b>	<b>-</b>	<b>\$232,921</b>	<b>\$257,369</b>
<b>Projects</b>										
	Ellesmere total	-	-	-	-	-	-	-	-	\$1,359
	Malvern total	-	\$10,833	\$10,833	-	\$75,831	\$75,831	\$10,000	\$130,000	\$21,421
	Paparua total	-	\$1,500	\$1,500	-	\$10,500	\$10,500	-	\$18,000	-
	<b>Total Projects</b>	<b>-</b>	<b>\$12,333</b>	<b>\$12,333</b>	<b>-</b>	<b>\$86,331</b>	<b>\$86,331</b>	<b>\$10,000</b>	<b>\$148,000</b>	<b>\$22,780</b>
<b>Transfers - Operations</b>										
	Ellesmere trf	-	-	-	(\$195)	-	(\$195)	-	-	\$235,704
	Malvern trf	-	-	-	(\$51,317)	-	(\$51,317)	-	-	\$2,314,250
	Paparua trf	-	-	-	-	-	-	-	-	\$302,392
	District trf	-	-	-	-	-	-	-	-	(\$3,159,432)
	Ellesmere Carry Forwards	-	-	-	-	\$282,448	(\$282,448)	-	\$282,448	-
	Malvern Carry Forwards	-	-	-	-	\$249,199	(\$249,199)	-	\$249,199	-
	Paparua Carry Forwards	-	-	-	-	\$153,000	(\$153,000)	-	\$153,000	-
	<b>Total Transfers - Operations</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(\$51,512)</b>	<b>\$684,647</b>	<b>(\$736,159)</b>	<b>-</b>	<b>\$684,647</b>	<b>(\$307,086)</b>
	<b>Operating Surplus/(Deficit)</b>	<b>\$51,209</b>	<b>(\$11,531)</b>	<b>\$62,740</b>	<b>(\$2,840,575)</b>	<b>(\$3,058,105)</b>	<b>\$217,530</b>	<b>(\$10,288)</b>	<b>(\$3,145,627)</b>	<b>(\$1,435,901)</b>
<b>Capital Projects</b>										
	Ellesmere total	-	\$19,265	\$19,265	-	\$79,856	\$79,856	-	\$121,184	\$431,100
	Malvern total	\$21,211	-	(\$21,211)	\$118,048	\$20,000	(\$98,048)	-	\$23,000	\$1,233,683
	Paparua total	\$13,200	-	(\$13,200)	\$13,200	\$15,000	\$1,800	-	\$15,000	-
	<b>Total Capital Projects</b>	<b>\$34,411</b>	<b>\$19,265</b>	<b>(\$15,146)</b>	<b>\$131,248</b>	<b>\$114,856</b>	<b>(\$16,392)</b>	<b>-</b>	<b>\$159,184</b>	<b>\$1,664,783</b>
<b>Renewals</b>										
	Ellesmere total	-	\$20,410	\$20,410	-	\$102,049	\$102,049	-	\$211,668	\$3,738
	Malvern total	-	\$54,064	\$54,064	\$8,233	\$264,602	\$256,369	-	\$529,203	\$34,139
	Paparua total	-	\$14,167	\$14,167	\$12,449	\$65,753	\$53,304	-	\$170,003	\$20,676
	<b>Total Renewals</b>	<b>-</b>	<b>\$88,641</b>	<b>\$88,641</b>	<b>\$20,682</b>	<b>\$432,404</b>	<b>\$411,722</b>	<b>-</b>	<b>\$910,874</b>	<b>\$58,553</b>
	<b>Closing balance</b>	<b>\$16,798</b>	<b>(\$119,437)</b>	<b>\$136,235</b>	<b>(\$2,992,505)</b>	<b>(\$3,605,365)</b>	<b>\$612,860</b>	<b>(\$10,288)</b>	<b>(\$4,215,685)</b>	<b>(\$3,159,237)</b>
<b>Special Funds</b>										
	District Renewal Reserve	-	-	-	\$1,064,618	\$1,064,813	(\$195)	-	-	\$1,064,813
	<b>Total Special Funds</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,064,618</b>	<b>\$1,064,813</b>	<b>(\$195)</b>	<b>-</b>	<b>-</b>	<b>\$1,064,813</b>

**District Wide Water Races - Consolidated  
Operational Position Summary**

Revenue	YTD Actual \$	YTD Budget \$	Variance	2017/2018 Actual
Targeted Rate	1,388,467	1,336,454	52,013	1,792,640
Other Income	368,468	340,419	28,049	382,919
<b>Total Revenue</b>	<b>1,756,935</b>	<b>1,676,873</b>	<b>80,062</b>	<b>2,175,559</b>
<b>Expenditure</b>				
Total Operational Expenditure	1,250,893	1,353,345	102,452	2,029,457
Total Support	135,870	135,870	0	257,369
Total Operational Projects	0	86,331	86,331	22,780
Total Renewals	20,682	432,404	411,722	58,553
<b>Total Expenditure</b>	<b>1,407,445</b>	<b>2,007,950</b>	<b>600,505</b>	<b>2,368,159</b>
<b>Operating Surplus/(Deficit)</b>	<b>349,490</b>	<b>(331,077)</b>	<b>680,567</b>	<b>(192,600)</b>

**Operating Position Summary**

	YTD Actual \$	YTD Budget \$	Variance	2017/2018 Actual
<b>Opening Account Balance</b>	<b>(3,159,235)</b>	<b>(3,844,079)</b>	<b>684,844</b>	<b>(1,226,166)</b>
<b>Plus</b> Operating Surplus/(Deficit)	349,490	(331,077)	680,567	(192,600)
<b>Plus</b> Prior year Projects Carried Forward	0	684,647	(684,647)	
<b>Less</b> Capital Projects	131,248	114,856	16,392	1,664,783
Net Reserves Transfers	(309,318)	102,404	(411,722)	(307,086)
<b>Closing Account Balance</b>	<b>(3,250,311)</b>	<b>(3,502,961)</b>	<b>252,650</b>	<b>(3,390,635)</b>

**Special Funds Account - Renewals**

	YTD Actual \$	YTD Budget \$	Variance
<b>Opening Account Balance</b>	<b>1,179,671</b>	<b>1,179,671</b>	<b>0</b>
<b>Plus</b> Transfers in	330,000	330,000	0
<b>Plus</b> Interest	0	0	0
<b>Less</b> Funding of Renewals	(20,682)	(432,404)	411,722
<b>Closing Account Balance</b>	<b>1,488,989</b>	<b>1,077,267</b>	<b>411,722</b>

Financial Month is set to 01/19 and Budget AB01 is in use.

ELLESMERE WATER RACE OPER.

January 2019

Statement of Operations

Account	Detail	Month Actual	Month Budget	Month Variance	YTD Actual 2018/19	Ytd Budget 2018/19	Ytd Variance	Committed Expenditure	FYR Budget 2018/19	Last Year 2017/18
<b>Opening Balance</b>										
3921 980 01	Ellesmere W/Rc Oper Open Blnce	-	-	-	\$196	(\$282,448)	\$282,644	-	(\$282,448)	\$230,187
	<b>Total Opening Balance</b>	-	-	-	<b>\$196</b>	<b>(\$282,448)</b>	<b>\$282,644</b>	-	<b>(\$282,448)</b>	<b>\$230,187</b>
<b>Income</b>										
3921 101	Targeted Rate	-	-	-	(\$180)	-	(\$180)	-	-	\$440,669
3921 101 01	Ellesmere Unit charge	-	-	-	-	-	-	-	-	\$12,315
3921 187	Irrigation charges	-	\$9,333	(\$9,333)	\$53,932	\$65,331	(\$11,399)	-	\$112,000	\$107,863
	<b>Total Income</b>	-	<b>\$9,333</b>	<b>(\$9,333)</b>	<b>\$53,752</b>	<b>\$65,331</b>	<b>(\$11,579)</b>	-	<b>\$112,000</b>	<b>\$560,847</b>
<b>Expenditure</b>										
3921 410 01		-	-	-	-	-	-	-	-	-
3921 541	Insurance	-	-	-	\$7,114	\$9,806	\$2,692	-	\$9,806	\$8,997
3921 583 101	Maint - General S	\$30,053	\$30,833	\$780	\$210,374	\$215,831	\$5,457	-	\$370,000	\$360,641
3921 583 102	Maint - General R	\$3,049	\$6,667	\$3,618	\$46,384	\$46,669	\$285	-	\$80,000	\$68,877
3921 583 282	Maint - Removal R	-	\$3,333	\$3,333	-	\$23,331	\$23,331	-	\$40,000	-
3921 583 602	Maint - Source/Well/Headwork R	-	-	-	-	-	-	-	-	\$111
3921 593 03	Infrastructure Agreement Fee	\$11,517	\$5,417	(\$6,100)	\$34,551	\$37,919	\$3,368	-	\$65,000	\$52,885
3921 598 02		-	-	-	-	-	-	-	-	-
3921 868	ECan/Los Monitoring	-	\$250	\$250	\$1,567	\$1,750	\$183	-	\$3,000	\$383
3921 868 01	SCADA Costs	-	\$76	\$76	\$319	\$532	\$213	-	\$910	\$652
	<b>Total Expenditure</b>	<b>\$44,619</b>	<b>\$46,576</b>	<b>\$1,957</b>	<b>\$300,309</b>	<b>\$335,838</b>	<b>\$35,529</b>	-	<b>\$568,716</b>	<b>\$492,546</b>
<b>Support</b>										
3921 890 3900	Support Charges-WTR RACE	\$7,376	\$7,376	-	\$51,631	\$51,632	\$1	-	\$88,510	\$97,800
	<b>Total Support</b>	<b>\$7,376</b>	<b>\$7,376</b>	-	<b>\$51,631</b>	<b>\$51,632</b>	<b>\$1</b>	-	<b>\$88,510</b>	<b>\$97,800</b>
<b>Projects</b>										
3921 063	Upper Ellesmere Water Race Closure	-	-	-	-	-	-	-	-	\$1,359
	<b>Total Projects</b>	-	-	-	-	-	-	-	-	<b>\$1,359</b>
<b>Transfers - Operations</b>										
3921 970 01	Transfer (to)/from Reserves	-	-	-	(\$195)	-	(\$195)	-	-	\$235,704
3921 970 99	Carry Forward Projects	-	-	-	-	\$282,448	(\$282,448)	-	\$282,448	-
	<b>Total Transfers - Operations</b>	-	-	-	<b>(\$195)</b>	<b>\$282,448</b>	<b>(\$282,643)</b>	-	<b>\$282,448</b>	<b>\$235,704</b>
	<b>Operating Surplus/(Deficit)</b>	<b>(\$51,995)</b>	<b>(\$44,619)</b>	<b>(\$7,376)</b>	<b>(\$298,187)</b>	<b>(\$322,139)</b>	<b>\$23,952</b>	-	<b>(\$545,226)</b>	<b>\$435,033</b>
<b>Capital Projects</b>										
3921 900 37	Fish Screen - Lower Rakaia	-	-	-	-	-	-	-	-	\$431,100
3921 900 48	Terricelee auto gate SCADA	-	\$12,500	\$12,500	-	\$50,000	\$50,000	-	\$75,000	-
3921 900 50	Emergency tipout for irrigators	-	\$5,833	\$5,833	-	\$23,332	\$23,332	-	\$35,000	-
3921 900 51	Health and Safety improvements	-	\$932	\$932	-	\$6,524	\$6,524	-	\$11,184	-
	<b>Total Capital Projects</b>	-	<b>\$19,265</b>	<b>\$19,265</b>	-	<b>\$79,856</b>	<b>\$79,856</b>	-	<b>\$121,184</b>	<b>\$431,100</b>
<b>Renewals</b>										
3921 905 100	Renewals - Linear (Pipe Valve)	-	\$16,626	\$16,626	-	\$83,129	\$83,129	-	\$166,259	\$3,738
3921 905 110	Renewals - P&E (PS TP Teley)	-	\$3,784	\$3,784	-	\$18,920	\$18,920	-	\$45,409	-
	<b>Total Renewals</b>	-	<b>\$20,410</b>	<b>\$20,410</b>	-	<b>\$102,049</b>	<b>\$102,049</b>	-	<b>\$211,668</b>	<b>\$3,738</b>
	<b>Closing balance</b>	<b>(\$51,995)</b>	<b>(\$84,294)</b>	<b>\$32,299</b>	<b>(\$298,187)</b>	<b>(\$504,044)</b>	<b>\$205,857</b>	-	<b>(\$878,078)</b>	<b>\$195</b>
<b>Special Funds</b>										
3921 982 50	Renewal Reserve	-	-	-	\$390	-	\$390	-	-	\$115,053
	<b>Total Special Funds</b>	-	-	-	<b>\$390</b>	-	<b>\$390</b>	-	-	<b>\$115,053</b>

**ELLESMERE WATER RACE - FINANCIAL COMMENTARY FOR THE QUARTER ENDED JANUARY 2019**

Account	Expenditure	Actual	Budget	Variance	Details
3921 541	Insurance	\$7,114	\$9,806	\$2,692	July - Marsh - 7113.70
3921 583 101	Maint - General S	\$210,374	\$215,831	\$5,457	July, Aug, Sep, Oct, Nov, Dec, Jan - Sicon Ltd - C1241 Claim Water Service O&M
3921 583 102	Maint - General R	\$46,384	\$46,669	\$285	8242.48, Nov - Refuse Disposal 86.25, Sicon - 3624.91, Dec - Refuse Disposal 119.75, Sicon - 9800.44, Jan - Refuse Disposal 50.24, Sicon - 2998.96,
3921 583 282	Maint - Removal R	\$0	\$23,331	\$23,331	
3921 583 602	Maint - Source/Well/Headwork R	\$0	\$0	\$0	
3921 593 03	Infrastructure Agreement Fee	\$34,551	\$37,919	\$3,368	Aug - Glenroy Agreement - 11516.96, Oct - Glenroy Agreement - 11516.96, Jan - Glenroy Agreement - 11516.96
3921 868	ECan/Los Monitoring	\$1,567	\$1,750	\$183	Ecan consent monitoring - July - 1080.00, Sep - 95.74, Oct - 156.53, Dec - 234.79
3921 868 01	SCADA Costs	\$319	\$532	\$213	Aug - 2way - 5.38, Qtech - 76.57, Sep - 2way - 10.76, Qtech - 43.07, Oct - 2way - 5.38, Qtech - 52.46, Nov - 2way - 5.38, Dec - 2way - 5.38, Qtech - 114.63
	<b>Total Expenditure</b>	<b>\$300,309</b>	<b>\$335,838</b>	<b>\$35,529</b>	
3921 890 3900	Support Charges-WTR RACE	\$51,631	\$51,632	\$1	July, Aug, Sep, Oct, Nov, Dec, Jan - Selwyn District Council - Standard Charge
	<b>Total Support</b>	<b>\$51,631</b>	<b>\$51,632</b>	<b>\$1</b>	
	<b>Projects</b>				
3921 063	Health and Safety Improvements	\$0	\$0	\$0	
	<b>Total Projects</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
	<b>Capital</b>				
3921 900 37	Fish Screen - Lower Rakaia	\$0	\$0	\$0	
3921 900 48	Terricelee auto gate SCADA	\$0	\$50,000	\$50,000	
3921 900 50	Emergency tipout for irrigators	\$0	\$23,332	\$23,332	
3921 900 51	Health and Safety improvements	\$0	\$6,524	\$6,524	
	<b>Total Capital Projects</b>	<b>\$0</b>	<b>\$79,856</b>	<b>\$79,856</b>	
	<b>Renewals</b>				
3921 905 100	Renewals - Linear (Pipe Valve)	\$0	\$83,129	\$83,129	
3921 905 110	Renewals - P&E (PS TP Teley)	\$0	\$18,920	\$18,920	
	<b>Total Renewals</b>	<b>\$0</b>	<b>\$102,049</b>	<b>\$102,049</b>	

Financial Month is set to 01/19 and Budget AB01 is in use.

MALVERN AREA WATER RACE

January 2019

Statement of Operations

Account	Detail	Month Actual	Month Budget	Month Variance	YTD Actual 2018/19	Ytd Budget 2018/19	Ytd Variance	Committed Expenditure	FYR Budget 2018/19	Last Year 2017/18
<b>Opening Balance</b>										
3951 980 01	Malvern W/Rc Oper Open Blnce.	-	-	-	-	(\$249,199)	\$249,199	-	(\$249,199)	(\$1,030,298)
3951 980 02	Opening Balance	-	-	-	-	-	-	-	-	(\$5,000)
3951 980 04	Opening Balance	-	-	-	-	-	-	-	-	(\$5,000)
3951 980 07	Opening Balance	-	-	-	-	-	-	-	-	(\$3,332)
3951 980 08	Opening Balance	-	-	-	-	-	-	-	-	(\$2,000)
3951 980 09	APPROPRIATION ACCOUNT	-	-	-	-	-	-	-	-	(\$24,656)
	<b>Total Opening Balance</b>	-	-	-	-	(\$249,199)	\$249,199	-	(\$249,199)	(\$1,070,286)
<b>Income</b>										
3951 101	Targeted Rate	-	-	-	-	-	-	-	-	\$854,689
3951 101 01	Urban Public Good	-	-	-	-	-	-	-	-	\$23,491
3951 162	General Receipts	\$394	-	\$394	\$1,013	-	\$1,013	-	-	\$1,406
3951 162 02										
	<b>Total Income</b>	<b>\$394</b>	<b>-</b>	<b>\$394</b>	<b>\$1,013</b>	<b>-</b>	<b>\$1,013</b>	<b>-</b>	<b>-</b>	<b>\$879,586</b>
<b>Expenditure</b>										
3951 410 01		-	-	-	-	-	-	-	-	-
3951 450	Electricity	\$218	\$250	\$32	\$1,521	\$1,750	\$229	-	\$3,000	\$2,196
3951 540	Rates	-	-	-	\$772	\$732	(\$40)	-	\$732	\$710
3951 541	Insurance	-	-	-	\$27,407	\$36,224	\$8,817	-	\$36,224	\$33,235
3951 583 101	Maint - General S	\$47,302	\$50,000	\$2,698	\$331,111	\$350,000	\$18,889	-	\$600,000	\$567,619
3951 583 102	Maint - General R	\$9,828	\$10,000	\$172	\$114,853	\$70,000	(\$44,853)	\$288	\$120,000	\$117,129
3951 583 602										
3951 593 282	Maint - Bank Removal R	-	\$4,167	\$4,167	-	\$29,169	\$29,169	-	\$50,000	-
3951 868	ECan/LoS Monitoring	\$104	\$333	\$229	\$1,122	\$2,331	\$1,209	-	\$4,000	\$1,501
3951 868 01	Scada Costs	-	\$150	\$150	\$613	\$1,050	\$437	-	\$1,800	\$1,248
3951 871	Urban Enhancement	-	\$417	\$417	-	\$2,919	\$2,919	-	\$5,000	-
	<b>Total Expenditure</b>	<b>\$57,452</b>	<b>\$65,317</b>	<b>\$7,865</b>	<b>\$477,399</b>	<b>\$494,175</b>	<b>\$16,776</b>	<b>\$288</b>	<b>\$820,756</b>	<b>\$723,638</b>
<b>Support</b>										
3951 890 3900	Support Charges-WTR RACE	\$8,346	\$8,346	-	\$58,424	\$58,422	(\$2)	-	\$100,156	\$110,669
	<b>Total Support</b>	<b>\$8,346</b>	<b>\$8,346</b>	<b>-</b>	<b>\$58,424</b>	<b>\$58,422</b>	<b>(\$2)</b>	<b>-</b>	<b>\$100,156</b>	<b>\$110,669</b>
<b>Projects</b>										
3951 074	Health and Safety improvements	-	-	-	-	-	-	-	-	\$21,356
3951 096	CPW Transition	-	-	-	-	-	-	-	-	\$65
3951 097	Dalethorpe autoflush design	-	\$833	\$833	-	\$5,831	\$5,831	\$10,000	\$10,000	-
3951 098	Waimak tunnel invest design	-	\$10,000	\$10,000	-	\$70,000	\$70,000	-	\$120,000	-
	<b>Total Projects</b>	<b>-</b>	<b>\$10,833</b>	<b>\$10,833</b>	<b>-</b>	<b>\$75,831</b>	<b>\$75,831</b>	<b>\$10,000</b>	<b>\$130,000</b>	<b>\$21,421</b>
<b>Transfers - Operations</b>										
3951 970 01	Transfer (to)/from Reserves	-	-	-	(\$51,317)	-	(\$51,317)	-	-	\$2,314,250
3951 970 99	Carry Forward Projects	-	-	-	-	\$249,199	(\$249,199)	-	\$249,199	-
	<b>Total Transfers - Operations</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(\$51,317)</b>	<b>\$249,199</b>	<b>(\$300,516)</b>	<b>-</b>	<b>\$249,199</b>	<b>\$2,314,250</b>
	<b>Operating Surplus/(Deficit)</b>	<b>(\$65,404)</b>	<b>(\$84,496)</b>	<b>\$19,092</b>	<b>(\$586,127)</b>	<b>(\$628,428)</b>	<b>\$42,301</b>	<b>(\$10,288)</b>	<b>(\$1,050,912)</b>	<b>\$1,267,822</b>
<b>Capital Projects</b>										
3951 900 66	Fish Screen-Waimak Intake	-	-	-	-	-	-	-	-	\$512,004
3951 900 67	Fish Screen-Upper Kowai Intake	\$20,695	-	(\$20,695)	(\$512,146)	-	\$512,146	-	-	\$530,354
3951 900 72	Glentunnel Intake Upgrade	\$516	-	(\$516)	\$624,418	-	(\$624,418)	-	-	\$130,974
3951 900 77	SCADA monitoring Sites	-	-	-	\$3,951	\$20,000	\$16,049	-	\$20,000	\$2,852
3951 900 78	H&S Upgrades	-	-	-	\$1,825	-	(\$1,825)	-	-	\$56,076
3951 900 79	Flow Gauge	-	-	-	-	-	-	-	-	\$1,423
3951 900 80	sink hole repair procedure	-	-	-	-	-	-	-	\$3,000	-
	<b>Total Capital Projects</b>	<b>\$21,211</b>	<b>-</b>	<b>(\$21,211)</b>	<b>\$118,048</b>	<b>\$20,000</b>	<b>(\$98,048)</b>	<b>-</b>	<b>\$23,000</b>	<b>\$1,233,683</b>
<b>Renewals</b>										
3951 905 100	Renewals - Linear (Pipe Valve)	-	\$34,137	\$34,137	-	\$204,821	\$204,821	-	\$409,642	\$16,112
3951 905 110	Renewals - P&E (PS TP Teley)	-	\$19,927	\$19,927	\$8,233	\$59,781	\$51,548	-	\$119,561	\$18,027
		-	\$54,064	\$54,064	\$8,233	\$264,602	\$256,369	-	\$529,203	\$34,139
	<b>Closing balance</b>	<b>(\$86,615)</b>	<b>(\$138,560)</b>	<b>\$51,945</b>	<b>(\$712,408)</b>	<b>(\$913,030)</b>	<b>\$200,622</b>	<b>(\$10,288)</b>	<b>(\$1,603,115)</b>	<b>-</b>
<b>Special Funds</b>										
3951 982 50	Renewal Reserve	-	-	-	-	-	-	-	-	\$525,292
	<b>Total Special Funds</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$525,292</b>

