

CHRISTCHURCH CITY COUNCIL AGENDA

THURSDAY 27 NOVEMBER 2014

9.30AM

**COUNCIL CHAMBER, CIVIC OFFICES,
53 HEREFORD STREET**

CHRISTCHURCH CITY COUNCIL

Thursday 27 November 2014 at 9.30am
in the Council Chamber, Civic Offices, 53 Hereford Street

Council: The Mayor, (Chairperson).
Councillors Vicki Buck, Jimmy Chen, Phil Clearwater, Pauline Cotter, David East, Jamie Gough,
Yani Johanson, Ali Jones, Raf Manji, Glenn Livingstone, Paul Lonsdale, Tim Scandrett and
Andrew Turner

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COUNCIL 27. 11. 2014**1. APOLOGIES****2. DECLARATION OF INTEREST**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

3. CONFIRMATION OF MINUTES - COUNCIL MEETING OF 23 OCTOBER 2014 AND 13 NOVEMBER 2014

Attached.

4. DEPUTATIONS BY APPOINTMENT

- 4.1 Representatives from the Banks Peninsula Water Management Zone Committee regarding item 21, Wairewa Addendum: Banks Peninsula Zone Implementation Programme.

5. PRESENTATION OF PETITIONS

MINUTES

**MINUTES OF A MEETING OF THE CHRISTCHURCH CITY COUNCIL
HELD AT 9.30AM ON THURSDAY 23 OCTOBER 2014**

PRESENT: Lianne Dalziel, The Mayor, (Chairperson).
Councillors Vicki Buck, Jimmy Chen, Phil Clearwater, Pauline Cotter, David East, Jamie Gough, Yani Johanson, Ali Jones, Glenn Livingstone, Paul Lonsdale, Raf Manji, Tim Scandrett and Andrew Turner.

1. APOLOGIES

Apologies for lateness were received from Councillors Buck and Cotter. An apology for absence during the meeting was received from Councillor Lonsdale.

It was **resolved** on the motion of Councillor Turner, seconded by Councillor Scandrett, that the apologies be accepted.

2. DECLARATION OF INTEREST

No declarations of interest were recorded.

3. CONFIRMATION OF MINUTES - COUNCIL MEETING OF 25 SEPTEMBER 2014, 2 OCTOBER 2014 AND 9 OCTOBER 2014

It was **resolved** on the motion of Councillor Turner, seconded by Councillor Lonsdale, that the open minutes of the Council meeting held on 25 September 2014, 2 October 2014 and 9 October 2014 be confirmed subject to including a reference in the minutes of 25 September in item 9 that Councillor Johanson voted against item 9.

The agenda was dealt with in the following order.

4. DEPUTATIONS BY APPOINTMENT

Mike Mora addressed the meeting regarding item 11 Flooding Issues at North Halswell.

11. FLOODING ISSUES AT NORTH HALSWELL

It was **resolved** on the motion of Councillor Chen, seconded by Councillor Clearwater, that the Council:

11.1 Receive the information in this report and note that the issues raised by the Community Board are being addressed.

11.2 Circulate the report to the Riccarton Wigram Community Board for their information.

5. PRESENTATION OF PETITIONS

A petition was presented by Councillor Jones and Councillor Cotter, which read:

“We, the undersigned, request that the Christchurch City Council install turning arrows at the corner of Cranford Street and Innes Road. This is a dangerous intersection and increased traffic makes it difficult to turn safely.”

It was **resolved** on the motion of Councillor Jones, seconded by Councillor Cotter that the Council receive the petition and refer it to the Infrastructure, Transport and Environment for full consideration with a staff report.

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6. REPORT OF THE CHIEF EXECUTIVE

It was **resolved** on the motion of Councillor Scandrett, seconded by Councillor Turner, that the report be received.

Councillor Lonsdale left the meeting at 10.43.

Councillor Buck arrived at 11.17 am.

7. REPORT OF THE REGULATION AND CONSENTS COMMITTEE MEETING OF 16 SEPTEMBER 2014

It was **resolved** on the motion of Councillor East, seconded by Councillor Scandrett, that the report be received.

8. REPORT OF THE AUDIT AND RISK MANAGEMENT COMMITTEE MEETING OF 23 SEPTEMBER 2014

It was **resolved** on the motion of Councillor Manji, seconded by Councillor Turner, that the report be received.

9. REPORT OF THE ENVIRONMENTAL COMMITTEE MEETING OF 23 SEPTEMBER 2014

(1). CONSTRUCTION SITE HOARDINGS-TEMPORARY USE OF LEGAL ROAD FEE REBATE PROGRAMME

It was **resolved** on the motion of Councillor Gough, seconded by Councillor Clearwater, that the Council approve:

- 1.1 That delegation be given to the Chief Operating Officer to authorise rebates of up to 100 percent for the Temporary Use of Legal Road fees for qualifying hoardings projects.
- 1.2 That delegation be given to the Chief Operating Officer to authorise of up to 100 percent permitted in the case of a listed heritage building made safe, under repair or refurbishment.
- 1.3 To waive fees for hoardings on the footpath for the duration that public access to the remaining footpath is not possible due to road works beyond the control of the applicant, where road works exceed one month.
- 1.4 That the Temporary Use of Legal Road fees for qualifying hoarding projects will apply to those streets within or bounding the 30 kilometre per hour Inner Speed Zone defined in the Accessible City chapter of the Christchurch Central Recovery Plan (page 6).
- 1.5 That to be a qualifying hoarding all of the following criteria will apply:
 - 1.5.1 Include artwork or features which are creative, playful and engaging overall. For the purpose of this programme, branding and corporate logos do not constitute artwork, but can be successfully integrated into the artwork; and
 - 1.5.2 Visually defines the site – clearly showing where a project begins and ends; and
 - 1.5.3 Uses large scale images – helping people visualise their future relationship with the site; and
 - 1.5.4 Showcases the delivery team – communicating a team approach through collated presentation of corporate logos avoiding clutter or excessively large commercial signage; and

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- 1.5.6 Provides public viewing of the construction – inviting people to watch the build progressing with accessible viewing windows at a variety of heights and widths; and
- 1.5.7 Portrays the history, present and future of the site – concise, interesting information making links with what was there before, what is coming, and current activity; and
- 1.5.8 Includes way-finding – as appropriate to help people make navigational decisions.
- 1.6 That the rebate will apply from the time proof of implementation of hoarding is received and accepted by the Chief Operating Officer and will apply until such time as the road space is no longer being used for the site construction hoarding line.
- 1.7 That any rebate available under this policy will cease on 30 June 2016.
- 1.8 That delegation be given to the Chief Operating Officer for the establishment of any operational procedures necessary to support this resolution.
- 1.9 That staff report back to the next Council meeting on the feasibility of applying the rebate to the whole city.

(2.) OCCUPATION OF AIRSPACE AT 270 ST. ASAPH STREET

It was **resolved** on the motion of Councillor Clearwater, seconded by Councillor Scandrett, that the Council:

- 2.1 Grant approval as landowner of the legal road (being St. Asaph and Madras Streets) for the proposed construction by Boxed Quarter Limited encompassing the occupation of airspace subject to:
 - 2.1.1 Engineering plans being approved by the Asset and Network Planning Unit Manager;
 - 2.1.2 Approval from the Urban Design Panel; and
 - 2.1.3 A formal Deed of Licence for the Occupation of Airspace being entered into.
- 2.2 Grant delegation to the Property Consultancy Manager authority to negotiate, conclude and enter into the licence as approved in 5.1 above (including Licence fee and all other terms and conditions) under clause 2.3 "Use of the airspace over roads for the increasing the floor area of a building" of the Policy on Structures on Roads 2010.

It was **resolved** on the motion of Councillor Clearwater, seconded by Councillor Cotter, that the report as a whole be adopted.

The Mayor left the meeting at 11.30 am at which point Councillor Buck assumed the chair.

10. NATURAL ENVIRONMENT RECOVERY PROGRAMME QUARTERLY PROGRESS REPORT

It was **resolved** on the motion of Councillor Clearwater seconded by Councillor Johanson, that the Council:

- 10.1 Receive the Natural Environment Recovery Programme Third Quarterly Progress Report for 2014.

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10.2 That the Council request further information on:

Dust issues in Woolston
 Central City air monitoring
 Mitigating risks to waste water overflows (project 8)

The Mayor returned to the meeting at 11.36 am.

12. ADOPTION OF REPORT ON DOG CONTROL POLICY AND PRACTICES 2013/14

It was **resolved** on the motion of Councillor East, seconded by Councillor Scandrett, that the Council adopt the attached Report on Dog Control Policy and Practice for 2013/14, pursuant to Section 10A of the Dog Control Act 1996.

13. INSPECTION AND ENFORCEMENT UNIT ANNUAL PERFORMANCE REPORT 2013/14

It was **resolved** on the motion of Councillor East, seconded by Councillor Scandrett, that the Council note and acknowledge receipt of the 2013/14 Inspections & Enforcement Unit Annual Performance Report.

The meeting adjourned at 12.26 pm and resumed at 2.00 pm at which point Councillor Buck assumed the Chair.

14. ADOPTION OF ANNUAL REPORT TO THE ALCOHOL LICENSING AND REGULATORY AUTHORITY FOR PERIOD ENDING 30 JUNE 2014

It was **resolved** on the motion of Councillor Livingstone, seconded by Councillor Scandrett, that the Council: adopt the attached 2013/14 Annual Report to the Alcohol Regulatory and Licensing Authority pursuant to section 199 of the Sale and Supply of Alcohol Act 2012.

15. APPOINTMENT OF PROXY FOR CHRISTCHURCH CITY HOLDINGS LTD ANNUAL GENERAL MEETING

It was **resolved** on the motion of Councillor Scandrett, seconded by Councillor Clearwater, that the Council:

- 15.1 Note the date of the Christchurch City Holdings Limited Annual General Meeting of 19 November 2014;
- 15.2 Appoint Councillor Turner who is not a director of Christchurch City Holdings Limited, as the Council's proxy for the 2014 Annual General Meeting;
- 15.3 Appoint the same person as the Council's proxy for the 2015 Christchurch City Holdings Limited Annual General Meeting.

The Mayor resumed the chair at 2.15 pm.

28. RESOLUTION TO ACCEPT SUPPLEMENTARY REPORTS AND INFORMATION TO THE MEETING

It was **resolved** on the motion of Councillor Manji, seconded by Councillor Chen, that the reports and information be received and considered at the meeting of the Council on 23 October 2014.

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25. CHRISTCHURCH CITY COUNCIL ANNUAL REPORT FOR THE YEAR ENDED 30 JUNE 2014

The Council noted that this report was considered in the open meeting.

It was **resolved** on the motion of Councillor Manji, seconded by Councillor East, that the Council note that the Committee:

- 25.1 Has reviewed the 2014 Annual Report and notes that it will receive a modified audit report on the basis that the Council, due to the consequences of the 2010/11 earthquakes, cannot account for its property plant and equipment in accordance with current accounting standards.
- 25.2 Has reviewed the Statement of Compliance outlined in the 2014 Annual Report.
- 25.3 Has reviewed the letter of representation required by Audit New Zealand.
and recommends that the Council:
- 25.4 Authorise the Mayor and Chief Executive to sign the Statement of Compliance.
- 25.5 Authorise the Mayor and Chief Executive to sign the Letter of Representation.
- 25.6 Approve the Annual Report for the year ended 30 June 2014 and adopt the Annual Report and the Auditor's Report at its meeting on 23 October 2014.
- 25.7 Authorise the Chief Financial Officer to make changes as required by Audit New Zealand and/or correct non-substantive errors as required for publishing the Annual Report.
- 25.8 Authorise the Chief Financial Officer to prepare the Summary Annual Report on the basis of the 2014 Annual Report.
- 25.9 Authorise the Chief Financial Officer to produce and publish the Annual Report and Summary Annual Report within the statutory timeframes.

16. FOOD FORESTS AND EDIBLE PLANTINGS

It was **resolved** on the motion of Councillor Jones, seconded by Councillor Cotter, that the Council:

- 16.1 Request that staff compile the following information and make it available on the Council website:
 - 16.1.1 Approved trial sites and locations amended;
 - 16.1.2 Appropriate species; and
 - 16.1.3 Planting methodology.
- 16.2 Approve that the Strengthening Community resources build local support for establishing and maintaining new sites.
- 16.3 Request that this report go to the Community Boards for their information and consideration of further possibilities around this project.

17. RATES REMISSIONS – POTENTIAL TO INCREASE STAFF DELEGATION FOR FAIR AND EQUITABLE REMISSIONS

It was **resolved** on the motion of Councillor Manji, seconded by Councillor Gough, that no change is made to current staff delegations relating to remissions policy – specifically:

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- 17.1 Most remissions are approved through the annual public consultation process,
- 17.2 Any new remissions under the fair & equitable policy outside the annual public consultation process are approved by Council resolution at a public meeting,
- 17.3 The role of staff is to apply Council-approved remissions and provide advice to the Councillors relating to any proposed new remissions.

18. CHAIRPERSON'S REPORT OF THE BURWOOD / PEGASUS COMMUNITY BOAR MEETING OF 20 OCTOBER 2014

It was **resolved** on the motion of Councillor Livingstone, seconded by Councillor East, that the Council:

- 18.1 Note that under delegated authority, the Burwood/Pegasus Community Board has revoked its decision of 15 September 2014 to approve the proposed Burwood Landfill Resource Recovery Park Redevelopment Plan as the delegation for that decision rests with the Council.
- 18.2 Approve the proposed Burwood Landfill Resource Recovery Park Redevelopment Plan so the final capping and contouring can be completed ready for installation.

19. UPDATE ON THE DISTRICT PLAN REVIEW

It was **resolved** on the motion of Councillor Gough, seconded by Councillor Jones, that the report be received and that the Council:

- 19.1 Delegate authority to the Chief Financial Officer to:
 - 19.1.1 Approve \$1,069,377.00 operating budget in 2014/15 be transferred to capital.
 - 19.1.2 Allow the District Plan Review project budget to be overspent in the 2014/15 and 2015/16 years by \$5.6 million to provide for the Independent Hearings Panel and Secretariat. Any cost recoveries from government agencies will be used to reduce this hearings panel overspend.

Councillor Johanson asked that his vote against the resolution be recorded

29. TRANSITIONAL CITY PROJECTS FUND APPROVAL – IMAGINATION STATION

It was **resolved** on the motion of Councillor Lonsdale, seconded by Councillor Scandrett, that the Council approve a grant from the Transitional City Projects Fund of \$35,000 to BUG 4x2 Incorporated Society, to contribute towards operational costs, to support the activation of a vacant space with the *Imagination Station* family LEGO facility.

20. NOTICES OF MOTION

Nil.

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21. RESOLUTION TO EXCLUDE THE PUBLIC

The Mayor moved, seconded by Councillor Buck, that the resolution to exclude the public set out on page 263 of the agenda be adopted.

Councillor Johanson moved by way of amendment that the resolution to exclude the public set out on page 263 of the agenda be adopted subject to item 26 being considered in the open meeting.

Councillor Jones left the meeting at 3.36 pm.

The amendment was seconded by Councillor Cotter and when put to the meeting was declared **lost**.

The motion when put to the meeting was declared **carried**.

It was **resolved** on the motion of the Mayor, seconded by Councillor Buck, that the public be readmitted at 5.48pm.

30. CONCLUSION

The meeting concluded at 5.48pm.

CONFIRMED THIS 27TH DAY OF NOVEMBER 2014

MAYOR

MINUTES

**MINUTES OF A MEETING OF THE CHRISTCHURCH CITY COUNCIL
HELD AT 9.37AM ON THURSDAY 13 NOVEMBER 2014**

PRESENT: Deputy Mayor Vicki Buck (Acting Chairperson)

Councillors Jimmy Chen, Phil Clearwater, Pauline Cotter, David East, Jamie Gough, Yani Johanson, Ali Jones, Glenn Livingstone, Paul Lonsdale, Tim Scandrett and Andrew Turner.

1. APOLOGIES

Apologies were received and accepted from the Mayor and Councillor Manji for absence, and from Councillor Gough for early leaving.

The apologies were received and accepted.

2. DECLARATION OF INTEREST

The Deputy Mayor declared an interest in item 33.

3. DEPUTATIONS BY APPOINTMENT

The following five deputations were all in relation to Clause 32 on An Accessible City – First Phase Transport Project.

3.1 SPOKES CANTERBURY

On behalf of Spokes Canterbury, Glen Koorey spoke in favour of the the proposed cycle way on the north side of Selwyn Street and a shared use path in Hagley Park.

3.2 RAY EDWARDS – URBIS TPD LIMITED

On behalf of the owners and tenants of properties on the northern side of Moorhouse Avenue, Ray Edwards, Ian Smith, Grant McLellan and Peter Duncan spoke to the meeting seeking that the on-street parking be retained outside properties some 150 metres west of the Selwyn Street intersection.

Councillor Gough left the meeting at 10am.

3.3 NIGEL RUSHTON

Mr Rushton spoke regarding safety and design issues in relation to shared use (i.e. pedestrian and cyclists) pathways.

3.4 HANDS OF HAGLEY AND THE CHRISTCHURCH CIVIC TRUST

Professor Chris Kissling and Martin Meehan spoke in opposition to the proposed shared use pathway within Hagley Park.

3.5 BLIND FOUNDATION

Carina Duke spoke regarding the proposals for shared-use pathways and the risks and design implications for people with visual impairments. She suggested several changes to the proposed design that would help to address her concerns.

Councillor Jones arrived at 10.19am.

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4. PRESENTATION OF PETITIONS

Nil.

**5. REPORT OF A MEETING OF THE AKAROA/WAIREWA COMMUNITY BOARD:
MEETING OF 10 SEPTEMBER 2014**

Pam Richardson, Chairman, joined the table for discussion of this item.

It was **resolved** on the motion of Councillor Turner, seconded by Councillor East, that the report be received.

**6. REPORT OF A MEETING OF THE LYTTTELTON/MT HERBERT COMMUNITY BOARD:
MEETING OF 17 SEPTEMBER 2014**

Paula Smith, Chairperson, joined the table for discussion of this item.

It was **resolved** on the motion of Councillor Turner, seconded by Councillor Livingstone, that the report be received.

Val Carter, Chairperson, joined the table for discussion of items 7 and 8.

**7. REPORT OF A MEETING OF THE FENDALTON/WAIMAIRI COMMUNITY BOARD:
MEETING OF 6 OCTOBER 2014**

It was **resolved** on the motion of Councillor Turner, seconded by Councillor Jones, that the report be received.

**8. REPORT OF A MEETING OF THE FENDALTON/WAIMAIRI COMMUNITY BOARD:
MEETING OF 20 OCTOBER 2014**

It was **resolved** on the motion of Councillor Cotter, seconded by Councillor Lonsdale, that the report be received.

Sara Templeton, Chairperson, joined the table for discussion of items 9 to 11.

**9. REPORT OF THE MEETING OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD:
MEETING 1 OCTOBER 2014**

It was **resolved** on the motion of Councillor Lonsdale, seconded by Councillor Johanson, that the report be received.

**10. REPORT OF THE MEETING OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD:
MEETING 15 OCTOBER 2014**

It was **resolved** on the motion of, Councillor Johanson seconded by Councillor Lonsdale, that the Council reinstate work on the Estuary Edge Master Plan to finalisation as soon as possible.

It was **resolved** on the motion of, Councillor Johanson seconded by Councillor Lonsdale, that the report as a whole be adopted.

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11. CHAIRPERSON'S REPORT OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD MEETING OF 5 NOVEMBER 2014

(1). PROHIBITED TIMES ON ROADS – WOOLSTON INDUSTRIAL AREA

It was **resolved** on the motion of Councillor Johanson, seconded by Councillor Lonsdale, that the Council:

- 1.1 Approve Pursuant to the Christchurch City Council Traffic Parking Bylaw 2008, Clause 15, motor vehicles weighing less than 3,500 kilograms are prohibited from being operated from 10pm on any day to 5am the following day on the following roads:

- 1.1.1 Eastern side of Chapmans Road (Port Hills Road to Railway Line)

- 1.1.2 Mary Muller Drive

- 1.1.3 Caerphilly Place.

(2). MOORHOUSE AVENUE U TURN PROHIBITION

It was **resolved** on the motion of Councillor Lonsdale, seconded by Councillor Johanson, that the Council:

- 2.1 Allow the status quo of a U-turn from the right turn lane on the western approach of Moorhouse Avenue to its intersection with Waltham Road and Barbadoes Street to continue.

- 2.2 Acknowledge that the prohibition of the U-turn at this intersection may be required to be considered during An Accessible City Stage 2.

It was **resolved** on the motion of Councillor Lonsdale, seconded by Councillor Johanson, that the report as a whole be adopted.

Mike Mora (Chairperson) joined the table for discussion of items 12 and 13.

12. REPORT OF A MEETING OF THE RICcarton/WIGRAM COMMUNITY BOARD: MEETING OF 30 SEPTEMBER 2014

It was **resolved** on the motion of Councillor Chen, seconded by the Deputy Mayor, that the report be received.

13. REPORT OF A MEETING OF THE RICcarton/WIGRAM COMMUNITY BOARD: MEETING OF 14 OCTOBER 2014

It was **resolved** on the motion of the Deputy Mayor, seconded by Councillor Chen, that the report be received.

14. REPORT OF A MEETING OF THE SHIRLEY/PAPANUI COMMUNITY BOARD: MEETING OF 1 OCTOBER 2014

It was **resolved** on the motion of Councillor Cotter, seconded by Councillor Jones, that the report be received.

15. REPORT OF A MEETING OF THE SHIRLEY/PAPANUI COMMUNITY BOARD: MEETING OF 15 OCTOBER 2014

It was **resolved** on the motion of Councillor Jones, seconded by Councillor Cotter, that the report be received.

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Paul McMahon (Chairperson) joined the table for discussion of items 16 to 18.

**16. REPORT OF A MEETING OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD:
MEETING OF 19 OCTOBER 2014**

It was **resolved** on the motion of Councillor Clearwater, seconded by Councillor Scandrett, that the report be received.

**17. REPORT OF A MEETING OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD:
MEETING OF 7 OCTOBER 2014**

(1). PROPOSED PROHIBITED TIMES ON ROADS – WOOLSTON INDUSTRIAL AREA

It was **resolved** on the motion of Councillor Scandrett, seconded by Councillor Clearwater, that the Council:

- 1.1 Approve, pursuant to the Christchurch City Council Traffic and Parking Bylaw 2008, Clause 15, motor vehicles weighing less than 3,500 kilograms are prohibited from being operated from 10pm on any day to 5am the following day on the following roads:

- 1.1.1 Western side of Chapmans Road (Port Hills Road to Railway Line)

- 1.1.2 Brightlings Road

- 1.1.3 Lock Crescent.

- 1.2 Request a memorandum to be provided by staff after 12 months on the effectiveness of the prohibition in addressing anti-social road behaviour.

It was **resolved** on the motion of Councillor Scandrett, seconded by Councillor Clearwater, that the report as a whole be adopted.

**18. REPORT OF A MEETING OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD:
MEETING OF 24 OCTOBER 2014**

It was **resolved** on the motion of Councillor Clearwater, seconded by Councillor Scandrett, that the report be received.

**19. REPORT OF A MEETING OF THE BURWOOD/PEGASUS COMMUNITY BOARD:
MEETING OF 6 OCTOBER 2014**

It was **resolved** on the motion of Councillor East, seconded by Councillor Livingstone, that the report be received.

**20. REPORT OF A MEETING OF THE BURWOOD/PEGASUS COMMUNITY BOARD:
MEETING OF 20 OCTOBER 2014**

It was **resolved** on the motion of Councillor Livingstone, seconded by Councillor East, that the report be received.

The meeting adjourned from 10.58am until 11.15am.

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21. REPORT OF THE INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE MEETING OF 16 OCTOBER 2014**(1). DEPUTATIONS BY APPOINTMENT**

It was **resolved** on the motion of Councillor Clearwater, seconded by Councillor Cotter, that the Council seek a meeting with the Canterbury Earthquake Recovery Authority in relation to Victoria Square issues, including the process around consultation with stakeholders, the rationale and timing of this project.

It was **resolved** on the motion of Councillor Clearwater, seconded by Councillor Cotter, that the report as a whole be adopted.

22. REPORT OF THE COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE MEETING OF 16 OCTOBER 2014**(1). REQUEST TO INTRODUCE A NEW CLASSIFICATION TO SPORTS GROUND CHARGES**

It was **resolved** on the motion of Councillor Turner, seconded by Councillor Jones, that the Council:

- 1.1 Decline to create a new category in Council's Schedule of Fees and Charges entitled Non-Affiliated Sports Clubs' because the proposed change would increase administrative costs, undermine the grounds allocation process, result in increased charges to groups that do not qualify and compromise the ability of Regional Sports Organisations to manage and develop their sport code.
- 1.2 Instruct Council's Recreation and Sports Manager to engage with Burnside Rugby Football Club to explain the rationale behind Council's decision and explore any alternative ways the Council can support the club.
- 1.3 Direct the Communities, Housing and Economic Development Committee to discuss options for non affiliated fees through the Long Term Plan.

(2). DEPUTATIONS BY APPOINTMENT

It was **resolved** on the motion of Councillor Johanson, seconded by Councillor Chen, that the Council seek a meeting with the Minister of Arts, Culture and Heritage to discuss Christchurch heritage matters.

It was **resolved** on the motion of Councillor Johanson, seconded by Councillor Chen, that the report as a whole be adopted.

Councillor Gough returned to the meeting at 11.24am.

23. REPORT OF THE CHRISTCHURCH CIVIC AWARDS SUBCOMMITTEE MEETING OF 24 OCTOBER 2014

It was **resolved** on the motion of Councillor Johanson, seconded by Councillor Jones, that the report be received.

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24. APPOINTMENT OF RECESS COMMITTEE

It was **resolved** on the motion of Councillor Turner, seconded by Councillor Scandrett, that the Council:

- 24.1 Appoint a Recess Committee comprising the Mayor or Deputy Mayor and a minimum of any three other Councillors authorised to make any decisions of the Council for the period of 12 December 2014 to 28 January 2015 (both days inclusive).
- 24.2 Note that any decisions made will be reported to the Council for record purposes.
- 24.3 Agree that notice of any meeting of the Recess Committee be publicised and forwarded to all Councillors.

25. 2015 DEVELOPMENT CONTRIBUTIONS POLICY REVIEW RECOMMENDATIONS

It was **resolved** on the motion of Councillor Gough, seconded by Councillor East, that the Council:

- 25.1 Agree the following principles be used to guide decision-making on the development of development contribution catchments in conjunction with existing Development Contributions Policy principles:
 - 25.1.1 Wherever possible developments should pay the full capital cost to the Council of servicing new development.
 - 25.1.2 Variation in development contribution charges is acceptable to reflect variation in costs of servicing different types of demand in different areas.
 - 25.1.3 Intentional cost sharing be avoided where ever feasible to support fair and reasonable charges (recognising that some cost sharing is inevitable and desirable).
- 25.2 Agree the identified approaches be used to manage catchment charges that are considered too high in the following order of preference:
 - 25.2.1 Reconsider the capital project(s) that may be causing the high charge.
 - 25.2.2 Merge appropriate catchments to provide some cost sharing relief.
 - 25.2.3 Apply a maximum limit on the charge and recover the balance from rates.
- 25.3 Agree that the catchments to be used for the calculation of 2015 development contribution include those set out below:
 - 25.3.1 Neighbourhood Parks and Road Network: central city, inner city, existing suburban, greenfield, Lyttelton, rural, Akaroa, and the rest of Banks Peninsula.
 - 25.3.2 Water Supply – West, North West, Marshlands, Woolston – Rocky, Central North, Central South, Lyttelton Harbour Basin, Banks Peninsula.
 - 25.3.3 Wastewater Collection – South West , PS11, Central PS1, Western, Kainga-Brooklands, Northern, North East, South East, Banks Peninsula.
 - 25.3.4 Stormwater and Flood Protection – Styx ongoing, Styx Greenfield, Avon Existing urban, Avon Greenfield, Estuary, Heathcote Greenfield, Heathcote Existing urban, Halswell, Otukaikino, Lyttelton Harbour, Northern Bays, Southern Bays, Akaroa Harbour.
- 25.4 Agree district-wide catchments be retained for: Wastewater Treatment and Disposal, Regional Parks, Garden and Heritage Parks, Sports Parks, Active Travel and Public Transport.

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- 25.5 Agree that following the finalisation of the 2015 capital programme, staff may reconsider the boundaries of Water Supply, Wastewater Collection and Wastewater Treatment and Disposal catchments, including whether to further merge or divide depending on alignment of levels of new charges and composition of the new capital programme – noting that any choices made by staff will be in line with principles listed in paragraphs 4.9 and 4.10 of this report and presented to Council for approval in November.
- 25.6 Agree the 2015 Development Contributions Policy be amended to allow the application of a Minor Residential Unit adjustment to all eligible units whether stand alone or part of a larger development.
- 25.7 Agree that the minimum charge for Minor Residential Units should remain at 60 percent of a full Household Unit Equivalent charge in the 2015 Development Contributions Policy.
- 25.8 Direct staff to investigate a policy (once the 2015 development contributions charges are finalised and separate to the Development Contributions Policy), to provide a rebate for individual Minor Residential Units of less than 60 square metres and make suitable financial provision for it in the Long Term Plan if it is minded to proceed with a policy of this nature.
- 25.9 Direct staff to investigate the feasibility of further mechanisms for the transfer of credits beyond those already in the Development Contributions Policy.

26. REPORT OF THE HEARINGS PANEL ON THE CRUISING AND PROHIBITED TIMES ON ROADS BYLAW 2014

It was **resolved** on the motion of Councillor East, seconded by Councillor Livingstone, that:

- 26.1 The form of the Bylaw with the amendments proposed is the most appropriate form, and that the Bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990.
- 26.2 Under clause 5 of the Christchurch City Council Cruising Bylaw 2010, that the period of time that must elapse between each time a driver drives on a road that is subject to a prohibition on cruising, is four hours.
- 26.3 The Christchurch City Council Cruising and Prohibited Times on Roads Bylaw 2014 (Attachment 1 to this report) is to come into force on 1 December 2014.

27. REPORT OF THE HEARINGS PANEL ON THE PARKS AND RESERVES BYLAW 2014

It was **resolved** on the motion of Councillor Gough, seconded by Councillor Cotter, that the Council:

- 27.1 Refer the Christchurch City Council Parks and Reserves Bylaw 2014 back to the Hearings Panel for further deliberations, in particular on:
 - 27.1.1 the clause/s relating to the burial or scattering of ashes
 - 27.1.2 the clause/s relating to the use of drones and radio controlled model aircraft
 - 27.1.3 “ordinarily” in clause 9.1 of the proposed Act.

At 12 noon, the Deputy Mayor left the meeting.

Councillor Clearwater assumed the Chair for the presentation of items 3.6 and item 33 below.

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3. DEPUTATIONS (CONTINUED)

3.6 RICCARTON BUSH KILMARNOCK RESIDENTS' ASSOCIATION & RICCARTON BUSINESS ASSOCIATION

Geoff Friend and Paul Farrow spoke against delegating the Riccarton Road Corridor Public Transport Priority decisions to the Infrastructure, Transport and Environment Committee (clause 33).

33. RICCARTON ROAD CORRIDOR PUBLIC TRANSPORT PRIORITY AND HUB DECISION MAKING DELEGATION

Moved Councillor Clearwater, seconded by Councillor Turner, that the Council:

- 33.1 Confirm that the Riccarton Public Transport Hub waiting lounge, super stop and associated street works, and the Riccarton Public Transport Priority project are both issues of metropolitan significance within the meaning of the Council's delegations register.
- 33.2 Will make the final decision on the design version for the Riccarton Public Transport Hub waiting lounge, the super stop and associated street works
- 33.3 Delegate the decision on the final design version for the Riccarton Public Transport Priority project and associated street works to the Infrastructure, Transport and Environment Committee because of tight time-lines.
- 33.4 Instruct staff to ensure that the Riccarton/Wigram Community Board is kept informed on the proposals arising from both project streams and arrange appropriate briefing session(s) accordingly.
- 33.5 Confirm that the Riccarton/Wigram Community Board will continue to make recommendations to the Infrastructure, Transport and Environment Committee on issues such as on-street works through Part A reports for the Riccarton Public Transport Priority and the Riccarton Public Transport Hub projects.

Councillor Johanson moved by way of amendment that the Council:

- 33.3 Make the final decision on the design version for the Riccarton Public Transport Priority project and associated street works.*

The amendment was seconded by Councillor Chen and when put to the meeting was declared **lost** on electronic vote No. 1; the voting being as follows:

For: (3) Councillors Chen, Johanson and Lonsdale.

Against: (6) Councillors Clearwater, Cotter, Jones, Livingstone, Scandrett and Turner.

The original motion was then put to the meeting and declared **carried** on electronic vote No. 2.

For: (6) Councillors Clearwater, Cotter, Jones, Livingstone, Scandrett and Turner.

Against: (3) Councillors Chen, Johanson and Lonsdale.

The meeting adjourned from 12.45 until 1.30pm.

The Deputy Mayor returned to the meeting at this point and assumed the Chair.

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43. RESOLUTION TO BE PASSED - SUPPLEMENTARY REPORT

It was **resolved** on the motion of the Deputy Mayor, seconded by Councillor Cotter, that the following report and additional information be received and considered at the meeting of the Council on 13 November 2014:

43.1 Report on the Expansion of Fair and Equitable Rates Remissions (clause 44).

43.2 Additional information requested by the Infrastructure, Transport and Environment Committee to clause 32 – on An Accessible City.

43.3 Updates to Attachments 2 and 3 of the Hearings Panel Report on the proposed Traffic and Parking Bylaw Amendment (clause 28).

28. REPORT OF THE HEARINGS PANEL ON THE TRAFFIC AND PARKING AMENDMENT BYLAW 2014

It was **resolved** on the motion of Councillor East, seconded by Councillor Livingstone, that:

28.1 The form of the Bylaw with the amendments proposed is the most appropriate form, and that the Bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990.

28.1 The Christchurch City Council Traffic and Parking Amendment Bylaw 2014 (Attachment 3 to this report) is to come into force on 1 December 2014.

29. REPORT OF THE HEARINGS PANEL ON THE URBAN FIRE SAFETY BYLAW 2014

It was **resolved** on the motion of Councillor East, seconded by Councillor Livingstone, that:

29.1 The form of the Bylaw with the amendments proposed is the most appropriate form, and that the Bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990.

29.2 The Christchurch City Council Urban Fire Safety Bylaw 2014 (Attachment 1 to this report) is to come into force on 1 December 2014.

29.3 Council staff, in conjunction with Environment Canterbury, be directed to develop a Fact Sheet which outlines the different fire districts and relevant restrictions.

30. REPORT OF THE HEARINGS PANEL ON THE WATER SUPPLY, WASTEWATER AND STORMWATER BYLAW 2014

It was **resolved** on the motion of Councillor East, seconded by Councillor Livingstone, that:

30.1 The form of the Bylaw with the amendments proposed is the most appropriate form, and that the Bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990.

30.2 The Christchurch City Council Water Supply, Wastewater and Stormwater Bylaw 2014 attached to this report (Attachment 3 of this report) is to come into force on 1 December 2014.

31. UPDATE OF BYLAW DELEGATIONS FOLLOWING 2014 BYLAW REVIEWS

It was **resolved** on the motion of Councillor Lonsdale, seconded by Councillor Livingstone, that the Council:

31.1 Relying on clause 32 of Schedule 7 of the Local Government Act 2002, together with any other applicable statutory authority delegate to its Chief Executive from 1 December 2014:

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- 31.1.1 Its powers to institute any enforcement action, including a prosecution for an offence against any of the Council's bylaws, or bringing injunction proceedings, together with the power to make any decision pertaining to such enforcement or prosecution or injunction proceedings.
- 31.1.2 The power to take enforcement action against any person who breaches any such injunction and to make any decision on any matter relating to such action.
- 31.1.3 All of its powers under the Christchurch City Council Water Supply, Wastewater, and Stormwater Bylaw 2014 (not already delegated) except the powers under clause 38 (fees).
- 31.1.4 All of its powers under the Christchurch City Council Parks and Reserves Bylaw 2014 except the powers:
- under clause 9.3 (referring to restricted parking areas)
 - under clauses 13.4 and 13.5 (resolving to set aside reserve areas for model aircraft and amendments or revocations of such resolutions)
 - to set any fees.
- 31.1.5 All of its powers under the Christchurch City Council Urban Fire Safety Bylaw 2014 except the power to set fees under the provisions of that bylaw.
- 31.2 Relying on clause 32 of Schedule 7 of the Local Government Act 2002, together with any other applicable statutory authority delegate to the Inspections and Enforcement Unit Manager from 1 December 2014:
- 31.2.1 Its powers to institute any enforcement action, including a prosecution for an offence against any of the Council's bylaws, or bringing injunction proceedings, together with the power to make any decision pertaining to such enforcement or prosecution or injunction proceedings.
- 31.2.2 The power to take enforcement action against any person who breaches any such injunction and to make any decision on any matter relating to such action.
- 31.3 Revoke the delegations shown in strikethrough from 1 December 2014 and otherwise instruct staff to make the corresponding alterations and deletions to the Delegations Register in the manner set out in Attachment 1 to this report.
- 31.4 Approve that the delegation under 31.1.4 does not take effect until the Council has made the Christchurch City Council Parks and Reserves Bylaw 2014.

32. REPORT OF THE EXTRAORDINARY JOINT MEETING OF THE INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE AND HAGLEY/FERRYMEAD AND SPREYDON/HEATHCOTE COMMUNITY BOARDS MEETING OF 24 OCTOBER 2014

AN ACCESSIBLE CITY – FIRST PHASE TRANSPORT PROJECTS: HAGLEY / MOORHOUSE CORNER AND SURROUNDING STREETS, AND HOSPITAL CORNER, INCLUDING OXFORD TERRACE AND TUAM STREET STAGE 1 EARLY WORKS

It was **resolved** on the motion of Councillor Clearwater, seconded by Councillor Chen, that the Council:

- 32.1 Approve the scheme designs for Hagley/ Moorhouse Corner and surrounding streets (Transport Project 5) and Hospital Corner, including Oxford Terrace and Tuam Street Stage 1 early works (Transport Project 1a), as detailed in Attachment 1.

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- 32.2 Make the following resolutions in Part A relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2008 and Part 21 of the Local Government Act 1974.

PART A RESOLUTIONS**Existing Intersection – Grove Road / Hagley Avenue / Lincoln Road / Moorhouse Avenue – Traffic Control (TP5)**

- 32.3 Approve that all traffic controls including traffic signals at the existing intersection of Hagley Avenue and Grove Road, and Lincoln Road and Moorhouse Avenue be revoked.

New intersection -Grove Road / Lincoln Road / Moorhouse Avenue – Traffic Control (TP5)

- 32.4 Approve that the new intersection of Grove Road, Lincoln Road and Moorhouse Avenue be controlled by traffic signals (except for the Lincoln road left turn slip lane), in accordance with sections 6 and 8.5(3) of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on **Attachment 1**.
- 32.5 Approve the lane marking changes and kerb alignment changes at the new intersection of Grove Road, Lincoln Road and Moorhouse Avenue as detailed on **Attachment 1**.
- 32.6 Approve that a Give Way control be placed against the Lincoln Road left turn slip lane at its new intersection with Grove Road and Moorhouse Avenue.
- 32.7 Approve that the U-turning of vehicles travelling east on Moorhouse Avenue at its new intersection with Lincoln Road and Grove Road be prohibited.
- 32.8 Approve that the U-turning of vehicles travelling west on Moorhouse Avenue at its new intersection with Lincoln Road and Grove Road be prohibited.

New Hagley Avenue / Moorhouse Avenue Intersection – Traffic Control (TP5)

- 32.9 Approve the lane marking changes, raised platform, path and kerb alignment changes at the new intersection of Hagley Avenue and Moorhouse Avenue as detailed on **Attachment 1**.
- 32.10 Approve that a Give Way control be placed against the Hagley Avenue left turn only lane at its new intersection with Moorhouse Avenue.
- 32.11 Approve that the right turn movement from Hagley Avenue into Moorhouse Avenue Street is prohibited.

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- 32.12 Approve that a pedestrian crossing be duly established and marked in accordance with Section 8.2 of the Land Transport Rule - Traffic Control Devices: 2004 on the Hagley Avenue left turn lane at its new intersection with Moorhouse Avenue.

Existing Grove Road – South of Moorhouse Avenue – Traffic Control (TP5)

- 32.13 Approve that all traffic controls on Grove Road from its existing intersection with Moorhouse Avenue, Lincoln Road and Hagley Avenue to a point 33 metres south of its existing intersection with Moorhouse Avenue, Lincoln Road and Hagley Avenue be revoked.

New Grove Road Layout– South of Moorhouse Avenue – Traffic Control (TP5)

- 32.14 Approve the lane marking changes and kerb alignment changes on Grove Road from its intersection with Moorhouse Avenue and Lincoln Road to a point 33 metres south of its intersection with Moorhouse Avenue and Lincoln Road as detailed on **Attachment 1**.
- 32.15 Approve that Grove Road be one way north to south from its intersection with Moorhouse Avenue and Lincoln Road to a point 16 metres south of its intersection with Moorhouse Avenue and Lincoln Road. This one way section is to be added to the Register of One Way Streets in the Traffic and Parking bylaw 2008.
- 32.16 Approve that northbound traffic is prohibited on Grove Road from a point 16 metres south of its intersection with Moorhouse Avenue and Lincoln Road, extending in a northerly direction to its intersection with Moorhouse Avenue and Lincoln Road.

Existing Grove Road – South of Moorhouse Avenue – Parking and Stopping Restrictions (TP5)

- 32.17 Approve that all parking and stopping restrictions on both sides of Grove Road from its intersection with Moorhouse Avenue and Lincoln Road to a point 33 metres south of its intersection with Moorhouse Avenue and Lincoln be revoked.

New Grove Road – South of Moorhouse Avenue – Parking and Stopping Restrictions (TP5)

- 32.18 Approve that the stopping of vehicles be prohibited at any time on the west side of Grove Road commencing at its intersection with Moorhouse Avenue and Lincoln Road, and extending in a southerly direction then following the western kerb line (around the cul de sac) for a distance of 41 metres.
- 32.19 Approve that the stopping of vehicles be prohibited at any time on the east side of Grove Road commencing at its intersection with Moorhouse Avenue and Lincoln Road, and extending in a southerly direction following the eastern kerb line for a distance of 33 metres.

Existing Lincoln Road – Moorhouse Avenue to Railway Level Crossing – Traffic Control (TP5)

- 32.20 Approve that all traffic controls on Lincoln Road from its intersection with Moorhouse Avenue and Grove Road to the northern boundary of the railway level crossing be revoked.

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New Lincoln Road – Moorhouse Avenue to Railway Level Crossing – Traffic Control (TP5)

- 32.21 Approve the lane marking changes and kerb alignment changes on Lincoln Road from its intersection with Moorhouse Avenue and Grove Road to the northern boundary of the railway level crossing as detailed on **Attachment 1**.
- 32.22 Approve that a special vehicle lane for the use of north-eastbound bicycles only, be established on the northwest side of Lincoln Road against the kerb, commencing at its northern boundary of the railway level crossing and extending in a north-easterly direction for a distance of 122 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.23 Approve that a special vehicle lane for the use of north-eastbound bicycles only, be established on the northwest side of Lincoln Road, located between the left turn slip lane and the leftmost right turn lane/ traffic island, commencing at a point 122 metres northeast from its northern boundary of the railway level crossing and extending in a north-easterly direction to its intersection with Moorhouse Avenue and Grove Road. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.24 Approve that a special vehicle lane for the use of south-westbound bicycles only, be established on the southeast side of Lincoln Road against the kerb, commencing at its intersection with Moorhouse Avenue and Grove Road, and extending in a south-westerly direction to the northern boundary of the railway level crossing. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

Existing Lincoln Road – Moorhouse Avenue to Railway Level Crossing – Parking and Stopping Restrictions (TP5)

- 32.25 Approve that all parking and stopping restrictions on both sides of Lincoln Road from its intersection with Moorhouse Avenue and Grove Road to the northern boundary of the railway level crossing be revoked.

New Lincoln Road – Moorhouse Avenue to Railway Level Crossing – Parking and Stopping Restrictions (TP5)

- 32.26 Approve that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Moorhouse Avenue and Grove Road, and extending in a south-westerly direction to the northern boundary of the railway level crossing.
- 32.27 Approve that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Moorhouse Avenue and Grove Road, and extending in a south-westerly direction for a distance of 49 metres.
- 32.28 Approve that a bus stop be installed on the southeast side of Lincoln Road commencing at a point 49 metres southwest of its intersection with Moorhouse Avenue and Grove Road, and extending in a south-westerly direction for a distance of 19 metres.
- 32.29 Approve that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 68 metres southwest of its intersection with Moorhouse Avenue and Grove Road, and extending in a south-westerly direction to the northern boundary of the railway level crossing.

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Existing Moorhouse Avenue – Hagley Avenue to Western Extent of Project – Traffic Control (TP5)

- 32.30 Approve that all traffic controls on Moorhouse Avenue from a point 62 metres west of its intersection with Hagley Avenue to a point 174 metres west of its intersection with Hagley Avenue be revoked.

New Moorhouse Avenue – Hagley Avenue to Western Extent of Project – Traffic Control (TP5)

- 32.31 Approve the lane marking changes, traffic median island changes and kerb alignment changes on Moorhouse Avenue from its intersection with Hagley Avenue to a point 174 metres west of its intersection with Hagley Avenue as detailed on **Attachment 1**.
- 32.32 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Moorhouse Avenue against the kerb, commencing at a point 174 metres west of its intersection with Hagley Avenue, and extending in an easterly direction for a distance of 112 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.33 Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of Moorhouse Avenue against the kerb, commencing at its intersection with Lincoln Road and Grove Road, and extending in a westerly direction to a point 62 metres west of its intersection with Lincoln Road and Grove Road. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.34 Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of Moorhouse Avenue adjacent to the parking lane, commencing at a point 62 metres west of its intersection with Lincoln Road and Grove Road, and extending in a westerly direction for a distance of 38 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

Existing Moorhouse Avenue – Hagley Avenue to Western Extent of Project – Parking and Stopping Restrictions (TP5)

- 32.35 Approve that all parking and stopping restrictions on the north side of Moorhouse Avenue from its intersection with Deans Avenue to its existing intersection with Lincoln Road be revoked.
- 32.36 Approve that all parking and stopping restrictions on the south side of Moorhouse Avenue from its intersection with Lincoln Road and Grove Road to a point 100 metres west of its intersection with Lincoln Road and Grove Road, be revoked.

New Moorhouse Avenue – Hagley Avenue to Western Extent of Project – Parking and Stopping Restrictions (TP5)

- 32.37 Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at its intersection with Deans Avenue, and extending in a westerly direction to its intersection with Lincoln Road and Grove Road.
- 32.38 Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with Lincoln Road and Grove Road, and extending in a westerly direction for a distance of 62 metres.

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Existing Moorhouse Avenue – Grove Road to Selwyn Street – Traffic Control (TP5)

- 32.39 Approve that all traffic controls on Moorhouse Avenue from its intersection with Selwyn Street to its intersection with Grove Road be revoked.

New Moorhouse Avenue – Grove Road to Selwyn Street – Traffic Control (TP5)

- 32.40 Approve that the U-turning of vehicles travelling east on Moorhouse Avenue at the median gap, located at a point 221 metres west of its intersection with Selwyn Street be prohibited.
- 32.41 Approve the lane marking changes, traffic median island changes and kerb build outs on Moorhouse Avenue between its intersection with Grove Road and its intersection with Selwyn Street as detailed on **Attachment 1**.
- 32.42 Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of Moorhouse Avenue against the kerb, commencing at its intersection with Selwyn Street, and extending in a westerly direction for a distance of 76 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.43 Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of Moorhouse Avenue adjacent to parking lane and bus stop, commencing at a point 76 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 172 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.44 Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of Moorhouse Avenue against the kerb, commencing at a point 172 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.45 Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of Moorhouse Avenue, located between the left turn lane and the leftmost through lane, commencing at a point 178 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.46 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Moorhouse Avenue against the kerb, commencing at a point 36 metres west of its intersection with Hagley Avenue, and extending in an easterly direction to its intersection with Hagley Avenue. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.47 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Moorhouse Avenue against the kerb, commencing at its intersection with Hagley Avenue, and extending in an easterly direction for a distance of 35 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

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- 32.48 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Moorhouse Avenue adjacent to parking lane and bus stop, commencing at a point 35 metres east of its intersection with Hagley Avenue, and extending in an easterly direction to a distance of 167 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.49 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Moorhouse Avenue between the left turn lane and the leftmost through lane, commencing at a point 167 metres east of its intersection with Hagley Avenue, and extending in an easterly direction to its intersection with Selwyn Street. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

Existing Moorhouse Avenue – Grove Road to Selwyn Street (South Side Only) – Parking and Stopping Restrictions (TP5)

- 32.50 Approve that all parking and stopping restrictions on the south side of Moorhouse Avenue from its intersection with Selwyn Street to its intersection with Grove Road be revoked.

Existing Moorhouse Avenue – Hagley Avenue to Selwyn Street (North Side Only) – Parking and Stopping Restrictions (TP5)

- 32.51 Approve that all parking and stopping restrictions on the north side of Moorhouse Avenue from its intersection with Hagley Avenue and extending in an easterly direction for a distance of 55 metres be revoked.

New Moorhouse Avenue – Grove Road to Selwyn Street (South Side Only) – Parking and Stopping Restrictions (TP5)

- 32.52 Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with Selwyn Street, and extending in a westerly direction for a distance of 76 metres.
- 32.53 Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 100 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of nine metres.
- 32.54 Approve that a bus stop be installed on the south side of Moorhouse Avenue commencing at a point 109 metres west of its intersection with Selwyn Avenue and extending in a westerly direction for a distance of 19 metres.
- 32.55 Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 128 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of four metres.
- 32.56 Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 252 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road.
- 32.57 Approve that the stopping of vehicles be prohibited on the south side of Moorhouse Avenue commencing at a point 76 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 24 metres. This restriction is to apply Monday to Sunday 10pm to 6am including public holidays.
- 32.58 Approve that the stopping of vehicles be prohibited on the south side of Moorhouse Avenue commencing at a point 130 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 102 metres. This restriction is to apply Monday to Sunday 10pm to 6am including public holidays.

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New Moorhouse Avenue – Hagley Avenue to Selwyn Street (North Side Only) – Parking and Stopping Restrictions (TP5)

- 32.59 Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at its intersection with Hagley Avenue, and extending in a westerly direction for a distance of 35 metres.
- 32.60 Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at its intersection with Hagley Avenue, and extending in an easterly direction for a distance of 35 metres.
- 32.61 Approve that a bus stop be installed on the north side of Moorhouse Avenue commencing at a point 35 metres east of its intersection with Hagley Avenue, and extending in an easterly direction for a distance of 14 metres.
- 32.62 Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at a point 49 metres east of its intersection with Hagley Avenue, and extending in an easterly direction for a distance of six metres.

Existing Moorhouse Avenue – Selwyn Street to Eastern Extent of Project Traffic Control (TP5)

- 32.63 Approve that all traffic controls on Moorhouse Avenue from its intersection with Selwyn Street to a point 93 metres east of its intersection with Selwyn Street be revoked.

New Moorhouse Avenue – Selwyn Street to Eastern Extent of Project Traffic Control (TP5)

- 32.64 Approve the lane marking changes and traffic median island changes on Moorhouse Avenue between its intersection with Selwyn Street to a point 93 metres east of its intersection with Selwyn Street as detailed on **Attachment 1**.
- 32.65 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Moorhouse Avenue against the kerb, commencing at its intersection with Selwyn Street, and extending in an easterly direction to a distance of 21 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.66 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Moorhouse Avenue adjacent to parking lane and bus stop, commencing at a point 21 metres east of its intersection with Selwyn Street, and extending in an easterly direction to a distance of 72 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.67 Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of Moorhouse Avenue against the kerb, commencing at its intersection with Selwyn Street, and extending in an easterly direction for a distance of 72 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.68 Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of Moorhouse Avenue adjacent to the parking lane, commencing at a point 72 metres east of its intersection with Selwyn Street, and extending in an easterly direction for a distance of 21 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

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Existing Moorhouse Avenue – Selwyn Street to Eastern Extent of Project Parking and Stopping Restrictions (TP5)

32.69 Approve that all parking and stopping restrictions on both sides of Moorhouse Avenue from its intersection with Selwyn Street to a point 93 metres east of its intersection with Selwyn Street be revoked.

New Moorhouse Avenue – Selwyn Street to Eastern Extent of Project Parking and Stopping Restrictions (TP5)

32.70 Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at its intersection with Selwyn Street, and extending in an easterly direction for a distance of 21 metres.

32.71 Approve that a bus stop be installed on the north side of Moorhouse Avenue commencing at a point 21 metres east of its intersection with Selwyn Avenue and extending in an easterly direction for a distance of 19 metres.

32.72 Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at a point 40 metres east of its intersection with Selwyn Street, and extending in an easterly direction for a distance of four metres.

32.73 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Moorhouse Avenue commencing at point 58 metres east of its intersection with Selwyn Street, and extending in an easterly direction for a distance of 35 metres.

32.74 Approve that the stopping of vehicles be prohibited on the north side of Moorhouse Avenue commencing at a point 58 metres east of its intersection with Selwyn Street, and extending in an easterly direction for a distance of 35 metres. This restriction is to apply Monday to Sunday 10pm to 6am including public holidays.

32.75 Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with Selwyn Street, and extending in an easterly direction for a distance of 72 metres.

32.76 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Hagley Avenue commencing at point 72 metres east of its intersection with Selwyn Street, and extending in an easterly direction for a distance of 21 metres.

32.77 Approve that the stopping of vehicles be prohibited on the south side of Moorhouse Avenue commencing at a point 72 metres east of its intersection with Selwyn Street, and extending in an easterly direction for a distance of 21 metres. This restriction is to apply Monday to Sunday 10pm to 6am including public holidays.

Existing Intersection – Moorhouse Avenue / Selwyn Street Traffic Control (TP5)

32.78 Approve that all traffic controls including traffic signals at the intersection of Moorhouse Avenue and Selwyn Street be revoked.

New Intersection – Moorhouse Avenue / Selwyn Street Traffic Control (TP5)

32.79 Approve that the intersection of Moorhouse Avenue and Selwyn Street be controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment 1.

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- 32.80 Approve the lane marking changes including the traffic median island changes for pedestrian crossing facilities and the removal of existing kerb build out on the southwest corner at the intersection of Moorhouse Avenue and Selwyn Street as detailed in Attachment 1.

Existing Selwyn Street – Moorhouse Avenue to Railway Level Crossing Traffic Control (TP5)

- 32.81 Approve that the lane marking changes on Selwyn Street, from its intersection with Moorhouse Avenue to a point 91 metres south of its intersection with Moorhouse Avenue, be revoked.

New Selwyn Street – Moorhouse Avenue to Railway Level Crossing Traffic Control (TP5)

- 32.82 Approve the lane marking changes on Selwyn Street from its intersection with Moorhouse Avenue to a point 91 metres south of its intersection with Moorhouse Avenue as detailed in Attachment 1.

Existing Selwyn Street – Moorhouse Avenue to Railway Level Crossing Parking and Stopping Restrictions (TP5)

- 32.83 Approve that all parking and stopping controls on both sides of Selwyn Street from its intersection with Moorhouse Avenue to a point 91 metres south of its intersection with Moorhouse Avenue be revoked.

New Selwyn Street - Moorhouse Avenue to Railway Level Crossing Parking and Stopping Restrictions (TP5)

- 32.84 Approve that the stopping of vehicles be prohibited at any time on the west side of Selwyn Street commencing at its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 66 metres.
- 32.85 Approve that a bus stop be installed on the west side of Selwyn Street commencing at a point 66 metres south of its intersection with Moorhouse Avenue and extending in a southerly direction for a distance of 25 metres.
- 32.86 Approve that the stopping of vehicles be prohibited at any time on the east side of Selwyn Street commencing at its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 21 metres.
- 32.87 Approve that a bus stop be installed on the east side of Selwyn Street commencing at a point 21 metres south of its intersection with Moorhouse Avenue and extending in a southerly direction for a distance of 13 metres.
- 32.88 Approve that the stopping of vehicles be prohibited at any time on the east side of Selwyn Street commencing at a point 34 metres south of its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 57 metres.

Existing Selwyn Street – Hagley Avenue to Moorhouse Avenue Traffic Control (TP5)

- 32.89 Approve that all traffic controls on Selwyn Street from its intersection with Hagley Avenue to its intersection with Moorhouse Avenue be revoked.

New Selwyn Street – Hagley Avenue to Moorhouse Avenue Traffic Control (TP5)

- 32.90 Approve the lane marking changes, traffic island and kerb build outs on Selwyn Street from its intersection with Hagley Avenue to its intersection with Moorhouse Avenue as detailed in Attachment 1.

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Existing Selwyn Street – Hagley Avenue to Moorhouse Avenue Parking and Stopping Restrictions (TP5)

32.91 Approve that all parking and stopping restrictions on both sides of Selwyn Street from its intersection with Hagley Avenue to its intersection with Moorhouse Avenue be revoked.

New Selwyn Street – Hagley Avenue to Moorhouse Avenue Parking and Stopping Restrictions (TP5)

32.92 Approve that the stopping of vehicles be prohibited at any time on the west side of Selwyn Street commencing at its intersection with Moorhouse Avenue, and extending in a northerly direction for a distance of six metres.

6.93 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes, on the west side of Selwyn street, commencing at a point six metres north of Moorhouse Avenue and extending in a northerly direction for a distance of 19 metres.

32.94 Approve that the stopping of vehicles be prohibited at any time on the east side of Selwyn Street commencing at its intersection with Moorhouse Avenue, and extending in a northerly direction for a distance of 67 metres.

32.95 Approve that a Loading Zone (goods vehicles only) be created and restricted to a maximum period of five minutes, on the east side of Selwyn Street commencing at a point 67 metres north of its intersection with Moorhouse Avenue extending in a northerly direction for a distance of 16 metres.

32.96 Approve that the stopping of vehicles be prohibited at any time on the western side of Selwyn Street commencing at its intersection with Hagley Avenue, and extending in a south-easterly direction for a distance of 20 metres.

32.97 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Selwyn Street commencing at its intersection with Hagley Avenue, and extending in a south-easterly direction for a distance of 25 metres.

Existing Intersection – Hagley Avenue / Selwyn Street Traffic Control (TP5)

32.98 Approve that all traffic controls including the Give Way at the intersection of Hagley Avenue and Selwyn Street be revoked.

New Intersection – Hagley Avenue / Selwyn Street Traffic Control (TP5)

32.99 Approve that a Give Way control be placed against Selwyn Street at its intersection with Hagley Avenue.

32.100 Approve the lane marking changes and kerb alignment changes at the intersection of Hagley Avenue and Selwyn Street as detailed on **Attachment 1**.

Existing Hagley Avenue – Moorhouse Avenue to Selwyn Street Traffic Control (TP5)

32.101 Approve that all traffic controls on Hagley Avenue from its intersection with Selwyn Street to its intersection with Moorhouse Avenue be revoked.

New Hagley Avenue – Moorhouse Avenue to Selwyn Street Traffic Control (TP5)

32.102 Approve the lane marking changes, kerb build outs and kerb alignment changes on Hagley Avenue from its intersection with Selwyn Street to its intersection with Moorhouse Avenue as detailed on **Attachment 1**.

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- 32.103 Approve that Hagley Avenue be one way northeast to southwest from its intersection with Selwyn Street to its intersection with Moorhouse Avenue. This one way section is to be added to the Register of One Way Streets in the Traffic and Parking bylaw 2008.
- 32.104 Approve that a Give Way control be placed against the south-eastbound vehicles, at the vehicle exit from the Christchurch Netball Centre. The centreline of the vehicle entrance / exit is located at a point 72 metres northeast (following the Hagley Avenue northwest kerb line) from its intersection with Moorhouse Avenue.
- 32.105 Approve that a Give Way control be placed against north-westbound vehicles where the vehicle access to the Christchurch Netball Centre intersects with the pedestrian / cycle shared path within the Hagley Park. The vehicle access is located at a point 98 metres northeast of its intersection with Moorhouse Avenue, the measured distance determined by following the pedestrian / cycle shared path which is parallel to Hagley Avenue and within Hagley Park.
- 32.106 Approve that a Give Way control be placed against south-eastbound vehicles where the vehicle access to the Christchurch Netball Centre intersects with the pedestrian / cycle shared path within the Hagley Park. The vehicle access is located at a point 98 metres northeast of its intersection with Moorhouse Avenue, the measured distance determined by following the pedestrian / cycle shared path which is parallel to Hagley Avenue and within Hagley Park.

Existing Hagley Avenue – Moorhouse Avenue to Selwyn Street Parking and Stopping Restrictions (TP5)

- 32.107 Approve that all parking and stopping restrictions on both sides of Hagley Avenue from its intersection with Selwyn Street to its intersection with Moorhouse Avenue be revoked.

New Hagley Avenue – Moorhouse Avenue to Selwyn Street Parking and Stopping Restrictions (TP5)

- 32.108 Approve that the stopping of vehicles be prohibited at any time on the southeast side of Hagley Avenue commencing at its intersection with Selwyn Street, and extending in a south-westerly direction for a distance of 52 metres.
- 32.109 Approve that the stopping of vehicles be prohibited at any time on the southeast side of Hagley Avenue commencing at a point 88 metres southwest of its intersection with Selwyn Street and extending in a south-westerly direction for a distance of four metres.
- 32.110 Approve that the stopping of vehicles be prohibited at any time on the southeast side of Hagley Avenue commencing at a point 121 metres southwest of its intersection with Selwyn Street and extending in a south-westerly direction for a distance of four metres.
- 32.111 Approve that the stopping of vehicles be prohibited at any time on the southeast side of Hagley Avenue commencing at a point 149 metres southwest of its intersection with Selwyn Street and extending in a south-westerly direction for a distance of four metres.
- 32.112 Approve that the stopping of vehicles be prohibited at any time on the southeast side of Hagley Avenue commencing at a point 174 metres southwest of its intersection with Selwyn Street and extending in a south-westerly direction for a distance of four metres.

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- 32.113 Approve that the stopping of vehicles be prohibited at any time on the southeast side of Hagley Avenue commencing at a point 196 metres southwest of its intersection with Selwyn Street and extending in a south-westerly direction for a distance of four metres.
- 32.114 Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the southeast side of Selwyn Street commencing at point 223 metres southwest of its intersection with Selwyn Street, and extending in a south-westerly direction for a distance of 16 metres.
- 32.115 Approve that the stopping of vehicles be prohibited at any time on the southeast side of Hagley Avenue commencing at a point 239 metres southwest of its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 66 metres.
- 32.116 Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the southeast side of Selwyn Street commencing at point 305 metres southwest of its intersection with Selwyn Street, and extending in a south-westerly direction for a distance of 12 metres.
- 32.117 Approve that the stopping of vehicles be prohibited at any time on the southeast side of Hagley Avenue commencing at a point 317 metres southwest of its intersection with Selwyn Street, and extending in a south-westerly direction, then south-easterly to its intersection with Moorhouse Avenue.
- 32.118 Approve that the stopping of vehicles be prohibited at any time on the northwest side of Hagley Avenue commencing at its intersection with Moorhouse Avenue, and extending in a north-westerly direction then north-easterly direction (following the kerb line) for a distance of 24 metres.
- 32.119 Approve that the parking of vehicles be restricted to 70 degree angle parking on the northwest side of Hagley Avenue commencing at a point 24 metres northerly of its intersection with Moorhouse Avenue and extending in a north-easterly direction for a distance of 35 metres.
- 32.120 Approve that the stopping of vehicles be prohibited at any time on the northwest side of Hagley Avenue commencing at a point 59 metres northerly and then north-easterly direction (following the kerb line) from its intersection with Moorhouse Avenue and extending in a north-easterly direction for a distance of 25 metres.
- 32.121 Approve that the parking of vehicles be restricted to 70 degree angle parking on the northwest side of Hagley Avenue commencing at a point 84 metres northerly and then north-easterly direction (following the kerb line) from its intersection with Moorhouse Avenue and extending in a north-easterly direction for a distance of 64 metres.
- 32.122 Approve that the stopping of vehicles be prohibited at any time on the northwest side of Hagley Avenue commencing at a point 148 metres northerly and then north-easterly direction (following the kerb line) from its intersection with Moorhouse Avenue and extending in a north-easterly direction for a distance of 11 metres.
- 32.123 Approve that the parking of vehicles be restricted to 70 degree angle parking on the northwest side of Hagley Avenue commencing at a point 159 metres northerly and then north-easterly direction (following the kerb line) from its intersection with Moorhouse Avenue and extending in a north-easterly direction for a distance of 183 metres.

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- 32.124 Approve that the stopping of vehicles be prohibited at any time on the northwest side of Hagley Avenue commencing at a point 342 metres northerly and then north-easterly direction (following the kerb line) from its intersection with Moorhouse Avenue, and extending in a north-easterly direction for a distance of 50 metres (to the northeast side of the ambulance entrance).

Existing Intersection – Hagley Avenue / St Asaph Street Traffic Control (TP1a)

- 32.125 Approve that all intersection traffic controls including traffic signals at the intersection of Hagley Avenue and St Asaph Street be revoked.

New Intersection – Hagley Avenue / St Asaph Street Traffic Control (TP1a)

- 32.126 Approve that the intersection of Hagley Avenue and St Asaph Street be controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on Attachment 1.
- 32.127 Approve the lane marking changes at the intersection of Hagley Avenue and St Asaph Street as detailed on Attachment 1.
- 32.128 Approve that the left turn movement from the northeast approach of Hagley Avenue into St Asaph Street is prohibited.
- 32.129 Approve that the right turn movement from the southwest approach of Hagley Avenue into St Asaph Street is prohibited.

Existing Hagley Avenue – Riccarton Avenue to St Asaph Street Traffic Control (TP1a)

- 32.130 Approve that all traffic controls on Hagley Avenue from its intersection with Oxford Terrace and Riccarton Avenue, and Tuam Street to its intersection with St Asaph Street be revoked.

New Hagley Avenue – Riccarton Avenue to St Asaph Street Traffic Control (TP1a)

- 32.131 Approve the lane marking changes and the removal of the existing kerb build out on Hagley Avenue, from its intersection with Riccarton Avenue, Oxford Terrace and Tuam Street, and its intersection with St Asaph Street as detailed on Attachment 1.
- 32.132 Approve that a special vehicle lane for the use of south-westbound bicycles only, be established on the southeast side of Hagley Avenue against the kerb, commencing at its intersection with Riccarton Avenue, Oxford Terrace and Tuam Street, and extending in a south-westerly direction for a distance of 140 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.133 Approve that a special vehicle lane for the use of south-westbound bicycles only, be established on the southeast side of Hagley Avenue adjacent to the parking lane, commencing at a point 140 metres southwest of its intersection with Riccarton Avenue, Oxford Terrace and Tuam Street and extending in a south-westerly direction for a distance of 38 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

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- 32.134 Approve that a special vehicle lane for the use of south-westbound bicycles only, be established on the southeast side of Hagley Avenue against the kerb, commencing at a point 178 metres southwest of its intersection with Riccarton Avenue, Oxford Terrace and Tuam Street, and extending in a south-westerly direction to its intersection with St Asaph Street. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

Existing Hagley Avenue – Riccarton Avenue to St Asaph Street Parking Restrictions (TP1a)

- 32.135 Approve that all parking and stopping restrictions on the northwest side of Hagley Avenue commencing at its intersection with Riccarton Avenue, and extending in a south-westerly direction for a distance of 231 metres be revoked.
- 32.136 Approve that all parking and stopping restrictions on the southeast side of Hagley Avenue commencing at its intersection with Tuam Street and extending to its intersection with St Asaph Street be revoked.

New Hagley Avenue – Riccarton Avenue to St Asaph Street Parking Restrictions (TP1a)

- 32.137 Approve that the stopping of vehicles be prohibited at any time on the northwest side of Hagley Avenue commencing at its intersection with Riccarton Avenue, and extending in a south-westerly direction for a distance of 231 metres.
- 32.138 Approve that the stopping of vehicles be prohibited at any time on the southeast side of Hagley Avenue commencing at its intersection with Tuam Street, and extending in a south-westerly direction for a distance of 140 metres.
- 32.139 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the southeast side of Hagley Avenue commencing at point 140 metres southwest of its intersection with Tuam Street, and extending in a south-westerly direction for a distance of 38 metres. This restriction is to apply Monday to Thursday 9:00am to 5:00pm, Friday 9:00 am to 8:30pm, Saturday to Sunday 9:00am to 6:00pm.
- 32.140 Approve that the stopping of vehicles be prohibited at any time on the southeast side of Hagley Avenue commencing at a point 178 metres southwest of its intersection with Tuam Street, and extending in a south-westerly direction to its intersection with St Asaph Street.

Existing Intersection – Hagley Avenue / Oxford Terrace / Riccarton Avenue / Tuam Street Traffic Control (TP1a)

- 32.141 Approve that all intersection traffic controls including traffic signals, at the intersection of Hagley Avenue, Oxford Terrace, Riccarton Avenue and Tuam Street and traffic island changes within the intersection, as detailed on **Attachment 1**, be revoked.

New Intersection – Hagley Avenue / Oxford Terrace / Riccarton Avenue / Tuam Street Traffic Control(TP1a)

- 32.142 Approve that the intersection of Hagley Avenue, Oxford Terrace, Riccarton Avenue and Tuam Street, be controlled by traffic signals (except for the Riccarton Avenue special vehicle lane for south-eastbound, left turn bicycles) in accordance with sections 6 and 8.5(3) of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on Attachment 1.

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- 32.143 Approve the lane marking changes at the intersection of Hagley Avenue, Oxford Terrace, Riccarton Avenue and Tuam Street as detailed on Attachment 1.
- 32.144 Approve that a Give Way control be placed against the special vehicle lane on Riccarton Avenue for the use of south-eastbound bicycles only, left turning into Oxford Terrace.

Existing Riccarton Avenue – Hagley Avenue to the Northwest Extent of Project: Traffic Control (TP1a)

- 32.145 Approve that all traffic controls on Riccarton Avenue from its intersection with Hagley Avenue, Oxford Terrace, and Tuam Street, to a point 91 metres northwest of its intersection with Hagley Avenue, Oxford Terrace and Tuam Street be revoked. Note: the 91 metres is measured from the intersection of the extrapolated kerb line on the northeast side of Riccarton Avenue and the extrapolated kerb line on the northwest side of Oxford Terrace.

New Riccarton Avenue – Hagley Avenue to the Northwest Extent of Project: Traffic Control (TP1a)

- 32.146 Approve the lane marking changes and traffic island changes on Riccarton Avenue from its intersection with Hagley Avenue, Oxford Terrace and Tuam Street to a point 91 metres northwest of its intersection with Hagley Avenue, Oxford Terrace and Tuam Street as detailed on Attachment 1.
(Note: the 91 metres is measured from the intersection of the extrapolated kerb line on the northeast side of Riccarton Avenue and the extrapolated kerb line on the northwest side of Oxford Terrace.)
- 32.147 Approve that a special vehicle lane for the use of south-eastbound bicycles only, be established on the northeast side of Riccarton Avenue against the parking lane, commencing at a point 91 metres northwest of its intersection with Hagley Avenue, Oxford Terrace and Tuam Street, and extending in a south-easterly direction for a distance of 26 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008. Note: the 91 metres is measured from the intersection of the extrapolated kerb line on the northeast side of Riccarton Avenue and the extrapolated kerb line on the northwest side of Oxford Terrace.
- 32.148 Approve that a special vehicle lane for the use of south-eastbound bicycles only, be established on the northeast side of Riccarton Avenue against kerb, commencing at a point 65 metres northwest of its intersection with Hagley Avenue, Oxford Terrace and Tuam Street, and extending in a south-easterly direction to its intersection with Hagley Avenue, Oxford Terrace and Tuam Street. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008. Note: the 65 metres is measured from the intersection of the extrapolated kerb line on the northeast side of Riccarton Avenue and the extrapolated kerb line on the northwest side of Oxford Terrace.

Existing Riccarton Avenue – Hagley Avenue to the Northwest Extent of Project: Parking Restrictions (TP1a)

- 32.149 Approve that all parking and stopping restrictions on the northeast side of Riccarton Avenue from its intersection with Oxford Terrace to a point 91 metres northwest of its intersection with Oxford Terrace be revoked. Note: the 91 metres is measured from the intersection of the extrapolated kerb line on the northeast side of Riccarton Avenue and the extrapolated kerb line on the northwest side of Oxford Terrace.

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- 32.150 Approve that all parking and stopping restrictions on southwest side of Riccarton Avenue from its intersection with Hagley Avenue to a point 71 metres northwest of its intersection with Hagley Avenue be revoked.

New Riccarton Avenue – Hagley Avenue to the Northwest Extent of Project: Parking Restrictions (TP1a)

- 32.151 Approve that the stopping of vehicles be prohibited at any time on the northeast side of Riccarton Avenue commencing at its intersection with Oxford Terrace, and extending in a north-westerly direction for a distance of 65 metres.
- 32.152 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the northeast side of Riccarton Avenue commencing at point 65 metres northwest of its intersection with Oxford Terrace, and extending in a north-westerly direction for a distance of 26 metres. This restriction is to apply Monday to Thursday 9:00am to 5:00pm, Friday 9:00 am to 8:30pm, and Saturday to Sunday 9:00am to 6:00pm.
- 32.153 Approve that the stopping of vehicles be prohibited at any time on the southwest side of Riccarton Avenue commencing at its intersection with Hagley Avenue, and extending in a north-westerly direction for a distance of 71 metres.

Existing Tuam Street – Antigua Street to Hagley Avenue: Traffic Control (TP1a)

- 32.154 Approve that all traffic controls on Tuam Street from its intersection with Hagley Avenue, Oxford Terrace and Riccarton Avenue to its intersection with Antigua Street be revoked.

New Tuam Street – Antigua Street to Hagley Avenue: Traffic Control (TP1a)

- 32.155 Approve the lane marking changes, new traffic islands, and removal of an existing island (adjacent to Antigua street), on Tuam Street from its intersection with Hagley Avenue, Oxford Terrace and Riccarton Avenue to its intersection with Antigua Street as detailed on **Attachment 1**.
- 32.156 Approve that a special vehicle lane for the use of south-eastbound buses only, be established on the northeast side of Tuam Street against the kerb, commencing at its intersection with Antigua Street, and extending in a north-westerly direction to its intersection with Oxford Terrace. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.157 Approve that a special vehicle lane for the use of north-westbound buses only, be established on the southwest side of Tuam Street against the kerb, commencing at its intersection with Antigua Street, and extending in a north-westerly direction to its intersection with Hagley Avenue. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.158 Approve that all vehicles are prohibited from queuing in the southeast bound rightmost shared through and right turn lane, commencing at its intersection with Antigua Street and extending in a north westerly direction for a distance of 19 metres.
- 32.159 Approve that all vehicles are prohibited from queuing in the southeast bound leftmost through lane, commencing at its intersection with Antigua Street and extending in a north westerly direction for a distance of 10 metres.

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Existing Tuam Street – Antigua Street to Hagley Avenue: Parking Restrictions (TP1a)

- 32.160 Approve all parking and stopping restrictions on the southwest side of Tuam Street from its intersection with Antigua Street to its intersection with Hagley Avenue be revoked.
- 32.161 Approve all parking and stopping restrictions on the northeast side of Tuam Street from its intersection with Antigua Street to its intersection with Oxford Terrace be revoked.

New Tuam Street – Antigua Street to Hagley Avenue: Parking Restrictions (TP1a)

- 32.162 Approve that the stopping of vehicles be prohibited at any time on the southwest side of Tuam Street commencing at its intersection with Antigua Street, and extending in a north-westerly direction for a distance of 25 metres.
- 32.163 Approve that a bus stop be installed on the southwest side of Tuam Street commencing at a point 25 metres northwest of its intersection with Antigua Street and extending in a north-westerly direction for a distance of 36 metres.
- 32.164 Approve that the stopping of vehicles be prohibited at any time on the southwest side of Tuam Street commencing at a point 61 metres northwest of its intersection with Antigua Street and extending in a north-westerly direction to its intersection with Hagley Avenue.
- 32.165 Approve that the stopping of vehicles be prohibited at any time on the northeast side of Tuam Street commencing at its intersection with Antigua Street, and extending in a north-westerly direction for a distance of 20 metres.
- 32.166 Approve that a bus stop be installed on the northeast side of Tuam Street commencing at a point 20 metres northwest of its intersection with Antigua Street and extending in a north-westerly direction for a distance of 29 metres.
- 32.167 Approve that the stopping of vehicles be prohibited at any time on the northeast side of Tuam Street commencing at a point 44 metres northwest of its intersection with Antigua Street and extending in a north-westerly direction to its intersection with Oxford Terrace.

Existing Intersection – Antigua Street / Tuam Street: Traffic Control (TP1a)

- 32.168 Approve that all intersection traffic controls including traffic signals at the Antigua Street and Tuam Street intersection be revoked.

New Intersection – Antigua Street / Tuam Street: Traffic Control (TP1a)

- 32.169 Approve that the intersection of Antigua Street and Tuam Street be controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on **Attachment 1**.
- 32.170 Approve the lane marking changes at the intersection of Antigua Street and Tuam Street as detailed on **Attachment 1**.
- 32.171 Approve that the left turn movement from the south approach of Antigua Street at its intersection with Tuam Street is prohibited except for buses only.
- 32.172 Approve that the right turn movement from the north approach of Antigua Street at its intersection with Tuam Street is prohibited.
- 32.173 Approve that the left turn movement from the northwest approach of Tuam Street at its intersection with Antigua Street is prohibited.

32 Cont'd

Existing Antigua Street – St Asaph Street to Tuam Street: Traffic Control (TP1a)

- 32.174 Approve that all traffic controls on Antigua Street from its intersection with St Asaph Street to its intersection with Tuam Street be revoked.

New Antigua Street – St Asaph Street to Tuam Street: Traffic Control (TP1a)

- 32.175 Approve the lane marking changes on Antigua Street from its intersection with St Asaph Street to its intersection with Tuam Street as detailed on **Attachment 1**.
- 32.176 Approve that a special vehicle lane for the use of northbound bicycles only, be established on the west side of Antigua Street against the kerb, commencing at its intersection with St Asaph Street, and extending in a northerly direction for 59 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.177 Approve that a special vehicle lane for the use of northbound buses and bicycles only, be established on the west side of Antigua Street against the kerb, commencing at a point 59 metres north of its intersection with St Asaph Street, and extending in a northerly direction for a distance of 24 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.178 Approve that a special vehicle lane for the use of left turning buses into Tuam Street, be established on the west side of Antigua Street against the kerb, commencing at a point 83 metres north of its intersection with St Asaph Street, and extending in a northerly direction to its intersection with Tuam Street. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.179 Approve that a special vehicle lane for the use of northbound bicycles only, be established on the west side of Antigua Street, located between the left turn buses only lane and the shared through and right lane, commencing at a point 83 metres north of its intersection with St Asaph Street, and extending in a northerly direction to its intersection with Tuam Street. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.180 Approve that a special vehicle lane for the use of southbound bicycles only, be established on the east side of Antigua Street against the kerb, commencing at its intersection with Tuam Street, and extending in a southerly direction to its intersection with St Asaph Street. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

Existing Antigua Street – St Asaph Street to Tuam Street: Parking Restrictions (TP1a)

- 32.181 Approve that all parking and stopping restrictions on both sides of Antigua Street from its intersection with St Asaph Street to its intersection with Tuam Street be revoked.

New Antigua Street – St Asaph Street to Tuam Street: Parking Restrictions (TP1a)

- 32.182 Approve that the stopping of vehicles be prohibited at any time on the west side of Antigua Street commencing at its intersection with St Asaph Street, and extending in a northerly direction to its intersection with Tuam Street.

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- 32.183 Approve that the stopping of vehicles be prohibited at any time on the east side of Antigua Street commencing at its intersection with Tuam Street, and extending in a southerly direction to its intersection with St Asaph Street.

Existing Intersection – Antigua Street / St Asaph Street Traffic Control (TP1a)

- 32.184 Approve that all intersection traffic controls including traffic signals at the Antigua Street and St Asaph Street intersection be revoked.

New Intersection – Antigua Street / St Asaph Street Traffic Control (TP1a)

- 32.185 Approve that the intersection of Antigua Street and St Asaph Street be controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on Attachment 1.
- 32.186 Approve the lane marking changes at the intersection of Antigua Street and St Asaph Street as detailed on Attachment 1.
- 32.187 Approve that the left turn movement from the north approach of Antigua Street at its intersection with St Asaph Street is prohibited.
- 32.188 Approve that the right turn movement from the south approach of Antigua Street at its intersection with St Asaph Street is prohibited.

Existing St Asaph Street – Antigua Street to Hagley Avenue: Traffic Control (TP1a)

- 32.189 Approve that all traffic controls on St Asaph Street from its intersection with Antigua Street to its intersection with Hagley Avenue including the traffic controls at the St Asaph Street and Stewart Street intersection be revoked.

New St Asaph Street – Antigua Street to Hagley Avenue: Traffic Control (TP1a)

- 32.190 Approve the lane marking changes on St Asaph Street from its intersection with Antigua Street to its intersection with Hagley Avenue including the lane marking changes at the St Asaph Street and Stewart Street intersection, kerb build out at the northwest corner of Antigua Street and St Asaph Street intersection, the removal of the central island at its intersection with Antigua Street, and the removal of the central island at its intersection with Hagley Avenue, as detailed on Attachment 1.
- 32.191 Approve that St Asaph Street be one way east to west from its intersection with Antigua Street to its intersection with Hagley Avenue. This one way section is to be added to the Register of One Way Streets in the Traffic and Parking bylaw 2008.
- 32.192 Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of St Asaph Street against the kerb, commencing at its intersection with Antigua Street, and extending in a westerly direction for 10 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.193 Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of St Asaph Street adjacent to the parking lane and bus stop, commencing at a point 10 metres west of its intersection with Antigua Street, and extending in a westerly direction for 145 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

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- 32.194 Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of St Asaph Street against the kerb, commencing at a point 155 metres west of its intersection with Antigua Street, and extending in a westerly direction for a distance of 71 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.195 Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of St Asaph Street, commencing at a point 227 metres west of its intersection with Antigua Street, located initially against the kerb, then immediately transitioning away from the kerb to form a lane between the left turn lane and leftmost right turn lane at its intersection with Hagley Avenue. This special vehicle lane is to extend to its intersection with Hagley Avenue.
- 32.196 Approve that a Give Way control be placed against Stewart Street at its intersection with St Asaph Street.
- 32.197 Approve that the right turn movement from Stewart Street at its intersection with St Asaph Street is prohibited.

Existing St Asaph Street – Antigua Street to Hagley Avenue: Parking Restrictions (TP1a)

- 32.198 Approve that all parking and stopping restrictions on both sides of St Asaph Street from its intersection with Antigua Street to its intersection with Hagley Avenue be revoked.

New St Asaph Street – Antigua Street to Hagley Avenue: Parking Restrictions (TP1a)

- 32.199 Approve that the stopping of vehicles be prohibited at any time on the south side of St Asaph Street commencing at its intersection with Antigua Street, and extending in a westerly direction for a distance of 10 metres.
- 32.200 Approve that a bus stop be created on the south side of St Asaph Street, commencing at a point 10 metres west of its intersection with Antigua Street and extending in a westerly direction for a distance for 14 metres.
- 32.201 Approve that the stopping of vehicles be prohibited at any time on the south side of St Asaph Street commencing at a point 24 metres west of its intersection with Antigua Street, and extending in a westerly direction for a distance of five metres.
- 32.202 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the south side of St Asaph Street commencing at point 29 metres west of its intersection with Antigua Street, and extending in a westerly direction for a distance of 50 metres. This restriction is to apply Monday to Thursday 9:00am to 5:00pm, Friday 9:00 am to 8:30pm, and Saturday to Sunday 9:00am to 6:00pm.
- 32.203 Approve that the stopping of vehicles be prohibited at any time on the south side of St Asaph Street commencing at a point 155 metres west of its intersection with Antigua Street, and extending in a westerly direction to its intersection with Hagley Avenue.
- 32.204 Approve that the stopping of vehicles be prohibited at any time on the north side of St Asaph Street commencing at its intersection with Hagley Avenue, and extending in an easterly direction for a distance of 44 metres.

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- 32.205 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of St Asaph Street commencing at point 44 metres east of its intersection with Hagley Avenue, and extending in an easterly direction for a distance of 165 metres.
- 32.206 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.1 of the Land Transport Act – Road User Rule: 2004. This restriction apply at any time and be located on the north side of St Asaph Street, commencing at point 219 metres east of its intersection with Hagley Avenue, and extending in an easterly direction for a distance of 12 metres.
- 32.207 Approve that the stopping of vehicles be prohibited at any time on the north side of St Asaph Street commencing at a point 231 metres east of its intersection with Hagley Avenue, and extending in an easterly direction to its intersection with Antigua Street.

Existing Antigua Street – St Asaph Street to Southern Extent of the Project: Traffic Control (TP1a)

- 32.208 Approve that all traffic controls on Antigua Street from its intersection with St Asaph Street to a point 43 metres south of its intersection with St Asaph Street be revoked.

New Antigua Street – St Asaph Street to Southern Extent of the Project: Traffic Control (TP1a)

- 32.209 Approve the lane marking changes on Antigua Street from its intersection with St Asaph Street to a point 43 metres south of its intersection with St Asaph Street as detailed on **Attachment 1**.
- 32.210 Approve that all vehicles are prohibited from queuing in the northbound motor vehicle through lane, commencing at its intersection with St Asaph Street and extending in a southerly direction for a distance of 16 metres.
- 32.211 Approve that a special vehicle lane for the use of northbound bicycles only, be established between the left turn lane and northbound through lane, commencing at a its intersection with St Asaph Street, and extending in a southerly direction for a distance of 43 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.212 Approve that a special vehicle lane for the use of southbound bicycles only, be established on the east side of Antigua Street, against the kerb commencing at a its intersection with St Asaph Street, and extending in a southerly direction for a distance of 24 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.213 Approve that a special vehicle lane for the use of southbound bicycles only, be established on the east side of Antigua Street, adjacent to the parking lane, commencing at a point 24 metres south of its intersection with St Asaph Street, and extending in a southerly direction for a distance of 19 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

Existing Antigua Street – Oxford Terrace to Tuam Street: Traffic Control (TP1a)

- 32.214 Approve all traffic controls on Antigua Street from its intersection with Tuam Street to its intersection with Oxford Terrace be revoked.

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New Antigua Street – Oxford Terrace to Tuam Street: Traffic Control (TP1a)

- 32.215 Approve the lane marking changes on Antigua Street from its intersection with Tuam Street to its intersection with Oxford Terrace as detailed on **Attachment 1**.
- 32.216 Approve that a special vehicle lane for the use of southbound bicycles only, be established on the east side of Antigua Street, between the left turn lane and the southbound through lane, commencing at its intersection with Tuam Street, and extending in a northerly direction for a distance of 22 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.217 Approve that Antigua Street be one way north to south from its intersection with Oxford Terrace to a point 19 metres south of its intersection with Oxford Terrace. This one way section is to be added to the Register of One Way Streets in the Traffic and Parking bylaw 2008.
- 32.218 Approve that northbound traffic is prohibited on Antigua Street from a point 19 metres south of its intersection with Oxford Terrace and extending in a northerly direction to its intersection with Oxford Terrace.

Existing Tuam Street – Antigua Street to Montreal Street: Traffic Control (TP1a)

- 32.219 Approve that all traffic controls on Tuam Street from its intersection with Antigua Street to its intersection with Montreal Street be revoked.

New Tuam Street – Antigua Street to Montreal Street: Traffic Control (TP1a)

- 32.220 Approve the lane marking changes and kerb build outs on Tuam Street from its intersection with Antigua Street to its intersection with Montreal Street as detailed on **Attachment 1**.
- 32.221 Approve that Tuam Street be one way west to east from its intersection with Antigua Street to its intersection with Montreal Street. This one way section is to be added to the Register of One Way Streets in the Traffic and Parking bylaw 2008.
- 32.222 Approve that a special vehicle lane for the use of eastbound buses and bicycles only, be established on the north side of Tuam Street against the kerb, commencing at its intersection with Antigua Street, and extending in an easterly direction for a distance of 30 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.223 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street adjacent to the parking lane, commencing at a point 30 metres east of its intersection with Antigua Street, and extending in an easterly direction for 82 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.224 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street, located between the left turn lane and the leftmost through lane, commencing at a point 112 metres east of its intersection with Antigua Street, and extending in an easterly direction to its intersection with Montreal Street. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

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Existing Tuam Street – Antigua Street to Montreal Street: Parking Restrictions (TP1a)

- 32.225 Approve that all parking and stopping restrictions on both sides of Tuam Street from its intersection with Antigua Street to its intersection with Montreal Street be revoked.

New Tuam Street – Antigua Street to Montreal Street: Parking Restrictions (TP1a)

- 32.226 Approve that the stopping of vehicles be prohibited at any time on the north side of Tuam commencing at its intersection with Antigua Street, and extending in an easterly direction for a distance of 36 metres.
- 32.227 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the north side of Tuam Street commencing at point 36 metres east of its intersection with Antigua Street, and extending in an easterly direction for a distance of 76 metres. This restriction is to apply Monday to Friday 9:00am to 5:00pm.
- 32.228 Approve that the stopping of vehicles be prohibited at any time on the north side of Tuam commencing at a point 112 metres east of its intersection with Antigua Street, and extending in an easterly direction to its intersection with Montreal Street.
- 32.229 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam commencing at its intersection with Antigua Street, and extending in an easterly direction for a distance of 17 metres.
- 32.230 Approve that the parking of vehicles be controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) and be subject to an hourly payment or part thereof, and / or be subject to a maximum daily payment on the south side of Tuam Street commencing at point 17 metres east of its intersection with Antigua Street, and extending in an easterly direction for a distance of 24 metres. This restriction is to apply Monday to Friday 9:00am to 5:00pm.
- 32.231 Approve that a Loading Zone (goods vehicles only) be restricted to a maximum period of 5 minutes and be created on the south side of Tuam Street commencing at a point 49 metres east of its intersection with Antigua Street and extending in an easterly direction for a distance of 19 metres. This restriction is to apply at any time.
- 32.232 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam commencing at a point 68 metres east of its intersection with Antigua Street, and extending in an easterly direction for a distance of 17 metres.
- 32.233 Approve that the parking of vehicles be controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) and be subject to an hourly payment or part thereof, and / or be subject to a maximum daily payment on the south side of Tuam Street commencing at point 85 metres east of its intersection with Antigua Street, and extending in an easterly direction for a distance of 76 metres. This restriction is to apply Monday to Friday 9:00am to 5:00pm.
- 32.234 Approve that a Loading Zone (goods vehicles only) be restricted to a maximum period of five minutes and be created on the south side of Tuam Street commencing at a point 161 metres east of its intersection with Antigua Street and extending in an easterly direction for a distance of 23 metres.
- 32.235 Approve that the parking of vehicles be controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) and be subject to an hourly payment or part thereof, and / or be subject to a maximum daily payment on the south side of Tuam Street commencing at point 192 metres east of its intersection with Antigua Street, and extending in an easterly direction for a distance of 22 metres. This restriction is to apply Monday to Friday 9:00am to 5:00pm.

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- 32.236 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam commencing at a point 214 metres east of its intersection with Antigua Street, and extending in an easterly direction to its intersection with Montreal Street.

Existing Intersection – Montreal Street / Tuam Street: Traffic Control (TP1a)

- 32.237 Approve that all intersection traffic controls including traffic signals at the Tuam Street and Montreal Street intersection be revoked.

New Intersection – Montreal Street / Tuam Street: Traffic Control (TP1a)

- 32.238 Approve that the intersection of Tuam Street and Montreal Street be controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on **Attachment 1**.
- 32.239 Approve the lane marking changes and kerb build out on the southwest corner and within the intersection of Tuam Street and Montreal Street, as detailed on **Attachment 1**.
- 32.240 Approve that the left turn movement from the south approach of Montreal Street at its intersection with Tuam Street is prohibited.
- 32.241 Approve that the right turn movement from the west approach of Tuam Street at its intersection with Montreal Street is prohibited.

Existing Montreal Street – Oxford Terrace to Tuam Street: Traffic Control (TP1a)

- 32.242 Approve that all traffic controls on Montreal Street from its intersection with Tuam Street to its intersection with Oxford Terrace be revoked.

New Montreal Street – Oxford Terrace to Tuam Street: Traffic Control (TP1a)

- 32.243 Approve the lane marking changes on Montreal Street from its intersection with Tuam Street to its intersection with Oxford Terrace as detailed on **Attachment 1**.
- 32.244 Approve that Montreal Street be one way south to north from its intersection with Tuam Street to its intersection with Oxford Terrace. This one way section is to be added to the Register of One Way Streets in the Traffic and Parking bylaw 2008.
- 32.245 Approve that a special vehicle lane for the use of northbound bicycles only, be established on the west side of Montreal Street against the kerb, commencing at its intersection with Tuam Street, and extending in a northerly direction to its intersection with Oxford Terrace (north side of intersection). This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

Existing Montreal Street – Oxford Terrace to Tuam Street: Parking Restrictions (TP1a)

- 32.246 Approve that all parking and stopping restrictions on both sides of Montreal Street from its intersection with Tuam Street to its intersection with Oxford Terrace be revoked.

New Montreal Street – Oxford Terrace to Tuam Street: Parking Restrictions (TP1a)

- 32.247 Approve that the stopping of vehicles be prohibited at any time on the west side of Montreal Street commencing at its intersection with Tuam Street, and extending in a northerly direction to its intersection with Oxford Terrace.

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- 32.248 Approve that the stopping of vehicles be prohibited at any time on the east side of Montreal Street commencing at its intersection with Tuam Street, and extending in a northerly direction to its intersection with Oxford Terrace.

Existing Intersection – Montreal Street / Oxford Terrace: Traffic Control (TP1a)

- 32.249 Approve that all intersection traffic controls including traffic signals at the Montreal Street and Oxford Terrace intersection be revoked.

New Intersection – Montreal Street / Oxford Terrace: Traffic Control (TP1a)

- 32.250 Approve that the intersection of Montreal Street and Oxford Terrace be controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on **Attachment 1**.
- 32.251 Approve the lane marking changes and kerb build outs on the northeast and southeast corners at the intersection of Montreal Street and Oxford Terrace as detailed on **Attachment 1**.

Existing Tuam Street – Montreal Street to Durham Street South: Traffic Control (TP1a)

- 32.252 Approve that all traffic controls on Tuam Street from its intersection with Montreal Street to its intersection with Durham Street South be revoked.

New Tuam Street – Montreal Street to Durham Street South: Traffic Control (TP1a)

- 32.253 Approve the lane marking changes and kerb build outs on Tuam Street from its intersection with Montreal Street to its intersection with Durham Street South as detailed on **Attachment 1**.
- 32.254 Approve that Tuam Street be one way west to east from its intersection with Montreal Street to its intersection with Durham Street South. This one way section is to be added to the Register of One Way Streets in the Traffic and Parking bylaw 2008.
- 32.255 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street against the kerb, commencing at its intersection with Montreal Street, and extending in an easterly direction to a distance of 13 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.256 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street adjacent to the parking lane and bus stop, commencing at a point 13 metres east of its intersection with Montreal Street, and extending in an easterly direction for a distance of 160 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.257 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street against the kerb, commencing at a point 173 metres east of its intersection with Montreal Street, and extending in an easterly direction to its intersection with Durham Street South. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

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Existing Tuam Street – Montreal Street to Durham Street South: Parking Restrictions (TP1a)

- 32.258 Approve that all parking and stopping restrictions on both sides of Tuam Street from its intersection with Montreal Street to its intersection with Durham Street South be revoked.

New Tuam Street – Montreal Street to Durham Street South: Parking Restrictions (TP1a)

- 32.259 Approve that the stopping of vehicles be prohibited at any time on the north side of Tuam Street commencing at its intersection with Montreal Street, and extending in an easterly direction for a distance of 13 metres.
- 32.260 Approve that the parking of vehicles be controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) and be subject to an hourly payment or part thereof, and / or be subject to a maximum daily payment, on the north side of Tuam Street commencing at point 13 metres east of its intersection with Montreal Street, and extending in an easterly direction for a distance of 88 metres. This restriction is to apply Monday to Friday 9:00am to 5:00pm.
- 32.261 Approve that a motorcycle stand be created on the north side of Tuam Street, commencing at a point 96 metres east of its intersection with Montreal Street and extending in an easterly direction of a distance of four metres.
- 32.262 Approve that the parking of vehicles be controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) and be subject to an hourly payment or part thereof, and / or be subject to a maximum daily payment, on the north side of Tuam Street commencing at point 112 metres east of its intersection with Montreal Street, and extending in an easterly direction for a distance of 38 metres. This restriction is to apply Monday to Friday 9:00am to 5:00pm.
- 32.263 Approve that the stopping of vehicles be prohibited at any time on the north side of Tuam Street commencing at a point 150 metres east of its intersection with Montreal Street, and extending in an easterly direction for a distance of 8 metres.
- 32.264 Approve that a Bus Stop be created on the north side of Tuam Street commencing at a point 158 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 15 metres.
- 32.265 Approve that the stopping of vehicles be prohibited at any time on the north side of Tuam Street commencing at point 173 metres east of its intersection with Montreal Street, and extending in an easterly direction to its intersection with Durham Street South.
- 32.266 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street commencing at its intersection with Montreal Street, and extending in an easterly direction for a distance of 14 metres.
- 32.267 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the south side of Tuam Street commencing at point 14 metres east of its intersection with Montreal Street, and extending in an easterly direction for a distance of 170 metres. This restriction is to apply Monday to Friday 9:00am to 5:00pm.
- 32.268 Approve that the parking of vehicles be restricted to a maximum period of five minutes on the south side of Tuam Street commencing at a point 184 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 14 metres. This restriction is to apply at any time.

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- 32.269 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street commencing at point 198 metres east of its intersection with Montreal Street, and extending in an easterly direction to its intersection with Durham Street South.

Existing Montreal Street – Tuam Street to Southern Extent of Project: Traffic Control (TP1a)

- 32.270 Approve that all traffic controls on Montreal Street from its intersection with Tuam Street to a point 50 metres south of its intersection with Tuam Street be revoked.

New Montreal Street – Tuam Street to Southern Extent of Project: Traffic Control (TP1a)

- 32.271 Approve the lane marking changes and kerb build out on Montreal from its intersection with Tuam Street to a point 50 metres south of its intersection with Tuam Street as detailed on **Attachment 1**.
- 32.272 Approve that a special vehicle lane for the use of northbound bicycles only, be established on the west side of Tuam Street against the kerb, commencing at a point 50 metres south of its intersection with Tuam Street, and extending in a northerly direction to its intersection with Tuam Street. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

Existing Montreal Street – Tuam Street to Southern Extent of Project on West Side: Parking Restrictions (TP1a)

- 32.273 Approve that all parking and stopping restrictions on the west side of Montreal Street from its intersection with Tuam Street to a point 50 metres south of its intersection with Tuam Street be revoked.

New Montreal Street – Tuam Street to Southern Extent of Project on West Side: Parking Restrictions (TP1a)

- 32.274 Approve that the stopping of vehicles be prohibited at any time on the west side of Montreal Street commencing at a point 50 metres south of its intersection with Tuam Street, and extending in a northerly direction to its intersection with Tuam Street.

Existing Montreal Street – Tuam Street to Southern Extent of Project on East Side: Parking Restrictions (TP1a)

- 32.275 Approve that all parking and stopping restrictions on the east side of Montreal Street from its intersection with Tuam Street to a point 17 metres south of its intersection with Tuam Street be revoked.

New Montreal Street – Tuam Street to Southern Extent of Project on East Side: Parking Restrictions (TP1a)

- 32.276 Approve that the stopping of vehicles be prohibited at any time on the east side of Montreal Street commencing at a point 17 metres south of its intersection with Tuam Street, and extending in a northerly direction to its intersection with Tuam Street.

Existing Intersection – Durham Street South / Tuam Street: Traffic Control (TP1a)

- 32.277 Approve that all intersection traffic controls including traffic signals at the Tuam Street and Durham Street South intersection be revoked.

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New Intersection – Durham Street South / Tuam Street: Traffic Control (TP1a)

- 32.278 Approve that the intersection of Tuam Street and Durham Street South be controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on **Attachment 1**.
- 32.279 Approve the lane marking changes at the intersection of Tuam Street and Durham Street South as detailed on **Attachment 1**.
- 32.280 Approve that the right turn movement from the north approach of Durham Street South at its intersection with Tuam Street is prohibited.
- 32.281 Approve that the left turn movement from the west approach of Tuam Street at its intersection with Durham Street South is prohibited.
- 32.282 Approve that the east approach of Tuam Street at its intersection with Durham Street South be restricted to a left turn movement only.

Existing Tuam Street – Durham Street South to Eastern Extent of the Project: Traffic Control (TP1a)

- 32.283 Approve that all traffic controls on Tuam Street from its intersection with Durham Street South to a point 93 metres east of its intersection with Durham Street South be revoked.

New Tuam Street – Durham Street South to Eastern Extent of the Project: Traffic Control (TP1a)

- 32.284 Approve the lane marking changes on Tuam Street from its intersection with Durham Street South to a point 93 metres east of its intersection with Durham Street South as detailed on **Attachment 1**.
- 32.285 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street against the kerb, commencing at its intersection with Durham Street South, and extending in an easterly direction for a distance of 20 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.286 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street adjacent to parking lane, commencing at a point 20 metres east of its intersection with Durham Street South, and extending in an easterly direction for a distance of 73 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.287 Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of Tuam Street against the kerb, commencing at its intersection with Durham Street South, and extending in an easterly direction for a distance of 86 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
- 32.288 Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of Tuam Street adjacent to parking lane, commencing at a point 86 metres east of its intersection with Durham Street South, and extending in an easterly direction for a distance of 7 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

32 Cont'd

Existing Tuam Street – Durham Street South to Eastern Extent of the Project: Parking Restrictions (TP1a)

- 32.289 Approve that all parking and stopping restrictions on both sides of Tuam Street from its intersection with Durham Street South to a point 93 metres east of its intersection with Durham Street South be revoked.

New Tuam Street – Durham Street South to Eastern Extent of the Project: Parking Restrictions (TP1a)

- 32.290 Approve that the stopping of vehicles be prohibited at any time on the north side of Tuam Street commencing at its intersection with Durham Street South, and extending in an easterly direction for a distance of 20 metres.
- 32.291 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the north side of Tuam Street commencing at point 20 metres east of its intersection with Durham Street South, and extending in an easterly direction for a distance of 73 metres. This restriction is to apply Monday to Thursday 9:00am to 5:00pm, Friday 9:00 am to 8:30pm, and Saturday to Sunday 9:00am to 1:00pm.
- 32.292 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street commencing at its intersection with Durham Street South, and extending in an easterly direction for a distance of 86 metres.
- 32.293 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the south side of Tuam Street commencing at point 86 metres east of its intersection with Durham Street South, and extending in an easterly direction for a distance of 7 metres. This restriction is to apply Monday to Thursday 9:00am to 5:00pm, Friday 9:00 am to 8:30pm, and Saturday to Sunday 9:00am to 1:00pm.

Existing Durham Street South – Tuam Street to Northern Extent of the Project: Traffic Control (TP1a)

- 32.294 Approve that all traffic controls on Durham Street South from its intersection with Tuam Street to 36 metres north of its intersection with Tuam Street be revoked.

New Durham Street South – Tuam Street to Northern Extent of the Project: Traffic Control (TP1a)

- 32.295 Approve the lane marking changes on Durham Street South from its intersection with Tuam Street to 36 metres north of its intersection with Tuam Street as detailed on **Attachment 1**.
- 32.296 Approve that Durham Street south be one way north to south, commencing at a point 36 metres north of its intersection with Tuam Street to its intersection with Tuam Street. This one way section is to be added to the Register of One Way Streets in the Traffic and Parking bylaw 2008.
- 32.297 Approve that a special vehicle lane on Durham Street South for the use of southbound bicycles only, be established between the left turn lane and the leftmost southbound vehicle lane, commencing at a point 36 metres north of its intersection with Tuam Street, and extending in a southerly direction to its intersection with Tuam Street. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

32 Cont'd

Existing Durham Street South – Tuam Street to Northern Extent of the Project: Parking Restrictions (TP1a)

- 32.298 Approve that all parking and stopping restrictions on both sides of Durham Street South from its intersection with Tuam Street to a point 36 metres north of its intersection with Tuam Street be revoked.

New Durham Street South – Tuam Street to Northern Extent of the Project: Parking Restrictions (TP1a)

- 32.299 Approve that the stopping of vehicles be prohibited at any time on the west side of Durham Street South commencing at its intersection with Tuam Street, and extending in a northerly direction to a distance of 11 metres.
- 32.300 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the west side of Durham Street South, commencing at point 11 metres north of its intersection with Tuam Street, and extending in a northerly direction for a distance of 17 metres. This restriction is to apply Monday to Thursday 9:00am to 5:00pm, Friday 9:00 am to 8:30pm, and Saturday to Sunday 9:00am to 1:00pm.
- 32.301 Approve that the stopping of vehicles be prohibited at any time on the west side of Durham Street South commencing at a point 28 metres north of its intersection with Tuam Street, and extending in a northerly direction to a distance of eight metres.
- 32.302 Approve that the stopping of vehicles be prohibited at any time on the east side of Durham Street South commencing at its intersection with Tuam Street, and extending in a northerly direction for a distance of 36 metres.

Existing St Asaph Street – Antigua Street to Eastern Extent of the Project: Traffic Control (TP1a)

- 32.303 Approve that all traffic controls on St Asaph Street from its intersection with Antigua Street to a point 45 metres east of its intersection with Antigua Street be revoked.

New St Asaph Street – Antigua Street to Eastern Extent of the Project: Traffic Control (TP1a)

- 32.304 Approve the lane marking changes on St Asaph Street from its intersection with Antigua Street to a point 45 metres east of its intersection with Antigua Street as detailed on Attachment 1.
- 32.305 Approve that St Asaph Street be one way east to west from a point 45 metres east of its intersection with Antigua Street to its intersection with Antigua Street. This one way section is to be added to the Register of One Way Streets in the Traffic and Parking bylaw 2008.

Existing St Asaph Street – Antigua Street to Eastern Extent of the Project – North Side: Parking Restrictions (TP1a)

- 32.306 Approve that all parking and stopping restrictions on the north side of St Asaph Street from its intersection with Antigua Street to a point 45 metres east of its intersection with Antigua Street be revoked.

32 Cont'd

New St Asaph Street – Antigua Street to Eastern Extent of the Project – North Side: Parking Restrictions (TP1a)

- 32.307 Approve that the stopping of vehicles be prohibited at any time on the north side of St Asaph Street commencing at its intersection with Antigua Street, and extending in an easterly direction for a distance of 45 metres.

Existing St Asaph Street – Antigua Street to Eastern Extent of the Project – South Side: Parking Restrictions (TP1a)

- 32.308 Approve that all parking and stopping restrictions on the south side of St Asaph Street from its intersection with Antigua Street to a point 35 metres east of its intersection with Antigua Street be revoked.

New St Asaph Street – Antigua Street to Eastern Extent of the Project – South Side: Parking Restrictions (TP1a)

- 32.309 Approve that the stopping of vehicles be prohibited at any time on the south side of St Asaph Street commencing at its intersection with Antigua Street, and extending in an easterly direction for a distance of 35 metres.

Existing Oxford Terrace – Riccarton Avenue / Tuam Street to Antigua Street: Traffic Controls (TP 1b)

- 32.310 Approve that all traffic controls on Oxford Terrace from its intersection with Riccarton Avenue, Hagley Avenue and Tuam Street to its intersection with Antigua Street be revoked.

New Oxford Terrace – Riccarton Avenue / Tuam Street to Antigua Street: Traffic Controls (TP 1b)

- 32.311 Approve that Oxford Terrace be one way southwest to northeast from its intersection with Riccarton Avenue, Hagley Avenue and Tuam Street to its intersection with Antigua Street. This one way section is to be added to the Register of One Way Streets in the Traffic and Parking bylaw 2008.
- 32.312 Approve the lane marking changes and road alignment changes (temporary kerbing) on Oxford Terrace from its intersection with Riccarton Avenue, Hagley Avenue and Tuam Street, to its intersection with Antigua Street as detailed on **Attachment 1**.

Existing Oxford Terrace – Riccarton Avenue / Tuam Street to Antigua Street: Parking Restrictions (TP 1b)

- 32.313 Approve that all parking and stopping restriction on both sides of Oxford Terrace from its intersection with Riccarton Avenue, Hagley Avenue and Tuam Street, to its intersection with Antigua Street be revoked.

New Oxford Terrace – Riccarton Avenue / Tuam Street to Antigua Street: Parking Restrictions (TP 1b)

- 32.314 Approve that the stopping of vehicles be prohibited at any time on the northwest side of Oxford Terrace commencing at its intersection with Riccarton Avenue, and extending in a north-easterly direction for a distance of 33 metres. This distance is measured from the intersection of the prolongation of the Oxford Terrace temporary kerbing (northwest side) and the Riccarton Avenue temporary kerbing (northeast side).

