

From: OfficialInformation@my.ccc.govt.nz  
Sent: Friday, 24 September 2021 1:18 pm  
To: Official Information  
Subject: Fwd: [ Ticket: 441210 ] Horncastle Arena - diesel leak 2018

From: [OfficialInformation@my.ccc.govt.nz](mailto:OfficialInformation@my.ccc.govt.nz)  
Sent: July 23 11:39:19  
To: [REDACTED]  
Subject: [ Ticket: 441210 ] Horncastle Arena - diesel leak 2018



Dear [REDACTED],

Thank you for your email, received on 13 July. You requested the following information, under the Local Government Official Information and Meetings Act 1987 (LGOIMA):

*" I am requesting a financial breakdown of the money spent on a diesel leak clean-up project, stemming from a severed/nicked supply line for Christchurch Arena (then Horncastle Arena) which was discovered in July 2018. I would like details on the amount of money spent year-on-year since the clean-up project - overseen by Venues Otautahi (originally Vbase) - was initiated In addition, where is the money required for the project sourced from? Is it entirely raised through rates or also from other areas, for instance venue hire fees? If there are multiple sources, which percentage is provided via rates-generated revenue year-on-year?"*

Please find below a response to your request provided by Venues Ōtautahi Chief Executive, Caroline Harvie-Teare.

1. A financial breakdown of the money spent on a diesel leak clean-up project, stemming from a severed/nicked supply line for Christchurch Arena (then Horncastle Arena) which was discovered in July 2018. I would like details on the amount of money spent year-on-year since the clean-up project - overseen by Venues Otautahi (originally Vbase) - was initiated.

*A breakdown of costs for remediation and monitoring since the leak was first identified is below:*

<b>Period</b>	<b>Jun-19</b>	<b>Jun-20</b>	<b>Jun-21</b>
<b>1 July 2018 to 30 June 2021</b>	<b>\$ 683,021</b>	<b>\$ 314,947</b>	<b>\$ 123,554</b>

*Of note, an additional capital cost of \$448,000 to replace the fiberglass fuel line as a result of the diesel leak was incurred in July 2020. The line, which is now common practice, is double sheathed making the line impossible to penetrate.*

2. Where is the money required for the project sourced from? Is it entirely raised through rates or also from other areas, for instance venue hire fees? If there are multiple sources, which percentage is provided via rates-generated revenue year-on-year?

*Venues Ōtautahi receives an annual operating and debt funding grant from its Shareholder however, is not fully funded by the Christchurch City Council with 80% of the Company's annual revenue coming directly from the attraction and delivery of events across the venue portfolio. The operational costs associated with remediation and monitoring since the leak was first identified have been and continue to be funded through Venues Ōtautahi operational and surplus cash flow. The capital cost to replace the line came from a reassessment of asset management priorities. On this basis there has been no impact on rates.*

In addition, our Three Waters and Waste staff would like to advise you of the following information in regards to your request:

Addington's drinking water supply is sourced from two water pumping stations, located hundreds of meters from the area where diesel was found in the ground at Christchurch Arena. These pump stations have a number of wells, all of which draw water from the deep aquifers under Christchurch. Between these aquifers are 'aquicludes', which are impermeable layers that act as a barrier, which means water cannot pass from one aquifer to the other and contamination from the surface cannot enter the source water. The wells and well heads have been upgraded and are secure from potential contamination from surface water and shallow groundwater. The water from these wells is not considered to be at risk from the diesel in the ground at Christchurch Arena.

The local water supply pipes in the road and under the footpath are installed at a shallow depth. However, the water in these pipes is under pressure and any cracks or breaks would mean water would leak out of the pipe rather than allow contaminants to enter the water supply.

As a precautionary measure, in early-October 2018 and again in late-November, the Council tested the drinking water from the local network and no trace of diesel fuel was found. We also inspected the nearby sewer line and no trace of diesel has been found. This means it is unlikely significant diesel contamination is present around any of our infrastructure.

If diesel was to enter the local water supply network, the taste and odour would be detected long before any toxic effects from ingestion were likely to occur.

The Council has a contamination response plan in place to ensure we respond appropriately to drinking water contamination events, complying with Drinking Water Standards New Zealand and to ensure public safety. This aligns with the Council's Water Safety Plan that outlines the process responding to chemical and/or microbiological contamination events. This includes public notification, testing of the water supply network, flushing of the network, working with Ministry of Health and programming remedial actions as a result of the investigation on the contamination.

I hope this information assists, however if you have further questions please let me know.

You have the right to ask the Ombudsman to investigate and review our decision. Complaints can be sent by email to [info@ombudsman.parliament.nz](mailto:info@ombudsman.parliament.nz).

Publication of responses to LGOIMA requests

Please note: our LGOIMA responses may be published on the Christchurch City Council website a month after they have been responded to, with requesters' personal details withheld. If you have any concerns about this please contact the Official Information team on [officialinformation@ccc.govt.nz](mailto:officialinformation@ccc.govt.nz).

Yours sincerely,

**Gypsy Stevenson**  
Graduate Advisor  
Official Information Team

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## Contact us

 03 941 8999

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