## MALVERN AREA WATER RACE - FINANCIAL COMMENTARY FOR THE QUARTER ENDED JANUARY 2019

7 # months

Account	Expenditure	Actual	Budget	Variance	Details		
3951 450	Electricity	\$1,521	\$1,750	\$229	Meridian - <b>July</b> - 230.21, <b>Aug</b> - 207.09, <b>Sep</b> - 209.97, <b>Oct</b> - 209.34, <b>Nov</b> - 221.08, <b>Dec</b> - 225.01, <b>Jan</b> - 217.96	1,520.66	(\$0)
3951 540	Rates	\$772	\$732	(\$40)	<b>Oct</b> - 771.90	771.90	(\$0)
3951 541	Insurance	\$27,407	\$36,224	\$8,817	<b>July</b> - Marsh - 27406.68	27,406.68	(\$0)
3951 583 101	Maint - General S	\$331,111	\$350,000	\$18,889	<b>July, Aug, Sep, Oct, Nov, Dec, Jan</b> - Sicon Ltd - C1241 Claim Water Service O&M	331,111.06	\$0
3951 583 102	Maint - General R	\$114,853	\$70,000	(\$44,853)	<b>July</b> - James Bull - 188.50, ChCh Press - 216.00, Sicon - 9146.74, <b>Aug</b> - Sicon - 4461.17, Boraman - 297.00, <b>Sep</b> - Refuse disposal - 99.13, Boraman - 116.64, Curle - 300.00, Hydrological - 181.51, Sicon - 38858.31, <b>Oct</b> - Refuse disposal - 55.51, Sicon - 4,544.12, <b>Nov</b> - James bull - 634.00, Refuse disposal -138.61, Curle - 300.00, Sicon - 6788.97, <b>Dec</b> - Refuse disposal - 231.48, Sicon - 38465.31, <b>Jan</b> - Refuse disposal - 137.70, Sicon - 9690.52, Boraman - 155.52	114,853.22	\$0
3951 593 282	Maint - Bank Removal R	\$0	\$29,169	\$29,169			\$0
3951 868	ECan/LoS Monitoring	\$1,122	\$2,331	\$1,209	Ecan Consent Monitoring - <b>July</b> - 469.50, <b>Sep</b> - 78.26, <b>Oct</b> - 469.57, <b>Jan</b> - 104.35	1,121.68	(\$0)
3951 868 01	Scada Costs	\$613	\$1,050	\$437	<b>July</b> - Spark - 15.00, Boraman - 155.52, <b>Aug</b> - Spark - 15.00, Qtech - 102.10, <b>Sep</b> - Qtech - 57.43, <b>Oct</b> - Spark - 30.00, Qtech - 69.95, <b>Nov</b> - Spark - 15.00, <b>Dec</b> - Qtech - 152.84	612.84	(\$0)
3951 871	Urban Enhancement	\$0	\$2,919	\$2,919			\$0
	<b>Total Expenditure</b>	<b>\$477,399</b>	<b>\$494,175</b>	<b>\$16,776</b>			
3951 890 3900	Support Charges-WTR RACE	\$58,424	\$58,422	(\$2)	<b>July, Aug, Sep, Oct, Nov, Dec, Jan</b> - Selwyn District Council - Standard Charge	58,423.50	(\$0)
	<b>Total Support Charges</b>	<b>\$58,424</b>	<b>\$58,422</b>	<b>(\$2)</b>			
3951 074	Health and Safety improvements	\$0	\$0	\$0			\$0
3951 096	CPW Transition	\$0	\$0	\$0			\$0
3952 097	Dalethorpe autoflush design	\$0	\$5,831	\$5,831			
3951 098	Waimak tunnel invest design	\$0	\$70,000	\$70,000			\$0
	<b>Total Projects</b>	<b>\$0</b>	<b>\$75,831</b>	<b>\$75,831</b>			
3951 900 66	Fish Screen-Waimak Intake	\$0	\$0	\$0			\$0
3951 900 67	Fish Screen-Upper Kowai Intake	(\$512,146)	\$0	\$512,146	<b>Sep</b> - Isaac - 29,625.30, Correction of coding - (562,467.02), <b>Jan</b> - Isaac - 20695.44	512,145.56	\$0
3951 900 72	Glentunnel Intake Upgrade	\$624,418	\$0	(\$624,418)	<b>July</b> - Sicon - 575.82, <b>Aug</b> - Jacobs - 15979.00, <b>Sep</b> - Ecan - 1024.00, Coding correction - 562467.02, <b>Nov</b> - Independant signs - 3474.00, Jacobs - 29890.00, <b>Dec</b> - Nairn Electrical - 9589.54, Sicon - 902.45, <b>Jan</b> - Sicon 516.14	624,417.97	(\$0)
3951 900 77	SCADA monitoring Sites	\$3,951	\$20,000	\$16,049	<b>Sep</b> - Nairns - 3950.79	3,950.79	(\$0)
3951 900 78	H&S Upgrades	\$1,825	\$0	(\$1,825)	<b>Aug</b> - Sicon - 1825.45	1,825.45	\$0
3951 900 79	Flow Gauge	\$0	\$0	\$0			\$0
3951 900 80	sink hole repair procedure	\$0	\$0	\$0			\$0
	<b>Total Capital Projects</b>	<b>\$118,048</b>	<b>\$20,000</b>	<b>(\$98,048)</b>			
3951 905 100	Renewals - Linear (Pipe Valve)	\$0	\$204,821	\$204,821			\$0
3951 905 110	Renewals - P&E (PS TP Teley)	\$8,233	\$59,781	\$51,548	<b>Jul</b> - Tonkin & Taylor - 4657.33, <b>Sep</b> - Tonkin & Taylor - 553.88, <b>Nov</b> - Tonkin & Taylor - 3021.38	8,232.59	(\$0)
	<b>Total Renewals</b>	<b>\$8,233</b>	<b>\$264,602</b>	<b>\$256,369</b>			

Financial Month is set to 01/19 and Budget AB01 is in use.

PAPARUA WATER RACE

January 2019

Statement of Operations

Account	Detail	Month Actual	Month Budget	Month Variance	YTD Actual 2018/19	Ytd Budget 2018/19	Ytd Variance	Committed Expenditure	FYR Budget 2018/19	Last Year 2017/18
<b>Opening Balance</b>										
3954 980 01	Paparua W/Rc Oper Open Blnce.	-	-	-	\$1	(\$153,000)	\$153,001	-	(\$153,000)	(\$386,067)
	<b>Total Opening Balance</b>	-	-	-	\$1	(\$153,000)	\$153,001	-	(\$153,000)	(\$386,067)
<b>Income</b>										
3954 101	Targeted Rate	-	-	-	(\$1,275)	-	(\$1,275)	-	-	\$497,282
3954 101 01	Public Good Rate	-	-	-	-	-	-	-	-	\$59,213
3954 101 02	Urban Public Good	-	-	-	-	-	-	-	-	\$141,679
3954 135	CCC Share-Public Good	\$35,848	\$5,975	\$29,873	\$71,696	\$71,696	-	-	\$71,696	\$71,696
3954 162	General Receipts	-	-	-	\$686	-	\$686	-	-	-
3954 187	Irrigation Charges	(\$699)	-	(\$699)	\$180,363	\$165,223	\$15,140	-	\$165,223	\$182,062
3954 187 02	Irrigation Rebate	(\$473)	(\$833)	\$360	\$778	(\$5,831)	\$6,609	-	(\$10,000)	\$14,592
	<b>Total Income</b>	\$34,676	\$5,142	\$29,534	\$252,248	\$231,088	\$21,160	-	\$226,919	\$966,524
<b>Expenditure</b>										
3954 410 011		-	-	-	-	-	-	-	-	-
3954 450	Electricity	\$31	\$58	\$27	\$214	\$406	\$192	-	\$700	\$350
3954 541	Insurance	-	-	-	\$8,274	\$10,288	\$2,014	-	\$10,288	\$9,439
3954 583 101	Maint - General S	\$55,579	\$57,500	\$1,921	\$389,054	\$402,500	\$13,446	-	\$690,000	\$667,946
3954 583 102	Maint - General R	\$5,297	\$10,000	\$4,703	\$54,159	\$70,000	\$15,841	-	\$120,000	\$107,872
3954 583 272	Maint - Cleaning R	-	-	-	\$226	-	(\$226)	-	-	\$4,440
3954 583 602	Maint - Source/Well/Headwork R	-	-	-	\$18,975	-	(\$18,975)	-	-	\$22,825
3954 593 282	Maint - Bank Removal R	-	\$4,167	\$4,167	-	\$29,169	\$29,169	-	\$50,000	-
3954 868	ECan/LoS Monitoring	-	\$125	\$125	\$1,512	\$875	(\$637)	-	\$1,500	\$135
3954 868 01	Scada Costs	-	\$25	\$25	\$128	\$175	\$47	-	\$300	\$266
3954 871	Urban Enhancement	-	\$1,417	\$1,417	\$643	\$9,919	\$9,276	-	\$17,000	-
	<b>Total Expenditure</b>	\$60,907	\$73,292	\$12,385	\$473,185	\$523,332	\$50,147	-	\$889,788	\$813,273
<b>Support</b>										
3954 890 3900	Support Charges-WTR RACE	\$3,688	\$3,688	-	\$25,815	\$25,816	\$1	-	\$44,255	\$48,900
	<b>Total Support</b>	\$3,688	\$3,688	-	\$25,815	\$25,816	\$1	-	\$44,255	\$48,900
<b>Projects</b>										
3954 082	Health and Safety improvements	-	\$1,500	\$1,500	-	\$10,500	\$10,500	-	\$18,000	-
	<b>Total Projects</b>	-	\$1,500	\$1,500	-	\$10,500	\$10,500	-	\$18,000	-
<b>Transfers - Operations</b>										
3954 970 01	Transfer (to)/from Reserves	-	-	-	-	-	-	-	-	\$302,392
3954 970 99	Carry Forward Projects	-	-	-	-	\$153,000	(\$153,000)	-	\$153,000	-
	<b>Total Transfers - Operations</b>	-	-	-	-	\$153,000	(\$153,000)	-	\$153,000	\$302,392
	<b>Operating Surplus/(Deficit)</b>	(\$29,919)	(\$73,338)	\$43,419	(\$246,751)	(\$328,560)	\$81,809	-	(\$725,124)	\$20,676
<b>Capital Projects</b>										
3954 900 07	Railway Road - tipout point	\$13,200	-	(\$13,200)	\$13,200	\$15,000	\$1,800	-	\$15,000	-
	<b>Total Capital Projects</b>	\$13,200	-	(\$13,200)	\$13,200	\$15,000	\$1,800	-	\$15,000	-
<b>Renewals</b>										
3954 905 100	Renewals - Linear (Pipe Valve)	-	\$14,167	\$14,167	\$12,449	\$65,753	\$53,304	-	\$170,003	\$20,676
	<b>Total Renewals</b>	-	\$14,167	\$14,167	\$12,449	\$65,753	\$53,304	-	\$170,003	\$20,676
	<b>Closing balance</b>	(\$43,119)	(\$87,505)	\$44,386	(\$272,400)	(\$409,313)	\$136,913	-	(\$910,127)	-
<b>Special Funds</b>										
3954 982 50	Renewal Reserve	-	-	-	-	-	-	-	-	\$424,468
	<b>Total Special Funds</b>	-	-	-	-	-	-	-	-	\$424,468
		-	-	-	-	-	-	-	-	-

PAPARUA WATER RACE - FINANCIAL COMMENTARY FOR THE QUARTER ENDED - JANUARY 2019

Account	Expenditure	Actual	Budget	Variance	Description
3954 410 011	External Consultants Fee	\$0	\$0	\$0	
3954 450	Electricity	\$214	\$406	\$192	Jul - Meridian - 30.70, Aug - 31.57, Sep - 31.57, Oct - 30.32, Nov - 29.54, Dec - 29.03, Jan - 30.83
3954 541	Insurance	\$8,274	\$10,288	\$2,014	Jul - Marsh - 8274.17
3954 583 101	Maint - General S	\$389,054	\$402,500	\$13,446	July, Aug, Sep, Oct, Nov, Dec, Jan - Sicon Ltd - C1241 Claim Water Service O&M
3954 583 102	Maint - General R	\$54,159	\$70,000	\$15,841	Jul - James Bull - 180.00, Sicon - 4366.40, Aug - Boraman - 617.40, Sicon - 4571.91, Sep - Refuse disposal - 214.12, Sicon - 4081.77, Oct - Refuse disposal - 15.86, Sicon - 4081.77, Nov - James bull - 152.21, Refuse disposal - 344.08, Qtec - 5613.00, HCB Tech - 732.40, Innovative Energy - 840.00, Sicon - 4590.65, Dec - Refuse disposal - 103.49, Sicon - 18356.71, Jan - Refuse disposal - 226.02, Sicon - 5071.41
3954 583 272	Maint - Cleaning R	\$226	\$0	(\$226)	Jul - Refuse disposal - 226.02
3954 583 602	Maint - Source/Well/Headwork R	\$18,975	\$0	(\$18,975)	Aug - Sicon - 9620.35, Oct - 5214.30, Nov - 4140.00
3954 593 282	Maint - Bank Removal R	\$0	\$29,169	\$29,169	
3954 868	ECan/LoS Monitoring	\$1,512	\$875	(\$637)	Ecan consent monitoring - July - 532.50, Sep - 104.35, Nov - 458.19, Dec - 417.40
3954 868 01	Scada Costs	\$128	\$175	\$47	Aug - 2way - 5.38, Qtech - 25.45, Sep - 2way - 10.76, Qtech - 14.36, Oct - 2way - 5.38, Qtech - 17.49, Nov - 2way - 5.38, Dec - 2way - 5.38, Qtech - 38.22
3954 871	Urban Enhancement	\$643	\$9,919	\$9,276	Oct - Southern Woods - 642.61
	<b>Total Expenditure</b>	<b>\$473,185</b>	<b>\$523,332</b>	<b>\$50,147</b>	
3954 890 3900	Support Charges-WTR RACE	\$25,815	\$25,816	\$1	July, Aug, Sep, Oct, Nov, Dec, Jan - Selwyn District Council - Standard Charge
	<b>Total Support</b>	<b>\$25,815</b>	<b>\$25,816</b>	<b>\$1</b>	
<b>Projects</b>					
3954 082	Health and Safety improvements	\$0	\$10,500	\$10,500	
	<b>Total Projects</b>	<b>\$0</b>	<b>\$10,500</b>	<b>\$10,500</b>	
<b>Capital Projects</b>					
3954 900 07	Railway Road - tipout point	\$13,200	\$15,000	\$1,800	Jan - Sicon - 13200.00
	<b>Total Capital Projects</b>	<b>\$13,200</b>	<b>\$15,000</b>	<b>\$1,800</b>	
<b>Renewals</b>					
3954 905 100	Renewals - Linear (Pipe Valve)	\$12,449	\$65,753	\$53,304	Jul - Sicon - 9085.00, Oct - 3363.75
	<b>Total Renewals</b>	<b>\$12,449</b>	<b>\$65,753</b>	<b>\$53,304</b>	



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**TO:** Asset Manager, Water Services

**FOR:** Water Race Sub Committee Meeting – 25 February 2019.

**FROM:** Daniel Meehan – Surface Water Operations Engineer

**DATE:** 12 February 2019

**SUBJECT:** Items Of Unplanned Expenditure Over \$5,000

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**1. RECOMMENDATION**

**1.1 That the Water Race Subcommittee receives this report. “Items Of Unplanned Expenditure Over \$5,000” for information**

**2. PURPOSE**

**2.1 Provide the Water Race Subcommittee with information detailing the water race schemes and individual unplanned expenditure items over \$5,000 during October, November, December 2018 and January 2019.**

**3. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT**

**3.1 This report covers the period October, November, December 2018 and January 2019.**

Activity occurring over \$5000		
Scheme	Amount	Activity
Malvern	\$15,950.00	Kowai Intake river protection – Repairing flood damage and placing rock rip rap to protect intake structure.

\*Note although this expenditure is unplanned this is covered under reactive budgets.

**3.2 Items of expenditure over \$5,000 committed in the next period. February, March and April 2019.**

Activity planned over \$5000		
Scheme	Amount	Activity
Malvern	\$7,000.00	(Approx. Cost) Waimakariri Fish Screen Maintenance – Lift out Screens, inspection of axel stubs and Teflon pads, replace if required. Chain adjustments. Water Blasting Screen.

\*Note although this expenditure is unplanned this is covered under reactive budgets.

**ENDORSED FOR AGENDA**

**Daniel Meehan**  
**Surface Water Operations Engineer**

**M F Washington**  
**Asset Manager**

**From:** [Murray England](#)  
**To:** [Mike.Mora@ccc.govt.nz](mailto:Mike.Mora@ccc.govt.nz)  
**Cc:** [Ross.McFarlane@ccc.govt.nz](mailto:Ross.McFarlane@ccc.govt.nz); [Maree Pycroft](#); [Daniel Meehan](#)  
**Subject:** RE: Enquiry  
**Date:** Thursday, 7 February 2019 10:48:30 a.m.

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Dear Mike,

In terms of the motorway, the water races will be piped under the alignment.

We have been in discussions with CCC staff about the ongoing viability of the race network within the CCC boundary. CCC has agreed to take over the responsibility for water race rates.

The water race committee will be discussing this at their next meeting on the 25 Feb.

We have provided the full listing of CCC ratepayers paying water race rates to Tim Joyce @ CCC.

As we don't have access to CCC's rating information we don't have details of those that don't pay water race rates. Tim will be able to help you with an overall summary.

Kind regards

Murray England

Asset Manager – Water Services

DDI 347 2972

-----Original Message-----

**From:** Mora, Mike [<mailto:Mike.Mora@ccc.govt.nz>]

**Sent:** Friday, 13 July 2018 11:05 a.m.

**To:** Maree Pycroft <[Maree.Pycroft@selwyn.govt.nz](mailto:Maree.Pycroft@selwyn.govt.nz)>

**Subject:** Enquiry

Kia Ora Maree.

Can I please request a list on all the properties on Marshes Road who pay water race rates. And those who do not.?

Can I please ask if the water race will be piped under the SM2 Motorway?

Kind regards,

Mike Mora

Halswell, Hornby, Riccarton Community Board Chairperson Ph : 039809438 |

0274303132

\*\*\*\*\*

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If you are not the correct recipient of this email please advise the sender and delete.

Christchurch City Council

<http://www.ccc.govt.nz>

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[[http://www.selwyn.govt.nz/\\_\\_data/assets/image/0011/83/SDC\\_white\\_RGB\\_web.jpg](http://www.selwyn.govt.nz/__data/assets/image/0011/83/SDC_white_RGB_web.jpg)]

2 Norman Kirk Drive, Rolleston 7614

PO Box 90, Rolleston 7643

**From:** [Murray England](#)  
**To:** [pmburr@clear.net.nz](mailto:pmburr@clear.net.nz)  
**Cc:** [Sam Broughton](#)  
**Subject:** Water Race Sub Committee - Presentation on Race Closures  
**Date:** Tuesday, 10 April 2018 3:13:00 p.m.  
**Attachments:** [Annual Plan Letter - Actions.pdf](#)  
[WR\\_mapping\\_final.pdf](#)

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Dear Mandy,

Thank you for your presentation to the Water Race Sub Committee meeting on the 26 February 2018.

At the meeting you mentioned that you had not received any correspondence from Council on your submission to the 2017/18 Annual Plan. I have copied below the letter send on the 26 June 2017 and a copy of the attachment included with the original letter. The attachment provided a list of actions agreed at the time of consultation. For water races, the following was recorded *"The council water race committee is aware of concerns and pressure around water race closures. They are working on a strategic plan for the future of water races including funding models. This work will feed into next year's Long Term Plan process."*

Following the consultation period, the water race committee has been working on a new water race rating structure to fund key strategic races required for ecological and ascetics purposes. This will allow other races to be closed over time while still providing a funding stream for the strategic water races. A map showing the strategic races is attached. Information on the 2018-28 LTP can be found by following the links below:

<https://yoursay.selwyn.govt.nz/water-race-rating-review>

and

[https://yoursay.selwyn.govt.nz/long-term-plan-20182028?tool=survey\\_tool#tool\\_tab](https://yoursay.selwyn.govt.nz/long-term-plan-20182028?tool=survey_tool#tool_tab)

and Page 20-21

<https://yoursay.selwyn.govt.nz/34422/documents/74313>

Council is also proposing to reduce the % of support required for water race closures from 100% to 80% before being considered. This information can be found on Page 68 *"Progress ratepayer initiated water race closures to public consultation once approved by the Water Race Committee for closure. The committee will consider ratepayer initiated closures once 80% written support from directly affected property owners is obtained. All closures are subject to Council approval. Council initiated race closure will also occur over this LTP period."* Council is also looking to *"Work towards the closure of the Upper Ellesmere Water Race network."* Page 68

[http://www.selwyn.govt.nz/\\_data/assets/pdf\\_file/0020/252533/Full-LTP-2018-2028-web.pdf](http://www.selwyn.govt.nz/_data/assets/pdf_file/0020/252533/Full-LTP-2018-2028-web.pdf)

Council is unable to progress (call for submission) on the closure of the entire Upper Ellesmere water race, at this time, due to contractual interests held by a third party(s).

The minutes of each water race meeting can be uploaded from the Council website

<http://www.selwyn.govt.nz/council/meetings/agendas-and-minutes/sdc-water-race-sub-committee-minutes>

I am happy to discuss any of the above with you. Please call on the number below.

Kind regards

Murray England

Asset Manager – Water Services  
DDI 347 2972

-----  
Previous letter below:

26 June 2017

Mandy Burrows  
2830 North Rakaia Rd  
Mead, RD13  
**RAKAIA 7783**

Dear Mandy

### **Submission to Draft Annual Plan 2017/18**

Thank you for your submission to Selwyn District Council's Draft Annual Plan 2017/18. I was pleased that you and so many other residents took the opportunity to contribute to this important process.

Your input provided Councillors with constructive insights for our decision-making and has been of value as we've worked through priorities and projects for the coming year. In some cases residents' submissions reinforced expectations, in other cases community feedback has encouraged us to change from our initial course.

Altogether more than 400 people made submissions on the draft plan, completed the online survey on key proposals, or talked to councillors at our community events.

Councillors heard directly from many submitters on 18 and 19 May 2017, then deliberated on all submissions and feedback on 25 May 2017. The final Annual Plan was adopted at the Council meeting of 14 June 2017.

*Attached* to this letter is a summary of the major decisions made by the Council on its proposals, and in response to submissions.

Full details including submissions, minutes of hearings and deliberations, and reports to Council, are available at: [www.selwyn.govt.nz/council/meetings/agendas-and-minutes](http://www.selwyn.govt.nz/council/meetings/agendas-and-minutes)

The final Annual Plan will be available from 1 July 2017, from the Council offices and service centres, or online at [www.selwyn.govt.nz](http://www.selwyn.govt.nz).

Thanks again for your contribution, and I hope you will continue to participate in our planning processes as we seek to work with our communities to build a strong, sustainable district.