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- 32.315 Approve that a Taxi Stand created on the northwest side of Oxford Terrace, commencing at a point 33 metres northeast of its intersection with Riccarton Avenue, and extending in a north easterly direction for a distance of 60 metres.
- 32.316 Approve that the stopping of vehicles be prohibited at any time on the northwest side of Oxford Terrace commencing at a point 93 metres northeast of its intersection with Riccarton Avenue, and extending in an easterly direction for a distance of 40 metres.
- 32.317 Approve that the stopping of vehicles be prohibited at any time on the southeast side of Oxford Terrace commencing at its intersection with Tuam Street, and extending in a north-easterly direction for a distance of 19 metres. This distance is measured from the intersection of the prolongation of the Oxford Terrace temporary kerbing (southeast side) and the Tuam Street temporary kerbing (northeast side).
- 32.318 Approve that the parking of vehicles be restricted to 70 degree angle parking, and further restricted to a maximum period of 60 minutes, and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the southeast side of Oxford Terrace, commencing at point 19 metres northeast of its intersection with Tuam Street and extending in a north-easterly direction for a distance of 45 metres. This restriction is to apply Monday to Thursday 9:00am to 5:00pm, Friday 9:00 am to 8:30pm, Public Holidays 9:00am to 5:00pm, and Saturday to Sunday 9:00am to 1:00pm.
- 32.319 Approve that the parking of vehicles on the southeast side of Oxford Terrace be restricted to a maximum period of 60 minutes, and further controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) commencing at point 64 metres northeast of its intersection with Tuam Street and extending in a north-easterly direction for a distance of 12 metres. This restriction is to apply Monday to Thursday 9:00am to 5:00pm, Friday 9:00 am to 8:30pm, Public Holidays 9:00am to 5:00pm, and Saturday to Sunday 9:00am to 1:00pm.
- 32.320 Approve that the stopping of vehicles be prohibited at any time on the southeast side of Oxford Terrace commencing at a point 76 metres northeast of its intersection with Tuam Street, and extending in a north-easterly direction to its intersection with Antigua Street.

Existing Intersection – Antigua Street / Oxford Terrace: Traffic Controls (TP1b)

- 32.321 Approve that all intersection traffic controls including traffic signals at the Antigua Street and Oxford Terrace intersection be revoked.

New Intersection – Antigua Street / Oxford Terrace: Traffic Controls (TP1b)

- 32.322 Approve that the intersection of Antigua Street and Oxford Terrace (including the north side Hospital exit) be controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on Attachment 1.
- 32.323 Approve the lane marking changes at the intersection of Antigua Street and Oxford Terrace as detailed on Attachment 1.
- 32.324 Approve that the north western approach of the Hospital exit at its intersection with Antigua Street and Oxford Terrace be restricted to straight ahead movements only (into Antigua Street).
- 32.325 Approve that the southwest approach of Oxford Terrace at its intersection with Antigua Street and Oxford Terrace be restricted to a right turn movement only, except for bicycles.

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32 Cont'd

- 32.326 Approve that the eastern approach of Oxford Terrace at its intersection with Antigua Street and Oxford Terrace, be restricted to a left turn movement only.

PART B RESOLUTIONS: SHARED PATHS**Shared Path Resolutions – Within Road Reserve**

- 32.327 Approve that the pathway on the north side of Moorhouse Avenue commencing at a point 35 metres west of its new intersection with Hagley Avenue, and extending in a westerly direction for a distance of 20 metres be resolved as a bi-directional shared pedestrian/cycle pathway in accordance with sections 11.4 (1) of the Land Transport Act - Traffic Control Devices Rule: 2004. The shared path is to come into force on 1 December 2014 (subject to the Bylaw amendment being adopted by the Council).
- 32.328 Approve that the pathway on the west side of Grove Road commencing at its intersection with Moorhouse Avenue, and Lincoln Road and extending in a southerly direction for a distance of 32 metres be resolved as a bi-directional shared pedestrian/cycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004. The shared path is to come into force on 1 December 2014 (subject to the Bylaw amendment being adopted by the Council).
- 32.329 Approve that the pathway on the southeast side of Lincoln Road commencing at its intersection with Moorhouse Avenue and Grove Road, and extending in a south-westerly direction for a distance of 21 metres be resolved as a south-westbound shared pedestrian/cycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. The shared path is to come into force on 1 December 2014 (subject to the Bylaw amendment being adopted by the Council).
- 32.330 Approve that the pathway on the west side of Selwyn Street commencing at its intersection with Hagley Avenue, and extending in a southerly direction for a distance of 26 metres be resolved as a bi-directional shared pedestrian/cycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. The shared path is to come into force on 1 December 2014 (subject to the Bylaw amendment being adopted by the Council).
- 32.331 Approve that the pathway on the southeast side of Hagley Avenue commencing at its intersection with Selwyn Street, and extending in a north-easterly direction for a distance of 15 metres be resolved as a south-westbound shared pedestrian/cycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. The shared path is to come into force on 1 December 2014 (subject to the Bylaw amendment being adopted by the Council).
- 32.332 Approve that the pathway on the northwest side of Hagley Avenue commencing at a point seven metres southwest of its intersection with Selwyn Street, (this seven metre distance being measured from the prolongation of the Selwyn Street western kerbline at a point where it intersects with Hagley Avenue) and extending in a north-westerly direction for a distance of 14 metres (to the shared pathway in Hagley Park) be resolved as a bi-directional shared pedestrian / cycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. The shared path is to come into force on 1 December 2014 (subject to the Bylaw amendment being adopted by the Council).

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32 Cont'd

- 32.333 Approve that the pathway on the northwest side of Hagley Avenue commencing at a point 183 metres southwest of its intersection with Riccarton Avenue, and extending in a south westerly direction for a distance of 43 metres be resolved as a bi-directional shared pedestrian/cycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. The shared path is to come into force on 1 December 2014 (subject to the Bylaw amendment being adopted by the Council).
- 32.334 Approve that the pathway within the traffic island on the southwest corner of the Hagley Avenue, Oxford Terrace, Riccarton Avenue and Tuam Street intersection be resolved as a bi-directional cycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. The shared path is to come into force on 1 December 2014 (subject to the Bylaw amendment being adopted by the Council).
- 32.335 Approve that the pathway on the west side of Antigua Street commencing at its intersection with Oxford Terrace and extending in a southerly direction for a distance of 22 metres be resolved as a bi-directional cycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. The shared path is to come into force on 1 December 2014 (subject to the Bylaw amendment being adopted by the Council).
- 32.336 Approve that the pathway on the east side of Montreal Street commencing at its intersection with Tuam Street, and extending in a northerly direction to the intersection with Oxford Terrace be resolved as a southbound shared pedestrian/cycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. The shared path is to come into force on 1 December 2014 (subject to the Bylaw amendment being adopted by the Council).
- 32.337 Approve that the north side and east side signalised crossings at the intersection of Montreal Street and Oxford Terrace be resolved as a shared pedestrian / cycle pathway. Cyclists using the north side signalised crossing must travel eastbound only. Cyclists using the east side signalised crossing must travel southbound only. The shared path is to come into force on 1 December 2014 (subject to the Bylaw amendment being adopted by the Council).
- 32.338 Approve that the pathway on the northwest side of Oxford Terrace commencing at its intersection with Riccarton Avenue, Hagley Avenue and Tuam Street, and extending in a north easterly direction to its intersection with Antigua Street be resolved as a bi-directional cycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. The shared path is to come into force on 1 December 2014 (subject to the Bylaw amendment being adopted by the Council).
- 32.339 Approve that the pathway on the north side of Oxford Terrace commencing at a point 164 metres west of its intersection with Montreal Street and extending in a westerly direction for a distance of 16 metres be resolved as a bi directional shared pedestrian / cycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. The shared path is to come into force on 1 December 2014 (subject to the Bylaw amendment being adopted by the Council).

Shared Path Resolutions – Within Hagley Park

- 32.340 Approve that the pathway on the northwest side of Hagley Avenue, located within Hagley Park between Moorhouse Avenue and Riccarton Avenue be resolved as a bi-directional shared pedestrian / cycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004 as detailed on Attachment 1. The shared path is to come into force on 1 December 2014 .

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- 32.341 Approve that the pathway on the northwest side of Hagley Avenue commencing at a point 226 metres southwest of its intersection with Riccarton Avenue, and extending in a north westerly direction for a distance of 14 metres (linking with the Hagley Park shared path) be resolved as a bi-directional shared pedestrian/cycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. The shared path is to come into force on 1 December 2014.
- 32.342 That the parking affected by the cycle lanes on Selwyn Street will be reviewed within two years and that the Council signals that the space is proposed for a local cycleway in the near future

34. SUMNER COMMUNITY CENTRE AND LIBRARY REBUILD PROJECT

It was **resolved** on the motion of Councillor Lonsdale, seconded by Councillor Johanson, that the Council:

- 34.1 Approve (in line with the joint Community Board/ Community Committee recommendation of 13 May 2014) the project to progress to Stage Two; wider community consultation, external funding confirmation, needs analysis, procurement of the design team, development of design, detailed cost estimation and planning.

Councillor Jones requested that her vote against this decision be recorded.

35. APPOINTMENT OF A PROXY FOR CANTERBURY DEVELOPMENT CORPORATION HOLDINGS LIMITED ANNUAL GENERAL MEETING

It was **resolved** on the motion of Councillor Scandrett, seconded by Councillor Gough, that the Council:

- 35.1 Note the date of the Canterbury Development Corporation Holdings Limited Annual General Meeting of 26 November 2014.
- 35.2 Appoint a Councillor who is not a director of Canterbury Development Corporation Holdings Limited, as the Council's proxy for the 2014 Annual General Meeting.
- 35.4 Appoint as an alternate for the 2014 and 2015 Annual General Meetings the Chief Executive of Christchurch City Holdings Limited should the nominated Councillor be unable to attend the meeting.

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44. EXPANSION OF FAIR & EQUITABLE RATES REMISSIONS

Moved Councillor Jones, seconded by Councillor Lonsdale, that the Council:

44.1 Adopt a new rates remission relating to properties identified as Mass Land Movement Class One (I) risk in the Port Hills as follows:

44.1.1 The remission applies to properties formally identified as being Mass Land Movement Class I risk, on the grounds that owners cannot proceed with their earthquake recovery until:

- the Council has decided on a purchase offer; or
- where the Council is to remediate land, such remediation that is relevant to the affected property has been completed.

44.1.2 The remission only applies to green-zoned properties, on the grounds that red-zoned properties are either already receiving the vacant red zone remission or have qualified for a Crown purchase offer.

44.1.3 The remission is set at 100 percent (consistent with red zone vacant land, section 124, and March 2014 flooding remissions), and should cease at the earlier of:

- 30 June 2015 (subject to review in the Long Term Plan)
- the date at which a Council and/or Crown purchase offer is either settled or rejected, or
- the date at which Council remediation work intended to protect the property is completed.

44.2 Does *not* provide remissions for the following circumstances:

44.2.1 Properties experiencing continued significant delays in their insurance settlement.

44.2.2 Residential properties subject to the risk of rock-roll or cliff collapse which are not subject to an evacuation notice under section 124 of the Building Act because they are vacant sections.

Councillor Johanson moved by way of amendment that the Council:

44.3 Adopt a rates remission of 30 percent (consistent with other business remissions):

44.3.1 *To be applied to business properties located within a fence which is:*

- *owned by the Council or the Canterbury Earthquake Recovery Authority (CERA), and*
- *erected for the purpose of limiting access to the site, such that owners and insurers are unable to progress with assessment, repair, or re-development.*

44.3.2 *To cease at the earlier of:*

- *30 June 2015 (subject to review in the Long Term Plan), or*
- *the date at which the fence is removed or no longer in the ownership of the Council or CERA.*

The amendment was seconded by Councillor Lonsdale and when put to the meeting was declared **carried**.

The amended clauses (44.1 to 44.3) were put to the meeting as the substantive motion and declared **carried**.

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36. NOTICES OF MOTION

Nil.

37. RESOLUTION TO EXCLUDE THE PUBLIC

At 4.02pm it was **resolved** on the motion of Councillor Scandrett, seconded by Councillor Lonsdale, that the resolution to exclude the public set out on page 527 of the agenda be adopted.

It was **resolved** on the motion of Councillor Cotter, seconded by Councillor Lonsdale, to readmit the public to the meeting at 4.27pm.

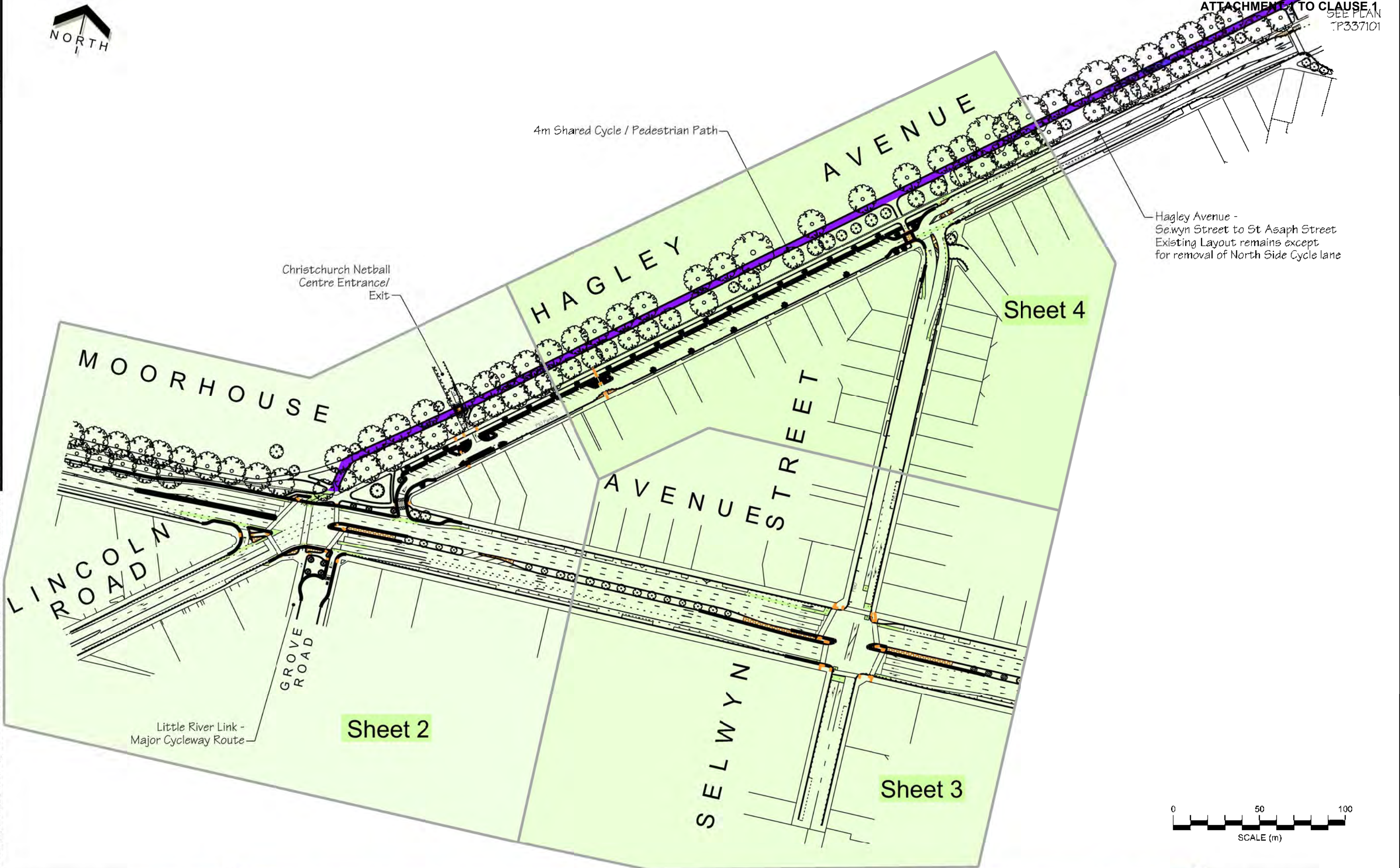
The Chairperson declared the meeting closed at 4.28pm

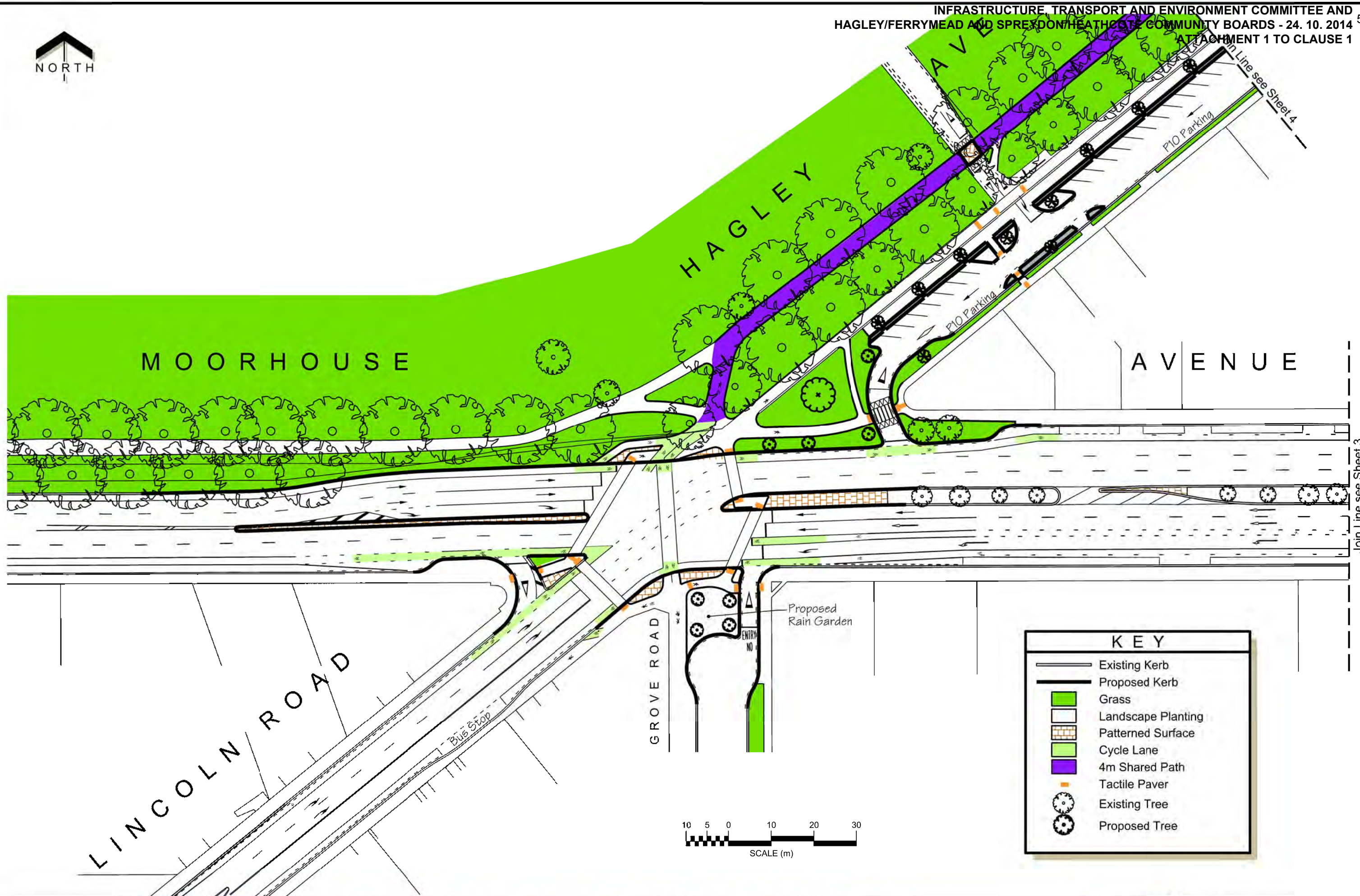
CONFIRMED THIS 27TH DAY OF NOVEMBER 2014

MAYOR

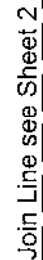


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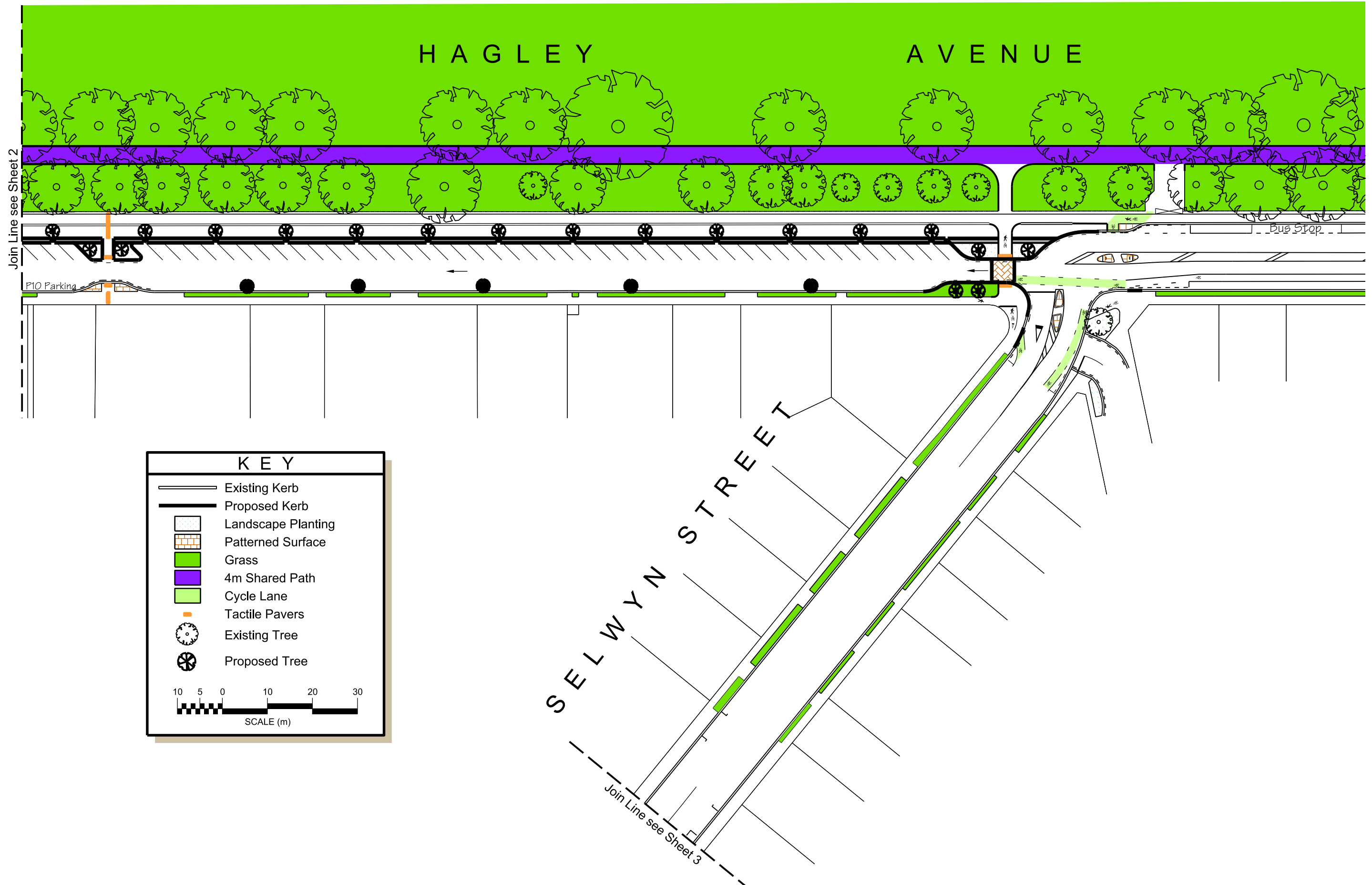
KEY	
	Existing Kerb
	Proposed Kerb
	Grass
	Landscape Planting
	Patterned Surface
	Cycle Lane
	4m Shared Path
	Tactile Paver
	Existing Tree
	Proposed Tree



STREET

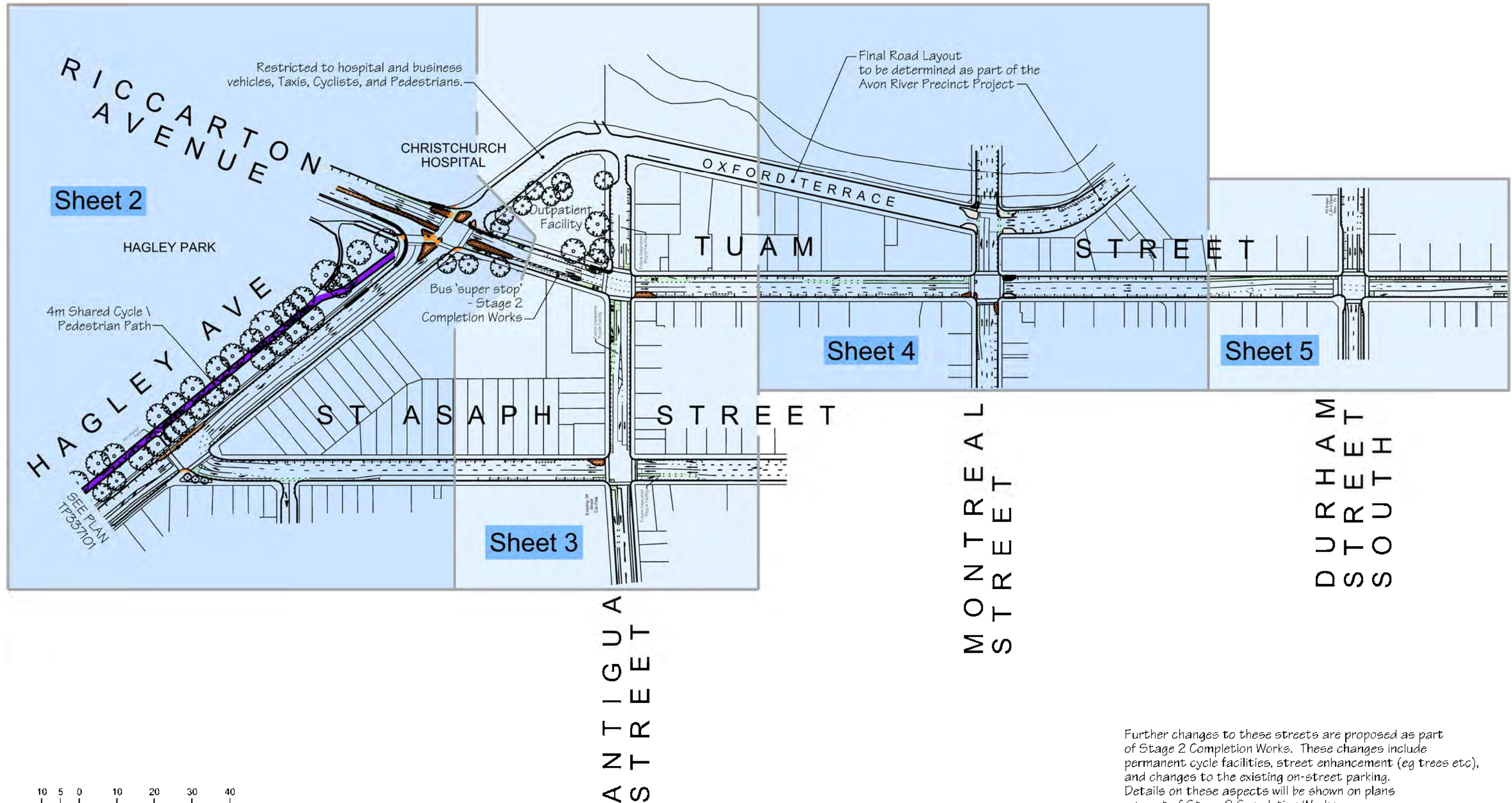
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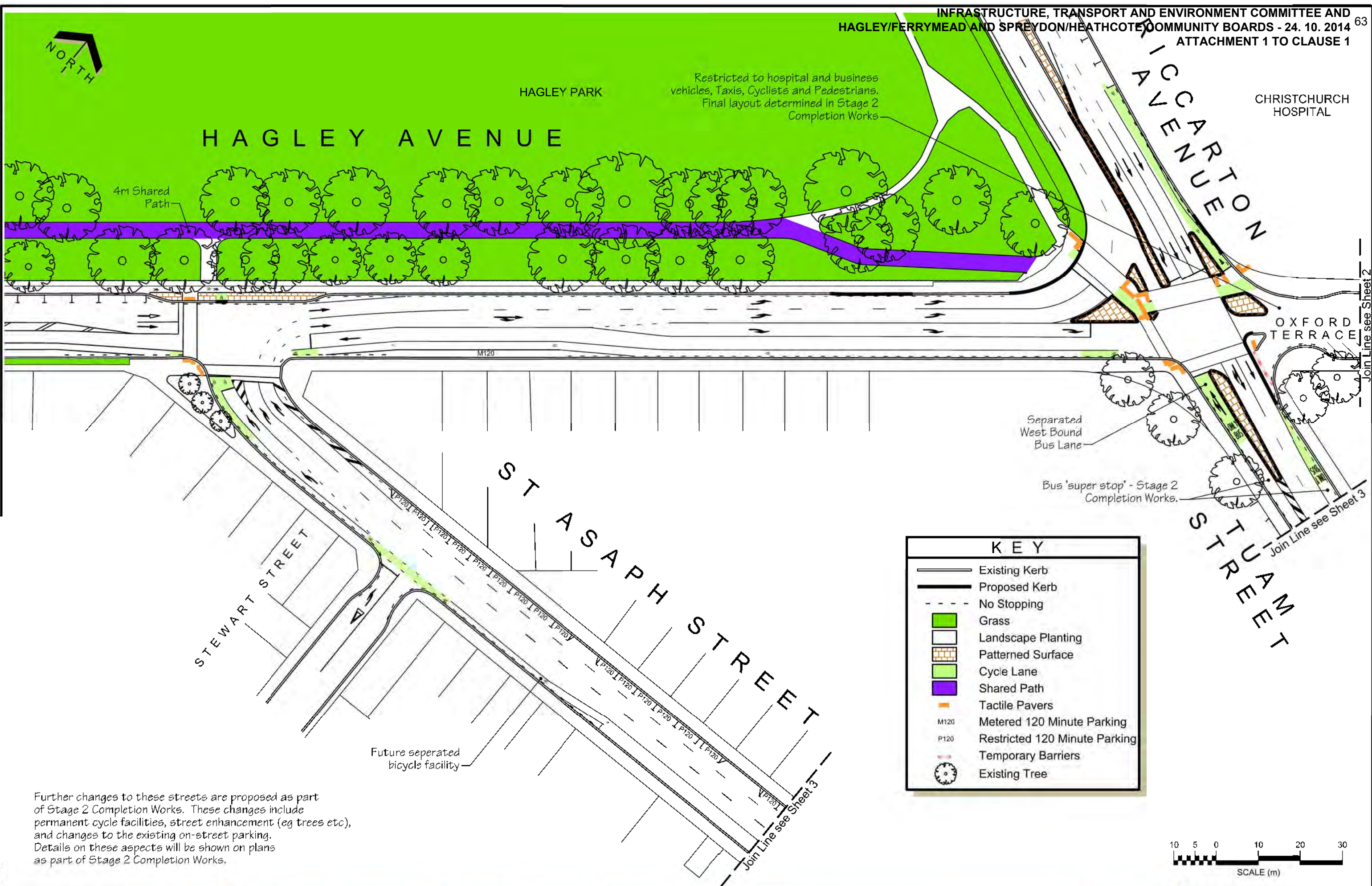




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Further changes to these streets are proposed as part of Stage 2 Completion Works. These changes include permanent cycle facilities, street enhancement (eg trees etc), and changes to the existing on-street parking. Details on these aspects will be shown on plans as part of Stage 2 Completion Works.

KEY	
	Existing Kerb
	Proposed Kerb
	No Stopping
	Patterned Surface
	Cycle Lane
	Temporary Barrier
M120	Metered 120 Minute Parking
P120	Restricted 120 Minute Parking
P30	Restricted 30 Minute Parking
\$ day	Daily Charge Parking
	Existing Tree



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STREET

ST ASAPH

ANTIGUA ST

TUAM STREET

OXFORD TERRACE

OXFORD TERRACE

Existing Off Street Car Park

Future Separated Bicycle Facility

Future Separated Bicycle Facility

Future Separated Bicycle Facility

Bus 'super stop' - Stage 2 Completion Works. Refer to page 21 for Indicative layout.

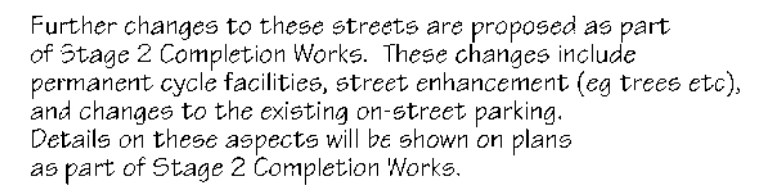
OUTPATIENT FACILITY

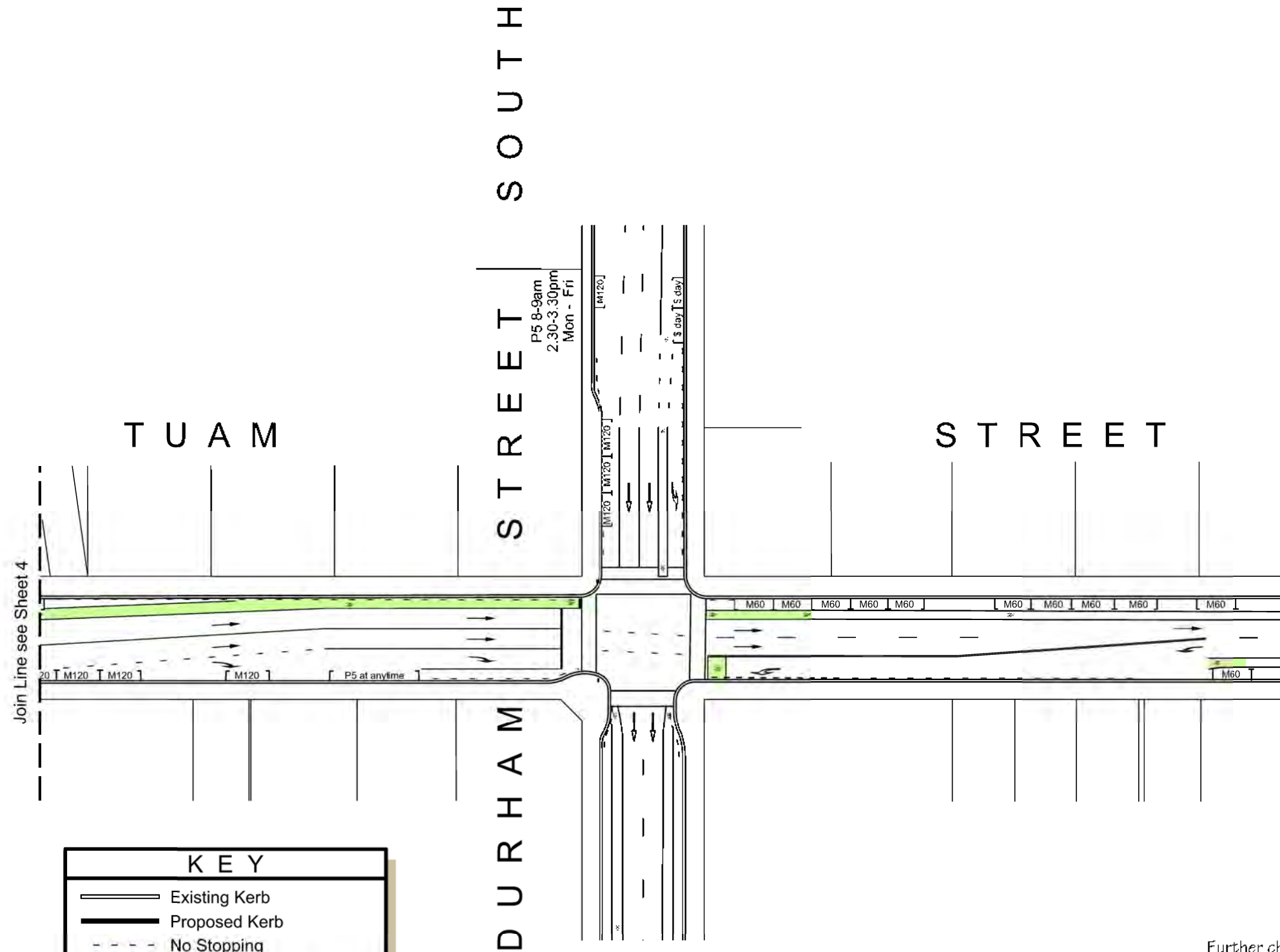
Restricted to Hospital and business vehicles, Taxis, Cyclists and Pedestrians.

Final Road Layout to be determined as part of the Avon River Precinct Project

Join Line see Sheet 4

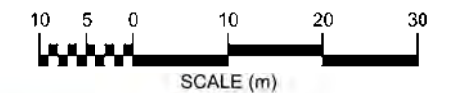
Join Line see Sheet 4





KEY	
	Existing Kerb
	Proposed Kerb
	No Stopping
	Cycle Lane
M60	Metered 60 Minute Parking
M120	Metered 120 Minute Parking
P5 at anytime	Restricted 5 minute Parking

Further changes to these streets are proposed as part of Stage 2 Completion Works. These changes include permanent cycle facilities, street enhancement (eg trees etc), and changes to the existing on-street parking. Details on these aspects will be shown on plans as part of Stage 2 Completion Works.



CE Report - #19

FOREWORD

This Report has been split into two sections:

Part A provides information and updates about Core Council Services.

Part B provides information and updates on the Recovery and Rebuild.

At the start of this Report, a 'dashboard' has been created to provide an overview of the organisation's performance against its Key Performance Indicators (KPIs). This 'dashboard' will continue to evolve.

Note, Appendix A details responses to the questions raised by Councillors during October's monthly Council meeting.

1. EXECUTIVE SUMMARY

As this report will show, in early November 2014 representatives from IANZ evaluated the Council's progress regarding its building consents processes.

The majority of issues identified during IANZ's visit in July this year have been resolved, and efforts are now focussed on providing evidence in support of these changes. IANZ is happy with the Council's systems and processes and the organisation remains on track to re-gain accreditation as planned.

The Council continues to focus on the Long Term Plan (LTP). In addition to internal processes, community consultation has also been an important part of the LTP process. The *Smart Choices* campaign has provided residents with an opportunity to share their views about what these priorities should be for the next 10 years and beyond. Overall, the standard of responses received so far has been pleasing; all feedback will be collated for review when the campaign ends on 30 November 2014.

As highlighted in Part B of this report, the Council's rebuild programme, including major and community facilities as well as urban regeneration projects, is progressing well. The Canterbury Development Corporation (CDC) has also indicated that it is receiving significant interest from investors regarding hotel development in Christchurch, which is encouraging.

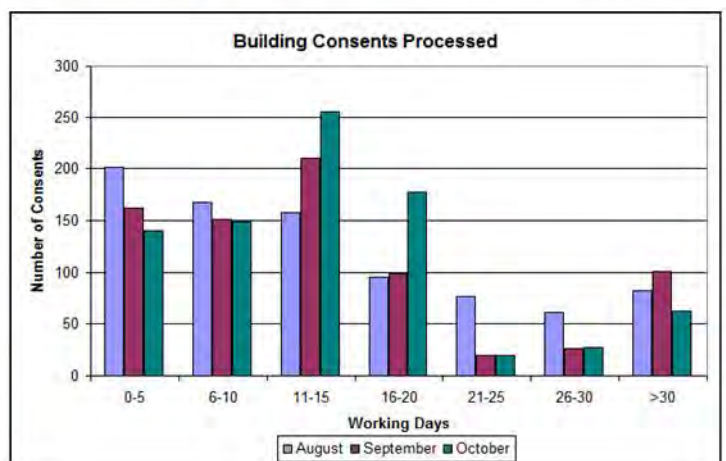
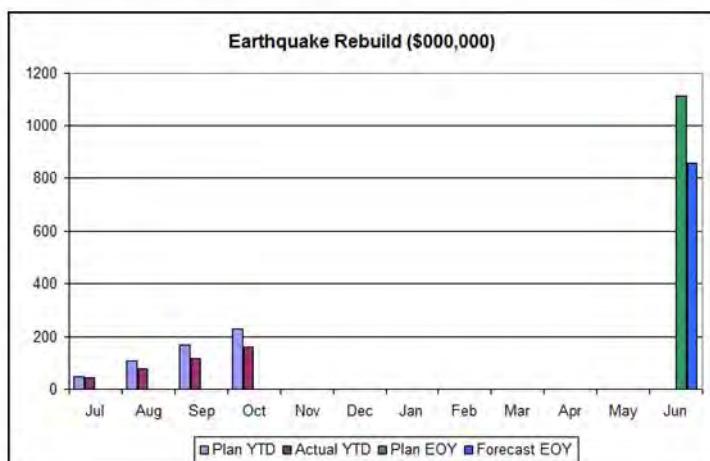
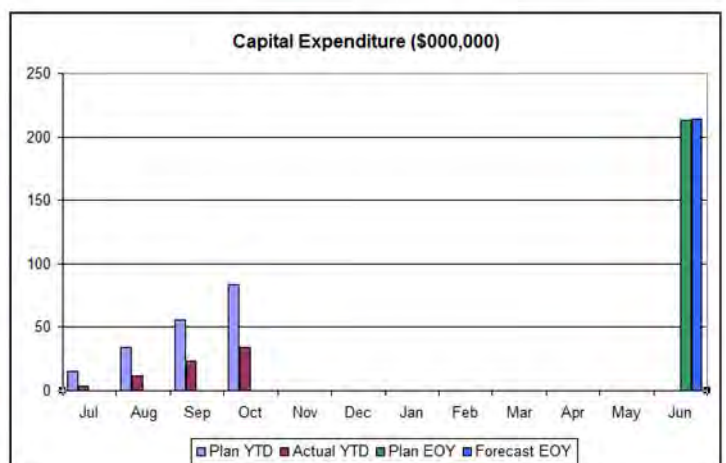
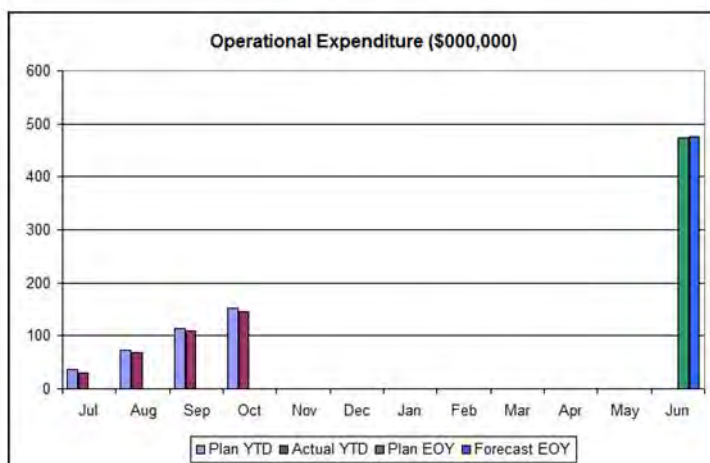
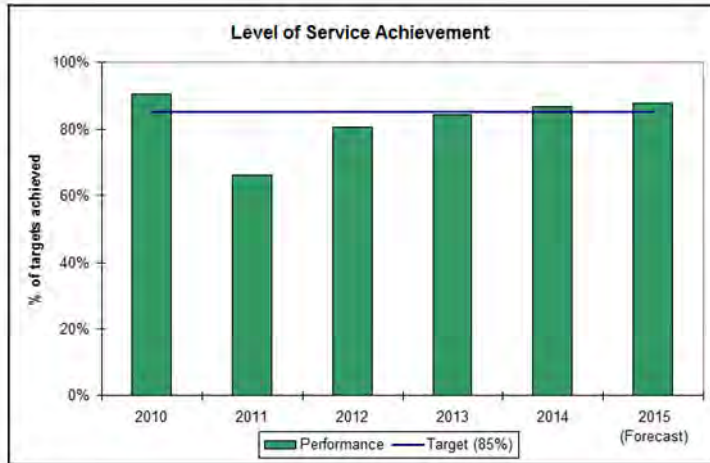
Canterbury's most highly-anticipated social event of the year, NZ Cup and Show Week, was an overwhelming success. The Council stand was located in the Future Christchurch Pavilion as part of a local government agency collaboration opportunity.

Over the last month, the Chief Executive has attended numerous key stakeholder meetings and networking opportunities. These meetings have proven extremely valuable in terms of raising awareness of Christchurch's recovery, and promoting the Council's role in this major revitalisation programme as the City's rebuild gains momentum.

2. RECOMMENDATION

That the information contained in this report be received.

Christchurch City Council Performance Report (Current as at 31 October 2014)



PART A - CORE SERVICES UPDATE

1. FINANCIAL

Operating Expenditure

The October 2014 year-to-date expenditure was \$159 million, \$22 million less than planned. The variance remains largely due to timing, relating to heritage grants, the prioritisation process being undertaken for Housing which is delaying repairs, and the Port Hills Mass Movement resolution. Revenue of \$180 million is \$2 million below plan and is also considered a timing variance. The forecast cash operating shortfall, largely due to unbudgeted hearing costs relating to the District Plan Review, has dropped to under \$1 million due to forecast additional rates income from an increasing rating base.

Capital Expenditure

The October 2014 year-to-date spend was \$194 million, \$117 million less than planned. Of the underspend, \$50 million relates to the normal capital works programme and this is forecast to be undelivered at year end and required to be carried forward. The balance of \$67 million relates to the rebuild, which is forecast to grow to an underspend of \$257 million by June 2015. It is expected that this work will be carried forward to 2015 / 16. \$108 million, of which 50% is SCIRT, relates to the horizontal infrastructure rebuild and \$149 million relates to the facilities rebuild. This includes the following major projects which are not expected to be completed this year: Christchurch Wastewater Treatment Plant, wells, Performing Arts Precinct, South West and Central Libraries, Art Gallery and parking.

	Year to Date Results			Forecast Year End Results		
(\$m)	Actual	Plan	Variance	Forecast	Plan	Variance
<u>Council Activities</u>						
Expenditure	145.7	151.8	-6.2	476.4	472.8	3.6
Revenues and Funding	-173.4	-168.8	-4.6	-458.6	-455.6	-3.0
Borrowing required	-18.6	-17.0	-1.6	17.1	17.1	-0.0
Ratepayer cash operating shortfall (surplus)	-9.2	-	-9.2	0.7	0.1	0.6
<u>Capital Programme</u>						
Expenditure	33.9	83.5	-49.6	213.6	212.9	0.7
Revenues and Funding	-39.1	-38.0	-1.1	-103.1	-104.0	0.9
Borrowing required	-5.2	45.5	-50.7	110.5	108.9	1.6
<u>Earthquake Rebuild</u>						
Expenditure	159.9	227.2	-67.2	855.5	1112.9	-257.5
Recoveries and Funding	-143.5	-228.6	85.1	-550.3	-715.3	165.1
Borrowing required	16.4	-1.4	17.8	305.2	397.6	-92.4
<u>Earthquake Response</u>						
Expenditure	13.6	29.2	-15.6	92.6	97.3	-4.6
Recoveries and Funding	-6.4	-13.1	6.7	-31.6	-36.5	4.9
Borrowing required	7.2	16.1	-8.9	61.0	60.8	0.3
Total New Borrowing Required	-0.2	43.2	-43.4	493.9	584.4	-90.5

2. LEVELS OF SERVICE

Service Delivery (Levels of Service (LOS) Progress Report)

The most recent data on Levels of Service (31 October 2014), shows 87.7 percent (%) of LOS is on target. This is consistent with Council trend results over years. Most directorates are above the 85% mark, the exception being Building Control; however, results in this area are showing improvement.

Customer Services

The Council received 53,264 calls for October 2014 in the Call Centre and achieved a Service Level of 76%, Year to Date (YTD) 69%. Building and rates arrears were the highest percentage of calls received.

Customer Service desks are historically quiet during October with no 'payment due dates' falling in this period. However, there was still a decrease in transactions from 7842 in 2013 to 6592 in 2014.

Email requests received for the month were 1988; this figure is down from 2500 for the same period last year. The increased hours of operation in the Call Centre could indicate that due to more calls being answered, fewer customers chose to email. The Council will continue to monitor this trend.

Also this month, the Council introduced a new way of recording its email contacts and is now able to categorise customer enquiries via this channel.

Drainage plans issued for the month were 2561, similar to this time last year. Property files were also at the same level from 2013, with 697 requests received for the month.

Online Channels

Online Channels has seen a noticeable increase in 'likes' on Facebook over the last month, reaching a 10,000 milestone and growing approximately 200 'likes' per week. This is a major milestone and makes the Council's Facebook page the second most 'liked' Council in New Zealand, just behind Auckland Council which has 12,000 'likes'. To improve our social media service the Customer Services team will be taking over after-hours management of Facebook and Twitter soon.

Website visitors and pageviews are also up from last month; however, key pages and search terms continue to remain the same.

Council Website Statistics for October 2014

Total visitors: 211,334

Total pageviews: 603,596

Bounce rate: 46%

Top pages: Rates search, homepage site search.

Social Media Statistics for October 2014

Facebook followers: 11,087

Twitter followers: 8,402

Online Channels project and strategy update:

The Online Channels strategy seeks to transform the Council's online landscape and provide content and services that are user centric, engaging and accessible. It has three strategic priorities:

1. Stronger governance across all Council online channels to ensure quality outcomes.
2. Increased delivery of online services that meet genuine and evolving needs, and encourage online participation as a first choice solution.

3. Targeted content and platform-friendly design to reach and engage the right audience with the right information or services.

The key actions over the next two years are to refresh the design and platform of the Council's website to be more user-focussed, device independent and search friendly; increase our online services so Council customers can complete transactions quickly and easily; and improve the flow of content and services to the Council's digital channels across the organisation.

- Feedback for the Online Channels strategy has been received and collated from around the organisation and the final draft has gone to the Executive Leadership Team for sign off.
- The Digital Services Framework project was given the green light by the IT Governance group this month. The project is focused on enabling and enhancing the Council's delivery of online services from paying / reporting / booking / applying online through to the implementation of a customer portal. Business requirements are being scoped.
- The evaluation of Teamsite 7.4.1 (the content management system of the website) has been completed. While this version of Teamsite meets most of our business needs, there are some concerns around ease of use for authors across the organisation and increased costs. As such, we are investigating other options available for content management.
- A project team tasked with building consent and dog registration payments online has been formed and development will begin shortly.
- Teamsite training for ccc.gov.nz is back under way and the Communications Team will be trained in managing media releases in November 2014.

3. KEY PROCESSES

Long Term Plan (LTP) Process Update

The LTP streamlined approach for dealing with Activity Management Plans (AcMPs) is working well. To date, around 70% of AcMPs have been considered by the Council, with the remainder to be finalised over November 2014 and the first week of December 2014. The majority have been within the financial parameters set by the Council and Executive Leadership Team.

The Council has considered the first draft of its Capital Programme and is now working on a refined programme. Council has also met to consider the overall Council Financial Strategy that it plans to include in the Consultation Document and draft LTP.

Changes to the Local Government Act make the preparation of a Consultation Document critical. Its format and content must comply with a wide range of legal requirements, while at the same time meeting the Council's objectives in engaging with the community. It will be complex and requires an efficient approval process for content. The Consultation Document will need to be supported by the draft LTP documentation. Both documents will need to be substantially prepared by the end of January 2015 in order to be formally considered by Council in early February 2015, and adopted in late February 2015.

Once the documents are approved by the Council, they will move to final design and layout, before going into community consultation from March-April 2015.

Building Consent and Re-accreditation Update

Timeframes	Accepted	Granted
13 - 17 October 2014	173	197
20 – 24 October 2014	178	212
27 – 31 October 2014	165	167
3 – 7 November 2014	186	207
10 – 14 November 2014	139	171

As at 13 November 2014, the Council had 414 building consents in progress with 771 on hold. All applications that are on hold are where Requests for Further Information (RFIs) have been made of applicants.

Accreditation

On Monday 3 November 2014, the Council welcomed a small team from International Accreditation New Zealand.

This team reviewed the progress made to clear the Corrective Action Requests (CARs) arising from the initial assessment in July 2014. The outcome of the July assessment resulted in nine Corrective Actions and eight Strong Recommendations which needed to be addressed before accreditation could be offered.

The team was onsite for four days and Councillors have been briefed on the initial feedback from this visit. More detailed information will be available once the Council receives further information from IANZ.

Inspections

In October 2014, the Inspections Scheduling Team received on average 258 in-bound calls each day. From these calls approximately 222 inspections are being booked daily. A total of 4965 inspections were undertaken in the month of October 2014, compared to 4723 in September 2014.

The Team is booking on average 50 inspections over and above its current resource. Unfortunately, this does affect the Council's current inspection timeframe, which stands at approximately 6.1 working days. Council continues to recruit for additional inspectors to better meet current demand and look for alternate solutions. It should be noted that there is a risk this timeframe will rise towards Christmas, as companies try to book as many inspections as they can before their own Christmas 'close down' period.

4. PEOPLE**Continuous Improvement**

The Continuous Improvement Team recently completed an improvement initiative with the Development Contributions Assessors. The Assessors were using information that was out-of-date and time-consuming as part of their processes including City Plan Zoning Maps produced in 2007, QV Land Value Information last updated in July 2011 and multiple sources and systems (for example, hardcopy maps, hardcopy land values, WebMap, Google Maps) to find and cross-reference the information required for input into the Assessor's calculation spreadsheet. Improvements were made (with no cost) which means the Assessors have up-to-date, quality assessment information in one tool.

This has given the Assessors an additional 133 to 200 hours (or 17 to 20 days) per year to use on more valuable activities.

People and Culture Committee

The first People and Culture Committee meeting was held this month. The Committee reviewed and discussed the outcomes from the workshop held in September 2014.

The two priority themes identified by the Committee as the most important to work on included '*Culture - the way we work together*' and '*Service to the customer / community*'. Discussions around these themes focused on empowering people to make decisions, strengthening leadership capability, and looking at ways to make the Council more accessible to its customers and community. The Committee talked about this as 're-humanising' the Council. One of the actions from the meeting is for the Committee to be involved in developing a new policy on staff recognition to replace the BRAVO guidelines. The Committee will meet again before Christmas 2014 to develop a more detailed work plan.

Visits by the Chief Executive

Since August 2014, the Chief Executive has attended (and spoken at) close to 40 stakeholder events both on a local and national level. Highlights for the last month include, but are not limited too, attending the Solidarity Grid – Sendai Delegation luncheon with Akira Fujimoto, Vice Mayor; meeting with Auckland City Council Chief Executive Stephen Town during the Metro Sector meeting; judging the Cup Day fashion parade for the Wainoni / Avonside Community Services Trust as part of NZ Cup and Show Week celebrations; and meeting with the Director General from the Department of the Prime Minister and Cabinet to discuss the transition of CERA.

5. MEDIA

From 13 October 2014 to 17 November 2014, the Council's Media Manager received **403** media enquiries, a 144 increase on last month. Of these enquiries, the key topics of interest included:

- Traffic Sheep - there were enquiries about the traffic sheep installed in High Street as part of a transitional project and also about the vandalism of these sheep. The spokespeople for these enquiries were Carolyn Ingles and Ceciel de la Rue from the Strategy and Planning Group (SPG).
- Civil Defence - a number of interviews were carried out regarding the theft of Council Civil Defence equipment. The spokesperson for these enquiries was Murray Sinclair from the Office of the Chief Executive (OCE).
- Jubilee Clock Tower - the reopening of the restored Jubilee Clock Tower resulted in a number of media queries. These included questions around the cost, time capsule and photos. The spokesperson for this was the Mayor.
- Tony Marryatt - a number of queries were received about Tony Marryatt's salary in the Annual Report. Reporters wanted a breakdown of the \$93,206 outstanding annual increment and wanted to know if the money was paid as part of the settlement package or if he had to request this payment. The Mayor issued a statement on this matter.
- Dudley Creek - several interviews following the Dudley Creek flooding announcement were held. The spokesperson for these enquiries was John Mackie from the Facilities and Infrastructure Rebuild Group (FIR).
- Victoria Square - a number of enquiries regarding the lack of public consultation about Victoria Square were received. The Mayor issued a statement about this and said there would be no further comment until after a workshop with the Central City Development Unit (CCDU).

- Riccarton Bus Super Stop - media had questions about submissions on the proposed Riccarton Bus Super Stop and they also requested copies of the submissions. The spokespeople for these enquiries were Rod Whearty (OCE) and Richard Holland from the Operations Group (OPG).
- Food Trucks - several queries were received about the food trucks in Cathedral Square, and media wanted to know if the Council had considered the impact of the food trucks on the permanent eateries, and the demand for the food trucks in general. The spokesperson for these enquiries was Carolyn Ingles (SPG).
- IANZ - media conducted interviews regarding the IANZ visit to the Building Control Group on 3 November 2014. The spokesperson for these enquiries was Peter Sparrow from the Building Control Group (BCG).
- Guy Fawkes - several queries regarding Guy Fawkes and fireworks were received. These included questions about whether the Council has a bylaw (or is proposing one) banning people from lighting fireworks in public places, general information about the planned fireworks display at New Brighton, and fire regulations. On the day of the display, a number of enquiries were received about whether the event would be cancelled due to the weather. The spokesperson for these enquiries was Chloe Dear (OCE).
- NZ Cup and Show Week resulted in a number of media enquiries. The spokesperson for these enquiries was Richard Attwood (OCE).
- Former Police Building - a number of interviews were held regarding asbestos and the former police building in Hereford Street. The Council was also asked about implosion of the building and whether a building consent had been issued for the demolition. The spokesperson for these enquiries was Peter Sparrow (BCG).
- CERA - several media interview requests were received for the Mayor and Chief Executive regarding the resignation of CERA Chief Executive Roger Sutton. The Mayor and Chief Executive issued a joint statement regarding his resignation.

6. CDC REPORT

- CDC provided a six-monthly Economic Update to three separate audiences including key stakeholders, Wellington Ministries, and wider stakeholders and media. The updates were positively received with good media coverage, particularly with regards to the rebuild peak and migration.
- CDC attended a workshop on Visitor Strategy with Christchurch International Airport, Christchurch and Canterbury Tourism and Council staff.
- CDC has continued to work with Environment Canterbury on regional economic development, narrowing down to workforce implications for the wider region as the next area of focus.
- CDC met with the Reserve Bank and Treasury to discuss its perspective of the economy and the recovery.
- The CDC publication 'Canterbury Report' was released to an audience of 6000.
- CDC has completed the first draft of a report on the housing market including emerging trends, this is almost certain to lead to a far larger body of work given the information emerging.
- Over the last month, CDC has received a significant amount of interest in hotel development in the city, with multiple international investor groups expressing interest.
- CDC held a meeting with Education NZ regarding an International Education Strategy involving the wider sector and integrating education into a wider visitor strategy.
- CDC met with two delegations from China during the month, and held meetings with Australian groups interested in hotel development.

PART B - REBUILD AND RECOVERY

1. INFRASTRUCTURE UPDATE

No update is available this month.

2. FACILITIES REBUILD UPDATE

Anchor Facilities

Hagley Oval/Test Cricket

The Hagley Oval development is complete and in the defects period. The Council's involvement included construction of the playing surface, practice facilities, embankment and support services plus playing a facilitation role for the other work occurring on the Oval. The playing surface was constructed two years in advance of the other works to provide a venue for domestic cricket following the loss of the QEII ground, and also to maintain the possibility of hosting Cricket World Cup 2015 matches by allowing the surface to prove itself suitable for international competition. This was a wise decision with Cricket World Cup showing great faith in awarding Christchurch the opening match of the Cricket World Cup 2015, despite not having the pavilion or embankment in place at that time. The ground achieves the desire of New Zealand Cricket and the International Cricket Council to play test match cricket on grounds surrounded by leafy trees rather than concrete and plastic.

Canterbury Cricket undertook the pavilion construction and has engaged Vbase to manage the venue on their behalf. The pavilion design is inspired by pavilions on grounds such as Lords and the Adelaide Oval. The fabric skin roof floats above the main structure and is mirrored by a skin ceiling over the function area. Changing areas, dining areas, function rooms, broadcast facilities and storage areas are all incorporated in the pavilion.

Close communication has been maintained with New Zealand Cricket and the International Cricket Council throughout the project, to ensure the ground meets their specific requirements for an international match venue. Even in the final stages of construction, tweaks were required around the drug testing area and to enhance player / spectator separation to minimise the potential for match fixing. The International Cricket Council undertook their final review on 17 October 2014, and signed the venue off for international matches.

New Central Library

The New Central Library project is progressing reasonably well with a quality Urban / Public and Community achievable outcome in view. Currently, the Council is waiting on confirmation from CERA of the land acquisition and planned demolition of the Camelot Hotel site, before releasing an Expression of Interest (EOI).

The public consultation '*Your Library Your Voice*' has now been completed and the detailed design brief signed off by all Project Control Group (PCG) members. The concept design is being finalised in late November 2014.

Performing Arts Precinct

The Council and Central City Development Unit (CCDU) have agreed a scope of services for Jones Lang LaSalle (JLL) to prepare a feasibility report covering the Funding Gap analysis. A draft of this report has been submitted for review by the Project Steering Group (PSG).

Christchurch Town Hall

The tender documents have now been finalised and the tender was released to four Contractors on 11 November 2014. The Tender closing date is scheduled for 3 February 2015. Vbase is in the process of completing a Business Case for the Christchurch Town Hall, which is currently being reviewed before it is issued to the Vbase Board for discussion.

Major Facilities Rebuild**Christchurch Art Gallery**

The Seismic Resilience Contract has been awarded to install base isolation. The overall project remains on schedule for completion in December 2015.

Athletics Track Replacement

Nga Puna Wai, near the Canterbury A&P showgrounds, is the preferred location for the proposed all-weather athletics track to replace athletics facilities lost at QEII. A Master Plan and preliminary investigation is complete. A Special Consultative Procedure (SCP) is being undertaken and will be completed in December 2014.

Eastern Pool and Aquatic Centre

Geotechnical testing has been carried out on the QEII site which is the preferred location for the new facility. This will allow a geotechnical report to be prepared which will be incorporated into a feasibility study to be reported back to the Council, (through the Burwood Pegasus Community Board in conjunction with other Boards as appropriate), by April 2015. Potential partners are now being consulted to understand the extent of possible collaboration.

Christchurch Provincial Council Buildings and Our City O-Tautahi

Ensuring these buildings are safe and weather-tight is complete. Insurance claim resolution is ongoing. Final agreement on the scope of work, budget and timing is yet to be confirmed. A preliminary, high-level estimate of costs along with a programme of work will be prepared and presented to Council. This estimate will identify the additional funds that may be required to repair and restore the Christchurch Provincial Council Building and Our City O-Tautahi, in excess of anticipated insurance proceeds. The restoration of the two Stone Towers of the Christchurch Provincial Council Buildings can be partially funded by the Christchurch Earthquake Appeal Trust with \$2.5M, if the design stage starts soon.

South West Area Hub - New South West Library and Service Centre

An initial site selection investigation has been completed, the result of which has indicated the need for a community facilities master planning exercise to be undertaken. A presentation is being prepared for the Community Board to gain support to carry out the study. The implication of this would impact on the timing of the delivery of the project.

Community Facilities Rebuild**Gaiety Hall**

The Gaiety Hall (former Gaiety Cinema) is of high historical and cultural value and is included in the Banks Peninsula District Plan as a Category II place of historical or cultural heritage significance or value.

Repairs and strengthening to increase the building to 67% of New Building Standards (NBS) have been approved, and a detailed program of design and works has been approved. The works include the repair and strengthening of foundation piles, and structural bracing within the walls and roof areas. Currently, the project is in the Building

Consent phase where complex and very detailed fire and safety queries, and other associated RFI (Request for Information) are being addressed as part of the process. Works began on 17 November 2014 with projected completion due in April 2015.

Hei Hei Community Centre

Work onsite is progressing well. All foundation, internal portal, block wall, ceiling, roof and interior bracing and glazing works are now fully complete. Painting and decorating work is well underway as is the construction and preparation for erection of the exterior bracing. Some maintenance work is also being undertaken in parallel to the main contract for efficiency, and to ensure that the Centre is in a condition suitable for reopening. The budget will be near fully consumed on this project, but is on track to remain within the current approved figure. All contractor work should be completed by mid-December 2014 and the building handed back to the Asset Owner for usage pre-Christmas. An official opening is proposed for late January 2015.

Aranui Community Centre

A Preliminary Design Report for the Aranui Community Centre was delivered by consultants in late September 2014. The most notable aspect of the Preliminary Design was a change to the proposed cladding, with Coloursteel on steel subframe above circa 3m (with the first 3m concrete precast panels as per the concept). This change was necessary in order to lighten the above ground structure and avoid onerous (and unaffordable) foundations with the difficult geotechnical conditions onsite.

The Preliminary Design Report was presented for feedback to an internal Review Group and to the local Community in early October 2014. As a result of feedback gathered during those sessions, several further changes will be incorporated in the current design phase including raising the lowest point of the building to a height of a least 4m above ground level, and reducing the number of meeting rooms but making those remaining larger in size. The Developed Design Report is due mid-November 2014 and will also be presented within Council and to the Community.

Resource Consent planning is progressing well and lodgement is expected in late November 2014. Reviews of the budget by the Quantity Surveyor suggest the current design will remain within budget although this, and the completion date (currently targeting Christmas 2015 but this is expected to be challenging), will be validated upon receipt of main contractor tenders.

Mona Vale Homestead

The heritage significance of the Mona Vale Homestead is recognised at the highest level by the Council and is listed in the Christchurch City Plan as a Group 1 heritage item. Repairs and strengthening to increase the building to 67% of NBS have been approved and a detailed program of design and works has been produced and approved. The works include significant repair and strengthening to chimneys as well as deconstruction and reconstruction with strengthening of the external walls. The works are of a large scale and very detailed due to significant damage sustained during the 2010 and 2011 earthquakes. The building requires comprehensive restoration internally as part of the general works.

The project is currently in the Building Consent phase where complex and very detailed fire and safety queries and other associated RFI (Request for Information) are being addressed as part of the process. The projected completion of works and handover is June 2016.

Norman Kirk Pool

The pool project is running within budget. The pool will open on 23 January 2015, having been delayed by two weeks because of poor geotechnical conditions found onsite (the geotechnical report had stated that the ground was better than it turned out to be, and wholesale replacement of 400 cubic meters of poor ground was required).

The strengthening of the full playground wall will be completed in the first quarter of 2015. The incorporation of the playground skate park into the strengthening design for the playground wall, will provide improved amenity to the site as well as cost efficiency.

Sign of the Takahe

The Sign of the Takahe is a valued community asset and a significant landmark. It is listed in the Christchurch City Plan as a Group 1 heritage item.

Repairs and strengthening to increase the building to 67% of NBS have been approved and a detailed program of design and works has been produced and approved. The works include significant repair and strengthening to chimneys, walls, parapets and balustrading. A major reconstruction of the roof, generally including seismic strengthening, is also part of the works package.

The project is currently in the Building Consent phase where complex and very detailed fire and safety queries and other associated RFI (Request for Information) are being addressed as part of the process. The projected completion of works and handover is July 2016.

Heathcote Community Centre

A design option was presented to the Community Board in late October 2014. The option did not proceed and a resolution was passed at the subsequent Board meeting in early November 2014 directing staff to investigate options through an established contractor panel. A further resolution was passed confirming 45 Bridle Path Road as the site to be used to erect a new facility. The budget for this project is restricted to available insurance proceeds from the previous Heathcote Volunteer Library and the Heathcote Community Centre. Due to the need to relocate services and design, and construct a new wall for the Cricket Club, demolition-related work will consume around a third of available funding. The Heathcote Volunteer Library has now been demolished. A design has been produced for the Cricket Club wall and a consent exemption granted, with pricing being confirmed for all associated demolition works at the Community Centre.

Waltham Pool

This project is currently running on time with a proposed opening date of 12 January 2015. The project budget is very tight; the project team is carrying out value engineering throughout the design process to deal with ongoing additional issues onsite. Contaminated land and additional earthquake damage to foundations and existing services are the main causes of concern. The project team believes that the project scope will be delivered within budget (the contractor and members of the project team will work through the Christmas period to make this happen).

Woolston Pavilion (Memorial to fallen Soldiers)

Council has approved a project budget of \$400,000 to rebuild the Woolston Memorial Pavilion to fallen Soldiers, and a preferred contractor has been selected for the rebuild. The demolition of the former pavilion has been completed and the site has been cleared. A construction contractor has been selected for the rebuild of the pavilion and works are due to commence onsite in late November 2014.

The targeted completion date of 30 March 2015 has been requested by Council so the facility can be used as part of WW1 centenary remembrance. This timeframe is extremely tight, given this segment of the construction market is currently very stretched. A contingency completion scenario is in place, that being to ensure the exterior works are complete, while the interior fit out may not be fully operational. The completion programme will be reviewed in more detail once the event organisers verify dates for the remembrance activities.

The forecast cost to complete the rebuild exceeds the project budget, however, an alternative source of funds has been verified to cover the shortfall.

Urban Regeneration

Edgeware

No update is available this month.

Ferry Road

No update is available this month.

Main Road

The Hearings Panel for the Main Road Master Plan met to complete deliberations on 6 November 2014, and to receive further information from staff. The Panel has prepared its recommendations and will report back to the Council meeting today (27 November 2014), to seek the adoption of the final Master Plan.

New Brighton

Staff are continuing to make good progress in preparing final amendments to the New Brighton Centre Master Plan, which will be presented to the Burwood Pegasus Community Board early in the New Year, and then to Council. In the meantime, the Council's Major Facilities Rebuild Unit is continuing to work through the Expressions of Interest received for the proposed New Brighton Legacy Project.

Sumner

No update is available this month.

Lyttelton

Albion Square's official opening on Saturday 8 November 2014 was well attended, and has received positive media coverage. Its completion (excluding the waharoa, to be installed in late January 2015) gives effect to several Master Plan actions including: provision of a new civic square; a public toilet and children's playground in the town centre; relocation and reinstatement of the cenotaph; local input into design and appearance of the built environment; public realm enhancements on London St; and the embedding of references to local landscape, heritage and tangata whenua values into the built environment, including through art in public places.

Linwood

As part of implementing the Linwood Village Master Plan, the new public toilets are now operational, and adjacent to the new block is a water drinking fountain and bike fix-it stand.

Sydenham

No update is available this month.

Selwyn Street Shops

No update is available this month.

Coastal Pathway

No update is available this month.

Transitional Projects

Christchurch Stands Tall

As part of supporting Christchurch Stands Tall, giraffe sculptures have been installed at several locations in the central city and at some suburban master plan centres: Linwood Village, Lyttelton, Sydenham, New Brighton, Sumner and Redcliffs. The Transitional Projects budget has sponsored two of the giraffes, located at Doris Lusk Park and Victoria Square. All giraffes will be in place until late January 2015.

High Street implementation:

The on-street parking layout and traffic calming have been reviewed and agreed by High Street businesses. Further adjustments have now been made to ensure the layout is compatible with the developing *An Accessible City* layout for the intersection of Tuam and High Streets. The installation of the Department of Conservation (DOC) Visitor Centre building is pending an internal decision from DOC and will probably not be onsite until mid 2015. Design of the jointly funded 'green wall' to the rear of the DOC site, is progressing. Additional planting is also proposed in the central area of the site to supplement the landscaping in situ.

The new 2014/15 Central City Transitional Work Programme continues to be developed and new projects are already underway, including the refurbishment of Gloucester Street and a new Wayfinding project, with implementation proposed prior to the Cricket World cup in February 2015.

- Work has commenced on Gloucester Street, initially to support the opening of Isaac Theatre Royal on 17 November 2014 with further subsequent work to create a good pedestrian space, supporting businesses in New Regent Street and Cathedral Junction. Key features include retaining the Outdoor Reading Room, traffic calming, landscaping, footpath repair, street paint and increasing parking options.
- At the corner of High / Hereford / Colombo Streets, options are being explored with the landowner for transitional projects and interim planters have been placed around the site to increase amenity.

An Accessible City

There are three key areas of work underway as part of the *An Accessible City* work programme: the Public Realm Network Plan, the Christchurch Central Parking Plan and the First Phase Transport Projects. An update on each of these work streams is summarised below.

Public Realm Network Plan: The draft Public Realm Network Plan has been prepared and the Project Team has undertaken a stakeholder engagement process and has now briefed elected representatives. It will be further workshopped with Councillors and the relevant Community Board in the New Year.

Christchurch Central Parking Plan: A draft Parking Plan has been prepared and a public workshop on the draft Parking Plan was held with the former Environment Committee on 9 September 2014, with around 75 participants. With feedback from the workshop, the draft Parking Plan, with necessary amendments and updates, will go to the Infrastructure, Transport and Environment Committee and then Council for endorsement in the New Year.

First Phase Transport Projects: The first phase Transport Projects have been prioritised to align with the delivery of early key Anchor Projects, especially the bus interchange due to open in April 2015. Public consultation on Transport Projects for Hospital Corner and Hagley / Moorhouse Corner and surrounding streets, closed on 8 September 2014. A summary of responses and recommendations for scheme refinements and accompanying traffic resolutions was prepared for consideration by the Infrastructure, Transport and Environment Committee in consultation with the affected Community Boards. Those matters were considered by Council on 13 November 2014 and, with some further modifications to scheme designs and traffic resolutions, have been approved for scheme commencement. Works will begin within the next week, with substantive completion expected in early 2015.

Consultation on further Transport Projects for Colombo, Lichfield and Tuam Streets opened on 17 September 2014 and closed on 8 October 2014. Four public drop-in sessions were undertaken during the consultation period and a briefing with the Hagley / Ferrymead Community Board was held on 15 September 2014, prior to consultation

commencing. A report on the consultation process, amendments to the concept designs and accompanying traffic resolutions is being prepared for 4 December 2014 Infrastructure, Transport and Environment (ITE) Committee, seeking approval in turn by Council on 11 December 2014. If Council approves the works for commencement the changes will begin early in the New Year.

4. PARTNERSHIPS AND COLLABORATIONS

The Council community consultation process for the Long Term Plan continues to go well, with positive and constructive feedback received from a diverse range of residents. Feedback on the Long Term Plan was also gathered during the Canterbury A&P Show. The Council stand was located in the Future Christchurch Pavilion alongside other key local government agencies such as CERA. In addition to information on the Long Term Plan, information on the proposed Nga Puna Wai development was also displayed and of interest to many locals and visitors to the Show.

APPENDIX A

Councillor Questions regarding the October 2014 Chief Executive Report

1. What is the future use of Porritt Park and is it classified in the Red Zone?

Porritt Park is not in the Red Zone (as most of the reserves were excluded) but it is bordered by Red Zone residential land. Council have no plans for Porritt Park other than grassing down after demolition of the damaged assets. The land would require extensive remediation to allow any built infrastructure to go back on the land. The Burwood Pegasus board has received a couple of deputations suggesting uses for the park, the most recent from the Celebration Church Lions Sorts Trust, to develop the park as a sports centre for their sports teams. This would be at their expense and would include future maintenance (allowing for public access of course). To comply with best procurement practice and the provisions of the Reserves Act, we now need to go out for an Expression of Interest (EOI) for the park. From this, a short list of applicants will be invited to submit a tender through a Request for Proposal process. The short list will be from those EOIs deemed viable and compliant with the zoning and land classification. The community board will be kept informed. Once the final proposal is received, a proposal to enter into a lease will be negotiated and reported to the Community Board for a decision under their delegation.

2. Who is responsible for dust monitoring in the Central City?

Although Environment Canterbury (ECan) monitors ambient air quality, the responsibility for managing dust and discharges to air from sites and demolition activity rests with land managers. Land managers are typically required to get a consent in relation to major activities, and to ensure that they do not cause an offensive or objectionable effect such as by allowing discharges of dust. Environment Canterbury has a role in ensuring that land managers are aware of these issues and manages them appropriately, as well as responding and investigating any complaints where there is an alleged effect.

Worksafe NZ has also commissioned the Centre for Public Health Research, Massey University, to undertake silica dust monitoring at demolition sites and where concrete cutting work is being carried out. This study is about the levels of silica dust that contractors are being subjected to on demolition sites. Monitoring is being conducted this month and a report is expected in March 2015.

Dust monitoring was also carried out following the earthquake by the New Zealand Defence Force as they were concerned about their staff guarding the central city Red Zone cordon. The results were compared with detailed dust analysis following the collapse for the World Trade Centre in New York City (NYC) on 11 September 2001. The increased risk in NYC was very small, despite a huge dust cloud.

3. Is there an update on dust monitoring in Woolston?

Dust has had a bigger impact on air quality in Woolston since the Christchurch earthquakes. Environment Canterbury's monitoring shows that dust is coming from a range of different and separate sources and this has a cumulative effect on air quality. Environment Canterbury is undertaking further investigations to understand the potential sources of dust pollution and is working with land managers to raise awareness of the issue and how dust can be managed better onsite. Managing this issue requires a coordinated effort between the regional council, industry, land managers and the community.

4. What is the Council doing to mitigate the risks of wastewater overflows? (this question refers to NERP project 8)

Stormwater and groundwater entering the wastewater system during wet weather events can cause its capacity to be exceeded and overflows to occur. To minimise the risk to human health, the overflow system prevents wastewater from entering streets and private properties by diverting it into waterways via constructed overflow points. The Council remotely monitors twenty of the most frequent overflow locations and staff are sent text alerts as soon as an overflow starts. To mitigate any public health risk, the Council posts polluted water signs (warning people to keep out of the water and to not gather shellfish) at, and downstream of, each overflow location and maintains the signs until testing shows that the water body is clear. A list of water users are contacted immediately by email when any overflow occurs. The Council website shows all current and past wastewater overflows so that the water user groups can check the current status of the water body. The ecological risk of wastewater overflows has been shown by several studies to be low. No lasting ecological impacts are indicated, even following repeated overflows. The ecological recovery after the earthquakes following months of discharge was quick.

The wastewater network model has been updated to include the SCIRT rebuild work and this will be calibrated using flow monitoring data once SCIRT's work is complete, and a comparison will be made with the pre-earthquake model to assess the change in network performance. Christchurch City Council has a discharge consent with Environment Canterbury for wet weather overflows, and an agreed Consent Compliance Strategy is in place until March 2017, by which time the City will either be in compliance with its discharge consent, or more likely, have applied for a new consent. Much of the pre-earthquake wastewater capital programme for reticulation work was aimed at providing for both growth and for reducing overflow frequency and volume. Similarly much of the current and future capital work will also reduce the frequency and volume of overflows.

CHRISTCHURCH CITY COUNCIL

MINUTES OF THE SUBMISSIONS PANEL MEETING

Held on Monday 3 November 2014, at 8.32am
in the Mayor's Lounge, Civic Offices, 53 Hereford Street

PRESENT: Councillors Ali Jones (Chairperson), Jimmy Chen, Raf Manji, Yani Johanson, Pauline Cotter, Paul Lonsdale, Phil Clearwater, David East, Glenn Livingstone and Deputy Mayor Vicki Buck

IN ATTENDANCE: Mike O'Connell, Helen Beaumont, Peter Kingsbury

1. APOLOGIES

An apology was received and accepted from Councillor Andrew Turner.

Councillor Johanson arrived at 8.40am, Councillors Chen and East arrived at 8.50am and Councillor Livingstone arrived at 9.02am.

2. SUBMISSION

The Panel **resolved** on the motion of Councillor Clearwater, seconded by Councillor Cotter, that it:

- 2.1 Delegate approval of the amended Christchurch City Council's comments on the Canterbury Regional Council's Draft Canterbury Air Regional Plan as part of RMA Schedule 1 consultation to Councillor Jones and Councillor Clearwater.

The meeting concluded at 9.10am.

**COUNCILLOR ALI JONES
CHAIRPERSON**

DISTRICT PLAN REVIEW SUBCOMMITTEE**4. 11. 2014**

**A meeting of the District Plan Review Subcommittee
was held in the Council Chamber Committee Room
on 4 November 2014 at 9.06am.**

- PRESENT:** Mayor Lianne Dalziel (Chairperson)
Councillors Jimmy Chen, Pauline Cotter, Jamie Gough, Yani Johanson,
Glenn Livingstone, Raf Manji Tim Scandrett and Andrew Turner.
- APOLOGIES:** Councillors Vicki Buck, Phil Clearwater, David East, Ali Jones and
Paul Lonsdale.
Councillors Manji and Livingstone arrived at 9.10am and 9.24am respectively.
Councillor Cotter retired from the meeting at 9.22am.

The Subcommittee reports that:

PART B – REPORTS FOR INFORMATION**1. APOLOGIES**

The apologies were received and accepted.

2. DECLARATION OF INTEREST

Nil.

3. DEPUTATIONS BY APPOINTMENT

Nil.

PART C – DELEGATED DECISIONS**4. COUNCIL FURTHER SUBMISSIONS ON THE PROPOSED REPLACEMENT DISTRICT PLAN
– STAGE 1 AND DELEGATIONS**

The Subcommittee considered a report seeking its decision on whether:

- the Council should make further submissions in opposition or support of any of the original submissions received on Stage 1 of the Proposed Christchurch Replacement District Plan
- authority should be delegated of to the Chief Planning Officer to authorise Council experts and consultants to participate in mediation in the hearings process.

4. Cont'd

It was **resolved** to:

- 4.1 Confirm that the Council will not lodge any further submissions to the proposed Christchurch Replacement District Plan.
- 4.2 Note that the Council's experts and consultants giving evidence are independent neutral experts assisting the Hearings Panel, not advocates for the Council;
- 4.3 Note that the Council's officers and consultants may give evidence agreeing with changes to the District Plan Review proposed in submissions;
- 4.4 Note that the Hearing Panel may direct the Council to take part in expert conferencing or mediation;
- 4.5 Delegate authority to the Chief Planning Officer to appoint the officers and/or consultants to take part in mediation.

Councillor Johanson requested that his vote against this decision be recorded.

The Mayor declared the meeting closed at 9.46am.

CONSIDERED THIS 27TH DAY OF NOVEMBER 2014

MAYOR LIANNE DALZIEL

DISTRICT PLAN REVIEW SUBCOMMITTEE**12. 11. 2014**

**A meeting of the District Plan Review Subcommittee
was held in the Council Chamber Committee Room
on 12 November 2014 at 9.05am.**

PRESENT: Councillor Jamie Gough (Deputy Chairperson)
Deputy Mayor Vicki Buck, Councillors Jimmy Chen, Pauline Cotter, David East,
Yani Johanson, Ali Jones and Glenn Livingstone

APOLOGIES: Mayor Lianne Dalziel, Councillors Phil Clearwater and Andrew Turner.
Councillor Cotter for early leaving at 10.30am.
Councillor East left the meeting from 9.40am until 9.50am.
Councillor Jones left the meeting from 10.32am until 11.02pm.
Councillor Livingstone left the meeting from 11.12am until 11.40am
Councillor Clearwater arrived at 11.44am.

In the absence of the Mayor, the Deputy Mayor Vicki Buck opened the meeting at 9.05am.

The meeting adjourned from 11.25am until 11.40am

The Subcommittee reports that:

PART B – REPORTS FOR INFORMATION**1. ELECTION OF A DEPUTY CHAIRPERSON**

At 9.06am, it was **decided** that Councillor Gough be appointed the Deputy Chairperson of the Subcommittee.

At this point of the meeting Councillor Gough assumed the Chair.

2. DECLARATION OF INTEREST

Nil.

3. DEPUTATIONS BY APPOINTMENT

Nil.

PART C – DELEGATED DECISIONS**4. APOLOGIES**

It was **resolved** to accept apologies for absence from the Mayor and Councillors Clearwater and Turner, and for departure from Councillor Cotter.

COUNCIL 27. 11 2014**5. RESOLUTION TO EXCLUDE THE PUBLIC**

At 9.08am, it was **resolved** to adopt the resolution to exclude the public as set out on pages 1 to 3 of the agenda.

At 12.03pm it was **resolved** to readmit the public to the meeting.

The Deputy Chairperson declared the meeting closed at 12.04pm.

CONSIDERED THIS 27TH DAY OF NOVEMBER 2014

MAYOR LIANNE DALZIEL

COUNCIL 27. 11. 2014

**INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE
6 NOVEMBER 2014**

**A meeting of the Infrastructure, Transport, and Environment Committee
was held in the No. 1 Committee Room
on 6 November 2014 at 8.05am.**

PRESENT: Councillor Phil Clearwater (Chairperson)
Councillors Pauline Cotter (Deputy Chairperson), Vicki Buck, David East and Tim Scandrett.

APOLOGIES: Councillor Buck arrived at the meeting at 8.10am and left at 10.28am, and missed items 2 and 6 and part of 7.
Councillor Tim Scandrett left the meeting at 10.56am and missed item 7 and part of part of 5.

The Committee reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. FOOD RESILIENCE, FOOD FORESTS AND EDIBLE PLANTINGS

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Operating Officer, Operations Group	N	
Officer responsible:	Unit Manager, Parks	N	
Author:	Tony Moore, Principal Advisor Sustainability	As above	DDI 941 6426

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the Council's approval of the Draft Food Resilience Policy and Draft Community Gardens Guidelines that was requested by the Environmental Committee on 29 July 2014, as follows:

It was resolved on the motion of Councillor Clearwater, seconded by Councillor Cotter, that the Council:

- 1.1.1 Enthusiastically endorse and support food forests and other edible plantings throughout Christchurch.
- 1.1.2 Identify and make available to the community public land where members of the public are welcome to plant and tend their own fruit and nut trees or other edible plants and that the produce be freely available to anyone.
- 1.1.3 Provide guidelines on plantings and species.
- 1.1.4 Replace restrictive rules and barriers with a proactive framework which achieves these outcomes.
- 1.1.5 Bring a further Food Resilience Policy and Action Plan to the Environmental Committee in November 2014.

2. EXECUTIVE SUMMARY

- 2.1 Council staff have been working with the Food Resilience Network to establish a Council Food Resilience Policy (refer **Attachment 1**) and Council Guidelines for Community Gardens (refer **Attachment 2**) to replace the Council's 2003 Community Gardens Policy. These draft documents are now before the Council, as requested by the Environment Committee on 29 July 2014.

COUNCIL 27. 11. 2014

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE - 6. 11. 2014

1 Cont'd

- 2.2 This report also provides the Council with a summary of a Food Resilience Action Plan (refer **Attachment 3**) for greater Christchurch (actions include Selwyn and Waimakariri Districts) and an Edible Canterbury Charter (refer **Attachment 4**) that have been prepared by the Food Resilience Network.
- 2.3 The Action Plan is entirely complementary to the Council's Food Resilience Network Policy and is provided to demonstrate the range of actions proposed and the level of support provided by the community in this area. The Charter is provided because the Food Resilience Network are seeking signatories to this Charter as a way to build further support and commitment from organisations throughout the Greater Christchurch area. The Council is invited to become a founding signatory to this Charter.

3. BACKGROUND

- 3.1 A deputation from the Food Resilience Network was given to the Christchurch City Council's Environment Committee on 29 July 2014, which lead to the Council recommendation to draft a Food Resilience Policy and Action Plan by November 2014.
- 3.2 Since July 2014, Council staff have been working closely with the Food Resilience Network to develop the documents now before the Council. The Food Resilience Network comprises individuals and organisations interested in the promotion of fresh, healthy, affordable food and building a more resilient local food economy (full membership is provided in **Attachment 3**). Council staff from Strategy and Planning, Strengthening Communities and Transport and Greenspace were involved in the development of the Council Policy and Guidelines.
- 3.6 The Policy vision for Christchurch to become "the best edible garden city in the world" reflects our established garden city heritage, but also the renewed and wide-spread interest in edible landscapes, food resilience and food quality. Recent food scares (i.e. bagged lettuces and carrots) and concern for our current and future wellbeing (such as child poverty, obesity, diabetes, climate change (food miles) and rising energy costs driving food prices), continue to heighten interest in healthy, local food production. An important motivator is also the quality, flavour, freshness and enjoyment of home grown and local food.
- 3.7 As the Action Plan indicates the community is planning a wide range of activities that will inspire and capture the good will of local businesses and the community enhancing our local food economy. These actions have obvious synergies with the city's Resilience Strategy, Climate Smart Strategy, Healthy Christchurch Charter, Strengthening Communities Strategy and general liveability and affordability in the city.
- 3.8 Through the Policy and Guidelines, specific actions are tasked to the Council. Once these directions are approved by the Council, an internal implementation plan and reporting framework will be developed to deliver and monitor progress on these commitments. A report to Council on 23 October 2014 also outlines recent Council activities in this area.
- 3.9 The Edible Canterbury Charter drafted by the Food Resilience Network (refer **Attachment 4**) will be circulated around key organisations and businesses in the region to build support for the overall food resilience direction, but also to help encourage commitments from each signatory. The Council's Policy, Guidelines and proposed actions would be more than sufficient for the Council to take a leadership role and become a founding signatory to this charter, should this be agreed by the Council.

4. COMMENT

- 4.1 The graphics team will be engaged to add colour and images to enhance these Council documents once the text has been finalised by the Council.

COUNCIL 27. 11. 2014

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE - 6. 11. 2014

1 Cont'd

5. FINANCIAL IMPLICATIONS

- 5.1 An allocation of \$50,000 per year has been proposed within the Strategy and Planning Group's Natural Environment Activity Management Plan budget for the Council's Long Term Plan. These funds, once approved, can be used to implement the Policy, Guidelines and support the community's Action Plan.

6. STAFF RECOMMENDATION

It is recommended that the Council:

- 6.1 Thank the members of the Food Resilience Network for generously volunteering their time to help the Council develop the Food Resilience Policy and Community Gardens Guidelines.
- 6.2 Adopt the 2014 Food Resilience Policy for the city recognising that implementation will be supported through Council's 2015-25 Long Term Plan.
- 6.3 Adopt the 2014 Community Gardens Guidelines recognising that implementation will be supported through the Council's 2015-25 Long Term Plan.
- 6.4 Replace the Council's 2003 Community Gardens Policy with the newly adopted 2014 Community Gardens Guidelines.
- 6.5 Agree to becoming a signatory to the Edible Canterbury Charter.

7. COMMITTEE CONSIDERATION

The Committee **requested** that Council staff add an additional point to **Attachment 2** under "How the Council can help you create or maintain a community garden" as detailed below:

"13. Support edible garden awards."

8. COMMITTEE RECOMMENDATION

That the Council adopt the Staff Recommendation with the addition of:

- 8.1 A sentence to 6.2 so that it reads:

"6.2 Adopt the 2014 Food Resilience Policy for the city recognising that implementation will be supported through Council's 2015-25 Long Term Plan. ***It is noted that this is a living growing policy and the Council will seek to respond to initiatives as they arise.***"

An extra point (6.6):

"6.6 That the guidelines be circulated as the Council's draft policy to community boards for their thoughts/input."

PART B - REPORTS FOR INFORMATION

2. DECLARATION OF INTEREST

Nil interests were declared.

COUNCIL 27. 11. 2014

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE - 6. 11. 2014

3. DEPUTATIONS BY APPOINTMENT

Nigel Rushton addressed the Committee regarding the “proposed four metre wide Hagley Park shared cycle/walking path and shared use and shared space in the rebuild” in relation to the An Accessible City project”.

4. BRIEFING: AN ACCESSIBLE CITY TRANSPORT ISSUES

The Committee **received** a briefing from Council staff on transport issues related to the Accessible City Transport Projects 1a (Hospital Corner) and 5 (Hagley/Moorhouse), addressing the pedestrian focus and shared footpaths. In support of the briefing, staff spoke to a circulated memo on this subject.

The Committee **noted** the information and additional Staff Recommendations included in the memo.

5. BRIEFING: ESTUARY MASTER PLAN

The Committee **received** a briefing from Council staff on the current status of the Estuary Master Plan including related resources and timing issues in collaboration with the Avon Heathcote Estuary Ihutai Trust and other stakeholders.

The Committee **noted** that the Estuary Master Plan would be better referred to as the Estuary Edge Master Plan.

The Committee **requested** that members be included on the invite list of an upcoming tour of the estuary.

PART C – DELEGATED DECISIONS**6. APOLOGIES**

The Committee **resolved** to accept an apology from Councillor Buck and early departure from Councillor Scandrett.

7. TERMS OF REFERENCE FOR COMMITTEE AND WORKING GROUPS

The Committee **resolved** to:

7.1 Adopt the refined Terms of Reference as amended for the Infrastructure, Transport and Environment Committee (**Attachment 1**), the Greater Christchurch Public Transport Working Group (**Attachment 2**) and Land Drainage Recovery Programme Working Group (**Attachment 3**).

7.2 Report to the Council these refined Terms of References for its information.

The meeting concluded at 10.32am.

CONSIDERED THIS 27TH DAY OF NOVEMBER 2014

MAYOR

Draft Christchurch City Council Food Resilience Policy

Version 20-10-2014

Vision

The best edible garden city in the world.

Objective

A food resilient Christchurch with thriving social, economic and physical environments providing healthy, affordable and locally grown food for all people.

What is food resilience?

Physical and economic access, by all people, at all times, to enough food to maintain an active and healthy life. This exists when everyone can access a reliable supply of healthy food which is nutritious, affordable, safe and culturally appropriate, that is able to sustain a person's physical, mental and cultural wellbeing. A local food production and distribution system based on ecological sustainability, able to withstand natural and man-made shocks is a vital part of food resilience (based on a World Health Organisation, 1996 World Food Summit definition of food security).

Outcomes

Social

1. Health and well-being

People can more easily access low cost, healthy, fresh fruit and vegetables, and have more active lifestyles through gardening activities. Mental and physical health is enriched by healthy eating, but also through strong personal relationships and experiences enjoyed in community gardens and through community collaboration. The sharing of surplus food supports low-income households, food banks and community kitchens.

2. Close knit and self-reliant communities

Enjoying, growing and sharing food brings neighbours and communities together. Community gardens are community hubs, that empower residents to solve local problems in many creative ways. Crime is reduced because the city's green spaces are activated and cared for by more connected self-reliant communities. Volunteering is encouraged and rewarded often with free food.

3. Lifelong learning

Practical knowledge of how to grow, harvest, prepare and enjoy locally grown food is shared among the community. School gardens enable children to learn where their food comes from and the natural cycles of life. At community gardens, people learn how to grow food and compost at home, but also about traditional / cultural uses for plants, medicinal uses, weaving, art and a wide variety of recipes and cooking methods helps add delight and diversity to city life.

Economic

4. Thriving local food economy

New businesses opportunities and jobs are created by the community supporting their locally grown food economy. Pathways that lead to both paid and voluntary work are explored and encouraged. Entrepreneurs foster new business models such as local food co-operatives, boxed food delivery, farmers markets, and grower incubators and syndicates. Knowledge of how to sustain a diverse and resilient local food economy can be shared with other communities as part of a green knowledge economy.

5. Resilient and sustainable food system

A more diverse and localised food production and distribution system builds resilience and enables more sustainable production and distribution methods that reduce the environmental footprint of food.

6. Stewardship of public spaces

People are encouraged to care for edible plants and community gardens on suitable green spaces. This helps to maximise community value and enjoyment from these spaces, manage anti-social behaviour, but can also lower maintenance costs for the Council. Community gardens and allotments become useful responses for keen gardeners living in a more dense city.

Environmental

7. Celebrating our garden city heritage

Our natural and cultural garden city heritage is celebrated and physically demonstrated throughout the city. Weaving edible gardens into public and private spaces will offer a wider range of recreational opportunities and amenity, enriching the liveability and enjoyment of our city.

8. Growing a beautiful and bio-diverse garden city

Edible gardens enrich city life supporting bees, birds, butterflies and biodiversity. In many cases seedlings can be grown by communities to complement existing native and exotic planting throughout the city. Productive gardens will become an essential part of the city's green infrastructure.

Priorities to achieve the vision

The Council will:

1. Collaborate with the community to achieve the food resilience vision, objective and outcomes, for example by being a participant in the creation and implementation of a Food Resilience Action Plan for the city and by being an active member of the Food Resilience Network.
2. Identify and make available suitable Council land for food production, community gardens and related activities, and establish supportive frameworks that enable community use of these spaces.
3. Encourage the establishment of productive gardens on suitable land around the city that is not in Council ownership, for example homes, schools, church land, institutions and market gardens.
4. Protect locally productive soils surrounding the city from inappropriate development that undermines the lands productive capacity.
5. Commit to increasing the nutritional quality of food in Council facilities, events and food stalls on public land (for example ensure that low sugar, fat and salt options are provided).
6. Advocate on behalf of the community on issues that effect the city's food resilience, for example advocacy to central government about healthy food choices in schools.
7. Support initiatives that increase the availability, distribution and affordability of fresh, healthy food in our communities, for example farmers markets, green grocers, local food cooperatives and community kitchens.
8. Work with food producers, distributors, retailers, other agencies and the community to encourage the availability, affordability and uptake of healthy food in our community.
9. Support community education through community gardens and other local initiatives that increase knowledge of how to grow, harvest, prepare and consume healthy locally grown food to support edible gardens and a thriving local food economy.
10. Support competitions, awards or harvest festivals that celebrate our garden city identity, encourage edible gardens, community gardens, and educate the community about the benefits of our food resilient edible garden city.

Strategic alignment

- Natural Environment Recovery Programme
- Open Space Strategy
- Climate Smart Strategy
- Sustainability Policy
- Council Tree Policy
- Healthy Christchurch Charter
- Share An Idea community engagement outcomes

Draft Christchurch City Council Community Gardens Guidelines

Version: 20-10-2014

Introduction

The Council's Food Resilience Policy established a bold vision for Christchurch to become the "best edible garden city in the world". A key role for Council in achieving this vision is to encourage community gardens throughout the city. These guidelines sets out roles, responsibilities and processes to support new and existing community gardens on Christchurch City Council Land.

Purpose

1. To support new and existing community gardens in Christchurch.
2. To acknowledge the many benefits community gardens provide our city.
3. To recognise and accommodate the full spectrum of community gardens.
4. To clarify roles, responsibilities and processes for creating and running community gardens on Council land.

What is a Community garden

The Council defines a community garden as *land gardened collectively by a group of people for the benefit of the community.*

A community garden is often a small scale, low cost garden in a neighbourhood setting managed by a group of people who primarily grow fruit or vegetables, for personal use of the garden volunteers or for the benefit of their community. A community garden may be on private or public land and have a charitable trust and management group overseeing the running of the garden.

Types of edible gardens in Christchurch

There are many different types of edible gardens that benefit the Christchurch community.

- 🌱 **Allotment** – a collectively managed group of individual garden plots where a person can care for and harvest their own plots as they see fit (e.g. Smith Street Garden, Linwood).
- 🌱 **Community garden** – garden managed by a group of people (e.g. Strickland Street and New Brighton community gardens).
- 🌱 **Community orchard** – fruit trees managed by a group of people (e.g. Sunlea Orchard, Marshlands).
- 🌱 **Home Garden** – fruit and vegetables grown at home.
- 🌱 **Institutional edible gardens** – garden facilitated or cared for by a businesses or organisation (e.g. C1 Espresso kitchen garden on High Street, Okeover Stream Community Garden – Canterbury University or edible gardens within social housing or elderly person housing complexes).
- 🌱 **Food forest** – permaculture principles applied in an orchard / woodland setting (Biological Husbandry Unit, Lincoln university).
- 🌱 **Food foraging and wild harvesting** – food gathering from land, along rivers or coastal areas (e.g. picking apples from trees along the Harry Ell Walkway, picking watercress along waterways, collecting mussels, cockles or wild mushrooms).
- 🌱 **Guerrilla gardening** – informal planting on underutilised or vacant land.
- 🌱 **Mahinga kai sites** – traditional Maori gathering sites for food and materials like flax for weaving (e.g. Matariki Gardens, Bromley)
- 🌱 **Productive parks** – fruit or nut trees or edible gardens on neighbourhood parks informally managed by local people (e.g. Moa Reserve and Chesterfields Reserve in the central city, Mountord Park in Sydenham).
- 🌱 **School gardens** – edible gardens managed by students, teachers and the school community (e.g. Van Ash College or Cashmere High school)
- 🌱 **Surplus sharing** – sharing surplus food from private or public gardens (e.g. Nans for Jams who collect surplus fruit to make jams for charitable purposes)
- 🌱 **Urban agriculture and city farms** – larger scale market gardens often surrounding cities managed for the benefit of the local community, linked to local distribution networks, on a commercial basis (e.g. Christchurch Food Co-operative and Garden City 2.0).

Key benefits of community gardens

1. Health and well-being

People can more easily access low cost, healthy, fresh fruit and vegetables, and have more active lifestyles through gardening activities. Mental and physical health is enriched by healthy eating, but also through strong personal relationships and experiences enjoyed in community gardens and through community collaboration. The sharing of surplus food supports low-income households, food banks and community kitchens.

2. Close knit and self-reliant communities

Enjoying, growing and sharing food brings neighbours and communities together. Community gardens are community hubs that empower residents to solve local problems in many creative ways. Crime is reduced because the city's green spaces are activated and cared for by more connected self-reliant communities. Volunteering is encouraged and rewarded often with free food.

3. Lifelong learning

Practical knowledge of how to grow, harvest, prepare and enjoy locally grown food is shared among the community. School gardens enable children to learn where their food comes from and the natural cycles of life. At community gardens, people can learn how to grow food and compost at home, but also about traditional / cultural uses for plants, medicinal uses, weaving, art and a wide variety of recipes and cooking methods helps add delight and diversity to city life.

4. Thriving local food economy

New businesses opportunities and jobs are created by the community supporting their locally grown food economy. Pathways that lead to both paid and voluntary work are explored and encouraged. Entrepreneurs foster new business models such as local food co-operatives, boxed food delivery, farmers markets, and grower incubators and syndicates. Knowledge of how to sustain a diverse and resilient local food economy can be shared with other communities as part of a green knowledge economy.

5. Resilient and sustainable food system

A more diverse and localised food production and distribution system builds resilience and enables more sustainable production and distribution methods that reduce the environmental footprint of food.

6. Stewardship of public spaces

People are encouraged to care for edible plants and community gardens on suitable green spaces. This helps to maximise community value and enjoyment from these spaces, manage anti-social behaviour, but can also lower maintenance costs for the Council. Community gardens and allotments become useful responses for keen gardeners living in a more dense city.

7. Celebrating our garden city heritage

Our natural and cultural garden city heritage is celebrated and physically demonstrated throughout the city. Weaving edible gardens into public and private spaces will offer a wider range of recreational opportunities and amenity, enriching the liveability and enjoyment of our city.

8. Growing a beautiful and bio-diverse garden city

Edible gardens enrich city life supporting bees, birds, butterflies and biodiversity. In many cases seedlings can be grown by communities to complement existing native and exotic planting throughout the city. Productive gardens will become an essential part of the city's green infrastructure.

Accommodating the spectrum of edible gardens

The Council aims to create a supportive framework to encourage edible planting in the city. Developing enabling systems and processes that are matched to the different types of edible planting is needed so small scale, low risk activities can easily progress and larger scale, potentially higher risk activities can be managed appropriately.

An indicative spectrum of edible planting and potential management approaches is provided below as a guide. However, the appropriate process to follow will be established by the Council on a case by case basis, taking into account the specific attributes of the proposal.

Indicative spectrum of edible gardens and processes to follow

Edible Garden	Indicative Process	Attributes
Community Garden, Orchard, Food Forest or Allotment	Full lease agreement needed	<ul style="list-style-type: none"> • Occupies a large amount of space relative to the surrounding area. • Potential impact on other users or neighbours. • Type of land requires community consultation and special agreements. • Long duration of occupation. • Restricts access to some extent. • Includes use of Council assets or funds.
Institutional garden	Mid level process needed (e.g. licence to occupy or management agreement)	
Productive Park or Transitional Garden	Simple process needed (e.g. Memorandum of Understanding)	<ul style="list-style-type: none"> • Low level of on-site management needed. • Occupies a small amount of space relative to the surrounding area. • Minimal impact on other users or neighbours. • Type of land permits activity. • Planting is transitional or temporary. • Activities already managed by established relationships (e.g. through residents associations or an established organisation). • Activities already managed by national, regional or city policies or regulations (e.g. harvest limits).
Food foraging, Surplus sharing	No formal process needed	

How to set-up and maintain a successful community garden on Council land

The Christchurch Community Gardens Association has developed a full guide for establishing and running community gardens (see www.ccgga.org.nz). Below is a summary of particular relevance for gardens that are considering using Council land.

You will need to:

1. Create a management group
2. Establish your vision, purpose and operating guidelines for the garden
3. Grow support from your community
4. Choose a suitable location
5. Identify resources needed, budgets and funding options
6. Create or identify a host not-for-profit legal entity or trust
7. Prepare a written proposal to the Council
8. Sign a licence to occupy, lease or memorandum of understanding to use Council land

While this may sound daunting the Canterbury Community Gardens Association and Christchurch City Council can help.

1 Create your management group

You will need a core group of people who are actively committed to setting up and maintaining the garden over time. Initially you may need 3 or more people to set things in motion. This is an opportunity to socialise and enjoy great food, so make sure you have fun along the way. Consider how much time each person is willing and able to commit and break up the roles and tasks accordingly.

2. Establish your vision and purpose

Decide on a vision and purpose for the garden. Here are some questions you could ask:

- What type and size of garden do you want to create?
- What will it look like when your garden is fully established and running successfully?
- What will you grow – fruit, vegetables, herbs, flowers, bees, native plants?
- Who will benefit from the produce – yourselves, community, schools, and food banks?
- Who will help care for and enjoy the garden – stakeholders, volunteers?

- What surrounding community groups, gardens, schools, churches or businesses could partner with you?
- How will you communicate with your community and volunteers?
- What activities could take place in the garden – BBQs, food market, composting, growing seedlings, hand crafts, art, lessons on how to grow and prepare food?
- Could individuals manage their own plot or tree – allotment style?
- How can the garden be self-sustaining – garden co-ordinator, volunteers, and funds?

3 Grow community support

You will need a strong level of support from the surrounding community. Community engagement is essential to build support for establishing and maintaining the garden over the long-term. You will also need to provide written evidence of support to the Council before public land or resources can be committed.

Useful stakeholders in your area could include:

- Resident or neighbourhood associations
- Schools and early childcare centres
- Church groups
- Sports clubs
- Environmental groups
- Local businesses
- Council Community Boards

You may also want to “buddy” with an existing community garden near you, who could mentor and support you through the process.

Choose a suitable location

Consider the following, when choosing a site for your garden:

a) Community needs:

- ☒ **Strategic fit** - will the site meet your vision and purpose.
- ☒ **Community support** – can the surrounding community support the garden over the long-term.
- ☒ **Health and safety** – potentially polluted land or soil contamination – need to consider the former use of land, has it been used for the storage of

horticulture chemicals or been a former petrol station. Also consider wider hazards such as busy streets, steep slopes, river banks or waterways.

- ☒ **Access** - is it easy and safe to reach the garden – walkable, convenient and well connected for people, cycling, public transport and maintenance vehicles.
- ☒ **Services** - services such as water is essential, toilets, buildings for meetings and storage is highly desirable.
- ☒ **Amenity** – does the site have an enjoyable, sunny aspect, with some shelter from cold winds and pleasant spaces for gardening, relaxing and space for children.
- ☒ **Compatible** – complements existing or surrounding uses and is able to manage issues such as noise, smells, fruit drop or traffic.
- ☒ **Visible** – is it reasonably open to street, neighbourhood or surrounding homes because good visibility can enhance personal safety and reduce vandalism.
- ☒ **Equity** – does the location give preference to high need communities.
- ☒ **Clear of infrastructure** – not likely to disrupt underground pipes, wires, foot-paths, sports or play equipment and other structures.

b) Growing needs:

- ☒ **Water** – an adequate supply of water is readily available or can be accessed without too much cost.
- ☒ **Soil quality** - soils support year-round productive uses, not flood prone, water logged, too sandy or rocky.
- ☒ **Sunlight** - not too shady from buildings or in competition with large trees, need at least 6 hours of direct sunlight during summer months.
- ☒ **Space** – Adequate space is available for the garden, sheds and composting etc, but also potential for future expansion.
- ☒ **Longevity** – reasonable certainty is provided for the use and occupation of the land – will the land be needed in the future for other uses e.g. stormwater management, roads or buildings.

5 Identify resources needed, budgets and funding options

Your community will be able to contribute in many ways to the establishment and running of a community garden – time, labour, skills, materials and funds. A good place to start is to create a detailed list of the resources you need and set-up a skills and resource bank of your willing helpers and potential sponsors - then ask for help. Income can be created by the sale of food, seeds, seedlings or hand crafts etc provided funds are used for charitable purposes.

6 Create or identify a host legal entity for your management group

A Community garden must have an established and legally formed management group for the Council to lease or licence land to. A new community garden can either find an existing host organisation or create their own charitable trust (see www.societies.govt.nz/cms/charitable-trusts).

Responsibilities of a Community Garden Management Group:

A group wishing to establish a community garden on Council land is responsible for any day-to-day management of the garden, including the following:

- a) Agree with the Council on the layout (an indicative landscape and site plan will be needed), access by people and vehicles for maintenance, and other conditions of the licence-to-occupy for a community garden.
- b) Undertake engagement with neighbours and surrounding community to determine how the community garden can benefit or impact upon the area. The Council Strengthening Community Advisors may offer support for this process.
- c) Ability to comply with requirements of the licence-to-occupy that will include legal accountability, financial obligations, public liability insurance, and compliance with local regulations, policies and bylaws and national regulations such as Hazardous Substances and Health and Safety laws.
- d) Manage and operate the community garden according to established operating guidelines.
- e) If an allotment style garden is applicable, ensure that plots are allocated to members of the local community through a fair and transparent process.
- f) Ensure gardens are maintained to a minimum standard and utilised year round.
- g) Ensure that produce is not sold for personal profit. Any sales may cover reasonable gardening expenses and be used for charitable purposes.
- h) Provide education and learning opportunities for garden users and the wider community such as offering training on how to grow, compost, cook and other related skills.
- i) Ensure the site is returned to an agreed condition should the garden be disestablished or the lease terminated.
- j) Explore opportunities to work in partnership with other organisations and stakeholders in the community.
- k) Establish a general public complains procedure.
- l) Maintain regular contact with the Council.

7 Prepare a written proposal to the Council

Prior to a new community garden being established, the management group must submit a written proposal to the Council. Council will assess the proposal on a case-by-case basis.

Please note:

- Your local Community Board will need to approve the establishment of a new community garden on Council land.
- Public notification or consultation with neighbours may be needed under the Reserves Act 1977 or the Local Government Act 2002.
- A licence to occupy, lease or memorandum of understanding to use Council land will need to be signed by a delegated representative from your management group and the Council.

Your proposals will be assessed based on the aspects described in the sections above and the following matters:

a) Community outcomes:

- Vision and purpose of the proposed garden.
- Benefit of the garden to the local community including who and how they will benefit.
- Opportunities for links and synergies with local community organisations.
- Written commitment from the surrounding community in support of the garden.
- Clear understanding of how to establish and maintain the garden over the duration of the lease or licence.
- Opportunities for the garden to demonstrate and educate the surrounding community about gardening, composting, water conservation, food preparation, and wider themes of community resilience and sustainable living.
- Understanding of how the garden will complement the surrounding existing and future activities, users and neighbours, including how adverse effects will be managed.

Management

Information on how the management group will be structured and operated including:

- Proposed legal and organisational structure.
- Objectives of the management group and information to demonstrate that the group is viable.
- Identification of a liaison person for the Council.
- Skills and competencies of the management group.
- Processes for decision making, problem solving, conflict resolution, training and induction of new members.
- Budget, sources of funding and timeline for start-up and maintenance.
- Hours of operation.
- A management plan covering:
 - Organisational meetings and requirements.
 - Proposed gardening techniques.
 - Mowing and maintenance.
 - Weed and pest control principles.
 - Management of vandalism, security and safety.
 - Management of composting and organic wastes.
 - Health and safety, public liability.
 - Details of any proposed structures or buildings.
 - Details of any proposed signage.
 - Management and containment of noise and odour.
 - Storage facilities.

How the proposal fits with relevant legislation, Council, policies, strategies or management plans for the Council land proposed for the garden.

Design

- An aerial photograph (e.g. Google or web-map) and site layout showing the proposed extent of the community garden and any proposed locations for structures and storage.

How the Council can help you create or maintain a community garden

The Council can help establish new community gardens and support existing gardens in many ways. This section provides a range of options; however, the extent and nature of support given will be entirely at the discretion of the Council.

Based on the numerous benefits community gardens provide to Christchurch, the Council, on a case by case basis and subject to long term and annual planning processes and resource constraints, may provide support in the following ways:

1. In-kind and financial support provided to organisations that enable community gardens to be established and maintained in Christchurch such as the charitable trusts established by community gardens themselves, the Canterbury Community Gardens Association and the Food Resilience Network.
2. Proactively identify Council land potentially suitable for community gardens and making this information available to Community Boards.
3. Community Board funding of community gardens in their ward, at their discretion.
4. Pepper-corn rentals for Council land used by community gardens.
5. Council waving fees related to consent and approval processes.
6. Plant edible trees and shrubs in suitable parks or gardens.
7. Staff support for groups undergoing the process of applying to the Council for creating a new community garden. This could include support from Strengthening Community Advisors in community engagement processes and the Transport and Greenspace Unit providing understanding of the site, surroundings, husbandry and Council legal agreements and approval processes.
8. Promote and raise awareness about community gardening on the Council website and through the Council's networks and media channels.
9. Consider potential use by community gardens when the Council is investigation disposing of community facilities, assets or land.
10. Maintain a contact database for all community gardens and notify representatives when there are planned works that may affect the community garden operation.
11. Encourage the Council's 3rd party Parks maintenance suppliers to support and assist in the preparation of land for new gardens and understanding special requirements related to the management of community gardens (e.g. no spray areas, mulching or watering needs).
12. Assist with community garden based events (e.g. harvest festivals and celebrations of our edible Garden City).

SUMMARY - Food Resilience Network Action Plan

Version 20-10-2014

Vision: a patchwork of food producing initiatives based around local hotspots and linked together like a ribbon woven into the fabric of our communities.

1 Cultivate Relationships

Foster partnerships, coordinate activities and provide governance on food resilience.

- a) Create a supportive network for mentoring leaders, coordinating actions and advancing on the vision through the Food Resilience Network.
- b) Encourage organisations to sign the Edible Canterbury Charter and to make commitments on how they will advance food resilience in the region.
- c) Identify and map key stakeholders, potential supporters and sponsors of food resilience in Canterbury so approaches can be made to advance involvement and support.
- d) Develop sponsorship package based on mutual benefits to potential supporters and the Food Resilience Network activities.
- e) Use established crowd sourcing tools to build support for specific food resilience projects.
- f) Develop supportive information sharing networks across New Zealand and internationally.

2 Grow understanding, skills and celebrate local food

Communicate, educate and inspire people to grow and enjoy local food.

- a) Establish Edible Canterbury web-portal to create one stop shop for information about growing and enjoying local food.
- b) Develop resources that help individuals, communities and institutions to grow their own food, to find food in their area, and to find places to buy healthy, local food in Canterbury.
- c) Establish targeted events and communications at key planting and harvest times.
- d) Provide practical help and advice to gardeners at local markets and events such as soil PH testing and Pest Identification and through education courses run at community gardens.
- e) Work with local businesses and nurseries to offer DIY training education for the public on how to grow and cook healthy food.
- f) Foster local champions, patrons and community leaders able to inspire and lift the profile of edible Canterbury activities.

3 Propagate and Support Edible Gardens

Support new and existing edible gardens in homes, schools, and communities.

- a) Raise the profile and encourage volunteers and support for the existing edible gardens in Canterbury.
- b) Support Councils in identify land potentially suitable for edible gardens in Canterbury.
- c) Establish edible garden brokering and educational services to facilitate new community gardens and school gardens in Canterbury.
- d) Foster linkages able to support new and existing community and school gardens – such as: local businesses; plant and material suppliers; City Care; educators such as CPIT (Te Puna Oranga o Seven Oaks); and designers such as Lincoln University landscape faculty.
- e) Explore feasibility of establishing a “Fruit Trees For Canterbury” organisation to deliver low cost, disease resistant plants for public and community garden use.
- f) Support high-profile demonstration edible garden projects such as Agropolis in central Christchurch and explore organic waste processing from surrounding businesses.

4 Strengthen Our Local Food Economy

Encourage more localised food production, distribution and access to healthy food.

- a) Enable more local growers of food by supporting the Biological Husbandry Unit's Stepping Stone programme that incubates budding market gardeners.
- b) Support the establishment of food cooperatives surrounding our towns and cities that are able to supply local markets with fresh locally grown produce.
- c) Encourage new farmers markets, green grocers and boxed delivery services in the region.
- d) Develop demonstration sites able to promote innovative production and distribution methods such as urban agriculture/city farm linked to local food cooperatives and Kaputone Community Orchard in Marshlands.
- e) Establish heritage fruit and nut archive and nursery to improve the availability of disease resistant and nutritious plants well suited to Canterbury conditions.

5 Grow Supportive Policies

Evidence based policy development and advocacy to advance food resilience.

- a) Collaborate with the Christchurch City Council on the creation and implementation of its Food Resilience Policy.
- b) Encourage and support Selwyn and Waimakariri District Council actions that support community gardens and food resilience in the region.
- c) Advocate for the availability of healthy food in schools, local village shopping centers, and at Council facilities and events.
- d) Advocate for healthy food and gardening literacy within the school curriculum to support establishment and on-going operation of school gardens.
- e) Explore ways for community gardens to become more self-sustaining organisations and the creation of other social enterprises that advance food resilience.
- f) Explore incentives for businesses offering land for productive uses or volunteer time from staff.
- g) Examine existing policies, regulations or bylaws that act as barriers to the establishment of edible gardens and suggest ways to create an enabling food framework.
- h) Work with CERA and local Councils about opportunities for productive spaces in Residential Red Zone areas.

Key supporting organisations of the Food Resilience Network (in alphabetical order)

- | | |
|--|--|
| ▪ Avon Otakaro Network | ▪ Lincoln University – Biological Husbandry Unit |
| ▪ Canterbury Community Gardens Association | ▪ Project Lyttelton |
| ▪ Canterbury District Health Board | ▪ Rangiora Express |
| ▪ Canterbury University | ▪ Selwyn District Council |
| ▪ Christchurch City Council | ▪ Soil and Health Canterbury |
| ▪ Christchurch Food Forest Collective | ▪ Sow and Grow |
| ▪ Enviro-Schools – Environment Canterbury | ▪ Te Runanga O Ngai Tahu |
| ▪ Garden | ▪ Tree Crops Association |
| ▪ City 2.0 | ▪ Waimakariri District Council |
| ▪ Greening The Rubble | |
| ▪ Kids Edible Gardens | |
| ▪ Lincoln Envirotown | |

Edible Canterbury Charter **- an initiative of the Food Resilience Network**

We, the signatories to this Charter, believe that all people in the Canterbury region have the right to fresh, nutritious food that is grown and prepared locally in ways that are ecologically sustainable and culturally appropriate.

We support the Food Resilience Network's vision of 'a patchwork of food producing initiatives based around local hotspots and linked together like a ribbon woven into the fabric of our communities'.

As such, we commit to working collaboratively with the other signatories of this Charter to make this vision a reality.

Values and Principles:

Accessibility: access to nutritious food is the right of all people and is a basic determinant of health;

Mahinga kai: food gathering and food growing spaces that reflect the values of local iwi are integral to the vision of a food resilient region;

Cultural appropriateness: food and culture are intimately connected and the many different cultural groups that make up our region's population should all have access to food that is culturally appropriate to them within the boundaries of our climate;

Ecological sustainability: a resilient food system implies one in which food is grown in ways that regenerate the natural environment rather than harm it (for example using principles of organic agriculture, permaculture, agro-ecology etc);

Social enterprise and local economic development: we endorse the establishment of organisations and businesses that grow, process and distribute food locally, and the development of a local food economy;

Food education: education about nourishing food for all ages and in a variety of learning places is crucial;

Community empowerment: everyone has a role to play in creating a food resilient region and everyone's role is valued;

Collaboration: creating a food resilient region requires partnerships between many agencies and cannot be owned by any single group.

**COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE
6 NOVEMBER 2014**

**A meeting of the Communities, Housing and Economic Development Committee
was held in the Committee Room 1
on 6 November 2014 at 1pm**

PRESENT: Councillor Andrew Turner (Chairperson)
Councillors Glenn Livingstone (Deputy Chairperson), Jimmy Chen, Jamie Gough,
Yani Johanson, Ali Jones, Paul Lonsdale.

APOLOGIES: Deputy Mayor Vicki Buck

Councillor Glenn Livingstone for lateness. Councillor Livingstone arrived at 1.07pm and was absent for part of clause 2.

The Committee adjourned at 2.40pm and reconvened at 2.47pm

The Committee reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. COMMUNITY FACILITIES REBUILD UNIT SOCIAL HOUSING PROGRAMME STATUS UPDATE

		Contact	Contact Details
Executive Leadership Team Member responsible::	Director Council Facilities and Infrastructure	N	
Officer responsible:	Unit Manager Community Support	N	
Author:	Scott Bennett – Facilities Rebuild Social Housing Programme Manager	Y	DDI 941 8114

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 This report provides a status update on the Community Facilities Rebuild Unit Social Housing Programme.

2. EXECUTIVE SUMMARY

- 2.1 The Social Housing Programme has a total portfolio of 2678 units. It also includes 113 units closed in the Residential Red Zone (located across 5 housing complexes).

As at 16 October 2014, 2233 (84%) units are open (refer Figure 1).

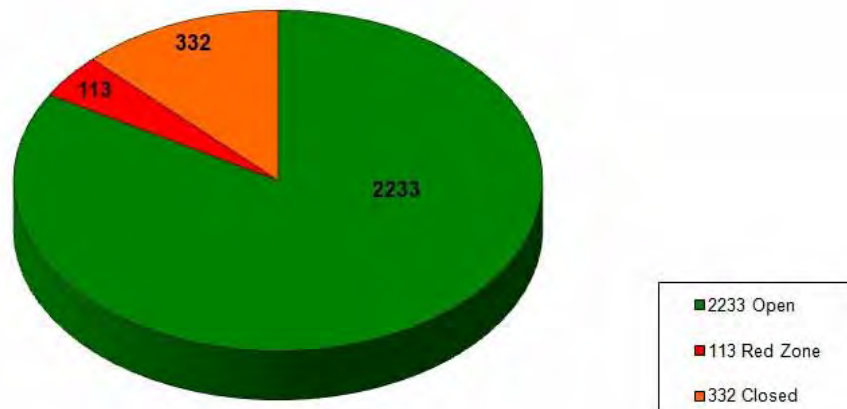


Figure 1: Social Housing Portfolio Status – 16 October 2014

1 Cont'd

- 2.2 Closed units total 332 subject to repair or rebuild under the Facilities Rebuild Programme and consist of the following:
- 2.2.1 269 units closed due to varying degrees of structural damage and design weakness, which includes 144 units closed due to failing a Detailed Engineering Evaluation assessment.
- 2.2.2 63 units closed due to health & safety (from Civil Defence Yellow Placard).
- 2.3 The accommodation type breakdown of the 445 closed units (inclusive of the red zone units) is shown in figure 2.

	Portfolio Totals	Red Zone Closed	Remaining Closed	Total Closed
Bedsits	214	1	9	10
Studios	673	59	77	136
1 Bedroom	1529	44	154	198
2 Bedroom	240	8	88	96
3 Bedroom	16	1	4	5
4 Bedroom	6	0	0	0
Totals	2678	113	332	445

Figure 2: Social Housing Closed Units by Accommodation Type – 16 October 2014

3. BACKGROUND

- 3.1 The Social Housing Portfolio has been currently divided into three streams of work with current metrics as follows:
- 3.1.1 Stream 1: Repair and Replacement: 1605 Units (1400 Open Units + 205 Closed Units)
- 3.1.2 Stream 2: Red Zone: 113 Units being replaced through intensification of existing sites.
- 3.1.3 Stream 3: Partnership Programme: Replacement of 479 Units (352 Open Units + 127 Closed Units) across 17 complexes that were previously identified in 2009 to be poor performers and planned for early replacement subject to funding.
- 3.2 The current status of the Social Housing Portfolio is shown in figure 3.

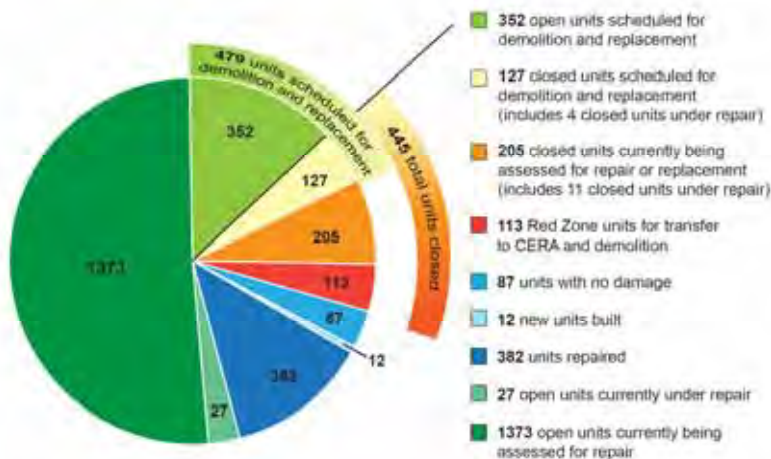


Figure 3: Social Housing Portfolio Current Status – 16 October 2014

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1 Cont'd

3.3 Social Housing Work Packages:

The delivery of the Facilities Rebuild Social Housing Programme streams of work has been allocated within 5 Work Packages spanning the following dates in alignment with the overall Facilities Rebuild Programme:

3.1.1 Work Package 1 (1 year duration: January 2013 to December 2013)

3.1.2 Work Package 2 (1.5 year duration: January 2014 to June 2015)

3.1.3 Work Package 3 (1 year duration: July 2015 to June 2016)

3.1.4 Work Package 4 (1 year duration: July 2016 to June 2017)

3.1.5 Work Package 5 (1 year duration: July 2017 to June 2018)

3.4 The Social Housing Asset Repair Programme Delivery Strategy is currently under review and subject to the decisions made by Council on the Housing Prioritisation Report being submitted by the Housing Unit.

3.5 The Facilities Rebuild Programme is striving to repair or replace the remaining 205 closed units on or before the end of Work Package 4 (June 2017) and complete the open unit repairs in Work Package 5 by December 2017. The speed of the open unit repairs programme is limited by the rate of which tenants can be temporarily relocated while repairs are carried out.

4. COMMENT

4.1 Closed Units Status:

A summary of the current damage assessment position on the social housing portfolio closed units is shown in figure 4.

	Closed Units Totals	EQC Repairable Units Classification		EQC Total Constructive Loss Units Classification	Demolish Only Units
		Economic to Repair*	Uneconomic to Repair		
Stream 1: Partnership Programme (Demolition & Replacement) Units	127	8	33	86	0
Stream 2: Closed Units for Repair or Replacement	205	67	50	64	24
Stream 3: Red Zone Units	113	0	0	0	113
Closed Unit Totals	445	75	83	150	137

Figure 4: Social Housing Portfolio Closed Unit Damage Assessment Status – 16 October 2014

4.1.1 Of the 75 economic to repair* units in Streams 1 & 2 in figure 4, they are broken down into three repair categories along with current status as shown in figure 5.

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Economic to Repair Closed Units Summary	Units Closed	Current Status
Category 1:	Straight-forward Repairs	
Boyd Cottages	4	Repairs underway, completion Dec 2014
Aldwins Courts	11	Repairs underway, completion Mar 2015
Glue Place	2	Detail Repair Methodology under development incorporating betterment
Sandilands	2	Detail Repair Methodology under development incorporating betterment
Airedale Courts Units Blocks D Unit 18-1c & Block G Units 28-1b & 28-1c	3	Detail Repair Methodology under development, report being prepared for approval
Cecil Courts Block C Unit 33-9 & Block E Unit 33-2	2	Detail Repair Methodology under development incorporating betterment
Straight-forward Repairs Total	24	
Category 2:	Reasonable Structural Repairs	
Airedale Courts Blocks C, D, F & G	18	Detailed Design complete & cost assessment underway for Council Report
Biddick Courts Block B	4	Detail Repair Methodology under development
Cecil Courts Blocks A & B	6	Detail Repair Methodology under development incorporating betterment
Concord Place Blocks D, I & J	8	Preliminary repair methodology complete, detailed Repair Methodology to be initiated.
Halswell Courts Block B Unit 7	1	Preliminary repair methodology complete, detailed Repair Methodology to be initiated.
Mary McLean Block E Unit 18	1	Detail Repair Methodology under development. Requires whole block to be relevelled.
Veronica Place Block A Unit 6	1	
Reasonable Structural Repairs Total	39	
Category 3:	Significant Structural Repairs (close to Replacement Cost)	
Tommy Taylor Courts	12	Repairs Feasibility Proposal being progressed for approval
Significant Structural Repairs Total	12	
Economic Closed Unit Repairs Total	75	

Figure 5: Social Housing Portfolio Closed Unit Economic to Repair Status

4.1.2 In addition to the closed units, there are also 38 open units deemed by EQC to be total constructive losses which are deemed to safe to occupy but will require a rebuild.

4.2 Work Package 2 Summary:

Subsequent to the last August 2014 report, progress is summarised as follows:

- 4.2.1 Complex repairs have been completed on Torrens Road Social Housing complex. Unit repairs and strengthening works are now complete on Harman Courts with only the services and ancillary repairs remaining to be completed for the complex. The remaining 5 open unit repairs for Gloucester Courts are underway along with 18 open unit repairs at Innes Courts and a number of vacant unit redecorations.
- 4.2.2 Closed unit repairs are currently underway on the 4 units at Boyd Cottages in Lyttelton with completion forecast for December 2014. In addition, repairs are underway to the 11 closed units at Aldwins Courts. Works commencement has been delayed due to consultation with the existing Owner-Occupiers at the complex and it is now expected only 3 Council closed units will be returned to service by the end of the Calendar year and the remainder by end of March 2015.

1 Cont'd

- 4.2.3 Significant work is still underway on the Earthquake Commission (EQC) Global Settlement Claim for the Social Housing portfolio to speed up the repair and rebuild process. It is now 15 months since EQC suspended the joint assessment process and commenced the global settlement process, which continues to have significant implications on the quantity of repairs delivered. The Council Technical Advisory Group has developed and continues to further refine the model for quantifying the total claim damage assessment. All required information has been submitted to EQC in anticipation of both teams finalising the formal negotiation process.
- 4.2.4 Tenders from the Council Demolition Panel for the demolition of Airedale Courts Block B (24 units) closed on 1 August 2014. Testing has confirmed the Block contains friable Asbestos Containing Materials (ACMs) and a removal methodology is being developed. In parallel, minor strengthening is being designed to remove the brittle failure mechanism sufficiently to enable the least cost demolition option of a standard soft strip out. These actions have significantly impacted on the schedule and it is now anticipated that demolition will commence November 2014.
- 4.2.5 The approved demolition of the 5 Red Zone complexes by CERA remains stalled until the Council Insurance Team can get a resolution from the main Insurer that no further inspection of paths/driveways/fences is required. EQC have confirmed that they require no further inspection of these complexes.
- 4.2.6 Work Package 2 new build intensification progress summary is shown in figure 7.
- 4.2.7 Site construction of 8 new units at Knightsbridge Lane is progressing to programme with windows/doors fitted and brick walls nearly complete on both blocks. Completion is targeted for February 2015.
- 4.2.8 Detailed design is well underway for the intensification of 25 new units at Harman Courts, Berwick Courts and HP Smith Courts. Completion is currently forecast to be July 2015.
- 4.1.9 The Tender evaluation is being finalised for the intensification of 16 new units at Osborne Street (4 two bed and 4 one bed units) and Innes Courts (8 one bed elderly persons housing units). Subject to approval to proceed, completion is currently forecast to be December 2015.
- 4.1.10 The Facilities Rebuild Project Team are continuing to assist City Housing in delivering the feasibility studies for the 17 'old and cold' complexes identified in 2009 for early replacement through Partnership.



Figure 6: Knightsbridge Lane (8 x New Units) Construction Progress

1 Cont'd

Social Housing - Work Package 2: Jan 2014-Jun 2015



Figure 7: Social Housing Work Package 2 Progress – 16 October 2014

5. FINANCIAL IMPLICATIONS

- 5.1 The \$21 million EQC Interim payment has been fully committed to housing unit repairs, new unit builds on existing sites, demolitions and the trial relocation of residential red zone houses. An additional \$15 million interim payment has been received from EQC.
- 5.2 The resulting insurance settlement for earthquake damage to housing portfolio will be insufficient to repair and/or replace all of the earthquake damage housing stock. This is primarily due to both the forecast unit rebuild costs along with the unit repair costs for significant structural damage (including strengthening) being greatly in excess of the unit block insurance cap limits. Housing Unit staff are preparing a report to prioritise the unit repair and rebuilds programme to ensure that maximum value is derived from the assets with the available funds. This report will be used to determine how the additional \$15 million interim payment from EQC is committed.

6. STAFF AND COMMITTEE RECOMMENDATION

That the Council receive the report.

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

2.1 Neighbourhood Support

Dave Wilkinson gave a presentation and update to the Committee on behalf of Neighbourhood Support highlighting the website "Christchurch Gets Ready".

COUNCIL 27. 11. 2014

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3. BRIEFINGS

3.1 Community Facilities Rebuild

Darren Moses gave a short presentation and verbal update to the Committee regarding the Community Facilities Rebuild projects.

4. SOCIAL HOUSING – FINANCIAL STATUS UPDATE

Staff spoke to the Committee regarding a status update on the Social Housing financial position as at 30 September 2014.

The Committee **decided** to receive the information in the report.

5. HOUSING OPERATIONS MONTHLY REPORT – OCTOBER 2014

Staff spoke to the Committee regarding the monthly update on key aspects of the Council's Housing Unit operations.

The Committee **decided** to receive the information in the report.

6. COMMITTEE RESOLUTION TABLE

The Committee noted the inclusion of the resolution table.

PART C – DELEGATED DECISIONS

7. APOLOGIES

The Committee **resolved** to accept an apology for absence from Deputy Mayor Vicki Buck and an apology for lateness from Councillor Glenn Livingstone.

8. DECLARATION OF INTEREST

Nil.

9. RESOLUTION TO EXCLUDE THE PUBLIC

The Committee **resolved** that the resolution to exclude the public as set out on page 26 of the agenda be adopted.

The public were readmitted and the meeting concluded at 3.23pm.

CONSIDERED THIS 27TH DAY OF NOVEMBER 2014

MAYOR

COUNCIL 27. 11. 2014**DISTRICT PLAN APPEAL SUBCOMMITTEE
18 NOVEMBER 2014**

**A meeting of the District Plan Appeal Subcommittee
was held in Committee Room 1
on 18 November 2014 at 8.06am.**

PRESENT: Councillors Jamie Gough (Chairperson), Pauline Cotter, Yani Johanson, Paul Lonsdale, Tim Scandrett

APOLOGIES Councillor East for absence.
Councillor Johanson for lateness who arrived at 8.19am and was absent for clauses 2, 3 and 4.

The District Plan Appeal Subcommittee reports that:

PART C – DELEGATED DECISIONS**1. APOLOGIES**

The Subcommittee **resolved** to accept an apology for absence from Councillor East and an apology for lateness from Councillor Johanson who arrived at 8.19am and was absent for clauses 2, 3 and 4.

2. DECLARATION OF INTEREST

Nil were received by the Subcommittee.

3. RESOLUTION TO EXCLUDE THE PUBLIC

The Subcommittee **resolved** that the resolution to exclude the public as set out in the agenda on page 3 be adopted.

The meeting concluded at 8.57am.

CONSIDERED THIS 27TH DAY OF NOVEMBER 2014

MAYOR

**REPORT BY THE CHAIRPERSON OF THE
SHIRLEY/PAPANUI COMMUNITY BOARD
5 NOVEMBER 2014**

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. PROPOSED SPEED LIMIT CHANGES, GENERAL SPEED LIMIT REVIEW, SHIRLEY/PAPANUI WARD

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture, Leisure and Parks	N	
Officer responsible:	Unit Manager, Transport and City Streets	N	
Author:	Ryan Rolston, Traffic Engineer	Y	DDI 941 8516

1. PURPOSE OF REPORT

1.1 The purpose of this report is to present to the Council the recommendation of the Shirley/Papanui Community Board that the Council approve the proposed speed limit changes described within this report.

1.2 This is a staff initiated report following a general review of speed limits.

2. BACKGROUND

2.1 A city wide review of speed limits has been completed. Proposed changes have been consulted on.

2.2 **Attachment 1** is a map that shows the proposed changes to speed limits in the northern and eastern areas of the city that have been consulted on.

3. COMMENT

3.1 Council staff reviewed the speed limits of a number of roads in the Shirley/Papanui ward and recommend a number of changes. The Board was advised of the rationale behind the proposed changes before commencing consultation through a Part A report at its meeting of 16 April 2014. The resulting list that was consulted upon is as per the following table, also showing the consultation response for each road.

Table 1: Proposed Speed Limit Changes and Consultation Response

Road	Location	Speed Limit		Consultation Response		
		Existing	Proposed	Support	No Comment	Opposition
Belfast Road	Extend the existing 50 kph speed limit from the 50/80 change point 70m further east to a point 180m west of Blakes Road.	80	50	3		
Cavendish Road	Extend the existing 50 kph speed limit from the existing 50/70 change point 80m north of Sturrocks Road to a point 50m south of Styx Mill Road	70	50	8	2	1
Gardiners Road	Extend the existing 50 kph speed limit from the existing 50/80 change point 50m further south to a point 100m south of Wilkinsons Road	80	50	6	1	1

Shirley/Papanui Community Board 5. 11. 2014

1 Cont'd

Road	Location	Speed Limit		Consultation Response		
		Existing	Proposed	Support	No Comment	Opposition
Main North Road	Change the speed limit from Spencerville Road to a point 230m further north.	80	70			1
Marshland Road	Change the speed limit from Prestons Road to the Main North Road / Spencerville Road intersection.	80	70	12		9
Wilkinsons Road	Extend the existing 50 kph speed limit from the existing 50/80 change point west of Gardiners Road to a point 150m east of Johns Road (SH 1).	80	50	4		1

- 3.2 A total of 190 submissions were received following the distribution of the consultation material in July 2014 across all proposed speed limit changes city wide. A summary of the submissions and staff responses for individual roads is provided as **Attachment 2**. It is noted that the summary provided contains all roads where changes are proposed citywide rather than those within the Shirley/Papanui ward for the purpose of information only.
- 3.3 There is majority support for all proposed speed limit changes in the Shirley/Papanui ward. No further changes to speed limits are currently proposed as a result of the consultation. However, it is acknowledged that there are instances where further changes to speed limits may be required in the near future as a result of on-going development.
- 3.4 The proposed speed limit change with the least support is Marshland Road. There is 55 percent support for the proposed reduced speed limit of Marshland Road from 80 kilometres per hour to 70 kilometres per hour north of Prestons Road. Most of the comments in opposition to reducing the speed limit of Marshland Road related to the longer travel times this will create. The following comments are representative: "This is rural land. 90 percent of the time the traffic levels are low. We need to keep traffic moving and not slow it down..." and "Marshland Rd is congested at peak times morning and evening, when traffic moves at less than 70 kilometres per hour. The rest of the time, the traffic is moving freely and mostly safely".
- 3.5 The average speed of Marshland Road at the level crossing is 72 kilometres per hour. The average operating speed should not be significantly greater than the posted speed limit and this is the case, suggesting that 70 kilometres per hour is a credible speed limit for this section of road.
- 3.6 The proposed speed limit reduction is a safety measure intended to reduce the severity of crashes on this section of road, which is classified as "High Risk" under the Council's KiwiRap (risk assessment programme) database. The Council's road safety vision is "a safe road system increasingly free of death and serious injury". Crash records for the last 10 yrs show that 18 percent of crashes within the 80 kilometres per hour section of Marshland Road were either fatal or serious injury. This compares to a substantially lower eight percent in the 70 kilometres per hour section. There were three fatal crashes and 23 serious injury crashes in the 80 kilometres per hour section. There were nine serious injury crashes in the 70 kilometres per hour section and no fatalities.
- 3.7 Road Controlling Authorities are required to set speed limits in accordance with the Land Transport Rule: Setting of Speed Limits 2003 (the Rule) and subsequent amendments. The legal mechanism for Council to set a speed limit under the Rule is by resolution under the Christchurch City Council Speed Limits Bylaw 2010.

Shirley/Papanui Community Board 5. 11. 2014**1 Cont'd**

- 3.8 The New Zealand Transport Agency (NZTA) has a responsibility for ensuring speed limits are set consistently throughout the country. To fulfil this responsibility the NZTA may direct a Road Controlling Authority to set a speed limit in accordance with the Rule. The NZTA may exercise the powers and responsibilities of a Road Controlling Authority to change a speed limit if the Rule is not complied with. The NZTA supports the proposed speed limit changes to Cavendish Road, and Belfast Road. The NZTA is opposed to a speed reduction on Marshland Road, stating "the speed limit should remain at 80 kilometres per hour for this fits the function of this road, its rural environment and other roads in the area. Reducing the speed limit is not an appropriate way to address safety concerns here, however intersection improvements like those proposed at Prestons Rd would".
- 3.9 The above comments reflect the Rule in its present form, which does not enable safety to be a consideration in setting the speed limit. However, the NZTA is currently progressing changes to the Rule to better enable safer speeds, to which the proposed speed limit change is considered to be highly aligned with.
- 3.10 The NZTA has also indicated that it did not support proposed changes on Gardiners Road and Wilkinsons Road. However, staff have met with the NZTA Officer on-site to discuss the proposed changes for these roads and there are presently no outstanding issues.
- 3.11 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 3.12 The recommendations of this report align with the Christchurch Transport Strategic Plan 2012-2042.

4. FINANCIAL IMPLICATIONS

- 4.1 The estimated implementation cost of revising speed signage for the above changes is \$9,500.

5. STAFF RECOMMENDATION

It is recommended that the Council resolve:

- 5.1 Pursuant to Section 5 of Christchurch City Council Speed Limits Bylaw 2010, speed limits be revoked and set as listed below in Clauses 5.1.1 to 5.1.14 below, and include the resulting changes in the Christchurch City Register of Speed Limits and Speed Limit Maps:
- 5.1.1 Revoke the 80 kilometres per hour speed limit on Belfast Road, easterly, generally, from a point measured 240 metres west of Blakes Road to Marshland Road.
- 5.1.2 Approve that the speed limit on Belfast Road be set at 80 kilometres per hour commencing at its intersection with Marshland Road and extending in a westerly direction to a point measured 180 metres west of Blakes Road.
- 5.1.3 Revoke the 70 kilometres per hour speed limit on Cavendish Road from Styx Mill Road southerly, generally, to a point measured 100 metres north from Sturrocks Road.
- 5.1.4 Approve that the speed limit on Cavendish Road be set at 70 kilometres per hour commencing at its intersection with Styx Mill Road and extending in a southerly direction for a distance of 50 metres.

Shirley/Papanui Community Board 5. 11. 2014**1 Cont'd**

- 5.1.5 Revoke the 80 kilometres per hour speed limit on Gardiners Road from a point measured 50 metres south of Wilkinsons Road, south generally, to a point measured 80 metres north from Sawyers Arms Road.
- 5.1.6 Approve that the speed limit on Gardiners Road be set a 80 kilometres per hour commencing at a point measured 160 metres north of Sawyers Arms Road and extending in a northerly direction to a point 100 metres south of Wilkinsons Road.
- 5.1.7 Revoke the 70 kilometres per hour speed limit on Marshland Road from a point measured 230 metres north of Lake Terrace Road to a point measured 50 metres north of Prestons Road.
- 5.1.8 Revoke the 80 kilometres per hour speed limit on Marshland Road southerly, generally, along Marshland Road from Main North Road to a point 50 metres north of Prestons Road.
- 5.1.9 Approve that the speed limit on Marshland Road be set at 70 kilometres per hour commencing at a point measured 230 metres north of Lake Terrace Road and extending in a northerly direction to its intersection with Main North Road/Spencerville Road.
- 5.1.10 Revoke the 80 kilometres per hour speed limit on Main North Road northerly, generally, along Main North Road from Marshland Road/ Spencerville Road to Waimakariri city boundary.
- 5.1.11 Approve that the speed limit on Main North Road be set at 70 kilometres per hour commencing at its intersection with Marshland Road / Spencerville Road and extending in a northerly direction for a distance of 230 metres.
- 5.1.12 Approve that the speed limit on Main North Road be set at 80 kilometres per hour commencing at a point 230 metres north of its intersection with Marshland Road / Spencerville Road and extending in a northerly direction to the Waimakariri River bridge (boundary with Waimakariri District Council).
- 5.1.13 Revoke the 80 kilometres per hour speed limit on Wilkinsons Road from Johns Road easterly, generally, to a point measured 150 metres from Gardiners Road
- 5.1.14 Approve that the speed limit on Wilkinsons Road be set at 80 kilometres per hour commencing at its intersection with Johns Road (SH1) and extending in an easterly direction for a distance of 150 metres.
- 5.2 Resolve that the speed limit changes contained within this report come into force on 1 December 2014.

6. BOARD RECOMMENDATION

That the staff recommendation be adopted.

Note: Refer to clause 1 Part C of this report for the Board's further discussion and decision under delegated authority on this matter.

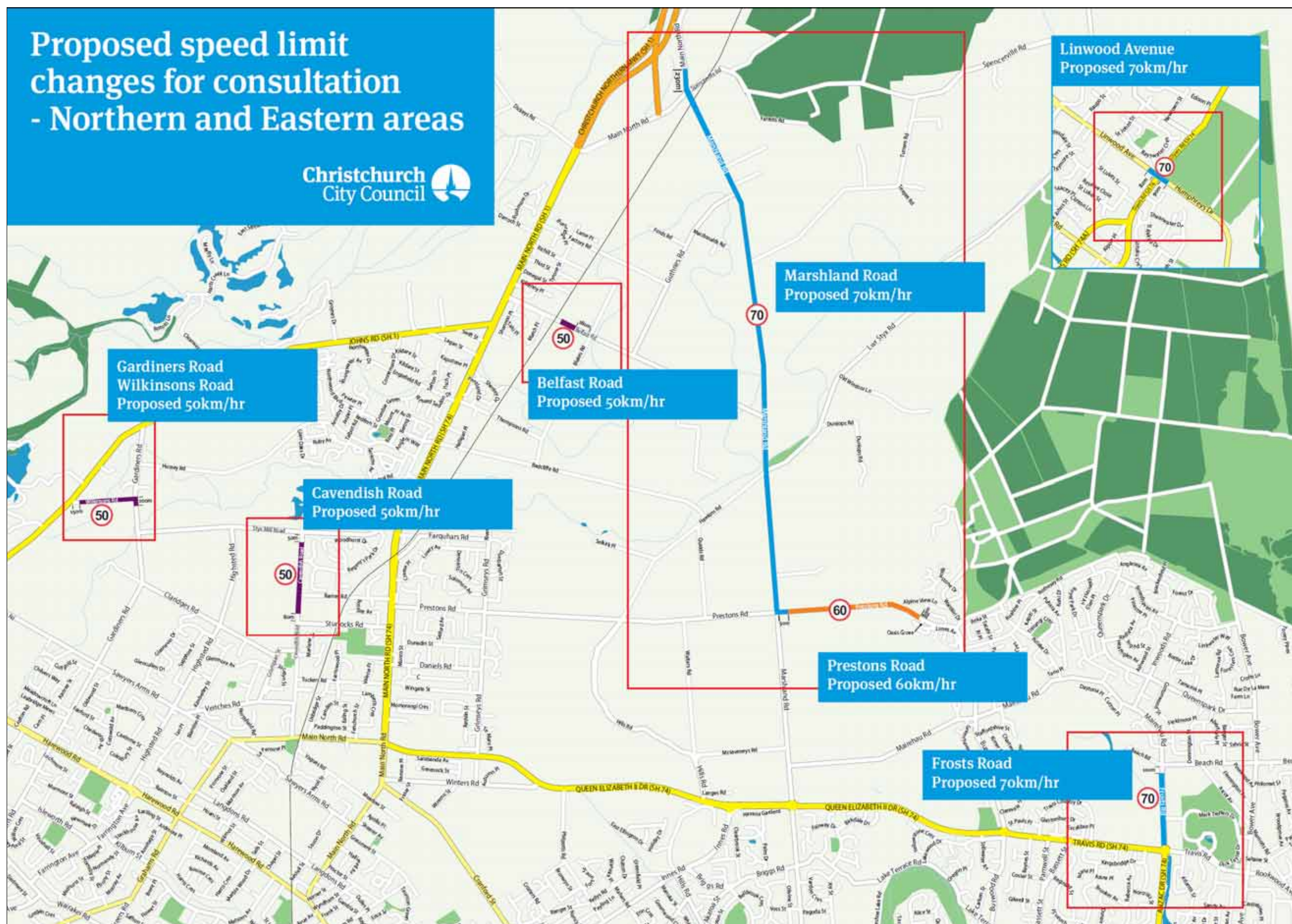
Shirley/Papanui Community Board 5. 11. 2014

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

1. PROPOSED SPEED LIMIT CHANGES, GENERAL SPEED LIMIT REVIEW, SHIRLEY/PAPANUI WARD

BOARD DECISION

The Board **resolved** that the progress of the housing subdivision on Highsted Road will be informally monitored by Board members with the intention of reviewing the situation in June 2015 and, should it be considered necessary, the Board will then request a report on any traffic issues created by increased traffic movements to and from the subdivision and the new housing development.



ATTACHMENT 2 TO CLAUSE 1

Submission Comment	Project team response
1/ - Belfast Road	
We have no objections to the proposed speed limit changes on Belfast Rd.	Thank you for your support.
Future speed limit reviews will need to take into account the proposed motorway and development of Blakes Rd.	Noted for future reference.
2/ - Cavendish Road	
The street is built up now so the speed should be 50 all the way to stop speeding between Sturrocks and Styx Mill.	The proposed speed limit will be 50 kph from Sturrocks Rd to 50m south of Styx Mill Rd.
No accidents have been seen to occur as a result of vehicles travelling at 70 kph so don't change the speed limit!! The new subdivision will have only one extra street coming onto Cavendish Rd near Sturrocks Rd so there is no need to change the 70 km/hr speed limit.	Due to increased traffic activity it is no longer safe to travel at 70 kph during business hours.
Good idea!	Thank you for your support.
Extend the existing 50 kph speed limit from the existing 50/70 change point 80m north of Sturrocks Rd to the intersection with Styx Mill Rd.	The proposed change point is the most appropriate for sign visibility.
The Cavendish/Styx Mill intersection is very dangerous! Recently 3 accidents within 2 weeks, the 50 kph speed limit is needed.	Thank you for your support.
Extensive residential development is planned for the area bounded by Gardiners Rd, Styx Mill Rd, Cavendish Rd and Claridges Rd. All the roads within this area should have a 50 kph speed limit to reflect their residential nature.	The speed limits in this area will be reassessed as development occurs.
A 50 kph speed limit is required for the large retirement village planned for the western side of Cavendish Rd.	Thank you for your support.
3/ - Frosts Road	
People exceed the existing speed limit as they will the proposed speed limit. I am concerned for children's safety.	There is an off road cycle and pedestrian path provided.
70 kph is too fast for such a short stretch of road. I would support 60 kph and suggest changing Travis Rd between Travis Country Dr and the Frost Rd roundabout to 60 kph.	This was considered but more appropriate to avoid having another speed limit in the area.
The edge of road along the swamp needs to be marked e.g. with arrows/cats eyes as there is a sharp drop off the edge of seal.	Options will be considered to address this issue.
This proposed speed is excellent.	Thank you for your support.
The distance from Travis Rd to Beach Rd is far too short - one picks up speed again and then has to slow down for Mairehau Rd.	The proposed speed limit change point 100m south of Beach Rd allows a driver plenty of time to slow down.
The condition of the road surface is not adequate for the proposed increase in the speed limit.	Frosts Road was recently fully reconstructed
70 kph is good as long as vehicle speeds are reduced to 50 kph before entering the Beach Rd intersection. This intersection is dangerous now, without vehicles travelling at an increased speed through it. An electronic 50 kph sign 100metres down Frost Rd and a speed hump at the Travis Wetlands pedestrian walkway crossing on Frost Rd is needed.	The proposed speed limit change point 100m south of Beach Rd allows a driver plenty of time to slow down. Speed humps are not installed on arterial roads.
4/ - Gardiners Road	
There is no need to increase the separation of the speed limit change point and the electronic speed sign.	Subsequent discussions with NZTA clarified that it is not proposed to relocated speed limit any further than present (this proposal is to approve current layout)
Heavy vehicle traffic with on street parking need slower speeds.	The speed limits in this area will be reassessed as development occurs.
Extend the existing 50 kph speed limit further south to a point 100m south of the Wilkinsons Rd/Gardiners Rd intersection.	
Increasing numbers of cyclists and pedestrians are using Gardiners Rd with no footpath, is a 50 kph more appropriate?	
The restriction should come back to the Styx Mill Rd intersection.	
Larger signs are needed e.g. Gardiners Rd at Sawyers Arms Rd end.	This will be considered.
The change has already been made - it has made no difference to speedsters. The signs should be shifted further towards Styx Mill Rd. The flashing sign by the new 50kmp signs is normally not operating. The only way to stop incessant speeding is to introduce judder bars.	The electronic sign's reliability will be investigated and appropriate action taken. Speed humps are not installed on arterial roads.

Shirley/Papanui Community Board 5. 11. 2014

ATTACHMENT 2 TO CLAUSE 1 Cont'd

Submission Comment	Project team response
5/ - Linwood Avenue	
Proposed speed limit excellent.	Thank you for your support.
6/ - Main North Road	
Leave the speed limit at 80 kph for this road, to fit its rural environment and other roads in the area. Reducing the speed limit is not an appropriate way to address safety concerns here.	Noted
7/ - Marshland Road	
About time this is done, we can't get out of our drive for speeding idiots.	Thank you for your support.
The speed limit should be increased to 100 kph.	This would reduce safety.
Commonsense.	Thank you for your support.
Support 70 kph but with recent development it should be 60 kph. Vehicles travel too fast.	The speed limits on Marshlands Road will be reassessed as development occurs.
There is no need to restrict traffic speed at the northern end of Marshland Rd. Marshland Rd is congested at peak times when traffic moves at less than 70 kph. The rest of the time, the traffic is moving freely and mostly safely. To restrict the flow would be a backward step.	Marshland Road is a high risk corridor with a poor safety record. An independent safety assessment of the corridor recommends reducing the speed limit as a priority to lessen the severity of crashes.
We support the lowering of the speed limit to 70 kph on Marshlands Rd. Hopefully it will be quieter.	Thank you for your support.
It already bottlenecks, 70 kph will make it worse. Keep it at 80 km to clear traffic.	80 kph can no longer be maintained on safety grounds.
We do <u>NOT</u> support this change.	Noted.
Support change speed limit 80-70.	Thank you for your support.
This is too slow. 80 is good!	For safety reasons the speed limit should be reduced to 70 kph.
Reduce Marshland Rd to 60 km/hr, same as Main North Rd at Northwood. This will prevent further accidents as the current road condition is poor and the traffic loading is very high.	60kph would be an excessive reduction in the speed limit and could not be justified on safety grounds.
Perfect ok. Very good.	Thank you for your support.
This is rural land. 90% of the time the traffic levels are low. Slowing the traffic down on Marshlands Rd will make the congestion worse having just started the traffic moving with the new traffic signals at Prestons Rd. We need to keep traffic moving and not slow it down. This amount of speed reduction will return the road back to the congestion we have just got rid of.	Lowering the speed limit by 10 kph will not increase congestion as the distance between vehicles is reduced.
The Prestons Rd sub division is going to make this road very busy and dangerous The speed limit should be dropped to 70kph.	Thank you for your support.
The speed limit would be better at 70kph.	Thank you for your support.
The existing 80kph limit fits the function of this road, its rural environment and other roads in the area. Reducing the speed limit is not an appropriate way to address safety concerns here, however intersection improvements like those at Prestons Rd would.	Marshland Road is a high risk corridor with a poor safety record. An independent safety assessment of the corridor recommends reducing the speed limit as a priority to lessen the severity of crashes.
8/ - Prestons Road	
Prestons Rd has become congested. With a reduced speed zone trucks may use QE2 Drive instead of Prestons and Burwood Rds and it will be easier to turn right out of the Limes Ave with traffic travelling slower.	Thank you for your support.
Due to increased residential properties and traffic - the reduced speed limit is a good idea. Perhaps with a future reduction to 50km/hr!!	Thank you for your support.
We agree with the changes.	Thank you for your support.

Shirley/Papanui Community Board 5. 11. 2014

ATTACHMENT 2 TO CLAUSE 1 Cont'd

Submission Comment	Project team response
Should be 50 kph not 60 kph. Reasons: 1. Development now makes Prestons Rd East a <u>residential</u> area. 2. Proposed school site <u>demands</u> a maximum of 50 kph. 3. Marshland Domain driveway many 'near misses' with turning vehicles. 4. Proposed traffic signals at Marshlands Rd makes 60 kph a nonsense. 5. <u>Minimise</u> differing speed limits - e.g. 50:60:70 in this locality. Keep it <u>50 kph</u> .	50kph is not an appropriate speed limit at the present time. The speed limit will be reviewed when further residential development has occurred.
Reduce the speed limit down to 50km/hr to allow for the elderly people in the Rest Homes.	
60 kph is good 50 kph would have been better.	
80kph is too fast for the amount of traffic and new subdivisions here. I support reducing the speed.	Thank you for your support
Support 60 kph but with all development in area 50 kph needs to be seriously looked at.	50kph is not an appropriate speed limit at the present time.
Proposed speed limit of 60 should be 50, with a pedestrian crossing provided close to Alpine View Lane. The following developments are occurring, there is a major housing development and a New High School off Prestons Rd. We support all other proposed speed limit changes.	50kph is not an appropriate speed limit at the present time. The speed limit will be reviewed when further residential development has occurred.
We look forward to the speed limit being reduced to 60 kph. The present partial pedestrian crossing (outside houses 5 & 6) also needs replacing with a full pedestrian crossing.	This would not be a safe position for a pedestrian crossing.
We do <u>NOT</u> support this change.	Noted.
It will make negotiating to and from Alpine View Lifestyle Village a lot safer. Thank you for the Prestons/Marshlands intersection traffic lights.	Thank you for your support
I support the proposed 60 kph along Preston's Rd, with school children and elderly crossing the road.	
Make it 50kph from Oasis Grove to Marshlands Rd, with increasing traffic from Prestons subdivision.	50kph is not an appropriate speed limit at the present time. The speed limit will be reviewed when further residential development has occurred.
The change to 60 will need to be policed as vehicles travel over 80 kph now.	Thank you for your support
Not before time.	Thank you for your support
With a new medical centre on Prestons/Marshland intersection and parking at premium at after school time having to park and walk across that area should be 50-60 both sides of Marshlands Rd..	50kph is not an appropriate speed limit at the present time. The speed limit will be reviewed following further residential development.
The speed limit should be 60km right along Prestons Rd to a point 50m west of the Alpine View apartments. Currently elderly residents struggle to cross the road because of the 80kph zone. Residents walking to Waitikiri Drive are put in danger as cars speed up to 80kph. Traffic will continue to have difficulty joining the Prestons Rd traffic flow. It is very difficult to access and will become more so with the traffic associated with the new developments.	50kph is not an appropriate speed limit at the present time. The speed limit will be reviewed when further residential development has occurred.
The completion of units at Alpine View Village Prestons Residential Development and proposed New World supermarket will necessitate the proposed new speed limit of 60kph.	Thank you for your support.
The change does not go far enough up Preston's Rd to the west. We would support it if there was a continuation of the 60km/hour zone along Preston's Rd to the west of Marshlands Rd to a suitable distance past the 40km safety sign for Marshland School.	The existing 40kph temporary speed zone is the most appropriate protection for the school.
Due to the amount of residential building in this area 50 would be more appropriate. There are also two bends in the road and it is difficult to exit property with the speed of traffic and heavy duty trucks. If this is not possible then 60 is a vast improvement on the current 80.	50kph is not an appropriate speed limit at the present time. The speed limit will be reviewed when further residential development has occurred.

ATTACHMENT 2 TO CLAUSE 1 Cont'd

Shirley/Papanui Community Board 5. 11. 2014

Submission Comment	Project team response
Adopt 60km and decrease to 50km 100m west of Alpine View. This gives a longer stretch of road at 50km. Often trucks still speeding well after the current speed limit change. Our house backs onto Prestons Rd where it is meant to be 50km. Trucks and most cars are often doing more than this. By lowering to 50km 100m west of Alpine View - along with an electronic alert sign all vehicles should be slowed down to 50km.	This is considered the most appropriate location until further speed limit reductions occur.
Several large new residential areas exit and entry onto Prestons Rd (including aged care facilities). This is a very sub standard road 50kph is appropriate.	50kph is not an appropriate speed limit at the present time. The speed limit will be reviewed following further residential development.
The speed limit really needs to be reduced here. The noise of the cars and trucks going by is awful feels like an earthquake with the huge trucks.	Thank you for your support.
The 80 to 60 kph is good but it should be 50 kph and a pedestrian crossing installed outside the new Alpine Village as cars speed around the blind bend making it difficult to cross safely.	This would not be a safe position for a pedestrian crossing.
The change to 60kph should cover Prestons Rd to the west to an appropriate distance past the 40kph school temporary speed zone. On the west side of Marshland Rd at Prestons Rd there is a Primary School, Preschool and Doctors Surgery. The national statistics for pedestrian accidents show that children aged between 0 and 14 years and the elderly over 65 years are at most risk of being injured or killed as pedestrians. Why not slow the traffic down in this area?	The existing 40kph temporary speed zone is the most appropriate protection for the school.
Urban 60kph roads should also be engineered to reflect their urban nature with kerbs, medians, pedestrian crossing points and street lighting as appropriate. There should also be a 80/70 kph change point west of Marshlands Rd on Prestons Rd which would need to take into account the school speed zone.	Road where a speed limit of 60kph are proposed will be supported by urban features as development progresses. Marshland School is being relocated at the end of 2015. At this time the school speed zone will be revoked and the speed limit of Prestons Road will be reconsidered.
9/ - Wilkinsons Road	
This is a narrow, potentially dangerous piece of road. A large volume of heavy vehicles use this road - a reduction in speed is necessary.	Thank you for your support.
No need for 150m setback from Johns Rd, 80 kph is not possible in 150m to a stop sign or right or left turn into Wilkinsons Rd at 80kph.	The proposed change point is the most appropriate due to sign visibility.
A 50kmh limit would make it safer for residents on this road.	Thank you for your support.
We support the proposed speed limit but not the proposed 50/80 kph change point which should be at the start/end of the residential development with the exact location taking into account shading from trees in the area.	Staff met with the NZTA to discussed and determined a mutually agreeable change point.
10/ - Awatea Road	
Speed limit should be 50kmh not 60kmh from 101 Awatea Rd to Wigram Rd a lot new homes are being built.	50kph is not an appropriate speed limit at the present time. The speed limit may be reviewed when further residential development has occurred.
The speed limit on Owaka Rd and Carrs Rd (nth of the motorway) also needs changing given that Awatea Rd is being reduced to 60km/hr. Owaka and Carrs Roads are short no-exit roads and there is no reason for them to remain at 80km/hr. The southern portion of Carrs Rd is currently 80km/hr is a no exit road off Wigram Rd where the speed limit on Wigram Rd is 70 km/hr. It would seem sensible to change Carrs Rd South to be consistent with Wigram Rd.	Noted - this will be consulted on in the future.
The Wigram Skies subdivision developer strongly supports the proposed change from 80km to 60km.	Thank you for your support.
A large retirement village is planned on the northwest corner of Awatea Rd and Wigram Rd. The reduced speed limit is more consistent with the adjacent urban land use.	Thank you for your support.

Shirley/Papanui Community Board 5. 11. 2014

ATTACHMENT 2 TO CLAUSE 1 Cont'd

Submission Comment	Project team response
11/ - Candys Road.	
Please put a horse sign at the Halswell Rd end of Candys Rd to warn motorists turning off Halswell Rd going to Sabys Rd that they are entering an area with a lot of horse riders.	The possible installation of a horse warning sign will be investigated.
12/ - Cashmere Road (Kennedys Bush Rd to Happy Home Rd).	
It needs to be 60 right to past Sutherlands Rd as this is a narrow road with <u>many</u> cyclists, Please lower the speed limit!	70kph is the lowest speed limit allowed in a rural area.
With numerous cyclists/corners/narrow road - with broken edges - limit should be 60!! <u>BUT</u> the long term solution is to widen the road.	
Change to 60 km/h all the way. The changes need to be <u>well</u> signposted. Cashmere Rd and Hendersons Rd from Oderings to Sparks Rd should be one speed limit.	
I do not support the change, generally traffic self regulates to even slower at times. Safe currently.	It is unsafe to rely on traffic to self regulate.
Many pedestrians are walking to Halswell Quarry Park and cyclists are using this road, so the speed limit should be changed to max 60km/h, not 70km.	70kph is the lowest speed limit allowed in a rural area.
The speed limit should be reduced to 60 as some properties enter Cashmere Rd on a blind curve around Sutherlands Rd intersection. Present speed limits are too high for an unmarked road.	
Make it 60km/hr from Kaiwara to Kennedy's Bush Rd, removing the suggested 60-50-70 km/hr. The poor road surface and usage by cyclist and runners, would be best served by a 60 kph speed limit.	
The speed limit between Halswell quarry and Sutherlands Rd should be lower than you propose because it is dangerous to school kids.	
Cashmere between Kennedys Bush and Sutherlands is too busy and dangerous. Right speed limit is 60km/h not 70 as proposed although I welcome 70 as an improvement from existing.	Safety at the Quarry entrance off Cashmere Rd is to be further investigated for appropriate action.
A footpath is needed from Kennedys Bush Rd to the quarry car park entrance on Cashmere Rd. Pedestrians use this stretch of road extensively and there is nowhere to walk off the road.	
The 70k speed limit on Cashmere Rd is ok for the road between Sutherlands Rd and Hoon Hay Valley Rd. The speed limit should be 50k on Cashmere Rd from Sutherlands Rd to Kennedys Bush Rd with plantings to narrow the road and slow traffic approaching the entrance to the quarry car park on Cashmere Rd. If you are on Cashmere Rd driving towards Kennedys Bush Road you do not have good visibility as you approach the quarry. The corners are blind and the hump in the road means drivers have little time to act. I have seen many near misses with cars travelling on Cashmere Rd near the quarry car park.	70kph is the lowest speed limit allowed in a rural area. Safety at the Quarry entrance off Cashmere Rd is to be further investigated for appropriate action.
Needs to be 50 earlier than current sign. We have difficulty exiting our R.O.W as cars are going too fast and it is a blind corner. We have had several near misses.	70kph is the lowest speed limit allowed in a rural area.

Shirley/Papanui Community Board 5. 11. 2014

ATTACHMENT 2 TO CLAUSE 1 Cont'd

Submission Comment	Project team response
<p>The speed limit on Cashmere Rd from the bend on the north side prior to Sutherlands Rd to Kennedys Bush Rd should be no more than 60kph. The criteria for assessing new speed limits should include; the topography, width of the road, road usage, accident history of the area, the number of driveways and properties connected to each driveway. When considering these criteria the speed limit of 80kph in this area is dangerous. A speed limit of 70kph while better, is still too high. Safety mandates a 60kph limit. Two of the driveways between Sutherlands Rd and the Halswell Quarry car park entrance service a number of properties. One services 9 houses another services 6 properties. High cycle use occurs all year on both week days and weekends. Cyclists travel individually, in pairs, in smaller groups and also in large pelotons. There have been a number of accidents in the area. The most recent I am aware of occurred at the beginning of June when a person exiting our driveway was involved in a significant collision with a motorcyclist travelling south on Cashmere Rd. The Police officer who attended said it was the third accident he had attended in the area within recent times.</p>	70kph is the lowest speed limit allowed in a rural area.
Cashmere Rd needs to be 60 kph from 280m west of Happy Home Rd to Hoon Hay Valley then 70 kph west of Hoon Hay Valley. From Happy Home Rd the tarseal is narrow & winding with no space to walk, ride etc on the hill side. A few horse riders, a lot of walkers and runners and large numbers of cyclists use this section. You have Hendersons Rd at 70 kph, but it seems wider, and clear vision all the way.	70kph is the lowest speed limit allowed in a rural area.
The Westmorland Resident's Ass. has made many submissions for the speed limit on Cashmere Rd to be reduced; this proposal is excellent and great news! "Post earthquake" traffic has increased so much, traffic conditions are fraught with danger in this area. There have been accidents, some reported, some not.	Thank you for your support.
It should be 60 kph (not the proposed 70 kph). Few drivers keep to the 50km on Cashmere Rd at Happy Home Rd.	70kph is the lowest speed limit allowed in a rural area.
I do not support the 70kph speed limit for Cashmere Rd, Henderson Rd to Halswell. This road is used by many recreational users, it should not be more than 60kph.	
The present speed of 80kph works well. There is little housing & the road has good visibility. 80km/per hour reflects its rural amenity & should be maintained.	The proposed speed limit reflects the speed of existing traffic.
13/ - Cashmere Road (Hendersons Rd to Kaiwara St)	
The road is used by school cyclists. I have witnessed many near collisions with cars. If not changed soon will be a fatality.	Thank you for your support.
We would like it reduced to 50 km/hr considering the number of cyclists that use this stretch of road.	60kph is the most appropriate speed limit for this section of Cashmere Rd and reflects existing traffic speeds.
The speed limit should be reduced to 50, 60 is still too high. People will drive up to 70.	
Unnecessary to reduce speed limit. Safe currently. Does not warrant decrease.	
You don't need to slow traffic as there are hardly any houses along the road. I am not aware of any accidents, keep speed at 70 kph.	
This road is well used by cyclists to the quarry, I think it should be a 60km/h road.	Thank you for your support.
14/ - Hendersons Road	
It is dangerous for cyclists as well as noise pollution to the valley. If the cars slow down they are quieter.	
Need to lower to 50 kph around blind bend because of a farm entrance and slow tractor.	The rural environment is unsuitable for a speed limit of less than 70kph.

Shirley/Papanui Community Board 5. 11. 2014

ATTACHMENT 2 TO CLAUSE 1 Cont'd

Submission Comment	Project team response
Hendersons Rd from Cashmere Rd to Sparks Rd should be <u>60</u> km with Sparks Rd.	
We support 70 → 60 or even 70 → 50. It is very dangerous for the cyclists at the Cashmere/Hendersons intersection and bend. We would like 50kph extended into Hendersons Rd for 400 m minimum west of Cashmere Rd please.	60kph is the most appropriate speed limit for this section of Cashmere Rd and reflect existing traffic speeds.
The existing 70kph is good for the road is mostly straight and free of residential housing.	
This narrow winding road without a centre line should be 50km/hr throughout.	The rural environment is unsuitable for a speed limit of less than 70kph.
No I do not support change. Hardly anyone killed in the area lately.	60kph is the most appropriate speed limit for this section of Cashmere Rd and reflect existing traffic speeds.
While supporting the proposed speed limit of 60kph, the Council should consider changing the speed limit of 70kph in the next section of Hendersons Rd to 80 kph to match the speed limit in Sparks Rd and reduce the number of 10kph change points.	The Sparks Road / Hendersons Road roundabout has a speed limit of 70kph, and therefore it is considered that the present 70kph provides a more coherent outcome than would be achieved by increasing the speed limit to 80kph
15/ - Downies Road	
Just get on with it O.K.	Thank you for your support.
16/ Fountains Road and 17/ Hodgins Road	
No comments received.	
18/ Hoon Hay Valley Road	
Hendersons Rd is 70, but it seems wider, has clear vision all the way, and wide all the way. In Hoon Hay Valley there is barely room for passing a large vehicle and there is a lot of those - most people usually slow right down when passing.	Thank you for your support.
I am happy with proposed change to Hoon Hay Valley Rd as it is very windy road and 70 is a more realistic speed for it.	Thank you for your support.
The road needs widening, a lower speed limit will see congestion grow at peak times.	Widening the road is outside the scope of this project. Extending the 60kph speed limit will make the road safer and have no negative effect on congestion.
19/ Halswell Junction Road	
The Halswell Junction Rd proposal is 80 to 60 It's already 60! Signs are in place.	This signage is only temporary.
We are building on Halswell Junction Rd so am pleased it will be 60km.	Thank you for your support.
Why drop that small stretch? Because cars/lorries won't slow down.	This is an extension of the existing 60 kph speed limit.
The reduction to 60 km/h should be extended to McTeigues Rd. There will be people accessing directly onto this road next year.	60kph is not an appropriate speed limit at the present time. The speed limit will be reviewed when further development has occurred.
The real issue is car and truck egress from McTeigue Rd onto Halswell Junction Rd at peak and normal traffic times when the Halswell Junction Rd traffic is travelling at 80km/hr. There is no compatibility in the Halswell Junction Rd speed limit against a stationary movement exiting from McTeigue Rd. Future traffic movements on this part of Halswell Junction Rd will increase with expanding residential and light industrial site in the area. The Halswell Junction Rd 60 kph speed limit needs to be extended from Alvaston Drive north west to the existing 70 kph limit prior to the motorway roundabout.	
We support the speed limit changes in the area around Aidanfield Christian School , principally Halswell Junction Road.	Thank you for your support.

Shirley/Papanui Community Board 5. 11. 2014

ATTACHMENT 2 TO CLAUSE 1 Cont'd

Submission Comment	Project team response
20/ Longstaffs Road	
No comments received.	
21/ Marshs Road	
The road is narrow and is used by many trucks. Reducing the speed to 80kph makes good sense.	Thank you for your support.
It is an improvement for safety of people and animals with the reduced speed limit.	
70 would be better. There are animals and children riding bikes. Lots of speed, crashes and dangerous driving. We used to ride our horses around here but my 9 year old can't. We get a lot of boy racers at night now. For a pedestrian getting off the Springs Rd bus and walking it isn't safe as cars often hit the verge. Springs/Marsh's intersection is very scary with too fast vehicle speeds.	The proposed 80kph speed limit is the most appropriate speed limit for this section of Marshs Rd at the present time. Note that the proposed 80kph speed limit is a collaboration between Christchurch City Council and Selwyn District Council.
From the existing 'built up' 70k sign should be reduced to 50k not increased to 80k. Traffic at present exceed 70k and this includes many large trucks. The road surface suggests reduction rather than the increase. The changes to 80k would have a serious impact to this area. Walkers to M South Rd shops, school bus route, cycle runs to trail by pass Nth route to Barters/Pound Rd. Wish to point out too coming off Main South Rd on to Marshs Rd there is no sign to indicate speed. 50k 70k 80k.	The existing 70kph speed limit on the northern lost section of Marshs Road remains the most appropriate speed limit. The 400m section of Marshs Road that presently has a 70kph speed limit does not meet the minimum length requirement for a 50kph restriction under the Setting of Speed Limits Rule.
Bring it down to 80 and even from Newlands Rd where it is now 70. Very few do 70 & a lot of teenagers bike or walk to & from school after being dropped off.	Thank you for your support.
The proposal is to reduce Marshs Rd from 100kph to 80kph - because of the narrow roadway and two very sharp corners (35kph) speed limit should be reduced to <u>70kph</u> .	The proposed 80kph speed limit is the most appropriate speed limit for this section of Marshs Rd at the present time (Christchurch City Council and Selwyn District Council).
Please change the first 200m to 300m from Main South Rd intersection to 50 kph - as this has a number of residential dwellings.	The existing 70kph is the most appropriate speed limit for this section of Marshs Rd at the present time (Christchurch City Council and Selwyn District Council) and no change is proposed. The speed limit in this area will be reassessed as development occurs.
The 80 kph limit should terminate at Meadowlands Road and become 50 kph as road front housing both sides of road and built up. A lot of trucks use this road and need to slow before this stretch.	
There is nothing along this road to cause problems.	The proposed 80kph speed limit is the most appropriate speed limit for this section of Marshs Rd at the present time (Christchurch City Council and Selwyn District Council). Safety improvements for the Springs Rd/Marshs Rd intersection will be investigated.
This speed limit urgently needs lowering, as traffic has increased greatly on Marshs Rd, especially at peak times. Lowering the limit to 70 would be preferable to keep it the same as Murphy's Rd. Please also review the intersection of Marshs and Springs Rd which needs a roundabout as the intersection is dangerous.	
The limit should be <u>70kph</u> . There is a high usage by heavy trucks from Main South Rd to Springs Rd. All 80k/m per hour areas shown on map should be <u>70k/m</u> maximum. Roads are too narrow with uneven surfaces and edges for higher speed limit. <u>In reality</u> 80kph = 90+, 70kph = 80+.	
Max <u>70</u> kph. Between Quaifes Rd and Springs Rd, 2 very dangerous bends on Marshs Rd 1 person killed and many accidents (12). Road very narrow for truck and trailers. <u>NOTE:</u> Have lived here for 23 years traffic a hell of a problem at 35kph corners.	
In any area where there is a high concentration of cycle traffic reducing the difference in speed between the cycles and motorised vehicles will result in a safer environment for both parties. This proposal reduces that speed difference so receives our endorsement. Speed limits on Marshes Rd and the roads adjacent (currently proposed to be lowered to 80kph) could be further lowered to 70kph due to the number of recreational cyclists using this area and the lack of any shoulder markings on these roads.	

Shirley/Papanui Community Board 5. 11. 2014

ATTACHMENT 2 TO CLAUSE 1 Cont'd

Submission Comment	Project team response
22/ - McTeigue Road	
The existing 80kph speed limit should be retained due to the short cul de sac nature of the road.	Staff are satisfied that 50kph is a suitable speed limit for the industrial development occurring on McTeigue Road.
23/ - Murphys Road	
Speed should be 50km/h not 70 as this is a residential area with a lot of children around.	The speed limits in this area will be reassessed as development occurs.
The speed limit should be 50 kph consistent with Whincops North. Heavy pedestrian movements potentially with new residential development to the west. Murphy Rd/Quaifes Rd intersection is a known accident area.	
There will be houses along the length of this road – like Whincops Rd so the speed limit should be 50 kph or 60 kph not 70 kph.	
For half of Murphys length, it's residential, and narrow. Therefore it should be 60km/hr. We live here – 70 is too fast.	
A school is planned for the corner of Murphys Rd & Quaifes Rd. 60kph seems more appropriate.	The speed limits in this area will be reassessed as development occurs.
Residents are now access directly onto this road with more coming next year this should be reduced to 60 kph.	
24/ - Quaifes Road	
A 60 kph limit should be considered to allow for on going development and for consistency with the adjacent section of Halswell Junction Rd.	The speed limits in this area will be reassessed as development occurs.
Speed should be 50km/h not 70 as this is a residential area with a lot of children around.	
Quaifes Rd to Halswell Junction Rd <u>50kmph</u> . Same as Whincops Rd. Many new houses on road side, see development.	
This road is very busy consider a lowering to 60.	
(Between Murphys Rd and Sabys Rd) suggest 60 kph instead of 80 kph, as children going to school and joggers use this road.	Project team response
Comment – Quaifes Road (continued).	
Foot traffic and cyclists have increased and there is no footpath. I would like to see the speed limit reduced to 60km/hr which the majority of traffic is travelling at indicating that it is the correct speed for the roading conditions (potholes, narrow road, no lanes, no footpath, pedestrians and cyclists).	The speed limits in this area will be reassessed as development occurs.
The speed limit of 80kph is unsuitable for Quaifes Rd due to its traffic volume it is no longer safe. A new School, years 0-13 is planned to open in 2016 to bring increased traffic & pedestrian/cycle volumes as pupils have only one road to go down & back to school if coming from the Southern end of Halswell. A café/ produce store is to open at 223 Quaifes Rd. All this change means a reduced speed limit of 60 kph is justified similar to Location 13 which is a rural area no residences and has a carriageway of 7.5-8 metres with full road markings compared to Quaifes Rd carriageway width of 5 – 5.5 metres. The Eastern end of Quaifes Rd now demands a reduced speed limit from the more open rural end. A change now will avoid the need to repeat this process in the very near future. Some very simple speed sign relocations will provide additional safety benefits at the very narrow blind bend where the Quaifes Drains/Creamery Stream cross under the road outside 75 Quaifes Rd.	The speed limits in this area will be reassessed as development occurs.
70 kph for whole length. Housing development, dangerous corner Whincops/Marshs Rd/Quaifes Rd.	The speed limits in this area will be reassessed as development occurs.
Residents are now access directly onto this road with more coming next year this should be reduced to 60 kph.	
25/ - Sabys Road	
The current speed limit is too high for this road. The road is quite twisty and narrow.	Agreed

Shirley/Papanui Community Board 5. 11. 2014

ATTACHMENT 2 TO CLAUSE 1 Cont'd

Submission Comment	Project team response
The speed reduction on this road can't come soon enough! This road has a high amount of horse riders using it; please put a horse sign near Quaifes Rd where the speed limit increases to warn motorists and hopefully make it safer for riders.	The possible installation of a horse warning sign will be investigated.
Suggest the speed limit be 50 kph.	The speed limits in this area will be reassessed as development occurs.
26/ - Shands Road	
No comments received.	
27/ - Whincops Road (Halswell Junction to Quaifes)	
Absolutely necessary to reduce to 50 km.	Agreed
Please put the change from 50 to 80 just (south of) past the intersection with Marshs Road, as it is a difficult visual spot, especially going west on Quaifes Rd.	Noted.
The GPS has Whincops Rd down as the shortest route to Christchurch from the Selwyn area. Consequently huge trucks are using this as a route to town. Can this be changed?	This will be investigated.
We support the speed limit change, but few will actually do it. We feel it needs speed bumps or a sign, like the one outside Princess Margaret Hospital.	Thank you for your support.
This is a very positive move - there is a great deal of traffic now and will only get heavier.	
Getting more built up probably more people around. Really support the whole lot.	
28/ - Whincops Road (Longstaffs to Quaifes)	
Longstaffs Rd from Hodgens to Trices should be 80kph. Accidents occur at Longstaffs/Trices intersection.	Selwyn District Council will be considering changes to the speed limit in their section in the near future.
Support the lowering but there are too many speed limits in a very small area with the proposed 50/60/70.	Your concern is appreciated.
Suggest the speed limit be 50 kph.	The speed limits in this area will be reassessed as development occurs.
29/ - Wigram Road	
As the developer of the adjacent Wigram Skies subdivision, we strongly support the proposed change from 80 kph to 60 kph.	Thank you for your support.
General Comments	
Just get on with fixing the roads. It's an absolute farce so many roads are still in such appalling condition.	Road surfaces will be permanently fixed once all underground services have been repaired.
There is a shop selling vegetables in the summer months at 288 Sparks Rd and there has been a number of near accidents because the 80kph speed limit can be driven at 90kph. With traffic at peak hours small gaps in the traffic lead to risks being taken to drive onto the road. The other end of Sparks Rd between Hendersons Rd and Victor St is 70, so all of Sparks Rd to Halswell Junction road should be 70kph OR a turning lane could be constructed outside the gate allowing a right turn lane into our driveway. Since the traffic light has been install at Sparks Rd and Halswell Junction Road the traffic has increased 100 times and with more housing coming on line there will be even more traffic. On the north side of Sparks Rd opposite our market garden there is plan for a new housing complex starting by the end of 2014 called Meadow Park subdivision. Halswell Junction Road end of Sparks Rd is 60k and then 80k then after Hendersons road about back to 70k in front of residential housing. There are too many speed changes for a short stretch of road or ideally all of Sparks Road should be 60k. It will create safer driving. We drive our tractor onto the road because our tractor only has topsafe driving speed of 20k at the existing speed 80k.	Noted for possible inclusion the next time speed limits in this area are reassessed.

Shirley/Papanui Community Board 5. 11. 2014

ATTACHMENT 2 TO CLAUSE 1 Cont'd

Submission Comment	Project team response
Sparks Rd between Sutherland Rd and the Hendersons Rd is approx 1.5 km long and the speed limit should be 60 kph, it will only add 10 to 20 second to drivers travel time.	Noted for possible inclusion the next time speed limits in this area are reassessed.
<p>In the majority of the changes the speed appears to be being lowered to reflect an increase in residential activity in the area. This will result in a safer environment for both vulnerable road users (pedestrians and cyclists) and general vehicle movement. We know that with a reduction in the average speed on our roads, there is a corresponding reduction in serious crashes and injuries.</p> <p>In relation to Frosts Rd, where the proposal is to increase the speed limit from 50km/h to 70km/h to a point 100 metres south of Beach Road, this would appear appropriate given the lack of residential activity along that part of Frosts Rd.</p> <p>In relation to Linwood Ave, where the proposal is to increase the speed limit from 60km/h to 70km/h, this appears to simply be recording a change that has already been made.</p>	Agreed.
<p>Highsted Rd - Extend the existing 50km/h speed limit from the existing 50/80 change point to the intersection with Styx Mill Rd. This is considered necessary for the safe and efficient use of this road both at present in response to the current changed traffic flows in the post-earthquake environment and also in the near future in recognition of the increased traffic demand that will be generated by new residents of the subdivision currently being constructed by the Highsted Developments Ltd.</p> <p>Claridges Rd - Extend the existing 50 kph speed limit from the existing 50/80 change to the intersection with Gardiners Road.</p> <p>Styx Mill Rd - Extend the existing 50 kph speed limit from the existing 50/80 change to the intersection with Gardiners Road.</p> <p>The requested speed limit changes in relation to Cavendish, Claridges, Gardiners and Styx Mill Roads are also made in recognition of the forthcoming increased traffic demand as surrounding land comes forward for residential development. With respect of Claridges Road, this road will be used by the subdivision currently being developed by Highsted in addition to Highsted Road. The consequential increased traffic demand on Claridges Road will thus take place in the very near term. The requested changes are identified by two Integrated Transport Assessments (ITA) recently prepared in connection with Plan Changes 71 & 72 to the City Plan. Plan Change 71 (PC71) and Plan Change 72 (PC72) enable the future development of 1,846 households within the Upper Styx greenfield area. This area has been fast-tracked for development since the Canterbury earthquakes and subdivisions are currently underway.</p>	The speed limits in this area will be reassessed as development occurs.
Please add Sparks Rd between Victors Rd and Halswell Rd; make it <u>60 kph</u> .	Noted for possible inclusion the next time speed limits in this area are reassessed.
We have no objections to the proposed Speed Limit changes, but would appreciate a longer consultation process to allow a more informed decision.	Noted.
We support <u>ALL</u> proposed speed limit changes.	Thank you for your support.
Support Southern and Western areas.	
I agree with and support all the proposed changes.	

COUNCIL 27. 11. 2014

14. APPOINTMENT OF A PROXY FOR A SPECIAL GENERAL MEETING OF NEW ZEALAND LOCAL GOVERNMENT INSURANCE CORPORATION LTD.

Director responsible:	Chief Planning Officer
Manager responsible:	Corporate Finance Unit Manager
Author:	Peter Mitchell

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to request the Council to appoint a proxy for a Special General Meeting of New Zealand Local Government Insurance Corporation Ltd.

2. BACKGROUND

- 2.1 The Council has a 12.85% shareholding in New Zealand Local Government Insurance Corporation Ltd which trades as Civic Assurance. Services provided by the company include insurance, LAPP, Riskpool and Kiwisaver.
- 2.2 Sixty-eight local authorities are shareholders in Civic Assurance and this Council's shareholding is the second largest, after Auckland Council at 19.90%.
- 2.3. The Board of New Zealand Local Government Insurance Corporation Ltd has given notice of a Special General Meeting ("SGM") of New Zealand Local Government Insurance Corporation Ltd to be held in Wellington on Friday, 5 December 2014, at midday. A copy of the Notice is attached.
- 2.4 As can be seen from the Notice the purpose of the SGM is for the shareholders to approve the Directors using their best endeavours to achieve a global settlement of some or all of the claims relating to the earthquakes.
- 2.5 Regarding this Notice the Corporate Finance Manager advises that the Council should vote in favour of item 2 of the Notice because it is in the Council's interest for Civic Assurance to have obtained the approval of shareholders to settle agreements with the company's reinsurers and with LAPP in advance of it entering such negotiations on the Council's behalf.
- 2.6 The Company's constitution provides that the Council can exercise its right to vote at the SGM by a representative or by proxy. As can be seen from the Notice the Council can also direct the representative or proxy as to how to vote.
- 2.7 Staff advice is that Council exercise its right to vote at the SGM by proxy.

3. STAFF RECOMMENDATION

It is recommended that:

- 3.1 The Council note the date of the New Zealand Local Government Insurance Corporation Ltd Special General Meeting is on 5 December 2014;
- 3.2 The Council exercise its right to vote at the SGM on 5 December 2014 by proxy;
- 3.3 The Council's vote be exercised in favour of items 1 and 2 of the agenda set out on the attached proxy form;
- 3.4 The Council authorises the Chief Financial Officer or the Legal Services Manager to attend the SGM and exercise the Proxy vote on its behalf.

NOTICE OF SPECIAL GENERAL MEETING

Notice is hereby given that a Special General Meeting of the shareholders of New Zealand Local Government Insurance Corporation Limited ("the Company") will be held in the Company's Boardroom, Level 3, Civic Assurance House, 114 - 118 Lambton Quay, Wellington on Friday 5th December 2014 commencing at 12 noon for the purpose of transacting the following business:

SPECIAL BUSINESS

1. **Apologies**

To receive apologies.

2. **Major Transactions**

To consider and if thought fit pass the following special resolution:

"In accordance with section 129 of the Companies Act 1993 the shareholders approve the directors using their best endeavours to achieve a global settlement of some or all claims relating to the Canterbury earthquakes and if successful, the entry by the Company into the following transactions:

- One or more written settlement agreements by the Company with each of the Company's reinsurers fully and finally settling some or all claims by the Company against each reinsurer relating to the Canterbury earthquakes under each policy of reinsurance; and
- One or more written settlement agreements by the Company with New Zealand Local Authority Protection Programme Disaster Fund ("LAPP") fully and finally settling some or all claims by LAPP against Civic relating to the Canterbury earthquakes under the policy of insurance between Civic and LAPP.

The directors of the Company are authorised to finalise the amount of the settlements, and the terms of conditions of the settlements (acting in the best interests of the Company) and to enter into and sign all documents and to take any and all other actions that they may deem necessary or appropriate to effectuate the purposes of this resolution."

The Board of the Company unanimously support this resolution.

(See the explanatory note on the reverse of the proxy form).

3. **To transact any other business** that may be properly brought before the meeting.

PROXIES/APPOINTED REPRESENTATIVES

A Shareholder Member entitled to attend and vote but unable to do so may appoint a proxy for this meeting. Alternatively, Shareholder Members may appoint a representative to exercise its right at the meeting, pursuant to Clause 14.3 of the Constitution of the Company. A completed proxy form/notice in writing of appointment of a representative signed by the Shareholder Member must be lodged at the registered office of the Company by 12 noon one business day before the start of the meeting ie 4th December 2014.

By Order of the Board

RJ Gyles
General Manager - Finance
24 October 2014

**New Zealand Local Government Insurance Corporation Limited
Proxy Form**

The _____
(Council Name)

of _____ being a Member of the New Zealand Local Government Insurance
Corporation Limited hereby appoints

_____ of _____ or, failing him/her

_____ of _____ as its proxy to vote for it and on its

behalf at the Special General Meeting of the Company to be held on 5th December 2014 and at any adjournment thereof (Refer to the notes on the reverse of this page).

Unless otherwise directed as below, the proxy holder will vote or abstain from voting as he or she thinks fit.

Should the Shareholder Member wish to instruct its Proxy or representative how to vote the following should be completed:

Agenda
Item

In Favour (✓)	Against (✓)
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1. Receive apologies.

2. Major Transaction

"In accordance with section 129 of the Companies Act 1993 the shareholders approve the directors using their best endeavours to achieve a global settlement of some or all claims relating to the Canterbury earthquakes and if successful, the entry by the Company into the following transactions:

- One or more written settlement agreements by the Company with each of the Company's reinsurers fully and finally settling some or all claims by the Company against each reinsurer relating to the Canterbury earthquakes under each policy of reinsurance; and
- One or more written settlement agreements by the Company with New Zealand Local Authority Protection Programme Disaster Fund ("LAPP") fully and finally settling some or all claims by LAPP against Civic relating to the Canterbury earthquakes under the policy of insurance between Civic and LAPP.

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The directors of the Company are authorised to finalise the amount of the settlements, and the terms of conditions of the settlements (acting in the best interests of the Company) and to enter into and sign all documents and to take any and all other actions that they may deem necessary or appropriate to effectuate the purposes of this resolution."

EXECUTED this _____ day of _____ 2014.

Signature of Shareholder(s) Position(s) Held

**Please return to: General Manager Finance, Civic Assurance, PO Box 5521, Wellington 6145, or
Fax (04) 978 1260 or email to civicadminemail@civicassurance.co.nz to be received prior to 12 noon 4th
December 2014.**

EXPLANATORY NOTE FOR ITEM 2 – MAJOR TRANSACTIONS

The Board recommends to shareholders that the Special Resolution be passed thereby facilitating the possible global settlement of some or all of the claims resulting from the 2010 and 2011 Canterbury earthquakes.

By way of background, there have been some settlement negotiations to achieve a global settlement of the claims relating to the Canterbury earthquakes, although these as yet have not been successful.

Any large settlement that can be reached between Civic and LAPP could be a major transaction (as defined below) and any matching settlement between Civic and its reinsurers could in substance be a major transaction. Therefore the Directors of the Company are seeking prior approval to enable such settlements to be concluded. The settlements, if concluded, will be at an amount that the Directors of Civic and the trustees of LAPP consider fair and reasonable to all affected parties.

MAJOR TRANSACTION

The Company's Constitution defines a major transaction as:

- a) "the acquisition of, or an agreement to acquire, whether contingent or not, assets the value of which is more than half of the value of the company's assets before the acquisition;
- b) the disposition of, or an agreement to dispose of, whether contingent or not, the assets of the company the value of which is more than half of the value of the company's assets before the disposition; or
- c) a transaction that has or is likely to have the effect of the company acquiring rights or interests or incurring obligations or liabilities the value of which is more than half the value of the company's assets before the transaction;"

SPECIAL RESOLUTION

The Company's Constitution defines a special resolution as:

"A resolution of shareholders approved by a majority of seventy five percent of the votes of those shareholders entitled to vote and voting on the question."

ATTENDANCE AT MEETINGS OF THE COMPANY

The Constitution provides for members to be represented at meetings of the Company **only** by proxies or appointed representatives.

Clause 14.3 (as amended in May 2004) provides

"A shareholder may exercise the right to vote by being present by a representative or by Proxy.

The representative or proxy for a shareholder is entitled to attend and be heard and vote at a meeting of shareholders as if the representative or proxy were a shareholder.

A proxy must be appointed in writing signed by the shareholder and the notice must state whether the appointment is for a particular meeting or a specified term not exceeding twelve months.

No proxy is effective in relation to a meeting unless a copy of the notice of appointment is produced to the registered office of the company not later than twenty-four hours before the start of the meeting.

A shareholder may appoint a representative to attend a meeting of shareholders on its behalf in the same manner as that in which it could appoint a proxy”.

Accordingly, proxies/notification of appointed representatives must be in my hands by 12 noon 4th December 2014.

It would be appreciated if shareholders, when considering who to appoint as their representative/proxy holder, would contact Roger Gyles thereby facilitating a quorum for the SGM.

Roger Gyles
General Manager – Finance
Phone: (04) 978 1255
Email: roger.gyles@civicassurance.co.nz
Fax: (04) 978 1260

15. PROPOSED MAIN ROAD MASTER PLAN HEARINGS PANEL RECOMMENDATIONS

Executive Leadership Team	General Manager Strategy and Planning
Member responsible:	
Officer responsible:	Urban Design and Regeneration Unit Manager
Author:	Proposed Main Road Master Plan Hearings Panel

1. PURPOSE AND ORIGIN OF REPORT

1.1 The Council resolved on 24 April 2014 that it:

- *Receive the summary of submissions to the Draft Main Road Master Plan in Attachment 1 of the report (Clause 8.2 in the Council agenda of 27 March 2014).*
- *Decide that Hearings be held.*
- *Delegate the Mayor and the Chairperson of the Hagley/Ferrymead Community Board to decide the composition of the Hearings Panel.*

1.2 This report provides the recommendations of the Hearings Panel following the hearing and consideration of submissions.

2. EXECUTIVE SUMMARY

2.1 The Hearings Panel heard 16 verbal submissions over two days on 17 and 19 June 2014. The main topics were:

- Parking in Redcliffs village
- Coastal Pathway
- Scott Park layout and use
- Speed restrictions in Redcliffs
- Naturalisation of parks and the waters edge

Other topics raised included: connectivity across Main Road, Mount Pleasant Road intersection, Mount Pleasant community centre, bike parking, beautification of Redcliffs and use of the Celia Street jetty. A Summary of Submissions heard is attached in Attachment 1.

2.2 Following the hearings the Panel requested some additional information from staff to allow it to more fully consider the issues raised. In the light of the submissions and the information available the Panel deliberated on amendments to the draft Master Plan. The principal areas where revisions were considered necessary are:

- Redcliffs village centre – revised streetscape layout retaining on-street parking on the northern side of Main Road and providing enhancements to village character.
- Scott Park – revised layout of Coastal Pathway across the park entrance to provide improve the crossing for pathway users.
- Bridle Path Road – show approved amended intersection treatment with right turn into Main Road.
- Revised streetscape for western end of Beachville Road to facilitate improved naturalisation and protection of bird roosting habitat, and achieve alignment with Coastal Pathway developed design.
- Additional cycle parking at focal points.
- Amendments to reflect the progress from consultation draft to final document.

2.3 The Panel recommends that the Main Road Master Plan (Attachment 3) be adopted in accordance with the recommendations of the Hearings Panel (Attachment 2)

15 Cont'd**3. BACKGROUND**

- 3.1 The Main Road Master Plan forms part of the Suburban Centres Programme aimed at assisting the rebuild and recovery of the suburban commercial centres damaged following the Canterbury earthquakes of 2010/2011. The Main Road Master Plan forms phase 2 of the Ferry Road / Main Road Master Plan.
- 3.2 Consultation on the draft Master Plan took place between 21 October and 22 November 2013. Two hundred and sixteen submissions were received on the draft Master Plan. Almost three quarters supported the over all direction of the plan. The most popular actions were identified as:
- Coastal Pathway
 - Redcliffs village centre streetscape enhancements
 - Re-establishing of supermarket
 - Redcliffs village centre parking – monitoring and review
 - Pedestrian crossings
- 3.3 At its meeting on 24 April 2014 Council resolved to hold a hearing for submitters on the draft Master Plan. The Mayor and Chair of the Hagley-Ferrymead Community Board confirmed that the Hearings Panel would comprise: Councillor Johanson, and Community Board Members Templeton and McLeod.

4. COMMENT

- 4.1 The Hearings Panel was provided with copies of all the original submissions on the draft Main Road Master Plan and the summary of submissions report, including the indicative staff response.
- 4.2 Twenty eight submitters originally indicated that they would like to be heard if Hearings were to be held. Following the Councils decision to hold Hearings, staff contacted all those who indicated a desire to be heard. Sixteen submitters confirmed that they wished to be heard. A summary of their submissions is set out in Attachment 1.
- 4.3 Hearings were held over two days on 17 and 19 June 2014 at the Linwood Service Centre Boardroom. Sixteen submitters attended the hearings and presented verbal submissions to the Panel in support of their original written submissions. Where necessary Panel members were able to ask questions to ensure that they had a full understanding of the issues. At the conclusion of the Hearings and prior to 29 July 2014 the Panel sought additional information from staff which was provided.
- 4.4 The Hearings Panel met on 29 July 2014 to consider the submissions and the information requested from staff. At this meeting the Panel requested that a number of amendments be made to the draft Master Plan. (shown in black in Attachment 2). The Panel met again on 6 November 2014 to consider the amended draft Master Plan (Attachment 3), to deliberate, and to make its recommendations to the Council. Further amendments were recommended and these are shown in red in Attachment 2.

15 Cont'd

- 4.5 The most complex issue raised by submissions, and the one which gave rise to the most significant concern, related to parking provision within the Redcliffs village centre. The Panel has given particular attention to this matter. It has considered the relationship with the Coastal Pathway project, SCIRT repair works and the Council's resolution to introduce traffic signals. It has taken into account the Christchurch Transport Strategic Plan. Assessments of the level of parking availability have been undertaken, and consideration has been given to research into the allocation of road space and the benefits that cycle facilities can provide for commercial centres. It has considered evidence presented by submitters about inconsistency between the width of cycle lanes proposed for Redcliffs and the width of cycle lanes in Ferry Road and heard explanation from staff that the inconsistency in width noted by submitters between these cycle lanes and cycle lanes in other parts of the city was because designs for new capital works seek to comply with the most current best practice and guidance including the Council Cycle Design Guide. For safety reasons wider cycle lanes are preferred particularly where they are adjacent to parked cars. Where no new work has been undertaken existing cycle lanes have not been upgraded to these standards. The Hearings Panel notes the various concerns raised about the concept design for the Redcliffs Village Centre roading design in relation to minimum width standards and loss of car parking and decided to make a recommendation to the Council that there be urgent public consultation on the detailed design proposed for this area of the plan that incorporates the SCIRT works and Main Road proposal. It recommends that detailed design work on the roading layout therefore commences as soon as possible with a view to investigating the potential for reinstatement of parking on the northwest side of Main Road.
- 4.6 The Panel also noted that consultation on this Master Plan had been affected by its relationship to work on parallel projects such as the three-laning of Main Road between Ferry Road Bridge and the Causeway, the Coastal Pathway Project and the Estuary Edge Master Plan (currently on hold). A number of Submissions related to the development of Scott Park and the Panel has made a recommendation to the Council that priority be given to re-instating the Estuary Edge master Plan to enable detailed design work on enhancements to Scott Park to commence.
- 4.7 A number of submitters also requested that the Council implement a 30K speed restriction through the Redcliffs village. However the Panel decided to make no recommendation. Traffic lights are to be installed adjacent to the entrance to the Supermarket car park, other traffic calming measures are proposed in the draft Master Plan and the slow speed environment will be monitored for a period six months after the Supermarket opens.
- 4.8 The Panel believes that the process for developing the Master Plan has been thorough and enabled effective community consultation. The recommendations for amendments to the draft Master Plan will help to enhance the plan and assist the recovery and rebuild of the Main Road corridor. The amended Main Road Master Plan is set out in Attachment 3.
- 4.7 The Master Plan document will be desk top published once adopted and made publicly available.

5. FINANCIAL IMPLICATIONS

- 5.1 The immediate financial implications relating to developing the Master Plan are provided for within the project budget.
- 5.2 The draft Master Plan includes an Implementation Action Plan. This sets out the anticipated lead agency for delivery of the proposed Actions. Indicative timeframes and funding levels are identified. The Council, through the Three Year Plan (2013 – 2016), has allocated \$9.9m funding towards the Coastal Pathway project. Once the Master Plan is adopted consideration will need to be given to funding arrangements for those actions that the Council is responsible for. It is anticipated that the majority of funding for these actions will be considered through the 2015-2025 Long Term Plan processes.

15 Cont'd**6. HEARINGS PANEL RECOMMENDATION**

It is recommended that the Council:

- 6.1 Receive the recommendations of the Hearings Panel on the Main Road Master Plan (Attachment 2),
- 6.2 Adopt the amended Main Road Master Plan (Attachment 3) subject to the further amendments yet to be made as shown in red in the Schedule of Amendments (Attachment 2).
- 6.3 Enable detailed design work on enhancements to Scott Park to commence by giving priority to reinstating the Estuary Edge Master Plan, to enable a holistic and integrated approach between the Estuary Edge and the Main Road Master Plans, the three-laning of Main Road between Ferry Road bridge and the Causeway, and the Coastal Pathway project.
- 6.4 Give priority to commencing detailed design work for the proposed road layout through the Redcliffs Village Centre (Action "M2") to enable further public consultation to commence as soon as possible.