Sam Broughton  
**Mayor**



## **AGREED OUTCOMES ON ISSUES RAISED BY SUBMITTERS TO SELWYN DISTRICT COUNCIL'S 2017 / 2018 DRAFT ANNUAL PLAN**

Summary of submissions	Outcome
<b>Stormwater</b>	Agreed to continue as per the Consultation document
<b>Footpaths</b>	Agreed to continue as per the Consultation document
<b>Libraries</b>	Agreed to a six month trial, no Sunday opening, Saturday opening from 10.00am until 4pm (or to align to meet local requirements) and for Council librarians to determine needs for late night for each library
<b>Aquatic Centre</b>	Agreed to continue as per the Consultation document
<b>\$60 transportation rate</b>	The Council has valued the work this extra funding has enabled and will continue to fund into the future.
<b>Health Hub</b>	Agreed to continue as per the Consultation document
<b>Selwyn Huts sewerage</b>	It was agreed that a report would come to Council, and that this would lead into the 2018 - 2028 Long Term Plan process.
<b>Port Hills Fire recovery - vegetation</b>	Council did not agree to this spending
<b>Malvern Hills, Auchenflower, Wainiwaniwa Roads improvement</b>	Agreed to better consent monitoring and increase Council monitoring of maintenance requirements. No road sealing will take place, but to work with mining company on opportunities for dust suppression. Look at speed limits.
<b>Weedons Ross Road upgrade Kea crossing</b>	Incorporated and funding in 2017 / 2018 minor improvements budget
<b>Tosswill Road Domain frontage upgrade</b>	Refer to the Long Term Plan process
<b>West Belt Lincoln shoulder sealing</b>	Work can look to be undertaken if staff are able to find an alternate funding source. If not, refer to the Long Term Plan Process
<b>Irrigation for Creyke Road farm</b>	Proceed. No rates impact with recovery coming through the lease
<b>School Road for Southfield Drive Lincoln</b>	Agreed to proceed as per the submissions
<b>Extension of Broadlands Drive at 604 Springston/Rolleston RD</b>	Agreed to proceed as per the submissions
<b>Aquatic facilities - Sheffield and Courtenay pools</b>	Agreed to proceed as per the submissions
<b>Rolleston Library - rephasing budget</b>	Agreed to proceed as per the submissions
<b>Lincoln ODP road link</b>	This is on hold until staff refer back to Council

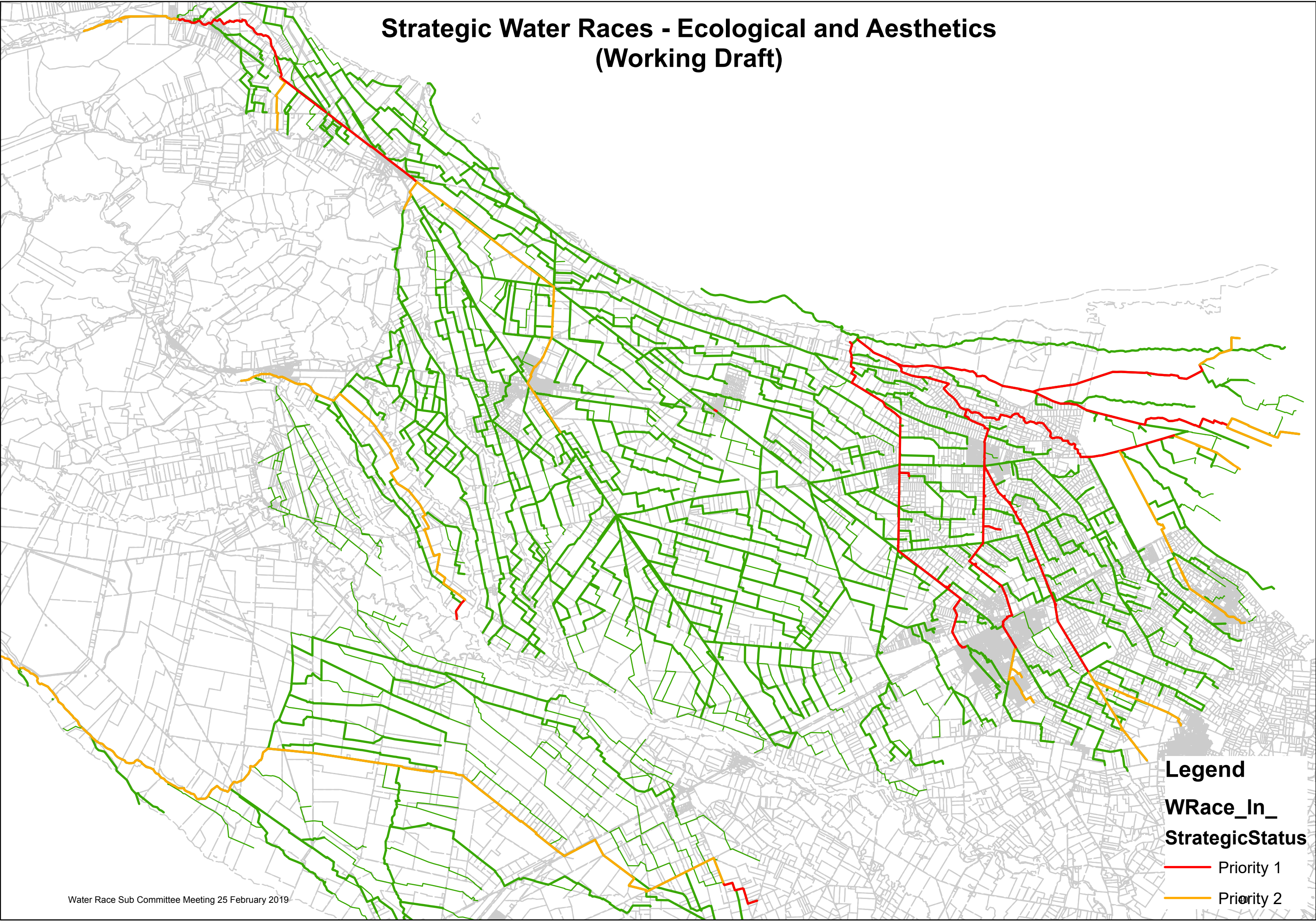
<b>DPR involve Fed. Farmers</b>	Council values the contribution of many stakeholders into our District Plan Review. We will include Federated Farmers as appropriate through the current review.
<b>Water races closures</b>	The council water race committee is aware of concerns and pressure around water race closures. They are working on a strategic plan for the future of water races including funding models. This work will feed into next year's Long Term Plan process.
<b>Tawera Lane Native Reserve</b>	The council supports this community initiative, but has no current funds allocated to the project.
<b>Demographics included in decisions data</b>	Council has recently received good local demographic data for a number of townships across Selwyn. We will use this data to inform decision making in the future.
<b>Rolleston Community Centre - Arts</b>	The future of the Rolleston Community Centre will be determined through strategic planning and during the Long Term Plan process
<b>Art funding</b>	The Arts portfolio councillors are currently developing an Arts program to feed into the Long Term Plan process
<b>Arts Display</b>	The Arts portfolio councillors are currently developing an Arts program to feed into the Long Term Plan process
<b>Selwyn Rail Trail</b>	The council supports this community initiative, but has no current funds allocated to the project. It will be discussed through our Long Term Plan process
<b>Halls &amp; Reserves</b>	Council will discuss the future of Hall and Reserve funding through the Long Term Plan process
<b>Rolleston Cemetery</b>	Council will discuss the provision of cemeteries through our District Plan Review and Asset Management Plans
<b>Seismic strengthening</b>	Council is implementing the seismic strengthening programme as outlined in the Consultation document
<b>Doyleston - Leeston cycleway</b>	The aim is to complete the project by June 2018
<b>Leeston Community Centre</b>	This project is currently not included in Council's plans and future options will be considered as part of the Long Term Plan process. The Draft Report will be circulated to the local committee
<b>Water Races rate anomaly</b>	Council has referred this matter to the Water Race Committee for follow-up and action.
<b>Southbridge courts</b>	Staff will continue to work the committee on this project.
<b>Development contributions level</b>	Council has set a fair rate for development contributions. The rates are reviewed every three years and in the case of the ESSS are reviewed annually.
<b>Darfield sewerage</b>	This issue will be comprehensively discussed through the Long Term Plan process
<b>Darfield street lighting</b>	There is no extra funding for additional lighting requests. Asset staff will assess and prioritise with current work program.
<b>Turning Bay – Leeston /Brookside Irwell Road</b>	This matter will be referred to the Road Safety Committee.
<b>Bigger stop signs on intersections and road marking</b>	Council has a number of reactive flashing stop sign warnings. This initiative will be on the next agenda of the Selwyn Road Safety committee. The Committee will look at options including rumble strips. Other matters have been passed onto staff to log as service requests
<b>Helpline refer #</b>	Council has an app called Snap Send Solve which is a good way to let council know of issues with council services including potholes and rubbish. If you call councils helpline you can request a reference number to assist with future follow up.

<b>Total Rates ↑ level</b>	The average rates increases are in line with councils Long Term Plan projections. Some increases are larger and some are smaller. Rate rise limits will again be open for consultation through the Long Term Plan process.
<b>Road sealing</b>	The current cost to upgrade a gravel road to a sealed surface is approx \$150,000/km. Council believes this cost is unaffordable to pursue due to the rating impact of running a sealing program. Council is working on dust suppression options for private use.
<b>Campervan dump sites Malvern/Leeston</b>	Council has set up a Camping working party who will look at camping across the district including dump sites.
<b>Recycling Depot in Malvern</b>	Council is currently working on a proposal for the provision of Recycling depots.
<b>Courtenay Road widening</b>	This project is not funded or proposed to be funded. Issues with Courtenay Rd will need to be resolved by NZTA. Council will pass on the concerns raised to the Road Safety Committee. The Road Safety Committee will look to initiate discussions with the Field Days Committee.
<b>Springfield planting</b>	Council supports this project and advises that communication and support will be provided through the Malvern Community Board.
<b>Reserves Management Plan Castle Hill</b>	The Malvern Community Board is the relationship body for Malvern Community Committees. Concerns will be addressed to the Malvern Community Board.
<b>Castle Hill speed limit</b>	Council is currently reviewing its speed limits and Castle Hill is a part of this review.
<b>Castle Hill green waste</b>	A review of provision will take place through the Long Term Plan process.
<b>Castle Hill Trails funding</b>	Council does not have funding available at the moment but will consider it through the Long Term Plan process.
<b>Castle Hill Public Toilet</b>	Council will be making an application to the Governments Tourism Infrastructure Fund.
<b>Springston Reserve Carry Forwards</b>	Council confirms that funds for the particular projects can be carried forward.
<b>Springston Public Toilets</b>	Council will review Public Toilet provision through the Long Term Plan process.
<b>Leeston Dunsandel Road Naming</b>	Council staff will work with affected communities to follow up on the proposal.
<b>Dog Park irrigation</b>	Council does not currently support this project but will look at it as part of the Long Term Plan process.
<b>Rubbish Trailer Rolleston Reserve</b>	Council supports this purchase from the existing budget
<b>Dog Park bigger</b>	Council will look at further Dog Park provision in Rolleston as part of future reserve provisions
<b>Athletics Track</b>	This project is already included in current budgets
<b>Tangata Whenua engagement</b>	Council has a strong relationship with the local Rūnanga and looks forward to strengthening this relationship in the future.
<b>SH73 Courtenay Road intersection</b>	This matter is to be referred to NZTA who is the governing body of this intersection.
<b>Squash Courts in Rolleston</b>	Council supports the creation of recreation facilities for the Community. While council supports the provision of squash courts in Rolleston it does not have any funding allocated to the proposal, but staff will work with them to develop a LTP proposal
<b>TAK Greenway Trust</b>	Council congratulates TAK on their initiatives across Selwyn and looks forward to future plantings.



<b>Lincoln Town Centre</b>	The Lincoln Town Centre is a major project that council is progressing. Funding for delivery of the plan will be decided through the Long Term Plan process.
<b>Tennyson Water race enclose</b>	This is a project within the Town Centre Master Plan, and is scheduled for completion as part of this
<b>Electric car charging</b>	Council will work with Orion on the provision of this infrastructure.
<b>SDC pressure ECan on water + stock</b>	Council is fully aware of community concern about water in Selwyn. The council is working with Environment Canterbury on joint initiatives to address the current situation through the Zone Committees.
<b>Coe's Ford access</b>	Council believes that access to one side of Coe's Ford is suitable to meet demand for winter use.
<b>Basketball hoops + Volleyball at Levi Park</b>	Council does not support this spending at this time, but recommends that it is passed to the Rolleston Residents' Association
<b>Lakeside Hall</b>	Council staff will continue to work with locals on this project.
<b>Waddington Planting</b>	Council supports this project and advises that communication and support will be provided through the Malvern Community Board.
<b>Cycleway Glenroy Hororata</b>	Council is building a number of cycleways and the idea of a Glenroy-Hororata link will be debated as part of the Long Term Plan process
<b>Lighting war memorials</b>	Council supports the idea of better illumination of our War Memorials. There is currently no funding to implement the idea, but it will be debated through the Long Term Plan process.
<b>funding to Dunsandel /West Melton /Tai Tapu</b>	Council supports the building of these halls for community use today and into the future.
<b>Birchs Road speed</b>	Council is reviewing speed limits across the district and Birches Rd will form part of this review
<b>Rolleston Reserve → Commercial space</b>	Council is implementing its Rolleston Town Centre Master Plan that included part of the Rolleston Reserve being transitioned to a commercial space and will be forming a project team to work on this in 17/18.
<b>Bus stops</b>	Bus stops will be revised as the routes are revised by Ecan.
<b>Road Safety funding</b>	Council believes in creating safer roads. The Road Safety Committee will use this fund to implement their program
<b>LED street lighting</b>	Council supports this purchase and transition The payback of spending now is recovered through lower electricity costs
<b>Glentunnel School parking</b>	Council does not fund parking for schools. Concerns will be forwarded to the Road Safety committee.
<b>Road signing in Leeston</b>	Council staff will work with the Committee to address specific concerns about road signs
<b>West Melton footpath</b>	Council is looking to spend extra funding on new footpath links. This link will be noted for any future work
<b>Fairhurst &amp; Kerrick Place</b>	Pavements will be marked in 17/18
<b>Springston Cycleway</b>	The cycleway will be maintained as with other cycleways. Potholes and cracks can be raised through Council's helpline or Snap, Send and Solve app

Strategic Water Races - Ecological and Aesthetics  
(Working Draft)



**Legend**

**WRace\_In\_**  
**StrategicStatus**

— Priority 1

— Priority 2



# AMIS (Asset Management Information System) Task Report

**Task: 279606**

7/02/2019 11:09 a.m.

Problem			
<b>Problem Code:</b>	General Info Required	<b>Priority:</b>	P3 - Medium
<b>Where:</b>	817 Ardlui Road, Hororata HORORATA		
<b>Where (further info):</b>	Ardlui road 817		
<b>Contact Name:</b>	Michael Schat	<b>Contact Phone/s:</b>	Phone Call: 0274202655
<b>Detail:</b>	<p>@ 11/01/2018 11:51, By meehad, Hi Ross, Michael has Rung up again asking if he can Relocate the main race, when you have a look at this can you meet with him and look where he proposes to relocate to check if it is going to be feasible.</p> <p>@ 09/01/2018 13:01, By meehad, Please inspect section of Council cleaned water race through this property? Please let landowner know when this will be cleaned. Thanks Dan</p> <p>@ 09/01/2018 09:36, By shirleye, water race is getting very weedy and wonders when it is going to be cleaned - starting to flood since christmas but is getting bad</p>		

Asset			
<b>Identification Number:</b>	561729	<b>Class Combo:</b>	Water Race-Channel-Main
<b>Name Tag:</b>		<b>Scheme:</b>	Ellesmere Water Race
<b>Position:</b>			
<b>Linz:</b>			

Work Detail					
Maintenance Contract:	Water Services C1241		Maintenance Type:	Reactive	
Received:	9/01/2018 9:33:39 a.m.		Task Status:	Closed	
Work Start:	9/01/2018 10:30:00 a.m.		Activity:	Condition Inspect	
			Assignee:	Claim SICON	
Response Deadline:	10/01/2018 9:33:37 a.m.		Responded:	9/01/2018 10:30:00 a.m.	
Reinstatement Deadline:	25/01/2018 9:33:37 a.m.		Reinstated:	25/01/2018 8:00:00 a.m.	
Completion Deadline:	29/01/2018 9:33:37 a.m.		Completed:	25/01/2018 11:30:00 a.m.	
Subcontractor:					
		Fail:	False	Auto-Task:	
Notes : Work / AssetUpdate	race hass been cleaned but this was not required when we had worked out areas needing cleaned earlier in the year /				

Attachments (Excludes Excel Documents)						
Costs						
<b>Budget Number:</b>		<b>Budget Description</b>				
<b>Description</b>		<b>Rate</b>	<b>Qty</b>	<b>Total</b>	<b>Approved</b>	<b>Claim Code</b>
Tradesman		0.00	1.00	\$0.00		
Tradesman		0.00	1.00	\$0.00		
<b>Total</b>				<b>\$0.00</b>		

Activity Log		
<b>Date:</b>	<b>User:</b>	<b>Event Description</b>
9/01/2018 9:36:02 a.m.	Shirley Everest	Status Assigned
9/01/2018 9:36:02 a.m.	Shirley Everest	Task created
9/01/2018 1:01:51 p.m.	Daniel Meehan	Assigned to changed from meehad to depot
9/01/2018 1:23:06 p.m.	Ange Brosnan	Assigned to changed from depot to wayner
9/01/2018 4:57:24 p.m.	Wayne Rowlands	Assigned to changed from wayner to hamilr
25/01/2018 10:08:55 a.m.	Ross Hamilton	Status code changed from Assigned to Completed
25/01/2018 10:09:04 a.m.	Ross Hamilton	Assigned to changed from hamilr to DepotToClaim
25/04/2018 11:30:01 a.m.	AMS	Status changed to closed automatically (scheduled task/zero cost)

08 October 2018

AST 17-09-27-08

Dear Landowner

**Re: Approval to close Water Race**

On 14 August 2018, the elected Council approved the closure of the race on your property as per the attached map.

It has been determined that salvage of aquatic life is not required, therefore you and your neighbours can now proceed with organising the installation of a soakhole at the end of the active race, if required.

Please contact the Water Race Operators from SICON to agree the final method of closing the race. The Water race operators Team Leader is:

Ross Hamilton – 027 326 2644

The conditions of water race closure as outlined on your agreement to close water race form apply. Adjustment to any water race charges applicable to the property have been made. Where other races are on or adjacent to your property, there will be no impact on rating.

Please contact the undersigned if you have any further questions.

Yours sincerely



James Skurupey  
03 347 1840

**Surface Water Operations Engineer**

CC: SICON Water Race Team Leader

Assessment_ID	PayerName1	PayerName2	FullPayerAddress
2422006100	Fraser-Milne Michael Finn	Fraser-Milne Stella May	Kinnairdy 2293 Coaltrack Road RD 1 Christchurch 7671
2422006400	Waikirikiri Farm Partners Ltd		C/- S & A Reed 2687 Coaltrack Road RD 1 Christchurch 7671
2420016900	Lingard Andrew James		PO Box 85097 Lincoln University Lincoln 7647
2422006102	Rowlands Jeffrey Hudson	Fairhall Shelley Louie	2309 Coaltrack Road RD 1 Christchurch 7671
2422006401	Broughton Gordon James	Broughton Barbara Jean	Campana 2413 Coaltrack Road RD 1 Christchurch 7671
2422006101	Catherwood Douglas James	Catherwood Jocelyn Eleanor	2361 Coaltrack Road RD 1 Christchurch 7671
2420017300	Gough Farms Ltd	DG & JN Gough	Aboyne 2003 Coaltrack Road RD 1 Christchurch 7671

18/12/2018

AST17-04-01-15

Bruce Smith  
PO Box 12  
Darfield 7541

Dear Dr. Bruce Smith,

### **Water Race Issues in the Springfield Area**

Thank you for your presentation to the Water Race Sub-Committee meeting on the 20<sup>th</sup> of August, and your letter sent following this meeting.

Instructions from the Committee to SDC staff following your presentation was to investigate the issues and report back with findings.

Attached for your information is the memo prepared for the Water Race Sub-Committee.

The findings of this investigation were:

#### ***Inspection Findings***

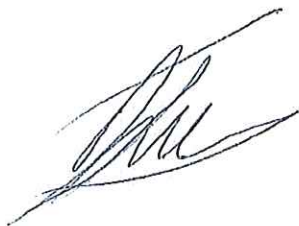
- Overall condition of the creek is good.
- Some scouring at Pockocks Road Bridge which will require minor rock protection. Small amount of gravel to remove at this location. Also recommend spraying inside corner. (See Picture 02)
- Material built up in channel on the upstream side of Tramway Road culvert needs to be removed. (See Picture 03)
- Small willow seedlings to be removed through township.
- Minor amount of gravel built up at Railway yard culvert, downstream needs to be monitored and cleared frequently.
- Improvement could be made to overland flow paths to connect flood waters to culvert at end of King St. (Not within scope of water race management)

The Water Race Sub-Committee agrees with and supports the findings of this memo.

The Water Race Sub-committee also wishes to confirm that Council will not maintain private property assets, this includes the bridge at the entranceway to your property.

Please feel free to contact me if you have any other questions.

Kind Regards,  
Daniel,



Daniel Meehan  
Surface Water Operations Engineer  
(03) 347 2800



## MEMORANDUM

**To:** Water Race Sub-Committee

**From:** Daniel Meehan – Surface Water Operations Engineer

**Date:** 15<sup>th</sup> October 2018

**Subject:** Springfield Water Race – Investigation of Flooding Issues

---

### Introduction

This Memo has been prepared for the Selwyn District Council Water Race Sub-Committee. During the August 2018 meeting landowner Dr Bruce Smith spoke to the committee raising a number of concerns for the water race which runs through Springfield. His primary concern was that the water race was contributing to the flood risk of the Springfield Township. This memo has been written at the request of the Water Race Sub-Committee to investigate the concerns raised, highlight the potential issues, and propose some solutions. This report will not discuss Dr. Smith's culvert, this is a private structure not managed by SDC water race staff or contracts. The culvert is the landowners responsibility.



(Picture 1 – Tramway Road where race flowed across road)

### Recommendations

- Remove gravel at each culvert during annual operational works and during this summer works period.
- Continue to clear gravel from the section below the Railway yard.
- Remove small willow seedlings growing in race.
- Repair scour at Pockocks Road culvert.



### Inspection Findings,

- Overall condition of the creek is good.
- Some scouring at Pococks Road Bridge which will require minor rock protection. Small amount of gravel to remove at this location. Also recommend spraying inside corner. (See Picture 02)
- Material built up in channel on the upstream side of Tramway Road culvert needs to be removed. (See Picture 03)
- Small willow seedlings to be removed through township.
- Minor amount of gravel built up at Railway yard culvert, downstream needs to be monitored and cleared frequently.
- Improvement could be made to overland flow paths to connect flood waters to culvert at end of King St. (Not within scope of water race management)



(Picture 2 – Scouring Pococks Road)



(Picture 3 – Gravel at Tramway road culvert)



### **Springfield Water Race History**

The Kowai intake was the first intake constructed for the Malvern water race scheme in the late 1870's. The scheme was initiated to take water from the Kowai River and supply the plains with water.

The first stage started with the construction of dams, tunnels and open races for a distance of approx. 4km's bringing water from the Kowai River then discharging into Bishops Creek. This allowed engineers to work with the natural contours of the land and utilise the natural creek channel which would normally run dry. The initial section is still in operation today and is crucial for the supply of water across the 61,648ha Malvern Stockwater Scheme.

There is a number of structures which have been installed in the channel of Bishops creek for various reason. Weirs have been installed to prevent erosion and severe drops in fall within the race. Another structure which remains in the race is an old water wheel housing structure which was used to pump water into Steam trains.

The maintenance of water races including of the Bishops creek section through Springfield is managed by SDC contractors. This includes clearing of obstructions to flow such as vegetation and gravel / silt build-up. SDC contractors also manage the intake flows, for Kowai this means shutting down the intake during flood events.

### **Bishops Creek**

Appendix 1 Shows connection between Bishops Creek and the water Races.

Bishops creek has a catchment area in the foot hills southwest of Springfield with a catchment area of approx. 685ha. Bishops Creek is generally a dry creek but when there is even moderate rainfall the creek will flow and top up the water taken from the Kowai intake. Smaller rain events only require minimal operator adjustment of flows at Kowai intake. Larger rain events require the intake to be shut completely and the tip-outs to be opened up. Apart from a couple of minor races there is no ability to tip water out of the main race (Bishops Creek) between confluence of Bishops creek and Odgers Divide approx. 5km downstream of Springfield. After rain events Bishops Creek can continue to flow for several days afterwards.

The water race scheme is controlled at Odgers divide where a set flow continues down through the Malvern water race network, and larger flood flows carry on via the original Bishops creek channel down to the Hawkins River.

As Bishops Creek is a natural water way with relatively steep grade, this results in gravels and silts being transported during rain events.



(Picture 4 – Bishops Creek Confluence with Water Race, Looking up Bishops Gully)



## **Inspection**

An inspection of the Water Race, culverts and Bishops Creek through Springfield Township was undertaken on 8<sup>th</sup> October 2018. The inspection was carried out by SDC Surface Water Operations Engineer and Sicon Water Race Operators.

The channel was inspected from Bishops Creek confluence, the main culverts under each road. And finished at the Springfield Railway yard culverts. The aim of this inspection was to confirm the condition of the main channel and identify issues. The amount of material accumulated at each culvert was also determined.

## **Findings.**

- Overall condition of the creek is good.
- Some scouring at Pococks Road Bridge which will require minor rock protection. Small amount of gravel to remove at this location. Also recommend spraying inside corner. (See Picture 02)
- Material built up on upstream side of Tramway Road culvert needs to be removed. (See Picture 03)
- Small willow seedlings to be removed through township.
- Minor amount of gravel built up at Railway yard culvert, this will be difficult to remove.
- Large amount was removed downstream following 2017 flood events, this is important to keep clear to allow gravel to suck through culvert.

As the creek is a natural water way with relatively steep grade, gravels will always move through system and accumulate at points of low flow velocity.

The work proposed to remove built up gravels from culverts is within the scope of operational contract with Sicon. Sicon will be instructed to do this work.

The section of race immediately downstream of Railway yard has been identified as an area which accumulates gravel and is very an important section to keep clear and free flowing.