Main Road Master Plan

Submitters wishing to be Heard – Analysis of Submissions

Ref #	Submitter	Support Plan Direction: Y/N	Summary of Key Issues Raised	Staff Response (Primarily based on comments contained in the Consultation Report)
3	Kevin Murdoch	Y	<p>Does not support traffic lights at Augusta St (no reason given) (Action M2)</p> <p>How will Coastal Pathway be supported from Shag Rock to Moncks Bay? (Action M1)</p>	<p>Action EB4: Re-establish Supermarket / Action M2: Redcliffs Village Centre Streetscape Enhancements</p> <p>The installation of traffic lights and threshold treatments at the entry points to the village centre (at Augusta/Main Road junction) will help manage traffic speed. The Master Plan explains that traffic signals will improve conditions for traffic wishing to gain access and egress from Augusta Street and the rebuilt supermarket, particularly at peak hours. Council resolved to support the installation of traffic signals in June 2013 as part of the Annual Plan decisions.</p> <p>Action M1: Coastal Pathway / Figure 25 Monks Bay Action Area / Action M7: Moncks Bay Parking and Bus Stop Enhancements</p> <p>The Coastal Pathway Concept Plan was adopted by Council on 27 March 2014. This indicates boardwalks along parts of the eastern and southern sections of Moncks Bay. Detailed design is now commencing. However, near to Shag rock/Rapanui this will be influenced by the rock fall issues which are currently being investigated and referred to in Action M9 (Route Security). Staff will continue to ensure alignment between the Master Plan and Coastal Pathway Concept Plan.</p>
8	Peter Foster*	Y	<p>Concern regarding angular entry to Mt Pleasant Road and visibility. Address by filter lane, or roundabout? (Action M4)</p>	<p>Action M4: Mt Pleasant Intersection Enhancements</p> <p>The Mt Pleasant Road approach allows for separate left and right turning lanes. There is an accident history at this intersection and because of visibility issues a Stop Sign is considered to be safer than a Give Way. Stop signs were previously consulted on during the Main Road 3-laning project and approved. Mt Pleasant Road cannot be squared off at the intersection with Main Road in the same way as McCormack's Bay Road because of road levels. A roundabout is considered inappropriate because of the imbalance in traffic flows, which would create congestion on Main Road.</p>
15	Adam Grant Parker	Y	<p>Concern regarding lighting on Coastal Pathway and fishermen taking over spots along pathway (like at New</p>	<p>Action M1: Coastal Pathway</p> <p>Lighting along the pathway is an issue that is addressed in Coastal Pathway Concept</p>

			Brighton Pier). (Action M1)	<p>Plan (and will be designed to ensure safety amongst other issues) and will be covered in greater detail at the next stage of the design process (see page 19 of the Concept Plan).</p> <p>Further Staff Comments from that contained in Consultation Report / The Coastal Pathway Concept Plan provides for multiple use and activities. In some key locations build-outs are proposed to create additional space to allow people to congregate and do other activities clear of the thoroughfare.</p>
22	Jonathan Davidson	Y	It might be appropriate to pedestrianise the whole of Beachville Road between Main Road and the sea. (Action M3)	<p>Action M3: Beachville Road Streetscape Enhancements</p> <p>Pedestrianising Beachville Road is not supported as the road is the only access from Redcliffs should there be a diversion required around Moa Bone Cave. It also provides the sole access to private properties.</p>
24	Andrew Beadle*	N	<p>Retain existing parking in Redcliffs Village and along Beachville Road – for use by the local community and small business owners. (Action M2)</p> <p>Questioned graphics/images as potentially misleading. (Page 2 Summary Master Plan / Page 5 Full Master Plan)</p>	<p>Action M2: Redcliffs Village Centre Streetscape Enhancements</p> <p>Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues.</p> <p><i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street parking - Amend the artist impression for Redcliffs Village in relation to on-street car parking associated with Redcliffs (Page 2 Summary Master Plan / Page 5 Full Master Plan).</i></p>
30	Richard Craigie	Y	<p>Moncks Bay residents garaging needs to be addressed, not just needs of incoming public parking. (Action M7)</p> <p>Totally opposed to boat storage shed (rowing shed) over water. As the Coastal Pathway is 4 metres wide and the yacht club has consent to rebuild, concerned about the boat storage shed being located on piles further out into the Estuary. The idea of the building being rebuilt in marine reserve is beyond thinking about and needs to be stopped as would ruin the nature of the coastline and the existing wildlife which has returned. The beach at Monks Bay has to be looked at as the Coastal Pathway will encroach on it. Needs special thought as to keeping the area "natural". (Action M1)</p>	<p>Action M7: Moncks Bay Parking and Bus Stop Enhancements / Further Staff Comments from that contained in Consultation Report</p> <p>The Red Zone has been confirmed for a number of residential properties in the Moncks Bay area. If there is still demand for residents parking this could be considered and integrated with the public space arrangements outlined.</p> <p>Action M1: Coastal Pathway</p> <p>The Coastal Pathway Concept Plan which was adopted by Council on 27 March 2014 indicates a short section of boardwalk at the back of Moncks Bay beach approximately 100m to the east of the Chch Yacht Club. The restricted width of the road corridor in this area constrains the ability to achieve the pathway within the road reserve. The introduction of a board walk would have limited impact on the back of the beach as it would mainly extend over the existing footpath and areas of rock at its base. The Coastal Pathway Concept Plan notes that the boardwalk may be reduced in width to 3m in parts of this section in recognition of the need to ensure impacts on the beach are kept to a</p>

				<p>minimum. Specific issues about retaining the natural qualities of the beach can be addressed at the detailed design stage.</p> <p>The Christchurch Yacht Club has consent to rebuild the rowing shed, and has indicated that they will utilise the pathway to access it if the pathway has sufficient width. Further investigations will be undertaken into the layout of the parking area of the Yacht Club and entrances at the detailed design stage.</p>
38	Bruce Reilly Redcliffs Physiotherapy Centre*	N	<p>Loss of car parking in Redcliffs. (Action M2 and M8)</p> <p>Support for angle parking in Augusta Street. (Action M2)</p> <p>A public toilet will be needed in Redcliffs Village, perhaps associated with the new library. (Action CCH4)</p>	<p>Action M2: Redcliffs Village Centre Streetscape Enhancements</p> <p>Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues.</p> <p><i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street parking.</i></p> <p>Action M8: Redcliffs Village Centre Parking – Monitoring and Review</p> <p>Angled car parking in Augusta Street is considered unsuitable due to:</p> <ul style="list-style-type: none"> - Lanes required for the traffic signals, which would leave insufficient width for vehicles to safely reverse out; and - The level of activity at the signals and the access to New World. <p>Further Staff Comments to that contained in Consultation Report: Action CCH4: Redcliffs Community Resources</p> <p>A public toilet may be appropriate in the Village. Further investigations will be required.</p>
46	Andrew Wilson (Linda Penno) *	Unclear	<p>Windsurfer who uses Scott Park.</p> <p>Comments relate to Scott Park Action (Action NE3):</p> <ul style="list-style-type: none"> - Safety: Concerned about the Coastal Pathway running along the water's edge and the safety concerns between wind surfers and those walking/cycling etc. - Environmental: Opportunity to recreate an attractive wetland and access points to the Estuary by way of low-level ramps, or even beach access. - Aesthetic: Putting a 4m wide tarmac path along 	<p>Action M1: Coastal Pathway / Figure 22 (Scott Park Action Area)</p> <p>The Scott Park Action Area shows the Coastal Pathway running alongside Main Road and along the water's edge. This location of the path recognises potential conflicts with water sports users, the Mt Pleasant Yacht Clubs lease and vehicle movements around the car park. Consideration was given to other options for the Coastal Pathway through Scott Park. The proposed route reflects the adopted Coastal Pathway Concept Plan which was adopted by Council in March 2014.</p> <p>Action NE3: Scott Park Enhancements</p> <p>The proposed design for the park rationalises activities to a more central location enabling landscaping around the fringe. Detailed design will address issues related to crossing the</p>

			water's edge is not enlightened thinking.	driveway and landscaping.
48	Angela Doudney*	N	Opposes three lanes between McCormack's Bay and Ferrymead. It will increase traffic speeds and create a barrier between the Estuary and local residents. Should remain two lanes. (No specific action)	<p>6.6 Other Issues Arising during Consultation (6.6.ii: Proposed three-lane road from Ferrymead Bridge to Mt Pleasant)</p> <p>The design of the three laning section of Main Road seeks to address congestion problems. The restricted width in this part of the road corridor limits the design and configuration options. The scheme requires an area of reclamation of land from the Estuary, and this has been granted Resource Consent by ECAN. Council has approved the design and SCIRT is now commencing construction.</p>
54	Matt Bonis (Planz Consultants) for Lyttelton Port Co (Kim Kelleher)*	Y	Importance of the Main Road as an over-dimension route and hazardous substances alternative transport route. Seek further consideration of the freight and vehicular movement role and function of the corridor should be acknowledged and reflected in the Vision, Actions and Implementation methods within the Master Plan. (Action CCH5 and potential new action)	<p>Action CCH5: Resilience Plan</p> <p>The Draft Master Plan has been developed with the expectation that Main Road will continue to provide an over-dimension and hazardous good route to the Port. Clarifying the role and status of the route may provide a greater level of certainty to stakeholders and the community.</p> <p><i>Amend the action to include text which clarifies the role and status of the route.</i></p> <p>Section 8.0 of Master Plan (Specific Wording Changes)</p> <p>Further recognition and emphasis of the Main Road as an over-dimension route and hazardous substances alternative transport route..</p> <p>Further Staff Comments to that contained in the Consultation Report</p> <p>Main Road is a minor arterial and freight supporting route. A new Action M11 could be introduced to ensure that the design of the road corridor recognises both the traffic functionality (drawing reference to the CTSP and the LURP) and the places to ensure efficiency, safety and amenity.</p>
61	A McLauchlan	Y	Both Beachville Road intersections with Main Road are a problem. Both the Celia Street and Beachville Road residents are landlocked by the heavy Main Road traffic – a roundabout at Beachville /Causeway corner would have favoured local residents, rather than the streams of visitors to Sumner. (Action M3)	<p>Action M3: Beachville Road Streetscape Enhancements</p> <p>A roundabout is considered inappropriate because of the imbalance in traffic flows, which would create congestion on Main Road.</p>
64	Pam Guest Mt Pleasant Pottery Group (MPPG)*	Unclear	Supportive of the general wording and intent of Action CCH1 (McCormack's Bay Community Hub) and issues highlighted by MPMCC. Would like to see reference made to Council's Strengthening Communities Strategy	<p>Specific Wording Changes Required in Final Master Plan</p> <p>Reference to Council's Strengthening Communities Strategy principles in relation to the provision of and support of community facilities could be included in Actions CCH1 (McCormack's Bay Community Hub), CCH4 (Redcliffs Community Resources) and CCH5</p>

			<p>principles in relation to the provision of and support of community facilities. (Action CCH1/4 and 5)</p> <p>Consider that the Master Plan should require principles of sustainable building design to be implemented as part of rebuilt and new facilities and infrastructure. (No current action) (no current action)</p> <p>Figure 21 (McCormack's Bay action area) should recognise the importance of ongoing consultation between MPMCC, MPPG, other key community users and the CCC to facilitate multiple and integrated use of this space, with flexibility to position the built and landscaping elements of the hub to optimise use, and providing for climatic and environmental concerns. (Action CCH1)</p>	<p>(Resilience Plan).</p> <p>Further Staff Comments to that Contained in the Consultation Report</p> <p>The Council are working with a range of organisations around issues to do with sustainable building design. A range of tools and services are available to residents and developers (including Legacy, Greenstar, Target Sustainability, and Base/NZ Green Building Council) and support is offered at the resource consent and building consent stages.</p> <p>Action CCH1: McCormack's Bay Community Hub</p> <p>The Council will continue dialogue with the Community Centre/groups and Residents Association to help refine the layout of the Hub. Opportunities exist to investigate additional secure/sheltered cycle parking in the area and to explore potential for on-site stormwater management.</p>
85	Suzanne Craig Redcliffs Public Library (Jane McLauchlan)*	Y	<p>The library needs to return to the original site at 91 Main Road. Plans are proceeding. (Action CCH4)</p> <p>Need to ensure safe pedestrian access to the library. (Action M2)</p> <p>Library believes that the number of on-street car parks needs to be monitored so that there are enough parks to allow elderly to park close to the library and to allow businesses to continue to operate. (Action M2)</p> <p>Supportive of the bus stop being moved from its current location. Concerns about the safety of the existing pedestrian crossing. Bus stop (Eastbound) should not be located directly opposite the Westbound route. (Action M2)</p>	<p>Action CCH4 (Redcliffs Community Resources)</p> <p>This action is intended to enable the voluntary library to be retained as part of the village centre facilities. The proposed layout seeks to create a safe space outside the building for people to have some refuge away from traffic.</p> <p>Action M2: Redcliffs Village Centre Streetscape Enhancements</p> <p>The installation of traffic lights and threshold treatments at the entry points to the village centre will help manage traffic speed and provide safe crossing points for pedestrians.</p> <p>Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues.</p> <p>It is possible to retain the Sumner bound bus stop in its existing location at 1/87 Main Road and to maintain the adjacent disability park.</p> <p><i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street parking.</i></p>
86	Bill Simpson - Kit Doudney,	Y	Concerns regarding the right turn to Sumner from St	Other Issues Raised during Consultation/Bridle Path Road

	Avon Heathcote Estuary Ihutai Trust		<p>Andrews Hill Road. (No specific action)</p> <p>Scott Park (supports proposed Coastal Pathway route). (Action NE3)</p> <p>Do not support the coastal pathway being canter-levered over the beach at Moncks Bay. Retain the natural beach and move to the current built edge. (Action M7)</p>	<p>Plans shown in the Draft Master Plan indicate no right turns towards Sumner from either intersection. Since preparing the Draft further design work has been undertaken on the bridge design and a right turn is now proposed from Bridle Path Road. This has been approved by Council as part of the Ferrymead Bridge project.</p> <p><i>Amend MP to reflect layout changes</i></p> <p>Action NE3: Scott Park Enhancements</p> <p>Consideration has been given to other options for the Coastal Pathway through Scott Park. The proposed route reflects the adopted Coastal Pathway Concept Plan.</p> <p>Action M7: Moncks Bay Parking and Bus Stop Enhancements</p> <p>The Coastal Pathway Concept Plan indicates a short section of boardwalk at the back of Moncks Bay beach approximately 100m to the east of the Chch Yacht Club. The restricted width of the road corridor in this area constrains the ability to achieve the pathway within the road reserve. The introduction of a board walk would have limited impact on the back of the beach as it would mainly extend over the existing footpath and areas of rock at its base. The Coastal Pathway Concept Plan notes that the boardwalk may be reduced in width to 3m in parts of this section in recognition of the need to ensure impacts on the beach are kept to a minimum. Specific issues about retaining the natural qualities of the beach can be addressed at the detailed design stage.</p>
95	David Duns	Y	<p>Wants Give Way sign to remain at the foot of Mt Pleasant Road instead of a Stop sign (it works well and allows vehicles to merge into the stream of traffic heading into town). The new design of the road (turns the traffic at right angles to the Main Road traffic) as the current arrangement allows the safe merger of traffic from Mt Pleasant. (Action M4)</p>	<p>Action M4: Mt Pleasant Intersection Enhancements</p> <p>The Mt Pleasant Road approach allows for separate left and right turning lanes. There is an accident history at this intersection and because of visibility issues a Stop Sign is considered to be safer than a Give Way. Stop signs were previously consulted on during the Main Road 3-laning project and approved. This intersection forms part of SCIRT's current works for three laning Main Road between the Causeway and Ferrymead Bridge.</p> <p>Squaring up the intersection will improve the ability to make right turns, enabling residents to access the local facilities at Redcliffs village centre more conveniently and safely.</p>
104	Daryl Sayer (Ian Wylie), Redcliffs Business Group*	Y	<p>Loss of on-street parking on Main Road and Beachville Road. Many businesses rely on passing trade customers who are able to stop in the most convenient parking spot they can. (Action M2)</p> <p>Consideration should be made of the Redcliffs Village Structure Plan and a reduction of speed to 30km/hr. (Action M2)</p>	<p>Action M2: Redcliffs Village Centre Streetscape Enhancements</p> <p>Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues.</p> <p><i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street parking.</i></p>

			Figure 20 shows the east and west bound bus stops directly opposite each other. This would result in traffic flow issues. Relocation of the eastbound stop to the west of Beachville Road suggested. (Action M2)	<p>The installation of traffic lights and threshold treatments at the entry points to the village centre will help manage traffic speed. An independent review of the speed limit could then be undertaken in future following implementation of the works to determine an appropriate speed limit. This could be included as part of Action M8 (Redcliffs Village Centre Parking-Monitoring and Review).</p> <p>The Sumner bound bus stop needs to be in a central and accessible location within Redcliffs village, This can be achieved by retaining it in its existing location at 87 Main Road. Any other alternative location will need to reviewed with further input from Ecan and to assess the safety issues.</p>
154	Dirk De Lu Spokes (Ollie Power)*	N	<p>More cycle parking required:</p> <ul style="list-style-type: none"> - Lack of bicycle parking at most bus park and ride stops (Various Actions) - Lack of bicycle parking at some of the facilities along the Coastal Pathway (Action M1) - Where bike parking is offered it appears to be inadequate, not always well placed and with no indication of possible expansion. (Various Actions) <p>Pedestrian crossings are inadequate. (Various Actions)</p> <p>The Coastal Pathway crossing of the Scott Park entrance is an example of where queued bicycles will be blocking both people on foot and bicycle and create inevitable conflict. (Action NE3)</p> <p>Add CCC Cycle Design Guidelines to the list of sources informing the Master Plan (page 17).</p>	<p>Action M1: Coastal Pathway Cycle parking can be provided at suitable locations along the Pathway and will be addressed during the detailed design phase.</p> <p>Action M2: Redcliffs Village Centre streetscape enhancements The precise location and type of cycle parking can be investigated as part of the detailed design stage.</p> <p>Action M3: Beachville Road streetscapes There are opportunities to provide cycle parking in the Park by the potential club rooms.</p> <p>Action M4: Mt Pleasant Intersection Enhancements The provision of cycle parking facilities will be investigated as part of the Mt Pleasant bus shelter improvements under Action M5.</p> <p>Action M5: Mt Pleasant bus shelter enhancements <i>Investigations into secure/sheltered cycle parking in the area.</i> This will need to consider where the best location is, i.e. by the 'Park and Ride' or by the bus stop?</p> <p>Action M6: McCormack's Bay Road Streetscape Cycle park numbers can be reviewed to monitor demand and supply issues.</p> <p>Action M7: Monks Bay parking and bus stop enhancements Cycle parking should be proposed in this location and is a matter that can be addressed at the detailed design stage.</p>

				<p>Action M8: Redcliffs Village Centre Parking – Monitoring and Review The design and location of cycle parking will be addressed during the detailed design phase.</p> <p>Action M10: Pedestrian Crossings Refining the location of pedestrian crossings (and potential cycle crossing points) can be investigated further at the detailed design stage.</p> <p>Action NE3: Scott Park Enhancements Detailed design will address issues related to crossing the driveway and landscaping. The general alignment of the Coastal Pathway has been approved by Council as part of the Concept Plan.</p> <p>Action CCH1: McCormack’s Bay Community Hub <i>Investigate further opportunities for sheltered and secure cycle parking prior to the MP being finalised.</i></p> <p>Action CCH2: Moa Bone Point Cave/Redcliffs Park Car parking facilities can include provision for cycle parking.</p> <p>Action CCH4: Redcliffs Community Resources Consideration needs to be given to where to locate cycle parking in the centre. This is an issue that can be addressed at the detailed design stage in relation to Action M2 and in conjunction with future development of the community hub facilities.</p> <p>Specific Wording Changes Required in Final Master Plan Add CCC Cycle Design Guidelines to the list of sources informing the Master Plan (Page 17).</p>
155	Bruce Banbury	Y	<p>Coastal Pathway should be along water’s edge at Scott Park. (Actions M1 / NE3)</p> <p>Right hand turn needed at the base of St Andrews Hill. (No current action)</p> <p>Turning bay required from Main Road to Cave Tce. (No</p>	<p>Action M1: Coastal Pathway / Action NE3: Scott Park Enhancements The potential for a fully coastal edge pathway has been explored through the Coastal Pathway Concept Plan. Consideration has been given to alternative alignments through Scott Park, however at this point in time, these appear to be problematic due to potential conflicts with water sports users, the Yacht Club and vehicular movements around the car park. The Coastal Pathway Concept Plan has been adopted by Council. Further design will follow in due course.</p>

			<p>current action)</p> <p>The Coastal Pathway requires a coordinated total design concept. (Action M1)</p>	<p>Other Issues Raised during Consultation: Bridle Path Road</p> <p>Plans shown in the Draft MP indicate no right turns towards Sumner from either intersection. Since preparing the Draft further design work has been undertaken on the Ferrymead bridge design and a right turn has now been approved from Bridle Path Road by Council.</p> <p><i>Amend MP to reflect layout changes</i></p> <p>A turning bay from Main Road to Cave Terrace has been considered and there is insufficient space to safely provide a separate turning bay.</p>
160	Liz Briggs for Mt Pleasant Memorial Community Centre (MPMCC) and Residents Association (RRA)*	Y	<p>Wishes to liaise with Council on aspects relating to Action CCH1 and in particular the new Community Centre and the design of the site to provide a coordinated and creative response. Additional car parking to the left of the kindergarten is required for overflow when events on. Investigate a footpath on the same side as the Reserve. (Action CCH1)</p> <p>A safe pedestrian access is needed from the Coastal Pathway to McCormack's Reserve at the eastern end of the planned community centre. (Action M10)</p>	<p>Action CCH1: McCormack's Bay Community Hub</p> <p>Pre application meetings have been held regarding the resource consent for the replacement community centre. Dialogue will continue with the Community Centre and Residents Association to help refine the layout for the site. Some issues will be a matter for the detailed designs stage.</p> <p>Specific Wording Changes Required in Final Master Plan</p> <p>Improve Figure 21 in the Draft Master Plan to better reflect the proposed footprint of the community hall and kindergarten.</p> <p>Action M10: Pedestrian Crossings</p> <p>The Draft plan includes pedestrian crossings in a number of locations, including the McCormack's Bay Road junction. Refining the locations of the crossings can be investigated further during the detailed design phase and/or prior to the Master Plan being finalised.</p> <p>Action M1: Coastal Pathway</p> <p>The Coastal Pathway Concept Plan includes a loop around the reserve at McCormacks Bay linking up with the community centre.</p>
111 & 180	Peter Croft*	-	<p>On-street car parking in Redcliffs is essential for the community and businesses. (Action M2)</p> <p>Bus stops locations indicated are not safe or practical (two bus stops opposite each other on a narrowed Main Road is dangerous). (Action M2)</p>	<p>Action M2: Redcliffs Village Centre Streetscape Enhancements</p> <p>Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues.</p> <p><i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street</i></p>

			<p>Traffic lights are not required. (Action M2)</p> <p>Width of the Coastal Pathway through the village of 4 metres is not suitable. (Action M2)</p> <p>Removal of the bike lane on Augusta Street will allow for the freeing up more parking spaces (cyclists will cross at lights).</p> <p>Beachville Road changes will reduce the relatively safe parking arrangements and effect access to off street car parking areas (lack of understanding of traffic volumes requiring casual on-street parking). (Action M3)</p>	<p><i>parking.</i></p> <p>The installation of traffic lights and threshold treatments at the entry points to the village centre will help manage traffic speed. The Master Plan explains that traffic signals will improve conditions for traffic wishing to gain access and egress from Augusta Street and the rebuilt supermarket, particularly at peak hours.</p> <p>The Sumner bound bus stop needs to be in a central and accessible location within Redcliffs village, This can be achieved by retaining it in its existing location at 87 Main Road. Any other alternative location will need to reviewed with further input from Ecan and to assess the safety issues. Adjacent to the bus stop the Coastal Pathway will be reduced to 3 metres in width to accommodate the space required for the bus.</p> <p>The provision of a cycle lane is to improve the safety and convenience for cyclists, particularly those making a right turn into Main Road.</p> <p>Action M3: Beachville Road Streetscape Enhancements Parallel parking will be retained on Beachville Road as part of the streetscape improvements.</p> <p>Action M1: Coastal Pathway The Coastal Pathway Concept Plan recognises that the pathway width may be reduced to 3m in parts of Redcliffs village centre.</p>
191	Michael Toomey	Y	<p>Supports the vision and recognition of Main Road as the thread that connects and provides a common bond between the eastern bays. Any aspects that will enhance Redcliffs as a village and commercial centre are important.</p> <p>Aspects of the plan that require further consideration:</p> <ul style="list-style-type: none"> Car parking – Removal of on-street car parking is contrary to the vision and may result in the demise of the village. The inclusion of the Coastal Pathway and traffic lights should not result in a loss of car parking. Streetscape – Consider the Redcliffs Village Structure Plan and reduction of speed to 30km/h through the village. Beachville Road – Redesign the street to ensure 	<p>Action M2: Redcliffs Village Centre Streetscape Enhancements Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues. (CCC Drawing as confirmation re design / parking numbers) <i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street parking.</i></p> <p>The installation of traffic lights and threshold treatments at the entry points to the village centre will help manage traffic speed. The Master Plan explains that traffic signals will improve conditions for traffic wishing to gain access and egress from Augusta Street and the rebuilt supermarket, particularly at peak hours. Council resolved to support the installation of traffic signals in June 2013</p>

			<p>car parking maintained. (Action M2)</p> <p>Bus stops – Relocation of the east-bound bus stop to an area west of Beachville Road. (Action M2)</p>	<p>as part of the Annual Plan decisions.</p> <p>The Sumner bound bus stop needs to be in a central and accessible location within Redcliffs village, This can be achieved by retaining it in its existing location at 87 Main Road. Any other alternative location will need to reviewed with further input from Ecan and to assess the safety issues.</p>
192	Marc Bendall	Y	<p>Supports the vision and recognition of Main Road as the thread that connects and provides a common bond between the eastern bays. Any aspects that will enhance Redcliffs as a village and commercial centre are important.</p> <p>Aspects of the plan require further consideration:</p> <ul style="list-style-type: none"> Car parking – Removal of on-street car parking is contrary to the vision and may result in the demise of the village. The inclusion of the Coastal Pathway and traffic lights should not result in a loss of car parking. Beachville Road – Redesign the street to ensure car parking maintained. Bus stops – Relocation of the eastbound bus stop to an area west of Beachville Road. <p>(Action M2)</p>	<p>Action M2: Redcliffs Village Centre Streetscape Enhancements</p> <p>Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues. (CCC Drawing as confirmation re design / parking numbers)</p> <p><i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street parking.</i></p> <p>The installation of traffic lights and threshold treatments at the entry points to the village centre will help manage traffic speed. The Master Plan explains that traffic signals will improve conditions for traffic wishing to gain access and egress from Augusta Street and the rebuilt supermarket, particularly at peak hours. Council resolved to support the installation of traffic signals in June 2013 as part of the Annual Plan decisions.</p> <p>The Sumner bound bus stop needs to be in a central and accessible location within Redcliffs village, This can be achieved by retaining it in its existing location at 87 Main Road. Any other alternative location will need to reviewed with further input from Ecan and to assess the safety issues.</p>
193	Murray Sim Christchurch Estuary Association	Y	<p>Supports proposed Coastal Pathway route through Scott Park (in the interests of safety for both the general public and watersport users, a walkway along the roadside of the park is the preferred and obvious solution). Supports the use of rain gardens and swales for stormwater management. Need to think about the implications of landscaping within Scott Park to ensure they do not get damaged by users of the space. (Action NE3)</p>	<p>Action NE3: Scott Park Enhancements</p> <p>A direct route parallel to the road is preferable in this section of the Coastal Pathway network for a range of reasons (separation of different users, SCIRT works to construct the pathway). The alignment has been agreed as part of the adopted Coastal Pathway Concept Plan.</p> <p>The proposed design of the park rationalises activities to a more central location, enabling landscaping around the fringe. Detailed design will address issues related to landscaping.</p>
196	Lindsay Sisson*	-	<p>Strongly in favour of the proposed plan for Scott Park. Will enhance access to the water for not just windsports</p>	<p>Action NE3: Scott Park Enhancements</p> <p>A key issue relates to the alignment of the Coastal Pathway at Scott Park. A direct route</p>

			but all water users. Scott Park is too small to have a 4m wide pathway either around the Estuary edge or through the middle of the park. Potential conflict between watersport and Coastal Pathway users. (Action NE3)	<p>parallel to the road is preferable in this section of the Coastal Pathway network explained below.</p> <ul style="list-style-type: none"> Mt Pleasant Yacht Club has a lease over the western end of the reserve which limits options for more formalised routes within the main body of the park. Separation of different types of users is widely practised for reasons of safety and convenience. Aligning the Coastal Pathway adjacent to the Main Road does not preclude the opportunity for Pathway users to break away from the formal pathway and access the park and the water's edge. SCIRT has commenced work on repairing this section of Main Rd and is able to construct the pathway alignment shown in the draft plan in the short term. In contrast, there is no certainty over the timing of the redevelopment of the remainder of the park. The delivery of a key link for the coastal pathway could therefore be compromised if the Coastal Pathway was to be diverted away from the road. Monitoring use of the reserve, over a few seasons following the construction of the coastal pathway, will help better understand opportunities for an additional loop that could bring pathway users closer to the waters edge at a future date. The proposed design for the park rationalises activities to a more central location enabling landscaping around the fringe. Detailed design will address issues related to crossing the driveway and landscaping.
204	David Bryce Redcliffs Residents Association (RRA) (Peter Crowe)*	Y	<p>Support the direction of the plan, its vision and goals. Wish to be consulted on key issues around design.</p> <p>Seek the following:</p> <ul style="list-style-type: none"> Acknowledgement that the RRA has organised many of the promotions and activities in Redcliffs and will continue working with the Business Group. (Action EB3) Coastal Pathway should not result in loss of car parking for shoppers in Redcliffs. A 4m setback of new buildings would allow for pathway. (Action M2) Acknowledge Redcliffs Village Structure Plan, a speed restriction of 30km/hr. (Action M2) Question safety of both bus stops opposite each other and should move eastbound to opposite the petrol station. (Action M2) Undertake car parking monitoring now and note that 	<p>Action EB3: Events Establishment and Promotion</p> <p>Section 3.6 of the Master Plan recognises the work of the Residents Association and Business Group in developing plans and actions for the area. These groups are identified in the Implementation Action Plan as either lead agencies or support partners for a number of Actions. Additional acknowledge role of Residents Association and ongoing liaison over new/upcoming events could be included in this Action.</p> <p>Action M2: Redcliffs Village Centre Streetscape Enhancements</p> <p>Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues.</p> <p><i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street parking.</i></p> <p>The installation of traffic lights and threshold treatments at the entry points to the village centre will help manage traffic speed. The Master Plan explains that traffic signals will</p>

			<p>halving on-street parking unacceptable. (Action M8)</p> <ul style="list-style-type: none"> Request Park and Ride facilities possibly at Barnett Park.(Action NE4) 	<p>improve conditions for traffic wishing to gain access and egress from Augusta Street and the rebuilt supermarket, particularly at peak hours. An independent review of the speed limit could then be undertaken in future following implementation of works to determine an appropriate speed limit.</p> <p>The Sumner bound bus stop needs to be in a central and accessible location within Redcliffs village, This can be achieved by retaining it in its existing location at 87 Main Road. Any other alternative location will need to reviewed with further input from Ecan and to assess the safety issues.</p> <p>The majority of the building along the northern side of Main Road within the village centre will not be rebuilt as part of the recovery process. Due to the timing of the Coastal Pathway including provisions for increased set backs would be too late and ineffective.</p> <p>Action M8: Redcliffs Village Centre Parking – Monitoring and Review Given the changes that are occurring within Redcliffs it is considered appropriate to keep parking under review.</p> <p>Action NE4: Barnett Park Landscape and Amenity Review The Christchurch Transport Strategic Plan supports the identification and establishment of strategically located park and ride sites. Further investigations can be undertaken to establish the suitability of a park and ride near Barnett Park. This can be informed by trialling the proposed Mt Pleasant facility. Consideration would need to be given to the impact on the Reserve. <i>Further investigate park and ride options near Barnett Park prior to the Master Plan being finalised.</i></p>
207	Melanda Slemint – 8010 Architects*	-	<p>Plan still prioritises traffic flow over active transport to the detriment of the amenity for both residents and wildlife in the area. Reconsider the over-dimension route to prioritise pedestrians and cyclists crossing safely and easily. (Action CCH5)</p> <p>Scott Park water's edge to include multi-nodal edge, less of a carpark. Recognise wildlife habitat and opportunities this presents. (Action NE1 and 3)</p> <p>Right turn from St Andrews Hill / Consider a direct connection from Mt Pleasant Road to McCormacks Bay</p>	<p>Action CCH5: Resilience Plan Main Road is identified as a minor arterial and freight supporting route in the Christchurch Transport Strategic Plan (CTSP) and LURP. The CTSP recognises both the traffic functionality and the places along road corridors to ensure efficiency, safety and amenity. The Draft Master Plan has been developed with the expectation that Main Road will continue to provide an over-dimension and hazardous good route to the Port. Clarifying the role and status of the route (see LPC submission) may provide a greater level of certainty to stakeholders and the community. <i>Amend the action to include text which calcifies the role and status of the route.</i></p> <p>Action NE3: Scott Park Enhancements / Action NE1: Landscape Palette A key issue relates to the alignment of the Coastal Pathway at Scott Park. A direct route</p>

			<p>rather than via Main Road. (No specific action)</p> <p>Redcliffs Village small scale character / stone walls not gabion baskets. (Action M2)</p> <p>Get design of Coastal Pathway underway (not just asphalt). (Action M1)</p>	<p>parallel to the road is preferable in this section of the Coastal Pathway network explained in submission 196. The alignment has been agreed as part of the adopted Coastal Pathway Concept Plan.</p> <p>The Council will continue to liaise with stakeholders to investigate appropriate soft and hard landscape elements.</p> <p>Other Issues Raised during Consultation: Bridle Path Road</p> <p>Plans shown in the Draft Master Plan indicate no right turns towards Sumner from either Bridge Path Road or St Andrews Hill Road. Since preparing the Draft further design work has been undertaken on the bridge design and a right turn has been approved from Bridle Path Road by Council.</p> <p><i>Amend MP to reflect layout changes</i></p> <p>Action M2: Redcliffs Village Centre Streetscape Enhancements</p> <p>Gabion baskets were used to illustrate one possible idea of using local materials. The detailed design stage will consider landscape materials further.</p> <p>Action M1 Coastal Pathway</p> <p>The potential for a fully coastal edge pathway has been explored through the Coastal Pathway Concept Plan and which was adopted by Council on 27 March 2014. The detailed design of the Coastal Pathway has commenced and construction is underway. Initial funding has focused on developing the initial infrastructure.</p>
211	Chris Doudney	Y	<p>Requests design input/consultation from the RRA, residents and 8010 Urbanists at key design development stages. The plan would benefit from including options and actual layouts and images are misleading.</p> <p>Other key issues highlighted are:</p> <ul style="list-style-type: none"> Concerns about the lack of a right turn to Sumner from St Andrews Hill Road/Bridle Path Road. (No specific action) Provide an option (subsidiary path) for Coastal Pathway users to divert through Scott Park closer to Estuary. (Action NE3) Suggests an alternative layout for Redcliffs Park that promotes greater amenity space for water and park users. Suggests recreations shed adjacent to toilets should be retained in location and converted 	<p>Other Issues Raised during Consultation – Bridle Path Road</p> <p>Plans shown in the Draft Master Plan indicate no right turns towards Sumner from either intersection. Since preparing the Draft further design work has been undertaken on the bridge design and a right turn from Bridle Path Road has been approved by Council.</p> <p><i>Amend MP to reflect layout changes</i></p> <p>Action NE3: Scott Park Enhancements</p> <p>A key issue relates to the alignment of the Coastal Pathway at Scott Park. A direct route parallel to the road is preferable in this section of the Coastal Pathway network explained in Submission 212 below. The alignment has been agreed as part of the adoption of the Coastal Pathway Concept Plan.</p> <p>Action M3: Beachville Road Streetscape Enhancements</p> <p>Parallel parking will be retained on Beachville Road as part of the streetscape improvements. Further consideration will be given to improving beach access, including</p>

			<p>to community park clubhouse. (Action M3)</p> <ul style="list-style-type: none"> Coastal Pathway should not extend on a boardwalk at Moncks Bay, instead alter the road alignment – sketch outlined. (Action M7) Recommends 30km/hr speed limit in Village/traffic lights unnecessary. (Action M2) Loss of parking outside shops is unacceptable and angle parking on Beachville Road is not supported. (Action M2) Does not support cliff illumination. (Action NE2) 	<p>naturalising the beach adjacent to the jetty and the boat/trailer car park, as part of the detailed design phase. However, consideration needs to be given to the potential impact on bird roosts in this area. There is a need to retain sufficient space for boat and trailer parking close to the jetty. Locating changing rooms, toilets and pavilion close to ramp area is essential if it is to provide a joint facility.</p> <p>Action M7: Moncks Bay Parking and Bus Stop Enhancements</p> <p>The Coastal Pathway Concept Plan which was adopted on 27 March 2014 indicates a short section of boardwalk at the back of Moncks Bay beach approximately 100m to the east of the Chch Yacht Club. The restricted width of the road corridor in this area constrains the ability to achieve the pathway within the road reserve. The introduction of a board walk would have limited impact on the back of the beach as it would mainly extend over the existing footpath and areas of rock at its base. The Coastal Pathway Concept Plan notes that the boardwalk may be reduced in width to 3m in parts of this section in recognition of the need to ensure impacts on the beach are kept to a minimum. Specific issues about retaining the natural qualities of the beach can be addressed at the detailed design stage.</p> <p>Action M2: Redcliffs Village Centre Streetscape Enhancements</p> <p>The installation of traffic lights and threshold treatments at the entry points to the village centre will help manage traffic speed. The Master Plan explains that traffic signals will improve conditions for traffic wishing to gain access and egress from Augusta Street and the rebuilt supermarket, particularly at peak hours. An independent review of the speed limit could then be undertaken in future following implementation of works to determine an appropriate speed limit.</p> <p><i>Amend the artist impression for Redcliffs Village in relation to on-street car parking associated with Redcliffs (Page 2 Summary Master Plan / Page 5 Full Master Plan).</i></p> <p>Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues.</p> <p><i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street parking.</i></p> <p>Action NE2: Cliff Illumination</p> <p><i>Retain the action but amend the text to clarify that opportunities for further community engagement exist as part of future investigations for specific sites for cliff illumination.</i></p>
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212	Dr Tim Lindley Christchurch Coastal Pathway*	Y	<p>Supports the development of 'stopping points' along the Coastal Pathway and improvements to the parks and village area to support this. Priority should be given to the final design for the whole pathway and coordinated landscape and reference to cultural values of Ngai Tahu. Supports a 4m wide pathway at all points where space can be created for it. (Actions M1, NE1 and M3)</p> <p>Seeks changes to vision and goals to reference the benefits of the Coastal Pathway. (Vision / Goals)</p> <p>Design of Scott Park not yet optimal solution. Appropriate design can allow Pathway users to respect the needs of water sports users while having full access to travel along the coast. (Action NE3)</p> <p>Improvements to McCormacks Bay should link with the Coastal Pathway. (Action M6)</p> <p>Council to provide many well-spaced opportunities for pedestrians to safely cross Main Road. A crossing point is needed with Barnett Park. (Action M10)</p> <p>Redcliffs Village important to pathway and ensure it is a space where people feel comfortable to stop and linger in, rather than just stop, shop and run. The design of how the Pathway integrates into the village will need to be carefully planned. The collage image is misleading. (Action M2)</p>	<p>Action M1 Coastal Pathway / Action NE1: Landscape Palette / Action M3: Beachville Road Streetscape Enhancements</p> <p>The potential for a fully coastal edge pathway has been explored through the Coastal Pathway Concept Plan which was adopted by Council on 27 March 2014. The detailed design of the Coastal Pathway has commenced and the Coastal Pathway Group is involved with this. The Draft Master Plan signals that to achieve this action the Council will liaise further with stakeholders to investigate appropriate soft and hard landscape elements. Landscape details and planting will be coordinated with the Coastal Pathway design and further public consultation will occur during the detail design phase.</p> <p>Master Plan Vision and Goals</p> <p>The Vision and Goals include reference to the Coastal Pathway as part of the overall package for the Main Road corridor. Retain vision and goals without amendments.</p> <p>Action NE3: Scott Park Enhancements</p> <p>A key issue relates to the alignment of the Coastal Pathway at Scott Park. A direct route parallel to the road is preferable in this section of the Coastal Pathway network explained below.</p> <ul style="list-style-type: none"> • Mt Pleasant Yacht Club has a lease over the western end of the reserve which limits options for more formalised routes within the main body of the park. Separation of different types of users is widely practised for reasons of safety and convenience. Aligning the Coastal Pathway adjacent to the Main Road does not preclude the opportunity for Pathway users to break away from the formal pathway and access the park and the water's edge. • SCIRT has commenced work on repairing this section of Main Rd and is able to construct the pathway alignment shown in the draft plan in the short term. In contrast, there is no certainty over the timing of the redevelopment of the remainder of the park. The delivery of a key link for the coastal pathway could therefore be compromised if the Coastal Pathway was to be diverted away from the road. • Monitoring use of the reserve, over a few seasons following the construction of the coastal pathway, will help better understand opportunities for an additional loop that could bring pathway users closer to the waters edge at a future date. The proposed design for the park rationalises activities to a more central location enabling landscaping around the fringe. Detailed design will address issues related to crossing the driveway and landscaping. <p>Action M6: McCormack's Bay Road Streetscape</p> <p>The Coastal Pathway provides a loop around McCormack's Bay Reserve, which will help connect up local facilities. Two crossings are proposed on the Causeway, one at</p>
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				<p>McCormack's Bay Road and the other at Mt Pleasant Road as part of the 3-laning work. It would be difficult to provide additional crossing points within the existing road corridor width.</p> <p>Overall Support for Master Plan / M10: Pedestrian Crossings The Draft plan includes pedestrian crossings in a number of locations. Further investigation and community consultation for the precise location of pedestrian crossings and cycle infrastructure will occur during the detailed design phase of each relevant Master Plan action. This will need to consider the available width and appropriate safety standards.</p> <p>Action M2: Redcliffs Village Centre Streetscape Enhancements <i>Retain the action but amend the artists impression to reflect the updated on-street parking situation.</i></p>
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* Provided verbal submission to Hearings Panel

Hearings Panel recommended changes to the Draft Main Road Master Plan following Public Submissions and Hearings

Change No	Section / Figure	Heading	Change
1.1	Throughout document		<ul style="list-style-type: none"> - Text amended to reflect final document – including deletion of consultation information and update of disclaimer. - Figures updated and renumbered to reflect amendments following consultation and/or new information as detailed below. - Captions updated as necessary. - Introductory paragraphs added to sections as required. - Contents Page updated - Any out-of-date information updated
INITIAL PAGES			
1.2	Mayor's Foreword		Delete.
1.3	Community Board Foreword		Text updated following local government elections. Replace Chair details with the "Hagley Ferry mead Community Board" (including group photo)
1.4	Executive Summary		Figure 1 updated to include changes to actions
INTRODUCTION			
1.5	Introduction		New text: <ul style="list-style-type: none"> - Section 1.3 – Outline the ongoing role of Main Road as a link to the Port. - Section 1.5 – Update text to reflect adoption of LURP and the District Plan review process. - Update extent of CERA Red Zone in Figure 2
MASTER PLAN APPROACH			
1.6	Cover image		Graphic to be amended to be more representative of proposed concept.
1.7	2.2 Master Plan Development Process		Revise text to reflect final process undertaken, i.e. hearing.
1.8	2.3 Outcomes of Community Engagement		Revise text to reflect outcomes of consultation on the draft plan and hearings including a high level summary of the issues resulting from the Panel hearing. Include text explaining that further opportunities for community engagement at the detail design phase of each of the relevant Master Plan actions. Explain the importance of monitoring the Master Plan post adoption.
CONTEXT			
1.9	3.4 Earthquake Damage		Update text: <ul style="list-style-type: none"> - If further information available about Redcliffs School site. - Regarding red zone property numbers and slope stability work being undertaken - To reflect the rebuilding of the supermarket - Main road SCIRT works. Insert text about flooding investigations.
1.10	3.5 Current role of Main Road		New text: Make reference to ongoing role of Main Road as a freight route. Note that a transitional traffic management plan could be useful for the corridor.
KEY ISSUES			

1.11	4.1 Economy and business issues		New text: Explain what new initiatives have been taking place. Updated text: Note the adoption of the Coastal Pathway concept
1.13	4.2 Movement		Update text: Where possible, note latest progress made by SCIRT and/or the Council, and any relevant completion dates (especially for Ferrymead Bridge, Main Road, Three-Laning, Beachville Road, and the Coastal Pathway).
1.13	4.3 Built environment issues		Update text: Clarify number of residential red zone properties.
VISION			
			No change
GOALS			
1.14		Vision	Table: Update to refer to changes with Actions.
ACTIONS			
1.15	7.1 Centres and Nodes	Redcliffs	New text: Clarify text around the village character and function of the centre and the overall objective of the streetscape improvements. Figure 20 – Amend to show revised concept, including cycle parking.
1.16		McCormack's Bay	Figure 21 – Update to show cycle parking.
1.17		Scott Park	Figure 22 – Update to show revised layout of Bridle Path Road intersection layout, Coastal Pathway alignment and to include cycle parking.
		Redcliffs Park	Figure 23 – Update drawing including the Coastal Pathway layout to reflect bird roosting area. Update text: Refer to the potential interest by the Redcliffs Residents Association to recommission the Redcliffs Pavilion adjacent to Redcliffs Park, for community purposes.
		Moncks Bay	Figure 25 – Update to show area for cycle parking.
	7.2 The Corridor between Centres		Amend text – Re-prioritise text to focus on the local community's relationship with the corridor and then the role of it beyond that. Figure 26 – Update the location of the zebra crossings and any changes to Action reference numbers.
	7.3 Themes		Change the title to 'Actions'
		Action EB4. Re-establish supermarket	Amend text – Update text to explain that the supermarket is now under construction. Under the 'next steps' delete the reference to progressing the building consent.
		Action M1. Coastal Pathway	Amend text – Explain that Council has approved the Concept Plan and update 'next steps'. Discuss SCIRT/Coastal Pathway project progress. Discuss cycle parking along route.
		Action M2. Redcliffs village centre streetscape enhancements	Amend text – Update to explain the final concept plan and SCIRT works, including car parking arrangements, cycle parking, threshold treatments, landscaping and design to highlight village character. Update 'next steps' to reflect progress made to date with design and signalisation and to refer to further public consultation on the proposed road layout at the detailed design stage. Provide update on the Coastal Pathway Images – Amend the artist impression for on-street parking associated with updated concept. Include new images of the village concept (build form, planting palette and materials).

		Action M3. Beachville Road Streetscape enhancements	Amend text – Update to explain approval of Coastal Pathway Concept by Council. Clarify the situation with boat/trailer parking (in conjunction with Action CCH2 Redcliffs Park), bird roosting area and car parking arrangements. Next Steps- Clarify the opportunity for integration with SCIRT horizontal infrastructure repairs. Where possible, include details of progress already made by SCIRT and/or target dates for SCIRT repairs.
		Action M4. Mt Pleasant Intersection Improvements	No change
		Action M5. Mt Pleasant bus shelter enhancements	Amend text – Make reference to the plan shown at Figure 29. Discuss secure/sheltered cycle parking provision in this location. Insert a new step “investigations into secure/sheltered cycle parking in this area”. Figure 29 – Amend to include reference to cycle parking.
		Action M6. McCormack’s Bay road streetscape	Amend text – Update text to reflect where construction of the Causeway and other roads are at.
		Action M7. Moncks Bay parking and bus stop enhancements	Amend text – Make reference to Figure 25. Insert a new principle to incorporate smart technology, such as real-time information, solar power USB charging, wi-fi Figure 25 – Update to show cycle parking.
		Action M8. Redcliffs Village centre parking – monitoring and review	Amend text – Explain that cycleway also has an impact on on-street car parking situation. Introduce a timeframe for when a Parking Study is to be undertaken (6 months post construction of the supermarket and SCIRT works is recommendations). Include discussion around managing speed through the village and the intention to investigate a slow speed environment (i.e. 30km) if necessary once streetscape improvements have been made. As such, amend name of action to refer to also refer to ‘speed’. Figure 20 – Amend drawing to reflect current design concept.
		Action M9. Route security	No change
		Action M10. Pedestrian crossings	No change
		Action NE1. Landscape Palette	No change
		Action NE2. Cliff illumination	Delete Action. Remove references to this action from the various graphics
		Action NE3. Scott Park Enhancements	Figure 22 – Amend image to reflect updated alignment of Coastal Pathway across the vehicle entry/exit point to the park. Show new design for Bridle Path Road.
		Action NE4. Barnett Park landscape and amenity review	Amend text – Include reference to the need to review the car parking situation given the loss of car parking on-street due to provision of the Coastal Pathway. Amend the title to refer also to car parking.
		Action CCH1. McCormack’s Bay community hub	Update text to reflect the consented proposals for that a resource consent application has been lodged for the community centre building. Include discussion about the provision of cycle parking.
		Action CCH2. Redcliffs Park	Incorporate amendments to the layout of the park as part of the Coastal Pathway Developed Design process if time allows.
		Action CCH3.	No change

		Tangata Whenua cultural interpretation	
		Action CCH4. Redcliffs community resources	Amend text – Update text on the Volunteer Library and the Council’s commitment to rebuild on the site. Indicate that there may be an opportunity for public toilets to be incorporated into any future redevelopment.
		Action CCH5. Resilience Plan.	Amend text – Include text which clarifies the role and status of the Main Road as an over-dimension and hazardous goods route.
		Action CCH6. Moncks cave protection and amenity enhancements	No change
		Action BE1. Redcliffs comprehensive redevelopment	No change
		Action BE2. View shafts	No change.
		Action TP1. Transitional projects	New text - Add text to indicate that consideration should be given to interim uses on the former kindergarten site at Augusta Street in Redcliffs.
	8.0 Implementation		Amend text – Update text in relation to LURP references. Insert text to explain the importance of monitoring the progress of the Master Plan.
		Implementation Action Plan Table	Amend text – Update changes to Action names and delete Action NE2 (Cliff Illumination). Include any updates on budget figures. Update text: Ensure consistency between the Action Plan and the changes that have been made as a result of the recommendations of the Hearings Panel. Where practicable include details of progress already made by SCIRT and/or target dates for SCIRT repairs.
	8.3 The Process from Here	Next Steps and Monitoring	Include text to explain the funding considerations and monitoring process.
	Appendix 1 – City Plan summary		Amend text – Update text on the District Plan Review
	Appendix 2 – Community workshops (issues, ideas, comments)		No change.
	Appendix 3 – Land Use Survey		Amend number of appendix.
	Appendix 4 – Natural Hazards		Amend number of appendix. Incorporate information in relation to the Council’s flood taskforce work if available in time.
	Submission form		Delete.

Suburban Centres Programme

Main Road Master Plan

(Part of the Ferry Road / Main Road Master Plan*)
Phase Two – Ferrymead Bridge to Marriner Street, Sumner

A PLAN FOR REBUILD AND RECOVERY



*The Ferry Road / Main Road Master Plan will be comprised of three programmes of work; the Ferry Road Master Plan, the Main Road Master Plan and the Ferry Road Corridor Study.

Disclaimer: There is no binding commitment on the Christchurch City Council to proceed with any actions detailed in this document. The Council's spending priorities are reviewed frequently, including through the Council's Annual and Long Term Plan (LTP) processes. All decisions as to whether or not a Council-funded action will commence remain with the Council.





Hagley/Ferrymead Community Board

This Master Plan is the end product of what has been a very productive collaboration between the Christchurch City Council, the Hagley–Ferrymead Community Board and the people of the Ferrymead–Sumner communities – people with a passion for the place you’ve made your home or your business investment.

Main Road is where many of us work, play and live – it connects the seaside suburbs with the Ihutai / Avon–Heathcote Estuary, the beach and the Port Hills. As residents in this area, those of us on the Hagley–Ferrymead Community Board also know what it means to call this stretch of Christchurch home and how vital its recovery is for the wellbeing of the local communities.

Three Board Members sat on the Hearings Panels that came about as a result of our consultation on the Main Road Master Plan, where we heard many insightful and enthusiastic submissions from residents and community groups in June 2014.

I said at the time that this was a plan for the community’s future – that its goals and actions must reflect the wishes of the people and businesses affected. The message we got was clear. The final Main Road Master Plan is a most welcome document, with many contributions – small and large – to its individual look and feel. The Board believes it truly reflects the personality of the community – past, present and future – and details exactly how we’ll make the Plan a reality.

We’d like to thank everyone who generously gave their time to provide feedback and expertise, attend forums and prepared submissions.

This is the third Master Plan developed for the eastern bay suburbs – the last in a series of projects that will combine to create a vision and significantly enhanced connection between these suburbs and the Central City – and we can’t wait to start delivering it.

Ka kite ano.

Sara Templeton

Chairperson, Hagley/Ferrymead Community Board



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Executive summary

The Main Road corridor along the Ihutai / Avon–Heathcote Estuary and coastal margin between Ferrymead and Sumner has suffered significant damage to infrastructure, community facilities and residential properties as a result of the 2010–11 Canterbury Earthquakes. The Council, through its Suburban Centres Programme, has identified the need for a master plan to assist the rebuild and recovery of the commercial centres along this corridor. This Plan, which has been developed in consultation with the local community and key stakeholders, establishes the vision, goals and actions to support the area’s recovery.

Vision

The vision is that the Main Road corridor is the thread that connects, and provides a common bond between, the discrete and distinct local communities of Christchurch’s eastern bays. It provides safe and convenient access to the Ihutai / Avon–Heathcote Estuary, coast and the Port Hills. The area’s unique heritage (both Māori and European), landscape and ecology underpins its economic vitality and viability. Redcliffs is the main commercial centre offering a range of local and boutique services, while McCormacks Bay is a hub for community activities. The Coastal Pathway and a range of high-quality features are distributed along its length, providing interest and opportunity for the community and visitors to utilise the area.

Implementation

The implementation actions focus on the following areas: the two main centres at Redcliffs and Soleares Avenue / McCormacks Bay; three additional nodes at Scott Park, Te Ana O Hineraki / Moa Bone Point Cave and Moncks Bay; and at specific points within the Main Road corridor.

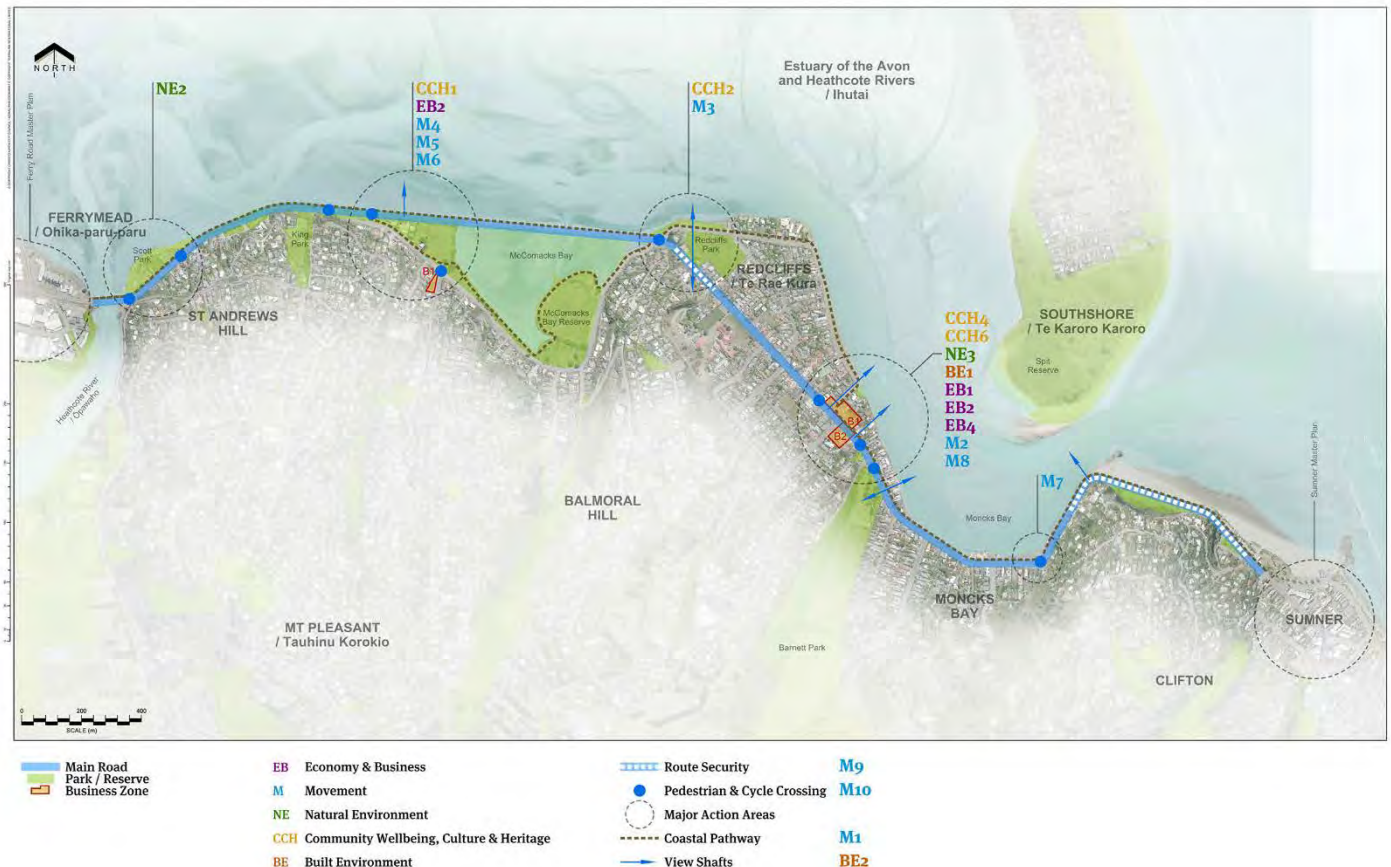


Figure 1 – Main Road Master Plan area and key action areas

1.0 Introduction

- 1.1 Suburban Centres Programme
- 1.2 What is a master plan?
- 1.3 Why have a master plan for Main Road?
- 1.4 Scope of this Master Plan
- 1.5 Legislative and policy framework



1.1 Suburban Centres Programme

In response to the extensive earthquake damage caused around the city, the Christchurch City Council established the Suburban Centres Programme in June 2011 to assist the rebuild and recovery of badly damaged suburban commercial centres.

More than 60 centres were assessed as damaged and in need of assistance. Eight locations suffered extensive damage and were considered to be particularly significant to the local communities,

including the Main Road corridor from Ferrymead Bridge to Marriner Street, Sumner. These centres were deemed to be the highest priority that warranted a more coordinated approach to recovery. This has been provided through the development of master plans. The remaining centres are being addressed through case management, which provides direct support and assistance to commercial property owners, such as design and consenting advice.

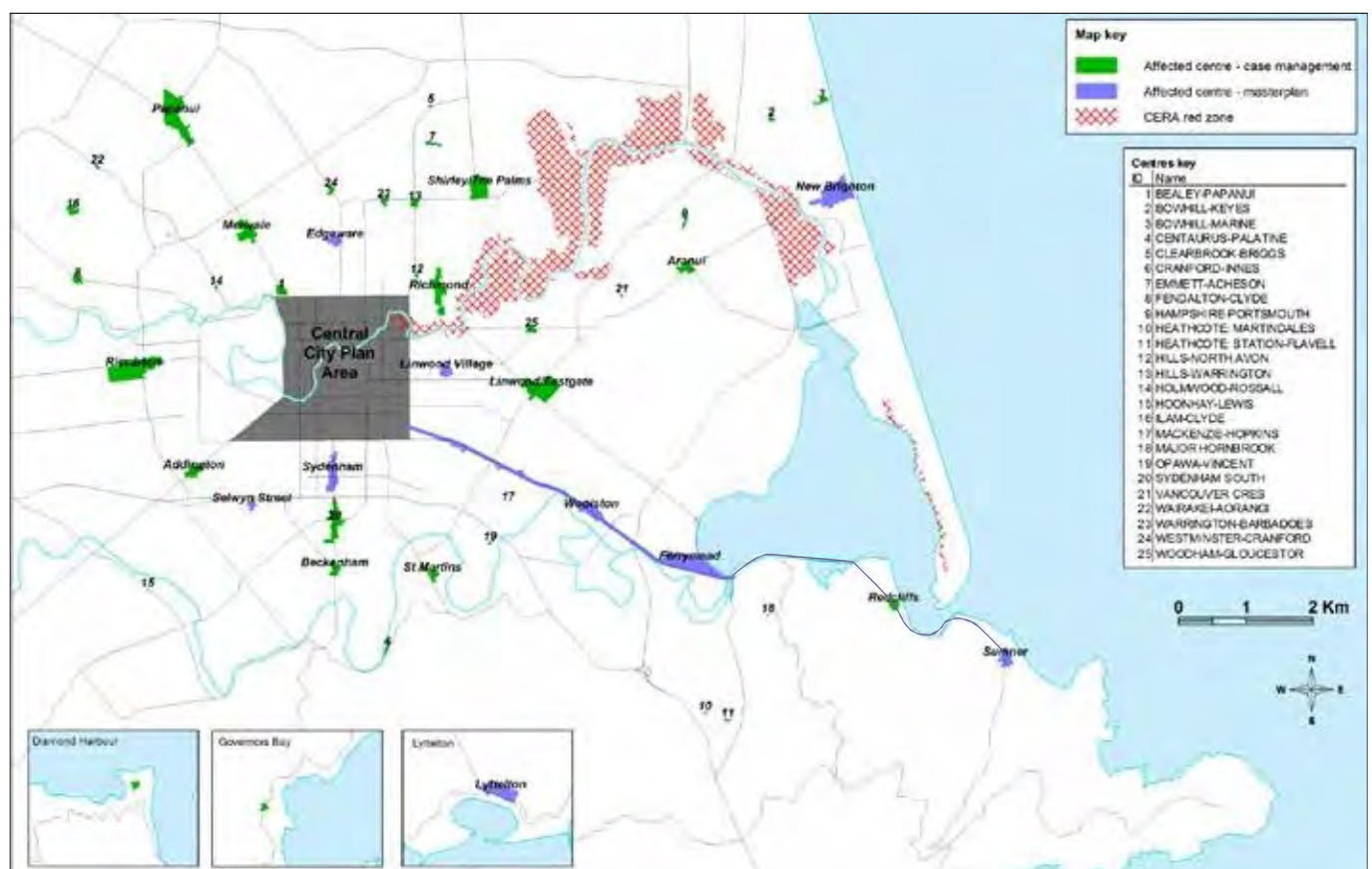


Figure 2 – Suburban Centres Programme map

1.2 What is a master plan?

A successful master plan forms a link between the overarching direction which the suburban centre is striving towards and the way in which this is delivered. Comprehensive master plans are underpinned by many qualities:

Integrated: They reconcile multiple, sometimes opposing, interests to best pursue wellbeing within resource constraints.

Tailored: They recognise that every place is unique and different and each must be dealt with sensitively and thoughtfully. They look to understand the character, heritage and cultural values, economics, physical resilience and lifestyles which make a place what it is.

Grounded in reality: They take the ideas and aspirations of the community and form them into actions that are backed up by an implementation plan.

Achievable: They are more than a wish list. They set out priorities and outline staging, governance and delivery targets.

Flexible: They plan for change and are able to respond to future circumstances which cannot be predicted.

Master plans will guide decision-making around:

- What facilities, services and infrastructure should be in the suburban centre to support its recovery and future growth.
- What role the suburban centre should play in the context of the city.
- How land for commercial and community use could be redeveloped.
- The types of employment and conditions that are needed to create jobs and prosperity.
- How to harness the full potential of the suburban centre and attract private investment.
- How parks, features and other characteristics which build the suburban centre's identity could be protected or enhanced.

The master plan process looks to ensure the suburban centre is not only rebuilt, but becomes stronger and more resilient in the face of future uncertainties. It is also a vehicle that helps to create investor and community confidence in the centre.

The allocation of funds and resources to damaged suburban centres is part of an ongoing process. The Council will continue to monitor and assess the identified suburban centres to ensure an appropriate approach for each suburban centre is maintained.

Master plans cannot achieve everything or be implemented all at once. Outside of, and in addition to, its Suburban Centres Programme, the Council is implementing other programmes and plans. These include streamlining its Resource and Building Consent processes and delivering its Facilities Rebuild Programme to facilitate the rebuild and recovery of the city's community facilities. The Council is also working in collaboration with other agencies such as the Stronger Christchurch Infrastructure Rebuild Team (SCIRT) on the repair and rebuild of the city's network infrastructure. The master plans will both inform and be informed by these.

Critical to the success of master plans is engagement with, and ownership by, the community. Successful plans typically share responsibility for development and delivery across the Council, local property owners and developers, and the local community.

1.3 Why have a master plan for Main Road?

The Main Road corridor along the Ihutai/Avon–Heathcote Estuary and coastal margin between Ferrymead and Sumner has been at the centre of the seismic activity affecting Christchurch since September 2010. The types of earthquake damage include rockfall, cliff collapse, lateral spread and liquefaction. This has resulted in damage to infrastructure and buildings, including commercial activities such as the Redcliffs supermarket, Redcliffs School, the Mt Pleasant community hall and a considerable number of residential properties that have been 'red-zoned'.

Due to the extensive infrastructure damage, and the number of affected centres located along Ferry Road and Main Road, the Council decided to take a master plan approach to the whole of the corridor – city to sea. As the nature of the physical environment and its condition varies between Ferry Road and Main Road, this has lead to the master plan being developed in two phases. This Plan is Phase Two of the Ferry Road / Main Road Master Plan and focuses on the area between Ferrymead Bridge and Marriner Street, at the entrance to Sumner.

While the commercial centres along Main Road at Redcliffs and Soleares Avenue, McCormacks Bay, are small, they provide important services to the local community. They serve as hubs for community interaction and social activity, and support a range of local employment opportunities. Main Road itself is an important lifeline link to the eastern bays communities, has historically provided an important link to the Lyttelton Port of Christchurch and will continue to do so into the future. Other important community facilities such as education, sport and recreation are also located within the corridor.

This Plan provides the final piece of the jigsaw for the rebuild and recovery of the suburban commercial centres along the Ferry Road/Main Road corridor. It is the link between the Ferry Road Master Plan (Phase One) and the Sumner Village Centre Master Plan, providing a coordinated and continuous response to the earthquake-affected centres between the city and the sea.

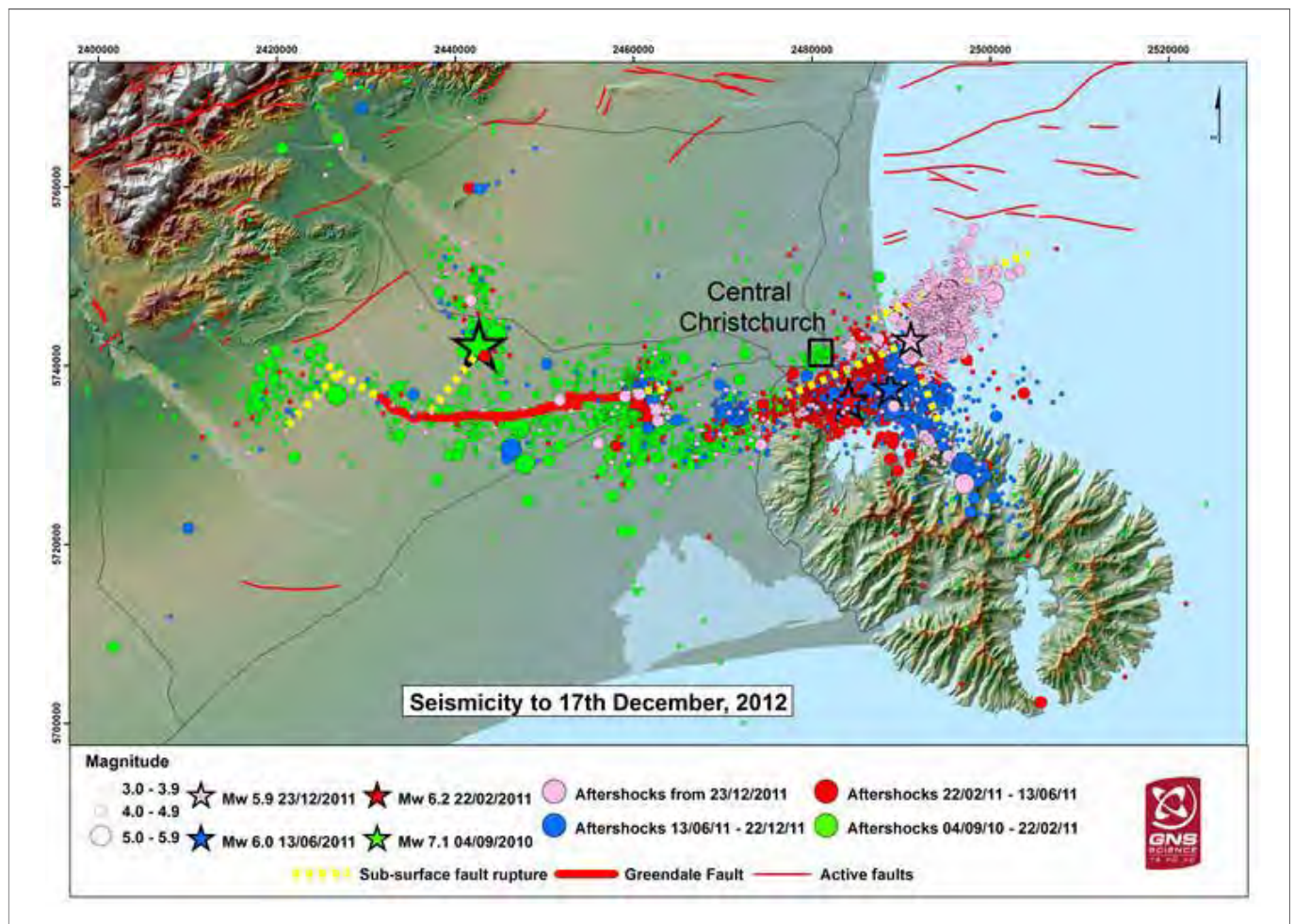


Figure 3 – GNS Science earthquake locations

1.4 Scope of this Master Plan

This Plan is focused on the rebuild and recovery of the commercial centres at Redcliffs and Soleares Avenue / McCormacks Bay, and the corridor linking them between Ferryhead Bridge and Marriner Street, Sumner. It also considers the interface with adjacent activities along the corridor. As the focus is on issues related to earthquake damage, it is not the intention of this Plan to address all pre-existing conditions. However, the Plan will seek to avoid rebuilding problems and will provide a platform for wider, long-term regeneration.

There are some areas along the Main Road corridor that this Plan will not specifically cover, as these will be dealt with through other processes, or are matters beyond the Council's responsibility:

- residential areas
- Port Hills
- estuary/coast
- recreation (outside centres/corridor)
- private insurance and financial matters.



Figure 4 – Main Road Master Plan study area map



1.5 Legislative and policy framework

The Main Road Master Plan sits within a robust hierarchy of legislation and policy which links to the work of the Council and Canterbury Earthquake Recovery Authority (CERA). These agencies are tasked with leading and coordinating the rebuilding and recovery efforts following the earthquakes. All planning instruments must be read together and be consistent with the Recovery Strategy for Greater Christchurch, which was prepared by CERA and approved by the Minister for Canterbury Earthquake Recovery on 31 May 2012. Alongside the Christchurch Central Recovery Plan, which the Council drafted under the Canterbury Earthquake Recovery Act 2011, the Council initiated the Suburban Centres Programme to support damaged suburban centres.

The Minister for Canterbury Earthquake Recovery has prepared a Land Use Recovery Plan (LURP).

This includes provisions related to Suburban Centres Programme master plans.

The Resource Management Act provides the basis for land-use planning. The package of documents relevant to this area includes the Canterbury Regional Policy Statement, the Regional Coastal Plan and the Christchurch City Plan. Appendix 1 sets out a summary of the main District Plan provisions that relate to the commercial areas along the Main Road corridor.

In July 2014 the Canterbury Earthquake (Christchurch Replacement District Plan) Order was gazetted. This requires the Council to review the existing District Plan and prepare a replacement. Stage 1 of the District Plan Review including priority recovery matters was publicly notified on 27 August 2014. Stage 2 will be notified in 2015. The Hearing Panel must make all decisions on submissions by 9 March 2016.

The Mahaanui Iwi Management Plan identifies that the Ihutai / Avon-Heathcote Estuary catchment is of immense cultural importance to Ngāi Tahu. It sets out issues, objectives and policies for the management of this area. This includes urban development and loss of indigenous biodiversity, open space and pressure on Te Ihutai.

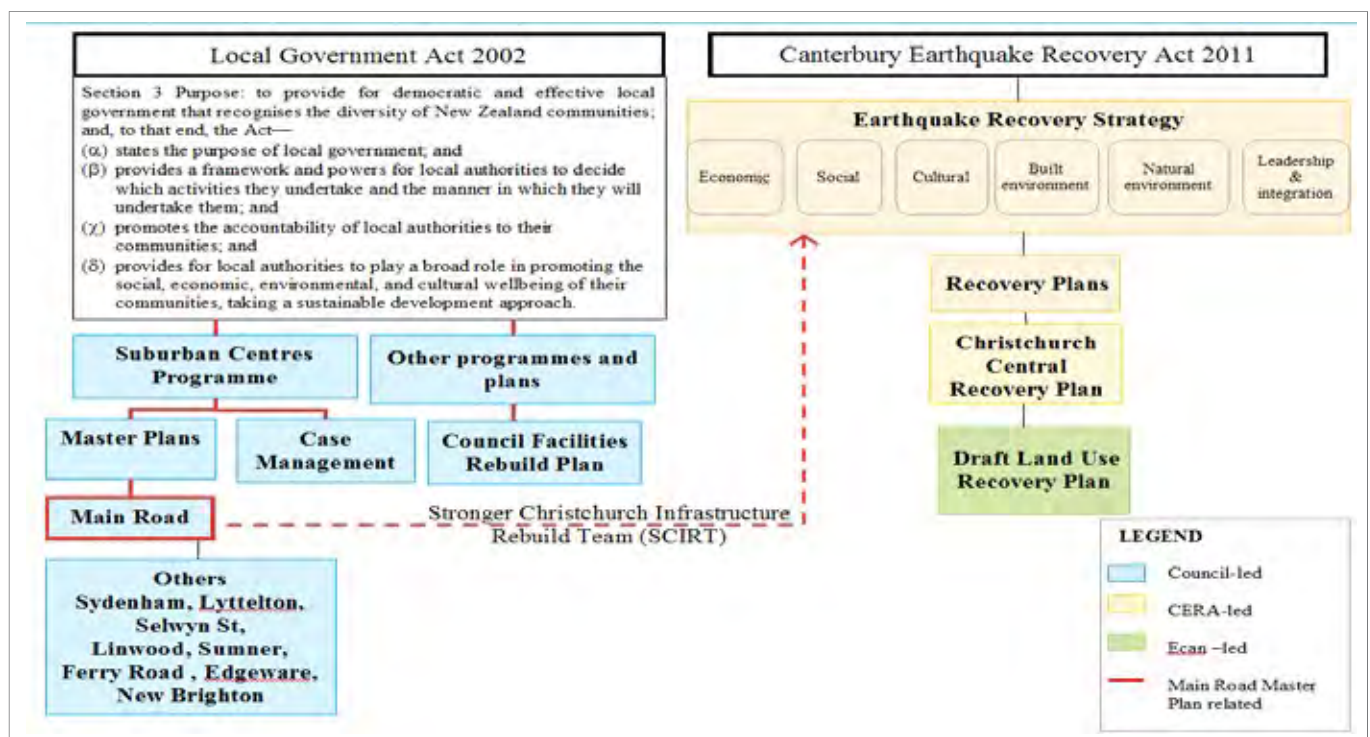


Figure 5 – Policy and decision making framework – Recovery Strategy and Plans

2.0 Master plan approach

- 2.1 Master plan development framework
- 2.2 Master plan development process
- 2.3 Outcomes of community engagement

2.1 Master plan development framework

A comprehensive framework based on integrated recovery planning and urban design principles

There are many options for the rebuild and recovery of the Main Road corridor. It is important that the Master Plan takes a comprehensive view of the whole corridor as well as providing a specific focus on the commercial centres and community hubs at Redcliffs and Soleares Avenue / McCormacks Bay. The potential of these areas needs to be considered and developed in an integrated manner. For this reason an overarching framework was prepared to guide the framing of master plan goals and actions. A framework provides a rationale and focus for what development should achieve.

The framework has drawn from the following sources:

- The four environmental wellbeings (natural, social, economic and cultural) to ensure planning is undertaken in a holistic and overarching manner.
- The Integrated Recovery Planning Guide (Version 2.0, June 2011).
- Urban design concepts and principles documented in the Ministry for the Environment's New Zealand Urban Design Protocol (UDP) (March 2005) and People+Places+Spaces: A design guide for urban New Zealand (PPS) (March 2002).

The Integrated Recovery Planning Guide was developed by the Council and the Canterbury District Health Board in consultation with other stakeholders. It provides an earthquake-specific revision of the 2008 planning document, Health Promotion and Sustainability Through Environmental Design: a Guide for Planning (HPSTED). The guide assists people involved in recovery planning to integrate outcomes relevant to health, wellbeing and sustainability into policy and planning.

This Master Plan has also been prepared in accordance with the Council's relevant strategic documents, such as the Greater Christchurch Urban Development Strategy (2007).

Five thematic areas have been used throughout the Master Plan. These assist cross-referencing within the document.

Economy and business

Movement

Natural environment

Community, culture, heritage

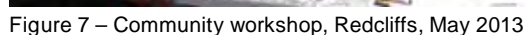
Built environment

Economy and business (EB)	Urban Design	Protocol:
<p>Economic development: prosperous businesses, quality employment and job security; creating opportunities for training and employment; encouraging business opportunities — new businesses and supporting existing ones.</p> <p>Equity: fairness to current and future community; supporting employment and educational opportunities; accessibility to goods and services including local produce.</p>	<ul style="list-style-type: none">• Context• Character• Choice• Connections• Collaboration	<p>People+Places+Spaces:</p> <ul style="list-style-type: none">• Consolidation and dispersal• Integration and connectivity
Movement (M)	Urban Design	Protocol:
<p>Accessibility for all: finding balance between the needs of people travelling through the corridor and the needs of people within the centres; reinforcing identity; strengthening connections; enhancing safety.</p> <p>Strategic network: acknowledging the roles of the strategic transport networks and the purpose and function these provide Greater Christchurch, including enabling movement of freight between the Port, State Highway and arterial networks.</p> <p>Sustainable transport: promoting frequent and reliable public transport, and encouraging active travel modes such as walking and cycling. Health promotion and sustainability through environmental design (HPSTED).</p> <p>Parking: providing a good supply of convenient, secure, well-placed and easy-to-find parking will support economic recovery. Conversely the management of parking is essential for network efficiency and maximising the use of parking assets.</p>	<ul style="list-style-type: none">• Context• Choice• Connections• Custodianship• Collaboration	<p>People+Places+Spaces:</p> <ul style="list-style-type: none">• Consolidation and dispersal• Integration and connectivity
Natural environment (NE)	Urban Design	Protocol:
<p>Natural capital: supporting local biodiversity and ecosystems; providing green spaces which support wildlife and the experience of natural heritage.</p> <p>Resource sustainability: reducing reliance on fossil fuels and the use of non-renewable resources and energy; improving air quality; minimising water use and waste; support for green building.</p> <p>Lifestyles: improving opportunities for play and exercise; encouraging cycle and walking opportunities; providing accessible and diverse open places and spaces.</p>	<ul style="list-style-type: none">• Context• Character• Choice,• Connections• Creativity,• Custodianship• Collaboration	<p>People+Places+Spaces:</p> <ul style="list-style-type: none">• Environmental responsiveness• Legibility and identity• Integration and connectivity• Consolidation and dispersal
Community, culture, heritage (CCH)	Urban Design	Protocol:
<p>Public services: enhancing access to quality public services and facilities — social, educational, recreational and health; co-locating community services, facilities and businesses.</p> <p>Social and community capital: building strong social connections — supporting social cohesion and building social capital; supporting and providing opportunities for social interaction, leisure, engagement and shared decision-making.</p> <p>Community resilience: planning and preparing for future disasters and climatic changes.</p> <p>Cultural diversity: supporting inclusion, acceptance and tolerance of ethnicity, socio-economic status and personal characteristics; ensuring tangata whenua contributions; reflecting the principles of the Treaty of Waitangi and Te Rūnanga o Ngāi Tahu Act 1996.</p>	<ul style="list-style-type: none">• Context• Character• Connections• Creativity• Custodianship• Collaboration	<p>People+Places+Spaces:</p> <ul style="list-style-type: none">• Integration and connectivity• Diversity and adaptability• Legibility and identity
Built environment (BE)	Urban Design	Protocol:
<p>Neighbourhood amenity: well-designed public amenities; consistency with the Urban Design Protocol; reflecting neighbourhood identity; maintaining and future-proofing heritage features; rebuilding neighbourhood shops and facilities.</p> <p>Community safety: reducing crime rates and using Crime Prevention Through Environmental Design (CPTED) principles; traffic-calming techniques.</p>	<ul style="list-style-type: none">• Context• Character• Choice• Creativity• Custodianship• Collaboration	<p>People+Places+Spaces:</p> <ul style="list-style-type: none">• Consolidation and dispersal• Integration and connectivity• Diversity and adaptability• Legibility and identity• Environmental responsiveness

Partnering with the community, agencies and technical specialists

Stage 1 began with gathering technical and other information, an assessment of the impact of the earthquakes, site visits and the identification of the key stakeholders in the eastern bays area. This included reviewing documents produced by the local community including the Redcliffs Residents' Association Village Structure Plan and the Redcliffs Business Group Revitalisation Project.

Stage 3 involved an 'Inquiry by Design' exercise. The purpose of this was to combine the aspirations of the community and stakeholders with input of specialists with technical knowledge. This unique part of the Master Plan development process was focused around a two-day workshop. The workshop was undertaken with the guidance of a multi-disciplinary team of Council staff, technical specialists and stakeholders including Environment Canterbury, the Canterbury District Health Board, New Zealand Historic Places Trust and Department of Conservation. Input from experts in all aspects of the development



Stage 4 saw issues and ideas arising from Stage 2 presented on the Council's website and discussion taking place with some property owners and stakeholders on potential actions that had been identified through Stage 3. This helped to ensure there was an ongoing flow of information to the community.

Stage 6 involved the preparation of a revised plan, based on analysis of the submissions received and recommendations of the Hearings Panel, and adoption of the Main Road Master Plan by the Council.

[illegible]

Figure 8 – Community workshops feedback poster



Figure 9 – Community feedback map

2.3 Outcomes of community engagement

Community Workshops and Stakeholder Focus Groups

From the community workshops and stakeholder focus groups, it was clear that Redcliffs is seen as the principal commercial centre within the Main Road corridor. McCormacks Bay was identified as an important community hub. Reinstating local services that are currently closed or have been relocated, such as the supermarket, Volunteer Library, Mt Pleasant Community Centre and Redcliffs School is an important priority for the community. The area's heritage is valued, as are its open spaces. The Coastal Pathway was seen as a significant project that can help to reconnect the communities safely, attract visitors and support the local economy. Improving traffic conditions, such as improved intersection design and parking, was considered important to ensure the community can conveniently access local services.

The range of comments has been captured and are presented by theme and location. The spatial distribution of comments is indicated in Figure 9 below, while the list of all the comments recorded at the workshops is set out by theme in **Appendix 2**. The use of themes enables cross-referencing between the community input, the identified issues and the proposed Master Plan vision, goals and actions.

Draft Master Plan Feedback

216 submissions were received on the draft Master Plan. Almost three quarters supported the overall direction of the plan. The most popular 'actions' were identified as:

- Action M1 – Coastal Pathway
- Action M2 – Redcliffs Village centre streetscape enhancements
- Action EB4 – Re-establish supermarket
- Action M8 – Redcliffs Village centre parking – monitoring and review
- Action M10 Pedestrian crossings.

Only 4 submitters stated that they opposed the Master Plan direction. Submitter concerns mainly related to the potential removal of on-street parking, in particular in Redcliffs, impacts of landscaping, the precise alignment of the Coastal Pathway, and view of the estuary and/or cliffs.

A hearing was held for 16 verbal submissions over two days on 19 and 19 June 2014. The main topics were:

- Parking at Redcliffs Village – Concerns focused around the loss of on-street parking along Main Road and the angle parking in Beachville Road.
- Coastal Pathway – Concerns were raised about the alignment through Scott Park and also Beachville Road.
- Scott Park layout and use – The importance of the Park as a green space was highlighted and included the desire for a soft edge to the water and the Coastal Pathway integrated with the road. However, other submitters stressed the pathway should be as close to the water as possible.
- Speed restrictions in Redcliffs – Some submitter's felt that a reduced speed limit (i.e. 30km/hr) was necessary through the Village.
- Naturalisation of parks and the water's edge – Concerns were raised in relation to both Scott Park and Beachville Road/Redcliffs Park edges and the importance of a green edge to the water.

Following the hearings the Panel requested some additional information from staff to allow it to more fully consider the issues raised. In the light of the submissions and the information available the Panel deliberated on amendments to the draft Master Plan. The principal areas where revisions are considered necessary are:

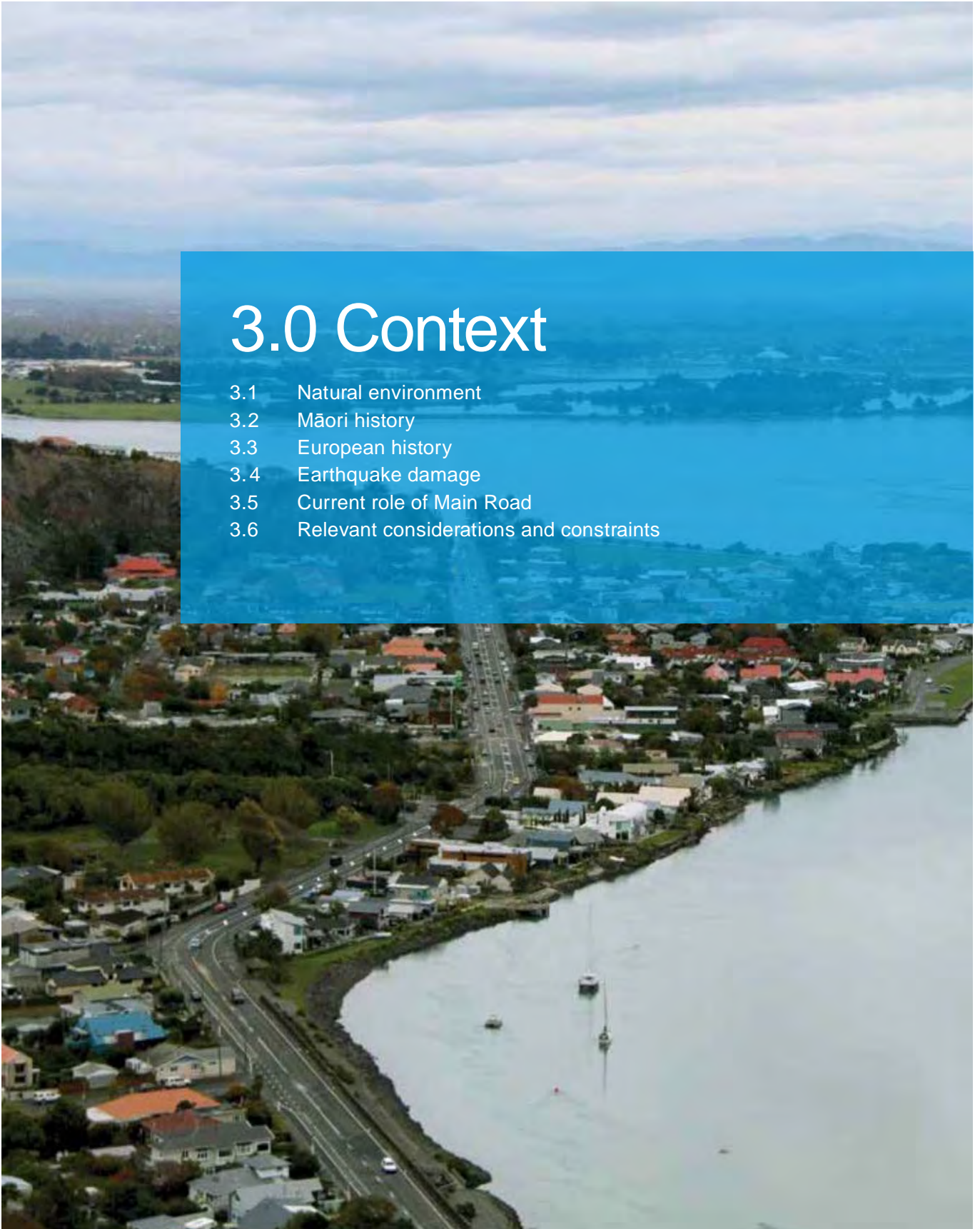
- o Redcliffs village centre – Revised streetscape layout retaining on street parking on the northern side of Main Road and providing enhancements to village character
- o Scott Park – Revised layout of Coastal Pathway across the park entrance to provide improve the crossing for pathway users.
- o Bridle Path Road – Show approved amended intersection treatment with right turn into Main Road.
- o Revised streetscape for western end of Beachville Road to facilitate improved naturalisation and protection of bird roosting habitat, and achieve alignment with Coastal Pathway developed design
- o Additional cycle parking at focal points
- o Amendments to reflect the progress from consultation draft to final document.

There will be further opportunities for community engagement at the detailed design stage of each of the relevant Master Plan actions. In addition, it will be important to continue to monitor the progress and relevance of the Master Plan post adoption.



3.0 Context

- 3.1 Natural environment
- 3.2 Māori history
- 3.3 European history
- 3.4 Earthquake damage
- 3.5 Current role of Main Road
- 3.6 Relevant considerations and constraints



The Main Road corridor is situated between the Ihutai / Avon–Heathcote Estuary and the Port Hills. It links the communities of the eastern bays with the Central City, and connects the city with the township and Port of Lyttelton via Evans Pass.



Figure 10 – Main Road Master Plan in context

3.1 Natural environment

The Main Road corridor sits within a complex and challenging physical environment. It is located on the southern side of the Ihutai/Avon–Heathcote Estuary at the confluence of the Avon and Heathcote rivers and the Pacific Ocean. Fluvial action (running water) from rivers and wave action from the coast have combined to sculpt the landscape. The land rises steeply along ridges that lie perpendicular to the coast creating a series of discrete valleys. The area is generally north-facing but open to the easterly winds blowing in from the ocean, which contribute to the local micro-climate.



The Main Road Master Plan area is part of a broader area of significant cultural value to tangata whenua. With a rich history spanning more than 600 years, Ngāi Tahu (and their predecessors Ngāti Māmoë and Waitaha) utilised the Main Road environs as a travelling route, place of settlement and a significant mahinga kai (resource and food gathering) area. Figure 12 below shows the pre-1850 travel routes between settlements at Tuahiwi, Banks Peninsula and places further south.



Figure 12 – Pre-1850 travel routes
Source: <http://resources.ccc.govt.nz/files/ChChBefore1850-publications.pdf>

Of particular note, Te Rae Kura (meaning red glowing headlands') was a kaika (settlement) established by the early Waitaha in Te Ihutai sandhills near present day Redcliffs. Evidence of early Māori habitation in the area was also revealed in 1889 when local road builders discovered in a cave near Moncks Bay (Moncks Cave) some of the oldest, rarest and most treasured taonga in Te Wai Pounamu. This included Māori boating, fishing and hunting artefacts.

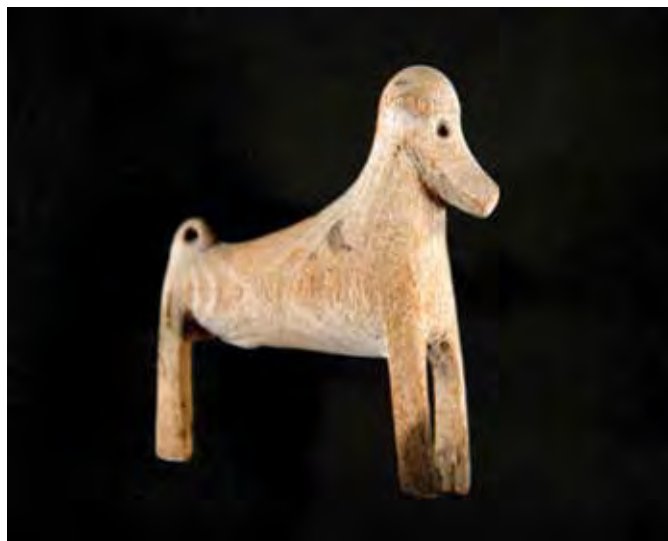


Figure 13 – Moncks Cave Kuri (Canterbury Museum)

Nearby is sited Te Ana O Hineraki (Moa Bone Point Cave) which would have provided shelter and a place to store taonga including Moa, as its name suggests. It originally consisted of three chambers, the biggest of which was over 30 metres long, but the extent of the cave has been reduced as a result of roadworks and extensive European excavation during the 19th century.

Both Te Ana O Hineraki / Moa Bone Point Cave and Moncks Cave have played a nationally significant role in gaining knowledge about the history and development of early Māori society. The significance of Te Ana O Hineraki / Moa Bone Point Cave was recognised by Europeans very early on – artefacts were recovered from the cave as early as 1849. Julius von Haast's archaeological dig in 1872 was among the earliest scientific archaeological excavations in New Zealand, and contributed to the development of his theory of a Moa Hunter culture. Moncks Cave was not discovered and excavated by Europeans until 1889. Because it had been sealed for more than 400 years, it provided an immensely valuable time capsule of early Māori settlement, adding to the knowledge that had already been gained from Te Ana O Hineraki / Moa Bone Cave.



Figure 14 – Te Ana O Hineraki / Moa Bone Point Cave
Source: <http://christchurchcitylibraries.com/tikoukawhenua/hineraki/>

Other mahinga kai species of cultural importance to Māori included birds such as putangitangi (Paradise Shelduck) and parera (grey duck), and plant species such as aruhe (fern root). Fish species taken in the area included tuna (eel), kanakana (lamprey), patiki (flounder), tuere (blind eel) and inanga (whitebait).

Some local areas were named after these traditional resource values like the outlet of Watson's Creek at Redcliffs which is called Waipatiki because Māori speared flounder there. The point at the Redcliffs Cutting is named Te Pou o te Tutemaro, in honour of an early Māori explorer.

One of the oldest landmarks of Te Wai Pounamu (South Island) is Rapanui (or Shag Rock) a prominent landform which provided a key marker for Waitaha to identify the entrance to the great mahinga kai of Te Ihutai (Ihutai / Avon-Heathcote Estuary). While the sea stack suffered considerable damage during the 22 February 2011 earthquake, its remnants continue to be of significant cultural value to Te Ngāi Tūāhuriri Rūnanga.

The above noted wahi tapu and other wahi tāonga sites are set within a wider cultural landscape (the coast, rivers, estuary and the Port Hills) that tangata whenua value and wish to see identified, recognised and protected. These values are not just historical. Ngāi Tūāhuriri as mana whenua and kaitiaki of the area has an enduring relationship with this area which includes a desire to see improvements in both the environment and cultural landscape.

Ngāi Tahu identifies through its Mahaanui Iwi Management Plan (2013) that the rebuild process provides an opportunity to recognise and celebrate Ngāi Tahu's unique cultural identity and values for the area.

3.3 European history

The Main Road area was important for transportation, farming and fishing for the early settlers.

The Canterbury Association decided early on that Evans Pass would provide the principal access from the Port of Lyttelton to the fledgling township of Christchurch. Its completion in 1857 provided a much easier alternative to the steep Bridle Path route used in the interim. Goods travelled over the Port Hills via Sumner and the eastern bays until reaching Ferrymead where a ferry took over the transportation. A bridge replaced the original ferry in 1863 and this road remained the main land route to Lyttelton until the Lyttelton Road tunnel opened in 1964. Heavy traffic and goods benefited from the development of the Ferrymead Railway (New Zealand's first public steam railway) in 1863 and the Lyttelton Rail Tunnel in 1867.

The Main Road is not only historically important for its Christchurch to Port linkage, it also gave access to the warm and sheltered eastern bays where market gardening and fishing took place. This produce supplied the developing settlement. At the turn of the century, the Redcliffs area had become known as Fisherman's Flat, and the Beachville Road area contained a number of fisherman's cottages and at least two boatyards. One of the early boat owners (and tunnel builder), 'Captain' James Penfold, built what is now known as Penfold's (Cob) Cottage at 2 Main Road, Ferrymead (Christchurch City Council, Group 4 listed).



Figure 15 – Original Penfolds Cottage (source: NZ Historic Places Trust), and earthquake damage to the cob cottage



Figure 16 – Mary's Church picnic, tram excursion March 1897 (Source: Christchurch City Libraries image 1136)

The area, particularly Sumner, was also a very popular recreation and holiday destination; its mild climate, sea views and clear air contributing to its popularity. Initially, the people who visited the area were mainly the wealthy, who often built second homes in Sumner to escape the smoggy Christchurch winters. However, the completion of the tram line along the coast in late 1888 saw the arrival of mass tourism to 'Christchurch's Riviera' and the area's appeal to weekend visitors continues to this day.

The arrival of the trams also opened up residential development of the area to the average citizen, now able to commute into the city to work. These 'commuter belt' suburbs continued to grow and were boosted by the appearance of clean and reliable electric trams in 1907.

The Main Road wound in and out of the various bays, which was unwieldy for a tram line – particularly as the carriageway was shared for much of the distance. Collisions between trams and vehicles at various pinch-points along the route were not uncommon, particularly in the inter-war years as traffic grew in speed and volume. Consequently, where possible, separate viaducts and causeways were constructed.

The McCormacks causeway was originally constructed between 1903 and 1907 for the electric tram. It was widened to include a road during the Depression years, commencing in 1932 and opening in 1941.

The Sumner causeway ran from Rapanui / Shag Rock to Gollans Point. The trams ran under the cliffs until 1916 when a tram embankment was built for safety from falling rocks. The road causeway was constructed 1932 and completed when war broke out in 1939. The road under the cliffs was then closed and the Sumner Borough Council called this area Shag Rock Reserve. The tramway bridge which ran across Clifton Bay was first built for the steam tram between 1888 – 1907, this was known as the White Bridge. The electric tram bridge was black and trams ran from 1907 until the buses replaced them in 1953.

The last tram to Sumner was 1953. While the road was being constructed in the 1950s the trams ran around the front of Clifton Bay. The area was filled in time for the Coronation and the gardens are called the Sumner Coronation Gardens.

3.4 Earthquake damage

The 22 February 2011 earthquake had a significant impact on the area, with rockfalls/boulder roll, cliff collapse and landslides along the Main Road corridor. Many houses were severely damaged or destroyed. Damage to infrastructure has been extensive and repairs are ongoing, including rebuilding Ferrymead Bridge and the McCormacks Bay causeway. Rapanui (Shag Rock), an iconic landscape and cultural feature of the Sumner/Redcliffs area, has been significantly damaged.

Of the Main Road commercial centres, Redcliffs sustained the most damage, with the New World supermarket requiring demolition, along with several community facilities – Volunteer Library, kindergarten, elderly care home and social housing units. Redcliffs School was relocated to the Van Asch Deaf Education Centre in Sumner while the safety and ongoing viability of the site is assessed. Sports clubs suffered damage, including Redcliffs Tennis Club and Mt Pleasant Bowls Club, although many others, including sports fields and playgrounds, remained operational.

While the smaller McCormacks Bay local centre remained fully operational, nearby community facilities including a kindergarten and community hall were severely damaged and subsequently demolished. Remedial works to local roading infrastructure in this area have been significant. The Sumner Road (an important 'over- dimension' vehicle route to Lyttelton Port) remains closed. Details of the land use within the commercial centres at April 2013 is set out in Appendix 3.

Ongoing monitoring and assessment of the stability of slopes is critical for planning, development and remediation work. CERA's land zoning decisions resulted in 510 residential properties being red-zoned, with a smaller area zoned Technical Category 3 (TC3). Other properties on the surrounding hills area were given s124 notices to prohibit occupation of homes considered too dangerous as a result of either geotechnical or structural hazards.

A review of the Port Hills Red Zone was undertaken by the Port Hills Zoning Review Advisory Group in 2013. This has resulted in an additional 203 properties being Red Zoned. In August 2014 GNS reports were released providing details of the level of risk from mass movement in areas of the Port Hills. Many local businesses and sports clubs have reported a noticeable decline in patronage as a result of a reduced residential catchment and visitor numbers, and concerns remain about the potential community implications should Redcliffs School not reopen. The Ministry of Education has released engineering reports for the school site relating to cliff instability and mitigation, and relative risk. The reports findings are positive about safety and future use of the site, although it is recommended that some land near to rear of the school is abandoned and that a protection wall should be installed. The reports form part of the Ministry's education review report which will be considered by the Minister for Education for a decision on the school.

Many of the highly valued Port Hills recreational tracks remain closed. Parts of Main Road have been closed while repairs are made and other parts of the road have temporarily reduced width due to the placement of shipping containers to prevent further risk from rockfall and/or cliff collapse. The containers will remain until mitigation work is complete. The Stronger Christchurch Infrastructure Rebuild Team (SCIRT) will continue with repairs to damaged retaining walls, wastewater system and roading in the Main Road area. The Beachville Road eastern seawall, which suffered significant damage in the earthquakes, is currently being rebuilt by SCIRT.



Figure 17 – Temporary shipping containers at Te Ana O Hineraki / Moa Bone Point Cave

While the earthquakes had, and continue to have, a significant impact on this area, they have provided some opportunities. These include the establishment of a community information centre to replace some of the services displaced with the loss of the Volunteer Library. Other opportunities included the amalgamation and sharing of facilities (the Redcliffs and Mt Pleasant Bowling Clubs), an active business group and residents' associations and an increase in volunteering activity. A community shed has opened within the Redcliffs commercial

centre and local residents have taken the lead in establishing projects such as a youth mentoring project and transitional scooter park on the site of the former New World supermarket.

The earthquakes have caused changes to the estuary bed. It is estimated that the southern side has risen by approximately 500 millimetres, while the northern side has dropped. This will have a range of impacts including changes to the deep water channels, bank erosion and habitats. Some of the changes to the sediments have had a beneficial effect on aquatic weeds.

3.5 Current role of Main Road

Main Road is classified as a minor arterial route under the City Plan. It is the principal vehicular route to and from the eastern bays communities. In 2012, approximately 16,500 vehicles per day were using the eastern section of Main Road. On a daily basis it accommodates commuters travelling into the city for work. The morning peak travel time is around 8am–9am, and the evening peak about 5.30pm–6.30pm. At the weekends it is a popular route for many of the city's residents travelling to the Sumner beaches and the Port Hills, with the peak hours in the afternoon about 2pm and 5pm. The topography of the eastern bays means that Main Road is also an important link between the local communities. This has been highlighted since the earthquakes with Redcliffs School being relocated to Sumner. As noted later in the Plan (Action CCH5) Main Road is vulnerable to natural hazards and this is an important consideration in building resilience within the community.

In the Christchurch Transport Strategic Plan, the Main Road corridor is identified as being a major cycle route, with local links being identified at Ferrymead. Major cycle routes are targeted at

the 'interested but concerned' types of cyclists, for example people who do not cycle but may try if facilities were improved, and so the Council is looking to provide facilities suitable for 10-year-old children upwards. It is envisaged the Coastal Pathway will provide the last section of the City to Sumner Major Cycle Way, and on-road facilities are maintained for existing users.

There is a regular public transport bus service (Route 3) operating along the length of Main Road connecting Sumner with the Central City and beyond to the airport.

Main Road throughout its length is identified on the city-wide over-dimension routes map, and is important as a wider freight role in the Christchurch Transport Strategic Plan as a freight supporting route to Lyttelton Port and this statutory role will continue in the future. This includes the transportation of hazardous goods. There is national guidance for over-dimension routes. The Council typically seeks to achieve a ten metre by six metre envelope. In practical terms, it is mostly buildings being transported that require this sort of space. Given the Importance of the route, it may be beneficial to explore a transitional traffic management plan for the corridor.

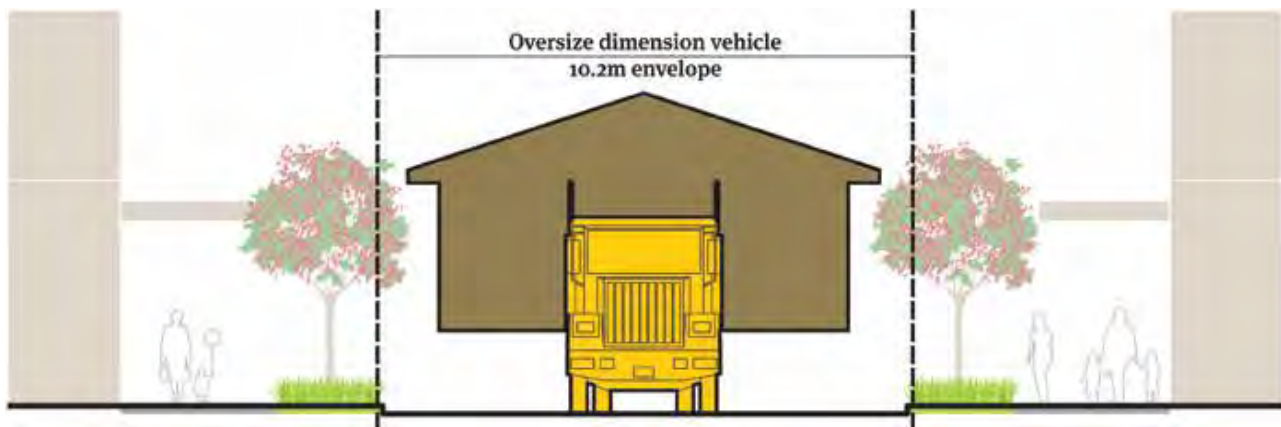


Figure 18 – Over-dimension route example - 10.2 metres in this includes two traffic lanes (seven metres) and two cycle lanes (1.8 metres each)

3.6 Relevant considerations and constraints

There are a number of separate but related projects along the Main Road corridor that need to be considered alongside this Master Plan. These include:

- The Ferry Road (Phase One) and Sumner Village Centre Master Plans – Council/Sumner Joint Advisory Group (JAG)
- Coastal Pathway – Council/Coastal Pathway Group
- Estuary Edge Master Plan – Council
- Facilities Rebuild Programme – Council
- Redcliffs School re-establishment – Ministry of Education
- Redcliffs Village Structure Plan – Redcliffs Residents' Association
- Redcliffs Commercial Area Revitalisation Project – Redcliffs business group
- Infrastructure repair programme: Causeway, Main Road three-laning, Ferrymead Bridge – SCIRT/Council
- Port Hills rock fall: Te Ana O Hineraki / Moa Bone Point Cave and Peacocks Gallop route security – Council.

Some of these will address issues beyond the scope of the Main Road Master Plan, others will be better placed to address detailed design aspects and delivery. Staff from across the Council are collaborating on these projects and the Main Road Master Plan to ensure that there is an integrated process for project planning and delivery along the Main Road corridor.



4.0 Key Issues

- 4.1 Economy and business issues
- 4.2 Movement issues
- 4.3 Natural environment issues
- 4.4 Community, culture and heritage issues
- 4.5 Built environment issues

4.1 Economy and business issues

Demographics

In 2012 the population of the suburbs that form the Main Road catchment (Mt Pleasant, Moncks Bay and Sumner) was estimated at 10,700. Since 2010 the population has reduced by 1,870 or 15 percent. The population decline since the earthquakes is considerably greater than the average for Christchurch (three percent). Statistics New Zealand's medium population projection to 2031 indicates an initial decline in population followed by an increase to about 11,000 (the level at 2011). The projection indicates that there will be an ageing population with the numbers people over 65 increasing quite substantially, while those in the 40 – 64 age bracket will drop by a similar amount.

The population of the Main Road area can be broadly categorised as affluent empty-nesters. The median age for people in Moncks Bay and Mt Pleasant census area units is 45. This compares to 36 for Christchurch as a whole. Couples without children make up almost 50 percent of the households. Approximately 85 percent of the population are of European extraction. Māori and ethnic groups are under-represented in this area compared to the average for Christchurch. The employment profile is dominated by people in professional, management, technical and administrative roles. Almost 30 percent of households are in the highest income category.

Economy

The main employment category for the Main Road area in 2012 was retail trade, with just over 150 employees, followed by education and training both with about 100 employees. Real estate and professional services make up the largest sectors by the number of businesses.

Since 2010 there has been a drop of about 160 employees or 20 percent of the local workforce. The retail and health care employment sectors have both witnessed marked reductions of 70 employees in each category. The retail employees are in the supermarket and grocery stores category, which is likely to be linked with the closure of the Redcliffs New World. However, the accommodation and food services sector has grown by 34 employees.

This area has traditionally attracted significant numbers of visitors from other parts of the city, and beyond. These visitors help support a range of local businesses. Anecdotally, it has been mentioned visitor numbers have dropped since the earthquakes. This is thought to be partly due to the damage caused to the infrastructure, particularly the roads, ongoing uncertainties about hazard risks such as rockfall, and the lack of knowledge about what facilities and business are open.

4.2 Movement issues

Traffic congestion was an issue on Main Road prior to the earthquakes. A particular pressure point is around Mt Pleasant during the morning rush hour when traffic funnels down from the hill suburbs on to Main Road. Seasonal congestion occurs between Redcliffs and Sumner during the summer months as city residents head to the beaches. Earthquake damage to the road surface, and restrictions due to shipping containers serving as barriers in areas at risk from rock fall have exacerbated this. In addition to causing delays, traffic congestion can cause problems for other road users, in particular creating a barrier for pedestrians wishing to cross the road.

The Main Road corridor supports a range of infrastructure and utility networks which service the eastern bays. SCIRT has developed a comprehensive repair programme for the horizontal infrastructure damaged by the earthquakes. For the roading network this includes:

- Three-laning Main Road at Mt Pleasant
- McCormacks Bay causeway repair
- Beachville sea wall rebuild.

The Council has started work to replace Ferrymead Bridge.

The road network between Ferrymead Bridge and the Eastern end of the McCormacks Bay causeway has suffered extensive earthquake damage. The SCIRT programme includes repair works to the western end of Main Road and has gained resource consents for this work. There is opportunity to consider whether a degree of betterment can be supported through the repair process to assist access to the local commercial centres.

As an over-dimension route, the Council seeks to keep Main Road clear of permanent features such as gantries (a platform structure), landscaping, permanent street furniture and high central medians that impact on this envelope. Exceptions of de-mountable furniture, moveable mast arms to signals and the like are a way around the problems, but these are generally avoided as they are cumbersome and expensive to deal with when a big load is being transported.

Geotechnical hazards such as rockfall and cliff collapse are major issues for route security and resilience in this area. Geotechnical evaluations continue to be undertaken to assess the ongoing risks and help inform options for risk mitigation works. This includes options for making the road safe between Lyttelton and Sumner and at Te Ana O Hineraki / Moa Bone Point Cave and Shag Rock Reserve (Peacocks Gallop).

The closure of the road between Sumner and Lyttelton has restricted the ability to access the port. This is an important issue for over-dimension vehicles which are not able to use the tunnel.

The Council has adopted a Concept Plan for a Coastal Pathway between Ferrymead and Sumner, and will provide \$9.9 million funding towards this. Additional fundraising is required, and this is being pursued by the Christchurch Coastal Pathway Group. Detailed design and consenting needs to be undertaken for the pathway construction. Consideration also needs to be given to staging implementation, including how elements of the pathway can be integrated with the SCIRT

programme.

4.3 Natural environment issues

The estuary channel's ever-changing dynamics, acting on man-made causeways, infrastructure and other reclamations are an important consideration for coastal planning initiatives. So too are the ways ecological and cultural values associated with the qualities of the estuary intersect with development. The Ihutai/Avon–Heathcote Estuary is a nationally significant bird habitat. Opportunities to enhance the appreciation of the natural environment should be taken as part of the recovery planning process. This could include features such as interpretive material, access and views.

Ecology

The local micro-climate, which includes salt spray from the coast and estuary, has an important bearing on the area's ecology.

The coastal margins support a unique range of vegetation which contribute to the biodiversity and character of the area. However, most of the area's native flora has been lost through development. This is an issue of great significance to tangata whenua for a number of reasons, including supporting mahinga kai areas, and acknowledging whakapapa and ancestral relationships to species.

Natural hazards

The Main Road Master Plan area is situated in one of the city's most idyllic natural landscapes – where the Port Hills meet the estuary and the ocean beyond. However, the (mostly) natural processes that contribute to this environment also means the Main Road corridor is susceptible to multiple hazards (including earthquake, slope instability, tsunami and sea level rise) as detailed in Appendix 4. The range and magnitude of the hazards that the Main Road corridor is exposed to, along with the road's importance as a key transportation route, means it is a route that is at high risk to damage and disruption from natural hazards. Mitigation of these hazards needs to be addressed not only on a site-by-site basis, but also at an appropriate catchment level. This generally extends beyond the scope of this Master Plan. Methods

to address the risk posed by natural hazards should be considered alongside the master plan to ensure that the proposed actions are appropriate for the long-term recovery and resilience of the area. The District Plan Review will address natural hazard matters in respect of land use.

Stormwater

The Master Plan study area incorporates low-lying, flat areas that form part of wider hillside stormwater catchments. Much of this area is at risk of ponding or flooding during extreme events, especially when extreme tides coincide with storm events. In many cases, the stormwater outfalls depend on stormwater pumping and/or non-return valves to protect residents from further inundation. Areas of Beachville Road, in particular, are known to regularly experience tidal water encroaching into the area.

With climate change projections for sea level rise, there is the potential for these areas to experience more regular saline environments. It is critical to ensure that any proposed works, as part of this master plan do not worsen the effects of these existing hazards on properties in the area. Any proposed works also need to take into account these conditions to ensure that the solutions

proposed are effective in this coastal environment with the potential exposure to salt water over extended periods of time.

The community has signalled that stormwater treatment should be considered in recovery plans for the area. Options for stormwater treatment within the study area are complicated by the tidal environment and the relatively flat terrain noted above. Retrofitting of treatment for entire catchments would typically require either the dedication of large areas of flat land (for treatment swale, vegetated basins or similar) or the placement of treatment systems higher in the catchment (outside this study area) where hydraulic pressure is available.

For this reason, the Master Plan focuses on options for stormwater treatment of localised runoff areas (i.e. onsite treatment as opposed to catchment-wide solutions) in areas that are proposed to be developed as part of the projects contained in the Master Plan. The sites selected for consideration are limited to those where space is available without significant impact on other activities and sites that either experience high traffic volumes (for example, the Main Road corridor across the causeway) or are proposed parking areas for example, proposed parking areas at the end of Beachville Road, to ensure the maximum benefit is gained from this treatment. The feasibility of incorporating these treatment elements will be further assessed as designs for the area are developed.

Flooding

Following the March 2014 floods the Mayoral Flooding Taskforce was established to fast-track work to identify the causes and find possible short-term solutions for the repeated flooding experienced by residents in some areas of the city. This work involved an area report for the Moncks Bay.

Land in Moncks Bay was inundated due to fluvial and tidal flooding. With approximately 61 properties affected up to foundation level and six above floor level. One vacant section was also flooded. The majority of sections that flooded in the March event were either adjacent or in close proximity to the Rifle Range Drain, the overflow secondary flow path or within the low points in Cliff Street, Bay View Road and Wakatu Avenue where stormwater discharge to the ocean outfalls was restricted by incoming tidal flooding

Localised earthquake damage to pipe infrastructure occurred and is to be repaired under SCIRT projects. This includes road reshaping in front of the properties identified as the most vulnerable from flooding by the Rifle Range Drain secondary flow path on Main Road.

The District Plan Review has updated floor level and fill management provisions to help safeguard new development in areas at risk from flooding.

4.4 Community, culture and heritage issues

A number of community facilities have been lost or relocated as a result of damage from the earthquakes. These include Redcliffs School, the Volunteer Library, Mt Pleasant Community Centre and two kindergartens. The changes to the levels of service have had an impact on the community, including a shortage of places for community groups to meet. The Redcliffs Kindergarten is unlikely to be rebuilt in the short term due to demographic changes, instead with the focus on rebuilding at the McCormack's Bay site to serve the wider catchment.

There are a number of community based groups in Redcliffs, such as the Volunteer Library and Community Shed that provide complementary but independent services. Although some of these

4.5 Built environment issues

Over 500 residential properties have been included within the residential red zone. While this has had a dramatic impact on the people directly involved it also has a flow-on effect for the community due to a reduction in population. Within a limited catchment area, a small decline in population can have a significant impact on the viability of other services within the area, such as shops.

Damage to community facilities and retail stores can provide an opportunity to redesign the buildings to better provide for the current needs of the community. However, uncertainty about technical aspects of rebuilding on TC3 land and the likely increase in costs will create challenging conditions for redevelopment.

have a physical presence in the village centre they are dispersed, and some are currently temporary, for example the Community Shed has a two-year lease to continue in its present location.

Recreational facilities have also been reduced. Access to the Port Hills tracks has been restricted due to the risk of rockfall. There is uncertainty as to when access will be re-established, although some tracks, for example Eastenders which starts in Barnett Park, have now reopened. Both of the area's yacht clubs have experienced damage to their facilities and are in need of repair.

The Ihutai / Avon-Heathcote Estuary is identified as one of the catchment areas within the Mahaanui Iwi Management Plan and contains various sites and features that are of significance to tangata whenua. There are heritage features, archaeological sites and cultural associations throughout the corridor. A number of these have been affected by the earthquakes and this is diminishing one of the main characteristics and assets of this area.



Figure 19 – Residential Red Placard, Redcliffs



5.0 Vision

The Main Road corridor is the thread that connects, and provides a common bond between, the discrete and distinct local communities of Christchurch's eastern bays. It provides safe and convenient access to the Ihutai / Avon-Heathcote Estuary, the coast and the Port Hills. The area's unique heritage (both Māori and European), landscape and ecology underpins its economic vitality and viability. Redcliffs is the main commercial centre offering a range of local and boutique services, while McCormacks Bay is a hub for community activities. The Coastal Pathway and a range of high-quality features are distributed along its length, providing interest and opportunity for the community and visitors to utilise the area.





	Goals	Actions
Economy and business	<p>A range of sustainable, boutique local businesses and services support the local community.</p> <ul style="list-style-type: none"> Redcliffs is the principal local centre for the Main Road corridor. Redcliffs supermarket is rebuilt. <p>Business gains leverage from the local heritage, culture and environment values.</p>	<p>EB1. Business association development. EB2. Marketing strategy. EB3. Events establishment and promotion. EB4. Re-establish supermarket.</p>
Movement	<p>Safe, resilient and sustainable transport links exist between the communities of the eastern bays.</p> <ul style="list-style-type: none"> A Coastal Pathway provides a segregated multi-modal, non-motorised route. <p>The transport infrastructure in centres and at key nodes supports economic and community activity.</p>	<p>M1. Coastal Pathway. M2. Redcliffs village centre streetscape enhancements. M3. Beachville Road streetscape enhancements. M4. Mt Pleasant intersection enhancements. M5. Mt Pleasant bus shelter enhancements. M6. McCormacks Bay streetscape. M7. Moncks Bay parking and bus stop enhancements. M8. Redcliffs village centre parking and traffic – monitoring and review. M9. Route security – rockfall management and protection. M10. Pedestrian crossings.</p>
Natural environment	<p>High-quality and accessible open spaces are available for all users.</p> <ul style="list-style-type: none"> Native flora is widely used in landscaping and the built and natural environment. 	<p>NE1. Landscape palette. NE2. Scott Park enhancements. NE3. Barnett Park landscape and amenity review.</p>
Community, culture, heritage	<p>The capacity of community facilities and services is restored and enhanced.</p> <ul style="list-style-type: none"> McCormacks Bay is a hub for local community facilities serving the Mt Pleasant area. <p>The history and culture of the estuary and coastal communities of the eastern bays is recognised and celebrated.</p>	<p>CCH1. McCormacks Bay community hub. CCH2. Te Ana O Hineraki / Moa Bone Point Cave and Te Rae Kura / Redcliffs Park. CCH3. Tangata whenua cultural interpretation. CCH4. Redcliffs community resources. CCH5. Resilience Plan. CCH6. Moncks Cave protection and amenity enhancements.</p>
Built environment	<p>The built environment provides safe and convenient places for the community to gather and go about its day-to-day business.</p> <p>The distinct identities of the eastern bays communities are reflected in the design of the built environment.</p>	<p>BE1. Redcliffs comprehensive redevelopment opportunities. BE2. View shafts. TP1. Transitional projects.</p>

7.0 Actions

- 7.1 Objectives for centres and nodes
- 7.2 The corridor between the centres
- 7.3 Actions

7.1 Objectives for centres and nodes:

The main objectives and elements for the action areas are described below, together with the locations of spatial actions.

A more detailed explanation of the individual actions is provided in Section 7.3.

Redcliffs

Redcliffs provides a focal point for local services and commercial activity that meets the day-to-day needs of the surrounding community. It contains informal, relaxed places where people can take time to stop and socialise. A strong business group facilitates a coordinated and collaborative approach to economic development.

- Enhance Redcliffs village centre character and promote the range and quality of local services to help make it economically sustainable and support its role as a commercial centre for the eastern bays communities.
- Short to medium-term improvements to the current urban form, including streetscape upgrades which include greater landscaping, enhanced pedestrian environment and better connections to local shops and features such as Moncks Cave, that will benefit all users of the area and make it more attractive as a destination and more distinctive as an urban village
- In the long-term, opportunities for more comprehensive redevelopment could provide wider benefits that support the vitality and viability of the centre, including a sheltered commercial courtyard.



Figure 20 – Redcliffs action area

McCormacks Bay

McCormacks Bay is a key community hub where people congregate and socialise in a relaxed and informal setting. The Mt Pleasant Farmers' Market provides fresh local produce to the community.

- Re-enforce the role of McCormacks Bay as a community hub to support the hill suburbs around Mt Pleasant.
- Reposition the community centre and kindergarten within their former sites to optimise the potential for integrating

their activities and promoting dual use of the forecourt space for parking and events, such as the Farmers' Market.

- Create a centralised, safe and attractive place for the community to congregate for a range of social and recreational activities, with improved streetscapes providing enhanced connectivity between the retail and community facilities.



Figure 21 – McCormacks Bay action area

Scott Park

- Enhance the quality and importance of Scott Park and Ferrymead Bridge as the gateway to Christchurch's eastern bays communities to help draw people into the area.
- Redesign Scott Park for windsurfing and watersports to take advantage of its estuary edge location, while also recognising the links to the area's past.
- Provide improved access to, and within, the park, particularly for pedestrians and cyclists.



Figure 22 – Scott Park action area

Te Ana O Hineraki / Moa Bone Point Cave and Te Rae Kura / Redcliffs Park

- Provide improved access and interpretation to Te Rae Kura, one of the city's most significant cultural and historic sites to enrich the visitor experience.
- Amenity improvements to make the park more user-friendly and help reflect the significance of its setting.
- View shafts to reinforce the linkage between the Te Ana O Hineraki / Moa Bone Point Cave and the estuary.
- Streetscape works to Beachville Road to provide a safer and more attractive environment that incorporates the Coastal Pathway.



Figure 23 – Te Ana O Hineraki / Moa Bone Point Cave and Te Rae Kura / Redcliffs Park action area



Figure 24 – A cross-section looking across Redcliffs Park from Main Road to Beachville Road

Moncks Bay

- Enable better access to the natural assets that Moncks Bay has to offer, and improve the quality of the physical environment, such as car parking and public transport facilities to promote recreational opportunities.

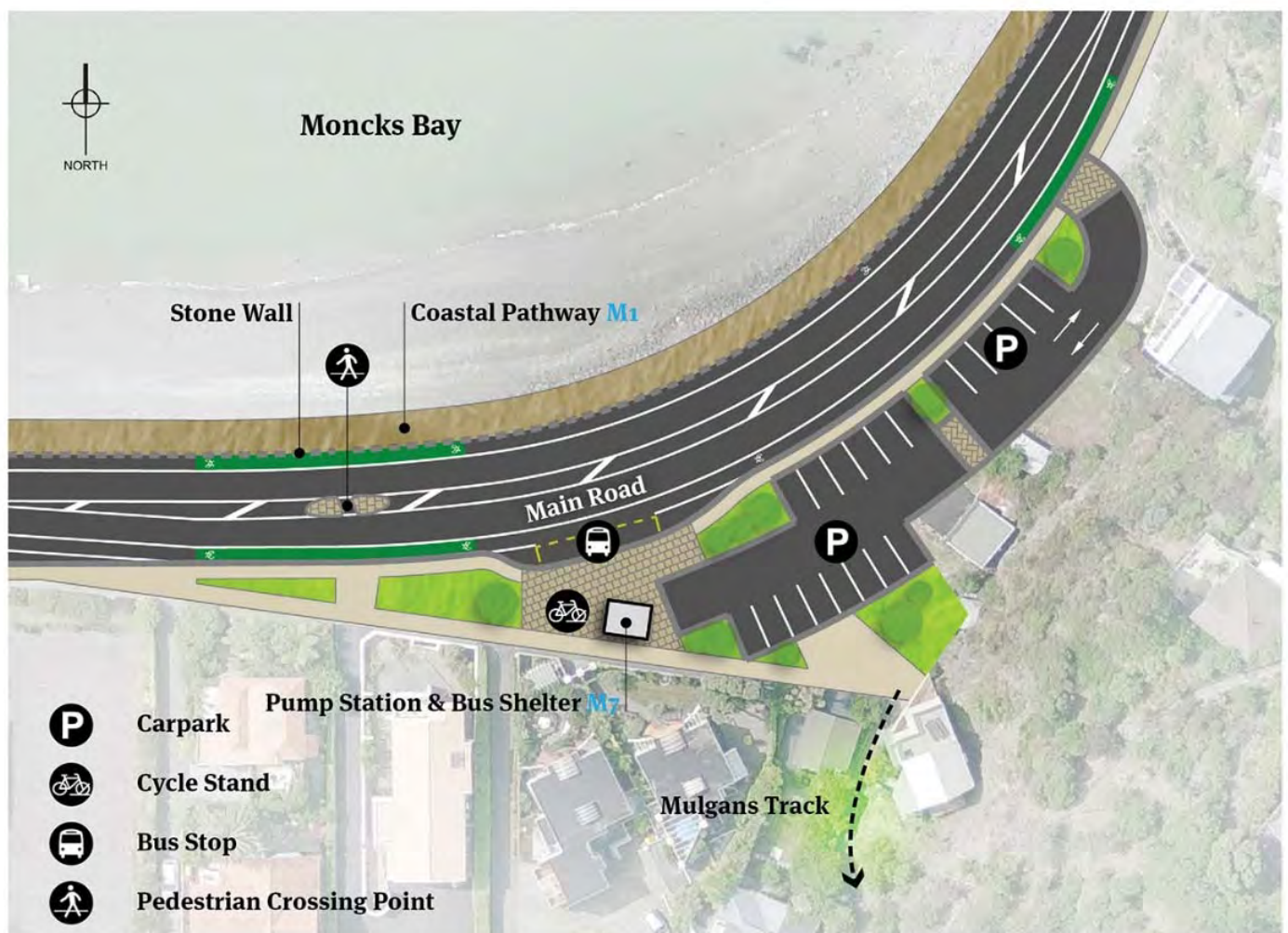


Figure 25 – Moncks Bay action area

7.2 The corridor between the centres:

- The Main Road corridor continues to be a key lifeline feature for local communities and is a focus of a number of destination.
- The Main Road corridor is a place where local residents and the wider community can, through interpretation, experience the history of the beginnings of Ōtautahi/ Christchurch. Linger at notable landmarks, they can discover the past occupation and development of the coastal communities.
- Main Road provides access for commercial freight traffic to Lyttelton Port of Christchurch. Repairs to the transport and infrastructure networks improve its resilience. A range of sustainable transport opportunities are available to the local community and visitors.
- The Coastal Pathway provides a world-class experience, taking advantage of the area's unique natural and cultural resources.
- The quality of the environment, together with local amenities and recreational features, provides a place for Christchurch residents to 'holiday at home'. Visitors from further afield are attracted to the quality of the estuarine and coastal environment and the facilities, and experiences that are on offer.
- Recreational opportunities abound in the network of reserves and parks; and the area supports a diversity of water-sports activities.
- Strong and cooperative community groups utilise their combined resources to enhance opportunities to support their communities.

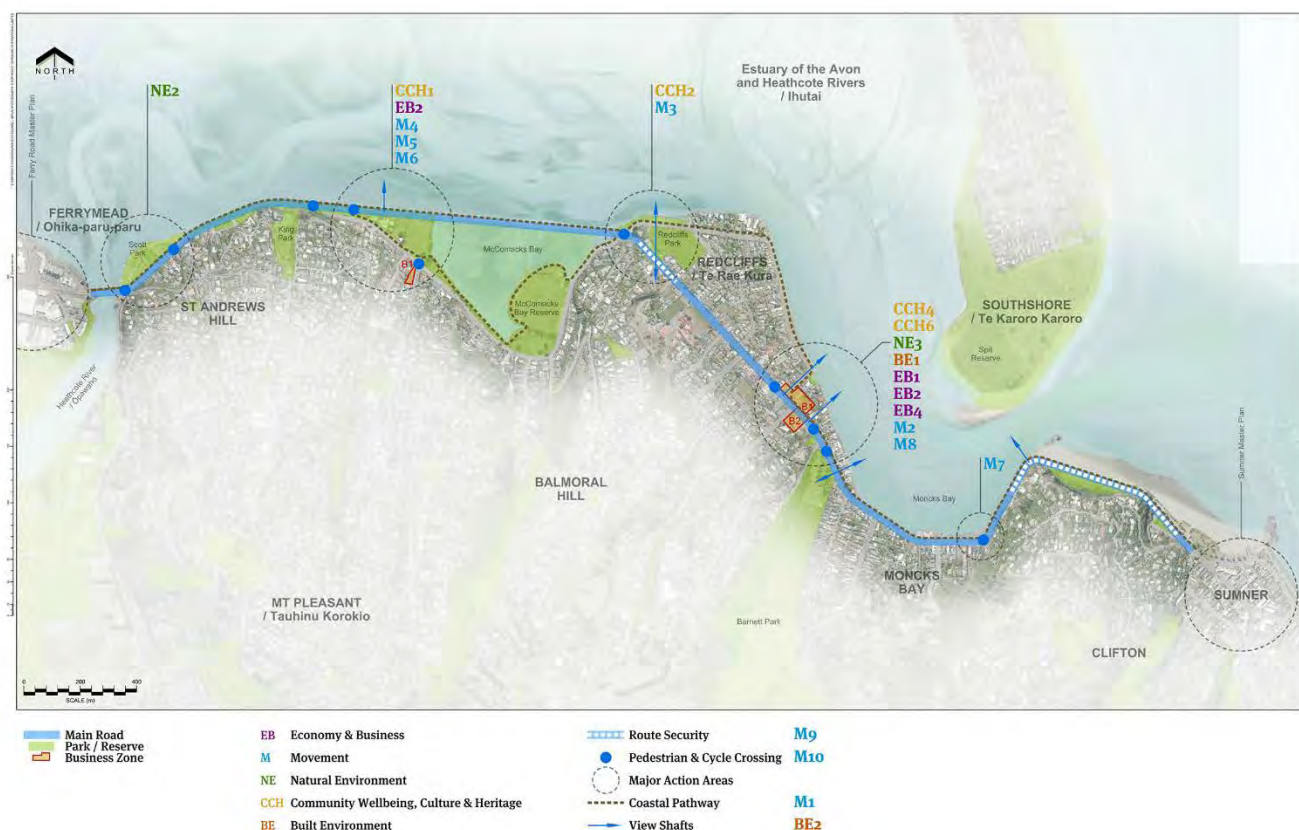


Figure 26 – Main Road corridor action areas

-
- The community is aware of the natural hazards that exist locally and is prepared to respond to future events, as and when they happen.
 - The built environment celebrates and complements the natural environment – taking advantage of the unique location to enhance the setting and experience for all users.

7.3 Actions:

Economy and business

EB1. Business association development:

Currently, the Redcliffs business group is operating on an informal basis. Since the earthquakes it has been proactive – developing the Revitalisation Project for the commercial area of Redcliffs village. There is an opportunity to formalise this group, including establishing a constitution and defined purpose. A strong, coordinated and collaborative group will support local businesses and create opportunities for promoting the area on a broader basis. Consideration should be given to incorporating Soleares Avenue / McCormacks Bay businesses to consolidate local business interests and provide the critical mass for the organisation.

Principles:

- Foster a collaborative relationships among local businesses, and with wider economic development agencies.
- Provide a single voice to represent business interests.
- Support economic regeneration initiatives, including the revitalisation project and transitional projects.

Next steps:

- Arrange meetings of business groups to discuss terms of a formal association – Redcliffs Business Group.
- Establish a formal association – Redcliffs Business Group.

EB2. Marketing strategy:

Develop a marketing strategy aimed at putting the commercial centres and community hubs of Redcliffs and Mt Pleasant 'on the map'. A range of possible techniques can be developed to promote the centres, such as branding (possibly including banner wraps around lighting columns/power poles), website, social media and free Wi-Fi within the centres. Developing unique selling points will create a point of difference that makes the centres stand out from the crowd.

Principles:

- Holistic approach for Redcliffs and Mt Pleasant.
- Realistic and honest.
- Affordable and proportionate.

Next steps:

- Establish a working group – Redcliffs Business Group.
- Define unique selling points and images to promote – Redcliffs Business Group.
- Identify target markets and preferred delivery methods – Redcliffs Business Group.
- Establish costs and budget – Redcliffs Business Group.



EB3. Events establishment and promotion:

There are a number of existing events that draw people into this area – the Speight's Coast to Coast multisports race (February), City to Surf fun run/walk (March), Festival of Cycling (December), Bike week (February), Godwits arrival (September) and departure (October) and Rugby Sevens tournament (September). Developing local business linkages with local events will help to leverage economic activity from these events. Opportunities for complementary activities or new events that draw on the unique local character, such as the coastal location, culture, heritage or nautical links (for example sailing regattas), could be considered to spread activity throughout the year and create interest in quiet periods.

Principles:

- Play to the area's strengths, focusing on its unique attributes and selling points.
- Leverage economic activity from events.

Next steps:

- Review opportunities to collaborate with existing events – Redcliffs Business Group.
- Liaise over new/upcoming events – Redcliffs Business Group and the Council.

EB4. Re-establish supermarket:

Supermarkets not only provide a range of important goods to the local community, they are also significant employers and serve as an anchor activity that attracts people to a centre. Prior to the earthquakes the Redcliffs New World supermarket employed about 70 full-time and part-time staff. The supermarket has been demolished due to earthquake damage, however, Foodstuffs has gained resource consent for a new, enlarged supermarket and construction is underway. The Council has agreed to cost share the funding for new traffic lights at the Main Road / Augusta Street intersection which will improve access.

Principles:

- Convenience shopping facility to service Redcliffs and the eastern bays catchment.
- Active frontage with Main Road.
- On-site parking and servicing area.
- Use design features, landscaping and boundary treatment to break up the bulk and mass of the building and integrate it with the more domestic scale setting.

Next steps:

- Installation of traffic lights – Council.

Movement

M1. Coastal Pathway:

The Christchurch Coastal Pathway Group, in conjunction with the Council, have developed a concept for a 6.5 kilometre pathway to connect Ferrymead with Scarborough Beach, linking the eastern bays communities along the way, including a 1.3 kilometre loop around McCormacks Bay.

This pathway will be an accessible, safe, segregated and multi-use route for walkers and cyclists of all ages and abilities, including people with mobility and sensory impairment. It will be both a transport and recreational route with a range of complementary features, such as viewing platforms and the use of interpretive material which references the area's natural environment and cultural heritage. Cycle parking will be provided at key locations.

Consultation on the Draft Concept Plan indicated a strong level of community support for this project. The Council has identified \$9.9 million funding to enable this project to get underway and has established a Memorandum of Understanding with the Coastal Pathway Group to help co-ordinate delivery. As this is a major project over a significant distance, it is likely to be delivered in stages. The Concept Plan has now been adopted by Council and consideration is being given to integrating works with the SCIRT programme, where feasible.

Principles:

- An ecological playground.
- A place to tell stories.
- Support recreational activities with commercial opportunities (HPSTED).
- Safe movement and easy connections through barrier-free environmental design (CPTED).
- Broad, generous, diverse.

Next steps:

- Finalise Concept Plan – Council.
- Identify immediate opportunities for elements of the Coastal Pathway to be integrated with SCIRT horizontal infrastructure repairs – Council.
- Pursue external funding opportunities – Christchurch Coastal Pathway Group.
- Investigate detailed design and consenting – Council.

M2. Redcliffs village centre streetscape enhancements:

Making Redcliffs village centre a safe and comfortable place is an essential component in its recovery. A user-friendly environment with a welcoming atmosphere will attract people to the centre and enable them to linger in comfort.

Traffic

Slower traffic speeds will create a safe environment for all users. These can be achieved through design and traffic management measures such as gateway treatments, landscaping and traffic signals. The use of contrasting surfacing materials at the points of entry to the centre on Main Road, together with pedestrian crossing refuges and village signage can provide visual indications that the environment is changing, consistent with the philosophy of

self-explaining roads, which intends to positively influence user behaviour. New traffic signals will improve conditions for traffic wishing to gain access and egress from Augusta Street and the rebuilt supermarket, particularly at peak hours.

Amenity

Amenity enhancements can help to create an appealing and unique destination, which will attract trade into the village centre, rather than just passing through it. Quality paving treatment can be used to unify the centre and integrate the additional width required to incorporate the space for the Coastal Pathway. Extending the pavement at the Beachville Road intersection will help create space for new landscape features with integrated seating. This could potentially include the re-use of some of the local rockfall material to provide authentic character, and trees could be planted to provide shade. Cycle parking can be incorporated into this area to encourage Coastal Pathway users to stop and visit the centre.

Enhancements to the intersection of Main Road and Cave Terrace can help to connect the village centre with the amenity and recreational resources at Moncks Cave Reserve and Barnett Park. This can support dual purpose trips that add to the diversity of the centre.

Retaining the view shaft along Beachville Road will provide a visual connection between the village centre and the estuary, and influence the landscape treatment. Small-scale enhancements to the Beachville Reserve, such as improved seating, will complement the other works identified for Redcliffs village centre and the Coastal Pathway. There is an opportunity to explore the potential use of rain gardens as part of the stormwater management system for first flush treatment.



Figure 27 – Precedent images of potential Redcliffs village character

Redcliffs | Village Character



Data Source: Master plan image supplied by CCC.

groundcovers & small shrubs



Pimelea prostrata, pinatoro



Coprosma acerosa, hawera



Euphorbia glauca, waiʻatua/milkweed



Libertia ixioides, mikoikoi

large shrubs & trees



Dodonaea viscosa, green ake ake



Cordyline australis, ti kōuka



Sophora microphylla, kowhai



Metrosideros excelsa, pōhutukawa

Parking

Reconfiguration of the on-street parking will be necessary to accommodate the Coastal Pathway and traffic signals. This will involve the removal of some spaces along the western side of Main Road. However, businesses along this stretch have on-site car parking provision. Additional parks will also be marked on Augusta Street to maximize the number of spaces in this location. The parking on Beachville Road will continue to accommodate the Council's mobile library van if necessary, which would bring further interest into the heart of the village centre. The city-bound bus stop will need to be relocated outside the supermarket and will provide a safe place for passengers to alight and allow vehicles to pass.

Principles:

- Places for people to gather and interact.
- Quality design and materials.
- Universal barrier-free design.
- Safe environments (CPTED).
- Coordinate and integrate with SCIRT repairs and Coastal Pathway.

Next steps:

- Investigate design options for streetscape upgrade – Council.
- Integrate amenity features within centre – Council/ Christchurch Coastal Pathway Group.

M3. Beachville Road streetscape enhancements:

Parts of Beachville Road have been earthquake-damaged and are identified in the SCIRT repairs programme. This provides opportunity to redesign the streetscape of the Te Rae Kura/ Redcliffs Park section of Beachville Road to tie in with the Coastal Pathway, and the proposed reserve enhancements. Refer also to Action CCH2 which addresses the Redcliffs Park area, and including car and boat trailer parking and bird roosting areas along the coastline in this location.

Traffic

Modifications to the road layout and width can create a safer slow road environment that is more appropriate to the character and amenity of its setting, while still providing for vehicular traffic to have an alternative access to the McCormacks Bay Causeway. Threshold treatments which use contrasting, but sympathetic, surface materials can assist with managing traffic speeds and providing clear pedestrian crossing points.

Coastal Pathway

The Draft Coastal Pathway Concept Plan considered a naturalisation project in this area, which would involve the closure of the western end of Beachville Road and the re-introduction of a bay and saltwater marsh. There were a number of submissions to the Concept Plan that raised concerns about this project due to the potential impact on the park and sports fields, and the need to maintain route security for traffic getting to and from the eastern bays. The design has taken on board these concerns, while attempting to create a softer, more culturally appropriate response than previously existed.

Parking

Rationalisation of the parking area along the water's edge provides an opportunity to incorporate landscaped areas that use native species appropriate to the estuary edge setting. This can help to establish a link with the proposed landscaping treatment in the adjacent reserve, and provides scope to consider the integration of swales to help manage stormwater. Parking for cars and boat trailers for recreational users can be more clearly defined and enhanced. The Beachville Road frontage will retain the heritage kerbstones along the park's edge.



Figure 28 – Beachville Road collage image

Principles:

- Alternative access route.
- Parking for recreational users.
- Safe environment – slow speeds.
- Universal barrier-free environmental design.
- Integration with SCIRT, Coastal Pathway, Redcliffs Park and Estuary Edge Master Plan.

Next steps:

- Identify immediate opportunities for integration with SCIRT horizontal infrastructure repairs (including elements of the Coastal Pathway) – Council.
- Investigate design options for streetscape upgrade – Council.

M4. Mt Pleasant intersection enhancements

Mt Pleasant residents have indicated a desire to use local services and facilities in Redcliffs, but have identified difficulties for vehicles making turns into Main Road. Construction is underway on the three-laning of the section of Main Road between Ferrymead Bridge and McCormacks Bay Road as part of the SCIRT programme. This includes improvements at the intersections of Mt Pleasant Road and McCormacks Bay Road with Main Road. Alterations to the intersections design will help to improve visibility and facilitate better right turn movements for vehicles entering Main Road heading to Redcliffs and Sumner. This will help support better use of the eastern bays' commercial centres.

Cycle parking will also be introduced in conjunction with the Park and Ride facility (see Figure 29).



Figure 29 – Mt Pleasant intersection enhancements

Principles:

- Improved visibility and safety for right-turning movements.

Next steps:

- Liaise with SCIRT – Council.
- Intersection repairs and upgrades – SCIRT.

M5. Mt Pleasant bus shelter enhancements:

Main Road is an important public transport route to the eastern bays communities. However, sections of it are very open and exposed to the elements. The provision of improved facilities at bus stops can promote better use of public transport, and enhance safety and convenience for locals and visitors alike. In particular, there is opportunity to consider the design on the estuary side so shelters reflect the natural and cultural setting and integrate seating and facilities for people using the Coastal Pathway, or those wanting to enjoy the estuary in addition to bus users. Detailed designs will need to be considered in relation to the Estuary Edge Master Plan and the Coastal Pathway Concept Plan. Provision of cycle parking in this area will also be important.

Principles:

- High-quality design that contributes to the character and amenity of the area.
- Incorporate smart technology, such as real-time information, solar power USB charging, wi-fi.
- Dual purpose use on estuary edge – providing seating for Coastal Pathway/estuary users in addition to bus users.
- Universal barrier-free environmental design.
- Next steps:
- Liaise with SCIRT and ECan – Council.
- Investigate secure cycle parking – Council.
- Investigate location and design options – Council.

M6. McCormacks Bay Road streetscape:

McCormacks Bay Road has suffered earthquake damage, and there is an opportunity to consider enhancements as part of the reinstatement works.

‘Park and Ride’

As a result of the three-laning of Main Road, there has been some realignment of the intersection of McCormacks Bay Road. This will create an area that can be used for ‘park and ride’ facilities, and allow for landscape enhancements. The ‘park and ride’ can cater for commuters travelling to and from the city, and provide a transitional point within the journey that allows for a combined trip to the nearby community facilities. At the weekend, the ‘park and ride’ area can service people attending the Farmers’ Market or using the Coastal Pathway

Intersections

There is scope to improve the intersections at Soleares Avenue and Aratoro Place. Improved landscaping, better pedestrian crossings, together with cycle parking near the shops can improve safety and amenity. This can help to link the commercial centre with the nearby community facilities and promote increased use.

Parking

Reconfiguring the on-street parking to the west of Aratoro Place can provide opportunity to improve safety for private driveways opposite the community centre and introduce additional areas for amenity planting. The slight reduction in width of the carriageway will also assist with traffic calming and contribute to the sense of place around the community hub and shops.

Principles:

- Amenity enhancements
- Universal barrier-free environmental design.
- Pedestrian safety.
- Integration with community facilities.

Next steps:

- Liaise with SCIRT – Council.
- Investigate design options – Council.

M7. Moncks Bay parking and bus stop enhancements (see Figure 25):

A water pump station needs relocating as part of the SCIRT infrastructure repair programme. There is opportunity to incorporate the existing bus stop into the new pump station building and provide additional amenities, including a bike stop and drinking water fountain. Additionally, there is opportunity to formalise parking which can be used to service the nearby beach and Coastal Pathway. Providing a pedestrian crossing can improve safety for residents and visitors. There is space to incorporate cycle parking and interpretive material about the area's history, geology and ecology to enhance the recreational experience. These works will be complementary to the repairs being considered to the Christchurch Yacht Club and the former Rowing Club shed.



Figure 30 – Perspective sketch of pump station / bus stop, Moncks Bay and including cycle parking facilities (see also Figure 25)

Principles:

- Shared use of infrastructure.
- Amenity enhancements.
- Universal barrier-free environmental design.
- Safe environment (CPTED).
- Integrate with SCIRT repairs.
- Incorporate smart technology such as real-time information, solar power USB charging, wi-fi.

Next Steps:

- Liaise with SCIRT– Council.
- Investigate design options – Council.

M8. Redcliffs village centre parking and traffic – monitoring and review:

The proposed changes to the streetscape through Redcliffs village centre, including the introduction of traffic lights, the Coastal Pathway and provision of a upgraded on-street cycleway will have an impact on the number of on-street car parks available along Main Road. However, there are other parking areas available on both Beachville Road and Augusta Street and private parking is provided by for businesses. As the rebuild is completed and usage settles to the 'new normal', it will be important to assess whether parking provision remains adequate and appropriate.

A review can enable a more detailed investigation into the levels of parking demand and usage, and consideration of other opportunities for enhancing parking and access for shoppers in Redcliffs village centre. This review can also investigate whether a slow speed environment is necessary in managing the speed of traffic passing through the village.

Principles:

- Safe, convenient and adequate supply of short-stay parking.
- Collaborative approach between on and off-street parking.

Next steps:

- Parking and traffic study to be undertaken 6 months after the construction of the supermarket and installation of traffic lights – Council.

M9. Route security – rockfall management and protection:

The Te Ana O Hineraki / Moa Bone Point Cave and Rapanui / Shag Rock Reserve sections of the Main Road corridor are significantly affected by the risk of rockfall and cliff collapse. Currently, shipping containers are being used to protect road users and the infrastructure network from geotechnical hazards. Where practicable, these barriers have been realigned to improve use of the road corridor for vehicles, cycles and pedestrians. Work

is taking place to fully understand the geotechnical hazards in the area and the options for appropriate engineering responses. This will define the appropriate long-term management methods to ensure route security is maintained for the eastern bays communities and for the over-dimension route to Lyttelton.

Principles:

- Maintain lifeline connections to the eastern bays communities.
- Sumner Road is noted in the Land Use Recovery Plan (for 2015) and this route is still the key over-dimension route for Port transport.

Next Steps:

- Complete geotechnical investigations – Council.
- Design appropriate risk mitigation treatments for road corridor that take into account the safe movement of people and freight – Council.

M10. Pedestrian crossings:

Crossing safety has been identified as an issue of concern to the local community. It is important that the Main Road corridor is not perceived as a barrier that restricts the movement of people between the places they live and where they need to go for work, goods and services, or recreation. Improving connectivity and safety for residents and visitors can encourage activity along the Main Road corridor. Integrating the community with the Coastal Pathway will be a critical element to its success. Key crossing locations have been identified at Scott Park, Mt Pleasant, both ends of the McCormacks Bay causeway, Redcliffs village and Moncks Bay.

Principles:

- Accessibility – universal barrier free environmental design (HPSTED).
- Safe environmental design (CPTED).
- Integrate with SCIRT repairs and Coastal Pathway.

Next steps:

- Investigate location and design options – Council.
- Liaise with SCIRT– Council.

Natural environment**NE1. Landscape palette:**

The rebuild process provides scope to consider the reintroduction and extended use of traditional flora to the coastal environment. This can help promote biodiversity and cultural values. There is also opportunity to consider how planting can be used to enhance the visitor experience for people with sensory impairment.

The development of a landscape palette can help to identify appropriate species, functions and locations for planting. Consideration can also be given to hard landscaping treatments, such as promoting the use of sympathetic materials in keeping with the character of the area. This can be used by the community as a guide for new development, the Council and the Department of Conservation (DoC) for reserve management and residents for private gardens.

Principles:

- Ecologically and culturally relevant species.
- Hard and soft landscapes.
- Sustainable design.

Next steps:

- Investigate appropriate soft and hard landscape elements – Council.
- Liaison with stakeholders – Council.

NE2. Scott Park enhancements (see Figure 22):

A number of buildings and facilities within the park have been damaged by the earthquakes. The bowls club has already relocated to Redcliffs. The Estuary Edge Master Plan is looking at the options for the redevelopment of the reserve to create a better interface with the estuary, and to provide an increased focus on water sports activities.

Water sports facilities

New facilities for the Mt Pleasant Yacht Club are being considered, including a more centralised club building and ablutions block, new boat storage shed and rigging areas. The creation of artificial beaches can improve access to the water for windsurfers. Restructuring the parking areas can provide a more efficient space for boat trailers as well as cars, and act as a start point for the Coastal Pathway. Together, these alterations can improve facilities for water sports users and promote better use of the area.

Gateway experience

This area provides the gateway to, and first impressions of, the city's eastern bays. It is, therefore, important that it provides a high quality arrival experience. The environment can be enhanced through more effective landscaping that will add to the areas amenity and provide shade for sitting and watching the estuary and water sports activities. The design and materials used in new buildings will also be an important part of enhancing the area. Interpretive mechanisms, including signage, can be used to explain the significance of this location and the role the 1850 ferry – from which Ferrymead and Ferry Road take their names – played in the early years of the founding of Christchurch.

Heritage protection

Penfold's Cob Cottage is a well-known heritage landmark close to the Ferrymead Bridge. The extensive earthquake damage it

experienced means that full restoration is unlikely. However, there is potential to stabilise the ruins and maintain these as a heritage feature that tells the story of this site. Due to the nature of cob material, it is likely the preservation of the ruins would

require them to be enclosed and climate-controlled.

Investigations should explore how this could be achieved, while still keeping the ruins visible. In conjunction with the design of the new Ferrymead Bridge, this could act as an entrance feature marking arrival into the eastern bays suburbs.

Coastal Pathway

Integrating the Coastal Pathway into Scott Park Reserve will ensure effective connectivity with the new Ferrymead Bridge and the rest of the city. A balance needs to be struck between the various park users to make sure the alignment of the pathway is safe and avoids conflict. A route adjacent to the road provides a direct link through the park, while still providing pathway users the option to break out and meander through the park should they wish.

Principles:

- Improved access to the water.
- Provision for expected growth in water sports.
- Integration with SCIRT repairs and the Coastal Pathway.
- Preservation and interpretation of heritage features.
- Amenity landscaping incorporating native species.
- Quality gateway experience, including the design of new buildings.

Next steps:

- Identify immediate opportunities for integration with SCIRT horizontal infrastructure repairs (including elements of the Coastal Pathway) – Council.
- Investigate park activities and design through the Estuary Edge Master Plan – Council.

NE3. Barnett Park landscape, amenity and car parking review:

The earthquakes have caused damage to a range of features in Barnett Park, including the public toilets, seating and the drinking fountain. In addition, the west side track heading up to the Port Hills from Barnett Park, and the climbing crags above, are closed. There now exists an opportunity to review how parts of the park's frontage function and consider the restoration of facilities. SCIRT will be reusing the former toilet block near Cave Terrace as a pump station. Potential amendments to the intersection of Cave Terrace could provide additional space along the park's frontage and facilitate better linkages with the adjacent Moncks Cave site and

the village centre. The provision of the Coastal Pathways and SCIRT changes to Main Road including the upgrading of the on-street cycle lane will have an impact on the number of on-street car parks provided in the vicinity of the Park. A review of the car parking situation is therefore warranted as part of a review of aspects of the parks operation.

The 'OK Corral' children's bike/scooter park, which was a temporary transitional project, has proved to be a popular feature in the village centre with around 30–40 children using it on a daily basis. However, it has had to quit its current site as the rebuild of the supermarket progresses. Investigations should consider the potential for relocating this community-initiated facility to Barnett Park.

Principles:

- Promote the natural and cultural setting.
- Complementary activities and facilities for the village centre and Coastal Pathway.
- High quality design that contributes to the character and amenity of the area.

Next steps:

- Investigate opportunities for updating the Barnett Park Landscape Plan – Council.

Community, culture and heritage

CCH1. McCormacks Bay community hub:

Community facilities

Earthquake damage to the Mt Pleasant Community Centre and kindergarten resulted in their demolition. These organisations are looking to re-establish their facilities and the Mount Pleasant Memorial Community Centre and Residents Association has applied for resource consent for a replacements community centre. This will provide an anchor for community activities in the Mt Pleasant area. There is scope to consider repositioning and connecting these facilities, including the community centre wrapping around the squash club building to provide access on to the reserve. More integrated redevelopment can promote better, more flexible use and help to reduce costs.

Parking/events area

As part of the rebuild, there is scope to redevelop the car park area to create a multi-purpose events space that can support the regular Mt Pleasant Farmers' Market. A more flexible layout and the incorporation of features such as electrical power points and

seating around the periphery can enable dual use of this area.

The community buildings can help to create a sense of enclosure, while providing passive surveillance of the space. They can also act as shelter from the easterly wind. A feature wall that incorporates seating and reused rubble from local retaining walls and rockfall can help to complete this space. Provision should be made to maintain a link through to the adjacent reserve. There is further scope to enhance amenity facilities by integrating a public toilet and barbecue area along with cycle parking into the facilities rebuild.

Recreation

Opportunities to develop outdoor recreational facilities will also contribute to the use of this area, including the potential for active play and fitness equipment. A bike fix-it stand and cycle parking will help to tie the use of the area into the Coastal Pathway. Reinstatement of the reserve area between the pump station and the commercial area at Soleares Avenue, which has been used as a compound for storing rockfall rubble, provides an opportunity to create a space for overflow parking for events in the area helping to ensure that safety is achieved for road and pathway users. Careful consideration of the detailed design will be needed to ensure the open and green character of the reserve is retained. The proposed recreational enhancements should be complementary to the natural environmental qualities of the bay itself.

Further work to consider how the community facilities tie in with the wider reserve area and natural environment of McCormacks Bay should be undertaken through the Estuary Edge Master Plan. The diverse nature of this project may require a staged approach to implementation.



Figure 31 – McCormacks Bay collage image

Principles:

- Shared space.
- Safe and sheltered public space (CPTED).
- Integration with active recreation (HPSTED).
- Integration with Coastal Pathway, Reserve Management Plan and Estuary Edge Master Plan.

Next steps:

- Resource consent for Community Centre – Mt Pleasant Memorial Community Centre and Residents Association
- Leasing arrangements and update of McCormacks Bay Management Plan – Council.
- Investigate opportunities to integrate community and recreational facilities with the open space values through the Estuary Edge Master Plan – Council.

CCH2. Te Ana O Hineraki / Moa Bone Point Cave and Te Rae Kura / Redcliffs Park:

Te Ana O Hineraki / Moa Bone Point Cave is one of the most significant geological, cultural and historic sites along the corridor and indeed in the city. However, due to rockfall issues it has been difficult to access. It has also been treated in isolation from the adjacent reserve at Te Rae Kura / Redcliffs Park, becoming dominated by the road corridor and little more than a passing feature for traffic along Main Road.

Cave entrance treatment

Although public access to the cave is unlikely to be achievable in the future due to ongoing safety concerns, there is an opportunity to enhance the setting and experience of the cave. The use of transparent fencing can provide opportunity to see into the cave, while achieving appropriate levels of safety for the public. Pavement treatment around the entrance, using quality material and designs, can contribute to the special character and qualities of the site. This could include marking out the former extent of the cave chamber on the ground. Visually linking the cave with the Te Rae Kura / Redcliffs Park, Ihutai / Avon-Heathcote Estuary and the Coastal Pathway, using view shafts and potentially a viewing platform, can further enhance the scope to see into the cave from across the road and obtain a different perspective of its setting on the estuary.

Redesigning the park's frontage with Main Road can provide scope for introducing interpretive material about the cave's history and significance. A new car park, repositioning of the bus stop, realignment of footpaths and landscaping can improve accessibility. This can also provide a better and safer experience for visitors to the area.

Park amenity

Complementary facilities such as picnic tables – screened from the road and seating can enhance the amenity value of the area and provide a connection with the children's play area. The reintroduction of native plantings along the western edge of the park can help to demark where the former estuary shoreline was, and its use on the current estuary frontage can help to recreate the traditional values and context of the area.



Figure 32 – Extract from 1895 Survey map DP 1178 Beachville Road, Redcliffs showing original foreshore and causeway

The provision of fitness equipment along the Beachville Road frontage can help facilitate integration of the park and Coastal Pathway, as part of a fitness trail. The club room at the Main Road entrance to the park is unused. This could be relocated near the Beachville Road / Celia Street intersection, close to where the new pump station will be installed, to support activities at both the playing fields and the jetty. In the longer-term, if there is demand, consideration could also be given to relocating the toilet block and providing changing facilities.

Principles:

- Promote cultural and historic values.
- Visual accessibility.
- Native landscaping.
- Safe and comfortable spaces (CPTED).
- Active recreation (HPSTED).
- Integration with the Estuary Edge Master Plan, Sports Parks Management Plan and the Coastal Pathway Concept Plan.

Next steps:

- Liaise with SCIRT – Council.
- Liaise with Ngāi Tūāhuriri Rūnanga regarding design and cultural sensitivity – Council.
- Investigate design opportunities and updating the Reserve Management Plan – Council.

CCH3. Tangata whenua cultural interpretation:

Art can help facilitate meaning and promote understanding of sites of cultural significance. There are a wide range of opportunities to utilise the arts, such as designs being integrated into street furniture, signage and way-finding, sculptures and transitional works screening vacant lots, construction sites or containers. Involving Ngāi Tūāhuriri Rūnanga and Ngāi Tahu artists, such as the Paemanu Collective, can help to ensure that the interpretation is appropriate and reflects the cultural associations and values Ngāi Tahu hold for this area.

Principles:

- Designs that are relevant to Ngāi Tahu and the local area.
- Recognition of cultural values and associations.
- Integration across action areas and with other projects.

Next steps:

- Investigate potential project areas – Council.
- Liaison with Ngāi Tūāhuriri Rūnanga – Council.

CCH4. Redcliffs community resources:**Community cluster**

Establishing a community cluster within Redcliffs village will help to provide a focal point for the local community. While the services that different organisations provide may be discrete, there is opportunity to consider clustering their activities, and in some instances sharing buildings, to enhance accessibility to the community and foster good working relationships that will strengthen these organisations. Sharing facilities can also help to reduce costs and increase viability.

The Volunteer Library has a five-year ground lease on the former library site and the Council is committed to its rebuild on the site. There is also the opportunity to provide for public toilets (and which could be accessible after hours). The library development could form the heart of the community cluster. Locating the building in the centre of the section would enable a sheltered courtyard area to be created in front. The forecourt courtyard could provide a place of respite for people to congregate away from the traffic. This could incorporate design elements such as a water feature, seating and lighting that will encourage its use and draw people to the adjacent community cluster.

Community Information

Other ways to improve community resources can be through enhanced communications channels. This can be achieved by reinvigorating the Redcliffs Information newsletter and website. This could also include linking in with the Redcliffs Business Group activities.

Principles:

- Shared facilities where compatible.
- Clustering activities.
- Enhance accessibility to services and information.

Next steps:

- Investigate relocating a building onto former library site – Redcliffs Volunteer Library.
- Review Redcliffs Information newsletter and website – Redcliffs Residents' Association and Information Centre.
- Review long-term opportunities for a community facilities cluster – Council.

CCH5. Resilience Plan:

Main Road is an important route for a number of reasons as discussed in detail earlier in this plan, including as an over-dimension and hazardous goods route. The Main Road area remains vulnerable to a significant level of risk from natural hazards. Recognising the range and nature of natural hazards that exist along the Main Road corridor, and quantifying the risks that they pose, will help preparedness for any future events. Resilience is achieved through a combination of risk reduction, readiness, response and recovery. The Mt Pleasant community has already started preparation of a resilience and response plan. There is scope to either expand this to cover Redcliffs or to prepare a separate plan for the other parts of the Main Road corridor.

Principles:

- Community participation and ownership.
- Integration with city wide Civil Defence and Emergency Management (CDEM) plans.

Next steps:

- Establish community working party and liaise with CDEM – Redcliffs Residents' Association.

CCH6. Moncks Cave protection and amenity enhancements:**Heritage protection**

Moncks Cave is one of the most significant archaeological sites in the city and has cultural significance for local iwi. While it sits within a reserve, it is not identified as a protected feature in the City Plan. The New Zealand Historic Places Trust (NZHPT) registered it as a Category 1 site in 2009. Regulatory protection to provide it with the same status as Te Ana O Hineraki/Moa Bone Point Cave, could now be considered through the District Plan Review.

Amenity enhancements

As a result of infrastructure damage, the pump station within the Moncks Cave Reserve is being relocated to Barnett Park. This provides an opportunity to enhance the landscape setting of the cave and provide interpretive material. While public access to the cave is unlikely to be achievable in the future due to ongoing safety concerns, the use of transparent fencing can provide an opportunity to see into the cave, and also achieve appropriate levels of safety for the public. Improvements to the physical setting of Moncks Cave can provide a useful stepping stone linking the natural environment features at Barnett Park with the commercial activities in Redcliffs village centre, and giving a unique and diverse experience for visitors to the area.

Principles:

- Protect and promote cultural values.
- Visual accessibility.
- Native landscaping.
- Safe environment (CPTED).

Next steps:

- Liaise with SCIRT– Council.
- Liaise with Ngāi Tūāhuriri Rūnanga regarding design and cultural sensitivity – Council.
- Investigate heritage protection in District Plan Review – Council.

Built environment

BE1. Redcliffs comprehensive redevelopment opportunities:

The majority of the commercial buildings on the north side of Main Road and to the east of Beachville Road are operational and are only likely to need repairs rather than rebuild. However, the configuration of this area with relatively long thin sections with buildings largely positioned along the road frontage has created some under-utilised space at the rear of these lots. This provides a resource that could, in the long-term, provide significant opportunity to reconfigure and intensify the commercial area. Collaborative and integrated redevelopment can help to increase choice and flexibility while reducing costs to individual property owners. A comprehensive approach to redeveloping the commercial areas could achieve a sheltered sunny (north facing) courtyard, increased active frontage and more effective passive surveillance. Well-connected, semi-public space could provide scope for occasional events (for example, a village market), and links to community facilities, which can help to increase footfall.

The north side of the intersection of Augusta Street with Main Road also provides an opportunity for comprehensive redevelopment. This area includes the 'Redhouse' which is a prominent building providing Redcliffs centre with much of its character and identity. The potential to redevelop the adjacent lots to provide a more integrated form of development, centred around a health hub that visually enhances the centre and creates a stronger frontage to Main Road, can reinforce the heart of the village centre.

Principles:

- Collaborative approach.
- Integrated development.
- Connectivity and pedestrian permeability.
- Sheltered spaces with good solar access.
- Active frontages.

Next steps:

- Investigate design opportunities and potential timing – property owners.

BE2. View shafts:

Some demolitions have opened up new visual links between the urban sections of Main Road in Redcliffs and the estuary. There is opportunity to maintain these sight lines to help reinforce the area's association with the coast. This could be achieved by careful consideration of building design and orientation that enables redevelopment of sites while providing a glimpse to the water beyond. In other locations where views of the estuary enhance the experience of the Main Road corridor a different approach could be taken to open up views, such as creating a viewing platform at Te Rae Kura / Redcliffs Park, McCormacks Bay and Rapanui / Shag Rock.

Principles:

- Maintain line of sight from Main Road to estuary.

Next steps:

- Investigate design opportunities – property owners.

TP1. Transitional projects:

Transitional projects are a way for the Council and community to invigorate vacant space on an interim-use basis and to explore and test new ideas to draw activity, business and investment back into the Main Road corridor, and support its commercial centres. Transitional projects (such as those created by Greening the Rubble and Gap Filler) can be entirely community-led or can be a collaborative partnership between the community and other agencies, such as the Council.

The eastern bays communities have already initiated several transitional projects in the form of container art and the 'OK Corral' children's bike/scooter park on the site of the former Redcliffs New World supermarket. Interim uses of the former Redcliffs Kindergarten site at Augusta Street should be considered.

This action seeks to work with stakeholders and the wider community to create opportunities for transitional projects on vacant sites along the Main Road corridor.

Principles:

- Being creative, experimental and pushing boundaries.
- Trialing and testing new ideas.
- Working with the community and the private sector in new and innovative ways.
- Reviewing and learning what works and what doesn't work.
- Maximising value for Council funding through partnerships, sponsorships and project alignment.
- Increasing the function and amenity of public/private property, and increasing community resilience and pride.

Next steps:

- Identify ideas and site opportunities for activating vacant spaces on an interim use basis – Council / community groups.
- Explore potential collaborations and partnerships with interested individuals, groups and stakeholders to identify champions and supporters – Council / community groups.
- Confirm availability of suitable sites – Council / community groups.
- Develop project design, delivery and maintenance plans, and funding strategy – Council / community groups.
- Investigate Council support which may include funding – Council.
- Finalise and implement – Council / community groups.



8.0 Implementation



8.1 This Master Plan

This Master Plan was initiated to help Christchurch's eastern bays communities and the Council identify and prioritise actions for the rebuild and recovery of the Main Road corridor. Some of these actions are intended to be undertaken in the immediate and short-term while others will have longer term horizons. Together, these actions present an integrated and transformative programme of work.

The Council cannot achieve comprehensive recovery on its own. A range of stakeholders will be required to achieve this. Successful implementation therefore requires joint ownership of the plan.

This builds on the positive engagement from the community and agencies involved in preparing this Master Plan. It is important that the progress of the Master Plan is monitored over time to ensure its ongoing relevance.

Different stakeholders have their own strengths and responsibilities. Delivery is spread across a three main sectors:

- The Council – focusing on regulatory matters and the public realm.
- Private sector – commercial and economic development.
- Community – ownership and delivery of community initiatives.

8.2 Implementation Action Plan

Implementation of the Main Road Master Plan will take time. A few of the actions are already being implemented to some extent by the Council and others. While some of the actions will be relatively straightforward to get started (especially those with allocated resources or processes), others are more complex and require investigations, new relationships to be forged or funding to make things happen. The Implementation Plan follows a staged approach towards the future consistent with the Council's Annual and Long Term Plan funding cycles.

Each of the individual actions listed in the Implementation Action Plan (page 56) will help the Main Road corridor move towards the overall vision outlined in this Master Plan. However, the actions listed in this Master Plan need to be understood in the context of a bigger decision-making framework (across other suburban centres, the city and the sub-region). Project details and sequencing may be subject to changing priorities in the future as a result, for example, the Land Use Recovery Plan (LURP).

8.3 The Process from Here

To ensure this master plan is implemented, there are three key implementation steps that are essential to effective delivery.

Management Structure

The Council will maintain responsibility for advocacy, auditing and strategic oversight of the master plan's vision and actions as it progresses. This role will be particularly important in leading discussions with agencies responsible for delivering actions and other Government agencies, as well as maintaining a liaison role with local stakeholders.

Complete costing of actions and establish funding streams

The master plan is an enabling document — it establishes a vision and outlines an implementation programme to guide decision making. However, it does not in itself generate the funding for implementation. The Council now needs to complete detailed costings for the individual actions it is responsible for, so these can be included in its financial planning processes and the Council's work programme. The funding, timing and scope of actions are subject to the Council's approval through the Long Term Plan and Annual Plan processes. The master plan provides an agreed framework for private sector and community initiatives. These too will now need to secure funding and resources to enable implementation to proceed.

Monitor and adapt the Main Road Master Plan as necessary

The dynamic nature of change (which is intensified within a post-earthquakes environment) means that over time specific actions may become out of date or need to be revisited. There may also be new proposals that come along that need to be evaluated against the high level vision for the Main Road corridor.

A monitoring programme will be established for this master plan that will enable:

- The progress of implementation to be measured and assessed;
- Data collection to assist project planning and delivery, including coordination with other agencies, such as the Stronger Christchurch Infrastructure Rebuild Team (SCIRT);
- Testing of the plan's ongoing relevance and effectiveness; and
- Analysis of information to guide decisions on reviewing the master plan.

This process will identify the tools and techniques that will be used to gather and analyse the data. Where possible this will link into the Council's corporate monitoring systems, providing alignment with Community Outcomes monitoring to evaluate how well the master plan's Vision and Goals are being achieved, and utilise established performance reporting tools to track progress at the project level.

Key considerations for the monitoring programme include:

- Quantity – how much has been done?
- Quality – how good was the delivery at meeting the Vision and Goals for the centre?
- Milestones – have targets been met?
- Finance – what budget has been secured and how is expenditure tracking against budget?

In some instances it may be necessary to establish baseline data against which performance can be monitored. It is anticipated that an annual monitoring report will be prepared to track progress. However, some aspects of the master plan, for instance overall achievement of the vision, may be more meaningfully assessed over a longer timeframe, such as every three to five years.

Implementation Action Plan

	Action	Timeframe short/medium/long	Lead agency	
Economy and business	EB1. Business association development.	Short	Redcliffs Business Group	
	EB2. Marketing strategy.	Short	Redcliffs Business Group	
	EB3. Events establishment and promotion.	Short	Redcliffs Business Group	
	EB4. Re-establish supermarket.	Short	Foodstuffs	
Movement	M1. Coastal Pathway.	Short – long	The Council	
	M2. Redcliffs village centre streetscape enhancements.	Medium	The Council	
	M3. Beachville Road streetscape enhancements.	Short – medium	The Council	
	M4. Mt Pleasant intersection enhancements.	Medium	The Council	
	M5. Mt Pleasant bus shelter enhancements.	Short – medium	The Council	
	M6. McCormacks Bay streetscape.	Short – medium	The Council	
	M7. Moncks Bay parking and bus stop enhancements.	Short – medium	The Council	
	M8. Redcliffs parking and traffic monitoring and review.	Medium	The Council	
	M9. Route Security: Rockfall management and protection.	Short – medium	The Council	
	M10. Pedestrian crossings.	Short – medium	The Council	
Natural environment	NE1. Landscape palette.	Medium	The Council	
	NE2. Scott Park enhancements.	Short – medium	The Council	
	3 Barnett Park landscape, amenity and car parking review.	Medium	The Council	
Community, culture, heritage	CCH1. McCormacks Bay Community Hub.	Short – medium	Mt Pleasant Memorial Community Centre and Residents' Association and Kidsfirst	
	CCH2. Te Ana O Hineraki / Moa Bone Point Cave and Te Rae	Medium	The Council	
	CCH3. Tangata whenua cultural interpretation.	Short – medium	The Council	
	CCH4. Redcliffs community resources.	Short	Redcliffs Volunteer Library	
	CCH5. Resilience Plan.	Short	Mt Pleasant Memorial Community Centre and Residents' Association	
	CCH6. Moncks Cave protection and amenity enhancements.	Short – medium	The Council	
Built	BE1. Redcliffs comprehensive redevelopment opportunities.	Short – long	Property owners	
	BE2. View shafts.	Short – long	Property owners	
	TP1. Transitional projects.	Short	The Council	

Timeframes:
Short 1 – 3 years
Medium 4 – 10 years
Long 10+ years

Indicative costs:
Low \$0 – \$100,000
Medium \$100,000 – \$1 million
High \$1 million+

Action types
Cap Ex – Capital expenditure
Op Ex – Operational expenditure

	Support partners	Action type – cap/op ex	Indicative cost low/med/high	Related actions
		Op Ex	Low	CCH4
		Op Ex	Low	EB3
	The Council	Op Ex	Low	EB2
	The Council	Cap Ex	High	M2, M8
	Coastal Pathway Group	Cap Ex	High	M2, M3, M5, M8, M9, M10, NE1, NE2, CCH1, CCH3
	SCIRT Coastal Pathway Group	Cap Ex	High	M1, M8, NE1, CCH4, CCH6, BE2
	SCIRT	Cap Ex	High	M1, NE1, CCH2
	SCIRT	Cap Ex	High	M6, M10, NE1
	SCIRT, ECan	Cap Ex	Medium	M1
	SCIRT	Cap Ex	High	M10, NE1, CCH1
	SCIRT	Cap Ex	High	M10, NE1, CCH3
		Op Ex	Low	EB4, M1, M2, BE1
		Cap Ex	High	M1, CCH2
	SCIRT	Cap Ex	High	M1, M2, M4, M7, NE2, CCH2
		Op Ex	Low	NE2, NE3, CCH2, CCH6
		Cap Ex	High	M1, M10, NE1, CCH3
		Op Ex	Low	NE1, CCH6
	The Council	Cap Ex	High	M1, M4, M6, NE1, BE2
	Ngāi Tahu	Cap Ex	High	M1, M3, NE1, , CCH3, BE2
	Ngāi Tahu	Cap Ex	Medium	M1, M7, NE2, CCH2, CCH6, TP1
	Redcliffs Residents' Association and Information Centre, the Council	Cap Ex & Op Ex	Medium	EB1, M2, NE1, CCH5, BE1, TP1
	The Council	Op Ex	Low	EB1, CCH4
	Ngāi Tahu	Cap Ex	Medium	M2, NE1, NE3, CCH3
		Cap Ex	High	M2, M8, CCH4
		Op Ex	Low	M1, M2, CCH1, CCH2
	Community groups	Cap Ex	Low	CCH3, CCH4

Note: The funding, timing and scope of actions are subject to the Council's approval, through the Long Term Plan and/or Annual Plan processes, and further stakeholder/community engagement, including land/building owner consent where required. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

Appendix 1 – City Plan summary

This appendix summarises the parts of the City Plan that are most relevant to the Main Road corridor (particularly the commercial centres), including the provisions that will influence how the centres will be rebuilt or changed. It also outlines the proposed Plan Change 56 – Business 1, 2 and 2P Zones, Urban Design and Amenity in Suburban Centres and the possible influence this will have on future building development within the commercial centres.

Objectives, policies and methods of the City Plan

Objective 12.1 and its associated policies are concerned with the distribution of business activity. The provisions seek to have a distribution, scale and form of business activity that provides the community with access to goods, services and opportunities for interaction.

Objective 12.7 specifically concerns the role of suburban centres, such as Redcliffs and McCormacks Bay, in enabling people to meet their needs for goods, services and social interaction. There is recognition within this objective that suburban centres provide for these needs at convenient levels to local populations. There is also an expectation of change over time with some centres growing while others stay stable or even decline in significance.

Objective 12.8 seeks a high standard of amenity, design and layout for suburban centres. Good design and layout should be promoted at every opportunity to maintain an acceptable level of amenity and maintain the suburban centre's role as an important servicing point for the residential areas of the city.

Proposed Plan Change 56

Notified in May 2013, Plan Change 56 proposes a new urban design policy (along with other changes to the District Plan) specifically for suburban centres. It seeks to improve the District Plan provisions relating to urban design, appearance and amenity, and thereby assist in achieving better design outcomes. The proposed changes will require most developments to be supported by an urban design assessment and include good urban design features such as buildings fronting road boundaries, the inclusion of verandas, high levels of transparent glazing and incorporation of features to aid inclusive accessibility and CPTED (Crime Prevention Through Environmental Design) principles.

The rules in the City (District) Plan are the detailed means of implementing the objectives, policies and methods contained within Volume 2. Outlined below are the specific rules that apply to the suburban centres and the zones of activity found within the commercial centres of Redcliffs and McCormacks Bay.

Business zoning

Redcliffs centre has both Business 1 and Business 2 zoning, reflecting both its traditional local-based and more recent district- (supermarket) based roles. McCormacks Bay is purely a local centre. Both B1 and B2 zones are intended to provide for the daily convenience shopping needs of the immediate catchment.

Retailing of any scale is permitted in the B1/B2 zones subject to compliance with standards which place a limit on the total floor area by restricting 'plot ratio' and building height.

Flood Management Areas

Much of the Main Road corridor is included in two of the Flood Management Areas shown on the City Plan Series B Maps. These are at McCormacks Bay, and Redcliffs/Moncks Bay.

Within Flood Management Areas, a resource consent will generally be required on a rebuild or extension, in business zones as a controlled activity and in living zones as a restricted discretionary activity (i.e. the simplest levels of planning consent). Rebuilds on the same or similar footprints may be exempt from this if existing use rights can be proven. If a resource consent is required, Council may only consider flooding-related issues. Generally within the tidally influenced Flood Management Areas (FMAs), floor levels will be required to be at or above 11.8 metres above Christchurch City Council Datum, but specific advice should be sought from the Council for individual sites. Flood Management Area floor levels include an allowance for sea level rise.

Properties outside of the FMAs, where floor levels will be controlled only under the Building Act, may still require floor levels to be raised for new buildings to meet the terms of the Building Code, also including an allowance for Sea Level Rise.

Community footprints

The City Plan identifies 'community footprints' throughout the residential areas of the city, including at Redcliffs. These areas have an underlying living zoning, but provide for a range of non-residential community facilities and services to serve the local community, subject to compatibility with the existing character of living environment. Activities typically located in these areas include medical and health facilities, churches, educational and daycare establishments.

District Plan Review

In April 2013, following the release of the Draft Land Use Recovery Plan, the Council resolved to go ahead with a full review of the current Christchurch City (District) Plan and the Banks Peninsula District Plan, to address immediate and long-term planning needs.

In July 2014 the Canterbury Earthquake (Christchurch Replacement District Plan) Order was gazetted. This requires the Council to review the existing District Plan and prepare a replacement. Stage 1 of the District Plan Review including priority recovery matters was publicly notified on 27 August 2014. Stage 2 will be notified in 2015. The Hearing Panel must make all decisions on submissions by 9 March 2016.

Appendix 2 – Community Workshops 28 May and 4 June 2013: Issues, ideas and comments

Economy and business	Movement
<p>Raising building height in the centre could attract office space with views across into Sumner.</p> <p>Current uses at McCormacks Bay could be moved to intensify and mix uses in Redcliffs centre.</p> <p>Importance of car parking for businesses.</p> <p>Priority rebuild of supermarket.</p> <p>Business centre (southern side of Main Road).</p> <p>Loss of on-street parking for Coastal Pathway may impact negatively on businesses but they will also benefit from increased foot traffic.</p> <p>Intensification around existing retail/commercial centre.</p>	<p>Safety and linkage – need for more controlled crossing points. Lights at Redcliffs would provide gaps in traffic elsewhere.</p> <p>Safe crossing points out of Mt Pleasant / McCormacks Bay turning right (at least three points to Sumner/Redcliffs)</p> <p>Pedestrian safety in Redcliffs village priority.</p> <p>Lack of safe pedestrian crossing points in the vicinity of bus stops. Coastal Pathway will improve this to some extent.</p> <p>Narrow road, widen footpaths and amenity improvements in central area.</p> <p>Need to widen road via reclamation to accommodate needs of all users and the Coastal Pathway.</p> <p>Slow road through Redcliffs Village from Cave Terrace to Petrol Station (extent debated).</p> <p>Possible signage 30km/h LED sign displaying speeds, followed up by cameras to catch those who do not adjust their speeds.</p> <p>Main Road pivotal role for movement needs to be recognised and enhanced. The Port's 'lifeline' route must be re-opened ASAP.</p> <p>Remove Main Road as over-dimension route (noise, safety, damage to roads etc.)</p> <p>Cycleways need to be separated from vehicular traffic. And difference between recreational Coastal Pathway and commuter Main Road cycle routes (different purpose and speeds).</p> <p>Cycleway around Beachville Road.</p> <p>Separate cycleway along Main Road – to link uses including the school, medical centres, retail centre, Sumner and city centre.</p> <p>Traffic Lights at Redcliffs needed.</p> <p>Possible Beachville Road and Augusta Street realignment. Beachville Road re-routing?</p> <p>Parking – quantum and location important (parking in front of medical centre important).</p> <p>Introduce 'Park and Ride' e.g. Barnett Park and Mt pleasant (free car parking). Left turn access from Main Road to Community Centre.</p> <p>Three lanes from Ferrymead Bridge to start of causeway? Possible roundabout at McCormacks Bay</p> <p>Road/Main</p> <p>Road corner (Redcliffs end). Extremely difficult to turn right to Redcliffs/Sumner, therefore, Ferrymead destination for shops and services.</p> <p>Square up ends of McCormacks Bay and Mt Pleasant Road on the Main Road. Tram line/tourists? Bridge to Sumner?</p>

Natural environment	Community, culture, heritage	Built environment
<p>Make better use of existing green space (i.e. Redcliffs Park)</p> <p>Integration with coastal pathway or cycle route.</p> <p>Creation of wetlands in flood-prone areas along Beachville Road.</p> <p>Wetlands in Redcliffs foreshore?</p> <p>High tides an issue at various points e.g. Bayview Road and Beachville Road – use of swales.</p> <p>Resolution of rockfall issue around Moa Cave and devise temporary treatment of containers (fence/artwork) – noted that Moa Cave issues pre- dated the EQs.</p> <p>Turn Scott Park into a landscaped reserve/park.</p> <p>Need to re-open Barnett Park walkway up to caves.</p>	<p>Return of facilities including supermarket, school, library and kindergarten.</p> <p>Need library back somewhere in centre – possible opportunities to co-locate with school or potential shared space with the community centre at McCormacks Bay? Others adamant it should be rebuilt in the heart of the village.</p> <p>Opportunities for other co-located facilities – amalgamation of bowling clubs a great success.</p> <p>Consider relocating kindergarten and possibly the community centre east to improve parking and utilisation of space at McCormacks Bay.</p> <p>Redcliffs Kindergarten co-located with school?</p> <p>Take advantage of Beachville Road – outlook, water, place for green public space.</p> <p>A need for a public square/plaza/village green.</p> <p>Community green possibly behind library/shops.</p> <p>Alternative site for the scooter park needed – transitional and more permanent activity. Possible relocation to school site/petanque site at McCormacks Bay Reserve / Barnett Park (skate park)?</p> <p>What will happen to the Community Shed?</p> <p>Need to remove houses from cliffs.</p> <p>McCormacks Bay Farmers' Market extremely valued by community. Suggested relocation to Redcliffs or Ferry Bridge/bowling club site/ Redcliffs Park? Most support retention in existing area.</p> <p>Māori history should be identified and celebrated. Redcliffs was a hub for Ngāi Tahu, Ngāti Māmoe and Waitaha for hundreds of years but this history is largely lost. Interpretation in park area.</p> <p>Art work for gateway to Mt Pleasant/McCormacks Bay. Landmark or distinctive marker around existing retail and commercial centre.</p> <p>Enhanced weather protection/ landscaped area for farmers market. Consider utilities.</p> <p>Possible model yacht area by McCormacks Bay Road. Rebuild Barnett Park toilets.</p> <p>Restoration of Sumner Surf Club.</p>	<p>Intensify development.</p> <p>Demolished buildings on eastern side of supermarket could provide opportunity for public space.</p> <p>Lack of gathering/public space at Redcliffs. Possible building setbacks to provide space in front of shops.</p> <p>Possible public space around new library to provide for small market/seating/café seating.</p> <p>'Red House' on corner of Augusta Street, has valued, distinctive character.</p> <p>Repairs to roading and infrastructure important to address first.</p> <p>Swimming pool for Redcliffs/Mt Pleasant – in McCormacks Bay?</p> <p>Redesign of Mt Pleasant commercial/ community area to create a safe pedestrian focused village by:</p> <ul style="list-style-type: none"> • New road realignment from McCormacks Bay Road/Soleares Road to Main Road through area currently used as stockpile. • Stop the through-traffic cutting the Community Centre off from the shopping and residential areas. • Divert the through traffic directly to the causeway east of the Community Centre. • Create a bus 'park and ride' area west of the Community centre. • Create a slow-vehicle/ pedestrian/cycle area south and east of the Community Centre. • Turn the sealed gap between into a market square/netball or tennis courts (and access to residential properties). • Allow for community/ shopping activities to link the present shops to the Community Centre. <p>Clarification sought about Redcliffs Residents' Association plan which promotes medium density housing.</p> <p>Gateway feature – entrance off causeway – signage "welcome to Redcliffs" on rockface)</p>

Comments recorded by THEME (bold reflects multiple references to point)

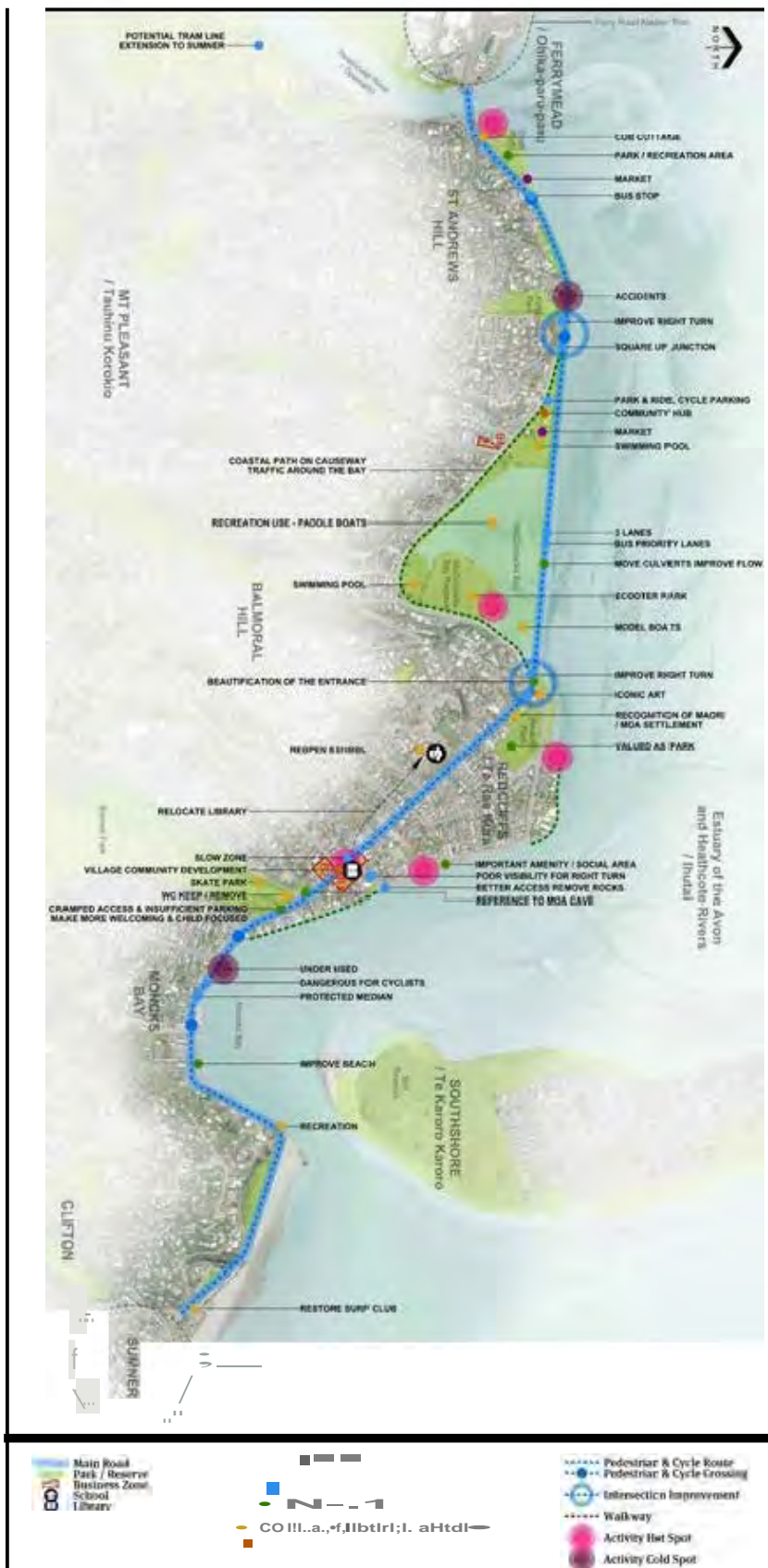


Figure33- Community workshops (28 May and 4 June 2013) – comments and suggestions

Appendix 3 – Land Use Survey of Redcliffs and Soleares Avenue Commercial Centres April 2013

Centre	CP Zone	Street address	Land use L1	Land use L2	Type of activity	
Redcliffs	B2	188 Main Road	Vacant	former Retail	former supermarket	
Redcliffs	B1	85A Main Road	Commercial	Retail	Butcher	
Redcliffs	B1	85 Main Road	Commercial	Retail - food & beverage	Takeaways	
Redcliffs	B1	85B Main Road	Commercial	Retail	Dairy	
Redcliffs	B1	1/87 Main Road	Commercial	Retail	Womenswear & accessories	
Redcliffs	B1	2/87 Main Road	Commercial	Retail - food & beverage	Café	
Redcliffs	B1	87 Main Road	Commercial	Retail	Pharmacy	
Redcliffs	B1	89B Main Road	Commercial	Retail service	Beauty & massage therapy	
Redcliffs	B1	91 Main Road	Vacant	Vacant	Former community library	
Redcliffs	B1	95A Main Road	Commercial	Vacant	Former gallery and café	
Redcliffs	B1	95B Main Road	Commercial	Retail	Jeweller	
Redcliffs	B1	95C Main Road	Commercial	Vacant	Former gallery and café	
Redcliffs	B1	97 Main Road	Residential			
Redcliffs	B1	99 Main Road	Commercial	Retail service	Hairdresser	
Redcliffs	B1	99A Main Road	Commercial	Retail – food & beverage	Takeaways	
Redcliffs	B1	99B Main Road	Industrial	Timber products and furniture	Furniture making and sales	
Redcliffs	B1	99C Main Road	Community Services	Educational	Community arts, crafts and woodworking	
Redcliffs	B2	101 Main Road	Commercial	Retail	Homewares & interior design	
Redcliffs	L1	2 Augusta Street	Community Services	Health facility	Physiotherapy and optometrist	
Redcliffs	L1	4 Augusta Street	Community Services	Spiritual facility	Church	
Redcliffs	L1	3 Augusta Street	Community Services	Childcare	Kindergarten	
Redcliffs	L1	186 Main Road	Commercial	Retail	Homewares	
Redcliffs	L1	186A Main Road	Commercial	Retail – professional services	Lawyer	
Redcliffs	L1	184 Main Road	Community Services	Health facility	Medical centre	
Redcliffs	L1	1/180 Main Road	Commercial	Retail – professional services	Vet	
Redcliffs	L1	178 Main Road	Commercial	Health facility	Dental centre	
Redcliffs	L1	176 Main Road	Residential			
Redcliffs	L1	172 Main Road	Commercial	Retail	Petrol station and workshop	

Business / site name	Status	Secondary use	Heritage matters	Other	Estimated GF retail floorspace (sqm)	Parking / access
Foodstuffs/ New World	closed				vacant	Bus stop immediately in front of site on Main Road. Pedestrian crossing linking site with B1 Zone retail opposite. Main access from Augusta Street.
Redcliffs Butchery	open				7	
Money Bags Thai Takeaways	open				TBC	
Redcliffs Convenience	open				85	
Morgan and Page	open				34	parking to rear
The Spur on Redcliffs	open				56	parking to rear
Redcliffs Pharmacy	open	Redcliffs Chinese Restaurant located at first floor. Garaging to rear.			47	parking to rear
Body Care Beauty and Massage	open				n/a	
Formerly Redcliffs Library	closed	Informally used for parking			n/a	
	closed				vacant	
Marc Bendall Jeweller	open				23	
Formerly "Look"	closed				vacant	
					n/a	
Snip N Hair	open				n/a	
Redcliffs Fish and Chips	open				TBC	
	open			ancillary sales only	TBC	
Redcliffs Community Shed	open				n/a	
Bramble Green on Sea	open				17	
	open				n/a	
St Johns Union Church	open	Temp use as relocated			n/a	
Kidsfirst Kindergarten	closed	Operating out of the church hall opposite			n/a	
Redhouse	open		Heritage building	Retail over 2 floors	37	
Redcliffs Law Office	open				n/a	
Redcliffs Medical Centre	open				n/a	
Redcliff Animal Medical Centre	open	Ancillary sales?			TBC	
Redcliffs Dental Centre	open				n/a	
					n/a	
BP Petrol Station and Service Centre					TBC	

Centre	Street address	Land use L1	Land use L2	Type of activity	
McCormacks Bay	1/2 Soleares Ave	Commercial	Health facility	Medical centre	
McCormacks Bay	2/2 Soleares Ave	Commercial	Retail	Pharmacy	
McCormacks Bay	3/2 Soleares Ave	Commercial	Retail service	Hairdresser and beauty	
McCormacks Bay	4/2 Soleares Ave	Commercial	Food service	Restaurant	

Appendix 4 – Natural hazards

The range and magnitude of the hazards that the Main Road corridor is exposed to, along with the road's importance as a key transportation route, means it is a route that is at high risk to damage and disruption from natural hazards. The Resource Management Act requires the Council to control the effects of the use of land for the avoidance or mitigation of natural hazards (s31 and s106 of the RMA 1991).

Earthquake

The Main Road Master Plan area is located directly above the active Port Hills Fault – the source of the 22 February 2011 earthquake. It is also close to other known active faults to the west (the Greendale Fault) and east. The earthquakes subjected the area to high levels of ground shaking, causing liquefaction, rockfall, boulder roll, cliff collapse and landslides. It is likely that future earthquakes will have a similar effect on the general area, however, this is dependent on the location of the earthquake and its magnitude.

Slope instability

The geology and topography of the Main Road area make it susceptible to a range of slope instability hazards including rockfall, boulder roll, cliff collapse and landslides. In addition to earthquakes, weathering and erosion, high intensity and long duration rainfall and severe droughts can also trigger slope instability. The areas most affected by slope instability are Main Road near St Andrews Hill, Deans Head and Clifton Hill. Because of the severe damage caused to the rock and soil mass by the Canterbury Earthquakes, slope instability will be a significant natural hazard for many decades.

Tsunami

The full length of the Main Road corridor is at risk from tsunami. The Ferrymead end, McCormacks Bay causeway, Moncks Bay and Clifton Hill areas are at the highest risk (greatest depths and highest velocities) from inundation. Risk to life from distant source tsunami should be low because of long warning times. Although the area of inundation from local and regional source tsunami is unlikely to be as extensive as that from a distant source, risk to life is significantly greater because there will be little or no warning. Critical infrastructure, emergency management facilities and high occupancy structures should not be located in the areas at greatest risk from tsunami.

Climate change and sea level rise

The coast is a dynamic environment and the natural occurrences of sea water inundation and coastal erosion are expected to be exacerbated by climate change and sea level rise. The National and Regional Coastal Policy Statements and the Regional Coastal Environment Plan for the Canterbury Region recommend a precautionary approach to climate change and any new development of coastal areas.

National, regional and local government agencies, plus individual property owners, are all responsible for determining what is a precautionary approach. For the purposes of the Main Road Master Plan, the use of minimum floor levels (see commentary under District Plan provisions) is the principal way in which the precautionary approach can be applied along the Main Road corridor at this time.

Business / site name	Status	Secondary use	Heritage matters	Other	Estimated GF retail floorspace (sqm)	Parking / access
Mt Pleasant Medical Centre and Physiotherapy	Open			3 Doctors		On-street parking bay (6 pax) and off-street centre parking for c17pax. Bus stop across road.
McCormacks Bay Pharmacy	Open		Has drycleaning collection		5x7	
Sirocco Hair Studio & Beauty	Open					
Flames Italian Restaurant	Open					



Redcliffs School



Shag Rock Reserve (Peacocks Gallop)





COUNCIL 27. 11. 2014

16. REPORT OF THE HEARINGS PANEL ON THE PSYCHOACTIVE PRODUCTS RETAIL LOCATIONS POLICY

Author:	Hearings Panel on the Psychoactive Products Retail Locations Policy
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1. PURPOSE AND ORIGIN OF REPORT

- 1.1 On 24 April 2014 the Council resolved to:

Adopt the draft Psychoactive Products Retail Locations Policy (a Local Approved Products Policy) 2014; the Statement of Proposal and Summary of Information and undertake community consultation through a Special Consultative Procedure by June 2014.

- 1.2 The consultation period on the draft Psychoactive Products Retail Locations Policy was from Thursday 3 July to Monday 4 August 2014.
- 1.3 The Hearings Panel on the Psychoactive Products Retail Locations Policy heard submissions and deliberated on 29 August, 5 and 26 September 2014.

2. EXECUTIVE SUMMARY

- 2.1 The Psychoactive Substances Act 2013 (the Act) came into force in July 2013 and regulates the importation, manufacture, sale, supply and possession of psychoactive substances, which are the active ingredients in party pills, energy pills and synthetic cannabis. The purpose of the Act (s3) is to regulate the availability of psychoactive substances in New Zealand and to protect the health of, and minimise harm to, individuals who use psychoactive substances.
- 2.2 The Act allows territorial authorities (s68) to develop a Local Approved Products Policy, referred to by the Council as the Psychoactive Products Retail Locations Policy (the Policy). The Policy may determine the permitted areas from which approved psychoactive products may be sold by retail outlets within the district, the proximity of a psychoactive products retail outlet to any other psychoactive substances products retail outlet within the district, and the proximity of a psychoactive products retail outlet to premises or facilities of a particular kind or kinds within the district (i.e. sensitive sites as determined by the territorial authority).
- 2.3 The Council's draft Policy proposed that:
- Retail premises from which approved products may be sold are permitted within the Central City Core and Central City Mixed Use zones.
 - Retail premises from which approved products may be sold are not permitted within 50 metres of another retail premises from which approved products may be sold.
 - Retail premises from which approved products may be sold are not permitted within 100 metres of a "sensitive site" existing at the time the licence application is made.
- 2.4 Fifty three submissions were made on the proposed Policy. Nineteen submitters requested to be heard but due to availability only 18 submitters were heard by the Hearings Panel on 29 August 2014.
- 2.5 The Hearings Panel met on 29 August, 5 and 26 September 2014. The Hearings Panel members were Councillors Andrew Turner (Chair) and Phil Clearwater and Community Board Member, Faimeh Burke. Following its deliberations, the Hearings Panel made amendments to the original Policy (the original Policy with tracked changes is shown in **Attachment Four**) by reducing the permitted area and adding further sensitive sites and unanimously recommended that the Psychoactive Products Retail Locations Policy be adopted by the Council as shown in **Attachment One**.

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3. DEVELOPMENT OF THE PSYCHOACTIVE PRODUCTS RETAIL LOCATIONS POLICY

- 3.1 The Psychoactive Substances Act came into force on 18 July 2013. The Act allows for Councils to develop Local Approved Products Policies, referred to by the Council as the Psychoactive Products Retail Locations Policy (the Policy). On 28 November 2013, the Council directed staff to investigate developing a Policy.
- 3.2 In consultation with stakeholders, staff developed a draft Psychoactive Products Retail Locations Policy. The Council adopted the draft Policy, statement of proposal, summary of information and map of permitted areas for public consultation on 24 April 2014.
- 3.3 On 8 May 2014 the Psychoactive Substances Amendment Act came into force. On 22 May, the Council resolved to pause the release of the draft policy until the impacts of the Amendment Act were clearer. On 12 June, the Council resolved to revoke the previous resolution, and continue to consult on the draft Psychoactive Products Retail Locations Policy.
- 3.4 Public consultation for the draft policy ran from Thursday 3 July to Monday 4 August 2014. The Statement of Proposal, Summary of Information and text of the draft Christchurch City Council Psychoactive Products Retail Locations Policy were available at Council libraries, service centres, online, and an email was sent to stakeholders about where to find the information. Drop in sessions were held from 4pm to 6pm on Monday 28 July at the New Brighton Boardroom, Tuesday 29 July at the Beckenham Service Centre and Wednesday 30 July at the Upper Riccarton Library. Staff also attended Community Board meetings to inform Community Board members of the draft policy and consultation process.
- 3.5 The Hearings Panel met on 29 August 2014, 5 and 26 September 2014 to hear submissions and deliberate on the submissions received. The oral submissions covered the same information provided in the written submissions.

4. THE SUBMISSIONS

- 4.1 Public consultation on the draft Policy took place from Thursday 3 July to Monday 4 August 2014 using the Special Consultative Procedure. Consultation documents were sent directly to a range of groups, organisations and individuals. Public notices were placed in The Press and The Star, and media releases provided for local community newspapers. The consultation documents were available at Council Service Centres, Council Libraries and on the Council's website.
- 4.2 A total of 53 submissions were received through the public consultation process, including four late submissions which were accepted by The Hearings Panel. The Hearings Panel heard from 18 submitters on 29 August 2014. The summary of submissions can be read in **Attachment Six**.
- 4.3 Submitters presented comments on all aspects of the Policy, with a number commenting on the central city area and the sensitive sites included in the Policy. Several submitters also commented on the distance between retailers and a small number submitted on the review period of the Policy. Some submitters noted that they do not support the sale of psychoactive products within Christchurch or New Zealand, and opposed the Policy on these grounds.

5. DELIBERATIONS

- 5.1 The Hearings Panel, made up of Councillor Andrew Turner (Chair), Councillor Phil Clearwater and Community Board Member, Faimeh Burke, considered the written and oral submissions on the draft Policy on 29 August and continued deliberations on 5 and 26 September 2014.

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- 5.2 The Hearings Panel noted that submissions generally fitted within one of three categories:
- Submitters that do not want products sold in the suburbs, and supported the central city locations.
 - Submitters that live or work in, or are concerned for the impacts on, the central city area.
 - Retailers of psychoactive products that are opposed to the additional restrictions on the location of sale of these products.
- 5.3 In deliberating on the Policy, the Hearings Panel balanced the purpose of the Act (“to regulate the availability of psychoactive substances in New Zealand to protect the health of, and minimise harm to, individuals who use psychoactive substances”) and the need to provide for locations for retailers of psychoactive substances, with community concerns about the sale and use of psychoactive substances.
- 5.4 In general through its deliberations the Hearings Panel aimed to achieve a balance of the following factors:
- Permitting retailers to locate only in suitable areas of the Central City
 - Avoiding the future presence of retailers adversely affecting the rebuild and functioning of the Central City.
 - Protecting vulnerable groups of people as much as possible
 - Developing a reasonable policy by providing sufficient opportunities for retailers to locate in the permitted areas.
- 5.5 In its deliberations the Hearings Panel needed to consider both the situation in the Central City now and how the Central City may develop in the next few years. Given that the area is subject to so much change in the relatively near future balancing, these two perspectives was particularly challenging. The provision of retail premises, the location of sensitive sites and the functioning of parts of the Central City are all likely to change significantly over the next few years. In its consideration of the current and future perspectives the Hearings Panel gave more weight to the current or very short-term future in the expectation that the Policy would need early and potentially frequent review to ensure that it remains aligned with the development of the Central City.
- 5.6 The Hearings Panel requested additional information be provided to analyse the retail real estate market within the proposed area to determine whether there were sufficient opportunities for retail to exist. This report is attached in **Attachment Five**, and was used to provide additional information to the Hearings Panel on the size of the area, number of sensitive sites that could be included, required distances between retailers and sensitive sites and required distances between retailers. The report identified current retail properties as well as identifying retail properties currently available for lease.
- 5.7 The Hearings Panel noted that although the Act prohibits the sale of approved products from any premises that are not a fixed permanent structure, a previous licensed retailer operated from the Re:Start mall. Indications from Ministry of Health staff is that it is likely that retailers could locate in containers or other similar structures, at a fixed address, on vacant sites in the central city while more retail buildings are built.
- 5.8 As interim licenses are no longer an available option for retailers the Hearings Panel agreed to remove any references to interim licences from the Policy. They also agreed it should be made clear that an application for the renewal of a licence application is intended to be covered in 4.2 of the Policy.

The Permitted Area

- 5.9 The Hearings Panel discussed the permitted area of psychoactive product retailers, in light of the comments made in submissions and additional information provided from a real estate analysis of the area.

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- 5.10 The Hearings Panel considered the proposed permitted areas that were north of the Central City Core zone in the proposed Policy. The Hearings Panel determined that these proposed areas were unsuitable for retail trade of psychoactive products due to the largely residential nature of them and the number of sensitive sites in close proximity, and recommends removing these areas from the permitted areas map.
- 5.11 The Hearings Panel considered the proposed areas to the east of Madras Street and determined that this area had few opportunities for retail due to its industrial aspect. As a result of the limited opportunities and the proximity to schools, the Washington Way Skate Park and Phillipstown, the Hearings Panel determined that this proposed area was unsuitable for retail trade of psychoactive products, and recommends removing it from the permitted areas map.
- 5.12 The Hearings Panel considered the proposed areas to the west of Stewart Street. The Hearings Panel determined that as the area was very small and separated from the rest of the proposed area by the site of the Metro Sports Facility, the lack of Police¹ support of the area, as well as the proximity of the area to the Health Precinct and Hagley Community College, that this area should be excluded as a permitted area in the final Policy.
- 5.13 The Hearings Panel considered the remaining areas that were included as permitted areas in the proposed Policy. The Hearings Panel noted that the central city core area in the proposed Policy is the business zone of the central city, and this is where retailers of legal highs should be permitted to locate within. They noted that although there are some sensitive sites within the central city core area, a buffer around them should be sufficient to reduce harm associated with the sale of the products. In the remaining area of the central city mixed use zone (bounded by Stewart Street, Saint Asaph Street, Antigua Street, Tuam Street, Madras Street and Moorhouse Avenue), the Hearings Panel considered that the light industrial nature and retail opportunities of this area is similar to the environment in which some legal high retailers were operating in prior to the current ban on the sale of products. The Hearings Panel considered that this area had fewer sensitive sites than the rest of the proposed area, so retailers setting up in this area would have less impact on users of sensitive sites.
- 5.14 The Hearings Panel noted that parts of the proposed permitted area have had a significant loss of buildings following the earthquakes and that, as these are rebuilt, more retail space will become available. Also, it is likely that as A-grade retail space is rebuilt in the central city it will have high rents and, based on the types of premises that retailers were using before the ban, the retailers may choose not to locate in prime locations. The Hearings Panel therefore determined that it would not be appropriate at this point to reduce the permitted area any further. Any further reductions could be considered when the Policy is reviewed in two years time. The Hearings Panel noted that although the Act prohibits the sale of approved products from any premises that are not a fixed permanent structure, a previous licensed retailer operated from the Re:Start mall. Indications from Ministry of Health staff is that it is likely that retailers could locate in containers or other similar structures, at a fixed address, on vacant sites in the central city while more retail buildings are built.
- 5.15 After considering the permitted areas within the central city, the Hearings Panel decided to amend the draft Policy permitted area as shown in **Attachment Two**.

¹ The Hearings Panel notes that there are other areas that it recommends that retailers be allowed to locate that are not supported by the Police.

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Sensitive sites

- 5.16 The Hearings Panel discussed the sensitive sites defined in the Policy, and suggestions by submitters of additional sensitive sites that they thought should be included in the Policy. The Hearings Panel determined that all of those sensitive sites identified in the draft Policy should remain as sensitive sites in the final Policy, but that some additional sites should be added to the list of sensitive sites. Schools, early childhood centres, tertiary institutions, Open Space 1 and 2 zones, and premises or facilities from which specialist treatment and support services are delivered were listed as sensitive sites in the draft Policy.
- 5.17 Additional sensitive sites, within the recommended permitted area, that the Hearings Panel suggested for inclusion are:
- The Avon River Precinct
 - The Bus Interchange and Bus Super Stops
 - The Justice and Emergency Services Precinct
 - The Health Precinct
 - The Washington Way Skate Park
 - The Margaret Mahy Family Playground
- 5.18 Rationale for the inclusion of these additional sites is discussed below.
- 5.19 The Avon River Precinct was added to the list of sensitive sites by the Hearings Panel. The Hearings Panel agreed that this area will behave like, and be treated by the public, in the same way as the Open Space 1 and 2 zones which are included in the draft Policy. It added that the area will be used by families and young people. It also commented that if retailers are located close to the Avon River, it may become a desirable place for users to consume the product which could harm the desired family friendly atmosphere of the space.
- 5.20 The Hearings Panel agreed that the Bus Interchange and Bus Super Stops will be used by, among others, young and vulnerable people. Users of the sites are unable to move from these locations while they are waiting for transport. The Hearings Panel wishes to encourage the use of public transport and agrees that patrons should not have to endure anti-social behaviour that may occur as a result of the proximity to any retailers selling these products.
- 5.21 The Hearings Panel agreed that the Justice and Emergency Services Precinct will be used by vulnerable members of the community. The courts, support services and probation areas of the precinct are deemed to be the most sensitive. However due to the vulnerability of the clients, the entire Justice and Emergency Services Precinct should be included as a sensitive site.
- 5.22 The Hearings Panel agreed that the Health Precinct should be an area where retailers selling psychoactive products are not permitted to locate close by. Users of the Health Precinct are seeking services related to their health, and should be protected from the sale of psychoactive products, which may cause a level of harm to the health of users.
- 5.23 The Hearings Panel agreed that although the Washington Way Skate Park is outside of the permitted area and very close to the buffers of CPIT, it should be included as a sensitive site. Users of the skate park are often young, and can spend long periods of time at the park. The Hearings Panel decided that the users of the park should not be exposed to the sale of these products.
- 5.24 The Hearings Panel also agreed that the Margaret Mahy Family Playground should be included in the list of sensitive sites due to the users of this site being young people and families.

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- 5.25 The Hearings Panel heard submissions from St Michael's School and Church. The Hearings Panel considered that by including the Justice and Emergency Services Precinct, the Bus Interchange and the Avon River as sensitive sites would provide additional protection to the young and vulnerable members of the St Michael's School Community by creating a greater distance between retailers and the school.
- 5.26 The Hearings Panel discussed removing tertiary institutes from the list of sensitive sites in the Policy. However due to a number of students using these sites being younger than 18 years old, it was decided that tertiary institutions should be protected in the same way as schools.
- 5.27 The Hearings Panel also considered the Central Library as a sensitive site, due to issues in the past. The Hearings Panel however decided that the Central Library should not be treated as a sensitive site in the Policy as its users could be expected to be similar in profile to the general population rather than being disproportionately used by members of vulnerable groups.
- 5.28 The Hearings Panel considered the Metro Sports Facility as being a sensitive site, but determined that users of the site would not be as vulnerable as users of other proposed sites. The site may be considered in a review of the Policy.

Distance between sensitive sites

- 5.29 The Hearings Panel considered increasing the distance between sensitive sites to retailers to 200 metres. Legal advice is that this would limit the location options for retailers and make the policy restrictive.
- 5.30 The Hearings Panel considered that the proposed distance of 100 metres between sensitive sites and retailers of approved products is appropriate, given the size of the permitted area and the currently limited amount and range of retail opportunities within that area. The Hearings Panel considered 100 metres between retailers and sensitive sites provides a level of protection to users of sensitive sites.

Distance between retailers

- 5.31 The Hearings Panel considered reducing the distance between retailers to 25 metres. However, reducing the distance from 50 metres to 25 metres does not create significantly more location options for retailers in the proposed permitted area.
- 5.32 The Hearings Panel considered that the proposed distance of 50 metres between retailers of psychoactive products is appropriate, given the size of the permitted area that they propose retailers to be located within and the amount of retail opportunities in this area.

The review period of the Policy

- 5.33 The Hearings Panel understand that the permitted area that they propose is one that has a high degree of uncertainty associated with it in regard to redevelopment and recovery post-earthquakes. In light of this, the Hearings Panel agreed that the Council review the Policy in a shorter period than the five year period that is required under the Act. The Hearings Panel consider that a review of the Policy two years after the Ministry of Health Retail Regulations developed under the Act are in place is appropriate. The Ministry of Health expect these to be in place by mid-2015. A review would look at the permitted area, distance between retailers and sensitive sites to determine whether any changes should be made to the Policy.

16 Cont'd

6. LEGAL CONSIDERATIONS

- 6.1 A Policy Hearings Panel has no decision-making powers but, in accordance with its delegation, considers written and oral submissions and makes recommendations to the Council. The Council can then accept or reject those recommendations as it sees fit, bearing in mind that the Local Government Act 2002 requires that views presented during consultation should be given due consideration in decision making. The written submissions can be viewed on the Council web page at:
<http://resources.ccc.govt.nz/files/TheCouncil/meetingsminutes/agendas/2014/August/PsychoactiveHearingsPanel29August2014AGENDA.pdf>
- 6.2 Section 69 of the Psychoactive Substances Act requires that the Council provide a copy of the Policy to the Authority as soon as practicable after adopting or amending a policy. The Hearings Panel is recommending that the Council determine the date the Policy comes into effect and that this date be inserted in the Policy. The Hearings Panel also recommend that the public are made aware of the Policy through public notices.
- 6.3 The Legal Services Unit has considered the proposed changes being recommended by the Hearings Panel, and the reasoning of the Hearings Panel, and considers the Policy as now proposed provides for sufficient areas for potential retailers to locate their premises. There is a risk of judicial review of the decision to introduce this policy, which is quite difficult to assess due to the lack of case law around this new legislation, with the retail regulations not yet in place, and the changing environment in the Christchurch District. However, the Hearings Panel considers that the recommended Policy (including the two year review period) provides a reasonable balance between the needs of potential retailers and community concerns.

7. STAFF RECOMMENDATION

Staff recommend that the Council:

- 7.1 Resolve that the Psychoactive Products Retail Locations Policy come into force on 2 February 2015 and that the public are notified through public notices.

8. HEARINGS PANEL RECOMMENDATION

The Hearings Panel decided unanimously to recommend:

- 8.1 That the Council receives The Hearings Panel's report and adopts the recommended Psychoactive Products Retail Locations Policy with the amendments agreed by the Hearings Panel (**Attachment One**).
- 8.2 That the Council review the Psychoactive Products Retail Locations Policy two years after the Retail Regulations developed under the Act are in place.

**ATTACHMENT 1: PSYCHOACTIVE PRODUCTS RETAIL LOCATIONS POLICY AS
RECOMMENDED BY THE PANEL**

**PSYCHOACTIVE PRODUCTS RETAIL LOCATIONS POLICY
(LOCAL APPROVED PRODUCT POLICY) 2014**

1. INTRODUCTION AND OVERVIEW

The Psychoactive Substances Act 2013 (the Act) came into force on 18 July, 2013, and regulates the importation, manufacture, sale, supply and possession of psychoactive substances, which are the active ingredients in party pills, energy pills and herbal highs.

The purpose of the Act is to regulate the availability of psychoactive substances in New Zealand to protect the health of, and minimise harm to, individuals who use psychoactive substances.

The Act provides for licences to be issued by the Psychoactive Substances Regulatory Authority (PSRA) for the right to retail psychoactive substances. The Act also allows territorial authorities to develop a policy for their area which outlines where retail outlets of approved psychoactive substances can be located. The Act refers to these policies as Local Approved Products Policies. Christchurch City Council further clarifies the purpose of the local policy with the title "Psychoactive Products Retail Locations Policy".

The Act sets out that a Council policy can address the:

- Location of premises from which approved products may be sold by reference to broad areas within the district.
- Location from which approved products may be sold by reference to proximity to other premises from which approved products are sold within the district.
- Location of premises from which approved products may be sold by reference to proximity to premises or facilities of a particular kind or kinds within the district (for example, kindergartens, early childhood centres, schools, places of worship, or other community facilities).

2. POLICY PURPOSE, OBJECTIVES AND SCOPE

The purpose of this policy is to provide clear guidance to the PSRA to be applied to all licence applications the PSRA considers for retail premises within the Christchurch City Council area.

The objectives of this policy are to:

- Protect the health of, and minimise harm to, individuals who use psychoactive products.
- Minimise the exposure and potential for harm to vulnerable groups within the community.
- Ensure the Council and community have influence over the location of retailers of approved products in its region.

The policy comes into force on the 2 February 2015. From 2 February 2015 the policy applies to any application for a licence to sell approved products from a retail premise. This policy does not apply to internet sales, or to retail premises where internet sales only are made, or to premises where the sale of approved products is by wholesale only. The requirements of the Resource Management Act 1991 and the Hazardous Substances and New Organisms Act must also be met in respect of any premise holding a licence.

3. DEFINITIONS

For the purposes of this policy, the following definitions apply:

Accredited	Means that the agency providing the service has achieved and holds current formal accreditation with their professional association and/or their primary funding agency (for example Ministry of Health, Ministry of Social Development).
Approved Product	Means a psychoactive product approved by the Authority under Section 37 of the Act.
Authority (or PSRA)	Means the Psychoactive Substances Regulatory Authority established by Section 10 of the Act.
Avon River Precinct	The area mapped as the Avon River Precinct in the Christchurch Central Recovery Plan.
Bus Interchange	The area mapped as the Bus Interchange in the Christchurch Central Recovery Plan.
Bus Super Stops	The Super Stops as mapped in the Accessible City Christchurch Central Recovery Plan.
Christchurch Central Recovery Plan	The Recovery Plan required by section 17 of the Canterbury Earthquake Recovery Act 2011 that outlines the future development of central Christchurch.
Externally Funded	Means the receipt of core funding from central government funding sources to provide the specific on-site service(s).
Health Precinct	The area mapped as the Health Precinct in the Christchurch Central Recovery Plan.
Justice and Emergency Services Precinct	The area mapped as the Justice and Emergency Services Precinct in the Christchurch Central Recovery Plan.
Licence	Means a licence, as defined by the Act.
Margaret Mahy Family Playground	The area mapped as the Margaret Mahy Family Playground in the Christchurch Central Recovery Plan.
Open Space 1 Zone	Means the Open Space 1 Zone as defined in the Christchurch City Plan. These zones primarily comprise small areas of public open space, which are of value to local neighbourhoods and communities
Open Space 2 Zone	Means the Open Space 2 Zone as defined in the Christchurch City Plan. These zones primarily comprise large areas of public open space for active recreation, which serve a suburban or district-wide function.
Permitted Location	Means the mapped area identified in the schedule to this policy where premises from which approved products may be sold are permitted to be located, provided they have taken into account 4.2 and 4.3 of the policy.
Premises or Facilities	Means the registered premise or facility from which specialist treatment or support services are provided on-site to clients with mental health, problem gambling, alcohol and/or drug issues.
Psychoactive Product	Means a finished product packaged and ready for retail sale that is a psychoactive substance or that contains one or more psychoactive substances.
Psychoactive Substance	Means a substance, mixture, preparation, article, device, or thing that is capable of inducing a psychoactive effect (by any means) in an individual who uses the psychoactive substance. This definition comes from s9(1) of the Act and must

	also be interpreted in light of s9(2) and s9(3) of the Act. Section 9(3) lists substances NOT included in the definition of a psychoactive substance, such as alcohol, tobacco, and drugs that come under the Misuse of Drugs Act.
Regulations	Means regulations made under the Act.
Retail Premises	Means premises for which a licence to sell approved products by retail has been granted.
Retailer	Means a person engaged in any business that includes the sale of products by retail.
Schools, kindergartens, early childhood centres, tertiary education institutions	Means "institutions" as defined by the Education Act 1989 and amendments.
"Sensitive Sites"	Means sites which are used by people who are, or may be, more vulnerable to the influence of the sale of psychoactive products, and the site is known to the Council as being used for that activity. Sensitive sites include: <ul style="list-style-type: none"> (a) The premises or facilities from which specialist treatment and support services are delivered (b) Schools, kindergartens, early childhood centres and tertiary education institutions (c) Playgrounds, parks and reserves in Open Space 1 and 2 Zones as defined in the Christchurch City Plan; (d) The Bus Interchange, the Justice and Emergency Services Precinct, the Health Precinct, the Bus Super Stops at the Hospital and at Manchester Street, the Avon River Precinct, the Margaret Mahy Family Playground and the Washington Way Reserve; and (e) Any site where, at the time a licence application is being considered by the PSRA, the Council has been notified (whether through a resource consent, plan change, building consent or Christchurch Central Recovery Plan), that one of the activities listed in (a), (b), (c) or (d) is planned to be established at that site in the next 12 months.
Specialist Treatment and Support Services	Means externally funded mental health, problem gambling, alcohol and other drug specialist treatment and support services providing accredited on-site services to clients, delivered from their premises or facilities.
The Act	Means the Psychoactive Substances Act 2013
Washington Way Reserve	The Local Park located at Washington Way and Moorhouse Avenue.

4. LOCATION OF RETAIL PREMISES

Retail premises may be located only in a place that complies with 4.1 to 4.3 below.

4.1 Location of premises from which approved products may be sold by broad area

- I. Retail premises from which approved products may be sold are permitted within the area shown in Schedule One to this Policy.

4.2 Location of retail premises in relation to premises or facilities of a particular kind or kinds

- I. Retail premises from which approved products may be sold are not permitted within 100 metres of a “sensitive site” existing at the time the licence application or the application for the renewal of a licence is made.
- II. For the purposes of clause 4.2 (I), the separation distances are to be measured from the closest point of the legal boundary of each sensitive site to the closest point on the legal boundary of the retail premises.

4.3 Location of retail premises in relation to other retail premises from which approved products are sold

- I. Retail premises from which approved products may be sold are not permitted within 50 metres of a retail premise from which approved products may be sold.
- II. For the purposes of clause 4.3 (I), the separation distances are to be measured from the closest point on the legal boundary of each retail premise to the other retail premise in question.

This policy does not limit the number of retail premises or restrict the issue of licences.

5. REVIEW

The policy will be reviewed two years after regulations made under s101 of the Act relating to retail licences come into force, or earlier at the request of Council, or in response to changed legislative requirements.

6. REFERENCES

Psychoactive Substances Act 2013
Christchurch City District Plan (referred to as the Christchurch City Plan)
Christchurch Central Recovery Plan

Schedule One: Permitted Area Map



**ATTACHMENT 4: ORIGINAL DRAFT PSYCHOACTIVE PRODUCTS RETAIL LOCATIONS POLICY –
WITH TRACKED CHANGES OR IN BLUE TEXT RECOMMENDED BY THE
HEARINGS PANEL**

**PSYCHOACTIVE PRODUCTS RETAIL LOCATIONS POLICY
(LOCAL APPROVED PRODUCT POLICY) 2014**

1. INTRODUCTION AND OVERVIEW

The Psychoactive Substances Act 2013 (the Act) came into force on 18 July, 2013, and regulates the importation, manufacture, sale, supply and possession of psychoactive substances, which are the active ingredients in party pills, energy pills and herbal highs.

The purpose of the Act is to regulate the availability of psychoactive substances in New Zealand to protect the health of, and minimise harm to, individuals who use psychoactive substances.

The Act provides for licences to be issued by the Psychoactive Substances Regulatory Authority (PSRA) for the right to retail psychoactive substances. The Act also allows territorial authorities to develop a policy for their area which outlines where retail outlets of approved psychoactive substances can be located. The Act refers to these policies as Local Approved Products Policies. Christchurch City Council further clarifies the purpose of the local policy with the title “Psychoactive Products Retail Locations Policy”.

The Act sets out that a Council policy can address the:

- Location of premises from which approved products may be sold by reference to broad areas within the district.
- Location from which approved products may be sold by reference to proximity to other premises from which approved products are sold within the district.
- Location of premises from which approved products may be sold by reference to proximity to premises or facilities of a particular kind or kinds within the district (for example, kindergartens, early childhood centres, schools, places of worship, or other community facilities).

2. POLICY PURPOSE, OBJECTIVES AND SCOPE

The purpose of this policy is to provide clear guidance to the PSRA to be applied to all licence applications the PSRA considers for retail premises within the Christchurch City Council area.

The objectives of this policy are to:

- Protect the health of, and minimise harm to, individuals who use psychoactive products.
- Minimise the exposure and potential for harm to vulnerable groups within the community.
- Ensure the Council and community have influence over the location of retailers of approved products in its region.

The policy applies to any application for a licence to sell approved products from a retail premise from the date that this policy comes into force. This policy does not apply to ~~interim licences in effect when this policy comes into force~~, internet sales or to retail premises where internet sales only are made or to premises where the sale of approved products is by wholesale only. The requirements of the Resource Management Act 1991 and the Hazardous Substances and New Organisms Act must also be met in respect of any premise holding a licence.

3. DEFINITIONS

For the purposes of this policy, the following definitions apply:

Accredited	Means that the agency providing the service has achieved and holds current formal accreditation with their professional association and/or their primary funding agency (for example Ministry of Health, Ministry of Social Development).
Approved Product	Means a psychoactive product approved by the Authority under Section 37 of the Act.
Authority (or PSRA)	Means the Psychoactive Substances Regulatory Authority established by Section 10 of the Act.
Avon River Precinct	The area mapped as the Avon River Precinct in the Christchurch Central Recovery Plan.
Bus Interchange	The area mapped as the Bus Interchange in the Christchurch Central Recovery Plan.
Bus Super Stops	The Super Stops as mapped in the Accessible City Christchurch Central Recovery Plan.
Christchurch Central Recovery Plan	The Recovery Plan required by section 17 of the Canterbury Earthquake Recovery Act 2011 that outlines the future development of central Christchurch.
Externally Funded	Means the receipt of core funding from central government funding sources to provide the specific on-site service(s).
Health Precinct	The area mapped as the Health Precinct in the Christchurch Central Recovery Plan.
Justice and Emergency Services Precinct	The area mapped as the Justice and Emergency Services Precinct in the Christchurch Central Recovery Plan.
Licence	Means a licence, as defined by the Act.
Margaret Mahy Family Playground	The area mapped as the Margaret Mahy Family Playground in the Christchurch Central Recovery Plan.
Open Space 1 Zone	Means the Open Space 1 Zone as defined in the Christchurch City Plan. These zones primarily comprise small areas of public open space, which are of value to local neighbourhoods and communities
Open Space 2 Zone	Means the Open Space 2 Zone as defined in the Christchurch City Plan. These zones primarily comprise large areas of public open space for active recreation, which serve a suburban or district-wide function.
Permitted Location	Means the mapped area identified in the schedule to this policy where premises from which approved products may be sold are permitted to be located, provided they have taken into account 4.2 and 4.3 of the policy.
Premises or Facilities	Means the registered premise or facility from which specialist treatment or support services are provided on-site to clients with mental health, problem gambling, alcohol and/or drug issues.
Psychoactive Product	Means a finished product packaged and ready for retail sale that is a psychoactive substance or that contains one or more psychoactive substances.
Psychoactive Substance	Means a substance, mixture, preparation, article, device, or thing that is capable of inducing a psychoactive effect (by any means) in an individual who uses the psychoactive substance. (This definition comes from s9(1) of the Act and must also be interpreted in light of s9(2) and s9(3) of the Act. S9(3) lists substances not included in the definition of psychoactive substance, such as alcohol, tobacco, and drugs coming under the Misuse of Drugs Act.)
Regulations	Means regulations made under the Act.
Retail Premises	Means premises for which a licence to sell approved products by retail has been granted.

Retailer	Means a person engaged in any business that includes the sale of products by retail.
Schools, kindergartens, early childhood centres, tertiary education institutions	Means "institutions" as defined by the Education Act 1989 and amendments.
"Sensitive Sites"	Means sites which are used by people who are, or may be, more vulnerable to the influence of the sale of psychoactive products, and the site is known to the Council as being used for that activity. Sensitive sites include: (a) The premises or facilities from which specialist treatment and support services are delivered (b) Schools, kindergartens, early childhood centres and tertiary education institutions (c) Playgrounds, parks and reserves in Open Space 1 and 2 Zones as defined in the Christchurch City Plan; (d) The Bus Interchange, the Justice and Emergency Services Precinct, the Health Precinct, the Bus Super Stops at the Hospital, and at Manchester Street, the Margaret Mahy Family Playground, the Avon River Precinct and the Washington Way Reserve; and (e) Any site where, at the time a licence application is being considered by the PSRA, the Council has been notified (whether through a resource consent, building consent or Christchurch Central Recovery Plan), that one of the activities listed in (a), (b), (c) or (d) is planned to be established at that site in the next 12 months.
Specialist Treatment and Support Services	Means externally funded mental health, problem gambling, alcohol and other drug specialist treatment and support services providing accredited on-site services to clients, delivered from their premises or facilities.
The Act	Means the Psychoactive Substances Act 2013
Washington Way Reserve	The Local Park located at Washington Way and Moorhouse Avenue.

4. LOCATION OF RETAIL PREMISES

Retail premises may be located only in a place that complies with 4.1 to 4.3 below.

4.1 Location of premises from which approved products may be sold by broad area

- I. Retail premises from which approved products may be sold are permitted within the ~~Central City Core and Central City Mixed Use Zones (as defined by the Christchurch City Plan)~~ area shown in Schedule One to this Policy.

4.2 Location of retail premises in relation to premises or facilities of a particular kind or kinds

- I. Retail premises from which approved products may be sold are not permitted within 100 metres of a "sensitive site" existing at the time the licence application or the application for the renewal of a licence is made, ~~or in the case of an interim licence granted before this policy came into effect, within 100 metres of a "sensitive site" that existed at the time the licence application was made.~~
- II. For the purposes of clause 4.2 (I), the separation distances are to be measured from the closest point of the legal boundary of each sensitive site to the closest point on the legal boundary of the retail premises.

4.3 Location of retail premises in relation to other retail premises from which approved products are sold

- I. Retail premises from which approved products may be sold are not permitted within 50 metres of a retail premises from which approved products may be sold.
- II. For the purposes of clause 4.3 (I), the separation distances are to be measured from the closest point on the legal boundary of each retail premises to the other retail premises in question.

This policy does not limit the number of retail premises or restrict the issue of licences.

5. REVIEW

The policy will be reviewed ~~every five years as required by the Psychoactive Substances Act 2013,~~ [two years after regulations made under s101 of the Act relating to retail licences come into force](#), or earlier at the request of Council, or in response to changed legislative and statutory requirements.

6. REFERENCES

Psychoactive Substances Act 2013
Christchurch City District Plan (referred to as the Christchurch City Plan)
Christchurch Central Recovery Plan

ATTACHMENT 5: KNIGHT FRANK RETAIL ANALYSIS



Ref: LRT/V/General Miscellaneous/CCC Retail Premises
September 19, 2014
Jane Loughnan
Christchurch City Council

Email: Jane.Loughnan@ccc.govt.nz

Dear Jane,

1. We refer to your instructions to undertake an analysis of the retail market with a view to identifying opportunities for the location of premises retailing psycho active products within defined areas of the CBD.
2. To prepare this report we have undertaken a walk around the entire Christchurch CBD. We have used this method to collect the relevant information for this report.
3. We have provided a breakdown of the retail premises in the three areas a, b, and c. Please refer to Appendix 2. We have provided a breakdown of the existing premises for lease and for sale in areas a, b and c. Please refer to Appendix 3. We have also provided a breakdown of the premises occupied by the 8 retailers prior to the Government stopping the sales of psycho active products. Please refer to Appendix 4. We have mapped the current retail stock in Map 4. Please refer to Appendix 5.
4. Our research has shown that there is a significant lack of retail premises within the three areas a, b and c. There is also minimal retail premises for lease and/or sale that would potentially be suitable for retailers of psycho active products. We believe established and emerging retail areas such as Victoria Street and Cashel Street will have premises rentals that are well in excess of that likely to be achievable for retailers of psycho active products. Rent rates in Victoria Street for example, would be typically in excess of \$500 per square metre, per annum, for ground floor retail shop premises. In prime retailing positions such as Cashel Street, rents could be in excess of \$1,000 per square metre.
5. There are some limited shopping mall type opportunities within the defined area, such as South City Mall, and the Re-Start container shops. Typically managers of such premises have strong views on the appropriate mix of retailers, and are conscious of the viability of the shopping centre or group development as a whole. We suspect that psycho active retailers would not fit well within some of these types of environments and may be denied the opportunity locate in a mall type situation. Notwithstanding such shops have located in the Palms mall and Re Start previously.
6. We can observe there are new retail opportunities likely to emerge from new construction such as The Terrace in Oxford Tce, and Mr Nick Hunt's new building starting construction in Cashel St. However there is no public information available at this stage as to what accommodation might be available for lease, and what has already been committed.
7. We believe affordability is likely to be a key driver for retailers of psycho active products. The cost of new construction is a major influence on retail rents, and as build costs continue to escalate, the required rental return, coupled with the land investment, are likely to make new premises outside the affordable range.
8. High rents are likely to mean the retailer is limited to a small shop in the prime areas.