The Tramway Road culvert was installed with the invert level below the natural creek bed level, this causes gravel to naturally build up above and below this culvert.

By removing the gravel post rain events the culverts can remain clear and these areas can become effectively gravel traps in the system.

The section of through Dr Smith's property has no access to clean due to trees and vegetation. This section however has good fall and there was no apparent build-up of gravels and sediments. The trees shade the race so aquatic weeds are not an issue. The bridge on Dr Smith's property was observed to be in poor condition, this is the landowners responsibility to maintain.

There is a culvert underneath the Railway yard at the end of King St. If flow paths are opened up this could be used as an emergency culvert. This is outside of the scope for water race management and budgets but can be investigated for township stormwater improvement. Overtime land use may have changed on these properties which could also affect the overland flow paths towards this culvert.

## **Recommendations**

- Remove gravel at each culvert during annual operational works and during this summer works period. Digging deeper to create gravel traps.
- Continue to clear the section below the Railway yard.
- Remove small willow seedlings growing in race.
- Repair scour at Pococks Road culvert.



### **Flood Events**

Water Race operators are always aware of weather and river conditions as the effects on the operation of the Malvern scheme can be impacted greatly. Conditions at Kowai Intake can change quickly with rising waters in the Kowai River. Council has recently automated the control of the intake gates reducing the time taken to shut the intake down in adverse weather events. Operators also open 'tip-outs' along the main race between the intake and confluence of Bishops Creek. Once the race enters Bishops Creek the only other tip out is at Odgers divide below Springfield where the water race flows towards Sheffield and Bishops Creeks flows to the Hawkins River.

Bishops Creek has a large catchment area above Springfield Township and the confluence with the main water race. When the Creek is in flood the flood waters cannot be controlled.

To prevent flood in the township operators monitor levels and clear build-ups of debris and material. This is generally at the main culverts. Keeping culverts clear prevents water from breaching the banks and flowing overland. Some channel flows simply too much for the channel

#### 2017 Flood; (See Appendix 5 Flood 2017)

- This was a significant flood event where water breached banks within Springfield Township.
- Water was observed to be backing up at Tramway Road and Railway Culverts
- Water overtopped the bank at Albert St and flowed towards King / Queen St.
- Operators worked overnight clearing culverts and where water was backing up.
- Bank was repaired where it overtopped below Albert St.



(Picture 5 - Gravel Removed below Railway Yard – Post Flood 2017)

Bishops Creek is one of the main tributaries of the Hawkins River. Springfield located with Bishops Creek flowing through the middle of it. There is a known history of the township being hit by large flood events and there always will be a risk of flooding during large rain events.

By continuing to keep the main channel clear of obstructions and material build up this will help minimise flood water backing up within the township.

#### Flood tip-out:

Dr Smith had requested Selwyn District Council to investigate the viability of 'tipping out' flood water via culverts under SH73 and the railway line.

These culverts are believed to have been installed for an old 'private' water race channel which used to feed Kowai Pastures area.

This channel appears to flow no further than the midland railway line. Because this channel has no clear discharge point it would not be recommended to discharge flood water into this until the effects are fully understood. Significant earthworks would be required to develop channels to take flood flows. To divert flood water and discharge into Kowai River and associated earthworks would require resource consent and further investigation. Environment Canterbury consents would need to be obtained and easements granted with the adjacent landowners.

This work involved in investigation of diverting flood flows and flood control is beyond current water race management scope. This may be included in current work being done by the Selwyn District Council stormwater working group.

#### **References**

Water Race Management Plan – July 2013

Bishops Creek Flood Control – 4.5.7 of Water Race Management Plan

Letter Dr. Bruce Smith to Council 17<sup>th</sup> September 2018

Letter to Springfield Civil Defence - July 2002

#### **Appendices**

Appendix 1 – Relationship between Bishops Creek and Kowai water Races

Appendix 2 – Springfield Topo Map

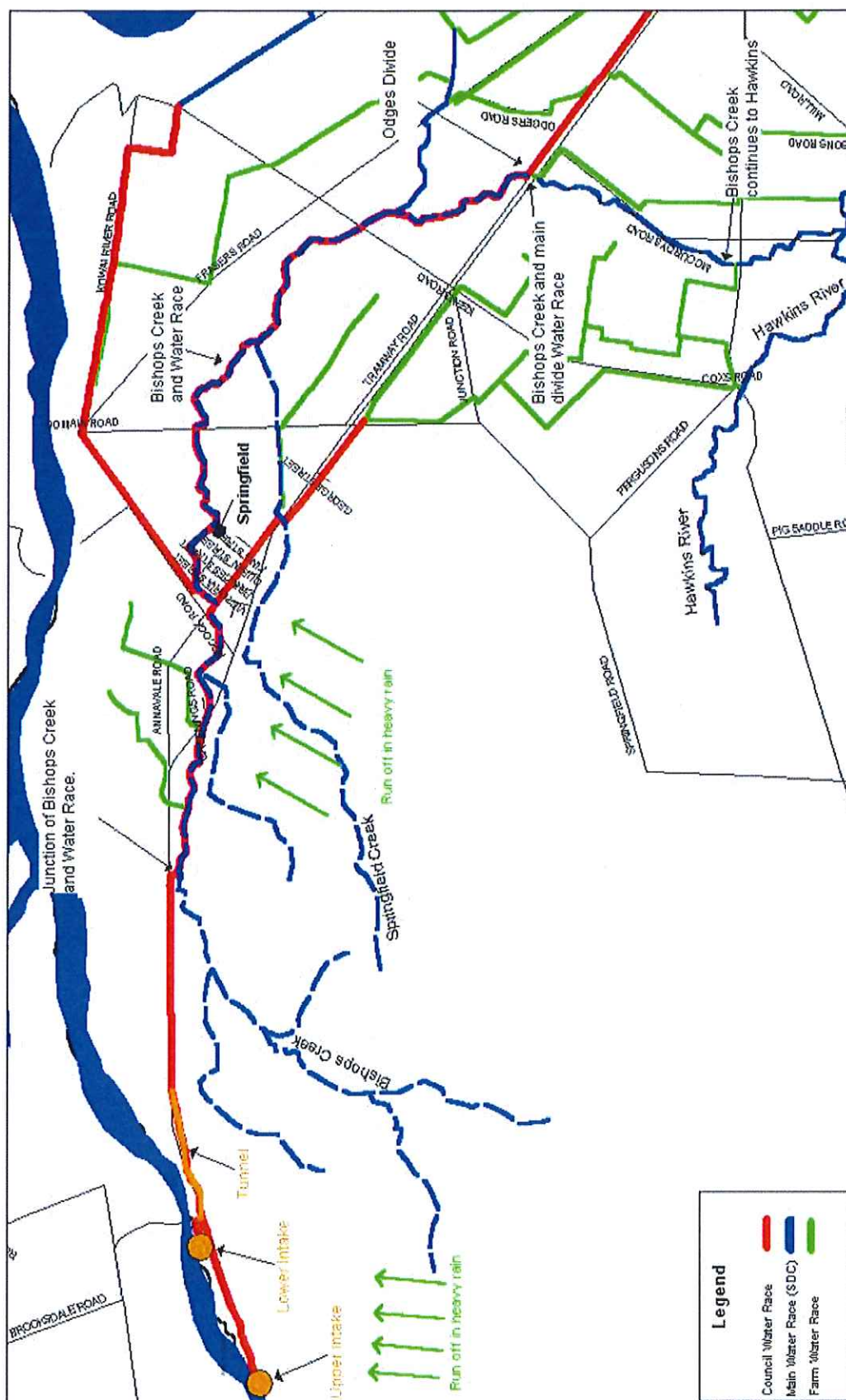
Appendix 3 – Springfield Races 1

Appendix 4 – Springfield Operational Work

Appendix 5 – Springfield Observed Flooding 2017

#### **Appendix 1 – Connection between Bishops Creek and Kowai Water Races**





Date printed: 17/06/2002

## Connection between Bishops Creek and Upper and Lower Kowai water races

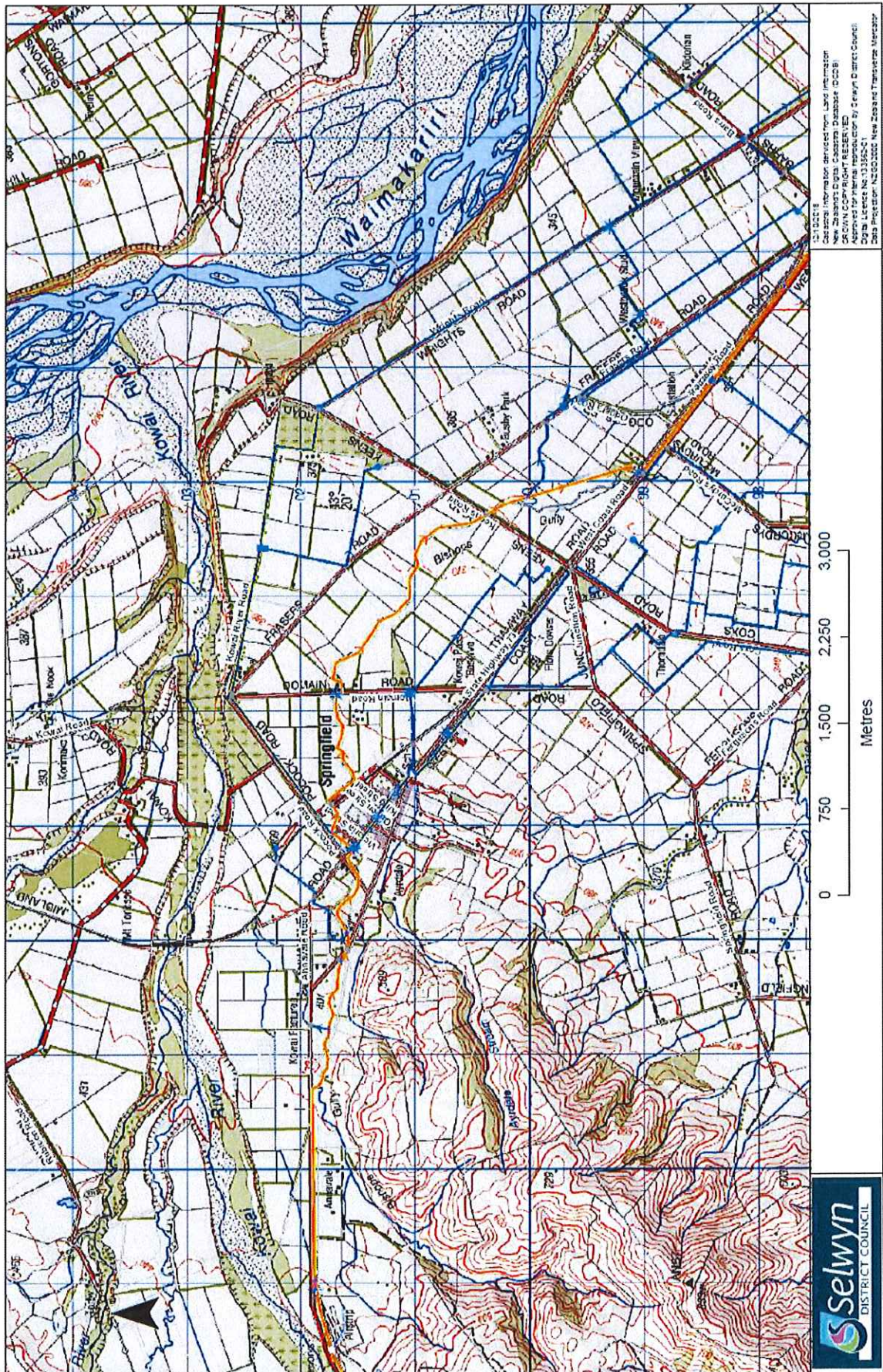
**DISTRICT COUNCIL**  
**Selwyn**  
**ENGINEERING AND DESIGN SERVICES**



## Appendix 2 – Springfield Topo Map



## Springfield



Appendix 3 – Springfield Races 1

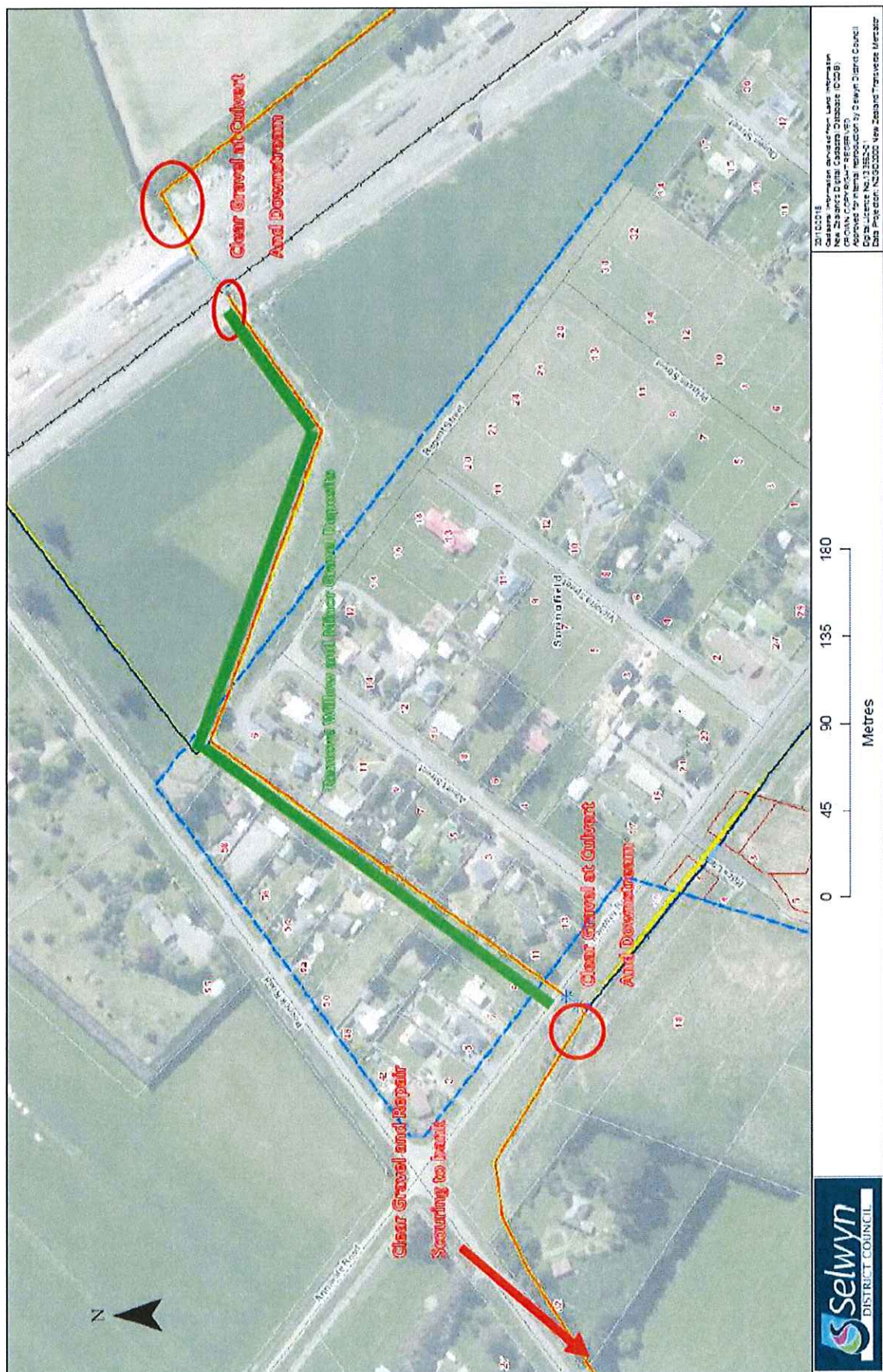


**Selwyn DISTRICT COUNCIL**

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Water Race Sub Committee Meeting 25 February 2019

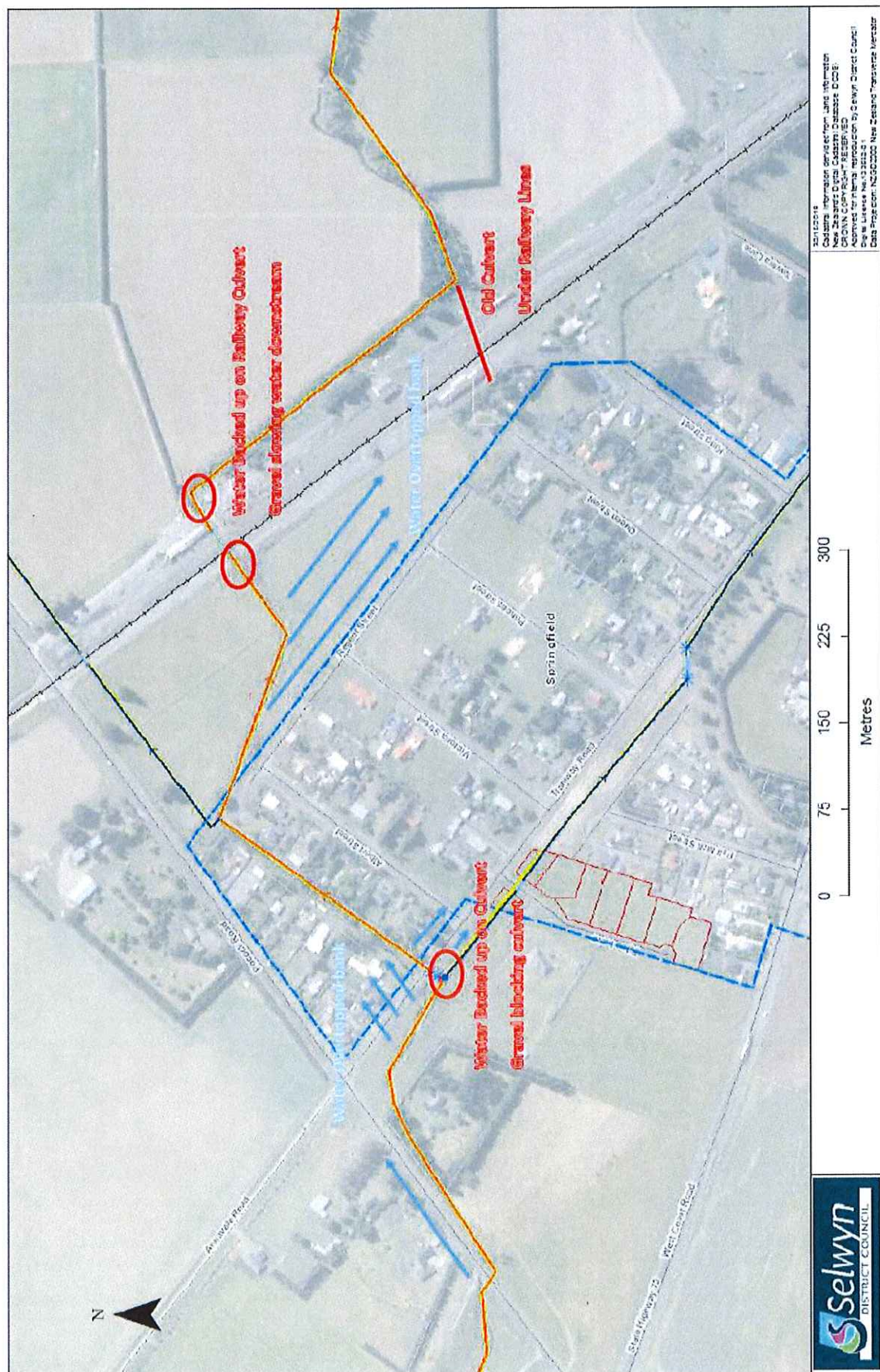
## Springfield Operational Work



Appendix 5 – Springfield Observed Flooding 2017



# Springfield 2017 Flood



## REPORT

**TO:** Chief Executive  
**FOR:** Water Race Sub Committee Meeting – 25 February 2018  
**FROM:** Surface Water Engineer  
**CC:** Corporate Services Manager  
**DATE:** 18 February 2018  
**SUBJECT:** **Proposed Water Race Closures To Proceed to Public Consultation**

---

### 1. RECOMMENDATION

#### **That the Sub-Committee:**

- a) Agree to proceed to public consultation for the proposed closure of 1 Length of water race totalling approximately 512m in the Paparua Water Race Scheme and 1 length of water race at 1043.5m length in the Malvern Water Race Scheme.*
- b) Advise the Council that the proposed closure is considered to be of low significance, not impacting the intended level of service nor ecological and amenity provisions for the Paparua and Malvern Water Race Schemes.*

### 2. PURPOSE

Seek approval from the Sub-Committee to proceed to public consultation for the following proposed water race closures:

#### **Paparua**

- 1. Closure of 512 m of race through 2 property owners on Kingsdown Dr.

#### **Malvern**

- 1. Closure of 1043.5 m of race through 1 property on McLaughlins Rd.

### 3. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

Explicit provision has been made in the 2018/28 LTP for water race closures<sup>[1]</sup> initiated by rate payers. The 2018/28 LTP has identified the following as major projects:

- Work with Central Plans Water and other third parties to develop shared water services / infrastructure where such ventures provide benefit to and are supported by Council.
- Progress ratepayer initiated water race closures to public consultation once approved by the Water Race Committee for closure. The committee will consider ratepayer initiated closures once 80% written support from directly affected property owners is obtained. All closures are subject to Council approval. Council initiated race closure will also occur over this LTP period.
- Work towards the closure of the Upper Ellesmere Water Race network.
- Work with Environment Canterbury and key stakeholders to realise opportunities to use consented stock water for environmental enhancement including targeted stream augmentation and habitat enhancement.

Significance is interpreted in section 5 of the Local Government Act 2002. The Council's Significance and Engagement Policy further outlines the meaning of 'significance' by stating that:

Significance should be assessed in terms of consequences for:

- The district or region
- Any persons who are likely to be particularly affected by or interested in the proposal, decision or matter
- The capacity of the local authority to perform its role, and the financial and other costs of doing so.

The Significance and Engagement Policy also sets out criteria for assessing significance which are applied in section 3.1 below.

The 2018/28 LTP identifies Water Races as a strategic asset. Strategic assets are assets or groups of assets that the local authority needs to retain to maintain its capacity to achieve or promote any outcome that is important to the current or future wellbeing of a community.

The LTP states that the level of significance of a decision will determine the process used by the decision maker considering Council's commitment to constructive community engagement. An assessment of significance has been included below for the Committee's discussion and recommendation.

#### 3.1 Decision Making Considerations

The proposed water race closure(s) included in this report in Table 4.1 have been considered against the criteria for assessing significance from the Significance and Engagement Policy contained in the LTP 2018/28 (p. 220):

<sup>[1]</sup> LGA 2002 S97(2)a

## Policy and Outcomes

Council has indicated its intention to progress rate payer initiated water race closures. The proposed closures are not known to conflict with other Council policies or strategies

The following community outcomes are considered relevant to proposed water race closures:

**Table 3.1 – Community Outcomes**

Community Outcome	Level of Support
A living environment where the rural theme of Selwyn is maintained	Rural land use is changing. The proposed water race closures are being driven by the Community in line with their changing needs, therefore water race closures support this community outcome.
Selwyn has a strong economy which fits within and complements the environmental, social and cultural environment of the District.	Council seeks to support existing agriculture and other land based sectors. Ceasing to operate inefficient and ineffective assets that are no longer required by the Community supports the local economy.

- Closing water races that are no longer required by the community provides commercial and economic benefit to the rural communities of the District and reflects the changing needs of these communities.
- Closing water races can represent a cost saving to Council and rate payers. This is discussed further in section 12.
- There are no known impacts on Council's capacity to undertake its statutory responsibilities.
- There are no known inconsistencies with any existing policy, plan or legislation. The role of water races in maintaining a living environment where the rural theme of the District is maintained, has been recognised in the LTP. Providing an effective water race service and delivering levels of service is a key part of delivering community outcomes. Where a race cannot be supplied due to consent limits at the intakes or operational issues and leakage, maintaining channels that are not used or that have intermittent flow is counter to achieving this objective.

## Communities

- The number of property owners affected by each closure is detailed in table 4.1. Consultation to the wider community will occur along with notification of key stakeholders include Department of Conservation, Fish and Game, Environment Canterbury and Ngāi Tahu.
- Affected persons are directly consulted on all water race closures. These include rated and non-rated properties that have a water race on or adjacent to their property. Where a closure has attracted 100% support from directly affected property owner, the closure is considered to be of low significance.

- Following approval by the Water Race Sub Committee, public advertisement of the proposed closures will occur.
- Council are considering the ecological impact of race closures by facilitating fish salvage where appropriate.
- It is not expected that proposed water race closures will generate wider national or international interest.

### **Ngāi Tahu**

- See section 7.3 of this report.

### **Context and Implications**

- An assessment of the options considered as alternatives to water race closure is included in section 6 of this report.
- The proposed water race closures are not expected to have any unintended consequences for community interests. The environmental, social and cultural impacts of the closures have been considered as outlined below:
  1. Cultural interests – the race closures proposed are not considered to impact the character of the District they are often on private land and exist extensively in other parts of the District. Potential implications for Ngāi Tahu (only as identified at this early pre-consultation stage) are discussed in section 7.3.
  2. Social interests – water races on private property are not considered to provide amenity value to the wider community and their closure is therefore not considered significant. Race closures on the roadside may have some visual impact in areas with high amenity. Under Council's process, for a rate payer initiated race closure to proceed, all affected property owners (those with a race on or adjacent to their property regardless of whether they are rated for stock water) are consulted and approval is required for closure to be progressed. Further public submissions are invited from the wider community.
  3. Economic interests – the proposed race closures will have no identifiable economic impact on the wider Selwyn District. Council and rate payers will benefit from operational and capital cost savings and Council will monitor the cumulative impact on rate revenue reduction which is discussed further in section 12.
  4. Quality of the Environment – opportunities for fish salvage will be provided in consultation with the Department of Conservation prior to any race closure. Closing ineffective and inefficient races provides environmental benefit as discussed further in section 7.
- The proposed water race closures are not considered to impact a scarce resource. The provision of water for stock can generally be provided from alternative sources.
- The proposed water race closures are considered as irreversible where they cross private property. Council do not hold easements for most water races and are unlikely to have the power to enforce reinstatement of water race channels on private property. However, stock water supply can generally be provided from other sources.

- By undertaking public consultation on the proposed water race closures, Council will establish whether the proposed closures are considered controversial.
- All water race closures will be progressed following appropriate consultation in a timely manner
- Closures that have attracted 100% support do not present uncertainty or lack of clarity for Council. Council initiated closures being progressed to consultation with 70% support or greater attract some degree of uncertainty. Greater certainty will be obtained during the consultation period.

The proposed water race closures represent the following loss to each of the schemes:

<p><b>Paparua</b></p> <ul style="list-style-type: none"> <li>• Reduction in length of water races 0.12%</li> <li>• All properties are not rated 0%</li> </ul> <p><b>Malvern</b></p> <ul style="list-style-type: none"> <li>• Reduction in length of water races 0.29%</li> <li>• Loss of targeted rates income 0.12%</li> </ul>
---

*\* Based on Total Targeted Water Race Rates and Total lengths from AMS*

The Paparua and Malvern proposed closures are negligible percentage reductions when considered against the total length of water race as indicated above. The Paparua properties are currently not rated for water races.

Given that the nearby (see Appendix A for Maps) main water race is within the groundwater catchment, groundwater re-charging will still be possible in the future from the nearby main races; therefore, closing the proposed Lees water races section will not affect groundwater resources. This will be confirmed during the consultation period.

Based on the above assessment, it is recommended that the proposed closures are considered of **low significance**. The level of significance impacts the degree of consultation undertaken on the engagement spectrum. Council takes a conservative approach to consultation.

#### 4. HISTORY/BACKGROUND

##### 4.1 Proposed Closures Recommended for Progression

Council has received requests for closure of the following races.

**Table 4.1 – Proposed Water Race Closures Recommended for Approval to Progress to Public Consultation**

Ref	Scheme	Received from	Road Name	Number of affected Property Owners	Approx metre Race	Progress
1	Paparua	Hamish Wheelans/ GW Wilfield Ltd	Kingsdown Dr	2	512	None
2	Malvern	PK and AE Jarmen	McLaughlins Rd	1	1043.5	None
<b>TOTAL</b>				<b>3</b>	<b>1555.5</b>	

Appended to this report (Appendix A) are maps showing the location of the above sections of race proposed for closures.

## 5. PROPOSAL

Approval to proceed to public consultation for the following proposed closure once all signed agreement forms have been received:

1. Closure of 512 m of race through 2 property owners on Kingsdown Dr and Weedons Ross Road (Hamish Wheelans)
2. Closure of 1043.5 m of race through 1 property south of McLaughlins Rd (PK and AE Jasmen)

## 6. OPTIONS

Where a request for water race closure is received, there are a number of potential options available to Council.

**Table 6.0 – Alternative Options Considered**

Option	Details	Advantage	Disadvantage
<b>1. Water race closure</b>	Race closure with the agreement of all affected land owners (rate payers on the race or directly adjacent to the race), subject to public consultation and reasoned consideration and response to issues raised during consultation.	Objective is achieved and wishes of rate payers considered.	Loss of rating income. Ecological values of races not maintained.
<b>2. Piping of water race</b>	Piping can be considered if downstream property owners wish to maintain supply. Piping to be funded by each landowner. Piping a water race will not maintain the ecological value of an open water race channel.	Supply to downstream property owners maintained.	Landowners responsible for maintenance of pipes with potential upstream impacts if not maintained. Higher cost to land owners. Ecological values of races not maintained.
<b>3. Race relocation</b>	Relocation could be considered if downstream property owners wish to maintain supply for stock water purposes. Costs to be met by landowners.	Rating income retained.	Unlikely to achieve benefits of race closure required by land owners. Potential impacts on adjacent land owners. Cost to land owners.
<b>4. Race retained</b>	Do nothing races retained.	Rating income retained.	Needs of rate payers requesting closure not met.
<b>5. Onsite alternatives</b>	On site alternatives e.g. a well, could be considered if land owners wish to retain a stock water service.	Stock water supply retained.	High cost to property owners for installation and ongoing maintenance.



Option	Details	Advantage	Disadvantage
			Ecological and other race values not retained.

These options are alternatives to closure of an open race if a downstream landowner requires a stock water supply to continue. Water race closures will only occur for short lengths of race (excluding whole or major part of scheme closures) if 100% support from affected land owners is obtained.

## **7. VIEWS OF THOSE AFFECTED/CONSULTATION**

### **7.1 Views of those affected**

The Local Government Act 2002 section 82 requires consultation with persons affected by or have an interest in a decision. They must also be provided with a reasonable opportunity to present their views to the Local Authority.

The level of significance of a proposed water race closure will inform the level of consultation undertaken. The LTP outlines an engagement spectrum which ranges from informing the community to empowering the community.

Significant closures are required to be provided for the LTP. Rate payer initiated closures and closure of the Upper Ellesmere water race has been provided for the 2018/28 LTP.

For an individual race closure to be progressed, the Council's water race closure process requires that the initiator of the water race closure request obtain agreement from all affected property owners and provide Council with a 'Agreement to Close Water Race' form signed by all affected property owners.

Where a proposed closure has 100% support from affected land owners, the closure is likely to be of low significance; therefore, the inform/consult end of the engagement spectrum is considered appropriate. An affected property owner has been deemed to be those with a race on or adjacent to the property, regardless of whether the property is rated.

Once unanimous support is obtained from land owners, the closure request can proceed to public notification and the water closure request is publicly notified. If interested parties wish to present their views there will be an opportunity at the Water Race Committee meeting every quarter. Should objections to an advertised closure be received, the hearing panel will consider the objection and its relevance to stock water supply and pass recommendation to the Water Race Sub-Committee to consider as part of their decision making.

Where a proposed water race closure has attracted 100% support and no further objections are received, the Sub-Committee will progress the closure once approved by Council. For Council initiated closures or strategic closures, Council's process requires 70% support to be gained for proposed closures to progress to public consultation.

## **7.2 Interested Parties Consultation**

To allow any parties with an interest in water race closures to input into the process as required by S 82 (1 (a)) of the LGA, all race closures will be publically advertised for a minimum of 2 weeks in Council Call and on the Council website. Maps of proposed water race closures will be available to view at Council or on the website. A summary of the proposed water race closures is made available on the Council website.

A letter will be sent to all directly affected property owners to notify them that the proposed closure has been approved to progress to public consultation.

Specific stakeholders identified as Department of Conservation, Fish and Game, Historic Places Trust (specifically where structures e.g. headworks are involved) and Ngāi Tahu will be directly provided with a copy of the above advertisement.

Should any parties wish to present their views on the advertised closures, an opportunity will be provided at the Water Race Sub Committee meeting prior to approval being considered by the Committee.

A recommendation to Council has been made to delegate powers to hear submissions to the Water Race Sub Committee and make recommendation on the significance of water race closures and agree closures not deemed significant.

Minutes from the Water Race Subcommittee meetings are available for public viewing on Council's website.

A public hearing will only occur if persons wish to be heard. Hearing are only expected to be required for significant closures or those progressing with 70% support. Any objections to race closures on grounds other than stock water supply will be considered during public hearing (if applicable) and the hearing decision confirmed by the Water Race sub-committee. Consideration will need to be given to whether objectors are stock water rate payers and directly or indirectly affected. Should a race be retained for reasons other than stock water supply a different rating mechanism may be required.

Once approved by the sub-committee a public advert for the above listed closures will be placed.

Letters will also be sent to the following key stakeholders informing them of the proposed closures and providing a copy of the above advert.

- MKT & Te Taumutu Runanga
- Department of Conservation
- Fish and Game
- Fire and Emergency

### **7.3 Māori implications**

The entire Selwyn district lies within the rohe of Ngāi Tahu. The importance of Ngāi Tahu is recorded in the Council's Significance and Engagement Policy (section 6).

Te Rūnanga O Ngāi Tahu Freshwater Policy recognises the importance of providing a stock water supply to communities. This principal is considered alongside a number of others which seek to protect the environment and its inhabitants. By proposing the closure of ineffective, inefficient and no longer required water race assets, Council is proposing to better balance the needs of rate payers, Iwi and the environment.

*Mahaanui*, The Iwi Management Plan (IMP) 2013, recognises the importance of the water race network and states that they should be managed as waterways. In support of these principals Council require that heavy stock (deer and cattle) is fenced from entering the water races and provides advice to landowners on how to provide stock access to drink without entering the channel.

In support of the principles outlined in the (IMP) and per the Regional Councils direction, the Council have installed fish screens at the Paparua, Upper Kowai, Glentunnel (Selwyn River), Waimakariri and Lower and Upper (Terrace Lea) Rakaia intakes.

At the time of advertising closures, details of the proposed closure are provided to Ngāi Tahu via MKT. It should be noted that in general water races requested for closure are often tail end races (lateral races) where excess water is disposed of to ground. Where a water race feeds another water course further consideration will be given to impacts on that waterway.

### **7.4 Ecological Considerations**

The Canterbury Water, Selwyn Wahiora Zone Implementation Programme acknowledges that Council are reviewing the operation of the stock water race network and seeking opportunities for rationalisation while managing some races for biodiversity and community values.

The Implementation Plan supports race rationalisation and recognises the importance of reliable stock water supplies while identifying opportunities for supporting an aquatic corridor from mountains to sea via water races and creating wetlands at discharge to ground locations.

*Mahaanui*, the Iwi Management Plan 2013 recognises the importance of the water race network for biodiversity and habitat for native freshwater fish. Upon guidance from a suitably qualified ecologist, a fish salvage and relocation program will be provided to DoC and Fish and Game prior to a water race closure.

DOC have indicated that in general terms if a race has been dry for a period of time, low levels of aquatic life are expected to be present and limited to isolated pools. In a memo to Council dated 6 July 15, which can be found in Appendix B, DOC have indicated that the level of input from DOC may need to be prioritised based on predicted distribution of threatened species and external contractors may need to

be used. DOC may provide guidance to Council and Contractors on the process the suitable sites for relocation.

Fish salvage may be necessary. Closures need to take into consideration the Resource Management Act 1999, Freshwater Fisheries Regulations 1983, and the Fisheries Act 1996, and/or the Conservation Act 1987. See Appendix E for Fish Salvaged Guidance. Where DOC or NIWA staff are not available to undertake fish salvage and it is deemed necessary by a suitably qualified and experienced person, consulting companies exist that are equipped to undertake electrofishing, however this may attract significant cost. The Agreement to Close Water Race form states that the benefiting property owners are liable for their share of the costs associated with the closure. It has been deemed that no fish salvage is necessary given that the proposed section of water race is isolated, with the intake and discharge points being capped from a main race on the other side of the road when the race was dry. This was inspected and verified by the Council.

The Council undertook an assessment of sites of high ecological and aesthetic values within the Water Race schemes in 2011, refer appendix D. Maps showing the proposed closures in relation to the Strategic Races are included in Appendix C. There are no identified areas of significant value in the proposed closures identified in this desktop assessment.

## **8. RELEVANT POLICY/PLANS**

- Council Policy W107 Closure of Water Races
- Significance and Engagement Policy

## **9. COMMUNITY OUTCOMES**

See section 3.1 above.

## **10. NEGATIVE IMPACTS**

Negative impacts or effects will be considered as part of the race closure approvals process and closures will only proceed if negative effects are mitigated or minimised and affected land owners agree. There are no known negative impacts of this closure.

## **11. LEGAL IMPLICATIONS**

The recommendation complies with the requirements in the Local Government Act 2002 and the Council's policies and internal procedures. See Appendix F for a Flow Chart of the Water Race Closure Process.

## 12. FUNDING IMPLICATIONS

### 12.1 Rating Impact

The proposed race closures detailed in this report are expected to have the following impact on rating income:

**Table 12.1 – Funding Implications of Proposed Race Closures**

Ref	Scheme	Received from	Road Name	Loss of Targeted Rating Income	Percentage of Total Rating Income (District Account)
1	Paparua	Hamish Wheelans/ GW Wilfield Ltd	Kingsdown Dr	\$ 0.000	0%
2	Malvern	PK and AE Jarmen	McLaughlins Rd	\$ 7,650.65	0.29%
			<b>TOTAL</b>	<b>\$ 3,046.20</b>	<b>0.29%</b>

The cumulative impact of closures will continue to be considered as more closure requests are received.

### 12.2 Cost Savings

Closures to date have typically been short lengths of lateral water race that are maintained by the property owners. Closure of these races have minimal impact on operational costs.

### 12.3 Closure Costs

The cost of any rate payer requested closures will be met by the benefiting property owners. The Paparua closure will need no fish salvage, this is a retrospective closure. The Malvern closure still needs assessment for fish salvage requirements.

## 13. HAS THE INPUT/IMPACT FROM/ON OTHER DEPARTMENTS BEEN CONSIDERED?

A copy of this report has been provided to the Corporate Services Manager as income accounts will be affected.

**PREPARED AND REVIEWED BY**

**JAMES SKURUPEY**  
**SURFACE WATER ENGINEER**

**MURRAY ENGLAND**  
**ASSET MANAGER, WATER SERVICES**

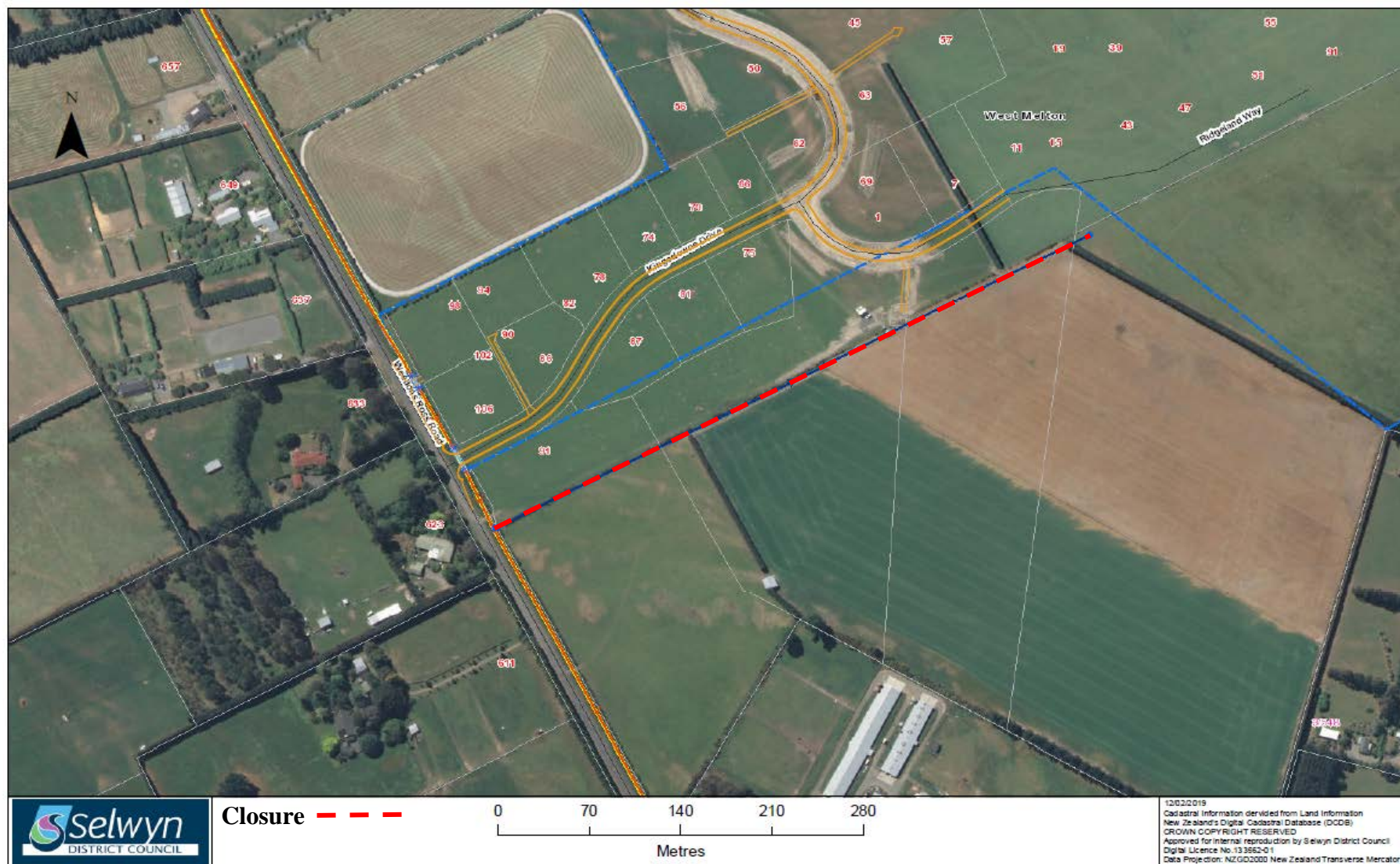
**ENDORSED FOR AGENDA**

**MURRAY WASHINGTON, ASSET MANAGER**

**APPENDIX A – WATER RACE MAPS PROPOSED CLOSURE**  
**APPENDIX B – MEMO FROM DEPARTMENT OF CONSERVATION**  
**APPENDIX C – SITES OF STRATEGIC ECOLOGICAL AND AESTHETIC VALUE**  
**APPENDIX D – EOS ECOLOGY, MELVERN SITES OF HIGH ECOLOGICAL VALUE – 2011**  
**APPENDIX E – FISH SALVAGE GUIDANCE FOR WORKS IN WATER WAYS**  
**APPENDIX F – WATER RACE CLOSURE PROCESSES**

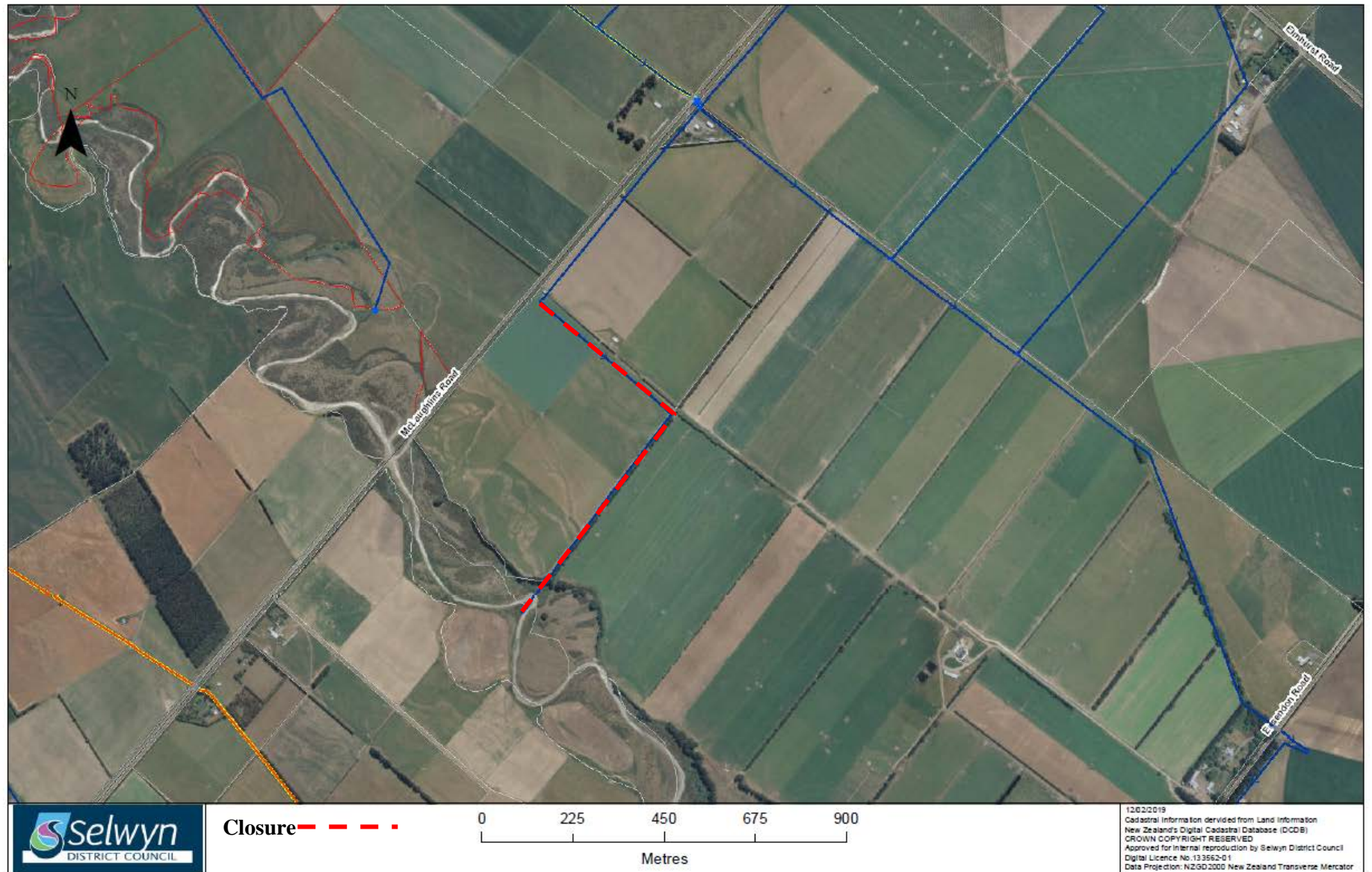
## APPENDIX A – WATER RACE MAPS PROPOSED CLOSURE

## Wheelans Wilfield Application





# McLaughlins Rd - Jarman Closure





## APPENDIX B – MEMO FROM DEPARTMENT OF CONSERVATION



**Date:** 6 July 2015

**To:** Jo Golden – Water Services Engineer – Selwyn District Council

**CC:** Murray England – Asset Manager – Water Services – Selwyn District Council  
Anita Spencer – Biodiversity Ranger, Conservation Services, Mahaanui District, Department of Conservation  
Rosemary Miller – Freshwater Manager, Science & Capability Group, National Office, Department of Conservation

**From:** Nicholas Dunn – Freshwater Science Advisor, Science & Capability Group, National Office, Department of Conservation

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**Memo:** Notes from fish salvage from the Selwyn District Council stockwater race below Crossgates Road prior to closure

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This memo describes the freshwater fish salvage conducted by Department of Conservation staff in the Selwyn District Council stockwater race below Crossgates Road, Southbridge, and considerations for future salvage operations.

### Crossgates Road salvage

Fish salvage was conducted on 11 and 12 May 2015 in 2.3 kms of stockwater race below Crossgates Road in the Ellesmere scheme. Below this, 730 m until the end of the water was not considered fish habitat. A further 1.96 km of race below this again was dry. The salvage followed recognisance visits on 19 November 2014 and 30 April 2015.

A total of 225 upland bully (*Gobiomorphus breviceps*) and 2 longfin eel (*Anguilla dieffenbachii*) were captured over the two day period, being relocated to a section of race on North Rakaia Road near the intake from the Rakaia River.

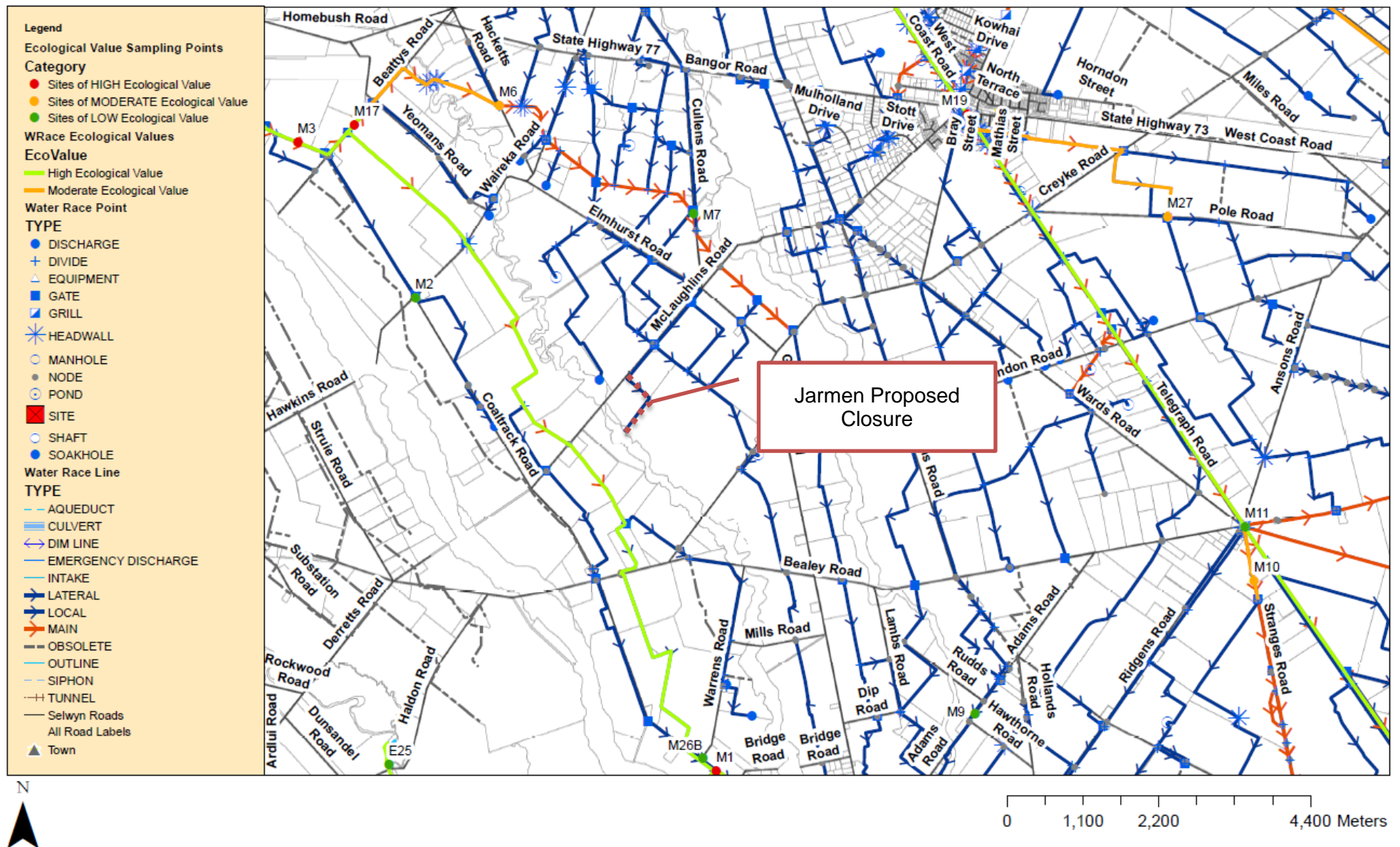
### Future salvage

Observations during the current salvage could be used to guide future salvages:

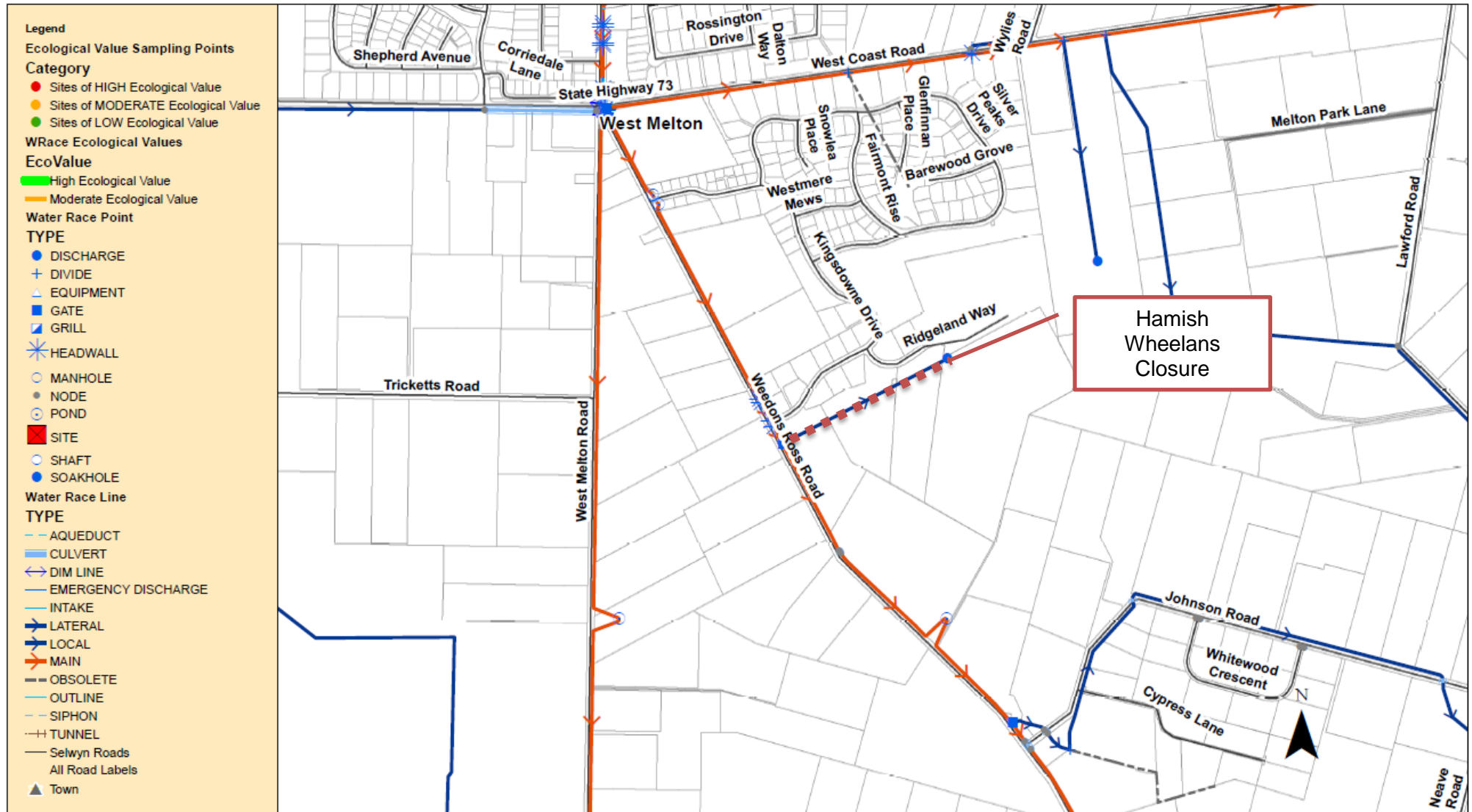
- Three staff members took part in the salvage each day. This level of input needs to be prioritised against other biodiversity work. Future salvages may need to be guided by DOC staff, but be undertaken by external contractors.
- Dependant on the location of the race closure, the level of input from DOC may need to be prioritised by the known or predicted distribution of species based on their conservation status under the New Zealand Threat Classification System.
- Having the water race ranger on site during recognisance visits is beneficial. This allows identification of sections of race that have previously dried or had low water levels, or lack bankside vegetation and instream macrophytes, and thus likely represent low quality fish habitat.

## APPENDIX C – SITES OF STRATEGIC ECOLOGICAL AND AESTHETIC VALUE.

### Water Race Ecological Risk



## Water Race Ecological Risk





## APPENDIX D – EOS ECOLOGY, MELVERN SITES OF HIGH ECOLOGICAL VALUE – 2011



## Fish Salvage Guidance for Works in Waterways

12 October 2017

Greg Burrell (CCC) and Duncan Gray (ECAN)

### 1. Background

Freshwater fish, including eels, are found in a range of aquatic environments, ranging from native forest streams through to wetlands, ponds, and highly modified urban drains and artificial waterways. There is a responsibility under several Acts of Parliament to protect these fish, which has implications for anybody undertaking works in and around waterways. Individuals or groups attempting to obtain a resource consent for an activity that will adversely impact fish communities may be required to carry out fish salvage. It is important to note that fish salvage should not be the first mitigation considered. If it is possible to preserve the habitat of fish from effects, that should occur preferentially. The ability to salvage any fish present does not mitigate against unnecessary habitat destruction.

This document provides guidance around fish salvage<sup>1</sup> in Canterbury, to help address uncertainties around what is required of contractors and councils working in waterways. In particular, the purpose of this document is to provide guidance as to:

- Where fish salvage needs to be considered in relation to waterway works.
- What kinds of activities may trigger the need for fish salvage.
- What types of salvage methods are available.
- Who needs to be involved.

This information will be critical in the preparation of an Assessment of Environmental Effects (AEE) to avoid requests for further information and ensure the smooth processing of a consent application or compliance assessment.

Many of New Zealand's freshwater fish species are endemic, which means they are native to this country and found nowhere else. Native fish (found naturally in New Zealand and elsewhere) are found in waterbodies throughout Canterbury (Figure 1); commonly encountered species include several bully species, inanga (a whitebait species), and eels (Figure 2 and Figure 3). Rare and threatened species, such as Canterbury mudfish, lamprey or lowland longjaw galaxiids tend to have more restricted ranges.

When working in rivers the Freshwater Fisheries Regulations 1983 dictate that indigenous, or native, fish shall not be knowingly destroyed, as detailed under Section 70:

**Section 70    *No killing of indigenous fish***

- (1) *No person shall in any water intentionally kill or destroy indigenous fish.*

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<sup>1</sup> We define fish salvage here as removing fish from a work area prior to commencing works, with the aim of avoiding and minimising impacts of work activities on aquatic species. Note that fish passage is a separate matter, which is generally better provided for through the resource consent process.

- (2) *No person, having taken indigenous fish from any water, shall leave the fish upon the bank or shore of any stream or lake, except where such indigenous fish is used in accordance with any provisions of a District Anglers Notice relating to lures.*

Many organisations and contractors are unaware of the legal requirements that may apply to, and may require, fish salvage to be undertaken for waterway projects and maintenance. Permits, consents or approvals must be obtained under any relevant legislation (including the Resource Management Act 1991, the Freshwater Fisheries Regulations 2003, the Fisheries Act 1996, and/or the Conservation Act 1987). Offences could be committed under these Acts and Regulations for not having an appropriate approval, taking the wrong fish or using the wrong method to take them, or killing fish.

Note that this document does not cover all of the legal requirements associated with working around waterways, and only provides guidance for fish salvage. For example, works in or around waterways will usually trigger the need for a resource consent under the Resource Management Act. Seek the advice of an expert before conducting any works around waterways.

This document was prepared by Christchurch City Council and Environment Canterbury with input from internal and external construction and drainage engineers, ecologists and planners.



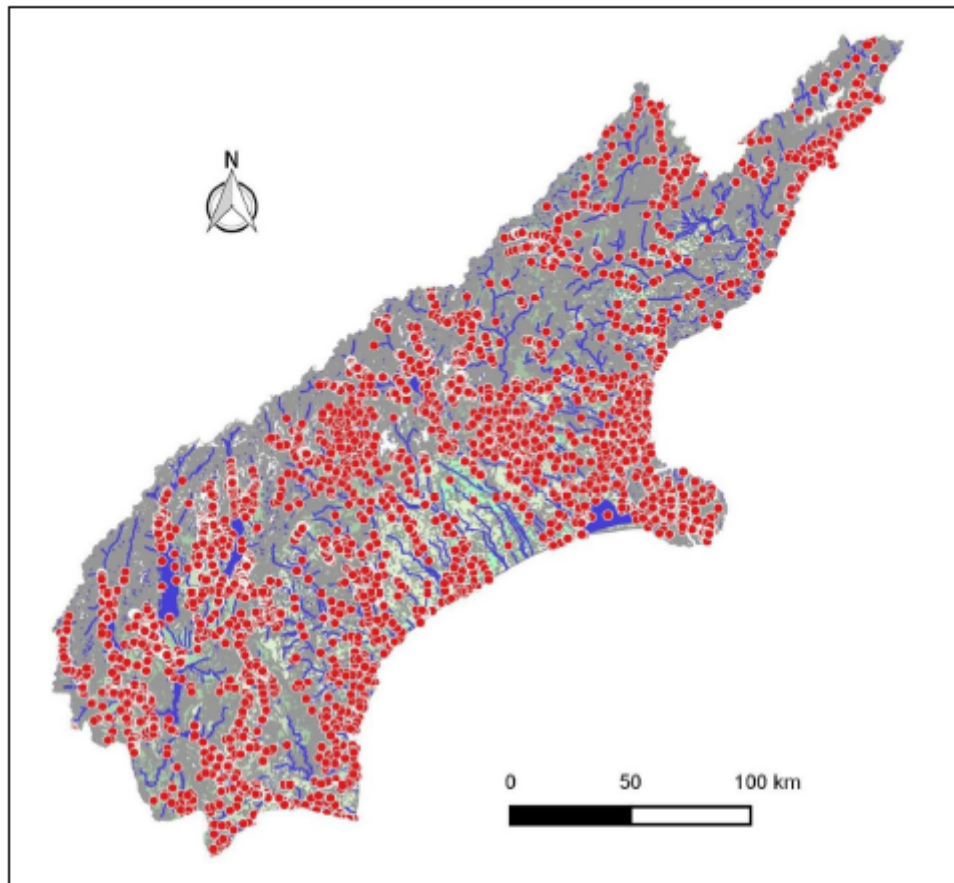


Figure 1: Location of native fish recorded in Canterbury, extracted from the New Zealand Freshwater Fish Database on 22 March 2017. Note that the absence of a record at a given location may simply mean the site has not been sampled, not that fish are absent from that location.



Figure 2: A large longfin eel caught in a Canterbury waterway. Longfin eels are an At Risk species in decline<sup>2</sup>.

<sup>2</sup> Goodman, J. M., Dunn, N. R., Ravenscroft, P. J., Allibone, R. M., Boubee, J. A. T., David, B. O., Griffiths, M., Ling, N., Hitchmough, R. A., and Rolfe, J. R. (2014). Conservation status of New Zealand freshwater fish, 2013. New Zealand Threat Classification Series 7, Department of Conservation.



Figure 3: An adult inanga. Juvenile inanga are commonly known as whitebait. Inanga are classified as an At Risk species in decline<sup>2</sup>.

## 2. Where is Fish Salvage Necessary?

*General Advice:* If a watercourse has water in it most of the time and the water depth is more than one or two centimetres, then it may contain fish and fish salvage may be required.

While deeper waterways provide habitat for a greater range of species, even very small streams, or concrete and timber-lined drains with minimal water, will often contain small-bodied species such as bullies or juvenile eels. Several species of fish, notably eels and lamprey, will burrow into stream beds or banks during times of low flow such that a temporary absence of water does not indicate an absence of fish. Fish are also highly mobile, recolonising a previously dewatered reach rapidly once flow returns. Even waterways that are mostly dry may include isolated pools that contain fish.

## 3. What Activities may Require Fish Salvage?

*General Advice:* If the activity involves channel dewatering or will disturb the bed and submerged banks of a watercourse, and the watercourse may contain fish that might be harmed or killed by the activity, then fish salvage or other mitigation will likely be required.

Particular activities that may require fish salvage or other mitigation include:

- Decommissioning waterways prior to piping or realigning.
- Waterway restoration projects.
- Installation of fish passes.
- Channel dewatering (including isolated areas).
- Bank protection works.
- Bridges and other structures on the bank – both new builds and repairs.
- Sediment removal (including routine waterway maintenance).

The Freshwater Fisheries Regulations 1983 make no distinction regarding the scale of the activity, so fish salvage or other mitigation should always be considered, regardless of the size of the project. However, the scale and specifics of the activity will determine the most appropriate method of salvage or other mitigation. The most appropriate methods should be determined with the guidance of a council or consulting freshwater ecologist who can tell you the most appropriate methods of fish salvage and ensure the work is done correctly. An activity that involves dewatering of an area of stream will likely require fish salvage to be carried out



by an ecologist or other suitably trained and permitted person under the guidance of an ecologist.

Activities that may result in fish being stranded on the bank will require fish to be returned to a suitable stretch of water by an ecologist or suitably trained person. Such activities include the removal of weed and sediment using a digger or dredging methods. Activities with the potential to impact downstream water quality to the detriment of fish should be mitigated primarily through monitoring of water quality (with trigger levels that dictate when works should cease) and changing the timing of the works, but fish salvage may be required in the event of fish stranding or suffocation.

*General Advice:* Speak to a council or consulting ecologist during the project planning or consent application phase to determine if and how fish salvage should be undertaken.

#### A Case study of Waterway Maintenance

Many lowland waterways are subjected to regular aquatic plant and fine sediment removal to aid drainage and mitigate against flooding. Studies have highlighted the ecological and water quality effects of standard practice methods of drainage clearance and the need for associated fish salvage.<sup>3,4,5</sup> Consequently, Environment Canterbury's "Code of Practice for Defences Against Water and Drainage Schemes" states on page 24 that:

*Where works are undertaken in water and there is potential for fish to be stranded, the person or organisation undertaking the works shall ensure that native and sport fish recovery is conducted for the duration of the works and at least one day after they have been completed. Fish recovery shall be conducted both instream (for suffocating fish) and bank side (for stranded fish). Recovered fish shall be returned upstream of the targeted section of waterway.*

The Environment Canterbury Code of Practice for Defences Against Water and Drainage Schemes provides an example of an approach to fish salvage developed between engineers and ecologists.

#### 4. What Fish Salvage Methods should be used?

*General Advice:* A range of fish salvage methods are available, but the method used should be effective at avoiding and minimising fish mortality, and be appropriate for the scale and significance of potential effects caused by the activity.

Prior to conducting any work, an initial fish population assessment may be helpful to identify the scale and significance of potential effects and the most appropriate fish salvage method or mitigations to employ. Timing of the works in relation to sensitive periods (e.g., fish spawning or migration) is a key first consideration for avoiding and minimising effects. The next step is ensuring all practicable steps have been taken to isolate the worksite (e.g., by

<sup>3</sup> Hudson, H.R. and Harding, J.S., 2004. Drainage management in New Zealand: A review of existing activities and alternative management practices. Department of Conservation, Science for Conservation 235.

<sup>4</sup> Ballantine, D. and Hughes, A., 2012. The effects of drain clearing on water quality of receiving environments; Water quality effects of drain clearing. Prepared by NIWA for Environment Southland. May 2012.

<sup>5</sup> James, A., 2013. A review of the ecological effects of macrophyte management in soft-bottomed waterways. Waikato Regional Council Technical Report 2013/03. Prepared by EOS Ecology for Waikato Regional Council, January 2013.

using sheet piling). The types of fish salvage methods that may be used include electric fishing, trapping (e.g., fyke nets and minnow traps), and seine netting. If the activity may result in fish stranding on the bank (e.g., weed clearance or sediment removal), then salvage may involve both in-channel salvage (e.g., trapping or electric fishing) as well as examining the banks (including sediment spoil piles) for stranded fish. The decision on which method to use should be made with the guidance of a council or consulting ecologist.

All fish salvage methods assume appropriate permissions, permits, and controls are in place. The method chosen will rely on expert judgement and will depend on factors such as fish species present, water depth and velocity, fine sediment depth, and macrophyte (weed) cover.

## 5. Who should be Involved?

*General Advice:* A freshwater ecologist should be involved in any project likely to require fish salvage and they can advise on mitigations.

A council or consulting freshwater ecologist with fisheries experience is the appropriate person to assess whether fish salvage is required and what methods should be used.

Fish salvage requires a Special Permit under Section 97 of the Fisheries Act 1996, and the permits are issued by the Ministry for Primary Industries (MPI). Additional authorisations are also typically required from the Department of Conservation, Fish and Game, and rūnanga. While "general authorisation" Special Permits may be valid for a wide range of projects, they still usually require that MPI and other organisations are notified in advance of any salvage work being conducted. In addition, there are a number of activities not covered by general authorisations (e.g., relocating fish outside of the catchment it was caught from) that may require a project-specific Special Permit and associated authorisations from the Department of Conservation, Fish and Game, and rūnanga.


Special Permits and other authorisations typically include a reporting requirement (usually an annual report in the case of Special Permits), including as a minimum what species were caught and their abundance.

### Environment Canterbury Regional Council

### Christchurch City Council

Peer reviewed by:

Signature:

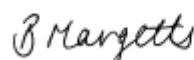


Position:

Surface Water Manager

Date:

1 March 2018



Waterways Ecologist

26 March 2018

Approved by:

Signature:



Position:

Director, Science

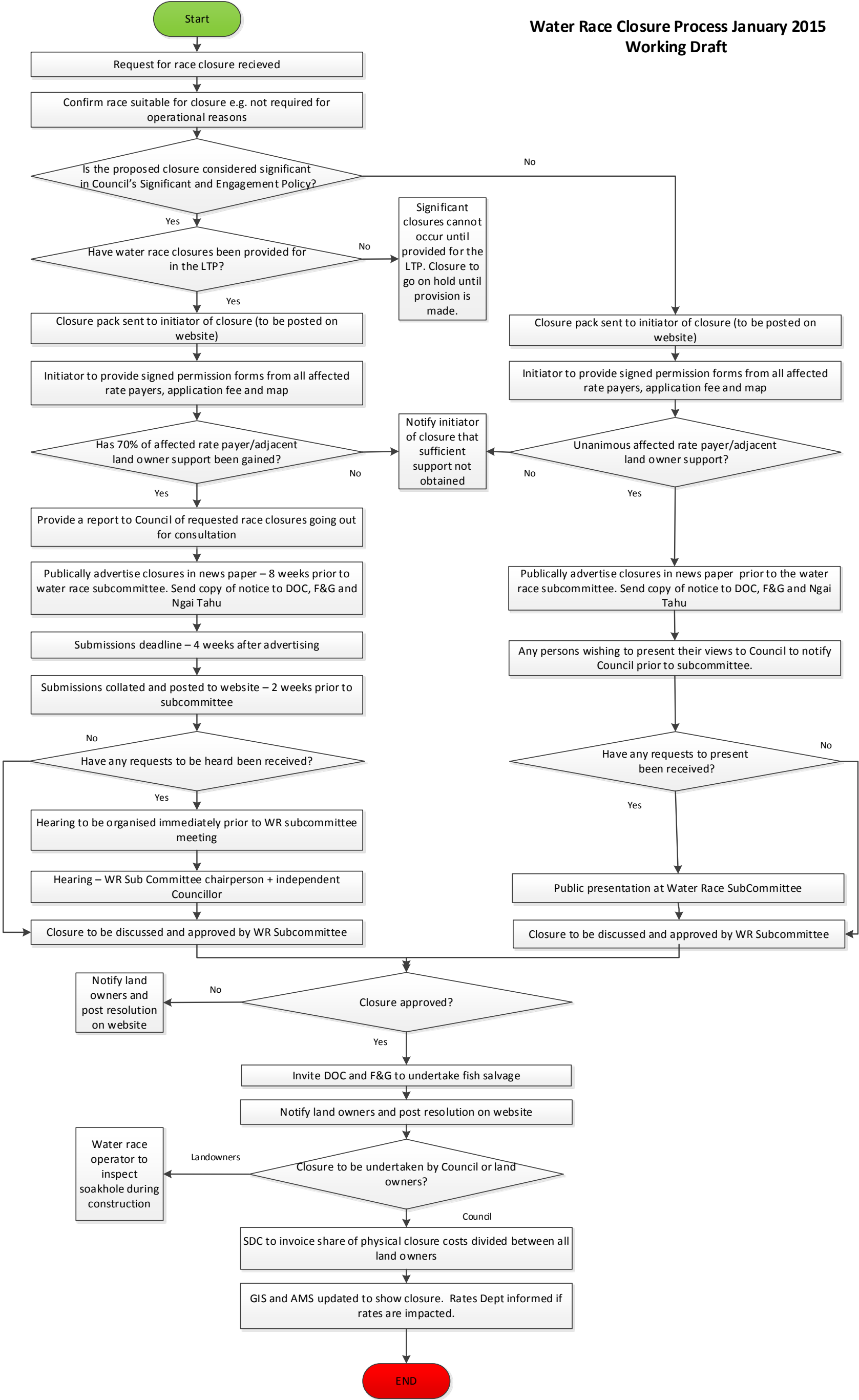
Date:

1 March 2018



Manager, Planning & Delivery WWW

26 March 2018



## REPORT

**TO:** Chief Executive

**FOR:** Water Race Sub Committee Meeting – 25 February 2019

**FROM:** Water Services Engineer

**CC:** Corporate Services Manager

**DATE:** 18 February 2019

**SUBJECT:** **Proposed Water Race Closures Approval – Post Public Consultation**

---

### 1. RECOMMENDATION

#### **That the Sub-Committee:**

- a) Consider any submissions received regarding the proposed closures.*
- b) Provide recommendations to Council on the closure of 2 Lengths of water race in the Paparua Water Race Scheme, 1 length at 920 m the other at 461 m, as well as closing 2 lengths in the Malvern Water Race Scheme, 1 length of water race at 1380m length and the another at 5100m.*

### 2. PURPOSE

To seek recommendation from the Committee for the following proposed closures that were approved for public consultation at the sub-committee meeting in February 2018:

#### **Paparua**

- 1. Closure of 920 m of race through 1 property on Dawsons Road.
- 2. Closure of 461 m of race through 1 property on Manion Road

#### **Malvern**

- 1. Closure of 1380 m of race through 1 property on Wards Road.
- 2. Closure of 5100 m of race through 7 Properties on Coaltrack Road (2 properties are SDC Quarry's)

### 3. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

Explicit provision has been made in the 2018/28 LTP for water race closures<sup>[1]</sup> initiated by rate payers. The 2018/28 LTP has identified the following as major projects:

- Work with Central Plans Water and other third parties to develop shared water services / infrastructure where such ventures provide benefit to and are supported by Council.
- Progress ratepayer initiated water race closures to public consultation once approved by the Water Race Committee for closure. The committee will consider ratepayer initiated closures once 80% written support from directly affected property owners is obtained. All closures are subject to Council approval. Council initiated race closure will also occur over this LTP period.
- Work towards the closure of the Upper Ellesmere Water Race network.
- Work with Environment Canterbury and key stakeholders to realise opportunities to use consented stock water for environmental enhancement including targeted stream augmentation and habitat enhancement.

Significance is interpreted in section 5 of the Local Government Act 2002. The Council's Significance and Engagement Policy further outlines the meaning of 'significance' by stating that:

Significance should be assessed in terms of consequences for:

- The district or region
- Any persons who are likely to be particularly affected by or interested in the proposal, decision or matter
- The capacity of the local authority to perform its role, and the financial and other costs of doing so.

The Significance and Engagement Policy also sets out criteria for assessing significance which are applied in section 3.1 below.

The 2018/28 LTP identifies Water Races as a strategic asset. Strategic assets are assets or groups of assets that the local authority needs to retain to maintain its capacity to achieve or promote any outcome that is important to the current or future wellbeing of a community.

The LTP states that the level of significance of a decision will determine the process used by the decision maker considering Council's commitment to constructive community engagement. An assessment of significance has been included below for the Committee's discussion and recommendation.

<sup>[1]</sup> LGA 2002 S97(2)a

### 3.1 Decision Making Considerations

The proposed water race closure(s) included in this report in Table 4.1 have been considered against the criteria for assessing significance from the Significance and Engagement Policy contained in the LTP 2018/28 (p. 220):

#### Policy and Outcomes

The following community outcomes are considered relevant to proposed water race closures:

**Table 3.1 – Community Outcomes**

Community Outcome	Level of Support
A living environment where the rural theme of Selwyn is maintained	Rural land use is changing. The proposed water race closures are being driven by the Community in line with their changing needs, therefore water race closures support this community outcome.
Selwyn has a strong economy which fits within and complements the environmental, social and cultural environment of the District.	Council seeks to support existing agriculture and other land based sectors. Ceasing to operate inefficient and ineffective assets that are no longer required by the Community supports the local economy.

- Closing water races that are no longer required by the community provides commercial and economic benefit to the rural communities of the District and reflects the changing needs of these communities.
- Closing water races can represent a cost saving to Council and rate payers. This is discussed further in section 12.
- There are no known impacts on Council's capacity to undertake its statutory responsibilities.
- There are no known inconsistencies with any existing policy, plan or legislation. The role of water races in maintaining a living environment where the rural theme of the District is maintained, has been recognised in the LTP. Providing an effective water race service and delivering levels of service is a key part of delivering community outcomes. Where a race cannot be supplied due to consent limits at the intakes or operational issues and leakage, maintaining channels that are not used or that have intermittent flow is counter to achieving this objective.

#### Communities

- Water race closures are generally driven by the Community.
- The number of property owners affected by each closure is detailed in Table 4.1. Consultation to the wider community has occurred along with notification of key stakeholders include Department of Conservation, Fish and Game, Environment Canterbury and New Zealand Fire and Emergency.



- Affected persons are directly consulted on all water race closures. These include rated and non-rated properties that have a water race on or adjacent to their property. Where a closure has attracted 100% support from directly affected property owner, the closure is considered to be of low significance.
- Following approval by the Water Race Sub Committee, public advertisement (advert below) of the proposed closures has occurred since January 2019 and posted in the SDC web site

URL: <https://www.selwyn.govt.nz/services/water/water-race/water-race-closure-requests>



## DISCONTINUANCE OF A STOCKWATER RACE Malvern & Paparua Schemes

The Selwyn District Council, in accordance with the special consultative procedure as outlined in the Local Government Act 2002 advises their intention to discontinue the stockwater race(s):

- 5.1 km along the west side of Coaltrack Road from Beattys Rd heading south;
- 1.38 km from Essendon Road heading north to Property Valuation Number 2420011902, all within private property;
- 920 m along east side of Dawsons Road between Maddisons Road and State Highway 1; and
- 461 m from Minion Road to State Highway 1.

This discontinuance will be effective in March 2019, subject to the consultation process.

- a) Submissions close on **01 February 2019**. Submission forms are available on the Council website (at the link below) or at the Council HQ in Rolleston.
- b) Submitters may be heard in support of their submission on 25 February 2019.
- c) A map showing the section of stockwater race to be closed is available on the Council website (at the link below).

Further details of the water race closures advertised and process for water race closures can be found on the Council website at: [www.selwyn.govt.nz/wrclosure](http://www.selwyn.govt.nz/wrclosure) or can be viewed at Council HQ in Rolleston.

Any questions regarding the above closure please contact Council on 03 347 2800.

James Skurupey  
Surface Water Engineer

- Council are considering the ecological impact of race closures by facilitating salvage of aquatic life where appropriate.
- It is not expected that proposed water race closures will generate wider national or international interest.

### **Ngāi Tahu**

- The impacts on water race closures have been assessed against the Iwi Management Plan and Te Runanga O Ngāi Tahu's Freshwater Policy. These assessments are included in section 7.3 of this report.

### **Context and Implications**

- An assessment of the options considered as alternatives to water race closure is included in section 6 of this report.
- The proposed water race closures are not expected to have any unintended consequences for community interests. The environmental, social and cultural impacts of the closures have been considered as outlined below:
  1. Cultural interests – the race closures proposed are not considered to impact the character of the District, as they are often on private land and exist extensively in other parts of the District. There are no historic assets/fabric as part of the proposed closure. There are not known cultural links to this section of closure.
  2. Social interests – water races on private property are not considered to provide amenity value to the wider community and their closure is therefore not considered significant. Race closures on the roadside may have some visual impact in areas with high amenity. Under Council's process, for a rate payer initiated race closure to proceed, all affected property owners (those with a race on or adjacent to their property regardless of whether they are rated for stock water) are consulted and approval is required for closure to be progressed. Further public submissions were invited from the wider community, with no negative submissions.
  3. Economic interests – the proposed race closures will have no identifiable economic impact on the wider Selwyn District. Council will monitor the cumulative impact on rate revenue reduction which is discussed further in section 12.
  4. Quality of the Environment – opportunities for salvage of aquatic life will be provided in consultation with the Department of Conservation prior to any race closure. Closing ineffective and inefficient races provides environmental benefit as discussed further in section 7.
- The proposed water race closures are not considered to impact a scarce resource. The provision of water for stock can generally be provided from alternative sources.
- The proposed water race closures are considered irreversible where it crosses private property. Council do not hold easements for most water races and are unlikely to have sufficient legal and economic controls for



reinstatement of water race channels on private property. However, stock water supply can be provided from other sources.

- By undertaking public consultation on the proposed water race closures, Council will establish whether the proposed closures are considered controversial.
- All water race closures will be progressed following appropriate consultation in a timely manner
- Closures that have attracted 100% support do not present uncertainty or lack of clarity for Council. Council initiated closures being progressed to consultation with 70% support or greater attract some degree of uncertainty. Greater certainty will be obtained during the consultation period.

The proposed water race closures represent the following loss to each of the schemes:

**Paparua**

- Reduction in length of water races 0.08%
- Loss of targeted rates income 0.11%

**Malvern**

- Reduction in length of water races 0.37%
- Loss of targeted rates income 0.1%

Based on the above assessment, it is recommend that the proposed closure is considered of **low significance** in terms of consultation requirements. The level of significance impacts the degree of consultation undertaken on the engagement spectrum. Council takes a conservative approach to consultation.

#### 4. HISTORY/BACKGROUND

##### 4.1 Proposed Closures Recommended for Progression

Council has received requests for closure of the following races.

**Table 4.1 – Proposed Water Race Closures**

Ref	Scheme	Received from	Road Name	Number of affected Props	Approx m Race	Progress
1	Paparua	Fulton Hogan Ltd	Dawsons Rd	1	920	The inlet pipes have been closed to the property. No water is flowing at this time.
2	Paparua	McLee Holdings Ltd	Manion Rd	3	461	Part of CSM2
3	Malvern	Paul Prattley Contracting Ltd	Wards Rd	1	1380	
4	Malvern	Peter Lingard	Coaltrack Rd	7	5100	Half the water race has been dry due to sink holes
	<b>TOTAL</b>			<b>2</b>	<b>7861m</b>	

Appended to this report are maps showing the location of the above sections of race proposed for closure.

## 5. PROPOSAL

Approval is sought to close the following sections of water race:

### Paparua

3. Closure of 920 m of race through 1 property on Dawsons Road.
4. Closure of 461 m of race through 1 property on Manion Road

### Malvern

3. Closure of 1380 m of race through 1 property on Wards Road.
4. Closure of 5100 m of race through 7 Properties on Coaltrack Road (2 properties are SDC Quarry's)

## 6. OPTIONS

Where a request for water race closure is received, there are a number of potential options available to Council.

**Table 6.0 – Alternative Options Considered**

Option	Details	Advantage	Disadvantage
<b>1. Water race closure</b>	Race closure with the agreement of all affected land owners (rate payers on the race or directly adjacent to the race), subject to public consultation and reasoned consideration and response to issues raised during consultation.	Objective is achieved and wishes of rate payers considered.	Loss of rating income. Ecological values of races not maintained.
<b>2. Piping of water race</b>	Piping can be considered if downstream property owners wish to maintain supply. Piping to be funded by each landowner. Piping a water race will not maintain the ecological value of an open water race channel.	Supply to downstream property owners maintained.	Landowners responsible for maintenance of pipes with potential upstream impacts if not maintained. Higher cost to land owners. Ecological values of races not maintained.
<b>3. Race relocation</b>	Relocation could be considered if downstream property owners wish to maintain supply for stockwater purposes. Costs to be met by landowners.	Rating income retained.	Unlikely to achieve benefits of race closure required by land owners. Potential impacts on adjacent land owners. Cost to land owners.
<b>4. Race retained</b>	Do nothing races retained.	Rating income retained.	Needs of rate payers requesting closure not met.

Option	Details	Advantage	Disadvantage
<b>5. Onsite alternatives</b>	On site alternatives e.g. a well, could be considered if land owners wish to retain a stockwater service.	Stockwater supply retained.	High cost to property owners for installation and ongoing maintenance. Ecological and other race values not retained.

These options are alternatives to closure of an open race if a downstream landowner requires a stockwater supply to continue. Water race closures will only occur for short lengths of race (excluding whole or major part of scheme closures) if 100% support from affected land owners is obtained.

## **7. VIEWS OF THOSE AFFECTED/CONSULTATION**

### **7.1 Views of those affected**

The Local Government Act section 82 requires consultation with persons affected by or have an interest in a decision. They must also be provided with a reasonable opportunity to present their views to the Local Authority.

Rate payer initiated closure have been provided for in the 2018/28 LTP.

As required under Council's water race closure process agreement to close water race forms have been received from all affected properties. An affected property owner has been deemed to be those with a race on or adjacent to the property, regardless of whether the property is rated. A letter was sent to all directly affected property owners to notify them that the proposed closure has been approved to progress to public consultation.

The proposed closures have been publically advertised in the following ways:

- 'Council Call' section in the Selwyn Times newspaper
- Letter to MKT & Te Taumutu Rūnanga, Department of Conservation, Fish and Game and NZ Fire Service
- A summary of proposal, maps and copy of the public advert detailing the proposed race closures was posted on Council's website

Two letters from key stakeholders were returned to the Council as shown in appendix C:

- Taumutu Rūnanga
  - Insure DoC are consulted on fish savaging. Understands this is on private property and no amenity value is present.; and
  - Any water races that replaced or was part of a streams and/or wetland that currently or previously supported mahinga kai and taonga spaces should not be closed
- No response was given from Mahaanui Kura Taiao. It is therefore prudent to refer to the Mahaanu Management Plan Drain Management Sections on page 96. A copy of this directed section of the IMP is included in appendix D.

Where a proposed water race closure has attracted 100% support and no submissions are received, the Sub-Committee will progress the closure once approved by Council.

## **7.2 Interested Parties Consultation**

To allow any parties with an interest in water race closures to input into the process as required by S 82 (1 (a)) of the LGA, the closures were publically advertised for a minimum of 2 weeks in Council Call and on the Council website. Maps of proposed water race closures will be available to view at Council or on the website. A summary of the proposed water race closures is made available on the Council website.

Specific stakeholders identified as Department of Conservation, Fish and Game, Historic Places Trust (specifically where structures e.g. headworks are involved) and Te Taumutu Rūnanga were directly provided with a copy of the above advertisement.

Council has delegated powers to hear submissions to the Water Race Sub Committee and make recommendation on the significance of water race closures and agree closures not deemed significant.

Minutes from the Water Race Subcommittee meetings are available for public viewing on Council's website.

## **7.3 Māori implications**

Te Runanga O Ngāi Tahu's Freshwater Policy recognises the importance of providing a stockwater supply to communities. This principal is considered alongside a number of others which seek to protect the environment and its inhabitants. By proposing the closure of ineffective, inefficient and no longer required water race assets, Council is proposing to better balance the needs of rate payers, Iwi and the environment.

*Mahaanui*, The Iwi Management Plan (IMP) 2013, recognises the importance of the water race network and states that they should be managed as waterways. In support of these principals Council require that heavy stock (deer and cattle) is fenced from entering the water races and provides advice to landowners on how to provide stock access to drink without entering the channel.

At the time of advertising closures, details of the proposed closure will be provided to Ngāi Tahu via MKT. It should be noted that in general water races requested for closure are often tail end races (lateral races) where excess water is disposed of to ground. Where a water race feeds another water course further consideration will be given to impacts on that waterway.

## **7.4 Ecological Considerations**

The Canterbury Water, Selwyn Wahiora Zone Implementation Programme acknowledges that Council are reviewing the operation of the stockwater race network and seeking opportunities for rationalisation while managing some races for biodiversity and community values.

The Implementation Plan supports race rationalisation and recognises the importance of reliable stockwater supplies while identifying opportunities for

supporting an aquatic corridor from mountains to sea via water races and creating wetlands at discharge to ground locations.

*Mahaanui*, the Iwi Management Plan 2013 recognises the importance of the water race network for biodiversity and habitat for native freshwater fish. Where appropriate opportunities for salvage of aquatic life and relocation will be provided to DoC and Fish and Game prior to a water race closure occurring.

EOS Ecology undertook an assessment of sites of high ecological value within the Ellesmere and Malvern Water Race schemes in 2011. A copy of the findings of the assessment is included in Appendix B.

No full ecological assessment has been completed at this time for the Paparua Water Race scheme. DoC have not responded with any concerns regarding these specific water race closures.

In a memo to Council dated 6 July 15, DoC have indicated that the level of input from DoC may need to be prioritised based on predicted distribution of threatened species and external contractors may need to be used if DoC staff cannot assist. DoC may however provide guidance to Council and Contractors on the process the suitable sites for relocation.

Where DoC staff are not available to undertake salvage of aquatic life and it is deemed necessary, consulting companies exist that are equipped to undertake electrofishing, however this may attract significant cost. The Agreement to Close Water Race form states that the benefiting property owners are liable for their share of the costs associated with the closure. To date this has been the cost of installing a soakhole at approximately \$3,000.

## **8. RELEVANT POLICY/PLANS**

The closures included in this report are consistent with Council Policy W107 Closure of Water Races.

As stated in section 3 Water Race Closures are being done in line with Council's Significance Policy.

## **9. COMMUNITY OUTCOMES**

The role of water races in maintaining a living environment where the rural theme of the District is maintained, has been recognised in the LTP. Providing an effective water race service and delivering levels of service is a key part of delivering community outcomes. Where a race cannot be supplied due to consent limits at the intakes or operational issues and leakage, maintaining channels that are not used or that have intermittent flow is counter to achieving this objective.

## **10. NEGATIVE IMPACTS**

Negative impacts or effects will be considered as part of the race closure approvals process and closures will only proceed if negative effects are mitigated or minimised and affected land owners agree.



## 11. LEGAL IMPLICATIONS

None.

## 12. FUNDING IMPLICATIONS

### 12.1 Rating Impact

The proposed race closures detailed in this report are expected to have the following impact on rating income:

**Table 12.1 – Funding Implications of Proposed Race Closures**

Ref	Scheme	Received from	Road Name	Loss of Targeted Rating Income	Percentage of Total Rating Income
1	Paparua	Fulton Hogan Ltd	Dawsons Rd	\$2,095.00	0.08%
2	Paparua	McLee Holdings Ltd	Manion Rd	\$723.80	0.03%
3	Malvern	Paul Prattley Contracting Ltd	Wards Rd	\$951.20	0.04%
4	Malvern	Peter Lingard	Coaltrack Rd	\$1,682.25	0.06%
			<b>TOTAL</b>	<b>\$5,452.25</b>	<b>0.21%</b>

The cumulative impact of closures will continue to be considered as more closure requests are received. Rates are reviewed and adjusted at each annual plan and long term plan rating review.

### 12.2 Cost Savings

Many of the closures to date have been short lengths of lateral water race that are maintained by the property owners. Closure of these races have minimal impact on operational costs.

### 12.3 Closure Costs

The cost of any rate payer requested closures will be met by the benefiting property owners.

## 13. HAS THE INPUT/IMPACT FROM/ON OTHER DEPARTMENTS BEEN CONSIDERED?

A copy of this report has been provided to the Corporate Services Manager as income accounts will be affected.

**PREPARED AND REVIEWED BY**

**JAMES SKURUPEY**  
**SURFACE WATER ENGINEER**

**MURRAY ENGLAND**  
**ASSET MANAGER, WATER SERVICES**

**ENDORSED FOR AGENDA**

**MURRAY WASHINGTON, ASSET MANAGER**

**APPENDICES**

**APPENDIX A – PROPOSE WATER RACE CLOSURE MAPS**

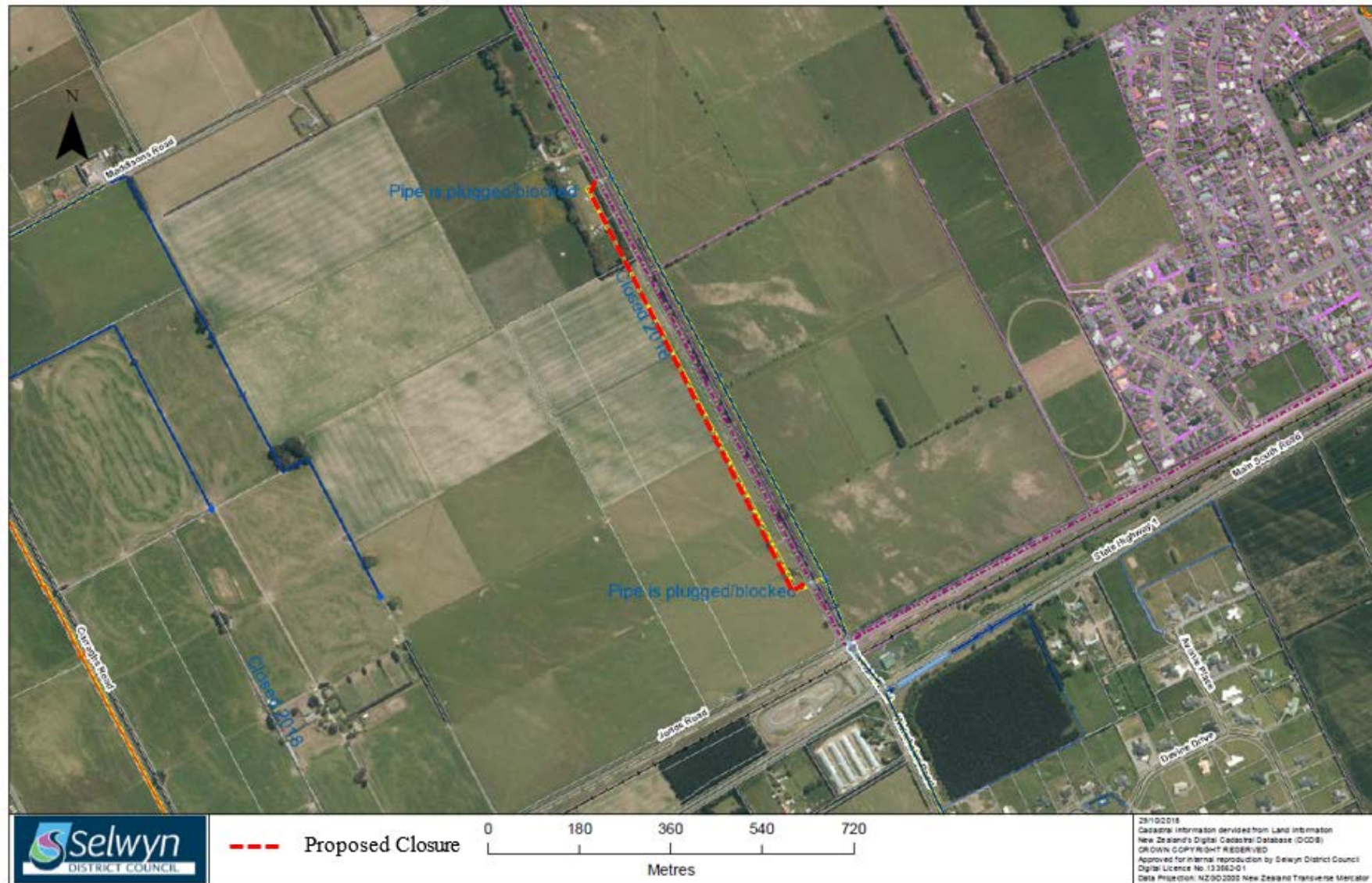
**APPENDIX B – EOS ECOLOGY, MALVERN SITES OF HIGH ECOLOGICAL VALUE – 2011**

**APPENDIX C – STAKEHOLDER RESPONSE**

**APPENDIX D – IWI MANAGEMENT PLAN**

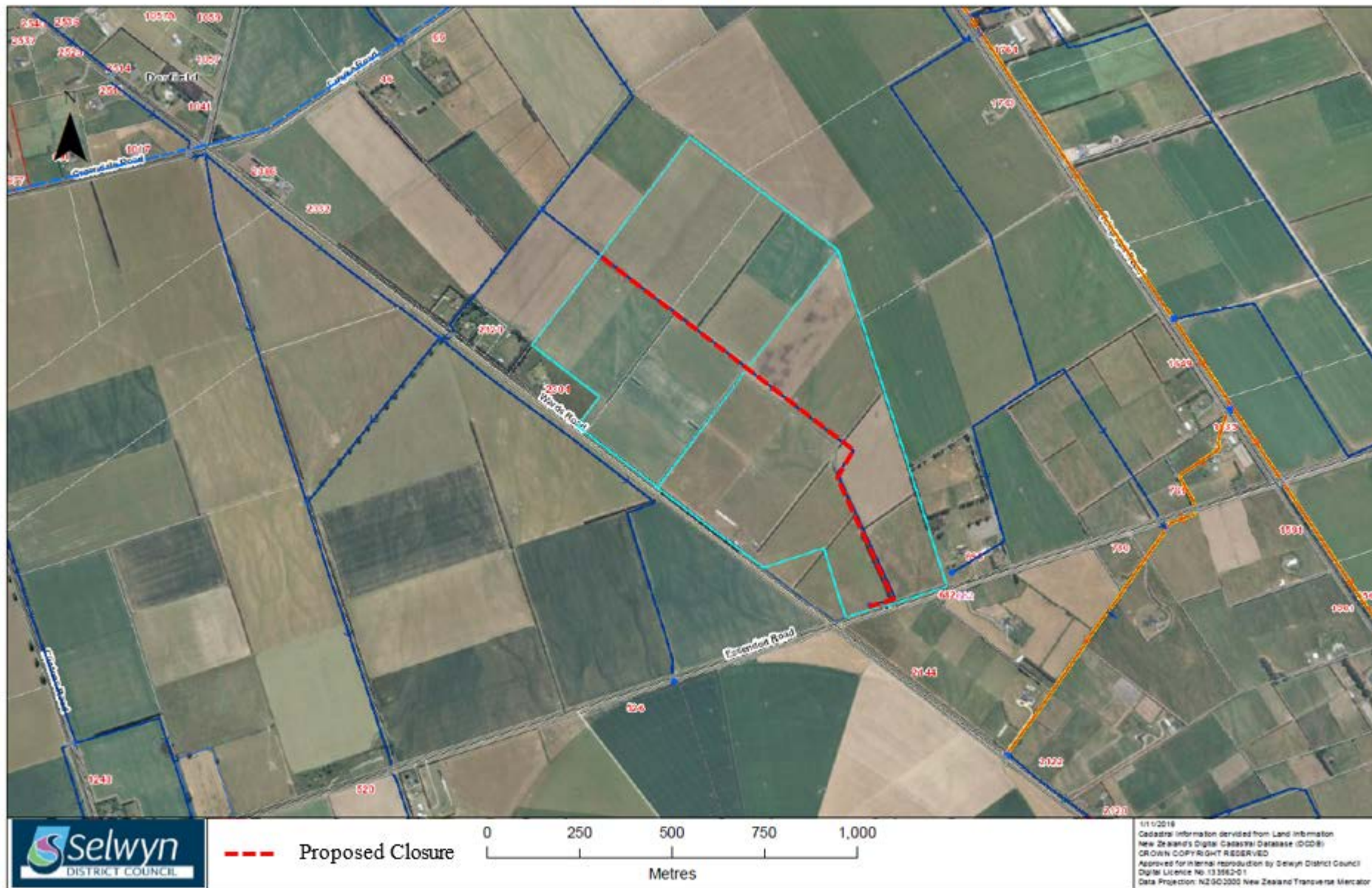
## APPENDIX A – WATER RACE MAPS

Fulton Hogan Closure Map



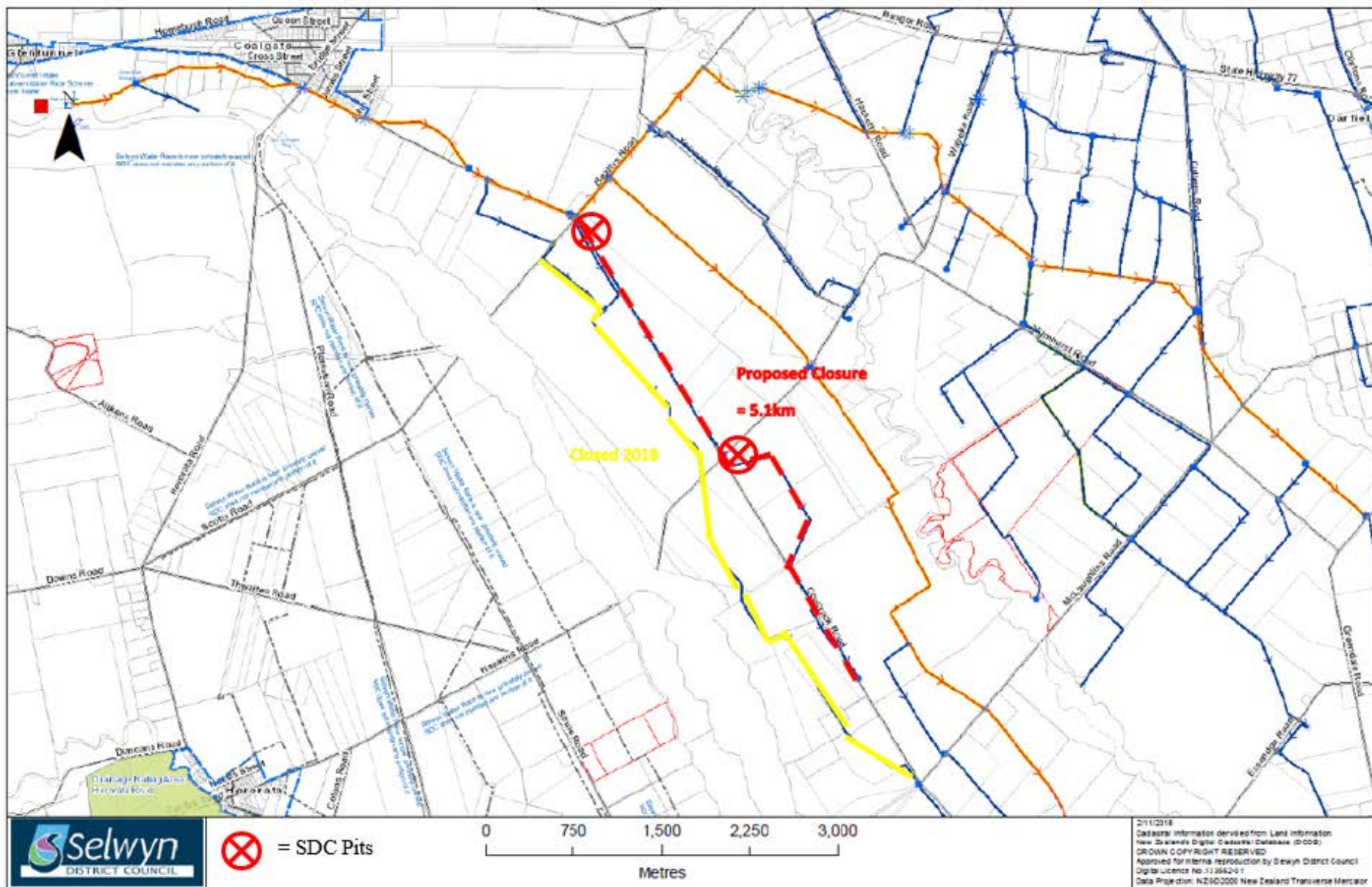


## Prattley Closure





## Lee Closure





## McLee Closure





## APPENDIX B – EOS ECOLOGY, SITES OF HIGH ECOLOGICAL VALUE – 2011.



## APPENDIX C –STAKEHOLDER RESPONSE

### James Skurupey

**From:** Raewyn Solomon <R.Solomon@ngaitahu.iwi.nz>  
**Sent:** Tuesday, 5 February 2019 10:09 AM  
**To:** James Skurupey  
**Cc:** Simon Abernethy; Sefeti Erasito  
**Subject:** RE: SDC Works in the Waikirikiri River

Kia ora James

The Kaitiakitanga Portfolio discussed these water race closures, noted in the email you sent to Sef Erasito, at their Jan 28 Portfolio meeting – Papanui, Dawsons Rd, Minion Rd, Wards Rd, Malvern and Coaltrack Rd. We understand that DoC will be consulted about any fish salvaging requirements prior to any race closures and we are happy with that this will happen. We also understand that these races are on private property and not considered to provide any amenity value to the wider community.

This is to let you know that the Portfolio had no issues with these short water race closures.

Thank you for consulting with us and inviting us to comment.

---

**From:** James Skurupey [mailto:James.Skurupey@selwyn.govt.nz]  
**Sent:** Thursday, 2 August 2018 10:13 a.m.  
**To:** Raewyn Solomon  
**Cc:** Simon Abernethy; Sefeti Erasito; Rose Nutira  
**Subject:** RE: SDC Works in the Waikirikiri River

Kia ora Raewyn,

Thank you for your response! I understand your position on water race closures and will send you notification of any proposed closures; however, I apologise for not being more clear in my email regarding work in the Waikirikiri. This intake for water race in question was decommissioned in 2009.

In further talking with the contractor no excavation is planned, therefore cultural and environmental risk are low. The contractor proposes to fill the intake with cleanfill and compact and armour with rock to prevent erosion.

On another note, I was talking with Ecan (Melissa Shearer) yesterday in regards to drain maintenance in the Waikawai. Would you be the best contact for notification of works in this area and other areas in order to show manaakitanga and co-governance to Taumutu, as well as to ensure Kaitiakitanga is practised by all?

Ngā mihi,

James Skurupey, MSc CE nvp  
Surface Water Engineer  
t 03 347 1840 | m 027 809 7144



2 Norman Kirk Drive | Rolleston 7614 | PO Box 90 | Rolleston 7643 | Christchurch PO Box 90, Rolleston 7643, Christchurch



## James Skurupey

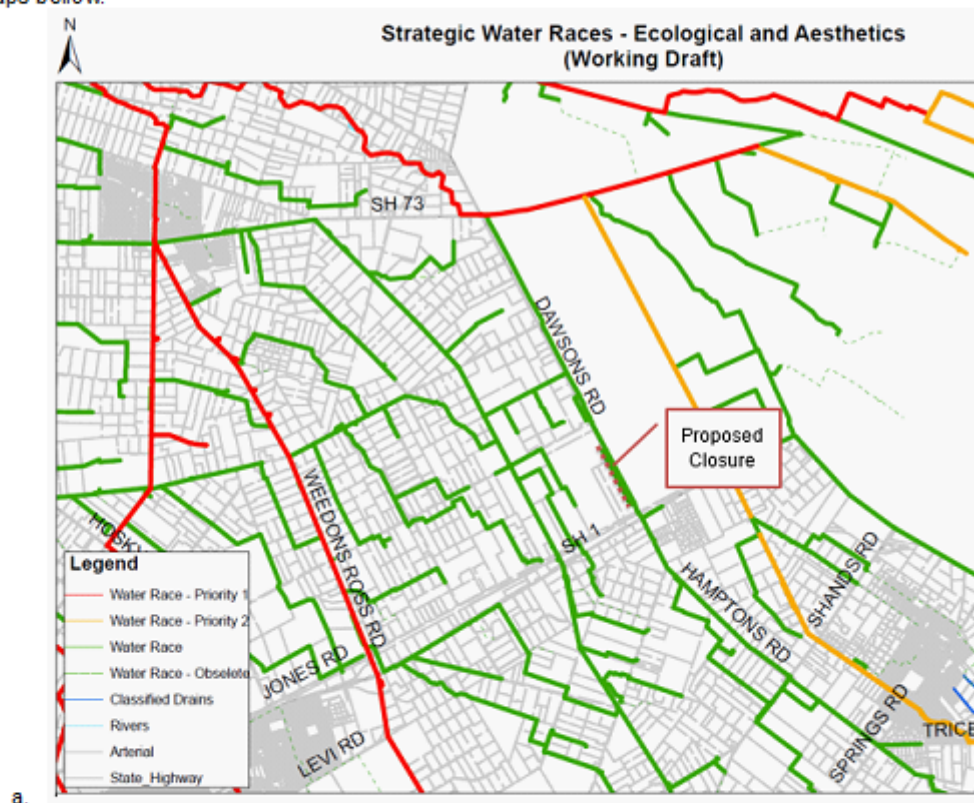
**From:** James Skurupey  
**Sent:** Monday, 14 January 2019 4:03 PM  
**To:** 'Sefeti Erasito'  
**Cc:** Daniel Meehan; Murray England  
**Subject:** 20190114 - Taumutu - Water Race Public Closure Response to November Closures

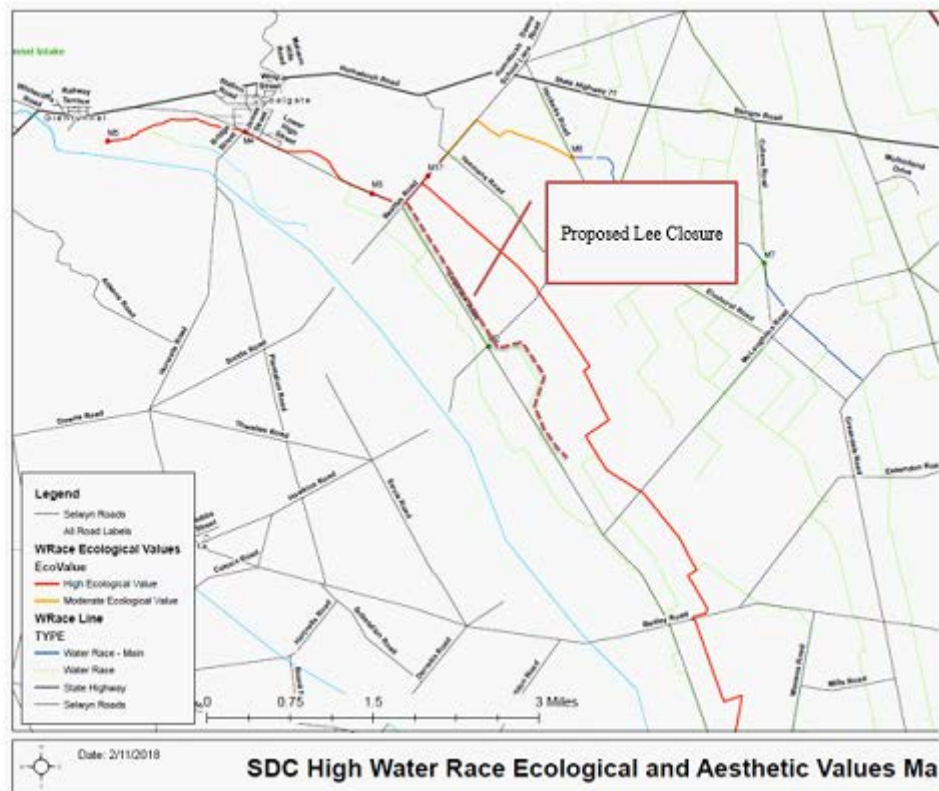
Kia ora Sefeti,

I understand your position on closing water races and will make sure your values are understood and taken into account.

The following are answers to your numbered questions:

1. Please go the following URL on SDC's webpage to find maps of the closures:
  - a. [https://www.selwyn.govt.nz/\\_data/assets/pdf\\_file/0007/289600/2018-November-WR-Closure-Summary-of-Proposal.pdf](https://www.selwyn.govt.nz/_data/assets/pdf_file/0007/289600/2018-November-WR-Closure-Summary-of-Proposal.pdf)
2. All of the proposed closures are within areas that are of low/no Ecological Significance per the maps below.

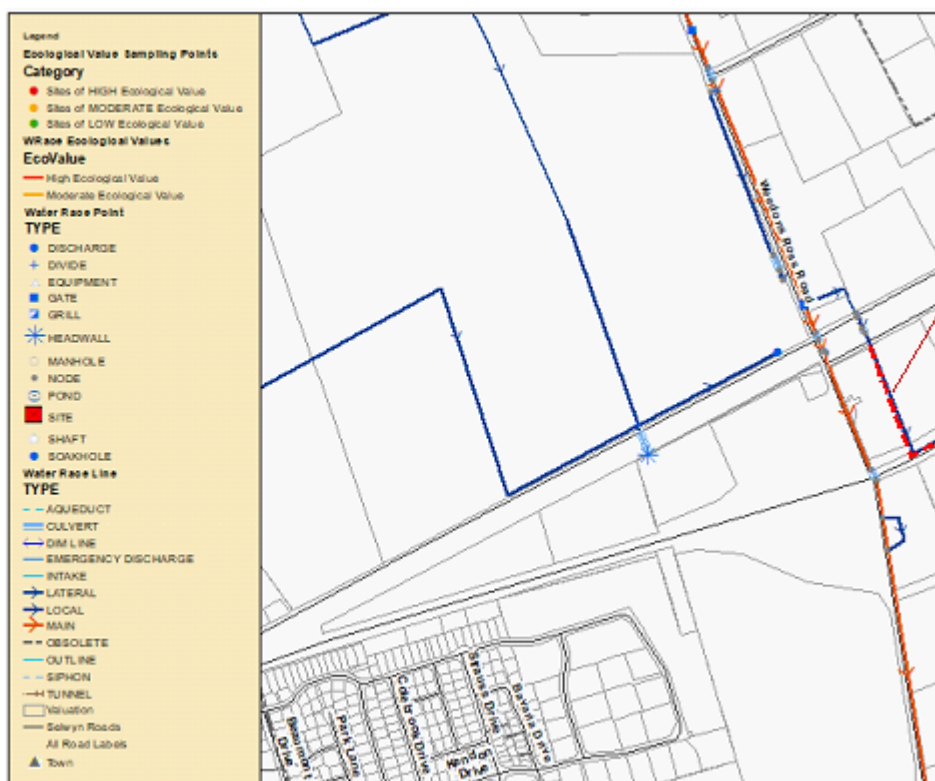




b.







d.

**James Skurupey, MSc CEnvP**  
 Surface Water Engineer  
 t 03 347 1840 | m 027 809 7144



**From:** Sefeti Erasito [mailto:Sefeti.Erasito@ngaitahu.iwi.nz]  
**Sent:** Monday, 14 January 2019 12:21 PM  
**To:** James Skurupey <James.Skurupey@selwyn.govt.nz>  
**Cc:** Raewyn Solomon <R.Solomon@ngaitahu.iwi.nz>  
**Subject:** RE: 20190109 - Taumutu - Water Race Public Closure Letter and Advert

Kia ora James,

Thank you for your email and engagement with Te Taumutu Rūnanga.

I will liaise with Taumutu Kaitiaki at a scheduled hui later this month and will have a response for you then.

Taumutu would be in favour of water races being remained open as water races have generally replaced streams and wetlands that have long been drained or diverted and have become the sanctuaries for many of Taumutu's mahinga kai and taonga species that would have otherwise been lost to them. However, Taumutu does acknowledge that not all water races carry these culturally significant values and have in the past supported the closure of races.

With that said and in anticipation to questions Kaitiaki may have, would you be able to provide:

1. A detailed map of the area of the waterrace being closed – generally, Taumutu would support the closure of a waterrace if it is confined in a closed system or that it does not feed through to a tribally significant waterway or catchment.
2. Further information regarding habitat species (and quantities) found in those races – I anticipate that Taumutu Kaitiaki would want to know what species (and quantity of species) are present in these races as well as if any mitigation methods will be done to salvage those species.

Thank you again for your email and I look forward to your response.

Ngā mihi,  
Sef Erasito.

Sefeti Erasito | Kaitiaki o Te Taumutu  
TE TAUMUTU RUNANGA  
69 Corsair Drive, Wigram.  
DDI: +64 3 371 0188, Mobile: +64 21 195 6715  
Email: [sefeti.erasito@ngaitahu.iwi.nz](mailto:sefeti.erasito@ngaitahu.iwi.nz)

---

**From:** James Skurupey [<mailto:James.Skurupey@selwyn.govt.nz>]  
**Sent:** Wednesday, 9 January 2019 11:47 a.m.  
**To:** Te Taumutu Runanga <[Taumutu@ngaitahu.iwi.nz](mailto:Taumutu@ngaitahu.iwi.nz)>; Sefeti Erasito <[Sefeti.Erasito@ngaitahu.iwi.nz](mailto:Sefeti.Erasito@ngaitahu.iwi.nz)>  
**Cc:** Rose Nutira <[Rose.Nutira@ngaitahu.iwi.nz](mailto:Rose.Nutira@ngaitahu.iwi.nz)>  
**Subject:** 20190109 - Taumutu - Water Race Public Closure Letter and Advert

Hi Sefeti,

Attached is a letter and advert for consultation.

Cheers,

**James Skurupey, MSc CEnvP**  
Surface Water Engineer  
t 03 347 1840 | m 027 809 7144



2 Norman Kirk Drive, Rolleston 7614  
PO Box 90, Rolleston 7643  
Phone: (03) 347-2800 or (03) 318-8338  
Fax: (03) 347-2799  
[www.selwyn.govt.nz](http://www.selwyn.govt.nz) | [www.selwynlibraries.co.nz](http://www.selwynlibraries.co.nz)  
[www.selwyn.getready.net](http://www.selwyn.getready.net) | [m.selwyn@govt.nz](mailto:m.selwyn@govt.nz)

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## APPENDIX D –IWI MANAGEMENT PLAN

Drain management Page 97

Issue WM14: Drain management can have effects on Ngāi Tahu values, particularly mahinga kai.  
Ngā Kaupapa / Policy

WM14.1 To require that drains are managed as natural waterways and are subject to the same policies, objectives, rules and methods that protect Ngāi Tahu values associated with freshwater, including:

- (a) Inclusion of drains within catchment management plans and farm management plans;
- (b) Riparian margins are protected and planted;
- (c) Stock access is prohibited;
- (d) Maintenance methods are appropriate to maintaining riparian edges and fish passage; and
- (e) Drain cleaning requires a resource consent.

WM14.2 To require and uphold agreements with local authorities to ensure that the timing and techniques of drain management are designed to avoid adverse effects on mahinga kai and water quality, including:

- (a) Identifying drains that are or can be used for mahinga kai;
- (b) Returning any fish that are removed from drains during the cleaning process to the waterway;
- (c) Riparian planting along drains to provide habitat and shade for mahinga kai and bank stability while reducing the frequency and costs of maintenance by reducing aquatic plant growth;
- (d) Ensuring drain management/cleaning does not breach the confining layers;
- (e) Use of low impact cleaning methods such as mechanical 'finger buckets', as opposed to chemical methods such as spraying, to minimise effects on aquatic life;
- (f) Notification to tāngata whenua of any chemical spraying of drains used for mahinga kai or connected to waterways used as mahinga kai; and
- (g) Involvement of tāngata whenua in drain maintenance activities where there is a need to return native fish back to the drain (e.g. tuna, kekewai and kanakana).

He Kupu Whakamāhukihuki / Explanation

Drains are a common feature across Ngā Pākihi Whakatekateka o Waitaha, given that much of the land in lower catchment areas was originally swamp. An extensive network of drains provides flood protection for settlement and land use. Some of these drains are modified natural waterways, and many connect or empty into existing waterways and waterbodies. For this reason drain management is an important kaupapa for tāngata whenua. While drains may not be highly valued in the wider community, drains that function as mahinga kai habitat and where mahinga kai resources are gathered may be identified as wāhi taonga by Ngāi Tahu.

"You can't tell a fish what the difference is between a drain, river, stream or spring." David Perenara  
O'Connell, Te Taumutu Rūnanga Natural Resource Management Plan 2002.

"Spraying is a quick fix technique, with a very long recovery time." Uncle Waitai Tikao, Ōnuku Rūnanga.