9. We suggest the most likely opportunities are likely to be found in the southern parts of the CBD, between Tuam Street and Moorhouse Avenue, where there may be prospects of securing premises in lower profile locations, within existing buildings. Some of these buildings may be industrial in character, but have the potential to be converted at least in part into retail type premises. There may also be some limited opportunity for small pop up or temporary style shops.
10. We find it impossible to predict the amount of retail space that is likely to be constructed over the next year or two, as this will be largely dependent on the initiatives of private sector owners. New developments are likely to be tenant driven, with land owners making the investment in new building once tenancies have been secured. It is quite possible however a number of land owners will elect to build on spec, however we suggest such construction will be fairly limited in the overall context of the Central City rebuild. Again, such new construction is likely to be unaffordable to the psycho active product retailers.
11. We trust we have adequately addressed the issues referred to in the brief, if we can provide further assistance please don't hesitate to be in touch.

Yours faithfully

Knight Frank Valuation & Consultancy



Andrew Barton B.Com.

(VPM) Valuer

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William Blake

ANZIV/SPINZ Registered

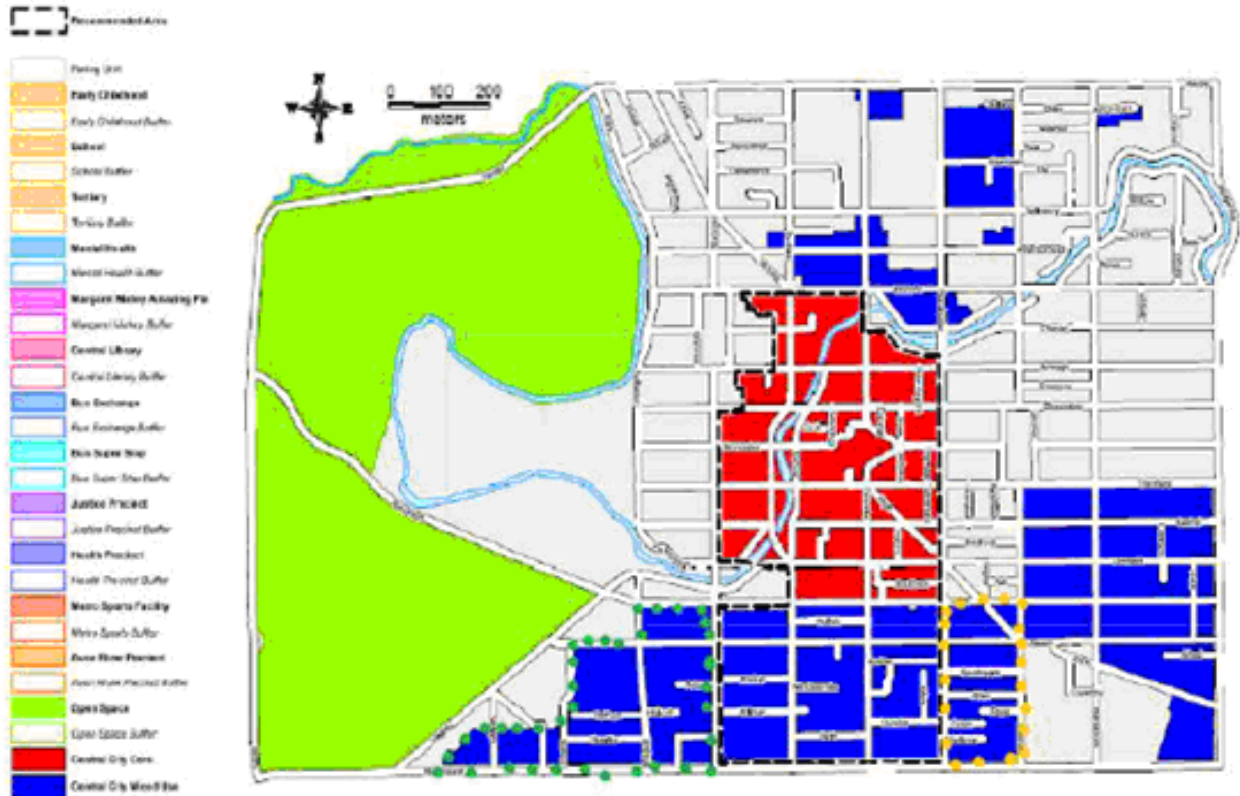
Valuer

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Yellow dotted line = area E

Green dotted line = area C

Appendix 2: Breakdown of retail premises in the three Areas A, B, and C

Address	Tenant	Size	Square metre area	Area		
520 Colombo Street	Baby Factory	Large	Unknown	A	Small	0-100sqm
253 Moorhouse Avenue	John Bull Cycles	Large	Unknown	A	Medium	101-400sqm
245 Moorhouse Avenue	Bike Barn	Large	420sqm	A	Large	401-1000sqm
241 Moorhouse Avenue	Chambers Art Gallery	Large	530sqm	A	Bulk	1000sqm +
239 Moorhouse Avenue	Ronald Mottram Picture Framer	Medium	250sqm	A	Retail with warehouse	
8 Walker Street	The Tile Shoppe	Retail with showroom	400sqm	A	Retail with showroom	
202 Montreal Street	Ogilvies	Retail with warehouse	780sqm	A		
107 St Asaph Street	Spraystore	Retail with warehouse	Unknown	A	Number in area	
94 Tuam Street	Simply Stainless	Retail with warehouse	Unknown	A	Area A	30
94 Tuam Street	Southern Hospitality	Retail with warehouse	Unknown	A	Area B	1
132 Tuam Street	OfficeMax	Bulk retail	2246sqm	A	Area C	4
126 St Asaph Street	Mag & Turbo	Retail with warehouse	1040sqm	A		
188 Durham Street	Vino Fino	Retail with warehouse	860sqm	A	Total	35
11-13 Winchcombe Street	Warehouse Stationary	Bulk retail	Unknown	A		
586 Colombo Street	Peaches & Cream	Medium	260sqm	A		
580 Colombo Street	Kutwell Fabrics	Medium	400sqm	A		
574 Colombo Street	Bicycle Business	Large	1090sqm	A		
Unit 4, 574 Colombo Street	Gymeez	Small	Unknown	A		
250 St Asaph Street	European Ceramic Tiles	Retail with showroom	1731sqm	B		
93 Manchester Street	The Drawing Room	Medium	Shared 740sqm	A		
95 Manchester Street	Caravan Camping and Marine	Medium	Shared 740sqm	A		
123 Moorhouse Avenue	Christchurch Office Furniture	Bulk retail	1510sqm	C		
73 Moorhouse Avenue	Plumbing Plus	Retail with warehouse	1240sqm	C		
35 Moorhouse Avenue	Map World	Medium	Unknown	C		
208 Antigua Street	Electrolux	Medium	220sqm	C		
Cnr of Moorhouse Avenue and Col	Rebel Sport	Bulk Retail	Unknown	A		
305 Moorhouse Avenue	Henry's	Large	Unknown	A		
43 Lichfield Street	Ballantynes	Bulk retail	5980sqm	A		
550 Colombo Street	Smith City	Bulk retail	5998sqm	A		
Cashel Street	Re-Start	Small-medium		A		
555 Colombo Street	South City	Small-bulk retail		A		
3-38 New Regent Street	Variety of shops	Small	70sqm	A		
109 Cathedral Junction	Variety of shops	Small	Unknown	A		
6 Bath Street	Office Products Depot	Large	406sqm	A		
10 Bath Street	Groovy Glasses	Medium	168sqm	A		

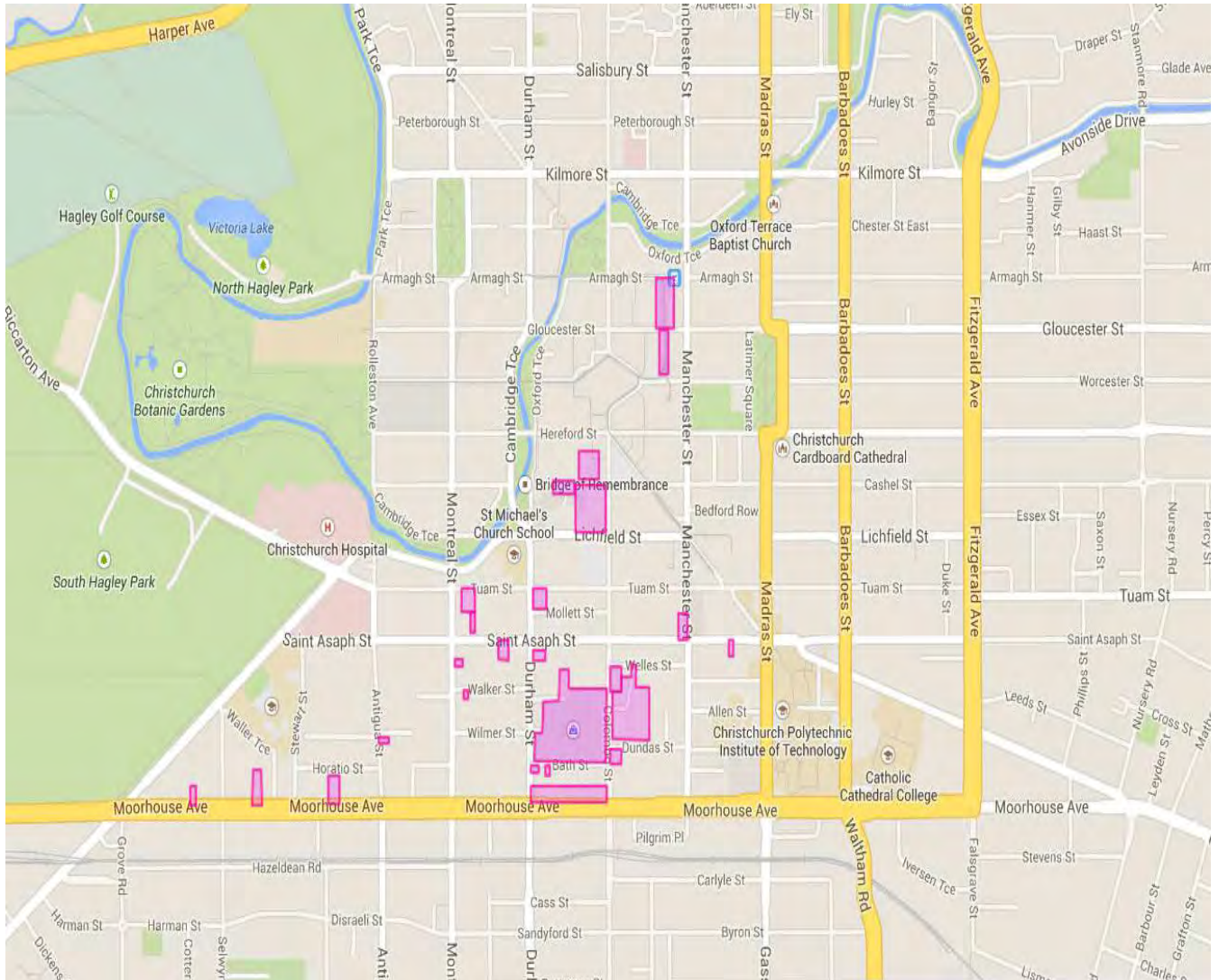
Appendix 3: Breakdown of the existing premises for lease and for sale in Areas A, B, and C

Address	Size	Rental Per Annum	
574 Colombo Street 266 St Asaph Street - The boxed quarter	372sqm 15.4sqm, 46.8sqm, 72.8sqm	\$100,000 p.a Unknown	Small box like shops under construction, completion Q1/2 2015
192 St Asaph Street 163 Montreal Street Cathedral Junction 159 Hereford Street	690sqm 986sqm 33.2-178.3sqm 461sqm	\$200,000 p.a \$200,000 p.a From \$18,000 p.a \$92,000	Ground floor retail with office space above, strengthening work to be undertaken. 5 shops remain to be leased from
For Sale 184 St Asaph Street	442 sqm	Asking price of approx \$1,700,000	Corner site has office and storage areas 442sqm

Appendix 4: Breakdown of the premises occupied by the 8 retailers prior to the Government stopping the sales of Psychoactive products.

Tenant	Address	Size
Joy Market Co Ltd	Shop 3, 103 Stanmore Road	Medium
Be Happy R18 Shop Kun	299 Main South Road	Medium
Peng Wang Usave Variety Store	263 Lincoln Road 37 New Brighton Mall	Medium Small
Cosmic Corner Limited	Shop 3/4 Re:Start Mall	Small
Cosmic Corner Limited ELP	Shop 34 Palms Mall	Small
Retail Limited Snitchell Holdings Ltd	586 Colombo Street 397 Main South Road	Small Medium

Appendix 5: Map showing the current retail stock



ATTACHMENT 6: SUMMARY OF SUBMISSIONS

**CHRISTCHURCH CITY COUNCIL DRAFT PSYCHOACTIVE PRODUCTS RETAIL
LOCATIONS POLICY**

**SUMMARY OF SUBMISSIONS RECEIVED DURING THE SPECIAL CONSULTATIVE
PROCEDURE, FROM 3 JULY TO 4 AUGUST 2014**

1 INTRODUCTION

- 1.1 On 27 March 2014 the Council resolved to consult the community on a draft Psychoactive Products Retail Locations Policy prepared under the Psychoactive Substances Act 2013. This report is a summary and analysis of the submissions received by the Council on the draft policy.

2 BACKGROUND

- 2.1 The Psychoactive Substances Act 2013 (the Act) came into force in July 2013 and regulates the importation, manufacture, sale, supply and possession of psychoactive substances, which are the active ingredients in party pills, energy pills and synthetic cannabis. The purpose of the Act (s3) is to regulate the availability of psychoactive substances in New Zealand and to protect the health of, and minimise harm to, individuals who use psychoactive substances.
- 2.2 The Act does not allow territorial authorities to have policies on matters such as the price of psychoactive products, age limits for purchasing or using psychoactive products, licensing psychoactive products retail outlets, or psychoactive products advertising and sponsorship.
- 2.3 The Act does allow territorial authorities (s68) to develop a policy, referred to by the Council as the Psychoactive Products Retail Locations Policy. The Policy may determine the permitted areas from which approved psychoactive products may be sold by retail outlets within the district, the proximity of a psychoactive products retail outlet to any other psychoactive substances products retail outlet within the district, and the proximity of a psychoactive products retail outlet to premises or facilities of a particular kind or kinds within the district (i.e. sensitive sites as determined by the territorial authority).
- 2.4 The Council's draft Psychoactive Products Retail Locations Policy (draft policy) has the following policy objectives:
- To protect the health of, and minimise harm to, individuals who use psychoactive products.
 - To minimise the exposure and potential for harm to users of "sensitive sites" within the community.
 - To ensure the Council and community have influence over the location and density of retailers of approved psychoactive products within the district.
- 2.5 The Council's draft policy proposes that:
- Retail premises from which approved products may be sold are permitted within the Central City Core and Central City Mixed Use zones (see first map in **Appendix Four**).
 - Retail premises from which approved products may be sold are not permitted within 50 metres of another retail premises from which approved products may be sold.
 - Retail premises from which approved products may be sold are not permitted within 100 metres of a "sensitive site" existing at the time the licence application is made.
- 2.6 The final policy may vary the permitted area, buffer distances between retail outlets and buffer distances between retail outlets and sensitive sites outlined in the draft policy. It may also add or delete sensitive sites from the proposed list of sensitive sites in the draft policy.

3 COMMUNITY CONSULTATION

- 3.1 Public consultation for the draft policy ran from Thursday 3 July to Monday 4 August 2014. The Statement of Proposal, Summary of Information and text of the draft Christchurch City Council Psychoactive Products Retail Locations Policy were available at Council libraries, service centres, online, and an email was sent to stakeholders about where to find the information. Drop in sessions were held from 4pm to 6pm on Monday 28 July at the New Brighton Boardroom, Tuesday 29 July at the Beckenham Service Centre and Wednesday 30 July at the Upper Riccarton Library. Staff also attended Community Board meetings to inform Community Board members of the draft policy and consultation process.
- 3.2 Forty-nine submissions were received in total. Eighteen were made by individuals and 31 were made on behalf of a group or organisation. **Appendix One** lists the submissions from groups and organisations and the number of people the group or organisation represents. In addition four submissions were received after the consultation period. Late submitters are listed separately in **Appendix One**. The Hearings Panel will decide whether or not to accept the late submissions. A summary of the late submissions is included separately.
- 3.3 Thirty-one submissions were made via Have Your Say, or used the submission form in the consultation booklet, while the remaining 18 submissions were either emailed, posted or hand delivered to the Council. Fifteen submitters indicated they wanted to be heard with an additional three late submitters also wishing to be heard.
- 3.4 Submissions were received from the Canterbury District Police (the Police) the Canterbury District Health Board (CDHB), Environment Canterbury staff, five Community Boards, two businesses or business associations, five previous retailers of psychoactive products and one residents' association. Nine submissions were made from health and other social and community groups including CDHB, Pegasus Health and those working with youth. Seven submissions were made from those involved in education (including CPIT, Academy NZ Christchurch and St. Michael's School which made several submissions). Church groups made four submissions (including The Well, and St. Michael's Church). In addition, comments were received from CERA/CCDU staff on sensitive sites within the policy. These were not a formal submission but were received during the consultation period.
- 3.5 **Appendix Two** is the summary of the responses submitted via Have Your Say and the submission form in the consultation booklet. Note that this is not all submitters, and makes up 38 of the 53 submissions (including late submissions). Other submitters, including the Police and the CDHB, did not submit using the standard submission form and provided detailed comments in their submissions. Regardless of submission format the summary of submissions below analyses comments from all submitters.

4 SUMMARY OF SUBMISSIONS

- 4.1 This section summarises the submissions made on the draft policy during the consultation period. This section also notes comments about the review period for a policy and a range of other comments or views including those made outside the legislated scope of a policy and staff comments.
- 4.2 Note that maps of the proposed areas and sensitive sites suggested in the draft policy are included in **Appendix Four** (the first and second maps) along with maps of the different permitted areas and sensitive sites asked for by the submitters (maps three, four and five). A map with layers to indicate the impact of the requests for smaller permitted area, more sensitive sites and wider buffers will be available for the Hearings Panel (electronically) at the hearing.

A: The Council should have a policy that defines where retailers of psychoactive products are permitted to locate

- 4.3 Thirty-four of the 49 submitters commenting on the draft policy are supportive of the Council developing a policy that defines where retailers of psychoactive products are permitted to locate within the city, including all of the five Community Boards that submitted on the draft policy:

- The Police say that the policy is “a key tool to help keep the city safe from harm caused by psychoactive products” while others say that the policy is a “proactive approach” and a “great initiative for the health of the Christchurch community”. One submitter notes that the proposal is “fulfilling the objectives to protect public health and minimise harm to individuals who use psychoactive products”.
 - Pegasus Health notes that the risk of harm caused by psychoactive products is “increased in an unregulated environment”.
- 4.4 Eight submitters disagreed that the Council should have a policy, because they do not support some of the provisions in the draft policy, or because they do not support the sale of psychoactive products. One submitter suggests that “the Council should be pressing central government for a continuation of the present ban of these substances”.
- 4.5 A further seven submitters do not specifically say whether or not they support Council’s policy, but do offer suggestions on amendments to other provisions within the policy.

B: Permitted areas

Central City Core and Central City Mixed Use

- 4.6 The draft policy states that retailers of psychoactive products are permitted to locate in the Central City Core and Central City Mixed Use zones only.
- 4.7 Over half of all submitters (25 submitters) agreed that retailers should be permitted to locate in the central city only.
- The Canterbury District Health Board (CDHB) recommends that psychoactive product retailers should be able to locate in the Central City Business Zone only. They note that this area is well-populated, has good visibility and lighting for natural surveillance, CCTV cameras and an increased Police presence. They note that this will “enable more effective enforcement”.
 - Police say that retailing of psychoactive products should be limited to an area bounded by the Central City Core and the area south of this bounded by Montreal Street, Tuam Street, Manchester Street and Moorhouse Avenue (see map three). This would have “greater harm reduction benefits” than the areas proposed in the draft policy. Reasons given for this include:
 - Foot and vehicle traffic at the South City Mall increases “capable guardianship” at all times of the day.
 - The area is the least populated location in all of Christchurch City.
 - Potential victimisation of retailers will be reduced through “increased likelihood of apprehension of potential offenders as a result of greater capable guardianship and better surveillance through CCTV”.
- 4.8 Twelve of the submitters that agree with permitting retailers in the central city only, suggest additional restrictions or changes to the area they are able to sell products from.
- The CDHB oppose the Central City Mixed Use zone as an area that psychoactive product retailers can locate in, but note that if the Council decide that they want to allow retail locations in this zone, they should restrict to the area directly south of the Central City Business Zone, which is the same area as the police suggest. This is to confine retail to more commercial parts of the central city, to avoid the establishment in more sensitive sites such as the residential area of Phillipstown, the area around Washington Park and other mixed residential areas.
 - The Police agree with psychoactive products only being sold in the central city, but do not agree that the south east mixed use zone (east of Manchester Street), the south west mixed use zone, or the northern mixed use zones should be areas where psychoactive products are permitted be sold from due largely to their residential aspect or closeness to the Hagley Community College, the Health Precinct and the Metro Sports Facility or being light industrial with reduced levels of surveillance.
 - The Anglican Care Community Development is not supportive of the mixed use zone to the west of Montreal Street being included as an area that psychoactive products can be traded from.
 - One submitter adds that “all residents deserve the same protection afforded to those in suburbs” and another mentions that there is a lot of vacant space in the

central city, and having psychoactive product retailers in the area may influence the kinds of businesses that are drawn into the area.

- The Hagley Ferrymead Community Board does not support retail premises being permitted in the larger mixed use area (from the Draft Residential Chapter of the Christchurch Central City Recovery Plan).

- 4.9 Fifteen submitters disagree with psychoactive product retailers being permitted to locate in the central city saying that this will detract from the image of the central city, or that it concentrates negative impacts in too small an area. Some note that it could make the central city “a less attractive place for people to work, live and play”, that the central city needs to become “a safer place at night”, and one submitter says that it goes “completely against the image of the central business district”.
- 4.10 In addition, a number of submitters comment on the state of the current central city, saying it is a “new but fragile inner city”, and they don’t think the sale of psychoactive products within the city is a good idea. They also said that Christchurch is “vulnerable”, and the sale of psychoactive products is not beneficial to the “new city where people are being encouraged to live and frequent”. It was also noted that having retailers of psychoactive products located in the central city will “make the public feel unsafe”.
- 4.11 Retailers note that having permitted areas for retailers in the central city only is “unworkable” and will “effectively operate as a cap”. One retailer adds that “This is in contravention of the Act, and detrimental to the community because it risks increasing the use of illegal and unregulated drugs, as well as increasing sales to under-18s”. One retailer provided information in their submission to suggest that premises within the draft policy permitted areas would be difficult to obtain. The submitter looked at retail premises available in the permitted area zones and noted that none of the 13 premises available could be leased by a retailer of psychoactive products as “they were either unavailable because they had not been built, were within 100 metres of a sensitive site, were not allowed by the owner (for example South City Mall), or were unfit for the sale of psychoactive substances due to being excessively large (400msq or more)”.
- 4.12 Nine submitters don’t specifically comment on the central city as a permitted location.

Other comments about permitted areas within the rest of the district (not included in the draft policy)

- 4.13 The draft policy only allows for retailers of psychoactive products to locate in the Central City Core and Central City Mixed Use Zones, but some submitters mention specific areas of the city where retailers of psychoactive products should or should not be permitted to locate:
- The Lyttelton Harbour Business Association strongly agree that there should be no retailers of psychoactive products located in Lyttelton, as there is a risk of normalising the purchase of the products but add that the area proposed in the policy (Central City Core and Central City Mixed Use zone) is too small.
 - One retailer noted that there had been no issues with their Palms Mall location and think that shopping malls should be a permitted location.
 - A submitter suggested that it is preferable products are used at residential addresses, so should be sold in the suburbs, or only sold and delivered to residential addresses.
 - Some submitters comment that they commend the Council for not proposing the suburbs as permitted areas for psychoactive product retailers.
 - Others comment on the areas that previously had retail outlets located in them, and provide anecdotal evidence about the problems caused. This information is presented in **Appendix Three**.

C: Sensitive sites

Definition of sensitive sites

- 4.14 The definition of “sensitive sites in the draft policy includes premises or facilities from which mental health, problem gambling, alcohol and other drug specialist treatment and support services are delivered; schools, kindergartens, early childhood centres and

tertiary education institutions; playgrounds, parks and reserves (Open Space 1 and 2 in the City Plan).

- Thirty four submitters agreed with the sensitive sites proposed in the policy, and eight disagreed. Seven submitters didn't specifically comment on this provision in the policy. Fourteen submitters agreed that sensitive sites should be included, suggested additional sites to be included in the definition of sensitive sites.
- Of the submitters that disagreed, four submitters that disagreed as the list of sensitive sites in the policy was too limited and they also suggested additional sensitive sites for inclusion. Two submitters disagreed as the list of sensitive sites in the draft policy is too broad, and two submitters disagreed as they don't want the products to be sold from anywhere.

4.15 Eighteen submitters suggest that additional sites should be included in the definition of sensitive sites in the policy. The impact of adding the Justice Precinct, the Bus Exchange¹, Te Papa Otakaro/Avon River Precinct², Metro Sports, the Health Precinct and the Central Library as additional sites can be viewed in maps two, four and five in **Appendix Four**.

4.16 Other sensitive sites (in addition to those described above) suggested for inclusion in the policy include:

- All health facilities,
- Pharmacies,
- Methadone distributors
- Other social service providers
- The hospital
- Community mental health providers,
- Facilities of a community building nature, and community halls,
- Sport and recreation facilities,
- Retirement villages
- The skate park at Washington Way

Distance between psychoactive retailers and sensitive sites

4.17 The draft policy says that retail premises from which approved products may be sold are not permitted within 100 metres of a "sensitive site" existing at the time the licences application is made.

- Thirty submitters agreed with having a distance between retailers and sensitive sites, and over half of these recommended a greater distance than 100 metres. Four submitters disagree with the proposed 100 metre distance – one disagrees as they suggest the distance should be greater than 100 metres, two suggest the distance should be less than 100 metres, and one states there are other ways to protect people. A further four submitters don't want the products sold from anywhere, so disagree with the proposed distance, and eleven submitters don't comment on this provision in the draft policy.
- The CDHB and the Police both support the distance of 100 metres between sensitive sites and retailers of psychoactive products. However the CDHB adds that if the Central City Mixed Use (CCMU) zone is to be included as a permitted area in the policy, the distance between retailers and sensitive sites should be 200 metres in the Central City Mixed Use zone.

4.18 Nineteen submitters suggest that the Council widen the distance from the currently proposed 100 metres between sensitive sites and retailers. Reasons given for this include that 100 metres is not "sufficiently wide", is easy walking distance and could be within sight of a sensitive site and gives no real protection for users of sensitive sites. One suggestion was to extend the buffer to 250 metres (about the length of a city block)

4.19 Generally, retailers are of the view that the distance between sensitive sites and permitted locations of psychoactive retailers are too great. Cosmic notes that it will be

¹ Although not a formal submission, CERA/CCDU staff noted concern that the Bus Interchange was not included as a sensitive site in the draft policy.

² Although not a formal submission, CERA/CCDU staff also comment that the Avon River Precinct, including Victoria Square and the Canterbury Earthquake Memorial should be included in the policy as a sensitive site.

“unworkable”, and another submitter points out the difficulty in finding premises in the central city given the restrictions.

D: Distance between psychoactive product retailers and any other psychoactive product retailers

- 4.20 The draft policy says that retail premises from which approved products may be sold are not permitted within 50 metres of another retail premises from which approved products may be sold. Twenty five submitters agreed and seven submitters disagreed with this provision. The remaining submitters either didn't comment on this provision in the draft policy, or think that psychoactive products should not be sold anywhere.
- 4.21 Of those submitters that agreed with the provision, thirteen suggested a wider distance.
- The CDHB submits that the distance between retailers should be increased to 100 metres. They submit that this will “reduce harm caused by the clustering of the activity”. CDHB notes that clustering could lead to a “red light” zone, and may attract other harmful activities to cluster in the area which could “unintentionally change the character of that particular area”. Having a distance of 100 metres would reduce visibility and profile of retail premises.
 - The CDHB also note that, although they do not want the area of the Central City Mixed Use zone to be included, if it was, the distance between retailers should be increased to 200 metres in the Central City Mixed Use area.
 - The Police submit that retailers should also be separated by a 100 metre buffer.
- 4.22 Of those that disagreed, four said that requiring a distance between premises will be ineffectual in addressing possible harms.
- One submitter notes that “a further distance of 100 metres should be adopted to mitigate against a concentration of such premises in a small area”.
 - Cosmic Corner agreed with the distance in the proposed policy and states that they are happy to operate within 50 metres of another retailer.

E: Review period of the policy

- 4.23 The Act (s69) requires that the policy is reviewed every five years. CDHB recommend that it is reviewed after two years because of the rapidly changing central city and the need to gather information on the effectiveness of the policy. Community Action Youth and Drugs (CAYAD) support a review within three years of the policy's ratification. They also suggest that the Council monitor the impacts of the final adopted policy. Canterbury Youth Workers Collective (a late submission) also supports a review after three years.

F: Other comments

General comments

- 4.24 The CDHB note that with a 100 metre separation zone between retailers, a 100 metre buffer zone around sensitive sites, and sensitive sites including those additional sites recommended by the CHDB, the central city business zone would be sufficient for retail of psychoactive product sales in Christchurch.
- 4.25 The Police view is that the policy must “make the most of the opportunity to minimise the harm that may be caused by psychoactive products”. They note that the previous interim retail outlets in Christchurch were located in the most deprived areas of the city. They add that retailers “market their product within the most vulnerable disadvantaged communities and will almost certainly continue to do so in the absence of restrictions on retail locations”. Refer to page three of the Police submission for the graph showing this.
- 4.26 A number of submitters provided anecdotal evidence of the harm caused by psychoactive products. Submitter comments on this topic are presented in **Appendix Three**.

Other comments outside the scope of the Psychoactive Products Retail Locations Policy

- 4.27 A number of comments made by submitters are outside the scope of the policy.
- A number of submitters submit that retailers should have further restrictions such as limited opening hours, signage requirements/restrictions, CCTV systems in

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shops, fines for policy breaches, operators to sign a memorandum of understanding that they will abide by the policy, shop frontage and display of products, visibility into shops from streets.

- Retailers cite the Court case between the Willowford-Family Trust Terry Brown and the Christchurch City Council³. They add that some shops have been selling R18 products for over 15 years and have existing use rights to do this. They also add that their understanding based on this case is that the Council's proposed policy would apply to new shops only.
- Two retailers noted confusion around the definition of psychoactive substances and party pills within the policy, and added that not all party pills have psychoactive substances in them.
- One retailer asks whether there will be compensation to current retailers if the policy goes ahead. The retailer also adds that the policy creates "double standards" where retailers of adult recreational products are required to locate in the central city, but retailers of alcohol, another psychoactive product, can remain in the suburbs.

Late submissions

4.28 Four submissions were received after the closing date of the special consultative procedure. It is up to the Hearings Panel to decide whether or not these late submissions will be accepted.

- Three organisations and one individual made a late submission.
- Two late submissions were in favour of the policy, and two late submissions disagreed with the policy.
- Of those that disagreed, both suggested greater distances required from schools, and both would prefer that psychoactive substances were not sold at all. One noted that "sites containing children must be given the utmost protection from the adverse effects of psychoactive product retail premises". In addition, they said that instead of having such a policy, "the Council should be pressing Central Government for a continuation of the present ban of these substances". The other submitter that disagreed said that the central city area is too small, when talking about the provision that retailers must be 50 metres from another retailer, they said that the "relatively small size of the defined area will make any such provision meaningless as this negative and socially harmful activity will become concentrated whatever the Council does".
- Of those that agreed with the policy, both suggested greater distances between sensitive sites and retailers, as well as greater distances between retailers of psychoactive products. One added that this requirement could "create blocks that are densely populated with shops selling these substances".

Other Comments

4.29 Section 83(3) of the Local Government Act 2002 enables the Council to consider, before making a decision, comment or advice from staff or any other person in respect of the proposal.

4.30 During the consultation period, CERA/CCDU staff provided an indication to the Council on staff views about the draft policy. Neither organisation wished to make a formal submission, but staff have presented these 'other views' to the Hearings Panel for consideration. CERA/CCDU staff suggested that the Avon River Precinct, including Victoria Square, the site of the Canterbury Earthquake Memorial and the Avon River Precinct should be included in the policy as a sensitive site. In addition, concern was noted that the Bus Interchange was not identified as a sensitive site in the draft policy.

Staff Comment

4.31 In respect of the submissions, staff make the following comments to the Hearings Panel:

4.31.1 The Hearings Panel may wish to consider a different permitted area other than the area outlined in the draft policy. The area defined in the draft policy as

³ 2005, The location provisions in the Christchurch City Brothels (location and signage) Bylaw 2004 were quashed as it provided for limited locations for small owner operated brothels to operate from.

Central City Core, and an area of the Central City Mixed Use Zone to the south of the Central City Core, bounded by Tuam Street, Montreal Street, Moorhouse Avenue, and Manchester Street is the area that the Police have recommended (in map three attached). This area balances distance from largely residential areas with sufficient options for reasonable retail trade to occur (i.e. at least the previous eight interim license holders). The purpose of the Act is to regulate availability of psychoactive products, not to prevent their availability. This must be balanced by the purpose of the Act to minimise harm to users when making any changes to the permitted area within the policy. An electronic map is available to model the impact of this and other changes requested by submitters.

- 4.31.2 The Hearings Panel should be aware that minor changes to the proposed permitted areas in the draft policy can be made, and that larger changes may require additional consultation, by seeking comments from people affected utilising s83(3) of the Local Government Act 2002. A further special consultative procedure may be required should significant changes to the draft policy be recommended for adoption.
- 4.31.3 The Hearings Panel may wish to re-consider the list of sensitive sites in the draft policy. Any change in the number of sensitive sites must consider the purpose of the Act which is to regulate availability of psychoactive products, not to prevent their availability. This must be balanced by the purpose of the Act to minimise harm to users when making any changes to the list of sensitive sites in the policy. The Ministry of Health (MoH) is currently developing Retail Regulations which retailers must adhere to in order to receive a license. Council staff may be required to check and sign-off that a retailer is not requesting a license to locate within the buffer zone for any of the sensitive sites in a permitted area.
- 4.31.4 The Hearings Panel may wish to re-consider the 50 metres buffer suggested in the draft policy between one retail premise and another. The purpose of the Act is to regulate availability of psychoactive products, not to prevent their availability. This must be balanced by the purpose of the Act to minimise harm to users when making any changes to the required distance between retail premises.
- 4.31.5 The Hearings Panel should be aware that the Council can ask for a review of the policy in less than five years, should it decide it is necessary.

Appendix One - Table of submitters by group, late and other**Submissions made by group or organisation**

Group or organisation name	Number of people represented
Canterbury District Police	Did not state
Canterbury District Health Board	Did not state
Pegasus Health	385,000 people enrolled in general practice services
Burwood Pegasus Community Board	Did not state
Akaroa Wairewa Community Board	Did not state
Hagley Ferryhead Community Board	Did not state
Lyttelton Mt Herbert Community Board	Did not state
Riccarton Wigram Community Board	Did not state
Ministry of Justice	Did not state
J Ballantyne and Co Ltd	300
Lyttelton Harbour Business Association	54
COSMIC	45
Lincoln Road R18 Shop	Did not state
Snitchell Group of Companies	Did not state
Joy Market Co Limited	Did not state
37 New Brighton Mall (Shane King and Mike King)	Did not state
Te Whare Roimata Trust	45
Council of Social Services in Christchurch	300
St Michael and All Angels Anglican Parish	Did not state
Anglican Care Community Development	Unlimited
Library and Information Association of New Zealand Aotearoa	Did not state
The Well (church)	60
Community Watch Riccarton Inc	Did not state
Council of Social Services in Christchurch	300
Community Watch Riccarton Inc	Did not state
Community Action Youth and Drugs	Did not state
ECan staff	Did not state
CPIT	1400
Academy NZ Christchurch	250
St Michael's Church School	90
ICENG (Inner City East Neighbourhood Group)	3000 (newsletter)

Late submissions

There were four submissions received after the closing date of the consultation process.

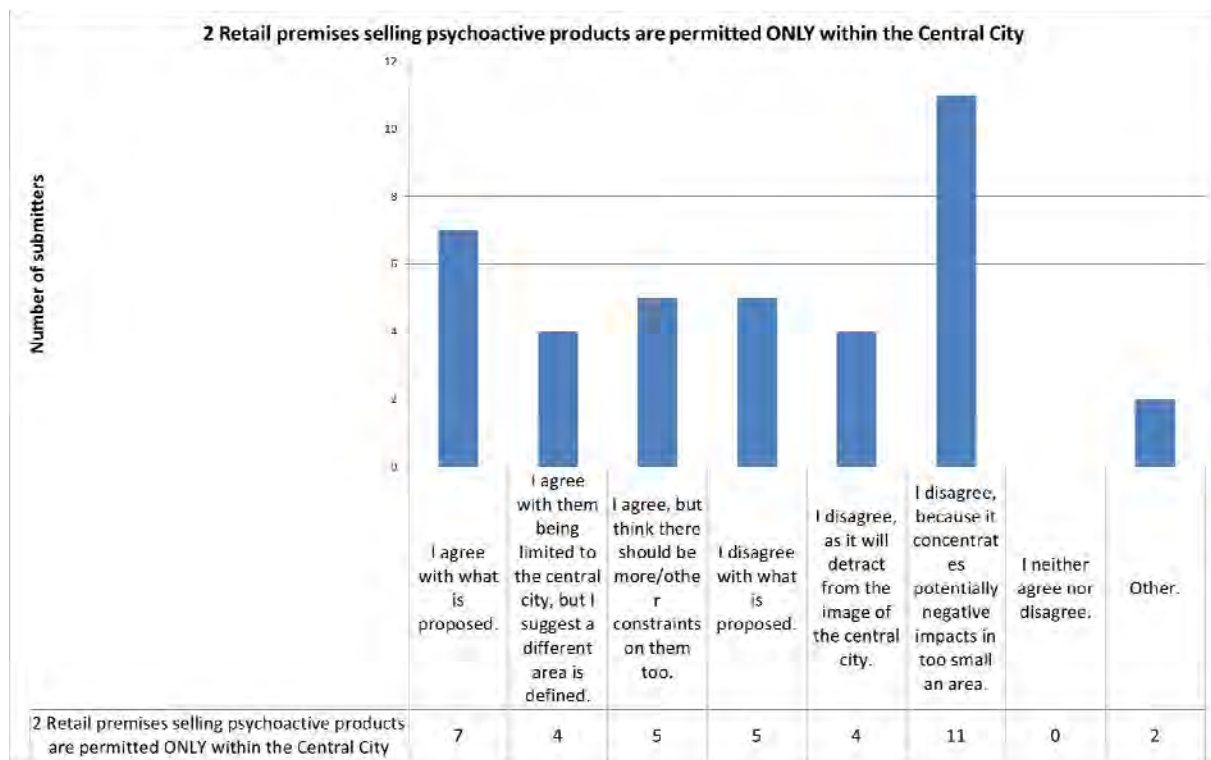
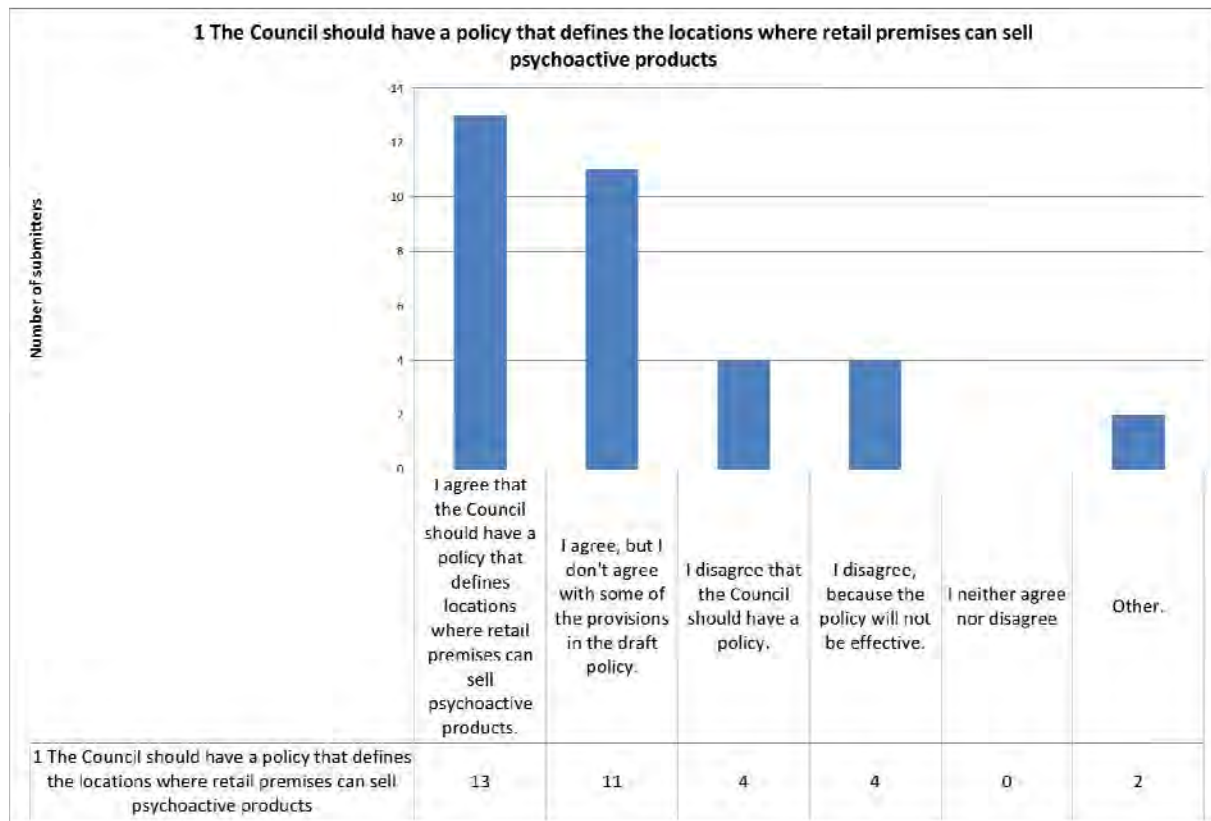
Group or organisation name	Number of people represented
Michael Bennett	Individual submission
Canterbury Youth Workers Collective Submission	27 organisations and 106 individual members
St Michaels Church School	250
Phillipstown Neighbourhood Safety Panel	Did not state

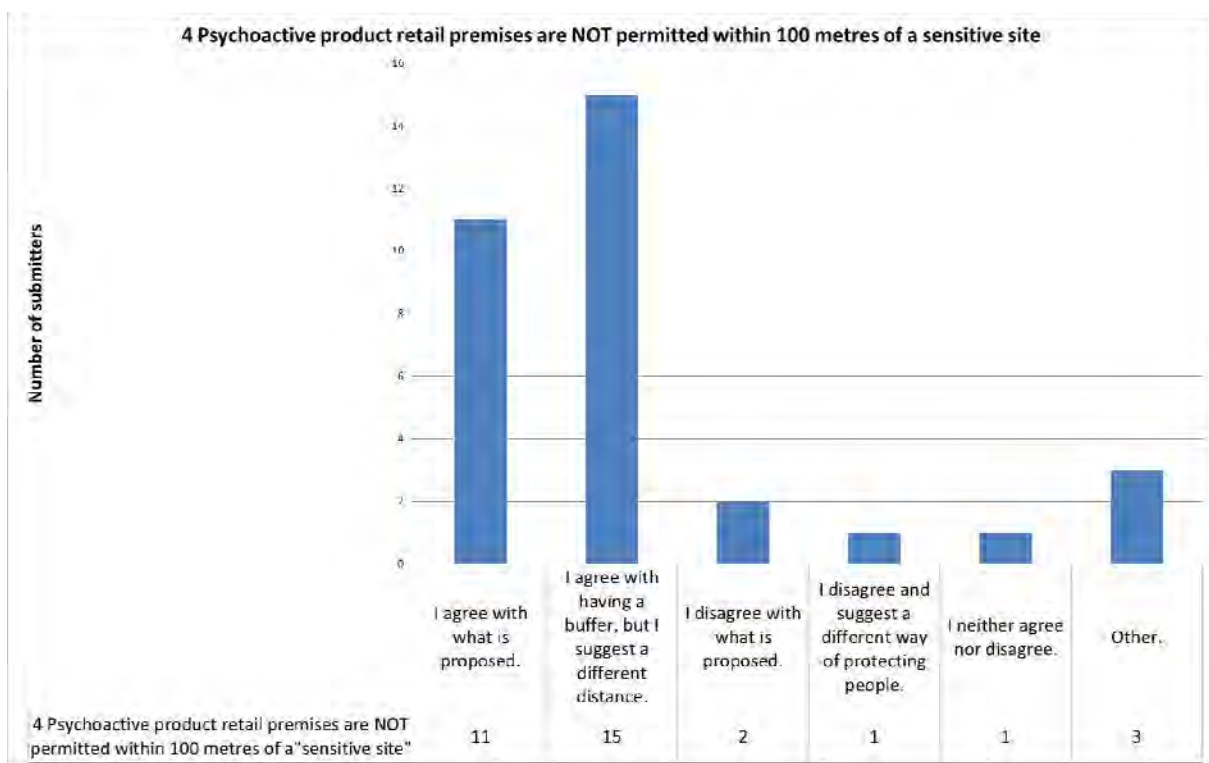
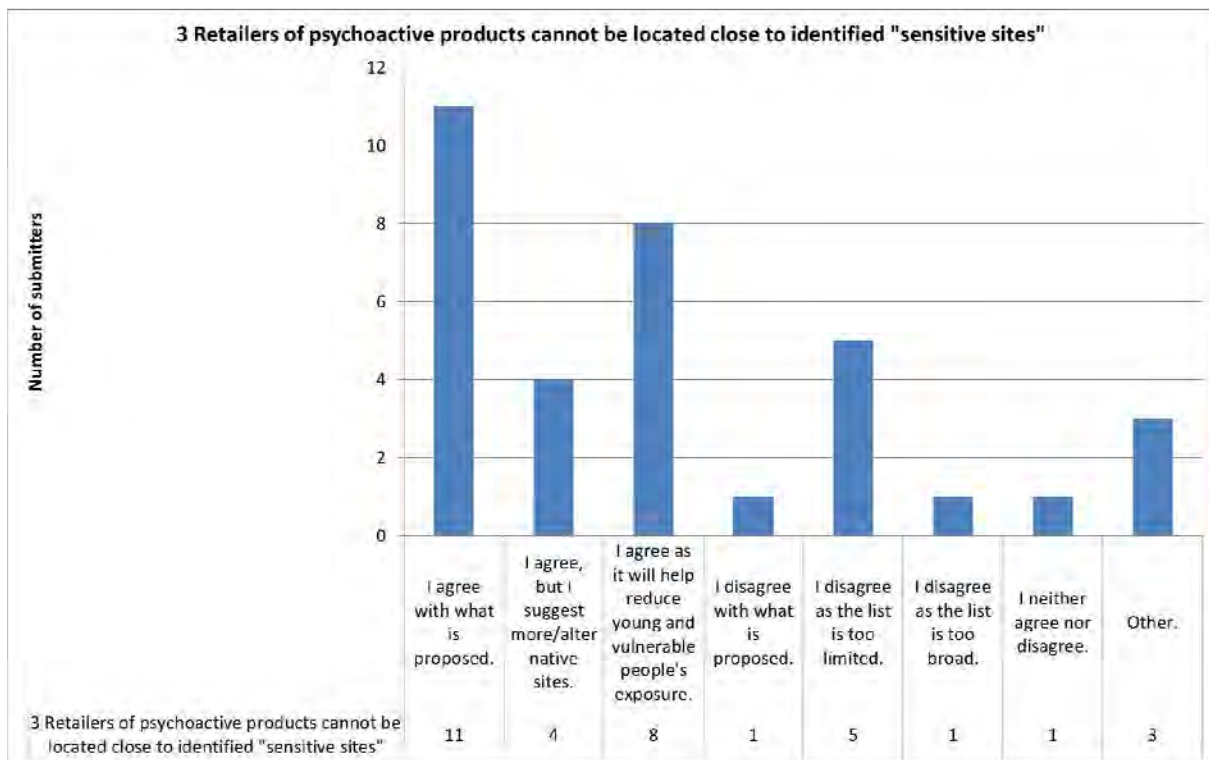
Other Comments

Although not formal submissions, CERA/CCDU staff provided comments on the policy to Council staff. Neither organisation wanted to make a formal submission.

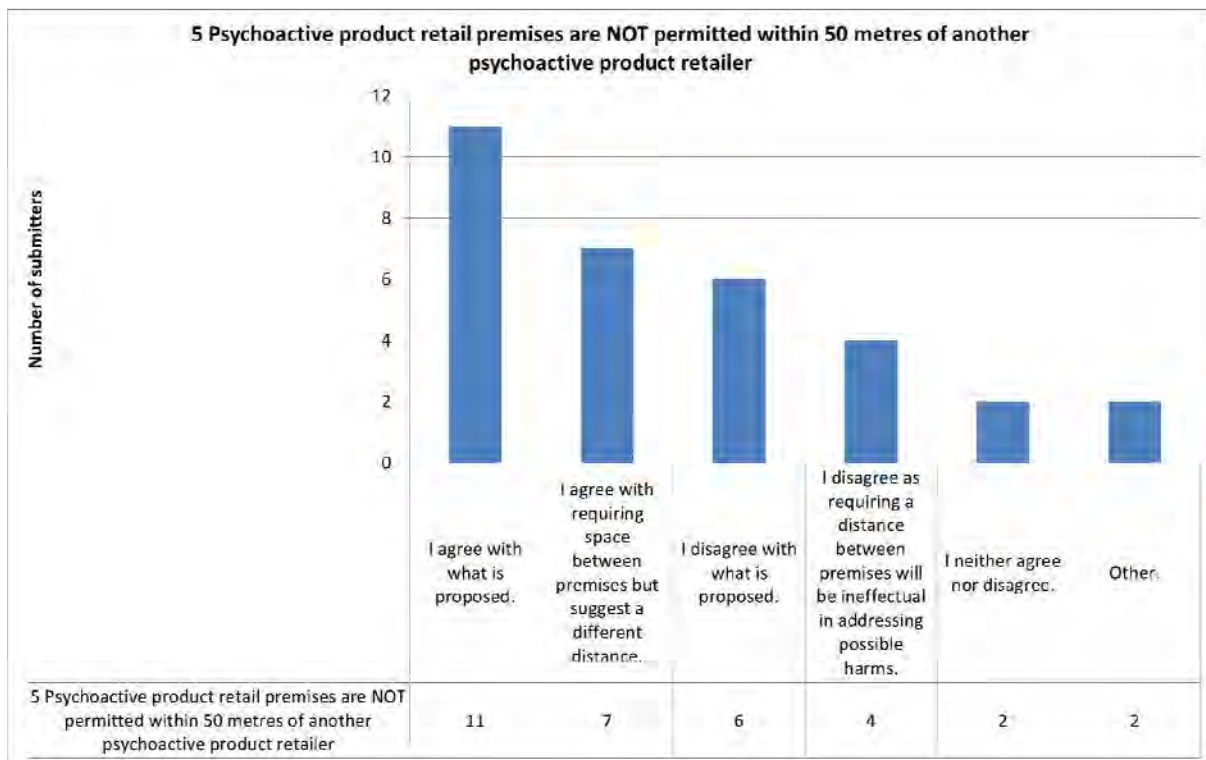
Appendix Two - Summary of responses from submitters using responses in the submission form

Note that some submitters using the paper forms selected more than one option as an answer to each of the questions and not all submitters answered each question. Note also that these responses include those late submitters





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Appendix Three - Anecdotal evidence of harm in communities

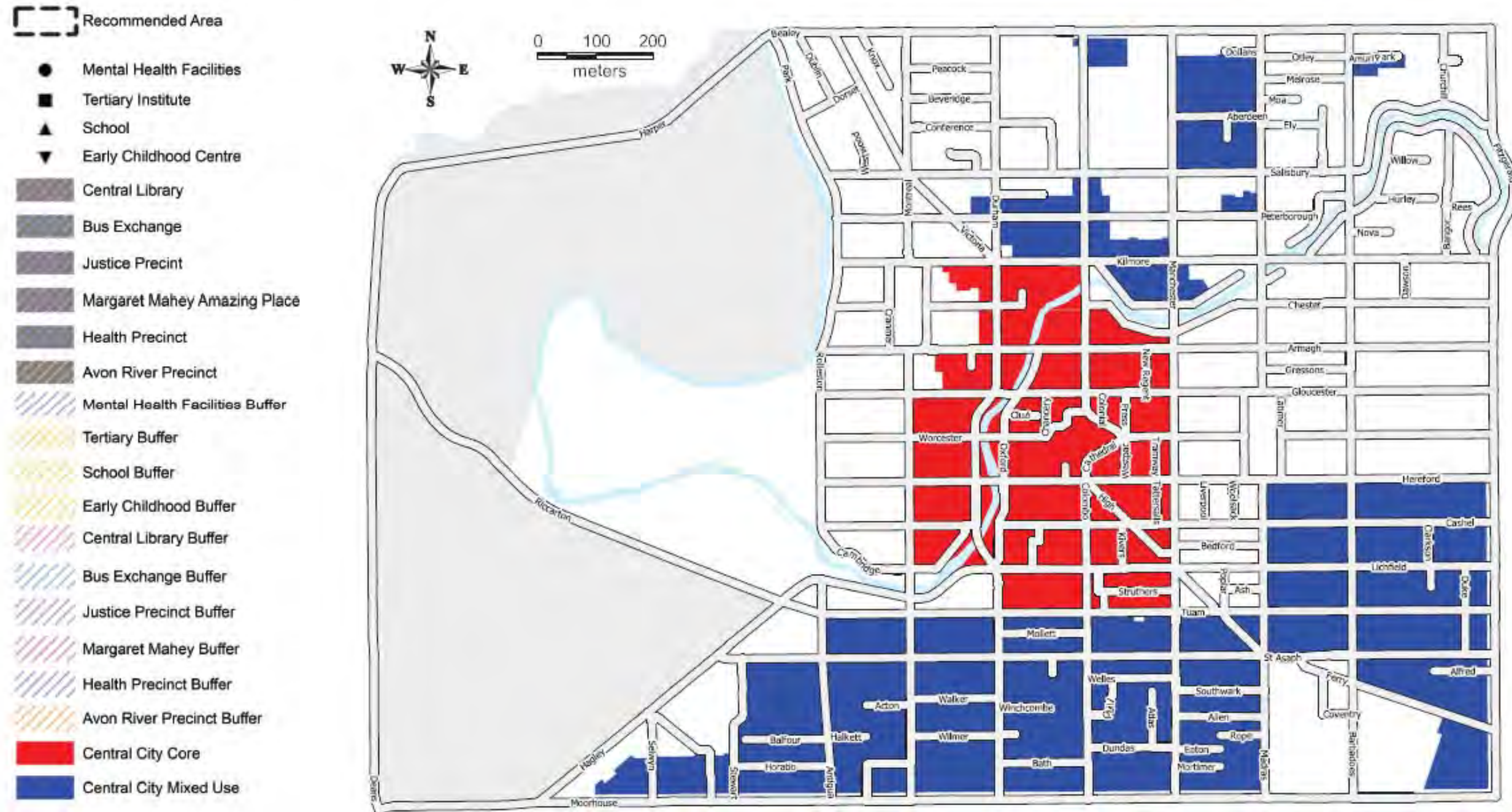
A number of submitters use their submissions to inform the Council of issues with the use of psychoactive products in their communities.

- The Police note that availability and use of psychoactive products is considered to be a “significant influence on a variety of criminal and social issues”. That the use of the substances is likely to “increase erratic, violent or risk taking behaviour and contribute to multiple crime types as a means to finance habits and addictions”. The Police add that “psychoactive product use has the potential to be a significant driver of crime, perhaps second only to alcohol in terms of seriousness of crimes committed”.
- The Police submission provides a case study of a young offender which “supports the hypothesis of causality between psychoactive product use and crime”.
- Both the Police and the CDHB note that although there is little data for evidence of the effect of limiting the location of premises that sell psychoactive substances, there is considerable evidence on other outlets which have potentially harmful effects such as alcohol, gambling and fast food outlets. They note that increased availability of any substances is likely to lead to increased consumption/use and to be associated with greater rates of the relevant harms such as addictions, accidents, violence, crime and poor mental and physical health outcomes”. Police also add that “where outlets for the reviewed products are more readily available in disadvantaged areas, disadvantage is further increased”, and “disadvantaged populations, children and young people are impacted the most from being exposed to harmful products”.
- Other submitters also comment on young people and psychoactive products. The CAYAD submission says that “anecdotal evidence coming out of the Youth Sector in Christchurch is that there is a serious harm being caused by psychoactive substances in our community” and the Canterbury Youth Workers Collective submission notes the particular danger of the products to young people, noting their “likelihood to engage with them” and the “harmful effects these sorts of substances can have on the developing brain”.
- Police map retail outlets by deprivation decile, and show that there are no retailers located in an area with a deprivation rating of below seven. Police say that this indicates “retailers deliberately or naturally market their product within the most vulnerable disadvantaged communities and will almost certainly continue to do so in the absence of restrictions on retail locations”.
- Other submitters list the types of harm that are being seen including problems with users of the products waiting outside shops, asking people for money, minors asking strangers to purchase the products and an increase in vandalism around shops. Some submitters say that the areas around shops created an “unpleasant environment”, and are “unsafe and undesirable”.
- One submitter notes that since the ban of psychoactive products, the area around the shop is nicer and safer, another commented that that their staff and customers found the behaviour of customers of psychoactive product retailers “intimidating”, and they were “frightened to walk to the bus exchange” when the shops were located in town.
- Te Whare Roimata Trust notes that they have “witnessed first-hand the chaos and mayhem that has been caused in the inner city east by having a retail outlet in a vulnerable community”.
- One submitter notes that people purchase products and immediately use them, and the submission from J Ballantyne and Co says “When psychoactive drugs were previously being sold in the City our staff and customers frequently complained about the intimidating behaviour of the customers of the outlets. Among other things staff were frightened to walk to the Bus exchange when it involved walking past people who were high, and who begged for money so they could buy product.”
- Anglican Care Community Development provides research about limiting availability of products.
- The Library and Information Association of New Zealand says “Both Central Libraries Manchester and Peterborough libraries currently face challenges from individuals under the influence of alcohol and illegal drugs. Prior to the current ban on the sale of legal highs Manchester had people congregating daily outside their library intimidating families and elderly wishing to use the library. At the time Police informed library staff that these individuals were there because Peaches and Cream (one block away) was

selling legal highs. In addition Manchester has dealt with violent and abusive patrons where again, police have informed staff that legal highs are at the root of their behaviour.”

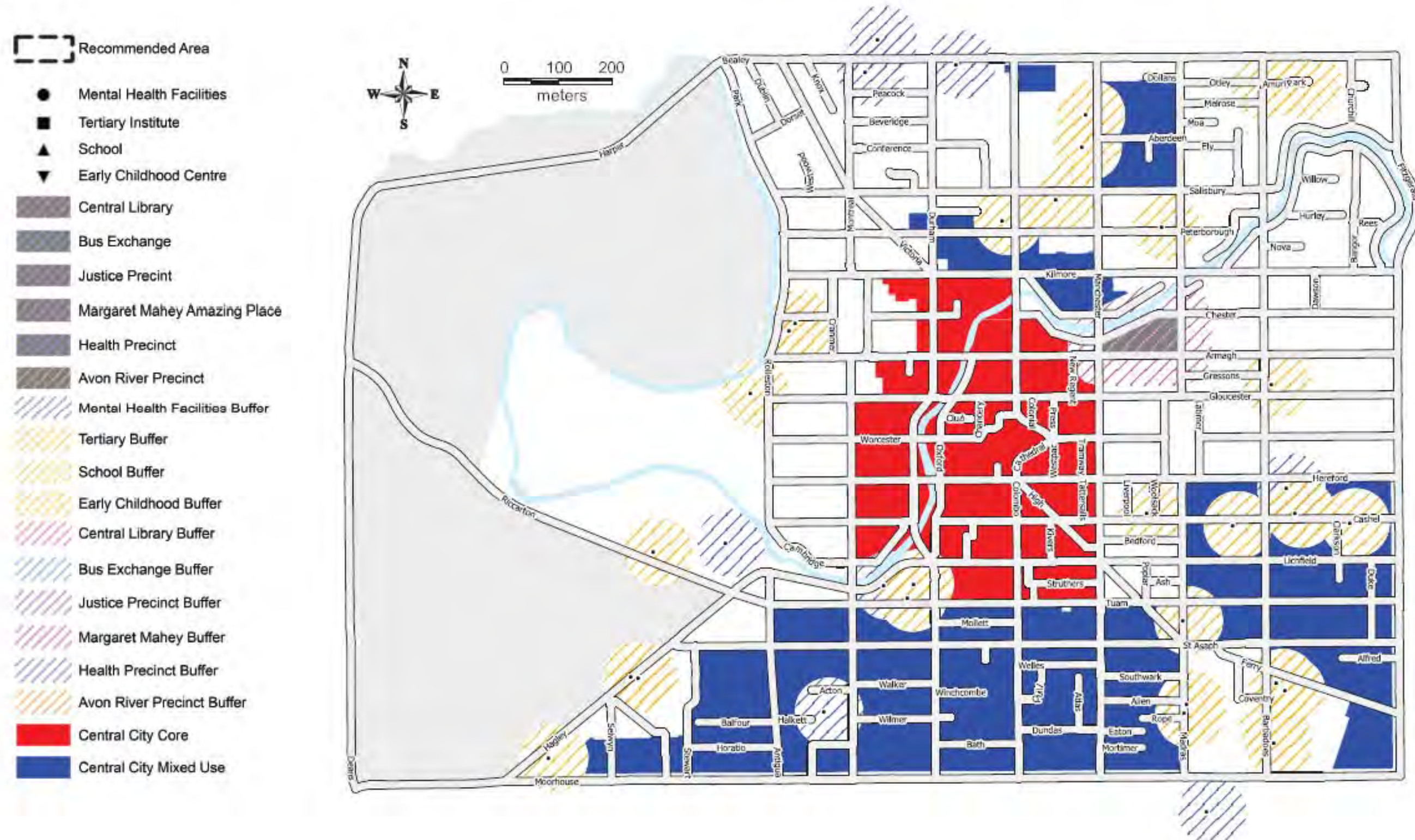
- The Ministry of Justice also state that “The abuse of alcohol and other drugs frequently underpins criminal offending by young people and adults”.

Potential Locations of Permitted Retail Areas for Psychoactive Products



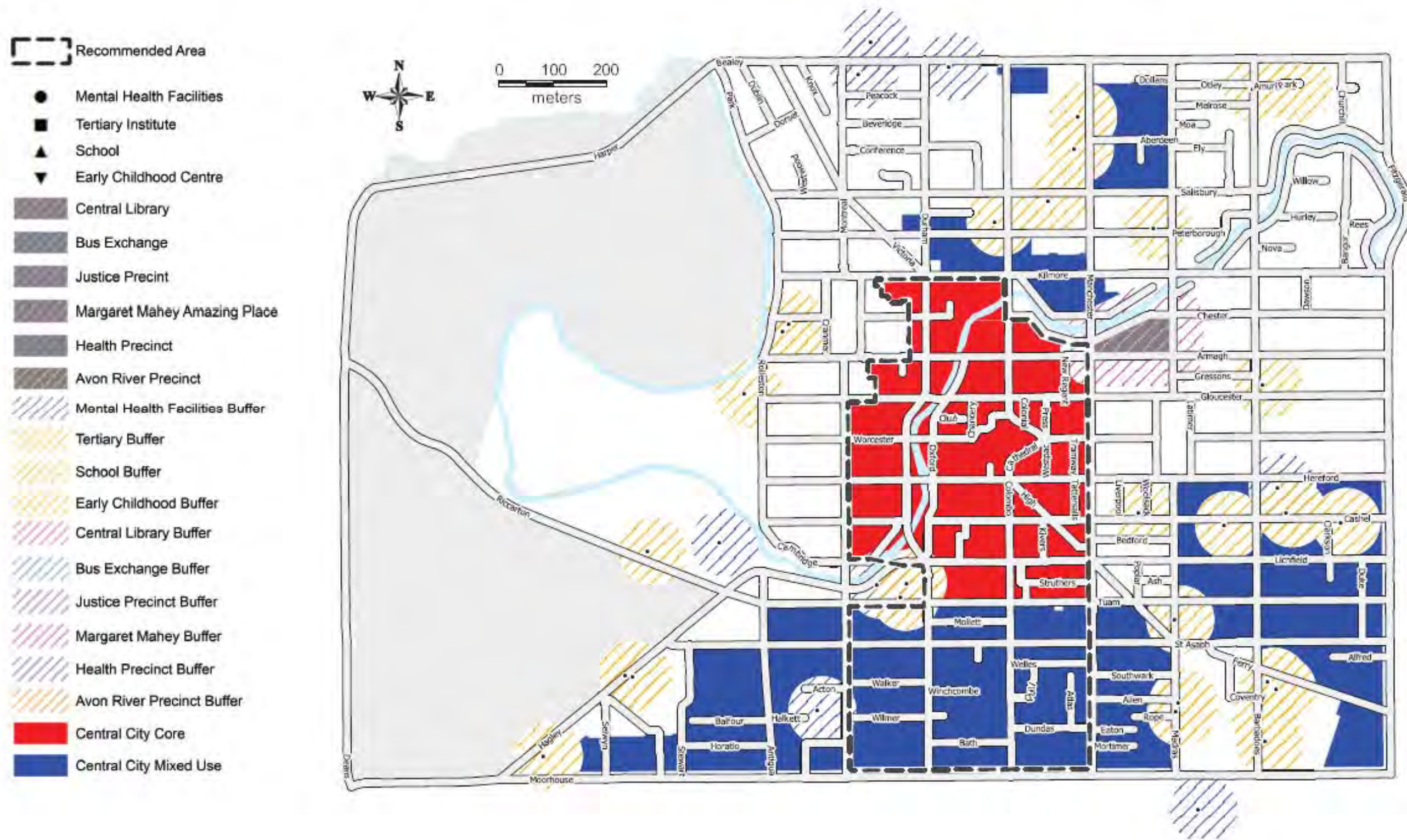
Map Two - Impact of sensitive sites and 100m buffer (as in the draft policy)

Potential Locations of Permitted Retail Areas for Psychoactive Products



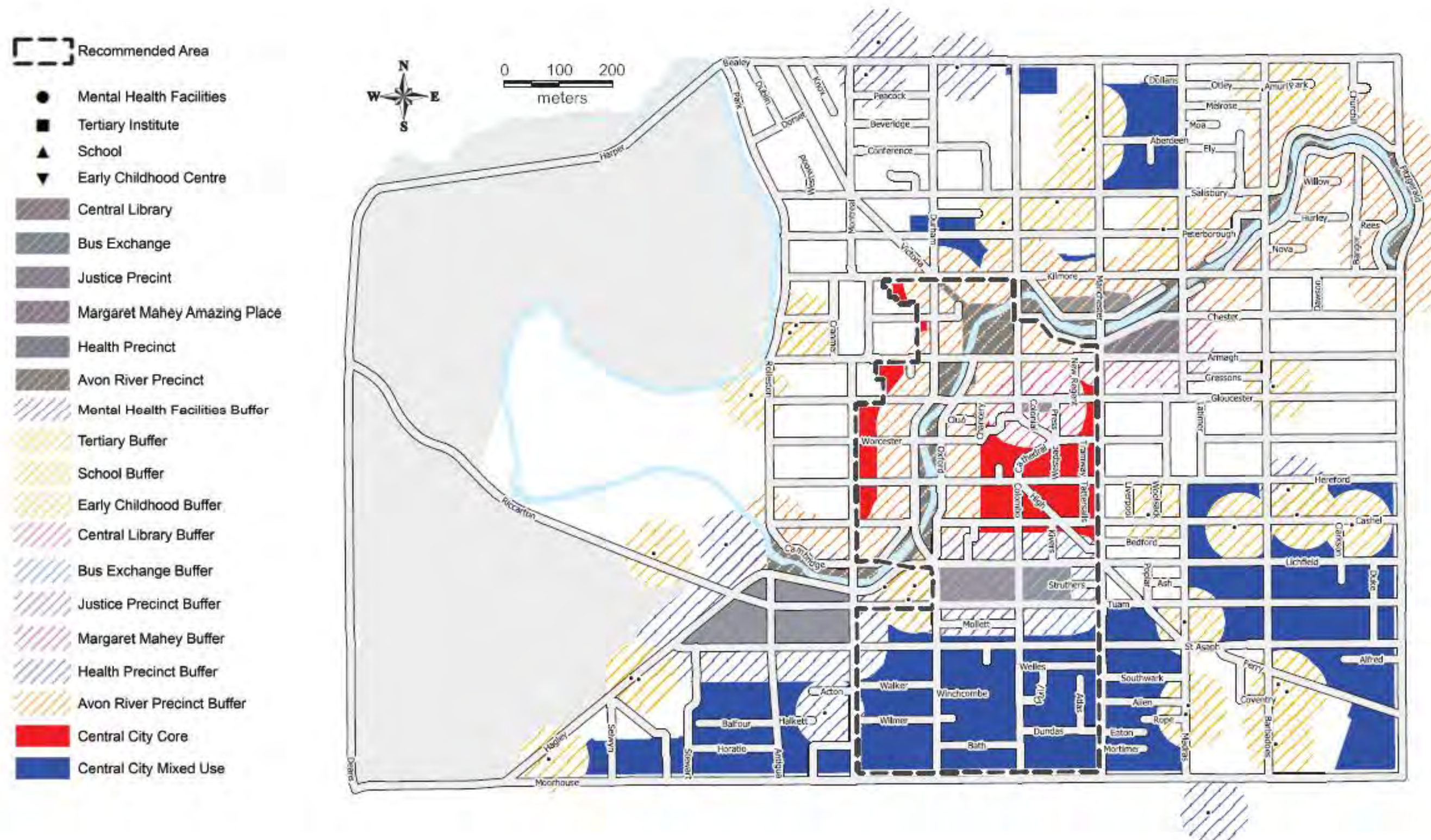
Map Three - Permitted Area recommended by Police in their submission (this is a different area then the draft policy permitted area)

Potential Locations of Permitted Retail Areas for Psychoactive Products



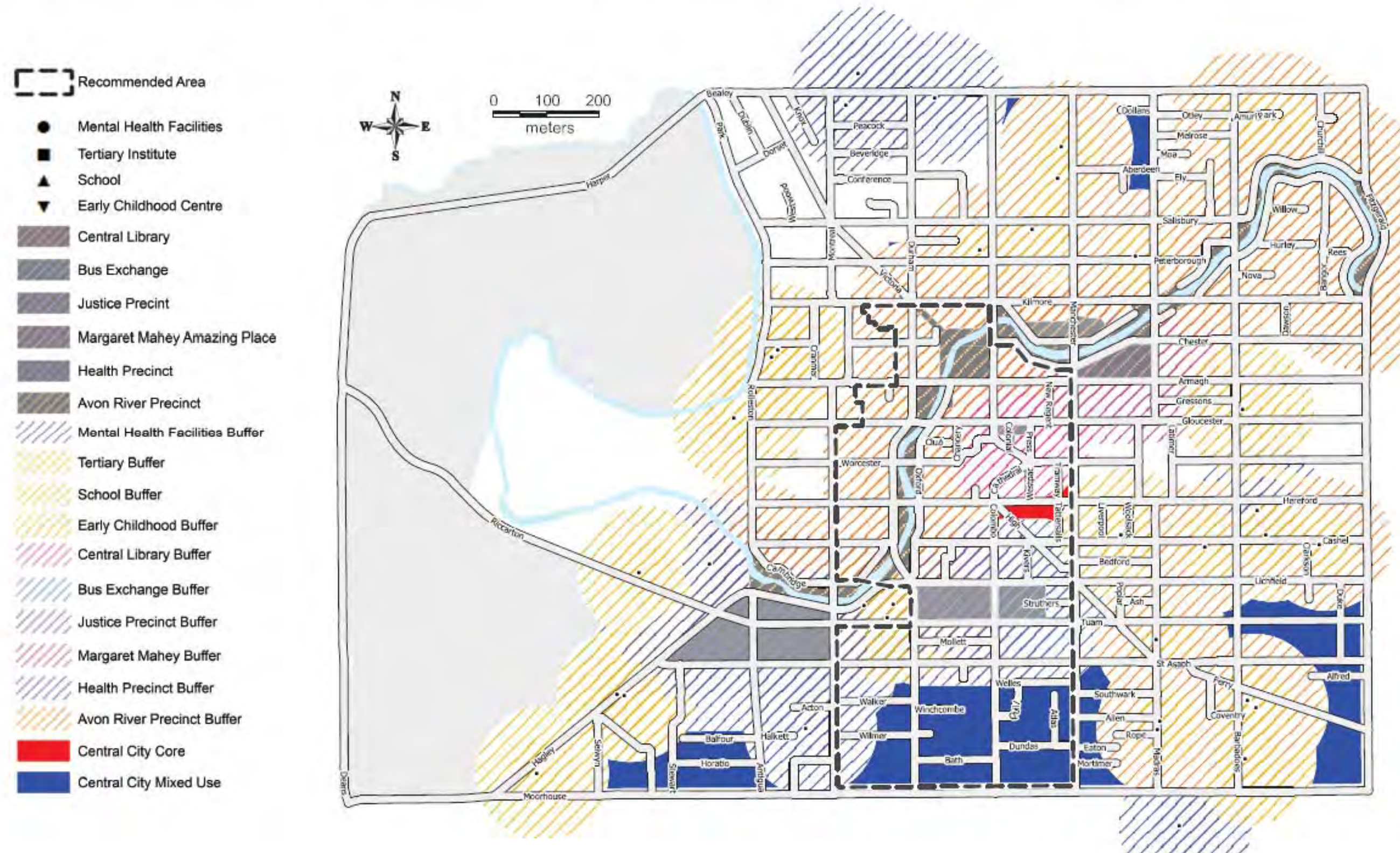
Map Four - Impact of additional sensitive sites and 100 metre buffer as suggested in some of the submissions (Central Library, Bus exchange, Justice Precinct, Health Precinct, and Avon River Park)

Potential Locations of Permitted Retail Areas for Psychoactive Products



Map Five - Additional Sensitive sites and 200 metre buffer (as suggested by some of the submissions)

Potential Locations of Permitted Retail Areas for Psychoactive Products



COUNCIL 27. 11. 2014

17. WAIREWA ADDENDUM: BANKS PENINSULA ZONE IMPLEMENTATION PROGRAMME

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1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to request that Council endorse the Wairewa Addendum to the Banks Peninsula Zone Implementation Programme.
- 1.2 The Wairewa Addendum will be the basis for Environment Canterbury to draft a variation to Section 10, the Banks Peninsula section, of the proposed Land and Water Regional Plan.

2. BACKGROUND

- 2.1 The Banks Peninsula Zone Committee (the Zone Committee) was appointed in October 2011 and is a joint committee of Environment Canterbury and Christchurch City Council (the Council). The Zone Committee completed its Zone Implementation Programme (ZIP) in April 2013. Subsequently the Zone Committee has worked closely with Waiwera Rūnanga and the Akaroa/Wairewa Community Board to develop the Wairewa Addendum.
- 2.2 The Wairewa Addendum focuses on improving the management of water in the Wairewa catchment and represents the aspirations of the community to improve the water quality in Waiwera/Lake Forsyth. The Wairewa Addendum provides guidance to the Council and Environment Canterbury for their respective work programmes and planning frameworks, including the review of the proposed Christchurch Replacement District Plan and the proposed Land and Water Regional Plan (pLWRP).

3. THE WAIREWA ADDENDUM

- 3.1 The Wairewa Addendum's aim is to improve the health of Te Roto o Wairewa/Lake Forsyth and to recognise the significance of the catchment to mana whenua. The recommended suite of actions in the addendum will achieve a balance between economic, social, cultural and environmental needs of the community, while addressing flood risk. The actions identified in the Wairewa Addendum will help to achieve the Zone Committee's target to improve the current situation and put in place a co-ordinated plan of action to achieve a series of priority outcomes.
- 3.2 The priority outcomes of the Wairewa Addendum are:
The catchment
 - (a) Sediment discharge into waterways is reduced
 - (b) All streams that flow into the lake are flourishing ecosystems reflecting mauri, kaitiakitanga and mahinga kai values

17 Cont'd

Flood hazard

- (c) The risk of flooding is known and understood
- (d) The flood hazard is reduced

The lake

- (e) Te Roto o Wairewa is recognised as a nationally significant project showcasing outstanding environmental restoration
- (f) Annual Average Trophic Level Index = 4 within 20 years (2035)
- (g) No more than 30% of water quality samples in a year have chlorophyll-a levels above 20µg/l
- (h) Chlorophyll-a levels should not exceed 50 µg/l
- (i) The lake supports mahinga kai and contact recreation all year round within 15 years (2030)

General

- (j) More effective solutions: be encouraged to seek more effective and innovative solutions to the issues in the catchment
- (k) Funding: work together to develop funding models to support the implementation of these recommendations that include, but not be limited to, council annual and long-term plans and budgets, and community, regional and national funding opportunities
- (l) Monitoring and reporting: develop a monitoring programme that complements existing monitoring, in order to provide the community and Wairewa Rūnanga with regular updates on the health of the lake and waterways, the health and abundance of mahinga kai, and the flood risk and preparedness for flood events.

- 3.3 The Zone Committee and wider community understand that achieving the priority outcomes for Wairewa will not be straightforward and will involve a multi-layered approach with contributions from a wide range of organisations.
- 3.4 The priority outcomes fit within the wider framework of the ZIP. The ZIPs focus is on the maintenance and enhancement of water quality and planning for future development on Banks Peninsula. The ZIP seeks to address how urban and rural development, and areas of protection, including wāhi tapu and wāhi taonga, is undertaken to avoid negative impacts on the unique biodiversity values of Banks Peninsula. The Zone Committee is aware that the Waiwera catchment has been identified as a nutrient *red zone* in the pLWRP, and through the Wairewa Addendum has now provided more detailed recommendations.
- 3.5 The Zone Committee plans to implement 10 to 30 year project plans for the Lyttelton Harbour catchment, the Outer Bays catchments, the Akaroa Harbour catchment, the Southern Bays catchment and the Wairewa catchment. The Wairewa Addendum applies only to the Wairewa catchment.

4. SIGNIFICANCE TO NGAI TAHU

- 4.1 Te Roto o Wairewa is a Statutory Acknowledgement site, recognising the mana of Ngāi Tahu with the lake and guaranteeing tribal involvement in its management. Schedule 71 of the Ngāi Tahu Claims Settlement Act 1998 is a statement of the Ngāi Tahu cultural, spiritual, historic, and traditional association with the lake. Wairewa is one of the lakes referred to in the tradition of Ngā Puna Wai Karikari o Rākaihautu which tells how the principal lakes of Te Wai Pounamu were dug by the rangatira. Rākaihautu was the captain of the canoe, Uruao, which brought the tribe, Waitaha, to New Zealand.

17 Cont'd**5. IMPLICATIONS FOR WORK PROGRAMMES**

- 5.1 The Wairewa Addendum contains 29 recommendations. The key implications for Environment Canterbury are two-fold. The Zone Committee is seeking further flood management and research into the aqueous ecosystem of Wairewa. It is possible that a new flood rating district may be required to manage the costs of flood mitigation.
- 5.2 Flood mitigation and sediment control have been identified as core issues for the Wairewa community. In response to this the Zone Committee has recently established the Little River Flood Mitigation Working Party (the working party). The terms of reference of this group identify a work programme that will investigate the viability of a drainage rating district (or mutually agreed funding model) and the potential for engaging a river engineer to work with the community to manage the work programme.
- 5.3 The working party includes representatives from the local Community Board, the Zone Committee, Wairewa Rūnanga and land owners. The working party will make recommendations to Environment Canterbury and the Council on practical solutions to flooding.
- 5.4 The implications for Council work programmes and budgets will be determined once the working party has reported to Environment Canterbury and the Council. The Council recognises the significance of the flood hazard risk and the need to work with Environment Canterbury, other organisations and the community to reduce the flood risk.

6. FINANCIAL IMPLICATIONS

There are no significant immediate cost implications for the Council.

7. STAFF RECOMMENDATION

- 7.1 It is recommended that the Council
 - (a) Endorse the Wairewa Addendum to the Banks Peninsula Zone Implementation Programme.
 - (b) Note that a *Little River Flood Mitigation Working Party* has been established and will report to Environment Canterbury and Christchurch City Council on flood mitigation proposals.

WAIREWA ADDENDUM

Banks Peninsula Zone Implementation Programme



*Ka hāhā te tuna ki te roto
If the lake is full with eels*

*Ka hāhā te reo ki te kāika
If the home resounds with speaking*

*Ka hāhā te takata ki te whenua
The land will be inhabited by people*



“This morning, Little River presented a scene of desolation. Masses of rocks, shingle, silt, tree trunks, and flood debris were strewn everywhere. A creek was running full force down the main street. Dead sheep, hares, rabbits and dogs lay where the flood had left them. To add to the miseries of residents, a fine rain started to fall this morning. The rainfall for the period 9am Saturday to 9am Monday was 17.80 inches.”

The Christchurch Star-Sun Tuesday 22 May 1945

21 October 2014

ACKNOWLEDGEMENTS

The Banks Peninsula Zone Implementation Committee would like to thank the Little River Wairewa Community for their interest and involvement in the preparation of this document. Over the last 18 months there have been many opportunities for the community to become involved.

- 2 drop in sessions where the technical experts attended and were able to share knowledge of the issues.
- A hui with the Wairewa Rununga
- A meeting with landowners in the upper catchment
- A fieldtrip to view some of the issues and meet with members of the community
- Experts working through with landowners their farming operations.
- Advertisements in the Akaroa Mail and the Zone Committee's newsletter s to outline some of the activities in the Little River Wairewa Catchment.
- The websites of the CCC and Environment Canterbury have been available to the community and have proceedings documented
- The Akaroa Wairewa Community Board flooding meeting in May 2014 following the storm events in March supported by the Zone Committee the CCC NZTA and Environment Canterbury
- Workshops and Zone committee meetings held in Little River that have been open to the community
- The minutes of the Zone committee have been included in the Community Board minutes and available on the CCC website.
- A number of open meetings were held in the catchment in preparation of the document with members of the community being given opportunities to discuss matters and hear presentations from the various technical teams

The Zone Committee also recognises the tremendous support of the CCC and the Environment Canterbury technical teams the administrative staff and the Zone Facilitator. The Canterbury Water Management Strategy and the processes involved have provided a platform to research and document a varied range of issues and moving forward it is hoped the catchment of little River Wairewa will continue to be a living working laboratory and we will all benefit from a 'better understanding of the issues'.

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1.0 INTRODUCTION

1.1 Introduction

The Banks Peninsula Zone Committee is a joint committee of Christchurch City Council and Environment Canterbury. The committee has been tasked to develop recommendations to improve the management of fresh water on Banks Peninsula that would deliver the ten targets of the Canterbury Water Management Strategy (CWMS): <http://ecan.govt.nz/get-involved/canterburywater/targets/Pages/Default.aspx>.

The ten target areas are:

- Kaitiakitanga
- Ecosystem Health and Biodiversity
- Environmental Limits
- Drinking Water
- Recreational and Amenity Opportunities
- Water-Use Efficiency
- Natural Character of Braided Rivers
- Irrigated Land Area
- Energy Security and Efficiency
- Regional and National Economies

To deliver the ten targets in Banks Peninsula the zone committee completed a Zone Implementation Programme (ZIP) in March 2013. The committee is now developing a more specific implementation programme for the Wairewa catchment; a ZIP Addendum to address the poor health of Te Roto o Wairewa/Lake Forsyth and to recognise the significance of the catchment to mana whenua, Kāti Irakehu and Kāti Makō. Wairewa Rūnanga is the modern assembly of the local hapū. Kāti Irakehu and Kāti Makō.

The catchment has been identified as a nutrient “red zone” in the proposed *Land and Water Regional Plan* (pLWRP).

Given the flood events of March and April 2014 and their significant effects on the households and businesses in the catchment, the zone committee felt that it was important to recognise the flood risk as a major issue and to include recommendations to reduce and manage that risk.

1.2 Purpose of the ZIP Addendum

The purpose of the ZIP Addendum is primarily to provide guidance to Environment Canterbury as it develops its work programme, budget and planning frameworks, including variations to the pLWRP. Furthermore, the ZIP Addendum will assist Environment Canterbury to respond to Government directions contained in the *National Policy Statement on Freshwater Management* and the *National Objectives Framework* that require regional councils to:

- Maintain or improve overall water quality within a region
- Safeguard the life support (including their associated ecosystems) of freshwater
- Set freshwater quality limits for all water bodies
- Establish methods to avoid over allocation

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- Set a defined timeframe and methods by which over allocation has to be phased out
- Set environmental flows for all freshwater bodies.

The ZIP Addendum also provides recommendations and a sense of direction for others to follow and contribute towards.

This ZIP Addendum primarily focuses on recommendations to:

- Improve the health of Te Roto O Wairewa/Lake Forsyth and water management in the wider Wairewa catchment (refer Figure 1)
- Reduce the flood hazard in the catchment.

To undertake this task the committee has worked closely with the Wairewa Rūnanga and Akaroa/Wairewa Community Board to facilitate community discussion and input.

The zone committee has endeavoured to build on recent work, including:

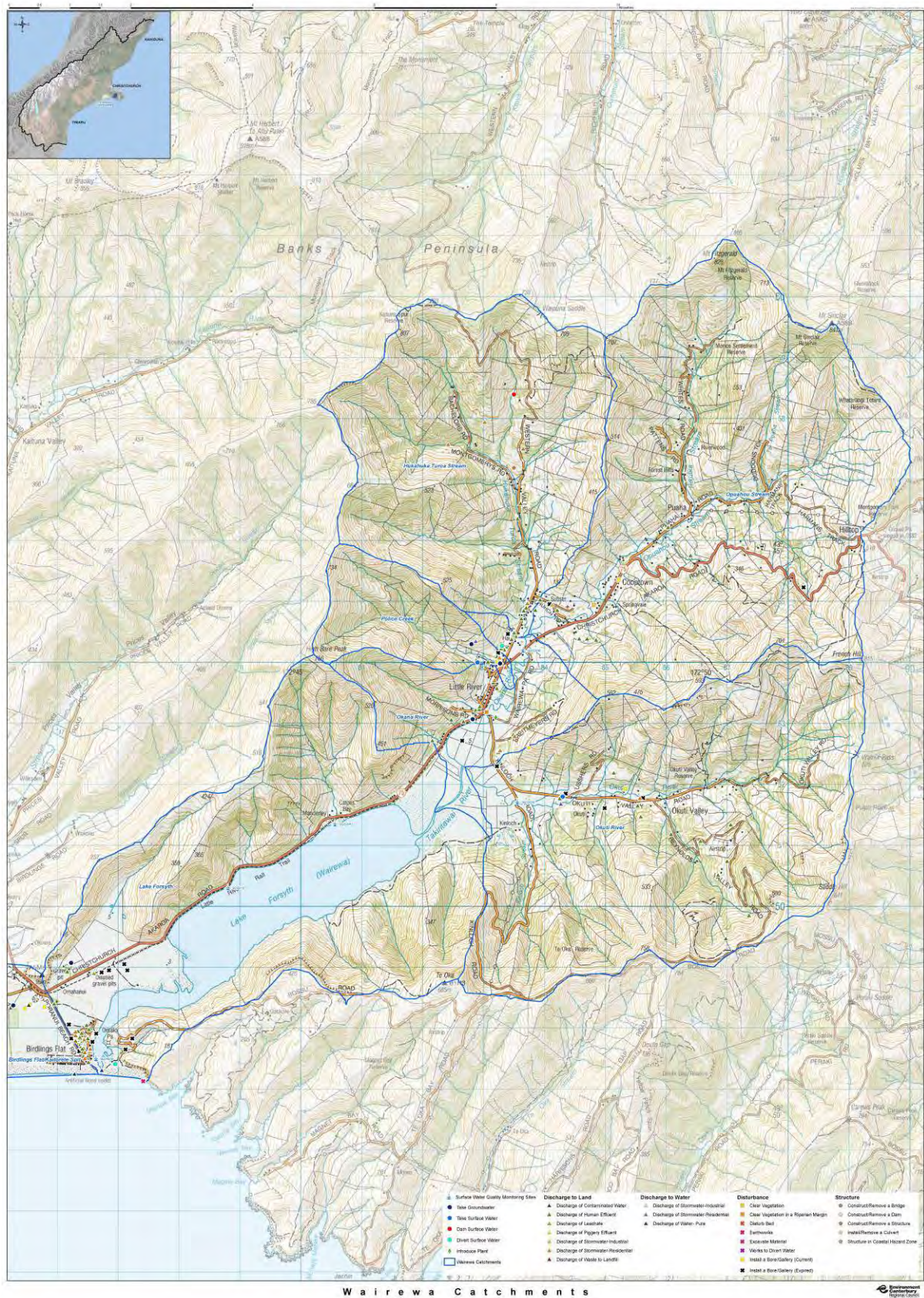
- Research and trials undertaken by Wairewa Rūnanga
- The Banks Peninsula / Te Pātaka o Rākaihautū Zone Implementation Programme (ZIP) 2013
- The Mahaanui Iwi Management Plan 2013 <http://mkt.co.nz/mahaanui-iwi-management-plan/>
- The Christchurch City Council Mayoral Flood Taskforce 2014
<http://www.ccc.govt.nz/cityleisure/projectstoimprovechristchurch/landdrainage/taskforce.aspx>

Developing the ZIP Addendum has also generated new information that can be found in Environment Canterbury technical reports <http://ecan.govt.nz/OUR-RESPONSIBILITIES/REGIONAL-PLANS/REGIONAL-PLANS-UNDER-DEVELOPMENT/WAIREWA/Pages/wairewa-research.aspx>

The committee has tried to balance the economic, social, cultural and environmental needs of the community. Finding a sustainable, long-term balance has been difficult; there are no quick fixes for some of these issues but by working together we can coordinate a plan of action.

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Figure 1: Wairewa Catchment



1.3 Starting Point

Over the last 160 years the catchment has been dramatically modified. The majority of native forest was removed between 1860-1890 to build Christchurch and provide for agriculture in the catchment. The lake level has been controlled to provide drainage for the lower catchment since the late 19th century. The lake has been mechanically opened since 1946.

As with areas that share a similar settlement history, the Wairewa catchment has suffered significant loss of indigenous species and wetland habitats. Deforestation led to erosion, and subsequent sedimentation rates in the lake have increased substantially from a pre-1840s rate. This has meant a major imbalance between inputs of sediment coming into the lake and sediment being able to exit the lake. The sediment coming into the lake from the Wairewa catchment is naturally high in phosphorus, which is believed to be one of the driving factors behind the regular blooms of the toxic cyanobacteria, *Nodularia spumigena*.

The lake is in a poor condition. It has undergone eutrophication since the early 1900s. Currently it undergoes significant fluctuations between eutrophic and extremely hypertrophic states. Cultural values, including mahinga kai, have declined substantially since European settlement.

Te Roto o Wairewa (Lake Forsyth) is a Statutory Acknowledgement site that recognises the mana of Ngāi Tahu, guaranteeing tribal involvement in its management. The lake is also one of only two customary lakes in New Zealand (the other is Lake Horowhenua), which means that only Ngāi Tahu iwi can take tuna (eels) from the lake.

The catchment is prone to flooding. The steep, short creeks and streams, current soil and vegetation cover have limited capacity to hold and slowly release water from intense rainfall events. Flooding has been common in the Ōkana and Ōkuti Valleys since the catchment was first occupied. Prior to 2012 the catchment experienced a decade without severely intense rainfall events, but in August 2012, and both March and April 2014, the Ōkana catchment experienced intense rainfall events that resulted in the flooding of several homes, businesses and roads including State Highway 75.

The Waitangi Tribunal recommended in respect to Te Roto o Wairewa that a management plan¹ be prepared for improvement of the water quality, involving Ngāi Tahu as part of the decision-making process along with the Department of Conservation, Canterbury Regional Council and the Ministry of Primary Industries, with the Crown providing the same resources as were recommended in respect to Te Waihora.

¹ This ZIP Addendum is a set of recommendations to Environment Canterbury and Christchurch City. It is not a management plan for Te Roto o Wairewa as envisaged by the Waitangi Tribunal.

1.4 Significance to Ngāi Tahu and the Wider Community

“Wairewa is one of the lakes referred to in the tradition of Ngā Puna Wai Karikari o Rākaihautū, which tells how the principal lakes of Te Wai Pounamu were dug by the rangatira Rākaihautu, the captain of the canoe Uruao which brought the tribe Waitaha to New Zealand. Rākaihautū beached his canoe at Whakatū (Nelson). From Whakatū Rākaihautū divided the new arrivals into two parties, with his son taking one to explore the coastline southwards and Rākaihautū taking the other southward by an inland route. On his inland journey Rākaihautu used his famous kō (a tool similar to a spade) to dig the principal lakes of Te Wai Pounamu, including Wairewa..... The mauri of Wairewa represents the essence that binds the physical and spiritual elements of all things together generating and upholding all life. All elements of the natural environment possess a life force and all forms of life are related. Mauri is a critical relationship of Ngāi Tahu Whānau with the ...”² Wairewa catchment.

Cultural

Te Roto o Wairewa was once a kete full of mahinga kai and famous for its tuna (eels), which provided sustenance for mana whenua, Kāti Irakehu and Kāti Makō.

Historical

Maori occupation around Te Roto o Wairewa and European sawmilling, farming and settlement means the catchment holds a prominent place in Canterbury’s historic landscape.

Wildlife habitat and biodiversity

Wairewa is a nationally and regionally significant wetland area that links with Te Waihora/Lake Ellesmere and the Avon-Heathcote Estuary/Ihutai. Te Roto o Wairewa is a shallow brackish coastal lake that provides lake-margin and swamp habitats for waterfowl (including the crested grebe), a variety of salt and freshwater marsh plants and invertebrate species. The lake and tributaries provide habitats for a variety of fish species including tuna (long finned and short finned eel), inanga (whitebait), patiki (flounder), banded kōkopu, and common and upland bullies. The Ōkuti is a known spawning site for the kanakana (lamprey *geotria australis*). Apart from the upland bully all these species require access to the sea to complete their lifecycle. Perch and brown trout can also be found in the streams and lake.

Landforms and landscapes

Te Roto o Wairewa is a relatively new lake. Prior to European settlement the lake was a tidal inlet. Early whalers described an inlet with a permanent opening to the sea known as Mowry (Māori) harbour. By the 1840s a barrier bar had naturally formed and the lagoon became a lake, trapping species that naturally move between salt and freshwater to complete their life cycle. The barrier beach continues to grow as gravel from rivers to the south is transported along the coast and deposited at Birdlings Flat, and the lake fills from sediment discharged from the catchment.

Recreational use and public access

Recreation is mainly concentrated on the west edge of the lake. Motorised boating is limited due to its

² Schedule 71 Statutory acknowledgement for Te Roto o Wairewa Ngāi Tahu Claims Settlement Act 1998

shallow nature. The New Brighton Power Boat Club does, however, hold annual regattas there every summer.

Other water-based activities are limited by cyanobacteria blooms in summer and associated health warnings. However the Little River Rail Trail is increasing in popularity providing a pleasant cycle ride or walk along the edge of the lake.

1.5 The Proposed Land and Water Regional Plan

The pLWRP is a new regional planning framework for Canterbury. It aims to provide clear direction on how land and water are to be managed to deliver community aspirations for water quality and quantity in both urban and rural areas

The pLWRP introduces nutrient management zones to indicate whether water quality outcomes are being met and the policies and rules that apply to the different zones. The Wairewa catchment has been identified as a red zone, indicating that water quality (i.e. lake quality) outcomes are not met. The pLWRP has policies and rules that address nitrates. The pLWRP measures are unlikely to affect landowners in the Wairewa catchment as nitrate discharges in this catchment are considered low (i.e. <10kg/ha/yr). Phosphorus-rich sediment, however, is considered to be the main contributor to poor water quality in the Wairewa catchment. The zone committee is investigating ways to reduce the phosphorus rich sediment entering and staying in the lake, while keeping nitrate levels low.

WAIREWA CATCHMENT – NUTRIENT RED ZONE pLWRP

The Wairewa catchment is designated a nutrient red zone in the pLWRP.

A red zone means there can be no increase in nitrogen leaching beyond the leaching baseline for farms already leaching more than 10 kgN/ha/yr.

Farms with higher leaching losses (>20kgN/ha/yr), can continue to operate until 1 January 2017, but after this date a resource consent is required and a completed farm environment plan is an essential component of the consent application.

2.0 ISSUES AND OUTCOMES

2.1 Main Issues

Health of the lake and waterways

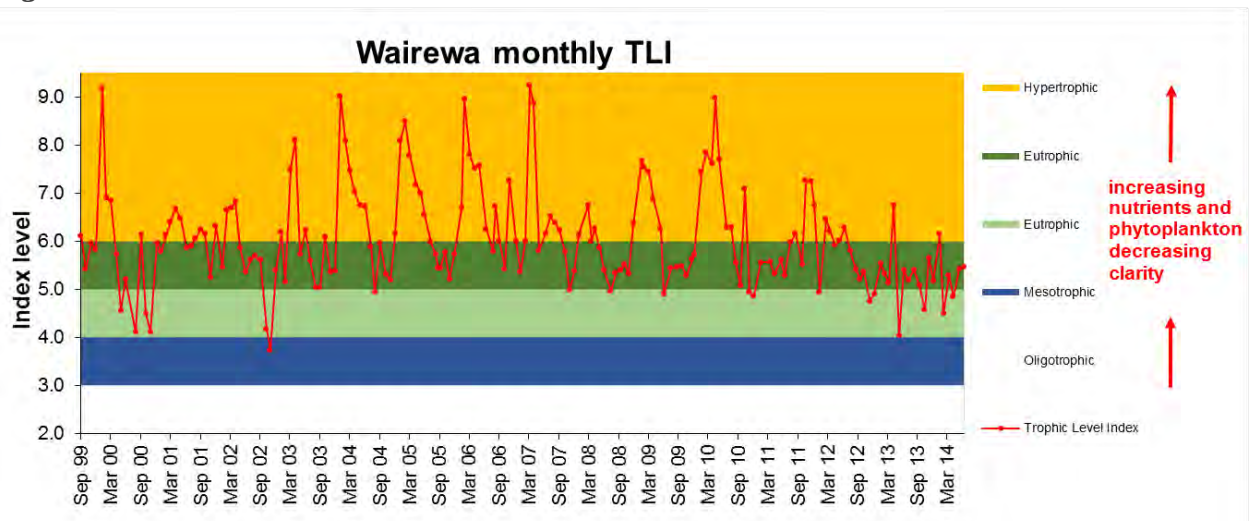
The health of Te Roto o Wairewa / Lake Forsyth is poor³. The accelerated inflow of phosphorus-rich sediment is a significant driver behind this decline.

A notable thing about the Trophic Level Index (TLI)⁴ of Wairewa / Lake Forsyth is its variability, with the lake moving between eutrophic and extremely hypertrophic levels (in contrast to Te Waihora/Lake Ellesmere which has a TLI that sits consistently at just above 7). The extreme hypertrophic peaks are in the summer when large algal and cyanobacteria blooms tend to occur. During the winter the lake is generally in a supertrophic state (a TLI of 5-6).

A high eutrophic level generally means poorer water quality but does not mean that the lake is biologically dead. Te Roto o Wairewa / Lake Forsyth is biologically very active. Some species, such as tuna (eels), however, appear to be on the decline. The main water quality issue for the lake is cyanobacteria blooms. It is still uncertain exactly what drives these blooms. The trigger is likely to be hidden within the complexity of interrelationships and feedback loops between water temperature, salinity, phosphorus, nitrogen and oxygen levels.

The TLI values and variability have reduced over the last 2-3 years. Macrophytes (aquatic plants) flowered in the spring of 2013, which is a good sign and has led to cautious optimism that the health of the lake is improving. It is thought that these signs of improvement are a consequence of higher lake levels over summer achieved through greater control on the lake opening.

Figure 2



³ A state of the Takiwā assessment undertaken in 2005-06 highlighted the dramatic loss of health in the catchment's waterways from the head of the valley to the lake "source to sink". Ref p311 Mahaanui Iwi Management Plan 2013.

⁴ The Trophic Level Index is a way of combining four related variables (total nitrogen, total phosphorus, chlorophyll a, and water clarity) into a single number.

Mahinga kai

The degraded health of Te Roto o Wairewa / Lake Forsyth and its fisheries is regarded by Wairewa Rūnanga as the most significant issue in the catchment. There is a dramatic loss of cultural health from the upper catchment to the lower catchment and lake (i.e. source to sink). Although the lake continues to be a productive environment, its mauri has been severely degraded⁵.

Wairewa Rūnanga has a long-term vision and strategy to rehabilitate the cultural health of Te Roto o Wairewa / Lake Forsyth. The lake was gazetted in 2010 as a matāitai reserve to protect customary fisheries, in anticipation of the restoration of the health of the fishery⁶. Investigations and trialling of a better lake opening are well underway.

Flood hazard

Little River has a history of regular flood events. Flooding is largely due to flowing rather than ponding water. Large quantities of water flow down the steep catchment to the flatter lower valley where the Little River township is situated⁷. Three significant flooding events in 2014, on 4-5 March, 18 April, and 30 April, resulted in inundation of households, businesses and roads.

2.2 Desired Outcomes

The desired outcomes that the zone committee have identified for the Wairewa catchment have been developed from the *Banks Peninsula Zone Implementation Programme (ZIP)*, the *Mahaanui Iwi Management Plan*, the Mayoral Flood Taskforce, and discussions with the community and Wairewa Rūnanga.

Technical experts have also commented on the ability to achieve a TLI of 4, stating that a target TLI of 4 was “ambitious”⁸. Reflecting on this advice the zone committee decided to retain the target to provide a “stretch goal”, but to add restoration targets that specify:

1. A percentage of exceedances of chlorophyll a per year above 20µg/l; and
2. A maximum level of chlorophyll a of 50µg/l that should not be exceeded.

Chlorophyll a was chosen as a surrogate for the noxious (and toxic) cyanobacteria blooms in Te Roto o Wairewa / Lake Forsyth. Monitoring for chlorophyll a and reporting on exceedances will give a sense of whether the actions being taken are having a positive effect on the occurrence of cyanobacteria blooms.

⁵ Pg 310 Mahaanui Iwi Management Plan 2013

⁶ Pg 311 Mahaanui Iwi Management Plan 2013

⁷ Pg 84-87 Mayoral Flood Taskforce – Temporary Flood Defence: Measures Technical Report

⁸ Schallenberg (2014)



Desired Outcomes

CATCHMENT

Sediment discharges into waterways is reduced
All streams that flow into the lake are flourishing ecosystems reflecting mauri,
kaitiakitanga and mahinga kai values

FLOOD HAZARD

Risks of flooding are known and understood
The flood hazard is reduced

THE LAKE

Te Roto o Wairewa is a nationally significant project showcasing outstanding
environmental restoration
Annual Average TLI = 4 within 20 years (2035)
No more than 30% of water quality samples in a year have chlorophyll a levels above
20µg/l
Chlorophyll a levels should not exceed 50 µg/l
The lake supports mahinga kai and contact recreation all year round
within 15 years (2030)

3.0 PRINCIPLES AND PATHWAYS

3.1 Guiding Principles

The following principles underpin the recommendations of the zone committee. The guiding principles are:

Recognise Wairewa Rūnanga as a leader – Te Roto o Wairewa is a statutory acknowledgement site under the *Ngāi Tahu Claims Settlement Act 1989* and a customary fishery under Fisheries Regulation 1999. Wairewa Rūnanga has long championed and led restoration of the lake and the catchment's water bodies and has investigated and trialled an alternative lake opening regime.

Ki uta ki tai (source to the sea) – Ensure an integrated approach from the top of the catchment to the lake opening, everything is linked to everything else.

Understand the biophysical system – Ensure an active research and monitoring programme is in place to better understand the complex interactions within the system. There is still a lot that we do not understand.

Avoid creating new or exacerbating existing problems – The catchment is flood prone. Future development should avoid flood prone areas and ensure that floor levels are above historic flood levels.

Ensure that flood mitigation and riparian management are mutually supportive – Clearance of flood debris and stabilisation of riverbanks should both improve drainage and reduce sediment discharge from bank collapse.

Control inputs before removing the sediment and phosphorus legacy – Inputs into the lake of sediment and phosphorus needs to be reduced so that future actions to remove the sediment and phosphorus legacy in the lake will not be negated by new inputs.

Develop partnerships – He tangata He tangata He tangata – People people people – Together we can make a difference.

Develop long-term commitment – Long-term and ongoing commitment from the community and agencies is required to improve and maintain the health of the lake, waterways and mahinga kai, and reduce the risk of flooding now and into the future.

Monitor, review and adapt – We need to proceed in an environment of uncertainty; we therefore need to assess and understand the effects of our actions and adapt to new information and understanding.

3.2 Pathways and Leaders

The outcomes in the ZIP Addendum will be achieved by many; each playing a part and working in a number of different ways, through a number of different mechanisms. No one agency or individual working alone can deliver the desired outcomes – we must work together.

The following lists some of the pathways and leaders, that when combined will deliver the desired outcomes for the catchment.

PATHWAYS	LEADERS
<u>Individual Action</u> Remove debris and manage storm water from properties and riparian margins; maintain septic tanks; ensure that water from stockyards, wash down facilities etc. does not flow directly into waterways or Christchurch city council storm water infrastructure.	<i>Individual Champions</i>
<u>Wairewa Mahinga Kai Cultural Park</u> Develop a Wairewa Mahinga Kai Cultural Park based on integrated management of the Te Roto o Wairewa catchment and surrounding landscape.	<i>Wairewa Rūnanga</i>
<u>Integrated Catchment Management⁹</u> Collectively manage willow clearance, bank erosion, land management and riparian planting along the catchment's water bodies, for flood mitigation and erosion control and to improve the health of water bodies and the lake ki uta ki tai.	<i>Community, Rūnanga, Community Board, Zone Committee, Christchurch City Council, Environment Canterbury and the Department of Conservation</i>
<u>District Plan</u> The District Plan can set a framework that provides for future subdivision in less flood prone areas of the catchment and set floor levels above historic flood levels for new development.	<i>Christchurch City Council</i>
<u>Water Related Services Bylaw</u> The Water Related Services Bylaw can require households to provide water tanks on site to supplement drinking water supplies and set standards for storm water entering the City Council's drainage network.	<i>Christchurch City Council</i>
<u>Navigation Safety Bylaw</u> The Navigation Safety Bylaw can set speed limits and classify areas as low speed areas.	<i>Environment Canterbury</i>
<u>Christchurch City Council Drainage Infrastructure - Maintenance and Improvements</u> Christchurch City Council maintains a drainage infrastructure in and around Little River and can provide for further maintenance or improvements in the Council Long Term Plan. The Council may also provide for improvements in the proposed comprehensive storm water consent for Banks Peninsula (expected 2015).	<i>Christchurch City Council</i>
<u>Christchurch City Council Waste Water Infrastructure</u> Christchurch City Council has scheduled a new reticulated wastewater treatment system for Little River in 2016-2019. Such a system could include phosphorus	<i>Christchurch City Council</i>

⁹ Integrated catchment management approaches sustainable resource management from a catchment perspective, in contrast to a piecemeal approach that artificially separates land management from water management.

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stripping technology.	
<u>Wairewa section of the Land and Water Regional Plan (pLWRP)</u> The pLWRP provides a framework for managing competing demand for land and water in both rural and urban Canterbury. Nutrient limits and water allocation limits and controls on land use for the Wairewa catchment can be set in the plan.	<i>Environment Canterbury</i>
<u>Department of Conservation Management and Operational Plans</u> The Department of Conservation is a significant land manager, managing the lake bed and lake margin. The Department could provide for willow control and riparian management for areas it is responsible for in its operational plans.	<i>Department of Conservation</i>
<u>New Zealand Transport Agency Roading Infrastructure – Maintenance and Improvements</u> The NZ Transport Agency maintains drainage from SH75 and can provide for further maintenance and improvements in its operational planning.	<i>NZ Transport Agency</i>
<u>Waitangi Tribunal recommendation – Management Plan te Roto o Wairewa</u> The Waitangi Tribunal recommended that the Rūnanga, iwi and agencies work together to prepare a management plan to improve the water quality of the lake. Developing an agreed plan would help coordinate the efforts of interested parties once there is confidence of the drivers behind the cyanobacteria blooms.	<i>Wairewa Rūnanga</i> <i>Ngāi Tahu</i> <i>Department of Conservation</i> <i>Ministry of Primary Industries</i> <i>Environment Canterbury</i> <i>Christchurch City Council</i>

4.0 GENERAL RECOMMENDATIONS

RECOMMENDATIONS	ISSUES
<p>4.1 Mauri¹⁰ - Mahinga Kai</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>Christchurch City Council, Environment Canterbury, the Department of Conservation, Wairewa Rūnanga and the community work together to restore and maintain the health and mauri of Te Roto o Wairewa / Lake Forsyth and associated waterways of the Ōkana and Ōkuti catchments.</p> <p><u>Commentary</u></p> <p><i>Te Roto o Wairewa is significant for Ngāi Tahu, and its essence as a food basket lies at the heart of Wairewa Rūnanga (Kāti Makō and Kāti Irakehu). Restoring the health of the lake and its tributaries to a level that can once again support healthy, abundant mahinga kai is an important step in a long journey to restore the mana of the people.</i></p> <p><i>The zone committee expects that the implementation of this recommendation will go some way towards the development of a Mahinga Kai Cultural Park for the Wairewa catchment.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p> <p>Flood mitigation</p>



¹⁰ Mauri is the life supporting capacity, spiritual essence, life, health and vitality of the waterways and lake. Mauri and mahinga kai is used in these recommendations to also indicate ecological health.

<p>4.2 Flood Risk</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>Christchurch City Council and Environment Canterbury recognise that a primary barrier to a healthy vibrant community is the risk from future flooding. The councils need to continue to work with the community to reduce and manage the flood risk to an affordable level.</p> <p><u>Commentary</u></p> <p><i>Flooding in the Wairewa catchment is caused by large quantities of water flowing from the steep upper catchment and slowing on the flatter lower valley where the township is situated. There is a small amount of Christchurch City Council drainage infrastructure around the township. There has been minimal maintenance of the rivers for drainage within the catchment in recent years leading to the establishment of extensive vegetation, particularly willow trees, along and within the river corridor (Mayoral Flood Taskforce 2014).</i></p> <p><i>There have been a number of attempts to improve the condition of the waterways in the catchment for drainage. These have included an agreement in 1993 for government workers to undertake work to bring the waterways up to a standard that could be maintained by private landowners; and in 2008 an Environment Canterbury-led process to establish a drainage rating district. Both of these attempts have failed to eventuate in long term programmes to maintain the waterways to a satisfactory standard for drainage.</i></p> <p><i>The zone committee believes it is time for the community to work together to find a solution and develop a work programme and funding models to ensure ongoing work and maintenance of the catchment waterways for the long term. Such a work programme will have the biggest impact in achieving social, cultural, economic and environmental outcomes.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p> <p>Flood mitigation</p>
<p>4.3 More Effective Solutions</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>The community, Wairewa Rūnanga, Christchurch City Council, Environment Canterbury, Department of Conservation and researchers be encouraged to seek more effective and innovative solutions to the issues in the catchment.</p> <p><u>Commentary</u></p> <p>Currently there are no easy solutions that will immediately remedy the poor water quality in the lake, restore mahinga kai, or ensure no more flooding in the catchment. The zone committee is supportive of the research and trials the Wairewa Rūnanga has undertaken over recent years to find ways to improve the health of the lake and the efforts of the local community to explore new funding models for flood mitigation work. The committee would like to see others taking a similar innovative approach and would like to see new ideas encouraged and supported by agencies.</p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p> <p>Flood mitigation</p>

<p>4.4 Funding</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>The community, Environment Canterbury and Christchurch City Council work together to develop funding models to support the implementation of these recommendations that include, but not be limited to, council annual and long-term plans and budgets, and community, regional and national funding opportunities.</p> <p><u>Commentary</u></p> <p><i>The recommendations in this ZIP Addendum are multi-faceted and ambitious, and span the responsibilities of individuals, councils, government agencies and communities. Implementation will require funding from a variety of sources.</i></p> <p><i>The zone committee believes that all parties with an interest in the Wairewa catchment will need to work together to develop funding models that are widely accepted and affordable. Such models may also include applying for funds from outside sources.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p> <p>Flood mitigation</p>
<p>4.5 Monitoring and Reporting Programme</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>Environment Canterbury, Christchurch City Council and the Department of Conservation develop a monitoring programme that complements existing monitoring, in order to provide the community and Wairewa Rūnanga with regular updates on:</p> <ul style="list-style-type: none"> the health of the lake and waterways the health and abundance of mahinga kai the flood risk and preparedness for flood events. <p><u>Commentary</u></p> <p><i>The zone community recognises that we do not fully understand the drivers of the health of the lake and the effectiveness of the zone committee's proposed recommendations. The committee is, however, confident that there is enough information to take action to support and build on the efforts of Wairewa Rūnanga, the community, councils, the Department of Conservation and others.</i></p> <p><i>To manage these uncertainties and build confidence in the effectiveness of the actions taken the zone committee believes it is important to monitor and regularly report to the community and Wairewa Rūnanga on the health of the lake and waterways in the catchment, and to adapt work programmes, including the effectiveness of the plan provisions, to new information and understanding.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p> <p>Flood mitigation</p>

5.0 CATCHMENT RECOMMENDATIONS

RECOMMENDATIONS	ISSUES
<p>5.1 Flood Mitigation and Sediment Control</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>Environment Canterbury and Christchurch City Council support a <u>working party</u> of Wairewa Rūnanga, community members and relevant agencies to develop:</p> <ul style="list-style-type: none"> • a work programme • funding models that have the support of the community and councils, and are sustainable and affordable for the long-term. <p>Christchurch City Council should provide in their long-term plan to:</p> <ul style="list-style-type: none"> • maintain and improve Christchurch's City Council drainage infrastructure in the catchment. <p>Christchurch City Council should provide in their District Plan:</p> <ul style="list-style-type: none"> • provisions to avoid new development in flood prone areas • regulated floor levels for new households and extensions above a "1 in 200 year flood level". <p>Environment Canterbury should provide in their Long-Term Funding Plan to:</p> <ul style="list-style-type: none"> • support a drainage rating district (or mutually agreed funding model) if one is agreed to by the community • provide a river engineer to work with the community to manage the work programme and act as a contact point for drainage issues (outside CCC drainage network). <p>Individual property owners should be encouraged to:</p> <ul style="list-style-type: none"> • keep drains and waterways on their property clear of debris • avoid wash down areas where contaminants can enter the storm water system and waterways • work with neighbours to manage storm water • permanently reforest less productive areas in the upper catchment where appropriate to intercept and absorb rain and slow runoff • encourage native plantings where appropriate. <p>The community should be encouraged to:</p> <ul style="list-style-type: none"> • develop an emergency plan of action. <p>Christchurch City Council and Environment Canterbury should ensure information is easily available covering matters such as:</p> <ul style="list-style-type: none"> • flood history and risks • roles and responsibilities • actions to reduce flood risk • rationale and timing for RMA consents regarding work in or near waterways • The state of the lake and waterways. 	<p>Health of the lake/waterways</p> <p>Mahinga kai</p> <p>Flood mitigation</p>

<p><u>Commentary</u> Refer to recommendation 4.2.</p> <p><i>Understanding, adapting to, and reducing the flood hazard in the Wairewa catchment will require all parties to work together and take action. The zone committee believes the most effective action will come from a long-term coordinated work programme supported by a funding model developed and agreed to by the community, that councils can then work with the community to implement. The zone committee supports the community and Akaroa-Wairewa Community Board initiating a Working Party of community members to develop a programme and funding model that is agreed by the community and can then be factored into council plans and budgets. Landowners, councils and agencies also need to take responsibility for drainage from their own land and infrastructure.</i></p> <p><i>The community will need to adopt a strategy of mitigating where it can, avoiding and adapting to flood risk. The zone committee believes it is important for the risk to be well communicated and understood; for weather warnings to be communicated so that the community can prepare; and when physically possible for the lake to be opened and the lake level lowered prior to forecasted intense rainfall events.</i></p>	
<p>5.2 Environment Plans - Sediment and Phosphorus The Banks Peninsula Zone Committee recommends that:</p> <p>Land managers with erosion and storm water hot spots and, land with waterway boundaries and/or with waterways running through properties be encouraged to prepare <u>environment plans</u> to focus attention on the reduction and management of:</p> <ul style="list-style-type: none"> • Sediment (and phosphorus) entering waterways • Stream bank collapse • Storm water from properties and roading infrastructure • Stock exclusion and access across waterways • Debris and willows impeding water flowing in waterways. <p>Environment plans are written to foster good management and may include but not be limited to:</p> <ul style="list-style-type: none"> • Identification of high risk sites where sediment is likely to be discharged • Actions to reduce sediment discharges (e.g. sediment traps, planting, diverting water away from erosion prone areas) • Regular clearance of drains and small waterways • Stock exclusion • Stock crossings (i.e. culverts and bridges) and drinking bays • Fencing and planting of waterways where it will not impede drainage. <p><u>Commentary</u> Refer to recommendations 5.3, 5.6 and 6.4</p> <p><i>Soils in the Wairewa catchment are rich in phosphorus and prone to erosion. When sediment is discharged into the waterways and the lake in the catchment, phosphorus is also discharged. Phosphorus has been identified as a likely limiting factor contributing to the poor water quality in the lake and the occurrence of</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p> <p>Flood mitigation</p>

<p><i>cyanobacteria blooms.</i></p> <p><i>The zone committee believes that it is important to reduce the amount of sediment finding its way into the waterways and the lake. To do this many small actions will need to be taken by landowners. The first is to identify the source of sediment and then devise individual solutions to reduce the discharge. Experts suggest there are three main types of erosion “hot spots” in the catchment – riverbanks, hill country slips that connect with surface water, and tunnel gully erosion on the lake edge.</i></p> <p><i>The zone committee believes that environment plans are a good way for land owners, large and small, to identify “hot spots” of soil erosion and to focus attention on the development of site specific actions.</i></p>	
<p>5.3 Inputs of Phosphorus and Lake Assimilation</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>A target of 1700kg phosphorus per annum enters the lake within 20 years (2035). Reduce the discharge of phosphorus rich sediment into the lake by approximately 85% over 20 years (2035).</p> <p><u>Commentary</u></p> <p><i>The lake currently receives more phosphorus from its tributaries than it can assimilate or flush when the mouth is open. It is estimated (Waters 2014) that in the order of 11,300kg of phosphorus enters the lake per annum and approximately 1,700kg phosphorus leaves the lake, leaving 85% or 9,600kg per annum¹¹ in the lake. Most of the phosphorus that enters the lake is bound in sediment. It is estimated that approximately to 10 -16,000 tonnes of sediment per year (i.e. 1000 – 1600 trucks of sediment) is discharged to the lake via the Ōkana and Ōkuti rivers.</i></p> <p><i>This is a longstanding problem accelerated by the clearance of forest in the 1800’s and the permanent closure of the lake by Kaitorete Spit.</i></p> <p><i>The zone committee is of the view that the inputs of phosphorus rich sediment need to be substantially reduced and managed before tackling the deposits in the lake. Its goal is to set a phosphorus limit that equals what can naturally be assimilated by the lake or flushed out to sea when the lake is open. To achieve this it recommends prioritising the bank and riparian management along the valley floor to reduce riverbank erosion and sediment discharges.</i></p> <p><i>The committee suggests a target reduction of 2,400kg of phosphorus every five years for 20 years. Targets of phosphorus input the lake are;</i></p> <p style="padding-left: 40px;">8,900kg P per year by 2020 6,500kg P per year by 2025 4,100kg P per year by 2030 1,700kg P per year by 2035</p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p>

¹¹ 9,600 kg P per annum is currently our best estimate of the difference in phosphorus entering the lake and departing through the opening.

<p>5.4 Flow Allocation</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>The pLWRP treats the Ōkana and Ōkuti catchment as two separate catchments when approaching water allocation.</p> <p><u>Commentary</u></p> <p><i>The zone committee understands that the only water body currently considered over-allocated in the catchment is Police Creek. Police Creek currently has one consented water take. Christchurch City Council has consent to take water from Police Creek for the Little River community water supply.</i></p> <p><i>The zone committee's objective is to ensure that water in the Wairewa catchment is not over-allocated. It understands that by adopting an allocation approach that divides the catchment in two will mean that Police Creek will not be protected by a separate minimum flow other than that of the Ōkana. Under the current consent Police Creek could be drawn down to very low levels in order to supplement the Little River community water supply. The committee feels that on balance it is important to maintain a reliable community water supply and that this may mean that the in-stream values of Police Creek are not protected by minimum flows and are sometimes compromised. The committee, however, felt that the remainder of the Ōkana and Ōkuti catchments need the protection that is afforded by minimum flows.</i></p> <p><i>The zone committee wishes to encourage Little River residents to adopt alternative sources of supply (e.g. rainwater tanks, water efficiency devices and appropriate garden planting), and for Christchurch City Council to supplement the supply by using its groundwater consent when Police Creek is low. Christchurch City Council could also investigate the feasibility of installing a water storage facility if the alternative groundwater supply was not sufficient.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p>
<p>5.5 Minimum Flows and Lake Levels</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>The pLWRP adopt a flow allocation for the Ōkana and Ōkuti with a minimum flow of 90% MALF¹² and a total allocated volume of 30% MALF.</p> <p><u>Commentary</u></p> <p><i>Minimum flows are critical as low flows put stream ecology under stress. Small streams such as those in the Wairewa catchment are particularly susceptible to the negative impacts of low flows. The zone committee recognises that the Ōkana and</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p>

¹² Mean Annual Low Flow (MALF) means the average, over a number of years, of the annual lowest daily flows. This is determined by selecting the lowest daily flow (average over 24 hours) for each year of record, summing those values and then dividing the total by the number of years of record. Seven Day Mean Annual Low Flow (MALF7) is determined by adding the lowest seven day duration low flow for every year of record and dividing by the number of years of record (in any year the seven day low flow is the lowest average flow sustained over seven consecutive days).

<p><i>Ōkuti Rivers have significant biodiversity values including spawning sites for the New Zealand lamprey (kanakana, Geotria australis). The committee wishes to maintain and where possible improve the habitat for indigenous species and the abundance of mahinga kai in these water bodies.</i></p> <p><i>The zone committee believes that a minimum flow of 90% MALF7 and total volume of 30% MALF7 (refer Proposed National Environmental Standards on Ecological Flows and Water Levels¹³) offers an appropriate level of protection for species in the Wairewa catchment. This approach also provides for more water to be allocated, leaving room for a small amount of further development and/or room to adapt to climate change.</i></p> <p><i>This approach will reduce the reliability for current consent holders on the Ōkana from 98% to 91%, which could be offset by the installation of a small storage scheme.</i></p> <p><i>The committee also considered setting a minimum lake level to balance inflows with outflows in summer (i.e. inflows from streams = evapotranspiration). This was to ensure that the lake could be set at a level that reduced the likelihood of cyanobacteria blooms in summer. The idea was not pursued as the committee decided that limited actions could be taken if the lake fell below the minimal lake level. There are only five active water takes in the catchment. Surface water accounts for a total of 12.5 l/s and groundwater for a total of 30.5l/s. Limiting these takes would have minimal effect on the lake level yet significant effect on households; in particular those supplied by Christchurch City Council's community water supply.</i></p>	
<p>5.6 Exclude All Stock from Waterways The Banks Peninsula Zone Committee recommends that:</p> <p>The pLWRP excludes all stock from waterways in the lower catchment of both the Ōkana and Ōkuti Rivers by 2020 and that landowners be supported with education, advice and funding.</p> <p><u>Commentary</u> Refer recommendations 5.2, 5.3 and 5.12</p> <p><i>The zone committee wishes to reduce the input of phosphorus-rich sediment into the waterways of the catchment and the lake. Expert advice (Lynn 2014¹⁴) concluded that undercutting and stream bank erosion in the river channels of the valley floor are the primary sources of suspended sediment to the lake in all flow regimes. This is where fine grained silt dominates. In the Ōkana catchment this area extends from the vicinity of Church Road Bridge to the lake and Usshers Road Bridge to the lake in the Ōkuti catchment.</i></p> <p><i>The purpose of excluding stock from stream banks is to stop stock exacerbating stream bank erosion and pugging and re-suspension of sediment in the stream bed. Stock can also damage riparian vegetation that has been planted to stabilise banks</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p>

¹³ Proposed National Environmental Standards on Ecological Flows and Water levels
<http://www.mfe.govt.nz/laws/standards/ecological-flows-water-levels/index.html>

¹⁴ ECAN Report No R13/103

<p><i>and improve ecosystems.</i></p> <p><i>In addition, the zone committee decided that a programme that encourages remediation and ongoing maintenance of riparian margins along the valley floor should be considered by the Working Party on Flood Mitigation.</i></p>	
<p>5.7 Propagate Poplar Poles – Soil Conservation</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>Environment Canterbury increases the number of poplar poles that it propagates and make these available at cost to landowners wishing to undertake soil conservation activities on erosion prone land.</p> <p><u>Commentary</u> Refer recommendation 5.12.</p> <p><i>Banks Peninsula is erosion prone. The pLWRP identifies much of the hill country of Wairewa catchment as high soil erosion risk (pLWRP map B077). Hewson (2014)¹⁵ suggests a number of actions that can be taken to reduce sediment discharges from slips and tunnel gullies by planting rapidly growing species such as poplars. Once stabilised, areas should then be planted in slower growing native species.</i></p> <p><i>The zone committee considers that making poplar poles available at cost is a practical way to encourage landowners to take action. Landowners should also be encouraged to place group orders so that costs could be reduced further.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p>
<p>5.8 Promote Indigenous Biodiversity</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>The community, Wairewa Rūnanga, Environment Canterbury, Christchurch City Council and the Department of Conservation be encouraged to plant indigenous species for sediment and erosion control, stream health and to develop ecological corridors across Banks Peninsula.</p> <p><u>Commentary</u> <i>The zone committee considers the protection and restoration of indigenous biodiversity to be a priority in the zone, no more so than in the Wairewa catchment. The catchment provides rare “source to sea” habitats for both flora and fauna. The zone committee wishes to protect the remaining indigenous biodiversity in the catchment and build on this resource by encouraging the utilisation of indigenous species wherever practicable for soil conservation, stabilising stream banks and to reduce the negative effects of intense rainfall events.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p> <p>Flood mitigation</p>

¹⁵ Draft report - *Sediment Management Options for Hill Slopes in the Lake Forsyth/Te Roto o Wairewa Catchment*- Dave Hewson, Opus 2014

<p>5.9 Wastewater Treatment - Phosphorus Removal</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>Christchurch City Council provides for advanced wastewater treatment that includes phosphorus removal and land disposal (including wetlands) of treated effluent when designing the new wastewater plant and reticulation system planned for 2017-2019.</p> <p>The pLWRP should require landowners to ensure that septic tanks in flood prone areas are sealed to prevent inundation from flood waters.</p> <p>Landowners should be encouraged to reduce the volume of wastewater by using systems such as low flush toilets and grey water recycling.</p> <p><u>Commentary</u></p> <p><i>Christchurch City Council has planned a new wastewater plant and reticulation system for Little River in 2017-2019. The zone committee believes it is important to reduce the inputs of phosphorus in the catchment's waterways and the lake. Wastewater is one source of phosphorus (predominantly derived from household soaps and detergents).</i></p> <p><i>The zone committee believes that Christchurch City Council should take the opportunity to include tertiary treatment for the effective removal of phosphorus in the new wastewater treatment plant planned for Little River. The committee also prefers land disposal options for treated effluent and wishes to see these options fully investigated as part of the planning process.</i></p> <p><i>Not all households are on, or are likely to be on, a reticulated wastewater system. The zone committee wishes to ensure that in the event of a flood raw sewage from septic tanks does not mix with flood waters. Landowners with septic tanks should also ensure they are maintained regularly to limit the risk of contamination of waterways.</i></p> <p><i>The zone committee wishes to encourage the reduction of wastewater by promoting the use of low water or water recycling systems. Composting toilets may also be an option in areas well above historic flood levels.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p>
<p>5.10 Dissolved Nitrogen in Waterways</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>The pLWRP sets a dissolved nitrogen limit of a five year average of 0.2mgN/L.</p> <p><u>Commentary</u></p> <p>Current monitoring indicates that the Ōkana River has an average concentration of 0.17mgN/L. At this level 99% of aquatic species will be protected from nitrate toxicity. This is also well within the "A" classification under the <i>National Objectives Framework</i>. The National Bottom-line for nitrate toxicity is 6.9mgN/L.</p> <p>The zone committee wishes to keep the nitrate concentration in the waterways low but leave some room for a small increase in development. The committee therefore</p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p>

<p>decided to set a nitrate limit that allows an increase from that currently measured of 0.03mgN/L. This is still well within the “A” classification under the <i>National Objectives Framework</i>.</p>	
<p>5.11 Monitor and Adapt - Periphyton Growth The Banks Peninsula Zone Committee recommends that:</p> <p>Environment Canterbury continues to monitor the streams in the Wairewa catchment for periphyton growth to determine whether further action is needed.</p> <p><u>Commentary</u> <i>Periphyton (i.e. algae, cyanobacteria, and heterotrophic microbes) accumulation is dependent on nutrient levels (nitrogen and phosphorus) and the frequency of flushing flows (small floods). Excess periphyton inhibits the growth of invertebrates in the stream and is a nuisance for recreational values. Current monitoring shows no particular problems with periphyton growth in the catchment and the nutrient limits recommended here should ensure it stays this way.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p>
<p>5.12 Consent Requirements – Riparian and In-Stream Works The Banks Peninsula Zone Committee recommends that:</p> <p>Environment Canterbury considers ways to streamline and simplify the consenting process for works in stream beds and on the edges of streams. These could include:</p> <ul style="list-style-type: none"> • systems for ensuring consistent advice (e.g. one point of contact) • global consents • simplified consent processes • reconsideration of the controls set in the pLWRP. <p>The committee is mindful however that removing willows and other works can exacerbate erosion and flooding risk. These matters must be considered when deciding on the appropriate level of controls in the pLWRP.</p> <p><u>Commentary</u> <i>There was a lot of discussion on the need for consent from Environment Canterbury to undertake work to clear willows and debris that restrict the flow of flood water and reduce drainage capacity. After receiving advice from flood engineers that uncontrolled clearance could exacerbate river bank erosion and cause more damage from flood events the zone committee decided to keep the threshold as it currently is in the pLWRP, and to encourage the community to develop a coordinated programme of work (refer Recommendation 5.2).</i></p> <p><i>The zone committee felt that more effective management of the waterways, particularly the Ōkana and Ōkūti to reduce flood risk and erosion, could be achieved by a coordinated work programme developed by the community and funded by the formation of a community scheme (or rating district) where consents for work were held by the river engineer unit at Environment Canterbury or Christchurch City. This approach would not restrict activities such as trimming branches and keeping culverts clear, that do not disturb the bed of a waterway or cause contamination. In an emergency it may be possible to undertake larger scale activities without a resource consent but some form of written permission from Environment Canterbury would still be required.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p>

<p><i>The zone committee recognises the difficulty some landowners have had in receiving consistent advice from Environment Canterbury. The committee has recommended that Environment Canterbury clearly identifies a point of contact for consent enquiries. If the community agrees to a rating district a global consent is likely to be held by Environment Canterbury river engineers on behalf of the drainage district, and a river engineer responsible for the work programme would become the point of contact.</i></p>	
<p>5.13 Raise Awareness and Provide Education Opportunities The Banks Peninsula Zone Committee recommends that:</p> <p>Environment Canterbury, Christchurch City Council, Department of Conservation, Canterbury District Health Board, NZ Transport Authority and others work together to raise awareness and understanding on, but not be limited to, the following:</p> <ul style="list-style-type: none"> • integrated catchment management • soil conservation and erosion control (including the planting of species such as poplars and sediment traps) • managing storm water runoff - individual properties (urban and rural) including the road corridor • managing potential causes of contamination (e.g. vehicle wash-down sites, stockyards and garages and sheds) • managing water bodies and riparian margins • encouraging indigenous biodiversity • encouraging water conservation and efficiency • encouraging water storage (i.e. rainwater tanks) • discouraging the use of detergents containing phosphorus • encouraging regular maintenance and upgrading of septic tanks • preventing waterways becoming a conveyance for the spread of weeds • sharing information on the state of the environment monitoring including the latest's findings from research and trials • celebrating the successes and the champions that made it happen. <p><u>Commentary</u> Refer to recommendation 5.7</p> <p><i>Raising awareness and education are the keys to developing community understanding, acceptance and the will to take action. The zone committee strongly believes in the importance of working with the community in ways that best suit the community including building on the work and experience of others.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p>

<p>5.14 Raise Awareness – Private Water Supplies</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>Small groups and individuals be made aware of potential contamination of their private water supplies, and be encouraged to have their water tested and act if needed.</p> <p><u>Commentary</u></p> <p><i>The zone committee considers it important for the community to know where their water comes from. If water is sourced from supplies outside the Christchurch City Council's reticulated system, it is important to know the source and the potential for contamination. If there is doubt or if there are concerns about contamination, samples can be taken from the tap and tested by a certified laboratory, and appropriate action taken.</i></p>	
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6.0 TE ROTO O WAIREWA/ LAKE FORSYTH

RECOMMENDATIONS	ISSUES
<p>6.1 Lake Opening – Clarify Objectives</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>The pLWRP should allow for the management of the lake opening for the primary purposes of:</p> <ul style="list-style-type: none"> • Mauri and health of the lake: Health of the lake appears to be improving as indicated by the TLI, which suggests a link to tighter control on the lake opening • Enhancement of mahinga kai: This would allow for the seasonal recruitment (Sept-Oct) and migration (March-April) of mahinga kai species between the lake and the sea • Effective drainage of excessive water from heavy rainfall events. <p>When opening the lake, consideration should be given to access across the shingle beach to Bossu Road where practical, provided that the Department of Conservation grants an appropriate concession.</p> <p><u>Commentary</u></p> <p>The zone committee is of the view that the lake opening regime should be driven by three important factors: mauri of the lake, mahinga kai and drainage. The needs for wading birds should also be considered.</p> <p>Access across Birdling’s Flat Beach to Bossu Road is important to the local community and should be provided for where practical. However, the zone committee believes that access should not be at the expense of the mauri of the lake, mahinga kai and/or effective drainage.</p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p> <p>Flood mitigation</p>



<p>6.2 Engineering Solutions – Lake Opening</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>Wairewa Rūnanga, Christchurch City Council, Environment Canterbury and researchers continue to investigate and trial engineering solutions to improve control of the lake opening.</p> <p><u>Commentary</u></p> <p><i>The opening of the lake exerts a significant influence on the health of the lake, mahinga kai, the ability to respond in a timely manner to storm events and the need for drainage. Finding more effective and efficient ways of opening the lake and controlling lake levels has been an ongoing process since the lake was first artificially opened.</i></p> <p><i>The most recent change in the opening regime has been a trial to open the lake closer to the cliffs at the northern end of Bridling’s Flat Beach. The canal means an opening can more easily be created giving greater control of the lake level. A consent is currently being sought by Christchurch City Council and Wairewa Rūnanga to make this opening regime more permanent.</i></p> <p><i>The zone committee recognises the dynamic nature of the beach environment, the geological processes at play and the hazardous environment workers are placed in when opening the lake. The committee considers that it is important to continue to investigate and trial engineering options to improve the lake opening, keeping an open mind to new emerging technology. A number of engineering solutions have been suggested, including a weir or culvert similar to Waihao Box or Tentburn north of the Rakaia.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p>
<p>6.3 Research Drivers of Cyanobacteria blooms</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>Environment Canterbury and researchers investigate further the causes of the cyanobacteria blooms in the lake.</p> <p><u>Commentary</u></p> <p><i>Te Roto o Wairewa/Lake Forsyth suffers regular blooms of Nodularia, a toxin producing, nitrogen-fixing cyanobacteria. A theoretical model links cyanobacteria blooms to phosphorus loading. Schallenberg (2014) found no direct evidence for the existence of substantial internal phosphorus loads in Te Roto o Wairewa/Lake Forsyth; however circumstantial evidence suggests that internal phosphorus loading could be important at particular times. A salt water wedge, water temperature, nitrate, ammonium and oxygen levels may also exert an influence. Plankton grazers and the availability of micronutrients (e.g. iron and cobalt) may also play a role.</i></p> <p><i>Given the uncertainty about what is driving the cyanobacteria blooms the zone committee concluded that it was prudent to focus on further research and understanding of the underlying drivers and their complex feedback loops before committing to engineering solutions that may not substantially reduce the Nodularia bloom frequency or intensity.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p> <p>Flood mitigation</p>

<p>6.4 Engineering Solutions –Sediment and Phosphorus Legacy The Banks Peninsula Zone Committee recommends that:</p> <p>Wairewa Rūnanga, Environment Canterbury, Christchurch City Council, the Department of Conservation and researchers continue to work together to further investigate and pilot engineering solutions to remove excessive phosphorus-rich sediment from the lake bed, informed by a better understanding of the causes of the cyanobacteria blooms. Investigations and trials could include but are not limited to:</p> <ul style="list-style-type: none"> • dredging specific areas of the lake • wetlands around the lake margin • creating artificial floating wetlands • encouraging the growth of macrophytes in the lake. <p><u>Commentary</u> Refer recommendation 4.3 and 6.3.</p> <p><i>Given the uncertainty about the drivers of the cyanobacteria blooms the zone committee felt that it was premature to commit to one or two engineering solutions that may not address the underlying problem. The committee was of the view that it is important to first understand the lake system before committing to significant and potentially invasive engineering solutions. However, it also felt the need to continue to look for effective options while further research on the drivers of cyanobacteria blooms was underway and that interested parties should to be encouraged to work together on further research and trials.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p>
<p>6.5 Engineering Solutions– Retention Basin and Wetland The Banks Peninsula Zone Committee recommends that:</p> <p>A 15 hectare, 3 metre deep sediment retention basin at the head of the lake augmented by a 5 hectare wetland on the lake fringe be constructed.</p> <p><u>Commentary</u> Sedimentation and its accompanying phosphorus is the most significant issue that can be addressed to improve the quality of water in the lake. The sediment retention basin would intercept sediment and allow it to settle out before being emptied of sediment, while the wetland further down the catchment would strip out nutrients and add to the indigenous biodiversity around the lake. Wetland species could be chosen for their productive use. Such a system of intercepting sediment and stripping nutrients would need to be designed in a way that would not increase the flood risk. The zone committee envisaged that a feasibility study would be completed in 2015 and the system would become operational by 2020.</p> <p>Painter¹⁶ (2014) has concluded that a sediment retention basin at the head of the lake is technically feasible. An indicative cost of a combined sediment retention basin and wetland is in the order of:</p> <ul style="list-style-type: none"> • \$0.4 – 0.8 million for a 15 ha sediment retention basin (excluding land purchase and ongoing maintenance i.e. sediment removal) • \$1 million for a 5ha wetland (excluding land purchase) 	<p>Health of the lake/waterways</p> <p>Mahinga kai</p>

¹⁶ ECAN Report No R14/32

<p>6.6 Field Investigations</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>The pLWRP provides for field investigations to reduce phosphorus input by 9,600kg per annum by simplifying and reducing consent processes.</p> <p><u>Commentary</u> Refer recommendations 6.4 and 6.5</p> <p><i>Reducing phosphorus rich sediment entering and remaining in the lake will require significant intervention and/or engineering works, the details of which are currently uncertain. Further research and investigation, including possible field trials will be needed. The zone committee considers the pLWRP should anticipate this, and provide for small-scale field trials and investigations without removing the rights of Wairewa Rūnanga to exercise kaitiakitanga over the lake. The zone committee does not believe there is sufficient information to warrant making field investigations a permitted activity.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p>
<p>6.7 Control Black Swans and Canadian Geese Numbers</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>Fish and Game, landowners and Wairewa Rūnanga be encouraged to lower numbers of Black Swans on the lake.</p> <p>Landowners, Wairewa Rūnanga, Department of Conservation, Fish and Game, Federated Farmers, Environment Canterbury and Christchurch City Council should be encouraged to work together to manage Canadian Geese at lower numbers than currently present on the lake and its surrounds.</p> <p><u>Commentary</u> <i>It is estimated that waterfowl contribute in the order of 0.9-2.5% of phosphorus input into the lake. Consistent with the approach to reduce inputs of phosphorus the zone committee believes that it is important to reduce phosphorus input from waterfowl.</i></p> <p><i>The zone committee understands that Canadian Geese are no longer managed as game birds by Fish and Game and are not listed as a pest species in the current Regional Pest Management Strategy. There is no organisation that has ultimate responsibility for these game birds. The committee feels that it is important to encourage all landowners to take some responsibility along with agencies such as Fish and Game, Federated Farmers and councils to develop an action plan to lower numbers of Black Swans and Canadian Geese and to monitor, report and take further action as needed.</i></p>	

<p>6.8 Research - Changes in the Lake Ecology</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>Wairewa Rūnanga, Environment Canterbury, Christchurch City Council, the Department of Conservation and researchers should develop a coordinated research programme that determines the effects of these recommended interventions on the aquatic ecosystems of the lake.</p> <p><u>Commentary</u> Refer recommendation 4.5 and 6.3</p> <p><i>A number of significant interventions have been recommended in this Addendum. Recommendation 4.5 suggests building on the monitoring programmes currently underway to track changes relative to the health of the lake and waterways, mahinga kai and the flood hazard.</i></p> <p><i>The zone committee believes that a research project should also be undertaken to track any changes in the aquatic ecosystems of the lake as they respond to the recommended interventions. Research is also needed to assess what other risk factors may be introduced (i.e. pests and weeds) with changes in the water quality of the lake. The research programme needs to acknowledge the overall lake ecosystem beyond a simple measure such as TLI.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p>
<p>6.9 Promote the Lake as a Low Speed Recreation Area</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>Councils, Wairewa Rūnanga and the community promote Te Roto o Wairewa as a low speed recreational resource.</p> <p><u>Commentary</u> Currently the water quality of the lake deters many from enjoying activities in or on the lake. Regular health warnings are published in summer when there is a cyanobacteria bloom; often giving the impression that the lake is in a poor condition much of the time.</p> <p><i>The zone committee hopes that as the water quality of the lake improves more people will come to enjoy the lake. More use should be encouraged but such activities should not negatively affect cultural and ecological values including threatened species habitats such as those of the crested grebe.</i></p> <p><i>The zone committee was aware that currently the New Brighton Power Boat Club runs approximately seven days per annum of racing on the lake. The committee recognises that changes that affect the use of the lake by the New Brighton Power Boat Club would need to occur during a review of the Navigation Safety Bylaw (scheduled for 2015) and that the Club would need to be consulted.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p>

<p>6.10 Management Plan – Te Roto o Wairewa</p> <p>The Banks Peninsula Zone Committee recommends that:</p> <p>Wairewa Rūnanga, Te Rūnanga o Ngāi Tahu, Department of Conservation, Environment Canterbury, Christchurch City Council, researchers and other agencies work together to develop a combined management plan for the lake.</p> <p><u>Commentary</u></p> <p><i>The Waitangi Tribunal recommended that a management plan for the lake be developed to improve the water quality of lake. The Tribunal envisaged that such a management plan would involve all parties with an interest in and responsibility for the lake and that the Crown would provide the same resources as recommended in respect to Te Waihora.</i></p> <p><i>The zone committee is supportive of this recommendation but believes that the first step is to better understand the processes behind the poor water quality of the lake; particularly the drivers behind the cyanobacteria blooms (refer recommendation 6.2). The committee also believes that further work on trialling some of the engineering solutions and assessing their effectiveness should be undertaken before making long-term commitments.</i></p> <p><i>The zone committee firmly believes that all parties need to work together to improve the water quality of the lake and that the Crown has a significant role to play.</i></p>	<p>Health of the lake/waterways</p> <p>Mahinga kai</p> <p>Flood mitigation</p>
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7.0 Timeline

SHORT TERM (now – 2020)	MEDIUM TERM (2020 -2025)	LONG TERM (2025 -)
4.1 Mauri –mahinga kai		
4.2 Flood risk		
4.3 More effective solutions		
4.4 Funding		
4.5 Monitoring and reporting programme		
5.1 Flood control		
5.2 Environment Plans - Manage sediment and phosphorus		
5.3 Inputs of phosphorus and lake assimilation <ul style="list-style-type: none"> Start now reduce by 2400kg P every 5 years (on the annual input of 11,300kg P) for 20 years 		
5.4 Flow allocation <ul style="list-style-type: none"> Water allocation by 2016 		
5.5 Minimum flows and lake levels <ul style="list-style-type: none"> Minimum flow regime by 2016 	5.6 Exclude all stock from waterways <ul style="list-style-type: none"> By 2020 	
5.7 Propagate poplar poles – soil conservation		
5.8 Promote indigenous biodiversity		
5.9 Wastewater treatment –phosphorus removal <ul style="list-style-type: none"> Protect septic tanks from floodwater – now Upgrade CCC system by 2020 		
5.10 Dissolved Oxygen - Waterways		
5.11 Monitor and adapt - Periphyton Growth		
5.12 Consent requirements – riparian and in-stream works		
5.13 Raise awareness and provide education opportunities		
5.14 Raise awareness – quality water supplies		
6.1 Lake opening – clarify objectives	6.2 Lake opening – engineering solutions	
6.3 Research - drivers of cyanobacteria blooms		
6.5 Engineering solutions – retention basin and wetlands <ul style="list-style-type: none"> Feasibility 2015 Operational 2020 	6.4 Engineering solutions – sediment and phosphorus legacy	
6.6 Enable Field Investigations		
6.7 Research –Lake ecology		
6.8 Control black swan and Canadian geese numbers		
6.9 Promote the lake as a low speed recreational area <ul style="list-style-type: none"> Review navigation safety bylaw scheduled 2015 	6.10 Management plan – Te Roto o Wairewa	

Wairewa ZIP Addendum 21 October 2014

8.0 ADDENDUM - SUMMARY

ISSUES, OUTCOMES, PRINCIPLES, RECOMMENDATIONS and PATHWAYS

ISSUES	FLOOD HAZARD	MAHINGA KAI	HEALTH OF THE LAKE AND WATERWAYS
DESIRED OUTCOMES	FLOOD HAZARD	CATCHMENT	THE LAKE
	<p>Risks of flooding are known and understood</p> <p>The flood hazard is reduced</p>	<p>Sediment discharges into waterways are reduced</p> <p>All streams that flow into the lake are flourishing ecosystems reflecting mauri, kaitiakitanga and mahinga kai values</p>	<p>Te Roto o Wairewa is a nationally significant project showcasing outstanding environmental restoration</p> <p>Annual Average TLI = 4 within 20 years</p> <p>No more than 30% of water quality samples in a year have chlorophyll a levels above 20µg/l</p> <p>Chlorophyll a levels should not exceed 50 µg/l</p> <p>The lake supports mahinga kai and contact recreation all year round within 15 years</p>
PRINCIPLES	<p>Recognise Wairewa Rūnanga as a Leader</p> <p>Ki Uta Ki Tai (source to sea)</p> <p>Understand the biophysical system</p> <p>Avoid creating new or exacerbating existing problems</p> <p>Ensure flood mitigation and riparian management are mutually supportive</p> <p>Control inputs before removing the sediment and phosphorus legacy</p> <p>Develop partnerships</p> <p>Develop long-term commitments</p> <p>Monitor, review and adapt</p>		
RECOMMENDATIONS	GENERAL	CATCHMENT	TE ROTO O WAIREWA
	<p>4.1 Mauri – Mahinga Kai</p> <p>4.2 Flood Risk</p> <p>4.3 More Effective Solutions</p> <p>4.4 Funding</p> <p>4.5 Monitoring and Reporting</p>	<p>5.1 Flood Mitigation and Sediment Control</p> <p>5.2 Environment Plans - Sediment and Phosphorus</p> <p>5.3 Inputs of Phosphorus and Lake Assimilation</p> <p>5.4 Flow Allocation</p> <p>5.5 Minimum Flows and Lake Levels</p> <p>5.6 Exclude All Stock from Waterways</p> <p>5.7 Propagate Polar Poles – Soil Conservation</p> <p>5.8 Promote Indigenous Biodiversity</p> <p>5.9 Wastewater Treatment</p> <p>5.10 Dissolved Oxygen - Waterways</p> <p>5.11 Periphyton Growth- Monitor and Adapt</p> <p>5.12 Consent Requirements – Riparian and In-Stream Works</p> <p>5.13 Raise Awareness, Provide Education</p> <p>5.14 Raise Awareness – Water Quality Supplies</p>	<p>6.1 Lake Opening – Clarify Objectives</p> <p>6.2 Engineering Solutions – Lake Opening</p> <p>6.3 Research - Drivers of Cyanobacteria Blooms</p> <p>6.4 Engineering solutions – Sediment and Phosphorus Legacy</p> <p>6.5 Engineering Solutions – Retention Basin and Wetlands</p> <p>6.6 Enable Field Investigations</p> <p>6.7 Control Black Swan and Canadian Geese Numbers</p> <p>6.8 Research - Lake Ecology</p> <p>6.9 Promote the Lake as a Low Speed Recreational Area</p> <p>6.10 Management Plan – Te Roto O Wairewa</p>
PATHWAYS	<p>Individual Action</p> <p>District Plan</p> <p>CCC Drainage infrastructure</p> <p>DOC Management and Operational Plans</p>	<p>Wairewa Mahinga Kai Cultural Park</p> <p>Integrated Catchment Plan</p> <p>Water Related Services Bylaw</p> <p>CCC Waste Water Infrastructure</p> <p>NZ Transport Agency Roading Infrastructure</p>	<p>Integrated Catchment Plan</p> <p>Navigation Safety Bylaw</p> <p>Land and Water Regional Plan</p> <p>Council Long-Term Plans</p> <p>Te Roto o Wairewa Management Plan</p>

APPENDIX 1

TECHNICAL REPORTS – REFERENCES

Full reports can be found at: <http://ecan.govt.nz/OUR-RESPONSIBILITIES/REGIONAL-PLANS/REGIONAL-PLANS-UNDER-DEVELOPMENT/WAIREWA/Pages/wairewa-research.aspx>

Report	Author	Main findings
Assessing unmonitored water use in semi-rural environments: an investigation into the Okana & Okutu river catchments, Little River, Canterbury	Jay Whitehead (Waterways Centre for Freshwater Management)	Average domestic water use in the study was high, at just over 580 l/person/day, compared to the New Zealand average of 160-260 l/person/day. The total amount permitted-activity water usage in the catchments amounts to 4.7 l/s across the two rivers. This amount of flow is small when compared to the river flow statistics.
Stream ecology in tributaries of Wairewa/Lake Forsyth	Dr Duncan Gray (Environment Canterbury)	Water quality in the Okuti and Okana can be characterised as having naturally elevated, and increasing Dissolved Reactive Phosphorus (DRP) concentrations The streams of Banks Peninsula generally, and the Wairewa/Lake Forsyth catchment specifically, vary in habitat quality primarily according to riparian vegetation and stock access along their length. Despite some poor and declining values in water quality parameters, the fish and invertebrate communities appear healthy. However, the importance of catchment and riparian vegetation to streams is apparent.
Lake Forsyth/Wairewa: a literature review	Dr Marc Schallenberg (University of Otago)	At present, the lake is in a poor (hypertrophic) condition. While the lake has undergone serious degradation, some ecological values persist, such as the moderately diverse fishery, the use of the lake by crested grebes, and the occasional presence of native macrophytes. A study carried out on shallow New Zealand lakes that have undergone rapid regime shifts from clear water to turbid states indicates that the land use intensity of the catchment of Lake Forsyth/Wairewa is consistent with a moderate to high probability of regime shifts.
Summary of catchment and lake options for consideration by community	Dr Tim Davie (Environment Canterbury)	Summary of all proposed options for the catchments split into four categories (lake inputs; in-lake; water allocation & fish passage). Each option is discussed for feasibility, cost and effectiveness
Sediment sources and interventions in the Wairewa catchment	Ian Lynn (Landcare Research)	Primary sources of sediment and places for remediation are: stream banks in valley fill deposits; on-slope erosion scars; collapsed tunnel gullies on south-eastern shoreline of lake.

Wairewa ZIP Addendum 21 October 2014

Report	Author	Main findings
		Recommends: effective riparian management in valley floors to strengthen channel banks; oversow exposed erosion scars; revegetating south eastern shoreline; restoration of wetland at head of lake to filter sediments & nutrients; better management of stock crossings and table drain runoff for tracks & roads.
Bird populations on Lake Forsyth (Te Roto o Wairewa)	Professor Ken Hughey (Lincoln University)	A report to looking at the importance of the lake for bird populations. Concludes that: 1) the lake has a large number of birds and meets national and international importance criteria for wetlands; 2) water level is an important driver of bird populations and maintaining levels between 1.7 and 2.1 masl would suit most bird species; 3) bird species do contribute a significant amount of phosphorus to the lake and therefore control of Canada geese (and possibly) swans could be considered.
Feasibility for sediment retention basin and wetland at head of lake	Dr David Painter (DPC Ltd)	A report investigating feasibility of a sediment basin at the head of the lake. The report concludes: 1) a sediment retention basin is technically feasible at the head of the lake; 2) indicative costs of a combined sediment retention basin and wetland being around \$1M for a 5 ha wetland and \$0.4 – 0.8M for a 15 ha sediment retention basin (not including land purchase); 3) a “back of the envelope” estimate suggests a 10 ha retention basin could receive 60-75mm of sediment per year.
Phosphorus budget for Wairewa	Sean Waters (University of Canterbury)	15 months of measurements of lake inflows and coincident phosphorus concentrations. When put onto an annual budget there was approx 11,200kg input with 1,700kg leaving the lake (9,600kg retained in lake). 74% of P from Okana with over 80% of that coming in a single storm event. 430,000kg of P stored in sediment
Nodularia blooms in Lake Forsyth/Wairewa: the role of internal phosphorus loading	Dr Marc Schallenberg (University of Otago)	Analysis of DRP and other nutrient data show “ a lack of strong evidence for substantial internal P loading ... in Nodularia blooms” Concludes that in-lake technological control of P isn’t recommended without further study as can’t demonstrate that it will affect Nodularia. Report also suggests an exceedance approach to bloom magnitude as a target.
Assessment of current consented water takes in Wairewa catchment and effect of different flow allocation regimes on in-stream ecology.	Dr Tim Davie and Dr Duncan Gray (Environment Canterbury)	Very few consented takes in catchment at present. Both the Okuti and Okana catchments are not fully allocated under either and pNES or LWRP scenario. It is recommended that the pNES flow allocation regime is adopted for the Wairewa catchments.
Assessment of practical options for on-farm sediment control measures for Wairewa catchment	David Hewson (Opus Consulting)	Taking the Lynn report and translating it into a series of practical on-farm measures that could be taken for sediment reduction.
Lake Forsyth/Wairewa sediment management: treatment options for river and stream sediment sources	Rob Blakely (Restorationz)	Practical solutions for reducing streambank erosion

18. EXTENSION OF TERM OF APPOINTMENT OF COUNCIL DIRECTORS OF CHRISTCHURCH CITY HOLDINGS LTD

Director responsible:	Director, Office of the Chief Executive
Manager responsible:	Governance and Civic Services Manager
Author:	Peter Mitchell

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is for the Council to approve extending the term of appointment of the Council directors of Christchurch City Holdings Ltd. (CCHL) until 30 June 2015.

2. BACKGROUND

- 2.1 At its meeting on 28 November 2013 the Council resolved to appoint Councillors Buck, Gough, Johanson and Manji as the 4 Council Directors to the CCHL board until 30 June 2014.
- 2.2 That 28 November 2013 report referred to a public statement from the Council signalling a review of the CCHL structure and the governance of council controlled companies and trading organisations.
- 2.3 For the reason of this review the appointment of the 4 Council Directors was for a short term until 30 June 2014, pending the outcome of the review. At its meeting on 12 June 2014 the Council extended the term of appointment until 30 November 2014.
- 2.4 That CCHL review has yet to be completed and so it is necessary that the appointment of the 4 Council Directors be extended by the Council to 30 June 2015 when it is anticipated the review will be completed.

3. STAFF RECOMMENDATION

- 3.1 That the Council extend the term of appointment of Councillors. Buck, Gough, Johanson and Manji as the four Council Directors to Christchurch City Holdings Ltd until 30 June 2015.

COUNCIL 27. 11. 2014

19. SIGNIFICANCE AND ENGAGEMENT POLICY PROPOSED FOR ADOPTION

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Planning Officer	Y	PA, Diane Campbell 03 941 8281
Officer responsible:	Unit Manager, Strategic Policy Unit	Y	PA, Michelle Oosthuizen 03 941 8812
Author:	Senior Policy Analyst, Strategic Policy Unit	Y	Chelsey Stewart: 03 941 8834

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The Council is required under the Local Government Act 2002 Amendment Act (No 3) (the LGA) to adopt a Significance and Engagement Policy by 1 December 2014.
- 1.2 This report presents the proposed Significance and Engagement Policy for consideration, and if agreed, adoption by the Council.

2. EXECUTIVE SUMMARY

- 2.1 The Council is required to adopt a Significance and Engagement Policy under the LGA. Staff have undertaken a range of engagement with elected members, representatives of the community and other interested parties in the development of this policy which is attached for consideration.
- 2.2 The intent of the policy is to provide greater clarity to the community about how and when they can expect to be engaged as well as to better inform the Council about the extent and type of community engagement required before a particular decision is made.
- 2.3 The Significance and Engagement Policy will apply to the decision-making processes of the Council and of Community Boards under the LGA. It will affect the way in which many staff across the organisation assess the significance of work being undertaken and the presentation of that assessment to elected members.
- 2.4 The general approach is set out for determining the significance a proposal, decision or issue in the policy. This includes the use of a set of criteria to assess the impact of the matter on the Council, the community and other potentially interested parties. It also notes when the Council may be restricted in its ability to engage as intended by the policy.
- 2.5 This policy links the level of significance to that of engagement, and illustrates the type of engagement methods that may be used within various levels of engagement. The role of Council to support the community to be able to participate in engagement process is recognised.
- 2.6 As required by legislation the policy includes a list of those assets the Council considers strategic and necessary for the achievement of the outcomes it seeks for the community.
- 2.7 This report discusses some of the likely implications for staff and the organisation of implementing the Significance and Engagement Policy. This includes changes to organisational process, awareness of the policy and its obligations, the need to build capacity and capability within the organisation to support the Council to apply the policy, and changes to report templates.

3. BACKGROUND

- 3.1 The LGA requires the Council to develop and adopt a Significance and Engagement Policy by 1 December 2014. The Council has an existing Policy on Significance which forms part of its Three Year Plan.

19 Cont'd

- 3.2 The change in legislation seeks a closer connection between significance and the way the Council engages with the community. Section 76AA of the LGA states:

*(1) Every local authority must **adopt a policy setting out**—*

*(a) that local authority's **general approach** to determining the significance of proposals and decisions in relation to issues, assets, and other matters; and*

*(b) any **criteria or procedures used in assessing** the extent to which issues, proposals, assets, decisions, or activities are significant or may have significant consequences (c) how the local authority will respond to **community preferences about engagement** on decisions relating to specific matters, including the form of consultation desirable;*

*(2) The **purpose of the policy** is—*

*(a) to **enable** the local authority and its communities to **identify the degree of significance** attached to particular issues, proposals, assets, decisions, and activities;*

*(b) to provide **clarity about how and when communities can expect to be engaged** in decisions about different issues, assets, or other matters; and*

*(c) to inform the local authority from the **beginning of a decision-making process about the extent of any public engagement** that is expected before a particular decision is made; and the form or type of engagement required.*

- 3.3 The LGA Amendment Act No3. received royal ascent on 7 August 2014 and the process of developing the policy has been underway since. Although the time available to develop the policy has been limited, staff have sought to engage as widely as possible in seeking the views of elected members, staff and the community using various methods.

4. COMMENT

Process to Develop the Draft Significance and Engagement Policy

- 4.1 The initial policy framework was informed by the existing Policy on Significance and other strategies and policies the Council currently has in place relating to engagement and consultation (including the 2012 Engagement Strategy). Reference was also made to the draft Significance and Engagement Policy of Environment Canterbury and those of other Councils that were in varying stages of development.
- 4.2 The process used to develop the proposed Significance and Engagement Policy (in **attachment one**) included:
- initial staff investigation and development of draft process
 - three briefings with Council – at the scoping stage, prior to release of initial draft for public consultation and on the revised draft following feedback on the draft policy
 - circulation of a survey on preferred criteria for determining significance to councillors
 - workshops with each of the Community Boards on the initial policy
 - meeting with representatives of Te Runanga o Ngai Tahu and Mahaanui Kurataiao and draft policy shared for comment
 - compilation of responses from the early engagement process for the LTP
 - presentation and feedback sought from the Maori Community Leaders' Forum
 - two focus groups with residents and one with representatives of community organisations
 - internal workshop with staff on the policy and implications for its implementation
 - email survey to people responding to the early engagement process for the LTP
 - draft policy and questionnaire posted on website through 'your voice'
 - meeting with the Community Engagement Steering Group

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- two open forums with attendance from residents, community groups, elected members and staff.
- 4.3 This approach enabled iterative development of the policy; analysing and incorporating feedback from different sectors as the process progressed and testing it with a range of audiences potentially interested in, or affected by, the implementation of the new policy.
- 4.4 Key aspects from internal and external feedback were:
- Throughout the assessment of significance and engagement approaches the Council needs to think widely to identify the potentially affected parties.
 - There was support for the proposed criteria, with the inclusion of the recognition of social and environmental costs and benefits.
 - Multiple criteria are needed to assess significance.
 - There was recognition that there are different levels of significance and this may vary depending on the issue and the relevance to the community.
 - People want to know how their views can influence decision-making.
 - It is important that the Council reports back in a timely way on decisions and the way in which engagement has been taken into account.
 - The Council cannot rely solely on online methods for engagement - face-to-face dialogue was considered very important.
 - Engagement methods need to be flexible to meet community preferences and utilise local networks and communication channels.
 - It is important that the Council provides a range of engagement methods to ensure people have accessible opportunities for input.

Important aspects of the proposed policy

- 4.5 The policy sets out guiding principles that underpin the policy and how the Council determines the level of significance of a decision, the level of engagement corresponding to that decision and the method(s) Council will use carry out the desired engagement with the community.
- 4.6 The policy requires a more in-depth assessment of the significance of each decision. The Council will assess the importance of a proposal, issue or decision using the criteria identified in the policy. The greater the cumulative impact of the decision as assessed by the following criteria, the more significant the proposal or decision will be:
- (a) Number of people affected and/or with an interest;
 - (b) Level of impact on those people affected;
 - (c) Level of community interest already apparent for the project, issue or decision; or the potential to generate community interest;
 - (d) Level of impact on Māori, Māori culture and traditions;
 - (e) Likely environmental, social and cultural impacts;
 - (f) Likely costs/risks to the Council, ratepayers and wider community of carrying out the decision;
 - (g) Likely benefits/opportunities to the Council, ratepayers and wider community of carrying out the decision;
 - (h) Level of impact on the capacity of the Council to carry out its role and functions;
 - (i) Whether the impact of a decision can be easily reversed;
 - (j) Whether the ownership or function of a strategic asset(s) is affected.

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- 4.7 The significance of the decision and appropriate forms of engagement will be considered in the earliest possible stages of a proposal or process. This will help support better community engagement early on in a process as and when appropriate.
- 4.8 When the Council may not have sufficient opportunity to engage with the community is made explicit in the policy. The Council may be exempt from applying the policy as intended where urgency, confidentiality and on occasion, the limitation of a central government process are a factor in a decision-making process.
- 4.9 The level of significance of the decision will link to a corresponding level of community engagement to be undertaken. The significance of the issue, proposal or decision will influence how much time, money and effort the Council will invest in exploring and evaluating options and obtaining the views of affected and interested parties. In linking the level of significance to the level of engagement it is important to find the right balance between the costs of engagement and the value it can add to decision-making.
- 4.10 Differing levels of engagement are likely to employ different methods of engagement. The policy provides examples of the types of engagement tools and methods that might be used for varying levels of engagement. Different levels of engagement and methods may be suitable during certain stages of decision-making on an issue and for different audiences and the Council may choose to design an engagement approach that combines a variety of methods at different levels for one decision.
- 4.11 Council has a role to play in supporting the community to be able to participate in engagement processes. This is highlighted in the consideration of engagement methods to be used, and the need to ensure these are accessible, appropriately targeted, that people are sufficiently informed and have adequate time to provide their input.
- 4.12 The Significance and Engagement Policy includes a list of those assets that the Council considers to be strategic as required by the LGA. These are assets that the Council needs to retain if it is to achieve or promote those outcomes it believes are important to the current or future well-being of the community. The Council may choose to consult on an alteration to the list of Strategic Assets in the Policy through the Draft Long Term Plan.

Future implementation considerations

- 4.13 This policy will affect all staff involved in the development of proposals and reports requiring decision as well as decision-makers. There are a number of areas that need to be considered in implementing it.
- 4.14 In relation to organisational processes there will need to be a focus on building awareness and capacity within the organisation to identify issues of significance and engagement early in a piece of work that will require a Council decision. This is to ensure the right engagement is sought at the right time for that work and avoid engaging too late on a decision that would have benefitted from community input at the outset. This is also likely to impact on project and reporting timeframes to ensure that engagement is both appropriate and delivered in a way as to be meaningful in each situation.
- 4.15 To give effect to this policy it is anticipated that future reports will contain:
 - identification of what community engagement activities are planned or what community engagement activities have been undertaken (including a summary of any views collected) depending on the stage in the work
 - a standard section in which staff will record their view of the level of significance of the issue, proposal or decision
 - a standard section to identify the appropriate level of and recommended approach to engagement on the decision
 - a standard recommendation for the Council to resolve the level of significance and another to resolve the level of and approach to engagement.

19 Cont'd

- 4.16 There is the potential for inconsistent interpretation and application of the policy, particularly assessing the level of significance of a decision, proposal or issue against the criteria. Guidance is currently being developed to help interpret both the significance and engagement aspects of the new report template and the policy itself.
- 4.17 In addition to these changes, the organisation and the Council will continue to need to listen to the feedback openly and to make decisions based on the sufficiency of information. There is an inherent risk in both under-engaging and also excessive engagement leading to non decision-making. In each instance the onus will be on identifying the appropriate level, extent, and manner of engagement for the decision at hand. The policy provides guidance on that, and that guidance may need to be updated in the future based on experience and practice.

5. FINANCIAL IMPLICATIONS

- 5.1 There are no direct financial implications from the adoption of this policy except the public notification of it as required by the LGA.
- 5.2 The adoption of the policy is likely to have financial implications for the organisation. These will potentially be in relation to building the capacity (including supporting material for staff and elected members) to support the implementation of the policy. This will be influenced by what arrangement is agreed as far as process within the organisation.
- 5.3 The actual engagement processes that result from its implementation may result in higher expenditure on engagement however the overall financial impact is likely to depend on the following aspects, which will vary for each decision or proposal being considered:
- the level of significance of the decision and the recommended level of engagement
 - the methods of engagement adopted
 - the community, or communities, to be consulted
 - any impact on project timeframes related to the engagement process.
- 5.4 The new significance and Engagement Policy will require Council to consider engagement more explicitly at the outset of any project or decision, and this in turn may impact on the timing of any outcome and the nature (and cost) of the programme to be followed.

6. STAFF RECOMMENDATION

It is recommended that the Council:

- 6.1 Adopt the Significance and Engagement Policy in **Attachment 1**.
- 6.2 Direct staff to notify the Significance and Engagement Policy by 1 December 2014.

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SIGNIFICANCE & ENGAGEMENT POLICY

Policy Statement

The Council seeks meaningful exchange with the community through engagement on local decision-making. Genuine engagement will be encouraged in a manner that is consistent with the significance of the issue, proposal or decision, is transparent and clearly communicated.

Under the Local Government Act 2002 Amendment Act 2014 (LGA), Councils are required to develop a policy on significance and engagement. The intent of this is to give greater clarity and certainty to the community about how and when it can expect to be engaged.

Principles

This policy is guided by the following principles:

- Decision-makers are well informed, aware of and take into account the community's views.
- The Council will use a consistent approach to establishing the significance of a matter requiring a decision.
- The level of engagement will be tailored to the level of significance for each issue, proposal or decision.
- Decision-making and engagement processes are transparent and clearly expressed.
- The community will have clarity on the range of engagement methods the Council may use relative to the significance of a matter.
- Engagement is proactive, inclusive, accessible, a two-way dialogue, and people are aware of and understand the final decisions taken.

General Approach to Determining Significance and Level of Engagement

The Council will follow a three-step process to inform decision-making:

1. Determine significance – the Council will use agreed criteria to decide if a matter is of higher or lower significance.
2. Link level of significance to level of engagement – the level of significance will link to a corresponding level of engagement to be undertaken.
3. Consider methods of engagement – each level of engagement will have a range of methods that the Council is able to choose from to undertake the engagement required.

As well as the views of communities and affected and interested parties, there is a wide range of information sources, considerations and perspectives that informs the Council's decisions, including the requirements of Government policy, technical matters and the financial implications.

The three steps

1. Determine Significance

The Council is responsible for judging for itself how it achieves compliance with the decision-making requirements of the LGA. This must be largely in proportion to the significance of the matters affected by decisions to be made.

The Council will assess the importance of an issue, proposal or decision on the basis of its likely impact on the people expected to be most affected by or to have an interest in the matter, as well as the Council's capacity to perform its role, and the financial and other costs of doing so.

All of the following criteria will be considered when determining the level (low to high) of significance of an issue, proposal or decision. The greater the cumulative impact of the decision as assessed by these criteria, the more significant the issue, proposal or decision will be:

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- a. Number of people affected and/or with an interest;
- b. Level of impact on those people affected;
- c. Level of community interest already apparent for the issue, proposal or decision; or the potential to generate community interest;
- d. Level of impact on Māori, Māori culture and traditions;
- e. Likely environmental, social and cultural impacts;
- f. Likely costs/risks to the Council, ratepayers and wider community of carrying out the decision;
- g. Likely benefits/opportunities to the Council, ratepayers and wider community of carrying out the decision;
- h. Level of impact on the capacity of the Council to carry out its role and functions;
- i. Whether the impact of a decision can be easily reversed;
- j. Whether the ownership or function of a strategic asset(s) is affected.

Examples of decisions of low significance are:

- Plans for a new or renewed playground in a suburban area (e.g. Seager Park - new, Richmond Village Green - renewal);
- Upgrade of a reserve area (eg. Chester St East Reserve);
- Finalising Lyttelton's civic square design - a decision delegated to the Community Board.

Examples of decisions of high significance are:

- Decision to introduce the three bin system for kerbside waste collection;
- Plan to construct the ocean outfall waste water pipeline;
- Decision to create a social housing entity as a means to benefit from the Government's income related rents scheme.

Urgency and Confidentiality

Sometimes the nature and circumstances of a decision to be made may not allow the Council the opportunity to engage or consult with the community. This could be where urgency is required or the matter is commercially sensitive. The health and safety of people or the immediate need to protect property are reasons for making urgent decisions, as well as to avoid the loss of opportunities that may contribute to achieving the Council's strategic objectives. Confidential decision-making may be required when engagement is likely to considerably increase the cost of a commercial transaction to the Council.

In these situations the Council will either not engage at all, or tailor its engagement to suit the circumstances in which the decision is to be made.

In the period covered by the Canterbury Earthquake Recovery Act a number of decisions are being made by Central Government. For many of these decisions the Central Government processes do not allow time for the Council to engage with the community, when in other circumstances it would choose to do so.

2. Link level of significance to level of engagement

The significance of the issue, proposal or decision will influence how much time, money and effort the Council will invest in exploring and evaluating options and obtaining the views of affected and interested parties. In linking the level of significance to the level of engagement it is important to find the right balance between the costs of engagement and the value it can add to decision-making.

The Council will consider the extent of community engagement that is necessary to understand the community's view before a particular decision is made and the form of engagement that might be required. This also includes the degree to which engagement is able to influence the decision and therefore the value of investing in engagement (e.g. if there

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is only one or very limited viable options such as a specific change required by new legislation).

Using the International Association of Public Participation engagement spectrum (Appendix 2, Figure 1) as a basis, the method(s) of engagement adopted by the Council before it makes a decision may depend on whether or not:

- A. The matter is of low or no significance (e.g. technical and/or minor amendments to a bylaw or Council policy) and there may be very small group of people affected by or with an interest in the decision;
- B. The matter is significant only to a relatively small group of people or is of low impact to many. They should be **informed** about the problem, alternatives, opportunities and/or solutions and/or **consulted** so that any concerns, alternatives and aspirations they have are understood and considered;
- C. The matter is significant not only to a small group of people particularly affected but also to a wider community that may have an interest in the decision to be made. They may be **informed**, **consulted** and/or **involved** to seek public input and feedback on analysis, alternatives and/or decisions.
- D. For more significant matters the Council may elect to **collaborate**, or partner, with a community in any aspect of a decision including the development of alternatives and the identification of preferred solutions. This is more likely to occur where there is a distinct group of affected or particularly interested people.

Depending on the level of significance and the nature of the issue, proposal or decision being made, by using a range of engagement methods communities may be **empowered** to participate in the decision-making process.

3. Consider Methods of Engagement

There is a variety of ways in which the Council engages with the community. In this policy, the types of engagement described relate specifically to Council, Community Board and delegated decision-making.

Once the level of significance of an issue, proposal or decision has been determined, the Council will consider the level and form of community engagement. Depending on the matter being considered and the stakeholders involved, the preferred method(s) or combination of engagement tools will be identified and applied to meet the goals of the specific engagement.

The Council will build on existing relationships and networks with individuals and communities, and look to extend the range of parties involved in the community engagement as appropriate.

The Council will consider engagement methods and tools relative to the level of significance. These will support communities' participation through an engagement spectrum approach, as set out in the table in Appendix 3, Table 1.

Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue or proposal, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds.

There may be occasions in which the Council chooses to carry out engagement at a level higher than that indicated by the significance of the decision as part of its commitment to promote participatory democracy.

The Council will work to ensure the community is sufficiently informed to understand the issue(s) or proposal, options and impacts and has time to respond, so they are able to participate in engagement processes with confidence.

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Strategic Assets

An important objective of the Council is to achieve or promote outcomes that it believes are important to the current or future well-being of the community. Achieving these outcomes may require the provision of roads, water, wastewater and stormwater collection as well as libraries, museums, reserves and other recreational facilities and community amenities.

Council-owned assets that provide these services are considered to be of strategic value and the Council has determined they need to be retained if its objective is to be met. These assets must be listed in the Council's Significance and Engagement policy. A decision to transfer the ownership or control of a strategic asset cannot be made unless it is explicitly provided for in the Council's Long Term Plan (LTP) and the public is consulted through the Special Consultative Procedure (SCP).

Other assets considered by the Council to be strategic or deemed to be so by the LGA include its shareholding in Christchurch City Holdings Ltd (CCHL) and, through CCHL, Lyttelton Port Company, Christchurch International Airport Ltd and Orion NZ Ltd. Although the Council's statutory responsibility is to exercise its powers wholly or principally for the benefit of its district, it nevertheless recognises that decisions on respect of these assets in particular might have a strategic value to the Canterbury region as well.

The Council's strategic assets are set out in Schedule 1 to this policy.

Approval Date: 27 November 2014

The list of strategic assets in this policy will be updated as required following any changes to the Annual Plan or LTP.

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Appendix 1: Supporting and contextual information

Definitions

- Community:** A community, for the purposes of this policy, is a group of people with shared or common interest, identity, experience or values. For example, cultural, social, environmental, business, financial, neighbourhood, political or spatial groups.
- The community refers to the people that make up the diverse communities that live in Christchurch.
- Engagement:** Is a term used to describe the process of establishing relationships, and seeking information from the community to inform and assist decision making.
- Engagement is an important part of participatory democracy within which there is a continuum of community involvement.
- Consultation:** A subset of engagement; a formal process where people can present their views to the Council on a specific decision or matter that is proposed and made public.
- (The Council must consult in ways that meet the consultation principles in the Local Government Act 2002 LGA, section 82 (1) and any other legislation relevant to the decision or matter proposed.)
- Decisions:** Refers to all the decisions made by or on behalf of the Council including those made by officers under delegation.
- Significance:** The degree of importance of the issue, proposal, decision, or matter, as assessed by the Council, in terms of its likely impact on, and likely consequences for; the district or region; any persons who are likely to be particularly affected by, or interested in the matter; the capacity of the local authority to perform its role, and the financial and other costs of doing so (as described by the LGA).
- Special Consultative Procedure (SCP):**
- A formal consultation process prescribed in section 83 of the LGA that must be used to consult on certain matters and can be chosen by the Council to consult on other matters as considered appropriate
- Strategic Asset:**
- An asset or group of assets that the local authority needs to retain if the local authority is to maintain the local authority's capacity to achieve or promote any outcome that the local authority determines to be important to the current or future well-being of the community (as described by the LGA).

Legislative considerations

Many of the decisions made by the Council will be made under legislation that prescribes the consultation and decision-making procedures required. This includes the procedures to be used for public notification, considering submissions and making decisions. Examples of such legislation are the Resource Management Act 1991, the Biosecurity Act 1993, the Civil Defence Emergency Management Act 2002, or the Land Transport Act 1998.

Even if a decision is clearly a significant one, this policy does not apply to the requirements for decision-making prescribed in any other enactments, such as the Resource Management Act 1991 and the Biosecurity Act 1993 on the following matters:

- resource consents or other permissions
- submissions on plans
- decisions required when following the procedures set out in Schedule 1 of the RMA
- references to the Environment Court
- decisions about enforcement under various legislation including bylaws (unless these are specifically included in this policy).

There is a number of decisions that can only be made if they are explicitly provided for in the Council's LTP as set out by the LGA 2002 Amendment Act 2014. These are:

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- a) to alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, including a decision to commence or cease any such activity;
- b) to transfer the ownership or control of a strategic asset to or from the Council.

In addition, the Council is required to use the SCP set out in section 83 of the LGA in order to adopt or amend a LTP. If the Council is carrying out consultation in relation to an amendment to its LTP at the same time as, or combined with, consultation on an Annual Plan, the SCP must be used for both matters.

There may be other situations where the Council deems it appropriate to use a SCP.

Engaging with Māori

The LGA provides principles and requirements that are intended to facilitate participation by Māori in local authority decision-making processes. The Council must act in accordance with the principle that it should provide opportunities for Māori to contribute to its decision-making processes.

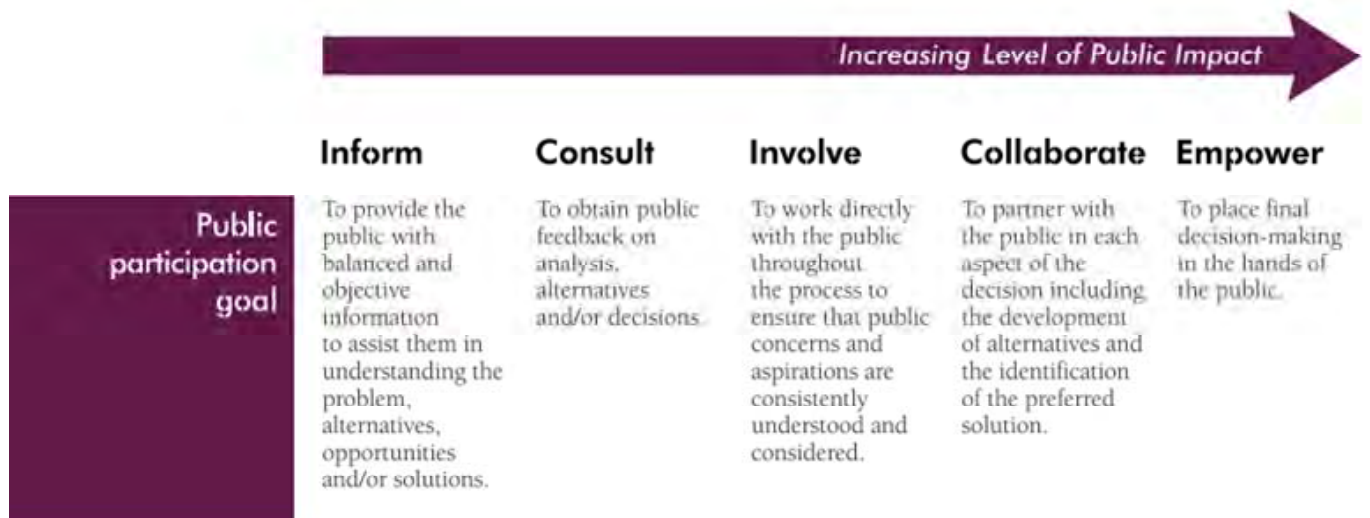
If the Council is proposing to make a significant decision in relation to land or a body of water, it will take into account the relationship of Māori and their culture and traditions with their ancestral land, water, sites, waahi tapu, valued flora and fauna, and other taonga.

The Council's goal for engagement with Māori is for strengthened and ongoing partnerships. This aims to ensure the Council receives appropriate information, advice and understanding about the potential implications and/or effects of proposals on tangata whenua values.

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Appendix 2:
Figure 1:

IAP2 Spectrum of Public Participation



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Appendix 3:

Table 1: Examples of Engagement Activities (Adapted from IAP2 spectrum of engagement)

Engagement Level	Inform	Consult	Involve	Collaborate	Empower
What does it involve	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
Examples of tools the Council might use <i>(Note: these tools may be applicable across many levels of engagement)</i>	<ul style="list-style-type: none"> Email newsletter to local communities and networks Information flyers to neighbourhoods Public notices/info in community newspapers, website 	<ul style="list-style-type: none"> Formal submissions and hearings or the Special Consultative Procedure Focus groups Community meetings Online opportunities to submit ideas/feedback 	<ul style="list-style-type: none"> Workshops Focus/stakeholder groups' meetings Public meetings, drop-in sessions Online surveys/forums 	<ul style="list-style-type: none"> External working groups (involving community experts) Community Advisory Groups (involving community representatives) Forums 	<ul style="list-style-type: none"> Binding referendum Local body elections Delegation of some decision-making to a community
When the community is likely to be involved	Once a decision is made and is being implemented.	Once the Council has determined an initial preferred position it would endeavour to provide the community with sufficient time to participate and respond.	The community or specific communities could be engaged throughout the process, or at specific stages of the process as appropriate.	The community or specific communities will be engaged from the outset, including the development of alternatives to the identification of the preferred solution.	The community or communities will be engaged throughout the process to ensure ownership of the development of alternatives, identification of the preferred solution(s) and delegated decision-making on the preferred solution.

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Schedule One: CCC Strategic Assets

The Council-owned assets listed as strategic are set out below, grouped according to their nature of activity:

Infrastructure

- (a) its stormwater collection and disposal system;
- (b) its wastewater collection, treatment and disposal system;
- (c) its water collection, storage, treatment and distribution system.
- (d) its waste management system;
- (e) its roading network;
- (f) all public transport infrastructure owned or operated by the Council;

Shareholdings

- (g) its shareholding in Christchurch City Holdings Ltd, Civic Building Ltd and Transwaste Canterbury Ltd, and VBase Ltd;
- (h) the shares Christchurch City Holdings Ltd holds in Lyttelton Port Company Ltd, Christchurch International Airport Ltd, Orion New Zealand Ltd, Redbus Ltd, Enable Services Ltd, City Care Ltd, Eco Central Ltd;

Community Facilities

- (i) Addington Arena;
- (j) Christchurch Town Hall;
- (k) Lancaster Park;
- (l) Christchurch Art Gallery and its permanent collection;
- (m) all land and buildings comprising the Council's social housing portfolio;
- (n) all public library facilities;
- (o) all parks and reserves owned by or administered by the Council;
- (p) all public swimming pools;
- (q) all off-street public parking facilities owned or operated by the Council;
- (r) all waterfront land and facilities owned or operated by the Council, including wharves, jetties, slipways, breakwaters and seawalls;
- (s) cemeteries and listed heritage buildings and structures.

Where a strategic asset is a network or has many components, decisions may be made in respect of individual components within the network without those components being regarded as strategic, unless such decisions are considered to significantly alter the level of service provided by the Council.

20. LAND USE RECOVERY PLAN: RICCARTON RACECOURSE (CHAMPIONS MILE) MEDIUM DENSITY HOUSING EXEMPLAR PROJECT

		Contact	Contact Details
General Manager responsible:	General Manager Strategy and Planning		
Officer responsible:	Unit Manager, Urban Design and Regeneration	Y	941 8239
Author:	John Meeker, Senior Urban Regeneration Advisor		

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 This report considers whether or not a development proposal on land at Riccarton Racecourse qualifies as an Exemplar Medium Density Housing project in line with the expectations of Action 8 of the Land Use Recovery Plan. The proposal was jointly submitted by the Christchurch Racecourse Reserve Trustees and Ngai Tahu Property Ltd on 22 September 2014. The evaluation is undertaken using the process and criteria approved by Council in its meeting on 13 February 2014.

2. EXECUTIVE SUMMARY

- 2.1 This report evaluates the development of land at Riccarton Racecourse, being promoted under the name 'Champions Mile' by the Christchurch Racecourse Reserve Trustees (the 'Racecourse Trustees') and Ngai Tahu Property Ltd. The Land Use Recovery Plan (LURP) sought that the Council make a decision about this proposal and whether or not it can be considered an 'exemplar' by an extended deadline date of 19 December 2014.
- 2.2 Identification as a candidate exemplar within the LURP provided the original 2013 Champions Mile concept with a pathway and potential fast track route to land use rezoning and development, enjoying support from Council and other public agencies. Access to this pathway was conditional on the proposal committing to delivering on a range of requirements of the LURP.
- 2.3 In summary, as it is currently conveyed, the proposal offers the potential to incrementally improve the traditional approach to land subdivision. However, taking into account the advice of the LURP Partner evaluation panel and acknowledging that the path each exemplar could take within the process can be different, it is recommended that a qualified approval in principle be agreed. The LURP Partner panel evaluation provided at **Attachment 4**, whose key points are summarised at section 4.4 of this report, sets out the reasoning for this recommendation.
- 2.4 Officers consider that the site offers an opportunity to deliver a high quality medium density development and may, with further refinement be able to achieve exemplar status. Areas for additional work are identified. Should the proponents choose not to continue with the exemplar pathway, the concluding part of this report sets out regulatory pathways through which a refined proposal could be pursued in support of the Racecourse Trustees development ambitions. For this reason the recommendation is to accept the proposal as an exemplar in principle in relation to specific exemplar criteria.

3. BACKGROUND

Land Use Recovery Plan Action 8

- 3.1 The Land Use Recovery Plan (LURP) was gazetted by the Minister for Canterbury Earthquake Recovery on 6 December 2013. Action 8 (and associated text on page 18) requires the City Council to enable a range of identified medium density housing schemes as exemplar projects. The Council is the lead agency for this Action, supported by CERA, Te Runanga o Ngai Tahu, the Ministry of Business, Innovation and Employment (MBIE) and NZ Transport Authority (NZTA). The LURP can be viewed at <http://cera.govt.nz/sites/cera.govt.nz/files/common/land-use-recovery-plan.pdf>.

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- 3.2 The purpose of Action 8 is to showcase delivery of a wider range of housing choices, with a clear emphasis on affordability, to meet more diverse demands within the housing market. Exemplars should demonstrate that medium density housing can offer diverse and attractive housing choices and living environments for all sectors of the market. Six candidate exemplar projects volunteered for inclusion within the LURP - two redevelopment sites identified by Housing New Zealand (locations approved by Council on 27 February 2014), two social housing redevelopments to be identified by the City Council (locations approved by the Council on 22 May 2014), and two larger scale private sector developments - the Spreydon Lodge development at Halswell (Approved in Principle on 28 April 2014) and the proposal at Riccarton Racecourse upon which the LURP sought a decision by 6 September 2014 (now extended to 19 December).

Process for approving proposals as 'exemplars'

- 3.3 On 13 February 2014, the Council endorsed a two stage approval process for the candidate exemplar proposals. Within this process, a set of seven criteria, reflecting the LURP's intentions, were established against which the candidate exemplar projects would be evaluated by a technical panel (the LURP Partner Panel) who would make recommendations to the respective executives of the partner agencies. The criteria are listed in **Attachment 1** alongside associated exemplar performance criteria aimed at guiding candidate developments towards levels of expectation.
- 3.4 At the first stage – Approval in Principle – a high level proposal will be submitted by the developer for evaluation comprising:
- A Statement of Commitment – setting out how the proposal meets the criteria including commitments to standards and other measurable aspects which would be delivered as part of the scheme. The Statement also sets out associated information including incentives being sought and an evaluation of risks to the scheme's delivery.
 - A Design Brief – providing a largely visual component that enables evaluation of the proposal's urban design qualities.
 - An Infrastructure Summary – consisting of a high level evaluation of the ability of the proposal to be accommodated by infrastructure and transport networks.
- 3.5 This information enables the Council and its Land Use Recovery Plan partners to evaluate the broad nature of the project, key deliverables being committed to and, in turn, judge whether it constitutes an exemplar project. Once confirmed as an 'in principle' exemplar, the developer would then be able to continue with confidence to work through processes and remaining details appropriate to the development pathway requested (i.e. resource consent, District Plan rezoning or, potentially, use of CER Act powers), negotiating in parallel with Council (and other partners) specific incentives (where requested) to facilitate the development.

Champions Mile: Project Background

- 3.6 In May 2013, The Racecourse Trustees made a submission on the draft Land Use Recovery Plan (LURP). The submission sought the inclusion of 33 hectares of surplus racecourse land for residential development to meet the perceived shortfall in the availability of land for housing and to support its ambitions to fund the redevelopment and improvement of the racecourse and the wider racing industry. The Minister for Canterbury Earthquake Recovery decided to extend an opportunity, via Action 8 of the LURP, for the racecourse land to be promoted for development as an exemplar – a model for future housing development. In effect, if the concept was worked up into a fully considered proposal, delivering on stated key deliverables, partner organisations would act to support the development through necessary regulatory processes.
- 3.7 The inclusion of the land as a candidate exemplar was on the basis of a high quality development concept presented to Council and CERA staff in July 2013. The prospectus set out a vision for the delivery of comprehensively designed medium density housing forms (i.e. matching the right homes to the right configuration of sections) that benefited from the outlook and amenity offered by the racecourse setting. It also set out a public realm and movement strategy and detailed how it would use a leasehold property ownership model to deliver homes at price points in the \$250,000 to \$350,000 range (plus an annual ground rent generating a revenue stream for the trustees). In essence, this proposal clearly articulated an alternative, innovative development model that warranted the opportunity to be worked up in more detail. Some key elements of the Champion Mile prospectus, as originally envisaged, are set out in **Attachment 2**.

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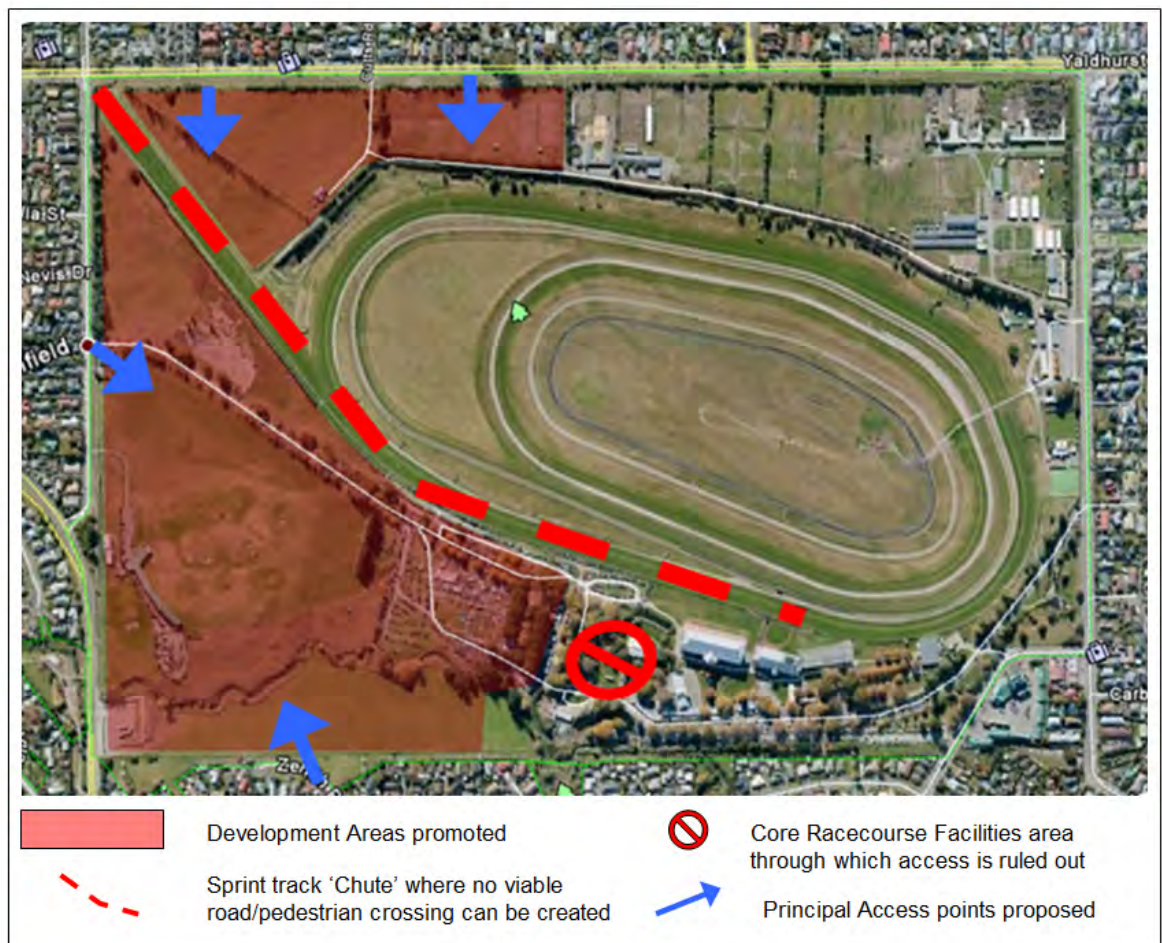
3.8 The LURP was gazetted by the Minister on 6 December 2013. In the period since that time a number of changes to the parameters of the Champions Mile development have emerged.

3.8.1 Firstly, the Canterbury Racecourse Reserve Trustees entered into a joint venture with Ngai Tahu Property Limited. Ngai Tahu Property Limited made it clear that their approach would revert to a traditional land subdivision model, focusing on the layout of sections and infrastructure. Whilst tried and tested, this model has struggled to manage how the types of homes and living environments eventually created by third party house builders - not bound by exemplar requirements - would deliver the overarching aims around affordability, innovation or the quality of the newly created residential environment.

3.8.2 Secondly, the development model shifted its focus from leasehold to freehold. This change in approach has significantly altered the economics towards maximising the one-off capital receipt. A further complexity is that Riccarton Racecourse is the subject of the 1878 Christchurch Racecourse Reserves Act which limits the use of the reserve land to rental or lease for purposes that support the keeping of the racecourse, offering prize money or encouraging the breeding of horses. It may be possible to change the 1878 Act to enable freehold residential development but this will require parliamentary approval.

3.8.3 Two significant structural constraints over access to the site were imposed by the Trustees, namely;

- no viable link could be created between the land fronting Yaldhurst Road and the remainder of the site on account of the 'Chute' – the straight section of the racecourse bisecting these two areas.
- for racecourse operational reasons a road link across the main part of the site to Racecourse Road would not be permitted, in effect limiting all traffic access to Steadmans Road and cul-de-sac routes adjacent to the south of the site.



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- 3.9 During 2014, council officers have provided technical advice and support to Ngai Tahu Property Ltd to encourage a high quality exemplar scheme, accepting the confines that their traditional land subdivision development model imposes. A key focus has been seeking ways to ensure that any agreed subdivision layout delivers the stated diversity and affordability of housing typologies. A second key area has been encouraging the development to maximise and extend the amenity of its racecourse setting to support different forms of housing.
- 3.10 On 22 September 2014, an exemplar proposal submission was made on behalf of the Racecourse Trustees and Ngai Tahu Property, although its content remains conditional on Board level approval by both organisations. The proposal, provided in full at **Attachment 3**, sets out a more detailed development layout and associated imagery for an area of six hectares adjacent to Yaldhurst Road (Cutts Corner) containing 148 residential sections with an indicative layout for the remaining area which could accommodate between 400 and 600 further homes.

4. COMMENT

Exemplar Evaluation by LURP Partner Panel

- 4.1 The LURP Partner Panel - a panel of technical advisors from the partner organisations (comprising representatives from the Canterbury Earthquake Recovery Authority, Te Runanga o Ngai Tahu, the New Zealand Transport Agency, the Ministry of Business, Innovation and Employment) charged with evaluating the proposal and making recommendations to Council and the other executives of the LURP partner agencies - met on 8 October 2014. They assessed the submitted proposal and considered advice from the Christchurch Urban Design Panel (which met on 1 October 2014) and the Canterbury Sustainable Homes Working Party. The Ngai Tahu Property team presented their proposal to the Panel at this session.
- 4.2 The LURP Partner Panel commentary is set out at **Attachment 4** along with supporting evaluation material provided by other technical experts, particularly in relation to infrastructure matters. The table below provides a summarised overview of the conclusions reached by the Panel in determining whether, at this 'in principle' stage, the proposal sufficiently satisfies the exemplar criteria.

Criteria	Criteria met
1. Well built and energy efficient	✓ ?
2. High quality, safe and accessible residential environments that address their neighbourhood context	✗
3. Medium density	✓
4. Appropriate to the locality	✓?
5. Diversity and affordability of housing products	-
6. Innovation within the housing market	-
7. Showcasing and sharing of exemplar experience	✓
Key ✓ = Meets criteria (Additional + symbols for exemplary qualities could not be awarded for this proposal) - = Falls short of criteria ✗ = Contains issue that must be resolved prior to 'approval as an Exemplar. ? = Substantial Information gaps are present.	

- 4.3 The LURP Partner Panel recognised that the proposal represented an evolution of the traditional land subdivision model. At a high level, commitments to require homes (via covenants) to be built using sustainable forms of construction (HomeStar6) and good theoretical reasoning behind the use of housing typologies to genuinely help to drive smarter patterns of subdivision, represent areas around which the Ngai Tahu Property team are encouraged to continue to develop their thinking.
- 4.4 For three of the exemplar criteria – affordability, innovation and quality, safe and accessible development - the LURP Partner Panel identified that further information was required to be certain of achieving an exemplar outcome.

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Innovation within the housing market

- 4.4.1 Riccarton Racecourse represents a unique land asset within Christchurch which a developer such as Ngai Tahu Property could use as a springboard in leading and guiding the market, offering products - in partnership with homebuilders - to meet different demands and niches. The Statement of Commitment refers to some of these opportunities but is light on specifics to present a compelling proposal, or provide a detailed layout, that integrates aspects including design, affordability, diversity, quality, scale and 'premium value' which are critical in supporting successful medium density housing development.

Affordability

- 4.4.2 A number of typologies were proposed, however many were variants of large family homes and have not yet demonstrated that the proposal would cater for different parts of the housing market, particularly in relation to more affordable forms of housing.
- 4.4.3 Whilst the high level concept detailed the virtue of using a range of housing typologies, the detailed application does not yet reflect or develop this intention. The LURP Partner Panel questioned the suitability of particular unit types in particular locations within the development and this remains an area to be worked through further. This issue is a function of the development model as the proposal focuses on subdivision form and does not control housing outcomes particularly the use of two-storey building forms. There are currently no guarantees of a more diverse or affordable range of housing products than a traditional subdivision would provide.

Design

- 4.4.4 The LURP Partner Panel noted the following areas for further work regarding the proposal's integration into its neighbourhood setting, namely:
- Further potential to harness the site's setting, particularly adjacent to the racecourse's immediate perimeter where, for example, higher density forms of housing (e.g. two to three storey apartments and townhouses) could command premium values on the back of the open long distance views across the track.
 - A need to improve connection with adjacent residential areas (e.g. cul-de-sacs north of Buchanans Road and streets between Masham and Steadman Roads) that would become natural extensions of the new community and are currently isolated by other land uses and transport corridors.
- 4.5 In conclusion, the LURP Partner Panel had insufficient information to conclude that the proposal sufficiently addresses the exemplar criteria as a whole. However, the evaluation does note that for criteria relating to energy efficiency, density, appropriateness to locality and showing-casing of the exemplar, the development either does meet these criteria or is well advanced in those areas.
- 4.6 Taking on board the LURP Partner Panel recommendations, it is apparent that the Champions Mile proposal is weak in some areas but with further work may yet have potential to offer exemplar housing. For this reason, officers recommend that the Champions Mile development receive a qualified approval in principle in relation to energy efficiency, density, appropriateness to locality and showing-casing of the exemplar the development.
- 4.7 The exemplar process sets out a model for evaluating development proposals against an agreed set of criteria. Through the process of practically evaluating proposals, both developers and the LURP Partner agencies are, over time, gaining a greater understanding of affordability in the Christchurch context, the investment appetite for affordable housing and the market capacity to deliver. These learnings can contribute to the ongoing design, evaluation and decision-making on exemplar proposals.

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Champions Mile: A Development Roadmap if exemplar is not pursued

- 4.8 The LURP provided the original 2013 Champions Mile concept with a pathway and potential fast track route to land use rezoning and development, enjoying support from Council and other public agencies. Access to this pathway was conditional on the proposal committing to delivering on a range of requirements of the LURP. However, evaluation has concluded that the current proposal requires further work before it can be supported as an exemplar project – i.e. a “model for future housing development”.
- 4.9 The outcome of this process does not change the fact that the Racecourse Trustees retain their development ambitions to release land value to fund renewal and upkeep of the racecourse and its facilities as well as supporting the Canterbury and South Island racing industry. In recognising the contribution that the Racecourse offers as a resource for the city and its residents and to the regional economy, it is important to acknowledge the regulatory pathways available to progress the development aims for this land, should the proponents choose not to continue to seek full exemplar status.
- 4.10 By means of background, if the Champions Mile proposal had achieved full approval as an exemplar project, the aim was to propose the rezoning of the site within the Council's Stage 2 District Plan Review. The key incentive for the developer would be that the Council would actively lead this process.
- 4.11 The following subsections now detail the remaining routes available to rezone the land. This information is additional to the remaining potential for the proposal to achieve full ‘in principle’ status as an Exemplar.
- 4.11.1 Stage 1 District Plan Review
On 8 October 2014 a joint submission on the notified Stage 1 District Plan Review process was lodged by the Racecourse Trustees and Ngai Tahu Property seeking the rezoning of the part of the Riccarton Racecourse land for residential development (applying the proposed New Neighbourhood Zone along with some amendments). Through the upcoming hearings process, the Hearings Panel will need to hear and decide on whether the proposed rezoning (including amendments to the New Neighbourhood Zone provisions) of this land can be granted, having regard to the provisions of the Resource Management Act, the Order In Council, the Terms of Reference and the LURP.
- 4.11.2 Stage 2 District Plan Review
If the Riccarton Racecourse land is not rezoned via the Stage 1 District Plan process (e.g. the Hearings Panel considers that the submission is ‘out of scope’ for Stage 1 or that the rezoning should be considered through the pre-notification community engagement and submission process), its zoning will need to be included within a Stage 2 proposal promoted by Council. Council officers would continue to work with the Racecourse Trustees and Ngai Tahu Property in the development of the zoning for the land and they will be able to make a submission in the Stage 2 process to raise matters that may not have been able to be agreed with Council. As with the preceding Stage 1, it would be for the Hearings Panel process (late 2015/early 2016) to determine the appropriate zoning of the land.
- 4.11.3 Private Plan Change (Order in Council)
The Order in Council provides for any person to request a change to an existing district plan or the replacement district plan during the period that the Order is in existence. The Hearings Panel will make a decision to either accept or reject the request, and will direct Council to notify the request if it is accepted.
- 4.11.4 Future Council Supported or Private Plan Change
If rezoning of the Riccarton Racecourse land is not achieved via the District Plan Review process, either Council could propose a change to the Replacement District Plan or the applicants can lodge a private Plan Change.

20 Cont'd**5. FINANCIAL IMPLICATIONS**

- 5.1 The recommendation that the promoters of the Champions Mile development either undertake further work towards achieving full 'in principle' status as an exemplar, or pursue the rezoning of the site through the available Resource Management Act processes, has no direct financial implication. Council staff would need to consider the submission alongside other private land use rezoning requests via the District Plan Review. If the proposal is not progressed via the currently prescribed statutory process, a future private plan change may be presented and Council would be asked to consider whether it would support such a process in a report containing the financial implications.

6. STAFF AND COMMITTEE RECOMMENDATION

That the Council:

- 6.1 Acknowledge and thank the Racecourse Trustees and Ngai Tahu Property Limited team for their efforts in bringing forward a potential exemplar project on the Riccarton Racecourse land in response to the opportunity offered in the Land Use Recovery Plan.
- 6.2 Approve the submitted proposal as 'qualified approval in principle' in relation to energy efficiency, density, appropriateness to locality and showing-casing of the exemplar development.
- 6.3 Invite Ngai Tahu to continue to develop the specifics of the exemplar proposal with the LURP Partner agencies in order to achieve full 'approval in principle' of the proposal as an exemplar medium density housing project.
- 6.4 Note the alternative routes available to secure rezoning of the land for residential activity through the District Plan Review process or a private plan change under the Order in Council or a future private plan change process.

Note: Councillor Johanson requested that his vote against 6.2 be recorded.

ATTACHMENT 1: EXEMPLAR EVALUATION CRITERIA (as approved by Council, 13 February 2014)

The criteria below establish a framework to both challenge candidate projects and provide a framework for evaluators to assess submitted Exemplar proposals. In recognising the challenges in delivering under all the criteria, Council's evaluation will involve a balanced assessment of each project against all 7 criteria (and their associated minimum expectations) as well as its alignment with and contribution to Council's Strategic long term objectives in relation to Greenfield development, new neighbourhoods and Key Activity Centres KACs).

Exemplar Criteria	Exemplar Performance (Minimum expectations in Bold type)	Key Requirements / Terms from LURP
1. Well built and energy efficient	At least Homestar 6 building standard Takes opportunities to maximise wider resource use efficiency during construction and building lifetime. Positive independent review by the Canterbury Sustainable Homes Working Party	<ul style="list-style-type: none"> • High quality design • Energy efficient
2. High quality, safe and accessible residential environments that address their neighbourhood context.	The Design Process involves <ul style="list-style-type: none"> • comprehensive analysis of the site and its context to inform the layout and external appearance. • configuring buildings and spaces to create efficient, quality indoor and outdoor living spaces • collaboration throughout including ongoing dialogue at inception, concept, approval and consenting stages with the Council's Urban Design Team with Independent review and (ultimately) support from, the Christchurch Urban Design Panel Design quality demonstrates the principles, best practice and ideas set out in, <ul style="list-style-type: none"> • Policy 6.3.2 of the Canterbury Regional Policy Statement (as amended by the LURP) • "Building Multi Unit Housing" - Christchurch City Council's Medium Density Design Guidance • 'Exploring New Housing Choices' Christchurch City Council's guide to alternative forms of urban housing • 'Crime Prevention Through Environmental Design' (Ministry of Justice) and Universal Design/Lifemark (BRANZ) Development that achieves or exceeds a minimum net density of <ul style="list-style-type: none"> - Urban and Brownfield - 30 residential units per hectare - Comprehensively Planned New Neighbourhoods (Greenfield) – 25 residential units per hectare 	<ul style="list-style-type: none"> • Attractiveness • High quality design • Universal design • Improve public spaces and amenities
3. Medium density		<ul style="list-style-type: none"> • Medium Density • Promote intensification
4. Appropriate to the locality	The proposal conforms with relevant objectives, policies and assessment matters of the statutory land use planning framework and can be serviced by existing (or funded upgrades of) infrastructure and transport networks.	<ul style="list-style-type: none"> • Suited to the Location
5. Diversity and affordability of housing products.	Includes, <ul style="list-style-type: none"> a. a mixture of tenure/ownership models b. at least one third of new homes at or below 'affordable' prices (as defined in LURP or any successor Government definition) including at least 10% as social or community housing. Agreement to a confidential and independent 'open book' review of private sector projects to understand scheme deliverability and risk sensitivity . Ownership structures or other legally robust mechanisms that secure affordable homes (or their capital value) for current and future owners/occupiers unable to compete in the open housing market.	<ul style="list-style-type: none"> • Affordability • 'the right price' • Cost Effective • "will include a mix of social housing and other tenures"
6. Innovation within the local housing market	Clear Unique Selling Points (USP) which mark the scheme out as an example which other parts of the house building industry could learn from. Innovation may consist of new techniques, designs, processes, standards or technologies within the core of the proposition that stimulate change, challenge perceptions and improve confidence to invest in medium density housing.	<ul style="list-style-type: none"> • Innovative • Influence the Market • "Models for Future Housing Development"
7. Showcasing and sharing of Exemplar experience	A clear plan, agreed as a partnership with Council, for appropriate showcasing of the completed development with home builders, landowners, financiers, potential buyers and other interests over a defined period using events and activities, a media strategy, end to end documentation of the development process including high level summary of the development financing.	<ul style="list-style-type: none"> • "Models for comprehensive renewal"

ATTACHMENT 2: CHAMPIONS MILE DEVELOPMENT CONCEPT PROSPECTUS (JUNE 2013)

NB This prospectus was accompanied by a Commercially Sensitive written proposal detailing ground lease structures, development costings, indicative unit prices, a development programme and associated information.







View from Yaldhurst Road towards the Steadman Road Corner



Existing entry off Steadman Road



View towards the stream (proposed new entry) off Carmen Road (SH1)

commonground



Proposed Zoning



Proposed zones are indicative only.

20m setback from the watercourse and the racecourse 'race'

ARROW
STRATEGY
strategy | feasibility | planning

CHAMPIONS MILE
Ricocheton Racecourse, Christchurch
Concept Development Proposal | May 2013

Structure

The B2 land is physically separated from the rest of the proposed development land

Its position on Yaldhurst Road gives a high profile frontage for commercial activities. The development uses parking to open up the street front - maximising frontages and security

The south-western corner contains a new road of SH1 developed by NZTA. This provides direct physical and visual connection with the racecourse areas.

Extending Steadman Road to meet this new entry makes it ideal for a mixed-used environment.



Using a combination of block pattern and building height creates a strong and legible connection between the activity centres (north - south).

This helps to shape a formal and easily understood urban structure that can accommodate higher density living.

Character Areas

② North Point Precinct

Living Zone

Area: 4.4ha

Outcome: Circa 80 household units

Can incorporate an integrated residential complex

③ Middle Park Precinct

Living Zone

Area: 14.4ha

Outcome: Circa 253 household units

Includes village centre and central domain.

More intensive housing options around high amenity areas

⑤ Riccarton Park Retirement Village

Area: 3.6ha

Outcome: Circa 250 units and associated amenities



① Cutts Corner Precinct

B2 Zone

Area: 5.3ha

Outcome: Circa 20,000m² commercial GFA

Activities could include: Supermarket, offices and medical centre

④ Steeple Chase Precinct

Living 5 Zone

Area: 3.2ha

Outcome: Can accommodate up to 300 household units including visitor accommodation and associated facilities

Open Space

Spaces to encourage
communication and interaction



Public realm features to help guide
and navigate



Urban spaces that support
intensity

**ARROW
STRATEGY**
creating connections | 2010-2015

CHAMPIONS MILE
Riccarton Place to the Sea, Christchurch
Concept Development Proposal May 2013

Formal paths and routes largely
car-free



Possible green bridge or underpass
to cross the race.



Enhancing the stream edge to
become an active part of the open
space network

commonground



Creating Place

A classical approach



... to create a quality living environment

commonground



The heritage of Riccarton must be integrated and enhanced within development.

It is the racecourse and the theatre of racing that will create a sense of place.

ARROW
STRATEGY
strategy | feasibility | planning

CHAMPIONS MILE
Riccarton Racecourse, Christchurch
Concept Development Proposal | May 2013

Village Centre



Mixed-Use
Local Shops / Main Street
Hospitality (Cafes and Restaurants)
Community Facilities

ARROW
STRATEGY
strategy | realising | planning

CHAMPIONS MILE
Ricoart Racecourse, Christchurch
Concept Development Proposal | May 2013



Approach

This development can be phased over time, in any order, allowing existing uses to be integrated and replaced in the most appropriate manner.

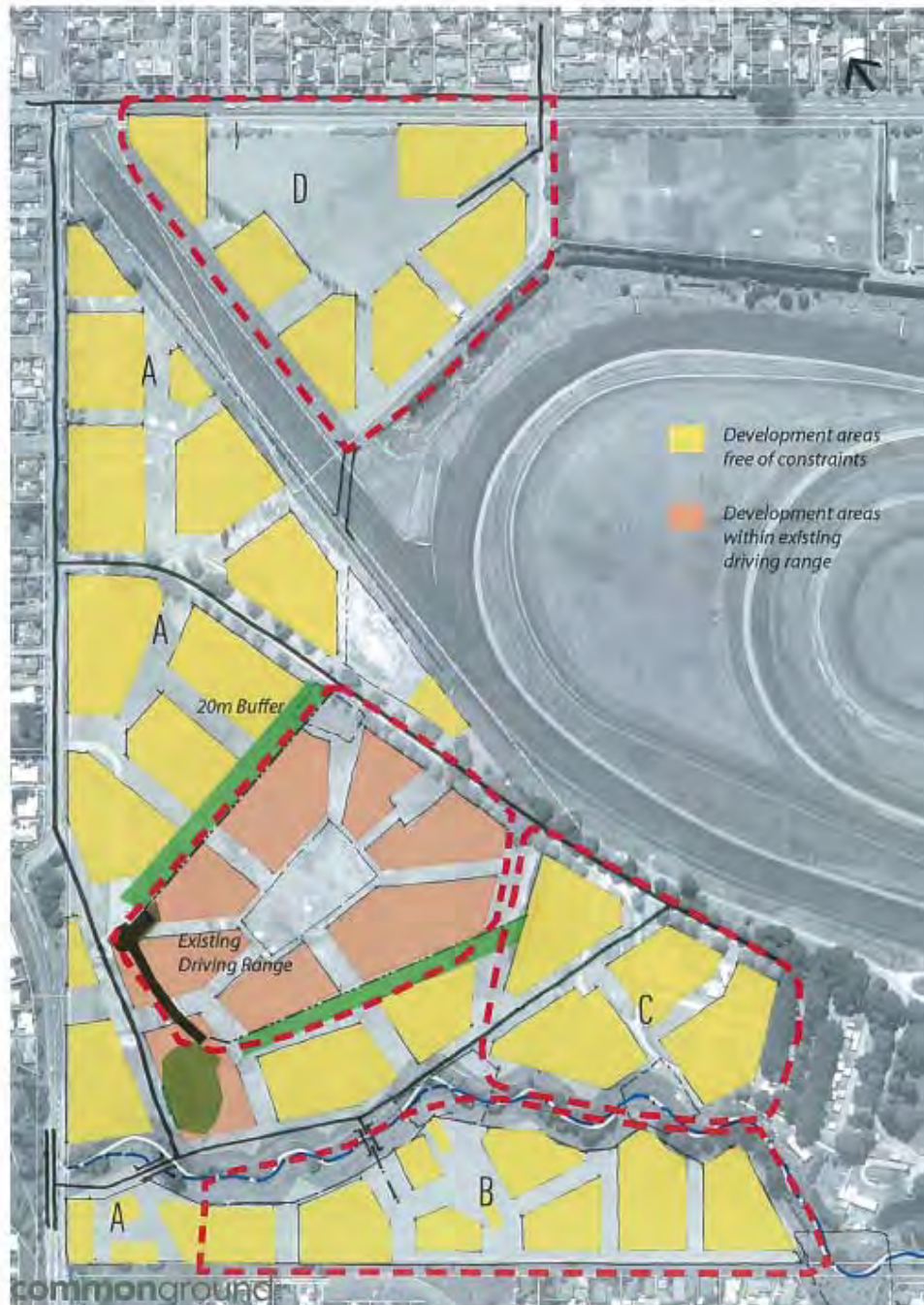
A= Residential and Village Centre

B= Retirement Village

C= Visitor Precinct

D= Business and Retail Precinct

The approach outlined provides a high level of **sustainability** and **affordability** by reducing residents need for motor vehicle use on a daily basis.





**ATTACHMENT 3:
CHAMPIONS MILE EXEMPLAR PROPOSAL SUBMISSION (SEPTEMBER 2014)**

Attachment contains 3 components

- a) Statement of Commitment**
- b) Infrastructure Summary**
- c) Design Brief**

Champions' Mile

An Exemplar Housing Development

This proposal is submitted by Ngāi Tahu Property on behalf of the Christchurch Racecourse Reserve Trustees.

STATEMENT OF COMMITMENT

This proposal has been stimulated in light of Action 8 of Land Use Recovery Plan (LURP) prepared by Environment Canterbury in partnership with CERA, Christchurch CC, Selwyn DC, Waimakariri DC, Te Rūnanga o Ngāi Tahu and the NZ Transport Agency, which was gazetted by the Minister for Earthquake Recovery on 6th December 2013. This action directs:-

“Christchurch City Council to enable a range of exemplar medium density housing projects ...”

On 13th February, 2014 Christchurch City Council agreed a process and a set of criteria to consider and evaluate Exemplar projects. The evaluation criteria are listed below.

This Statement of Commitment is part of the exemplar submission to Christchurch City Council in relation to Riccarton Racecourse. The Christchurch Racecourse Reserve Trustees (the “Trustees”) and Ngāi Tahu Property Limited (“NTP”), jointly referred to henceforth as the “Joint Venture” commits to the delivery of an Exemplar development with the deliverable components identified under the following criteria headings.

- 1. High quality, safe and accessible residential environments that address their neighbourhood context.**
- 2. Well built and energy efficient.**
- 3. Innovation within the housing market.**
- 4. Appropriate to the locality.**
- 5. Diversity and Affordability of Housing Products.**
- 6. Medium density.**
- 7. Showcasing and sharing of Exemplar experience.**

Implicit within the LURP actions is an assumption that prescribed measures are there to facilitate recovery. Exemplar development must therefore be timely. If it is to be truly exemplar so as to genuinely inform future projects in Greater Christchurch, Exemplar development must also be replicable.

Subject to Approval in Principle by Christchurch City Council (and any other required approvals necessary from other organisations as detailed in this statement) the Joint Venture commits to working up detailed proposals (and gaining relevant resource consents) which reflect what is set out in this Statement. The Joint Venture accepts that if the detailed proposal varies from what is set out in this statement, the Council has the right to withdraw any support or requested incentives.

The following parts of this Statement now explore each of the criteria listed above and set out the commitments that the Joint Venture agree to deliver on the site through the proposal to demonstrate its qualities as an Exemplar which the council may be minded to support. Where appropriate, stated qualifications are made, reflecting that the proposal is still subject to detailed design and negotiation.

This commitment is subject to achieving the necessary Board level approvals of both parties to the Joint Venture.

CHAMPIONS' MILE

Overview

The Christchurch Racecourse Reserve Act was passed into law in 1878 and remains fundamentally unchanged to this day. That Act set the Riccarton Racecourse reserve aside for the benefit of racing and established a Board of Trustees to administer and manage the land for the benefit of racing. The land is now held by the Trustees as a racecourse reserve subject to the Reserves Act 1977.

Racing is a significant component of the New Zealand GDP and the Trustees wish to ensure that Riccarton Racecourse (the "Racecourse") participates fully in the national contribution. This desire has stimulated this submission for an Exemplar Housing Development to be known as 'Champions' Mile'. The Trustees, as dictated by their legal requirements, will invest the proceeds of the development in the racecourse to ensure that it not only retains its position as one of New Zealand's premier racing venues but also to support the wider horse racing sector across the Canterbury region.

The development will be located on 33 hectares of land predominantly on the western fringe of the Racecourse site. This land is surplus to the operation of Racecourse activities and is well suited to the exemplar development proposed.

The land will be developed in partnership with NTP, a standalone subsidiary of Ngāi Tahu Holdings Group Limited, the business and investment arm of Te Rūnanga o Ngāi Tahu.

Formed in 1994, NTP have a longstanding history in property investment and development, incorporating sustainable land use, environmental sensitivity and inter-generational commitment with a long term vision.

With vast property experience and a proven track record, NTP are ideally placed to deliver the design vision and construction of the Champions' Mile project in conjunction with the Trustees. NTP are fiscally sound, ideally resourced and have established working relationships to develop and deliver a medium density residential development that will set the benchmark for future development of this nature in Christchurch.

The development will provide a replicable model for high quality medium density residential subdivision development that delivers a diverse range of well designed, energy efficient housing typologies in a unique setting characterized by high levels of amenity and open space focused around the western perimeter of the Racecourse.

Responding to the ever increasing public need for easier entry to the housing market, particularly in Greater Christchurch where post-earthquake housing demands are a critical issue for recovery, the development will encompass mechanisms for home ownership that will assist in overcoming the affordability challenge faced by many in achieving home ownership. This development's response will see the seamless integration of such affordability mechanisms in homes of a high quality built form that are indiscernible from other dwellings within the development.

At the heart of Champions' Mile is an urban design led approach to medium density living that is uniquely distinguishable from other subdivisions in similar residential locations. The key components promoted are summarized below:

1. Strong Neighbourhoods	<ul style="list-style-type: none"> • Unique sense of place and identity; • An urban form and layout that encourages social interaction; • Design guidelines to ensure a consistent neighbourhood identity in housing groupings.
2. Public Spaces	<ul style="list-style-type: none"> • Highly integrated networks that encourage walking, cycling and play; • Reduced speed environments targeting 30kph; • A range of larger and more intimate public spaces that encourage ownership, passive surveillance and pride in the public domain; • Innovation of the familiar street format creating active living public space; • Proximity to a landmark racing facility in the Riccarton Racecourse providing open space views and resident access to the track fringes.
3. Social Mix (age, socio-economic)	<ul style="list-style-type: none"> • The variety of section sizes and housing typologies provided ensure housing choice to all aspects of the market from both price point and demographic perspectives; • Universal design principles that support active recreation for all ages.
4. Low Energy	<ul style="list-style-type: none"> • Homestar 6 (or equivalent) as a minimum requirement; • Convenient movement patterns enabling easy access to public transport and recreational facilities; • Building guidelines for energy efficient construction.
5. History	<ul style="list-style-type: none"> • Closer integration of the historic racecourse location with the residential landscape and vistas into the open spaces of the racecourse; • Theming of the development will draw on inspiration provided by the Racecourse; • Development will preserve identified heritage resources, including listed trees.
6. Sustainability	<ul style="list-style-type: none"> • Infrastructure design to the latest standards to withstand major natural hazards; • Sustainable management and use of water; • Housing built to the latest building code standards improving resilience to major natural hazards.
7. Building Typology	<ul style="list-style-type: none"> • Greater density and variety than traditional development;

	<ul style="list-style-type: none"> • Compact form with greater emphasis on two-storey dwellings; • Sympathetic comprehensive design to ensure view shafts are maintained and amenity preserved; • Activated street frontages with passive surveillance and CPTED benefits.
8. Affordability	<ul style="list-style-type: none"> • Different forms of ownership to encourage and facilitate participation in the property market through the shared equity model; • A range of section sizes and dwellings promoted with associated price point differentiation capturing a wider range of the market demand spectrum; • Inclusionary principles applied to the distribution densities where possible to avoid undue uniformity or segregation.
9. Identity	<ul style="list-style-type: none"> • A strong sense of place and association with the Racecourse; • Well designed, intimate spaces to promote community interaction and pride; • Well designed buildings that respond and relate well to each other with comprehensive development outcomes managed and integrated through design guidelines.
10. Regulatory	<ul style="list-style-type: none"> • Embracing the comprehensive subdivision and land use process proposed for new neighbourhoods in Christchurch.

Site Location Plan

Site location plans are included within the accompanying Design Brief. These detail the location of the greater Riccarton Racecourse site and the 33 hectare development site contained within.

Other plans and diagrams within the Design Brief outline how this proposal will integrate into the existing surrounding residential area, delivering not only a variety of new homes but also breathing new life into the city's western fringe.

Finer grained subdivision design and modeling has been completed on what is anticipated to be the first stage of development – referred to as the 'Cutts Corner Precinct'. This work illustrates how the exemplar characteristics will be rolled out across the greater site providing a development unique to this part of Christchurch.

LURP EXEMPLAR QUALIFYING CRITERIA

1. High quality, safe and accessible residential environments that address their neighbourhood context.

We stand by the Ngāi Tahu whakataukī – Mō tātou, a, mō ka uri, a, mure ake nei – “For us and our children after us.”

The Champions’ Mile development will be a masterplanned community. A significant investment has been made into urban design planning and solutions that have resulted in an innovative and imaginative masterplan as detailed in the Design Brief.

The design philosophy is:

- Creating high quality neighbourhoods that respond to their context with a distinct identity and sense of place, making best use of the available land while integrating with the surroundings and providing appropriate connections to the neighbouring communities and surrounding movement networks;
- Establishing inclusive, socially mixed and diverse communities with quality housing for generations to come;
- Green spaces, ease of living and encouraging a healthy lifestyle are the cornerstones of good design. The street and walkways layout has been carefully developed to manage vehicle speeds and promote an active population through ease of walking and cycling and integrating with open space and walking/cycling opportunities at the edges of the racecourse.

Key principles of the initial concept include:

- To enhance and stitch together the surrounding communities with roads and cycleways;
- Incorporate and respond to the existing site features and take advantage of views and outlooks afforded by the Racecourse locale;
- Incorporate the distinctive characteristics of the place’s context and setting;
- Centralised pocket parks with playgrounds to service the immediate Champions’ Mile community and beyond enabling both formal and informal social interaction particularly at the edges of the racecourse;
- To provide an opportunity to recognise Ngai Tahu culture, history and identity associated with specific places while also embracing the rich racing history of the site;
- A familiar street block layout that responds to the existing urban context and that is innovated to create safe livable streets and leafy laneways;
- A mix of housing types catering for the needs of a range of households;
- All houses front on to activated streets, laneways and open spaces;
- A permeable urban form to provide a pedestrian friendly and healthy environment.

Built to a high quality, the Champions’ Mile development will have a positive impact on the surrounding area via the following design principles:

- Integration and inclusion into the surrounding communities with affordability mechanisms provided to encourage home ownership and pricing that is appropriate to the locality;

- Place making will support sense of community across culture and identity with the racecourse setting providing the inspiration and linking environment to connect all parts of the development;
- Urban planning to enhance site specifics, taking advantage of topography, landscape, habitats, orientation and well defined streets and spaces that support walking, cycling and public transport;
- Housing typology models will ensure construction of good quality, sustainable homes providing all of life solutions;
- Adoption of crime and injury prevention through environmental design principles;
- Sensitive treatment of the interface between new and existing areas.

2. Well-built and energy efficient.

All dwellings designed as part of the Champions' Mile development will meet or exceed the BRANZ/GBCNZ HomeStar 6 sustainable construction standard. This level is in excess of current building code standards and will ensure the delivery of warm, energy efficient homes that have correspondingly lower running costs for occupants and the environment.

As it is probable that the Joint Venture will not be responsible for the physical construction of the dwellings themselves, legal mechanisms will be installed (most likely via covenants) to ensure that these standards are maintained throughout the development.

3. Innovation within the housing market.

- a) Comprehensive Development** – this development seeks to adopt a fundamentally different approach to the subdivision of land as detailed under Phase 1 of the District Plan Review. The traditional subdivide then build model is refined to ensure that the land parcels are informed by the dwelling design rather than vice versa. A portfolio of housing typologies will be further developed that provide interchangeable housing options specifically catered for by the design of the intended lots. To date a number of housing models have been explored and these will be further developed at the resource consent phase.
- b) Shared Ownership Model** – Housing is a critical component of New Zealand's social fabric and increasingly New Zealanders are facing significant challenges in entering the housing market. Champions' Mile addresses this issue by promoting a shared equity ownership model that provides an achievable pathway to the home ownership goal.
- c) Innovative Design** – House design and construction techniques that promote build cost efficiency, while also delivering quality and energy efficiency.
- d) Partnership** – Preferred supplier arrangements will be established with recognised housing developers to ensure timely and cost effective delivery of the built form product anticipated by the comprehensive neighbourhood plans. This will include larger scale construction enabled through the sale of blocks of multiple sections. This not only assists in controlling the built form outcome but will deliver cost savings afforded by economies of scale. Bespoke design and build processes are expensive and this approach has the potential to reduce construction costs helping deliver product at more competitive prices to the market. The selection of preferred suppliers could include innovation requirements around construction techniques and potential prefabrication.

- e) **Inclusionary Density Distribution** – The design led approach creates a diverse mix of house types and sizes within any given street in contrast to some traditional subdivisions where medium and low density areas are clearly definable and/or stratified.
- f) **Green Streets** – The area given over to roads is reduced and further softened with the introduction of active and leafy laneways and ‘parkettes’ - small ‘rain garden’ seating areas on timber decks . Streets are designed as attractive, well landscaped environments that add to the amenity of the properties.
- g) **Low Speed Traffic Environments** - Instigation of low speed environments to better balance the car and pedestrian interface which is of increased importance in the proposed higher density development scenario.
- h) **Plan Approval Architects** – All housing within the Champions’ Mile development will be subject to design scrutiny from appointed plan approval architects and a NTP representative to ensure consistent delivery of the desired built form outcome.
- i) **Other Components:**
 - A greater proliferation of two storey housing options that will enable a reduction in per unit land costs . While building over multi levels comes with associated build and design costs, these can be offset as dwellings can be accommodated on smaller lots that come with associated price benefits.
 - Water recycling - the use of rain gardens to enhance the area in a sustainable manner
 - Supporting the local economy - Racing is a significant contributor to the New Zealand GDP and a sizeable employer within the Canterbury Region. The decision of the Trustees to release surplus land for development will help drive and support this industry and ensure its long term viability with positive impacts for the Christchurch economy and beyond. There is also an opportunity for a community focal point (eg café) within the development over-looking the racecourse setting.
 - A Travel Plan to be developed for the exemplar scheme will be provided to purchasers to indicate where the nearby bus routes and stops are located, where cycle and pedestrian routes are provided, the location of nearby activity centres and the alternative modes available for their access, and the structure for a ride share scheme for the community

4. Appropriate to the locality.

The Racecourse site is, by virtue of its location, part of the prevailing urban fabric of Christchurch and enjoys connectivity to employment opportunities, transport choices, services and commercial and community facilities.

The Champions’ Mile proposal offers the opportunity to utilise land that is surplus to Racecourse requirements and, as such, reduce the reliability of future outward growth onto peripheral greenfield sites around the city.

A range of housing options will be delivered providing far greater diversity and choice than is currently available in the surrounding area. Development will be of a standard that enhances the existing fabric of the locality.

The existing wide public roads that form a perimeter around the racecourse area provide a clear separation from the neighbouring community. There will be a degree of integration of development forms around the sites perimeter to ensure the development does not create an incongruous hard urban edge.

It is proposed to integrate the development with the racecourse setting by providing a series of active green laneways connecting into the edges of the racecourse creating vistas and walking/cycling connections to a network of greenway walking and cycling paths and linking all parts of the development

A range of technical reports have been commissioned which reveal the sites appropriateness for residential development. There are no fundamental planning impediments to the development of the site.

5. Diversity and Affordability of housing products.

The Exemplar challenge to deliver high quality medium density housing means that the development style will take on a different residential character to that of the surrounding area, which in this instance is a predominance of housing framed by the existing Living 1 zone. The design philosophy of the Champions' Mile proposal inherently builds in a range of housing types and sizes which immediately differentiates it from residential developments of a similar scale, particularly in this locality.

Arguably the most critical component of exemplar development is to deliver an array of housing typologies that meet housing needs across a wider spectrum of the housing market. The Joint Venture is committed to delivering an efficient development model that achieves higher residential yields through the provision of a range of section sizes suited to housing typologies of varying sizes, styles and corresponding price points to satisfy a broader spectrum of the residential housing market. The selection of suitable partner housing suppliers will test opportunities for innovative pre-fabrication and construction techniques that focus on quality outcomes while minimising construction costs.

Variation aside however, there remains households earning median or below median income levels who cannot compete in the housing market. To assist in addressing this situation, Champions' Mile proposes the evolution of the shared equity ownership model detailed below.

Introduction:

The development will be high quality and commercially attractive, and it will make a meaningful contribution to the delivery of entry-point housing products in Christchurch. There will be clear proportions of houses that will support community housing outcomes, with aligned partners who provide wrap-around support, and entry point housing across affordable rental and home ownership programmes. These tenures will be determined by assessing the best mix for the development and the wider community, whilst the tenant selection and management will be managed by our community partners who manage a range of entry point housing products.

Ngāi Tahu Property and partners have undertaken a significant amount of research to clearly identify that a vibrant, sustainable community needs to be drawn from across a broad and connected range of socio-economic groupings and age structures. This does not mean taking a social engineering approach, but planning to avoid the concentration of single tenure, mono-cultural communities. In other words, creating mixed tenure, income and age communities is essential for successful long-term sustainable communities.

A critical factor is ensuring that the house design will be indiscernible to anyone walking through the neighbourhoods. This means that no one can identify which house is tenanted by entry point or market tenants. This will ensure the development of a balanced community, across a range of socio-economic characteristics.

Best Practice Tenure Mix:

15% of the development will incorporate a range of entry point housing products, across rental and shared ownership.

We take an evidence based approach when determining mixed tenure in order to ensure long term success (for the community and the households). It is very important that the percentages across rental and shared ownership are appropriate for the location, and the wider needs of the city. For example, the pre-earthquake percentage for social housing in Christchurch is 5 per cent.

The key themes that influence our best practice tenure mix include:

- Direct response to the local context, demand and demographics.
- Provision of new and innovative tenure products that meet household demand and assists households to move out of rental housing and along the housing continuum.
- Provide housing that supports diversity, cultural wellbeing and the wider aspirations of the changing demographic mix across the city.
- Mitigate any local context risk so that there is not an enduring “ownership culture” in the community post development by:
 - Avoiding a majority concentration of entry point or private sales in any one area of the development.
 - Designing all homes so that the tenure variation will not be discernible, thereby enabling inclusionary integration.
 - Management systems in place to assist in the maintenance and management of any rental properties, and pastoral support for households.

Our preference is to view the Champions’ Mile development as an opportunity to deliver entry point housing products which support progression towards home ownership. The ownership structures proposed are as follows:

Tenure Mix:	Target Range:
Entry Point (this includes shared equity / rent to buy, but is ‘tenure blind’)	15%
Market / Private	85%

Our Tenure Model

Our entry point tenure model will be delivered via the Te Rūnanga o Ngāi Tahu (Ngāi Tahu) housing partnership, which brings in aligned housing partners with the necessary expertise.

The table below illustrates the innovative affordable housing products developed and implemented by the New Zealand Housing Foundation, a partner to the Ngāi Tahu housing partnership. They have been designed and successfully implemented to help households move out of rental housing and along the housing continuum from affordable rental to shared ownership housing, with the goal of becoming home owners and independent of Government housing subsidies.

Entry Point Housing 'Product'	Explanation
Home Saver	<p>Available for households with at least one household member employed in the workforce on a lower income. They do not have a deposit, frequently carry poor quality debt and have a poor credit record. The household can secure a Residential Tenancy Agreement with a right to occupy the house for a period of five years. At the end of the 5 year tenancy period, the household has the opportunity to exercise an option to purchase a share in the house. Households must agree to a saving plan and not to incur any more debt. Pastoral support includes financial literacy.</p>
Affordable Rental	<p>Available for households with at least one household member employed in the workforce on low incomes, but with enough household income to sustain a mortgage. They also do not have a deposit and frequently have debt, a poor credit record, and no savings history. These are households who are caught in the rental housing poverty trap and with no option other than to rent, but are wanting more stable secure, good quality homes for the rest of their lives.</p> <p>Households rent a new house at a 'soft rent'. They commit to joining Kiwi Saver and to a financial plan that will see their debt being cleared, their credit record improved and a savings plan that results in an additional deposit.</p> <p>At the end of five years the household have the right to purchase their house.</p>
Affordable Equity – Shared Ownership	<p>Aimed at households with at least one household member employed in the workforce and who have a small deposit (including Kiwi Saver) and can afford a modest mortgage, meet the banks' lending requirements, but are unable to afford to purchase a suitable home in the lower quartile price range in the area where they currently live or work.</p> <p>The household will purchase an equity share based on household affordability. Their equity share is purchased with a small deposit, usually around \$10,000 and a mortgage from an aligned banking partner. The housing partnership retain the remaining equity share at no cost to the household, but with the household responsible for all household costs</p> <p>The household can as their circumstances change, purchase all or some of the equity share.</p>

A Track Record for Delivery

Our affordable tenure model is delivered by non-profit partners with expertise across community development and the housing continuum. It is an innovative partnership which presents a point of difference not seen in any residential development in Canterbury to date. Te Rūnanga o Ngāi Tahu, The

New Zealand Housing Foundation, Te Tumu Paeroa and the Methodist Mission are partnering together to advance affordable and community-led housing models for Christchurch, and the wider New Zealand market in general.

Te Rūnanga o Ngāi Tahu, the tribal council, was established by the Te Rūnanga o Ngāi Tahu Act 1996 to be the tribal servant, protecting and advancing the collective interests of the iwi.

The social investment arm of Te Rūnanga o Ngāi Tahu also operates a distribution structure designed to deliver increased value to individuals, families, and communities. This includes Whai Rawa, an iwi savings programme with approximately 20,000 members and a fund of approximately \$33 million.

Since the time of settlement, Te Rūnanga o Ngāi Tahu has made distributions and invested over \$254m in tribal development. Much of that invested has been directed to Papatipu Rūnanga and tribal members through Whai Rawa, education scholarships and grants. Support for whānau into housing is viewed in the context of growing a tribal economy, whereby Ngāi Tahu households will have greater autonomy to advance their aspirations.

The New Zealand Housing Foundation has successfully delivered, or is currently delivering, 12 separate housing development projects totaling over 200 new houses and over \$100m of spending.

In all these projects, the Housing Foundation has been lead developer and project manager including on behalf of other community housing providers, to whom the Housing Foundation delivered the finished product.

The Foundation employs a flexible delivery model dependent on the outcomes required for different projects. Project management skills have been demonstrated across projects of scale where financial and delivery risks needed to be contained through a direct contract with the builder/developer. Project delivery risks have been managed through detailed knowledge of the end users.

Te Tumu Paeroa – (Auckland and Onehunga Hostels Endowment Trust) was established in 1850. Its founding purpose was to provide accommodation facilities to Māori men who were migrating from their tribal areas to Auckland for work. While it was initially Auckland-centric, its purpose has been broadened to the provision of housing for Māori in New Zealand.

It is managed by the Te Tumu Paeroa (the new Māori Trustee), the statutory body charged with oversight of significant Māori-owned land and other assets (over 100,000 ha of Māori land and approximately \$90m in client funds).

Te Tumu Paeroa has allocated personnel to the Trust and brings significant capacity in delivering Māori land development solutions that deliver a range of cultural, social, environmental and economic solutions. As such the Trust and Te Rūnanga o Ngāi Tahu are uniquely positioned to ensure inter-generational housing solutions and outcomes across greater Christchurch.

The Methodist Mission is one of the oldest established and largest social service agencies in Canterbury. It employs over 180 staff in various professional disciplines.

As a charitable trust the Methodist Mission has the ability to attract government, philanthropic and donor funding towards housing projects. This includes an ability to attract up to 50 per cent of the cost of developing social housing from the Social Housing Unit (SHU).

The Methodist Mission has considerable expertise in the community housing sector. It has a long and proven history of social housing policy development, provision and service delivery. It was a member of the Social Housing Unit's expert group that has advised on current needs and appropriate government responses.

6. Medium density.

The scheme will deliver a more efficient pattern of land development to traditional greenfields subdivision, targeting a residential dwelling yield of 25 dwellings per hectare across the greater site.

Section sizes will range from as small as 120m² up to 600 m² to satisfy demand from all quarters of the market. This is a work in progress as the Joint Venture fine tunes the desired product mix to meet the needs of the Christchurch market. With further work needed in this regard, the evolution of the housing typologies for these lots will similarly continue to develop through the process.

The comprehensive design approach and a larger proportion of two storey dwellings will ensure the built form outcome is well considered, retaining a spacious feel with good provision of outdoor living and recreation spaces. The street and laneways scene will be well designed and of a high quality and the amenity provided both internally and from the adjacent Racecourse site will provide a high standard of living.

Density provides the ability to deliver greater sellable floorspace over a given area of land in turn bearing down on the cost of housing, however with greater density comes the need for more considered design to balance occupant amenity. To manage this careful consideration will be given to the planning and design of housing groupings, building design and orientation, relationship to streets and open space to ensure residents' amenity is balanced against the higher density planning.

7. Showcasing and sharing of Exemplar experience.

The Joint Venture is willing to work collaboratively with the CCC to promote the Champions' Mile development as an example of a replicable, quality medium density development.

As such, there is a commitment to reach agreement with Council and MBIE to:

- Produce promotional material;
- Showcase the scheme at events or through activities aimed at raising the awareness of medium density housing development potential;
- Sharing of non-sensitive financial information or models related to the delivery of shared equity housing products.

Incentives

In proposing the Champions' Mile scheme, the Joint Venture will be seeking support from Christchurch City Council and other Land Use recovery Partners as detailed below:

- a) Working with the Joint Venture to establish the most appropriate consenting process for the delivery of the combined land use and subdivision consenting process (as per the District Plan Review's New Neighbourhood Zone rules) involving comprehensive block design and housing typologies in a manner that balances market flexibility yet maintains design standards over the development lifetime. This would envisage non-notification statements on the relevant subdivision/development rules.
- b) Waiver of development contributions on any housing allocated to the shared equity scheme.
- c) Deferral of rates increases on any portion of the land until s224 certificates are issued and/or building consents are issued for dwellings.

- d) Working through the short term implications of an operative Outline Development Plan (ODP) not being in place within the context of the Regional Policy Statement's expectation that development should proceed without one.
- e) Where appropriate, our Community Housing partners will liaise directly with the Government over potential funding mechanisms necessary to enable the shared equity model proposed.
- f) Creative and cooperative engagement with CCC staff around the provision of reserve spaces and the use of Racecourse land as a private space with public accessibility as a mechanism for offsetting reserve contribution payments.

Delivery Timeframe

Activity	Timeframe
Exemplar Approval by Council	December 2014
Land Rezoned through the Stage 2 DPR process	Early/Mid 2016
Submission of resource consent application	Feb 2016
Resource Consent Decision	April 2016
Engineering design and approval	April – May 2016
Tendering and award of Earthworks & Civil contract	May 2016
Earthworks & Civil construction begins on Cutts Corner	June 2016
First Titles Issue	March 2017
Commencement of First Homes	March 2017
Completion of First Home	July 2017

Risk Assessment

Risk	Likelihood Hi/Med/Low	Severity Hi/Med/Low	Implication	Mitigation/Action Needed
Failure to be approved as Exemplar by the CCC	Low/Med	Hi	The project is not delivered as proposed	Engagement with CCC and LURP partners to find solutions agreeable to all parties.
Delays in achieving necessary consents from local and regional council	Med	Low	Could result in delays to the projected start date	High degree of pre-application consultation. Limited risk in this regard going through the Stage 2 DPR process as significant lead in

				time within which necessary applications can be compiled and lodged.
Significant shift in market demand dynamics make development untenable	Med	Hi	Potentially significant delays in starting and/or completing development across the site.	Limited influence over market forces is possible. Help mitigate risks by producing a high quality development and marketing in a manner which provides the highest chance of success. Market testing of the residential concepts proposed will be required to provide confidence of viable delivery.
Marked inflation in construction costs makes development unfeasible	Med	Hi	Potentially fatal if the project economics do not hit necessary JV hurdles. Otherwise delays experienced as steps are put in place to improve financial performance.	Early engagement with contractors to lock in services and construction rates. Possible tweaking of the design or product mix (in conjunction with the CCC) to a scenario that helps the financial equation.
Spike in development contributions payable	Med	Med	Can have a marked impact on the projects feasibility	
Failure to achieve necessary Board level funding approvals from the respective parties to the Joint Venture.	Low	Hi	Potentially significant delays while steps are undertaken to address the reasons for failing to receive approval. May include necessary redesigns and associated negotiation with the CCC over altered development plans	Ensure that the proposal is passed as exemplar in a format that gives confidence around buildability and marketability.

Conclusion

This statement sets out a proposal for an exemplar housing development that responds to Action 6 of the Land Use Recovery Plan.

The Joint Venture consider that the Champions' Mile development provides a model for medium density development that will enable the delivery of accessible, attractive and energy efficient housing. It will not only illustrate that good quality medium density housing developments can be highly desirable, high amenity environments but that they can be done in a manner that encompasses sensible urban design philosophies while delivering the necessary financial returns that ultimately drive projects of this nature. The first test of exemplar is construction and at Champions' Mile there is a commitment from two willing and capable parties that they will develop as planned and illustrate to the market that the model proposed is replicable across the wider industry.

INFRASTRUCTURE SUMMARY
CHAMPIONS MILE – Riccarton Racecourse
Exemplar Housing Project
September 2014

STORMWATER

Intention

To provide a low impact design that works with the existing geology and topology to manage stormwater run-off and treatment from the exemplar area. The stormwater management system is to comply with the requirements of the Christchurch City Council (CCC) Infrastructure Design Standard and the Interim Global Stormwater Consent.

Outcome

Site investigations over the exemplar area determined that the soil profile comprises topsoil and sand beginning from ground level – 1.8m. From 1.8m to the depth of the test pit comprises sandy gravel. Groundwater was not encountered in the test pits and it is expected at depths of greater than 6m. Paparua Creek is located within the exemplar area, which was investigated for potential flood risk. Considerations for the stormwater system were as follows:

- Minimum building platform levels to protect against internal and external flood risk in 2% Annual Exceedance Probability (AEP) storm events.
- Stormwater treatment of first flush via dry first flush infiltration basins.
- Minimum above ground detention storage equal to the stormwater runoff volume from the 10% AEP 18 hour storm event.
- Rapid soakage of stormwater runoff exceeding the minimum detention storage up to the 2% AEP storm event.
- Discharge of stormwater runoff exceeding the 2% AEP storm event to existing surface water and overland flow paths.
- Stormwater reticulation to provide direct conveyance from dwellings and road pavements to the first flush infiltration basins, detention storage and rapid soakage.
- Discussions with ECan & CCC regarding flood risk from the Paparua Creek required a 400mm freeboard to be adopted to determine building platform levels.
- Preliminary flood analysis of Paparua Creek identified that building platform levels adjacent to the creek should not require raising to provide 2% or 0.5% AEP flood protection.

WASTEWATER

Intention

To provide a new reticulated service within the exemplar development area that will meet the demands for the densities proposed.

Outcome

Discussions with the Christchurch City Council determined that a combination of existing gravity reticulation located within Yaldhurst Road and Buchanans Road have capacity to accommodate wastewater generated from the exemplar site. Considerations for servicing are identified:

- Development fronting Yaldhurst Road is to gravity feed into the existing main within Yaldhurst Road
- Due to the grade of the land the balance area of the exemplar site cannot gain a direct gravity connection to either Yaldhurst Road or Buchanans Road
- The intention is to service the balance development area by gravity connection to an onsite waste water pump. A rising main will then discharge to the existing sewer in Buchanans Road (via Zenith Place and Cicada Road)
- Paparua Creek bisects the site which will require part of sewer reticulation to be conveyed to the pump station on the opposite side via an inverted syphon.
- Emergency storage for the pump station will need to be provided

WATER

Intention

To provide a new reticulated service within the exemplar development area that will meet the demands for the densities proposed.

Outcome

Discussions with the Christchurch City Council determined that the existing mains in Carman Road and Buchanans Road have capacity to service the exemplar site.

- Achieve residential and firefighting demands
- Two water connections are to be provided to the development site. The first from the main in Carman Road near the intersection with Carman Road and Steadman Road. The second supply connection is to be provided from the main in Buchanans Road which will extend through Cicada Place and Zenith Place

TRANSPORT**Intention**

To provide an internal road network as identified in the Outline Development Plan for the Champions Mile Development that is efficiently and safely connected to the existing road network in the locality which is dominated by Yaldhurst Road (SH73) and the Masham Road – Carmen Road corridor (SH1). To provide safe and convenient facilities for sustainable transport modes. It is proposed that transportation infrastructure will be developer funded (including the installation of traffic signals at Yaldhurst Road/Steadman Road) and that roads will be vested in Council.

Outcome

Discussions have already been undertaken with both the NZ Transport Agency and the Council to determine both the form of access to the state highway network and also to local roads.

An integrated Transport Assessment has been undertaken to identify the effects of the proposed development and the appropriate mitigation measures to ensure effective and safe access and circulation for all modes of transport. Matters considered include:

- Located between two state highways, the exemplar scheme will therefore be highly accessible from the wider road network.
- Access to the site to be provided directly from Yaldhurst Road but no direct access to SH1 which is a limited access road. Further access to be provided from Steadman Road and from Buchanans Road via Zenith Place which is an existing cul-de-sac.
- The road network to consist of a hierarchy of local roads, neighbourhood roads and access lanes.
- While Area A is isolated by the racecourse chute to the 1200m start at the corner of Steadman Road and Yaldhurst Road, the remainder of the development will be fully integrated in terms of vehicle, cycle and pedestrian connectivity.
- Provision to be made for possible future road links to other racecourse land in the event that the use of that land should alter.
- Area A to be treated as a special exemplar neighbourhood with the roads being restricted to a 30kph speed limit which is practical because there is no through traffic and roads will be designed accordingly.
- Provision to be made for a potential bus route from Buchanans Road through the southern sectors of the development and out onto Steadman Road with two possible bus stop locations indicated. There are also bus routes along Buchanans Road, SH1 and Yaldhurst Road which will be accessible for the residents of the scheme.
- A significant walking and cycling network of routes to be provided within and around the Champions Mile development including a circuit of the adjacent racecourse.
- Allowance has been made for the road widening designation along the Yaldhurst Road frontage to the site in expectation of the future four-laning of SH73.

- New footpath along Yaldhurst Road to be setback in location compatible with widening for four-laning. Pedestrian refuge medians to be provided on Yaldhurst Road at western access to Area A and near Cutts Road.
- Traffic analysis indicates that a set of traffic signals will be required at the intersection of Yaldhurst Road / Steadman Road / Fovant Street to ensure satisfactory access to the development and to maintain a suitable level of service for SH73.
- A Travel Plan to be developed for the exemplar scheme will be provided to purchasers to indicate where the nearby bus routes and stops are located, where cycle and pedestrian routes are provided, the location of nearby activity centres and the alternative modes available for their access, and the structure for a ride share scheme for the community.

GREENSPACE

Intention

The exemplar development will meet the greenspace requirements as outlined on the Outline Development Plan.

Outcome

- The open space and recreation network at Champion's Mile involves a variety of active and passive recreation components, with a focus on ensuring that all residents have access to reserves within a 5-minute walking distance. The network includes two local neighbourhood parks, and a series of 'green' active transport corridors which integrate with existing walking, cycling and recreational facilities adjoining the site.
- Neighbourhood parks will have good frontage to main roads and will provide for playgrounds, and informal meeting / seating areas.
- The racetrack itself will continue to contribute to the overall sense of spaciousness experienced within the site. Collectively, these open spaces will provide relief to the medium-high development intensity anticipated in the proposed neighbourhood areas.
- Further recreational opportunities will be available in other non-racecourse related areas which are to remain in ownership by the Racecourse Trustees. These spaces, including a perimeter 'green belt' around the racecourse, will be permanently accessible to the public apart from times when they are needed for racing activities.
- The new neighbourhood also provides an esplanade reserve on either side of the Paparua Creek. This will enable opportunities for new active transport corridors and potential enhancement of aquatic ecology.
- The ODP has located development areas so as to maximise the retention of mature trees and to avoid damage to, or removal of, listed heritage trees. New street trees will be incorporated into carriageways to enhance sense of place and soften the relatively dense built form anticipated.

- The development partners will continue to work with Council's Parks Planners to finalise the overall open space strategy and detailed design of public spaces.

An aerial photograph of a residential development. The scene shows a mix of green spaces, paved paths, and roads. Several large, mature trees are scattered throughout the area, providing shade. A few cars are parked or driving on the roads, and a group of people is walking along a path. The overall atmosphere is one of a well-planned, green neighborhood.

Champions' Mile

Residential Development

Exemplar Submission Design Brief

22 September 2014

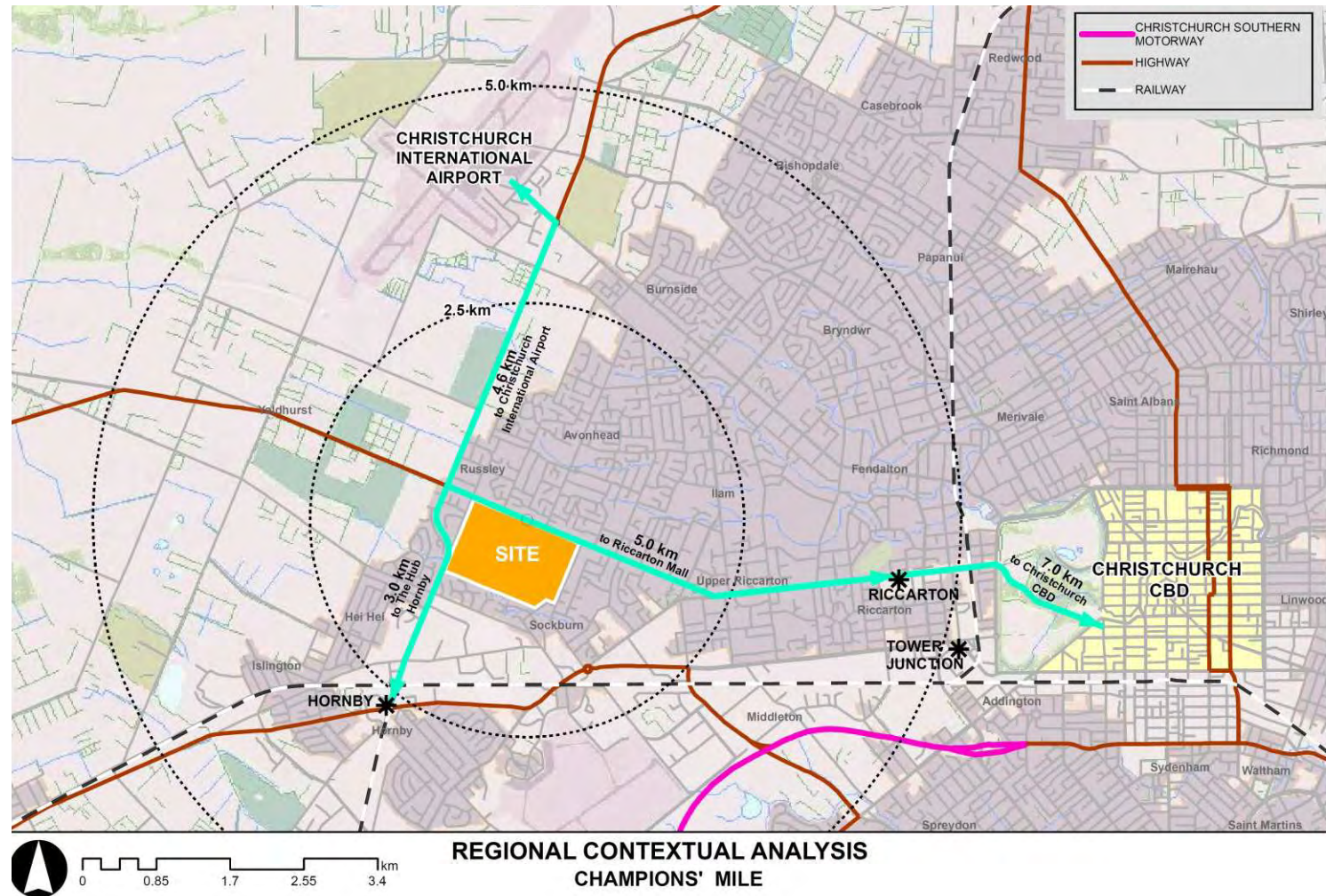
Introduction

- ❖ The Christchurch Racecourse Reserve Trustees and Ngai Tahu Property propose an **exemplar housing** development, to be known as “Champions’ Mile”
 - It will create a **new type of subdivision** as a model for future development areas that Christchurch City needs, delivering well designed, energy efficient, medium density housing, including a proportion of affordable housing forms
 - Characterised by **high levels of amenity** and open space focused around the western perimeter of the Racecourse.



Context

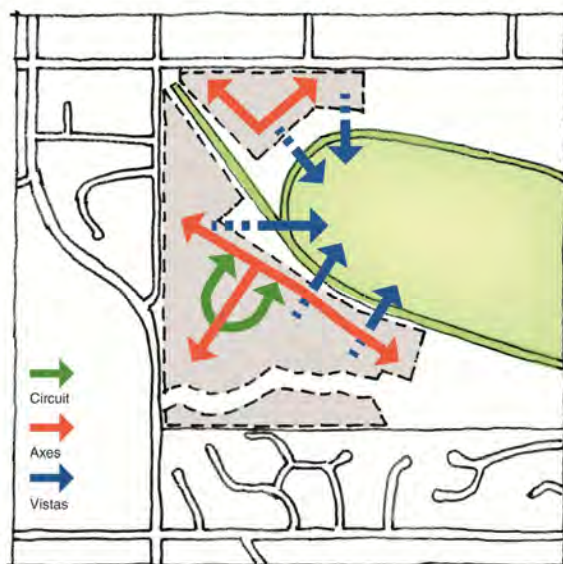
- ❖ Riccarton Racecourse site is located **7km from the CBD**
- The Site is **framed by arterial roads** and highways providing good regional access
- The nearest retail shopping centre is **Hornby 3km south** providing a broad range of services
- **Public transport routes frame the site**



Site



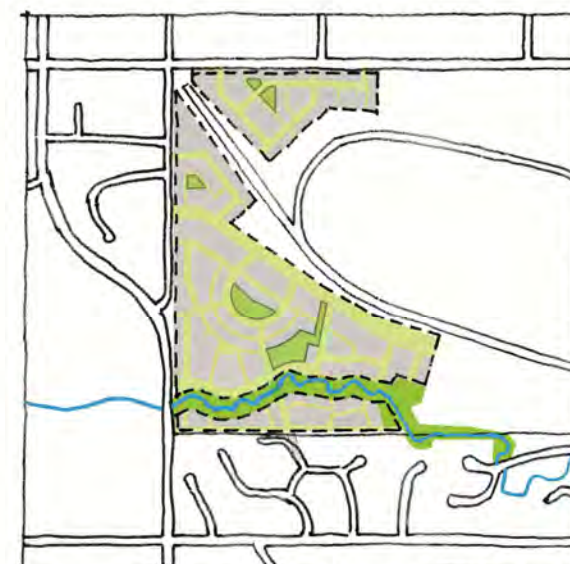
Urban Design Principles



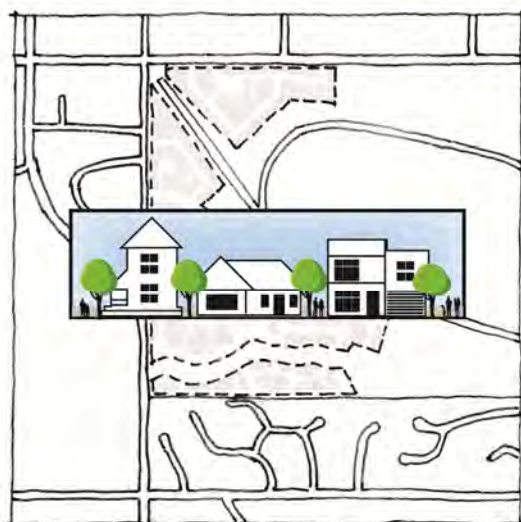
1. Embrace and respond to the racecourse setting



2. Integrate with and enhance local access networks and environmental corridors



3. Structure the urban form with active streets, lanes and parks



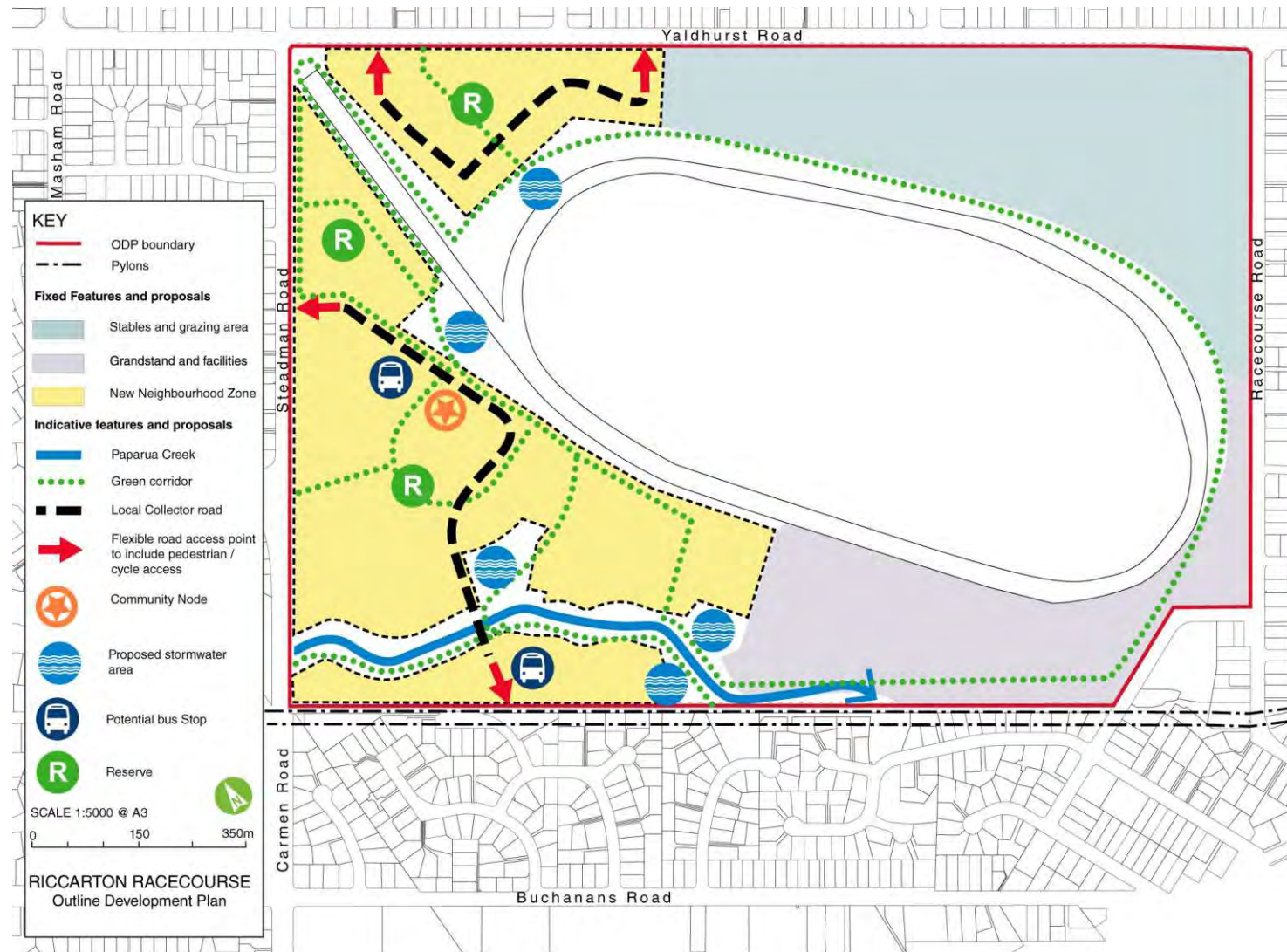
4. Providing housing choice, quality and affordability



5. Build sustainable and replicable outcomes

Draft ODP

- The ODP establishes a **framework for how future development** will be undertaken
- It employs **sound urban design principles** and is guided by the Canterbury Regional Policy Statement, Land Use Recovery Plan, Christchurch City Plan & NZ Urban Design Protocol



Exemplar Checklist

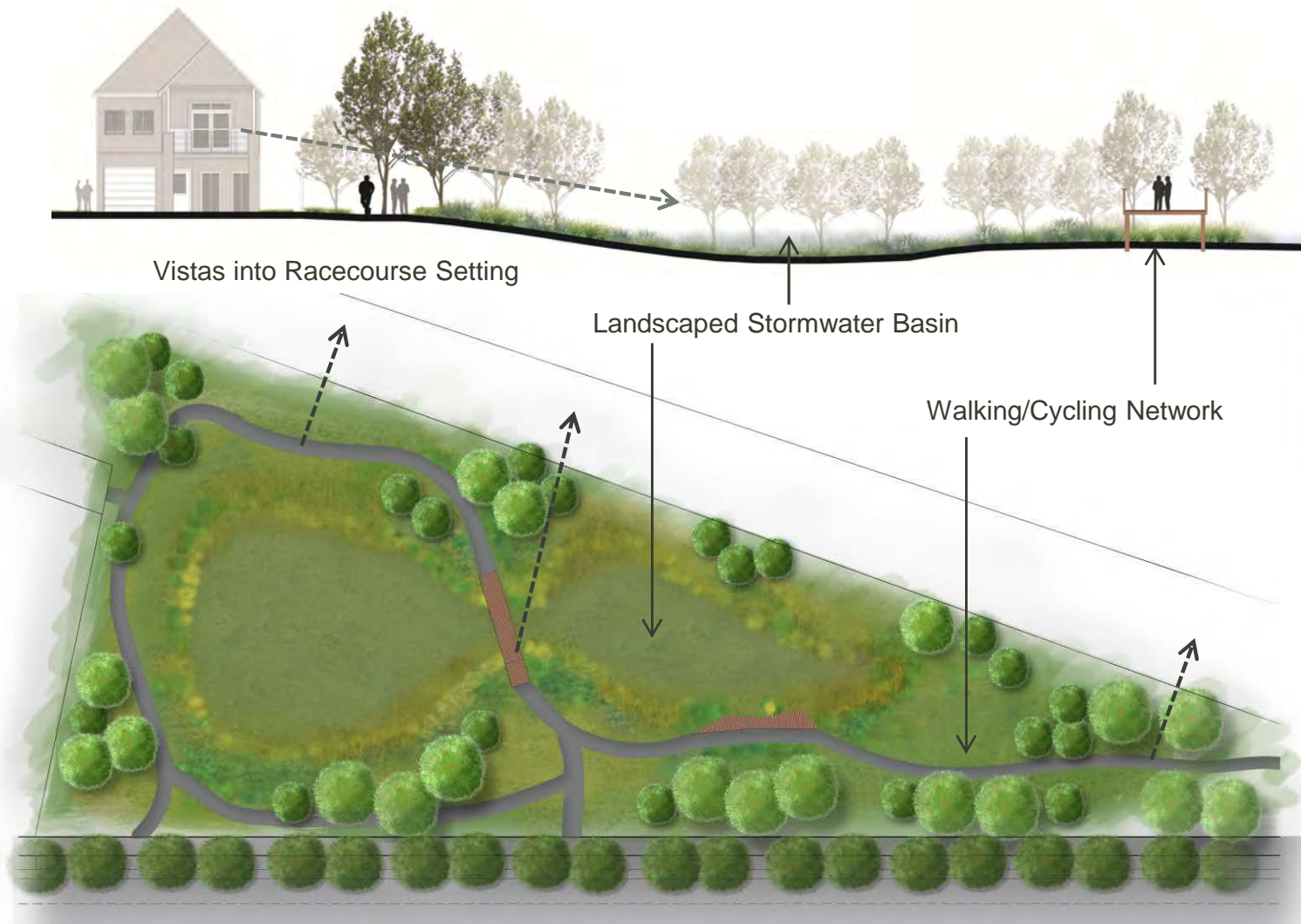
Exemplar Criteria	Key Responses	
High quality, safe and accessible residential environments that address their neighbourhood context	Attractive, liveable and master planned community. Permeable, intuitive, active and safe movement networks. Attractive, safe and liveable streets and parks. Playground with sustainable water elements. Cultural program within the public realm – racing and Ngai Tahu.	✓
Well built and energy efficient	Ensure Homestar 6 as a minimum. Manage building design with design guidelines. Solar gain management through design and orientation, sustainable water management	✓
Innovation within the housing market	Comprehensive Development approach with replicable outcomes. A range of high quality and innovative housing typologies. Innovative approaches to street design. Engage reputable house building companies to ensure a competitive tension and innovative methods	✓
Appropriate to the locality	A master planned approach engaged with the locality. Urban Design principles that respond to and enhance key features of the locality. Engage with and utilise the open space and recreational qualities of the racecourse.	✓
Diversity and affordability of housing products	Ensure a range of market responsive housing typologies. Integrate the Ngai Tahu affordable housing model. Engage reputable house building companies to ensure a competitive tension.	✓
Medium density	Target 25 dwellings per hectare. Engage with emerging, market responsive trends in medium density housing	✓
Showcasing and sharing the exemplar experience	Promote the Exemplar qualities of the development through an innovative project website and smart device App providing creative ways to 'experience' the development lifestyle and housing choices (eg 3D flythroughs of the development, housing clusters and housing typologies)	✓

Blue Corridors

- ❖ Blue Corridors are stormwater management systems within landscaped linear parks
- Integrated with a **network of walking and bicycle paths** including new networks around Riccarton Racecourse
- Create **linkages to and along the Paparua Creek** corridor
- **Combine active transport, recreation and stormwater management** with rain gardens in select streets and parks



Blue Corridors



Green Corridors

- ❖ Green Corridors integrate with Blue Corridors to create the hierarchy of public open space
 - They create **active and living streets**, laneways and parks
 - An environment that is **safe, active and accessible** – CPTED
 - A range of intimate and larger parks with **recreational and play opportunities**
 - **Existing mature trees** to be retained and integrated



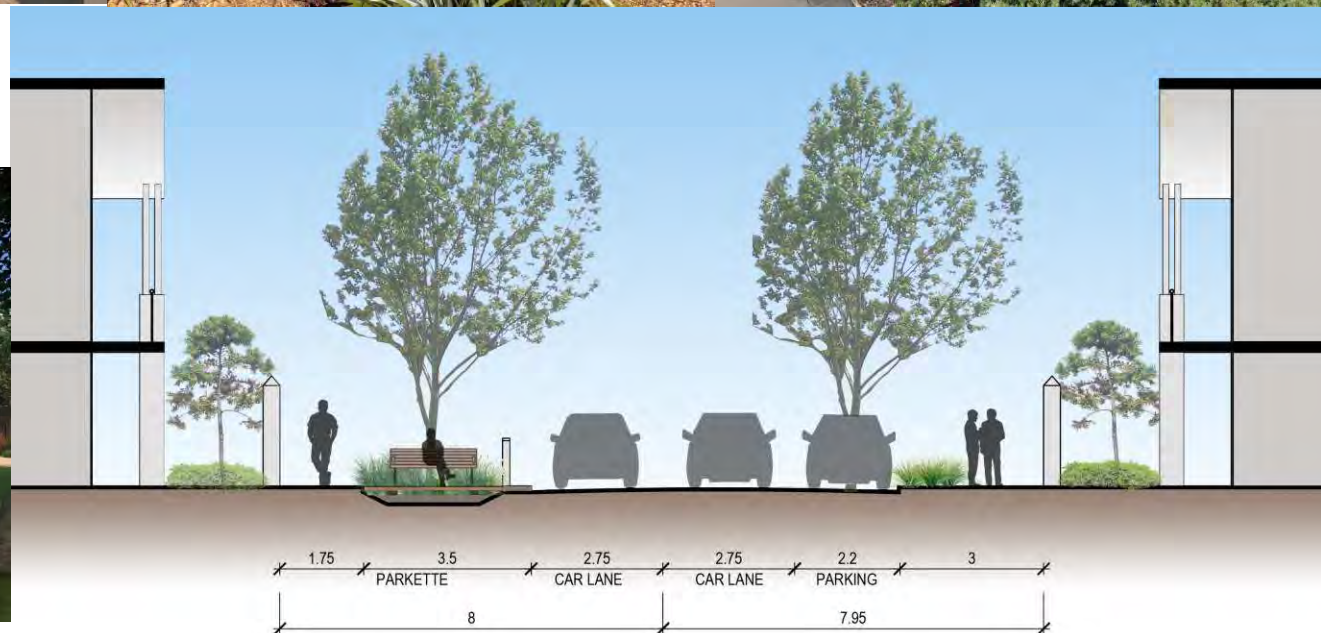
Green Corridors



Innovating the familiar street environment –
'Parkette' Rain Garden



Active recreational parks



Urban Form & Land Use

- ❖ Urban form and land use patterns respond to the ODP and urban design principles
- The street and **block pattern** reflects the **angular axes** and **circuit geometry** of the racecourse locality creating permeability and local identity
- Land use structure **integrates the racing activities** and anticipates an average residential density of 25dph



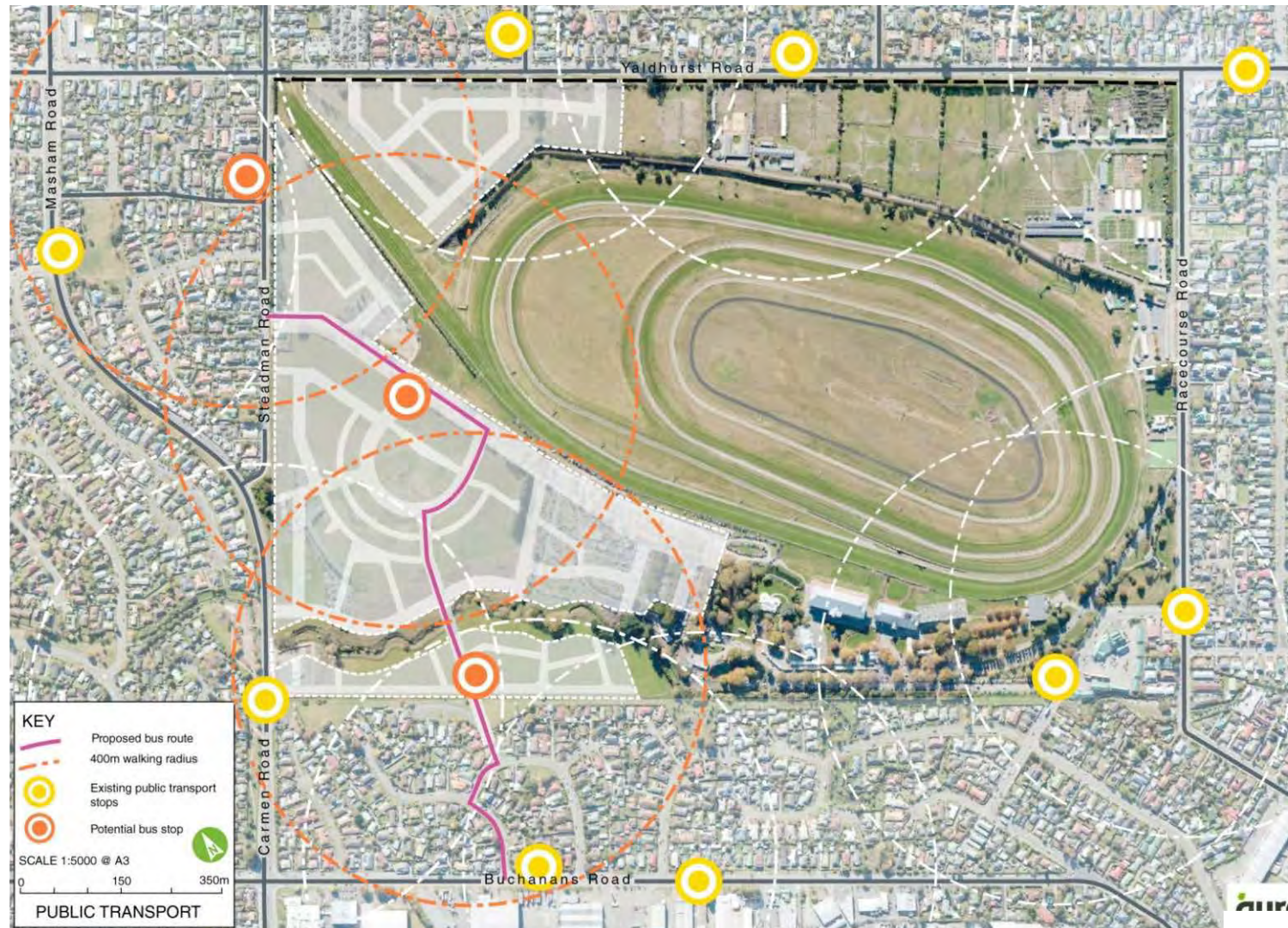
Movement Network

- ❖ Movement system integrates with existing network hierarchy providing safety, accessibility, legibility and permeability
- **Active, liveable streets and shared laneways** connect and integrate with the Blue and Green Corridors
- Targeted 30kph zones



Public Transport

- ❖ Public transport proposals ensure all new residential areas have good accessibility to bus services
- A **new bus route is proposed** with the location of potential new bus stops identified
- **Safe and convenient public transport accessibility** is critical to the sustainability program for the development



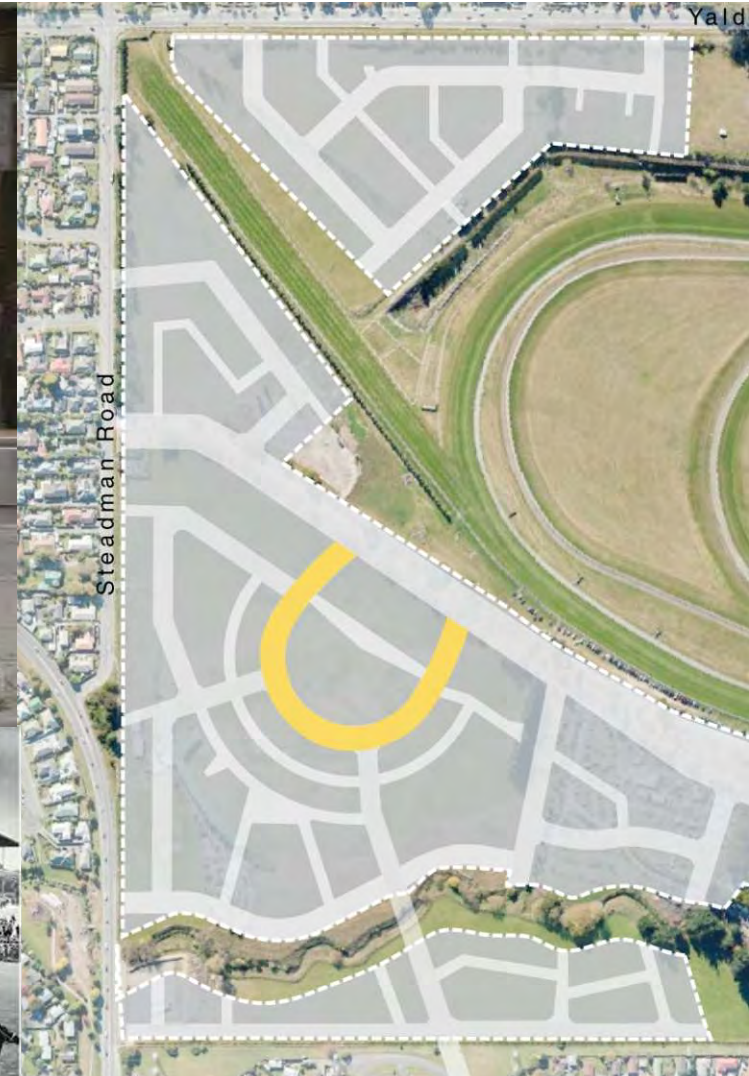
Density & Staging

- The proposal anticipates **5 distinct neighbourhood based stages** – 25 dph average
- Stage A (Cutt's Corner) is 6ha and will include some higher densities
- Stage B is about 3ha and of similar density
- Stages C & D comprise about 7ha and will include some lower density transitioning to adjacent racecourse facilities and neighbourhoods
- Stage E is about 11.5ha, of medium to high density & has a potential community hub/cafe



Cultural Identity

- ❖ The Riccarton Racecourse has a long and proud history
 - The cultural identity of the proposed development will draw on this racing context while embracing the rich history of Ngāi Tahu
 - This approach will reflect in the urban form, place making and opportunities for story telling through public art

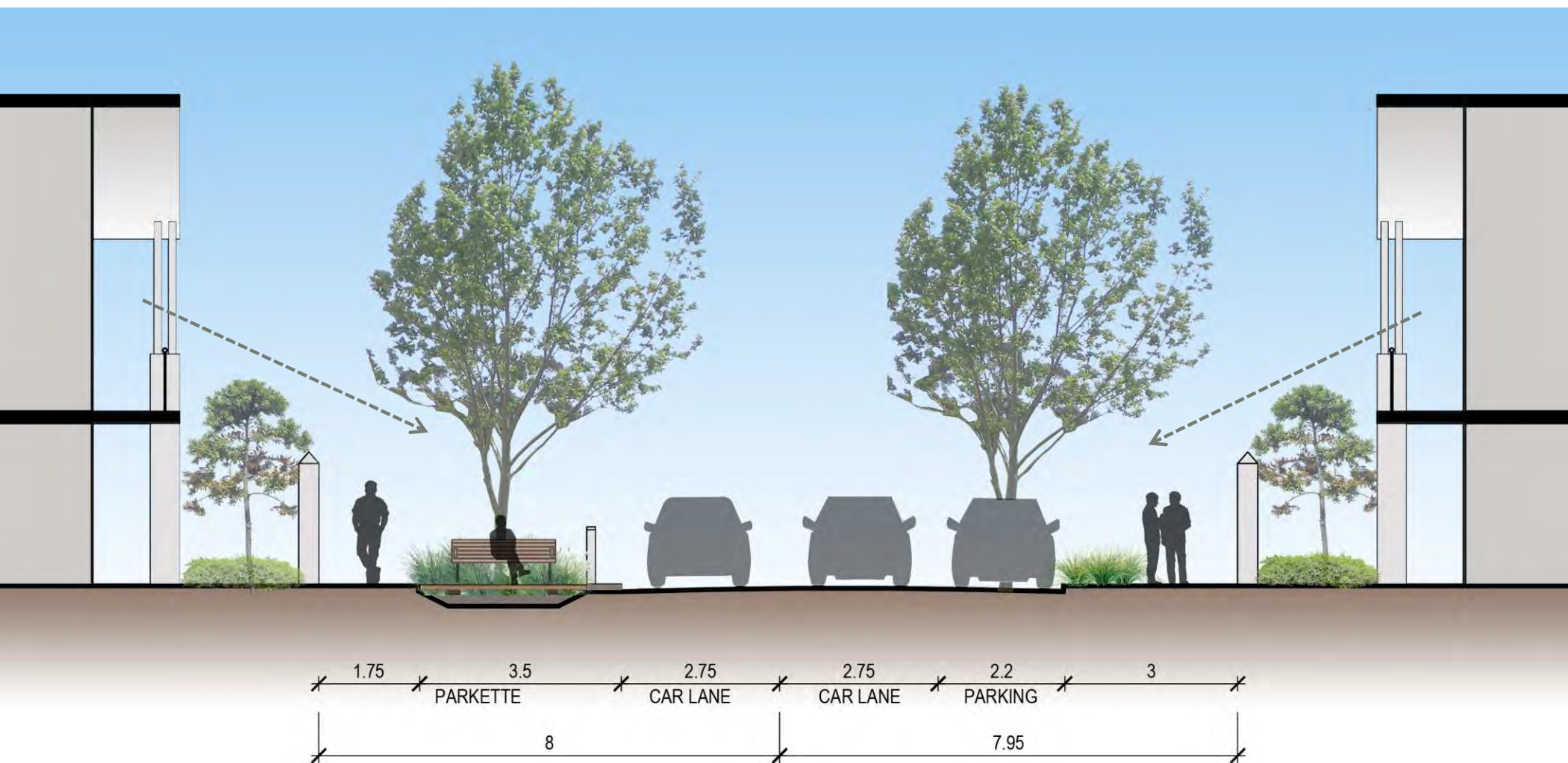


Active Streets, Lanes & Parks

- ❖ Local movement hierarchy focused on safe, active streets and shared laneways
 - Familiar street environment innovated to include intimate rain garden 'parkettes'
 - Pedestrian dominant leafy laneways provide slow speed property access
 - Parks range from larger active recreational spaces to intimate quiet retreats



Active Streets, Lanes & Parks



Active Streets, Lanes & Parks

- ❖ The familiar street transformed
 - Leafy boulevard identity
 - Managed speed environment and pedestrian/cycle priority
 - Innovative 'parkettes' create shady stops for social interaction and neighbourhood connection



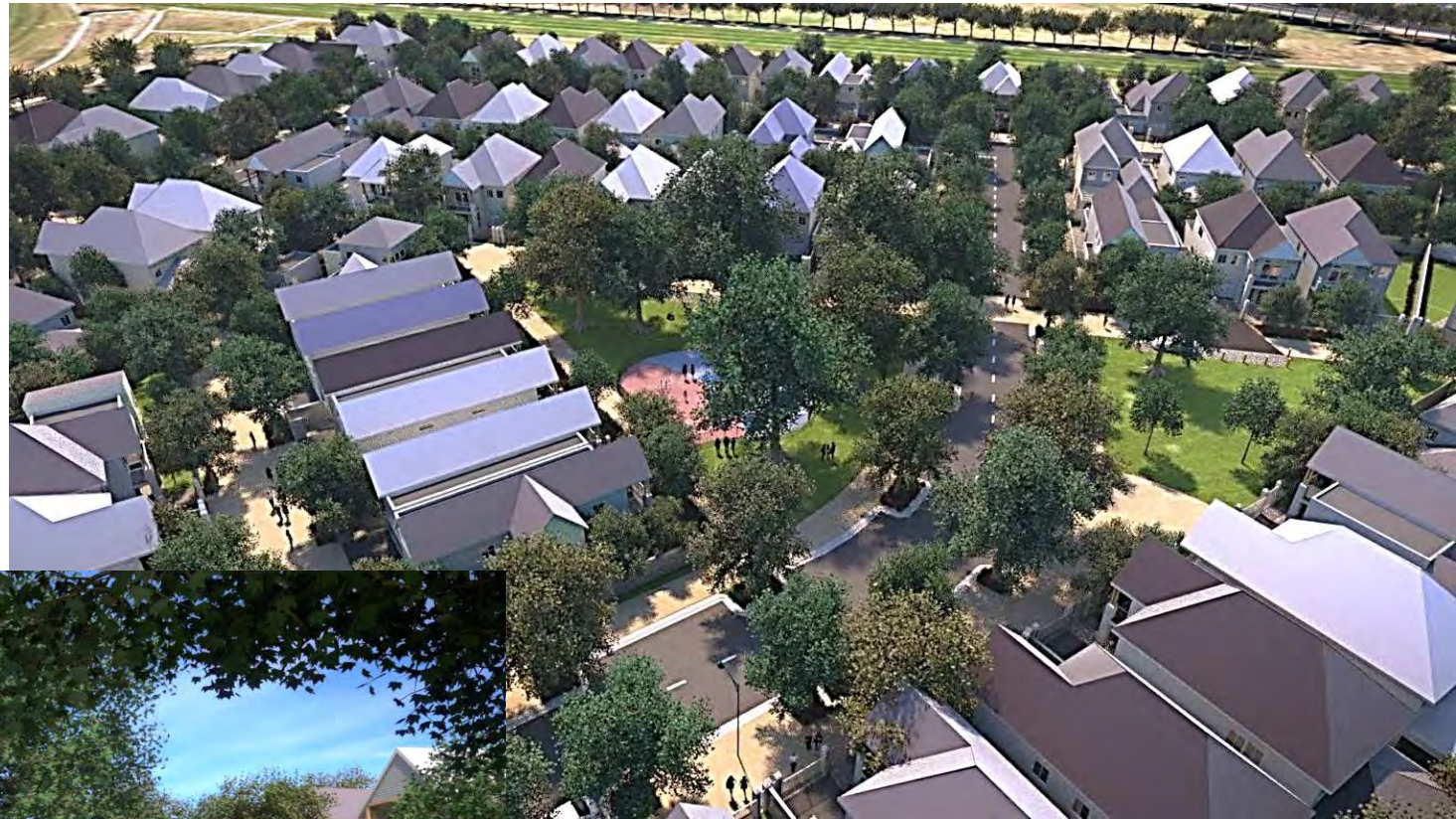
Active Streets, Lanes & Parks

- ❖ Leafy & active connecting laneways
 - Integrated with the Green Corridors network
 - People places and slow vehicle access



Active Streets, Lanes & Parks

- ❖ Neighbourhood Parks
 - Integrated with the Green Corridors network and the hierarchy of large scale and smaller scale space
 - Active and passive recreation



Residential Clusters

- ❖ Residential clusters integrate a range of housing typologies
 - Meet the housing needs across a wide spectrum of the market
 - Integrate a mix of street based and laneway based allotment access
 - Focus on neighbourhood housing groupings



Typologies



Terrace House



Villa



Town House



Village House

Typologies



Mews Cottage



Village Cottage



Garden Villa

Typologies and Groupings

- ❖ Robust approach to allotment structure creates flexibility in typology mix
- Integration of varying size allotments from 120m² to 600m²
- Focus on activating and providing passive surveillance of the public realm – streets, laneways, parks and racecourse open spaces
- Typology design and layout preserves private amenity



Residential Solar Access



9am 22 December



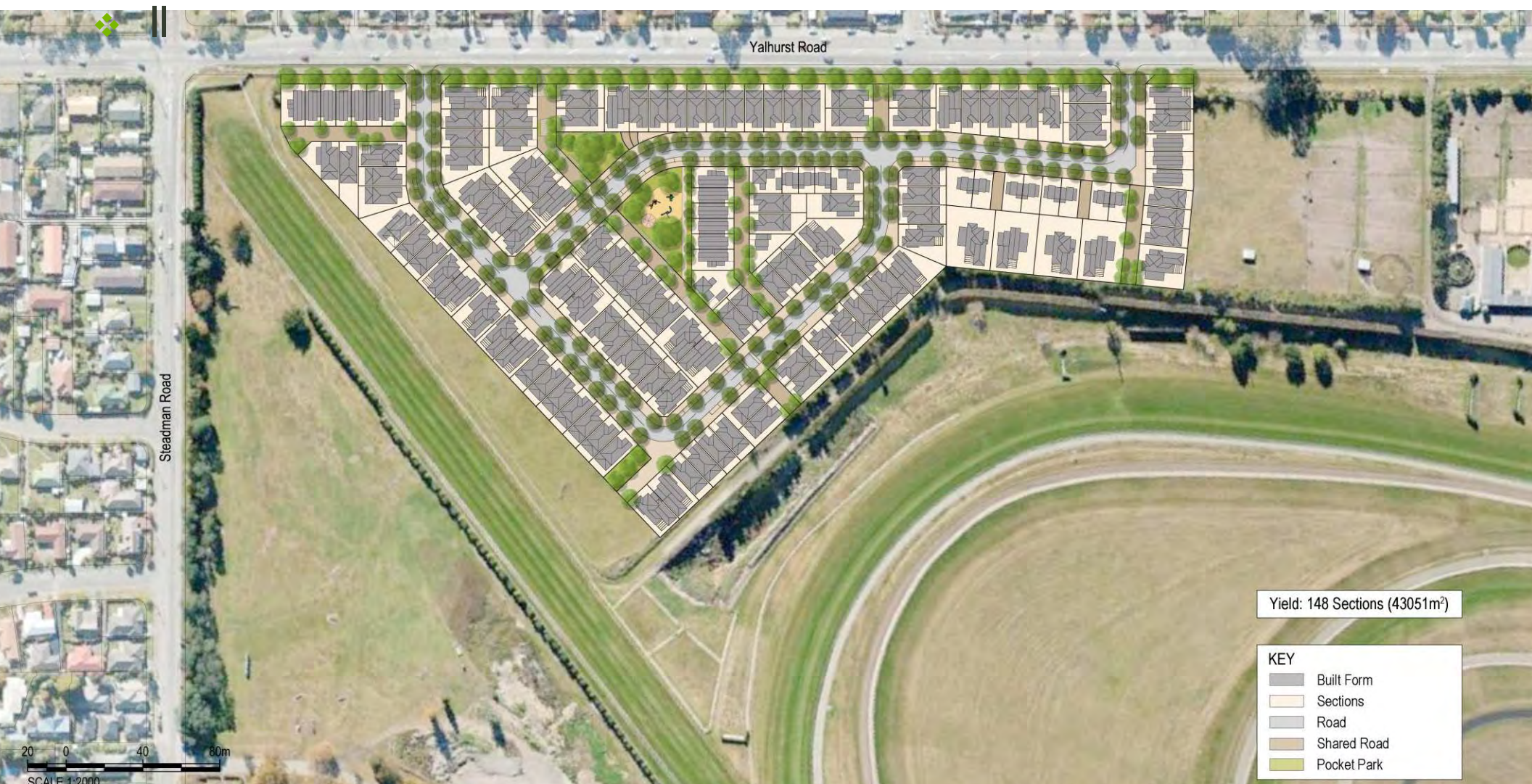
3pm 22 December

Building Guidance

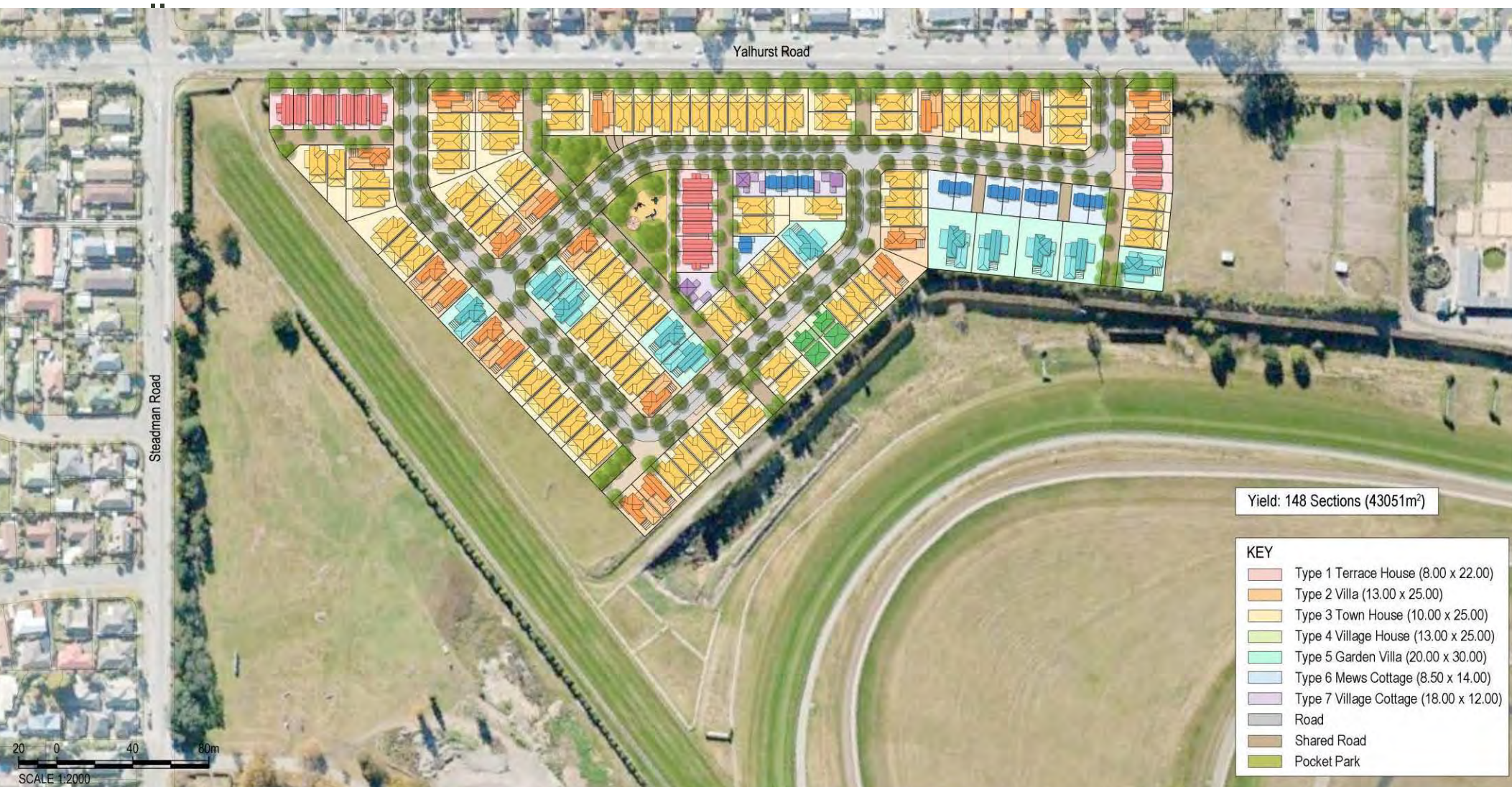
- ❖ Bespoke Residential Guidelines will ensure comprehensive development outcomes and neighbourhood identity



Stage A – Cutt's Corner Built Form



Stage A – Cutt's Corner Typologies



Stage A – Cutt's Corner Urban Form



Stage A – Cutt's Corner Urban Form



**ATTACHMENT 4:
CHAMPIONS MILE EXEMPLAR PROPOSAL EVALUATION MATERIAL (OCTOBER 2014)**

Attachment contains 4 components

a) Final Evaluation Feedback from the LURP Partner Panel

The Panel met on 8 October, following which a Collective view of the group was drafted, refined and explicitly agreed by each of the technical representatives from the LURP partner organisations charged with overseeing this process. (i.e. Te Runanga o Ngai Tahu, CERA, MBIE, NZTA and Christchurch City Council

b) Feedback from the Christchurch Urban Design Panel

The Panel met on 1 October 2014 offering independent advice in relation to Exemplar Criteria 2 : “High quality, safe and accessible residential environments that address their neighbourhood context.”

c) Feedback from the Canterbury Sustainable Homes Working Party

Members of the working party considered the proposal in the period between 24 September and 6 October and a summary of their observation was recorded to offer independent advice in relation to Exemplar Criteria 1 : “Well Built and Energy Efficient.”.

d) Feedback from Technical Disciplines

Exemplar Criteria 4 examines the ability of the proposal to be integrated into relevant infrastructure networks. Advice from relevant technical experts (and in this case commentary on the land ownership issues) is provided in summary form drawn from supporting correspondence.

Champions Mile (Riccarton Racecourse) Medium Density Housing Exemplar LURP Partners Evaluation Matrix

Staff from the identified Land Use Recovery Plan partners in Action 8 (Christchurch CC, Canterbury Earthquake Recovery Authority, Te Rununga o Ngai Tahu, Ministry of Business, Innovation and Employment, NZ Transport Agency) met on the 8th October 2014 to consider the exemplar proposal submitted by the Christchurch Racecourse Reserve Trustees and Ngai Tahu Property Ltd which had been previously circulated. A presentation was also provided by the Ngai Tahu Property team.

Panel Finding

In summary, the panel concluded that the submission sets out a development proposal which has the potential to deliver a positive evolution of the traditional land subdivision. However, at a detailed level, the proposal was unable to present compelling practical evidence, especially in the detailed layout provided, that aspects of the development (including affordability, diversity, innovation, liveability and community integration) would be delivered in accordance with the exemplar criteria

In particular, the proposal did not:

- Offer substantive guarantees that a more diverse or affordable range of housing products would be delivered than are currently being provided on existing traditional sub-divisions around the city.
- Take the opportunities provided by the distinctive racecourse setting (and cultural narrative able to be developed around it) to create a high quality living environment.
- Consider commercial partnering arrangements (or other industry collaboration) with house builders to, for example, offer certainty around the delivery of the exemplar objectives, or to explore housing products that could lead the market.
- Demonstrate that the housing typologies proposed and their application in different locations were informed by the creation of quality living environments.
- Show how the development would integrate with surrounding existing residential areas, in a physical and functionally sense

At a more general level, the panel highlighted that significant information gaps left them struggling to make a ‘leap of faith’ that particular elements would be delivered.

The table below records the collectively agreed feedback of panel which was explicitly agreed by a representative of each participating organisation.

Key to Evaluation Scoring:

✓ = Meets criteria

(Additional + symbols indicate higher degrees of performance (i.e. exemplary qualities) as detailed in the commentary)

- = Falls short of criteria

✗ = Contains issue that must be resolved prior to ‘approval as an Exemplar.

? = Substantial Information gaps are present.

CCC Exemplar Criteria	Relevant Requirements / Terms from LURP	Score	Commentary
1. Well built and energy efficient	<ul style="list-style-type: none"> • High quality design • Energy efficient 	✓ ?	<p>Via covenants on sections created by the development, the promoters will require the construction of homes by third party builders that meet HomeStar6 standard. However, with limited detail of the proposed housing typologies and only a high level layout over the proposed first stage of the site, any wider evaluation of the arrangement and configuration of homes could not be offered. As a specific observation, the road network presented for the entire development did not appear to have been designed to provide maximum solar gains for adjoining lots.</p>
2. High quality, safe and accessible residential environments that address their neighbourhood context.	<ul style="list-style-type: none"> • Attractiveness • High quality design • Universal design • Improve public spaces and amenities 	x	<p>When promoted to CERA and Council for consideration for development in 2013, the concept proposal set out a powerful and convincing design led vision where open space, the public realm and the high quality setting of the Racecourse would be harnessed to support higher density living. These were some of the components that led to the proposal being included in the Minister for Canterbury Earthquake Recovery's decision to progress consideration of the site as a potential exemplar project within the Land Use Recovery Plan.</p> <p>The narrative of the Statement of Commitment for this proposal also advocates for a design led approach. However, the Panel considered that the actual detail of the development proposal presented did not exemplify the stated design principles nor carry through the expectations for the project that were first promoted. The development proposal has not, therefore, satisfied the agreed exemplar criteria. The Panel considered that the proposal:</p> <ul style="list-style-type: none"> a) Missed the opportunity to take advantage of the racecourse setting to create a development with a unique character and local identity. In particular, the amenity afforded by the race course setting could be more effectively used to enhance and promote the attractiveness of the higher density components of the development. b) Did not fully explore opportunities to knit in or unify existing residential areas to the south and west around the new development area by, for example, edge strategies or allowances of space for local scale commercial/community facilities (which could also reduce car dependence for everyday goods and social gatherings). c) Contained underdeveloped strategies to inform the layout of open spaces and the arrangement of housing types buildings to, for example, maximise sunlight, improve outdoor living space or limit conflicts with street trees. d) Offered a limited diversity of housing types to generate a more diverse local community and provide for a range of choices to enable people to move within their community. <p>The proposal also requires the Panel to 'take a leap of faith' on the larger extent of the site in achieving exemplar outcomes based on the design for the first stage.</p> <p>In conclusion, the Panel considered that the identified concerns warrant fundamental changes rather than minor refinements and these need to be revisited if the scheme were to be considered to be exemplar in terms of being a high quality, safe and accessible residential environment that addresses its neighbourhood context.</p>

CCC Exemplar Criteria	Relevant Requirements / Terms from LURP	Score	Commentary
3. Medium density	<ul style="list-style-type: none"> Medium Density Promote intensification 	✓	The submitted density for stage 1 proposes housing at a net density of 32.5 households per hectare – significantly above the guideline thresholds of 25 household per hectare. At the evaluation panel session, it was indicated that density would be reduced back to the guideline threshold level but confirmed that this would be achieved across the whole site.
4. Appropriate to the locality	<ul style="list-style-type: none"> Suited to the Location 	✓?	<p>With identified upgrades the site can deliver suitable '3 waters' infrastructure.</p> <p>The location of the site and arrangement of the existing transport network imposes constraints on the ability to achieve an exemplary transport solution. As a result, the site offers little in the way of options for non-car use that would be significantly different than that seen in "standard" subdivisions. Subject to further detailed assessment work, the mitigation measures proposed to address the additional loading on the road network are anticipated to maintain currently experienced flows and journey times. The panel discussed access to public transport and it did not appear that the proposed new bus route through the development is achievable given the impact it would have on the current public transport links. In addition, the walkability to existing bus stops, including the nearest one on Cutts Road, is less attractive than what the design brief would suggest, due to a lack of safe crossing options on Yaldhurst Road.' In summary, although access solutions are proposed for the site, the proposal wouldn't represent an exemplar development when considered in terms of transport and connectivity.</p> <p>The 1878 Christchurch Racecourse Reserves Act remains an unresolved barrier to the development of this site. An approach from the Racecourse Trustees to the former Minister of Conservation to resolve this matter was recently received and the Department of Conservation and Ministry of Business, Innovation and Employment requested to work with the trustees on a potential legislative solution. Although this work is about to begin, no clear legislative timetable has been fixed.</p>
5. Diversity and affordability of housing products.	<ul style="list-style-type: none"> Affordability 'the right price' Cost Effective "will include a mix of social housing and other tenures" 	-	<p>The panel acknowledges that this is a significant shift from the initial proposal put forward to develop the site. The concept promoted to the City Council and CERA in 2013 sought to deliver over 300 leasehold homes at price points in the \$250-300,000 range (plus an annual ground rent) in a financial model that was set to generate a revenue stream to fund the Racecourse's facility renewal. The leasehold approach is no longer available for consideration.</p> <p>The proposal now presented is based on a freehold model of development. The proposal intends to provide 15% of homes as affordable 'entry point' housing products. However, given the fluctuation of the market and the likelihood that this development would only commence in 2 – 3 years' time, no indication was provided as to the projected dollar values of these 'affordable' homes. The Panel encouraged the proposer to provide information about more modestly sized market housing products which could justifiably supplement the 15% affordable housing figure of the proposal.</p> <p>A standout aspect of the proposal is the involvement of Ngai Tahu Housing Partnership approach that Ngāi Tahu has adapted and adopted. It is acknowledged that this provides a strong and proven collective entity able to support the delivery and management of tenures of the affordable homes offered. The Panel considers the exploration of providing support for first home buyers and less able to enter the housing market has merit.</p>

CCC Exemplar Criteria	Relevant Requirements / Terms from LURP	Score	Commentary
			<p>In relation to diversity, the proposal offers some terraced and duplex products, but is dominated by single houses on single lots. No information was provided around the size of homes to be delivered. The proposer, as a land sub-divider, considers it cannot control the housing outcomes, especially the use of two storey building forms. The Panel acknowledges that allocating housing typologies to sites is a significant step forward in managing the traditional subdivide and build problems around oversized houses on smaller sections.</p> <p>Overall, the panel considered the proposal does not offer substantive guarantees of a more diverse or affordable range of housing products than are currently being provided on existing traditional sub-divisions around the city.</p>
6. Innovation within the local housing market	<ul style="list-style-type: none"> • Innovative • Influence the Market • “Models for Future Housing Development” 	-	<p>The panel consider the joint venture partnership, which combines the Trustees unique land asset with Ngai Tahu Property’s scale and potential, offers the prerequisites to create an innovative, comprehensively designed new neighbourhood. The embryonic development of a housing typology led approach, feeding through into elements of pepper potted density and more diverse housing, is an area the proposal has grappled with.</p> <p>However, at this time, the panel considers that all these elements are not sufficiently lined up to demonstrate how this development can be a model for future housing development and influence the wider market.</p>
7. Showcasing and sharing of Exemplar experience	<ul style="list-style-type: none"> • “Models for comprehensive renewal” 	✓	<p>Commitment to share ideas. Partners will work with the developer as the proposal emerges to publicise and share experience.</p>

EXEMPLAR EVALUATION CRITERIA

The criteria below establish a framework to both challenge candidate projects and provide a framework for evaluators to assess submitted Exemplar proposals. In recognising the challenges in delivering under all the criteria, Council's evaluation will involve a balanced assessment of each project against all 7 criteria (and their associated minimum expectations) as well as its alignment with and contribution to Council's Strategic long term objectives in relation to Greenfield development, new neighbourhoods and Key Activity Centres KACs).

Exemplar Criteria	Exemplar Performance (Minimum expectations in Bold type)	Key Requirements / Terms from LURP
1. Well built and energy efficient	<p>At least Homestar 6 building standard Takes opportunities to maximise wider resource use efficiency during construction and building lifetime.</p> <p>Positive independent review by the Canterbury Sustainable Homes Working Party</p>	<ul style="list-style-type: none"> • High quality design • Energy efficient
2. High quality, safe and accessible residential environments that address their neighbourhood context.	<p>The Design Process involves</p> <ul style="list-style-type: none"> • comprehensive analysis of the site and its context to inform the layout and external appearance. • configuring buildings and spaces to create efficient, quality indoor and outdoor living spaces • collaboration throughout including ongoing dialogue at inception, concept, approval and consenting stages with the Council's Urban Design Team with Independent review and (ultimately) support from, the Christchurch Urban Design Panel <p>Design quality demonstrates the principles, best practice and ideas set out in,</p> <ul style="list-style-type: none"> • Policy 6.3.2 of the Canterbury Regional Policy Statement (as amended by the LURP) • "Building Multi Unit Housing" - Christchurch City Council's Medium Density Design Guidance • 'Exploring New Housing Choices' Christchurch City Council's guide to alternative forms of urban housing • 'Crime Prevention Through Environmental Design' (Ministry of Justice) and Universal Design/Lifemark (BRANZ) <p>Development that achieves or exceeds a minimum net density of</p> <ul style="list-style-type: none"> - Urban and Brownfield - 30 residential units per hectare - Comprehensively Planned New Neighbourhoods (Greenfield) – 25 residential units per hectare 	<ul style="list-style-type: none"> • Attractiveness • High quality design • Universal design • Improve public spaces and amenities
3. Medium density	<p>The proposal conforms with relevant objectives, policies and assessment matters of the statutory land use planning framework and can be serviced by existing (or funded upgrades of) infrastructure and transport networks.</p>	<ul style="list-style-type: none"> • Medium Density • Promote intensification • Suited to the Location
4. Appropriate to the locality		
5. Diversity and affordability of housing products.	<p>Includes,</p> <ul style="list-style-type: none"> a. a mixture of tenure/ownership models b. at least one third of new homes at or below 'affordable' prices (as defined in LURP or any successor Government definition) including at least 10% as social or community housing. <p>Agreement to a confidential and independent 'open book' review of private sector projects to understand scheme deliverability and risk sensitivity.</p> <p>Ownership structures or other legally robust mechanisms that secure affordable homes (or their capital value) for current and future owners/occupiers unable to compete in the open housing market.</p>	<ul style="list-style-type: none"> • Affordability • 'the right price' • Cost Effective • "will include a mix of social housing and other tenures"
6. Innovation within the local housing market	<p>Clear Unique Selling Points (USP) which mark the scheme out as an example which other parts of the house building industry could learn from. Innovation may consist of new techniques, designs, processes, standards or technologies within the core of the proposition that stimulate change, challenge perceptions and improve confidence to invest in medium density housing.</p>	<ul style="list-style-type: none"> • Innovative • Influence the Market • "Models for Future Housing Development" • "Models for comprehensive renewal"
7. Showcasing and sharing of Exemplar experience	<p>A clear plan, agreed as a partnership with Council, for appropriate showcasing of the completed development with home builders, landowners, financiers, potential buyers and other interests over a defined period using events and activities, a media strategy, end to end documentation of the development process including high level summary of the development financing.</p>	

Land Use Recovery Plan – Exemplar Project
Christchurch Urban Design Panel
Exemplar ‘Approval in Principle’ Documentation

Exemplar Details

Name	Champions Mile
Location:	Riccarton Racecourse, Sockburn, Christchurch
Owner:	Riccarton Racecourse Trustees
Developer:	Ngai Tahu Property
Designer:	Aurecon
Key Contact:	Scott Johansson / Mike Davidson
Site Area:	33.17ha

Exemplar Scope

The proposal is for a medium density Greenfield residential development on land fringing Riccarton Racecourse.

Attendant Urban Design Panel Members

David Sheppard (Convenor)

Nicole Lauenstein

Di Lucas

Tim Church

Date of Christchurch Urban Design Panel Appraisal: 1 October 2014 at 1pm

Exemplar Appraisal

Candidate Exemplar Medium Density housing projects are subject to assessment to satisfy the Exemplar criteria which seeks “High Quality, safe and accessible residential environments that address their neighbourhood context.” The assessment is based around the urban design principles set out in Policy 6.3.2 of the Regional Policy Statement as listed below.

RPS Principles (2005 NZ Urban Design Protocol elements in brackets)	Panel Comments, Observations and Matters for Further Consideration
General Approach	<p>The Panel:</p> <ul style="list-style-type: none"> • Acknowledges that the proposal presented is still work-in-progress. The Panel considers the proposal is largely aspirational at present and could change substantially over time. It recommends that assurances are provided to the LURP Partners that ensure the fundamentals of the masterplan are retained and enhanced, with the aid of our recommendations, during subsequent phases of the project. • Makes an overriding assumption that the principles and design approach demonstrated in Stage A will be rolled out in the remaining stages of this development.
1. Tūrangawaewae – The sense of place and belonging (Context, Character)	
<p>Includes the recognition and incorporation of the identity of the place and the context and the core elements that comprise the place. Through context and site analysis, the following elements should be used to reflect the appropriateness of the development to its location:</p> <ul style="list-style-type: none"> • landmarks and features, • historic heritage, • the character and quality of the existing built and natural environment, • historic and cultural markers and local stories. 	<p>The Panel:</p> <ul style="list-style-type: none"> • Considers this site to be a significant site in the context of Christchurch with great potential to communicate its rich cultural references and expansive open space qualities within the city. The document acknowledges their existence. However, there is limited supporting information and they have not been adequately reflected in the concept. • Acknowledges that naturalising of existing water ways and the provision of a recreational circuit around the raceway are positive moves. • Recommends a more in-depth analysis of the existing neighbourhood and of the inherent qualities of the racecourse site (e.g. patterns, spaces, built structures, vegetation, views, microclimate, etc.). • Recommends a Maori cultural narrative is provided, given the emerging legacy of other Ngai Tahu Property developments in other parts of the city.

2. Integration – Recognition of the need for well-integrated places (Connections)	
<p>The following elements should be well integrated and should be overlaid to provide an appropriate form and pattern of use and development</p> <ul style="list-style-type: none"> • infrastructure, • movement routes and networks, • spaces, • land uses and, • the natural and built environment. 	<p>The Panel:</p> <ul style="list-style-type: none"> • Recommends a site analysis is produced that under pins the development concept. • Concerned that this is predominantly a subdivision layout with an Urban Design overlay. The Panel recommends revisiting the scheme to ensure the layout is more urban design led and responsive to the site context , whilst being supported by the practicalities of subdivision layout. • Considers treatment of stormwater is typical of other schemes and reflects current good practice. The panel does not regard the approaches to site infrastructure as particularly exemplary. • Acknowledges the provision of wider landscape strips and ‘parkettes’ along streets. These are concepts that could work if positioned in areas of highest density and in locations that facilitate community building (e.g. near corners). The Panel recommends liaising with Council over the practicalities of vesting these features with them. • Recommends further design development is required around the interface with Stedmen Road/ Carmen Road. • Considers there remains some uncertainty around public transport servicing, especially with a potential population of 2000 people. The Panel notes initial conversations with ECAN and encourages the LURP partners to continue these conversations. • Acknowledges there is the basic network of open spaces around the waterway, racecourse edges. The Panel suggests strengthening the qualities of the emerging network through visual linkages with key features of the race course, such as the grand stands and existing distinctive landscapes that surround them. It also suggests further investigation of existing natural springs on site and their potential to feed into the waterway. • Considers there is potential duplication of open space adjacent to the racecourse and a potential deficiency of open space in the South West corner of the site. This area is the most remote from the racecourse and waterway corridor and residents may need to be orientated away from busy arterial roads towards areas of internal amenity. • Recommends developing a strategy around retaining existing landscape features. It

	<p>is unclear how the large specimen trees and existing shelterbelts are integrated into the development.</p> <ul style="list-style-type: none"> • Recommends that edge treatments are illustrated for the long public frontages adjacent to existing neighbourhoods. The Panel is particularly concerned about the potential for long runs of housing that could potentially back onto surrounding streets and potentially create an inward looking and isolated development
3. Connectivity (Connections)	
<p>The provision of efficient and safe high quality, barrier free, multimodal connections:</p> <ul style="list-style-type: none"> • within a development, • to surrounding areas, • and to local facilities and services, <p>With emphasis at a local level placed on walking, cycling and public transport as more sustainable forms of transport.</p>	<p>The Panel:</p> <ul style="list-style-type: none"> • Considers the hierarchy and general connectivity between streets is good, given the limited access points into the site. However, visual connectivity could be enhanced with more public views extending from within the development to, particularly, with the adjacent racecourse. • Recommends future proofing the street layout to potentially accommodate future expansion into the grazing area along Yaldhurst Road. • Considers the pedestrian connectivity efficient within the site. The 3D fly-through and images provided show an adequately safe and barrier free environment. The Panel recommends there is further coordination of the pedestrian connections with existing crossing points to ensure effective linkages to the surrounding neighbourhood. • Recommends a needs analysis is undertaken to establish whether any provision of retail/hospitality and other mixed uses is required in the area to serve an increase in the resident density/population and to promote sustainable movement patterns. The Panel considers that the inclusion of small shops in walking distance to a wider catchment area could also benefit the integration of the site with the neighbourhood. • Recommends providing further information on how housing typologies and comprehensive development promotes walking and cycling over vehicle use (e.g. accessible cycle storage, legible and accessible front doors etc.)
4. Safety (Custodianship)	
<p>Recognition and incorporation of Crime Prevention Through Urban Design (CPTED) principles in:</p> <ul style="list-style-type: none"> • the layout and design of developments, networks and spaces to ensure safe, comfortable and attractive places. 	<p>The Panel:</p> <ul style="list-style-type: none"> • Considers that at a high level there is evidence of good CPTED practice but further detail is required with the provision of the detailed typologies. • Recommends a full CPTED analysis is conducted with an on-going audit process

5. Choice and diversity (Choice)	
<p>Ensuring developments provide choice and diversity in their:</p> <ul style="list-style-type: none"> • layout, • built form, • land use housing type and density, to adapt to the changing needs and circumstances of the population. 	<p>The Panel:</p> <ul style="list-style-type: none"> • Acknowledges that a range of typologies have been illustrated with various architectural styles. Recommends typology plans are provided to better understand their layout and relationships with the street and outdoor living spaces. • Considers a strong rationale is required for the location of typologies within the masterplan. • Recommends a greater mix of unit sizes and occupant types could be explored to provide for a diversity of population and the ability to relocate within the neighbourhood as circumstances change. The Panel encourages further exploration of affordable and retirement housing options as indicated by the Applicant. • Concerned at the predominant building typology being a detached house built close to internal boundaries. Considers there is a high risk of this development ending up with the same product across the site, particularly market-driven, single storey, stand-alone dwellings. • Recommends investigating a range of building heights and broader spread of densities with a higher density in more focused areas (e.g. views over the racecourse/ open spaces, corner buildings and gateway opportunities etc.) and less in others.
6. Environmentally sustainable design (Custodianship, Creativity)	
<p>Ensuring that the process of design and development:</p> <ul style="list-style-type: none"> • minimises water and resource use, • restores ecosystems, • safeguards mauri and, • maximises passive solar gain. 	<p>The Panel:</p> <ul style="list-style-type: none"> • Commend the applicant on wanting to achieve the Home Star 6 star rating. There appears some limitations to achieving natural passive solar design as a result of layout. • Recommends continuing to pursue efficient building techniques and effective ways of procuring the development in order to conserve resources. • Acknowledges the storm water management system with some waterway restoration. The Panel recommends a restoration programme is developed for the Papakura stream (for the alignment, profile and riparian management) and for other ecosystems of the site. • Considers no further indication for the safe-guarding of Mauri has been provided.

7. Creativity and innovation (Creativity, Collaboration)	
<p>Supporting opportunities for exemplar approaches to infrastructure and urban form to lift the benchmark in the development of new urban areas in the Christchurch region.</p>	<ul style="list-style-type: none"> • Commends some of the interesting storm -water infrastructure ideas, providing maintenance issues are considered. • Considers the development typical of current practice. The Panel encourages the developer to change the emphasis of the masterplan from subdivision led to a more site feature responsive layout to exploit opportunities for more of a 'racecourse village' - considering placemaking opportunities, design responses to the raceway qualities, cultural overlays and sourcing of other ideas from this distinctive site. • Recommends examining precedent examples of other racecourse developments. • Recommends continuing to seek partnerships with constructors and community housing providers and the public sector as indicated.

Review Conclusions

The Christchurch Urban Design Panel concludes that, on balance, the proposal presented at this 'approval in principle' stage:

Fails to adequately address principles of high quality urban design for the listed reasons.

The Panel cannot therefore endorse the urban design quality. The following listed matters would need to be resolved prior to offering any support to this proposal.

The panel concludes that the preliminary concept so far does not yet satisfy the high quality urban design as expected for exemplar projects, but has the potential to if the issues above are resolved. It should be noted that whilst the proposal is deemed to have failed the assessment at this stage it is not without merit and the recommendations above should be considered as part of the process of the design development.

Riccarton Racecourse Medium Density Housing Exemplar Project

LURP Partner Evaluation

Exemplar Criteria 1: Well Built and Energy Efficient

Feedback from the Canterbury Sustainable Homes Working Party (CSHWP).

The CSHWP assesses development proposals against criteria complementary to those established in the LURP they are – sustainable, liveable, enduring and innovative.

While the Champions Mile proposal touches on these elements at a conceptual level numerous gaps exist in understanding for how these will be translated into the completed development. Consequently, it has been difficult for the CSHWP to make a useful assessment of this proposal. Below is a high level summary of key considerations.

The CSHWP commends the Champions Mile development for:

- The proposal to include Homestar 6 as a legal covenant on the land to ensure the energy and water efficiency of dwellings.
- Intentions to orientate dwellings towards the sun to achieve passive solar gain.
- Green streetscapes and waterways to support a liveable and accessible environment.
- The walking /cycling path around the site and race course.
- Surface and storm water management approaches with green corridors and rain gardens.
- Willingness to showcase the development as an exemplar.

The CSHWP recommends the Champions Mile development considers:

- Methods used to ensure delivery of the design quality proposed such as a tool box of approaches and the content of the proposed design guidelines.
- Ways to further encourage use of public transport.
- Encouraging accessible design for homes such as Lifemark.
- Greater provision of local amenities to meet the needs of residents such as local retail, hospitality, or places for people to meet or play.
- Connectivity to the existing surrounding area and future proofing of the subdivision layout, should new development occur in the surrounding area.
- Ability for dwellings to overlook and enjoy views of surrounding green-spaces and streets.
- Management of on-street car parking, especially important around higher-density residential developments.
- The quality and size of the outdoor living spaces proposed around the housing typologies able to support a high quality of life for residents.

Conclusions

For the Council to consider Champions Mile as an exemplar further detail is required. Aside from the proposed Homestar standard and surface water management approaches this development appears to reflect the quality of a more conventional subdivision.

Riccarton Racecourse Medium Density Housing Exemplar Project**LURP Partner Evaluation****Exemplar Criteria 4: Composite feedback from Technical Disciplines***NB*

The late submission of this proposal has meant that the process of dialogue which characterised the previous Spreydon Lodge exemplar proposal has not been possible. Accordingly, this summary, which is supported by correspondence from relevant technical experts, appraises the applicant's Infrastructure Summary.

Criteria 4 "Appropriate to the Locality" is a wide ranging checklist of relevant local issues pertinent to the site that – at a high level need evaluation. Given that the site, subject to the proposal being approved as an Exemplar Project, will be subject to rezoning, District Plan matters are not considered here as they will be fully explored in the statutory Resource Management Act process. Hence the matters below focus on key infrastructure, transport and a specific legal matter related to the use of the land.

Summary Table

Matter	Status	Comments
Water Supply	✓	Broadly fine, subject to some developer funded upgrades being needed to serve the site
Waste Water	✓	Fine – some exemplar elements although these are captured under the HomeStar 6 commitment considered under Criteria 1
Stormwater	✓	Fine – subject to detailed engineering matters
Greenspace	? ✓	Difficult to comment at this stage given level of detail, green corridors supported in principle
Transportation – CCC and NZTA advice	? ✓	The transport network around the site is complex and additional development will exacerbate deficiencies already present. However, subject to confirmation of a range of details, measures proposed appear to be able to mitigate effects. Consensus from both NZTA and CCC is that this proposal does not represent an exemplary development from a transport perspective.
Land Ownership Status	?	Redevelopment of the site remains subject to 1878 Christchurch Racecourse Reserves Act which remains in operation. Letter from former Minister of Conservation indicates intention to support the proposal but no timetable is set out. Legal advice suggests that the removal of the constraint should be a pre-requisite for the site to be included by the Council within its District Plan.
Contaminated Land	✓	High level evaluation identifies potential low level point specific contamination evidence capable of remediation. Level of information provides a suitable basis for more detailed site investigation as development progresses.

- * Matter exhibits clear exemplar qualities
- ✓ Matter is satisfactory addressed
- ? Matter raises questions in light of information gaps
- ✗ Matter is not satisfactorily addressed

21. NOTICES OF MOTION

Nil.

22. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.

THURSDAY 27 NOVEMBER 2014

COUNCIL

RESOLUTION TO EXCLUDE THE PUBLIC

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely the items listed overleaf.

Reason for passing this resolution: good reason to withhold exists under section 7.

Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

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 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

COUNCIL 27. 11. 2014

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SUBCLAUSE & REASON UNDER ACT	SECTION	PLAIN ENGLISH REASON	WHEN REPORT CAN BE RELEASED
3.	CONFIRMATION OF MINUTES - COUNCIL MEETING OF 23 OCTOBER 2014 AND 13 NOVEMBER 2014	Refer to the previous public excluded reason in the agendas for these meetings.			
23.	REPORT OF THE COMMUNITIES, HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE MEETING OF 6 NOVEMBER 2014	FACILITIES REBUILD PROGRAMME SOCIAL HOUSING: REDEVELOPMENT OF CAREY STREET (EXEMPLAR) Prejudice Commercial Position.	7(2) (b)(iii)	Commercial Negotiations yet to be finalised.	Outcome of report can be released upon completion of the RFP process.
24.	REPORT OF THE DISTRICT PLAN REVIEW SUBCOMMITTEE MEETING OF 12 NOVEMBER 2014	DISTRICT PLAN REVIEW HEARING PROCESS Legal professional privilege (if there is to be legal advice); and/or Enabling negotiations (as Council discussions with submitters will be a topic).	7(2)(g) 7(2)(i)	Legal advice to the Council is confidential. Negotiations with submitters are still underway so this information needs to remain confidential.	Once the District Plan Review is complete.
25.	REPORT OF THE DISTRICT PLAN APPEAL SUBCOMMITTEE MEETING OF 18 NOVEMBER 2014	OUTCOME OF MEDIATION ON PLAN CHANGE 52 (RUAPUNA NOISE MANAGEMENT) Maintain legal professional privilege.	7(2)(g)	To keep legal advice on current Environment court appeals confidential.	When the Plan Change process (Court or District Plan Review) is complete.
26.	REPORT BY THE CHAIRPERSON OF THE LYTTELTON/MT HERBERT COMMUNITY BOARD 19 NOVEMBER 2014	Obligation of Confidence To enable the Council to carry on negotiations without prejudice.	7(2)(c) 7(2)(i)	Discussion with Canterbury Earthquake Authority have been undertaken on agreement that they are confidential To keep negotiations with other agencies confidential until resolved.	Following Decision by the Canterbury Earthquake Minister. Once the matters referred to in the report have been completed and all parties with an interest in those matters have agreed to the release including the waiving of legal professional privilege.

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27.	PURCHASE OF PROPERTY FOR FLOOD RELIEF 121A & 123A WARRINGTON STREET	Protect the privacy of natural persons.	7(2)(a)	Negotiated purchase price is confidential.	After the purchase has settled.
28.	CHRISTCHURCH DISTRICT ENERGY SYSTEM PROGRESS REPORT	Conduct of negotiations	7(2)(i)	Commercial negotiations are underway between the parties.	At the end of the exclusive negotiation period May 2015.

COUNCIL 27. 11. 2014**Chairperson's**

Recommendation: That the foregoing motion be adopted.

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- "(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority."