

## **Christchurch City Council**

### **AGENDA**

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#### **Notice of Meeting:**

An ordinary meeting of the Christchurch City Council will be held on:

**Date:** Thursday 22 August 2019  
**Time:** 9.30am  
**Venue:** Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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#### **Membership**

Chairperson	Mayor Lianne Dalziel
Deputy Chairperson	Deputy Mayor Andrew Turner
Members	Councillor Vicki Buck
	Councillor Jimmy Chen
	Councillor Phil Clearwater
	Councillor Pauline Cotter
	Councillor Mike Davidson
	Councillor David East
	Councillor Anne Galloway
	Councillor James Gough
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Glenn Livingstone
	Councillor Raf Manji
	Councillor Tim Scandrett
	Councillor Deon Swiggs
	Councillor Sara Templeton

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**16 August 2019**

#### **Principal Advisor**

Mary Richardson  
Acting Chief Executive  
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Samantha Kelly  
Committee and Hearings Advisor  
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samantha.kelly@ccc.govt.nz  
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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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# Strategic Framework

**The Council's Vision – Christchurch is a city of opportunity for all.**

Open to new ideas, new people and new ways of doing things – a city where anything is possible.

## Whiria ngā whenu o ngā papa Honoa ki te maurua tāukiuki

Bind together the strands of each mat  
And join together with the seams of respect  
and reciprocity.

The partnership with Papatipu Rūnanga  
reflects mutual understanding and respect,  
and a goal of improving the economic,  
cultural, environmental and social  
wellbeing for all.

### Overarching Principle

Partnership – Our  
people are our taonga  
– to be treasured and  
encouraged. By working  
together we can create  
a city that uses their  
skill and talent, where  
we can all participate,  
and be valued.

### Supporting Principles

Accountability	Collaboration
Affordability	Prudent Financial Management
Agility	Stewardship
Equity	Wellbeing and resilience
Innovation	Trust

## Community Outcomes

What we want to achieve together as our city evolves

### Strong communities

Strong sense of  
community  
Active participation in  
civic life  
Safe and healthy  
communities  
Celebration of our  
identity through arts,  
culture, heritage and  
sport  
Valuing the voices of  
children and young  
people

### Liveable city

Vibrant and thriving  
central city, suburban  
and rural centres  
A well connected and  
accessible city  
Sufficient supply of, and  
access to, a range of  
housing  
21st century garden city  
we are proud to live in

### Healthy environment

Healthy waterways  
High quality drinking  
water  
Unique landscapes and  
indigenous biodiversity  
are valued  
Sustainable use of  
resources

### Prosperous economy

Great place for people,  
business and investment  
An inclusive, equitable  
economy with broad-  
based prosperity for all  
A productive, adaptive  
and resilient economic  
base  
Modern and robust  
city infrastructure and  
community facilities

## Strategic Priorities

Our focus for improvement over the next three years and beyond

Enabling active citizenship and connected  
communities

Maximising opportunities to develop a vibrant,  
prosperous and sustainable 21st century city

Climate change  
leadership

Informed and proactive  
approaches to natural  
hazard risks

Increasing active, public  
and shared transport  
opportunities and use

Safe and sustainable  
water supply and  
improved waterways

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## **1. Apologies**

At the close of the agenda no apologies had been received.

## **2. Declarations of Interest**

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

## **3. Public Participation**

### **3.1 Public Forum**

A period of up to 30 minutes is available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

### **3.2 Deputations by Appointment**

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

There were no deputations by appointment at the time the agenda was prepared.

## **4. Presentation of Petitions**

There were no Presentation of Petitions at the time the agenda was prepared.



## 5. Council Minutes - 25 July 2019

Reference: 19/856447

Presenter(s): Samantha Kelly – Committee and Hearings Advisor

### 1. Purpose of Report

For the Council to confirm the minutes from the Council meeting held 25 July 2019.

### 2. Recommendation to Council

That the Council confirm the Minutes from the Council meeting held 25 July 2019.

### Attachments

No.	Title	Page
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### Signatories

Author	Samantha Kelly - Committee and Hearings Advisor
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## Christchurch City Council MINUTES

---

**Date:** Thursday 25 July 2019  
**Time:** 9.35am  
**Venue:** Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

---

**Present**

Chairperson  
Deputy Chairperson  
Members

Mayor Lianne Dalziel  
Deputy Mayor Andrew Turner  
Councillor Vicki Buck  
Councillor Jimmy Chen  
Councillor Phil Clearwater  
Councillor Pauline Cotter  
Councillor Mike Davidson  
Councillor David East  
Councillor Anne Galloway  
Councillor James Gough  
Councillor Yani Johanson  
Councillor Aaron Keown  
Councillor Glenn Livingstone  
Councillor Raf Manji  
Councillor Tim Scandrett  
Councillor Deon Swiggs  
Councillor Sara Templeton

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25 July 2019

**Principal Advisor**

Brendan Anstiss  
Acting Chief Executive  
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Samantha Kelly  
Committee and Hearings Advisor  
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Council  
25 July 2019

Christchurch  
City Council 

The agenda was dealt with in the following order.

**1. Apologies**

**Council Resolved CNCL/2019/00152**

That the apology from Councillor Manji for lateness and the apology from Councillor Gough for early departure be accepted.

Councillor Gough/Councillor Galloway

**Carried**

**2. Declarations of Interest**

There were no declarations of interest recorded.

**3. Public Participation**

**3.1 Public Forum**

There were no public forum presentations.

**3.2 Deputations by Appointment**

There were no deputations by appointment.

**4. Presentation of Petitions**

There was no presentation of petitions.

**28. Resolution to Include Supplementary Reports**

**Council Resolved CNCL/2019/00153**

That the reports be received and considered at the Council meeting on Thursday, 25 July 2019.

**Open Items**

29. Lease Assignment - Christchurch School of Gymnastics

Mayor/Councillor Livingstone

**Carried**



## 5. Council Minutes - 27 June 2019

### Council Resolved CNCL/2019/00154

That the Council confirm the Minutes from the Council meeting held 27 June 2019.

AND

That the Council confirm the Minutes from the Council meeting held 11 July 2019.

AND

That the Council confirm the Minutes from the Council - Annual Plan meeting held 25 June 2019.

AND

That the Council receives the Minutes from the Social, Community Development and Housing Committee meeting held 3 July 2019.

AND

That the Council receives the Minutes from the Infrastructure, Transport and Environment Committee meeting held 10 July 2019.

AND

That the Council receives the Minutes from the Innovation and Sustainable Development Committee meeting held 10 July 2019.

AND

That the Council receives the Minutes from the Banks Peninsula Water Management Zone Committee meeting held 18 June 2019.

AND

That the Council receives the Minutes from the Christchurch West Melton Water Management Zone Committee meeting held 20 June 2019.

Mayor/Deputy Mayor

**Carried**

## 6. Council Minutes - 11 July 2019

### Council Decision

Refer to item 5.

Council  
25 July 2019

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**7. Council - Annual Plan Minutes - 25 June 2019**

**Council Decision**

Refer to item 5.

**9. Social, Community Development and Housing Committee Minutes –  
3 July 2019**

**Council Decision**

Refer to item 5.

**11. Infrastructure, Transport and Environment Committee Minutes –  
10 July 2019**

**Council Decision**

Refer to item 5.

**12. Innovation and Sustainable Development Committee Minutes –  
10 July 2019**

**Council Decision**

Refer to item 5.

**13. Banks Peninsula Water Management Zone Committee Minutes –  
18 June 2019**

**Council Decision**

Refer to item 5.

**14. Christchurch West Melton Water Management Zone Committee Minutes -  
20 June 2019**

**Council Decision**

Refer to item 5.

Council  
25 July 2019

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City Council 

**Report from Social, Community Development and Housing Committee –  
3 July 2019**

**8. Installation of Public Artwork - "The Godwits"**

**Council Resolved CNCL/2019/00155**

That the Council:

1. Agree to the permanent installation of "The Godwits" public artwork on Council road reserve adjacent to the South Brighton Bridge subject to the following:
  - a. All necessary consents and approvals are obtained and provided.
  - b. Long term maintenance and engineering plans are provided.
  - c. As there is no formal commissioning agreement, Council's requirements are to be addressed in an agreement between all parties.

Councillor East/Councillor Livingstone

**Carried Unanimously**

Councillor Manji joined the meeting at 9.55am during consideration of item 10.

**Report from Infrastructure, Transport and Environment Committee –  
10 July 2019**

**10. Cycle facilities and connection improvements project scope approval**

**Council Resolved CNCL/2019/00156**

That the Council:

1. Approve the scope of the project as detailed in Attachment A.
2. Delegate authority for the General Manager City Services to make minor alterations from the list of projects for investigation and delivery within the overall allocated budget.
3. Request staff to prioritise projects 13, 15 and 20 as described in Attachment A.

Councillor Cotter/Councillor Davidson

**Carried**

Council  
25 July 2019

Christchurch  
City Council 

**Report from Coastal-Burwood Community Board - 22 July 2019**

**29. Lease Assignment - Christchurch School of Gymnastics**

**Council Resolved CNCL/2019/00157**

That the Council:

1. Note that Attachment G to this report, which includes the business case and additional financial information was provided from the Christchurch Children's Christmas Parade Trust and provides sufficient assurance that they will be able to meet the terms and conditions under the lease.
2. Approve the assignment of "Deed of Lease Vacant Land (Ground Lease Queen Elizabeth II Park)" dated 26 April 2006 from the current lessee the Christchurch School of Gymnastics Incorporated to the Christchurch Children's Christmas Parade Trust.
3. Subject to the approval of the assignment, approve a variation to the Permitted Use as stated in the "Deed of Lease Vacant Land (Ground Lease Queen Elizabeth II Park)" replacing "indoor gymnastics sports facility" with "workshop and storage facilities for activities associated with the activities of the Christchurch Children's Christmas Parade Trust and Christmas Parade and also any uses provided for in a sublease."
4. Delegate to staff the authority to make decisions regarding any subleases of this facility in consultation with the Coastal-Burwood Community Board.
5. Authorise the Manager Property Consultancy to manage and conclude all issues and processes associated with the above resolution.

Councillor East/Councillor Livingstone

**Carried**

Councillor Templeton requested her vote against resolution 4. be recorded.

Councillor Gough left the meeting during the consideration of item 15 and returned to the meeting during the debate for item 15.

## 15. Community Resilience Partnership Fund

The motion was moved and seconded.

That the Council:

1. Makes a grant of \$100,000 to Christchurch City Mission from the Community Resilience Partnership Fund for a multi-agency approach to begging and rough sleeping.
2. Makes a grant of \$55,000 to St Albans Residents Association (SARA) from the Community Resilience Partnership Fund for year one of the community organiser initiative.
3. Subject to the return of a satisfactory monitoring report, the Council makes a grant of \$55,000 to St Albans Residents Association from the Community Resilience Partnership Fund for year two of the community organiser initiative.
4. Request staff develop a draft terms of reference for a review of the Community Resilience Partnership Fund with the Psychosocial Governance Group, in order to support a report to the Minister of Health and to the Council about the outcomes that have been achieved and recommend a future course of action in terms of co-funding solutions beyond 2020.

Councillor Galloway/Councillor Clearwater

Councillor Swiggs moved by way of amendment that the Council:

1. Makes a grant of \$70,000 to Christchurch City Mission from the Community Resilience Partnership Fund for a multi-agency approach to begging and rough sleeping.

Councillor Swiggs/Councillor Davidson

**Lost**

Councillor Gough abstained from voting on this item.

The amendment was declared lost.

### Council Resolved CNCL/2019/00158

That the Council:

1. Makes a grant of \$100,000 to Christchurch City Mission from the Community Resilience Partnership Fund for a multi-agency approach to begging and rough sleeping.
2. Makes a grant of \$55,000 to St Albans Residents Association (SARA) from the Community Resilience Partnership Fund for year one of the community organiser initiative.
3. Subject to the return of a satisfactory monitoring report, the Council makes a grant of \$55,000 to St Albans Residents Association from the Community Resilience Partnership Fund for year two of the community organiser initiative.
4. Request staff develop a draft terms of reference for a review of the Community Resilience Partnership Fund with the Psychosocial Governance Group, in order to support a report to the Minister of Health and to the Council about the outcomes that have been achieved and recommend a future course of action in terms of co-funding solutions beyond 2020.

Councillor Galloway/Councillor Clearwater

**Carried**

Councillor Gough abstained from voting on this item.

## 16. Central City Residential Development: Mechanisms and incentives

### Council Resolved CNCL/2019/00159

That the Council:

1. Receives this update on the process for identifying effective mechanisms and incentives for Central City housing development.

Councillor Gough/Councillor Swiggs

**Carried**

## 17. Resolution to Exclude the Public

### Council Resolved CNCL/2019/00160

That Anna Elphick of ChristchurchNZ Limited, remain after the public have been excluded for Item 23. of the public excluded agenda as she has knowledge that is relevant to that item and will assist the Council.

**AND**

That Karena Finnie of ChristchurchNZ Limited, remain after the public have been excluded for Item 24. of the public excluded agenda as she has knowledge that is relevant to that item and will assist the Council.

**AND**

That at 11am the resolution to exclude the public set out on pages 157 to 159 of the agenda be adopted.

Mayor/Deputy Mayor

**Carried**

Councillor Johanson requested his vote against the resolutions be recorded.

**The public were re-admitted to the meeting at 12.18pm.**

**Meeting concluded at 12.18pm.**

**CONFIRMED THIS 22<sup>ND</sup> DAY OF AUGUST 2019**

**MAYOR LIANNE DALZIEL  
CHAIRPERSON**



## 6. Council Minutes - 6 August 2019

Reference: 19/916544

Presenter(s): Samantha Kelly – Committee and Hearings Advisor

### 1. Purpose of Report

For the Council to confirm the minutes from the Council meeting held 6 August 2019.

### 2. Recommendation to Council

That the Council confirm the Minutes from the Council meeting held 6 August 2019.

### Attachments

No.	Title	Page
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### Signatories

Author	Samantha Kelly - Committee and Hearings Advisor
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## Christchurch City Council MINUTES

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**Date:** Tuesday 6 August 2019  
**Time:** 9.38am  
(The purpose of this meeting was to receive deputations on the Global Settlement Report. The report was then considered by the Council on 8 August 2019)  
**Venue:** Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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**Present**

Chairperson	Mayor Lianne Dalziel
Deputy Chairperson	Deputy Mayor Andrew Turner
Members	Councillor Vicki Buck
	Councillor Jimmy Chen
	Councillor Phil Clearwater
	Councillor Pauline Cotter
	Councillor Mike Davidson
	Councillor David East
	Councillor Anne Galloway
	Councillor James Gough
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Glenn Livingstone
	Councillor Raf Manji
	Councillor Tim Scandrett
	Councillor Deon Swiggs
	Councillor Sara Templeton

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6 August 2019

**Principal Advisor**

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Unconfirmed

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The agenda was dealt with in the following order.

**1. Apologies**

No apologies were received.

**2. Declarations of Interest**

There were no declarations of interest recorded.

**3. Public Participation**

**3.1 Public Forum**

There were no public forum presentations.

**3.2 Deputations by Appointment**

The following deputations were received regarding item 5. Global Settlement Agreement.

**3.2.1** Property Council - Roger Davidson and Antony Gough.

**3.2.2** Chamber of Commerce - Leeann Watson.

**3.2.3** The Otakaro Regeneration Company - Rob Kerr, of Kerr & Partners.

**3.2.4** Riverlution - Hayley Guglietta and Emma Woods.

Councillor Gough left the meeting at 10.20am and returned at 10.20am during deputation 3.2.5.

**3.2.5** Richmond Community Gardens - Cathy Allden, Rachel Crawford and Julie Cook.

**3.2.6** Avon Otakaro Network - Evan Smith and Kyle Sutherland.

Councillor Cotter left the meeting at 10.47am during deputation 3.2.7.

**3.2.7** Riverlution Tiny House Village Society - Kyle Sutherland and Antony.

Councillor Cotter returned to the meeting at 10.53am during deputation 3.2.8.

**3.2.8** Greening the Red Zone - Tanya Didham and Ceilia Hogan.

The meeting adjourned at 11.02am and reconvened at 11.23am.

**3.2.9** Richmond Residents and Business Association and Avebury House - Angela Hart and Murray James.

**3.2.10** Eastern Vision - Peter Beck and Evan Smith.

**3.2.11** Tuesday Club - Garry Moore.

Council  
06 August 2019

Christchurch  
City Council 

- 3.2.12** Bruce White.
- 3.2.13** Waitakiri Eco-sanctuary - Dr Colin Meurk and Bruce White.
- 3.2.14** Central City Business Association - Brendan Chase.
- 3.2.15** Rod Cameron.

#### **4. Presentation of Petitions**

There was no presentation of petitions.

**Meeting adjourned at 12.38pm to 9.30am, Thursday 8 August 2019, Council Chambers, Civic Offices.**

*Secretarial Note: The Council decision on item 5. Global Settlement Agreement can be found in the Council Minutes of Thursday 8 August 2019.*

**CONFIRMED THIS 22<sup>ND</sup> DAY OF AUGUST 2019**

**MAYOR LIANNE DALZIEL  
CHAIRPERSON**



## 7. Council Minutes - 8 August 2019

Reference: 19/913632

Presenter(s): Christopher Turner-Bullock – Community Governance Manager

### 1. Purpose of Report

For the Council to confirm the minutes from the Council meeting held 8 August 2019.

### 2. Recommendation to Council

That the Council confirm the Minutes from the Council meeting held 8 August 2019.

### Attachments

No.	Title	Page
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### Signatories

Author	Christopher Turner-Bullock - Manager Community Governance, Spreydon-Cashmere
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## Christchurch City Council MINUTES

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**Date:** Thursday 8 August 2019  
**Time:** 9.34am  
**Venue:** Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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**Present**

Chairperson  
Deputy Chairperson  
Members

Mayor Lianne Dalziel  
Deputy Mayor Andrew Turner  
Councillor Vicki Buck  
Councillor Jimmy Chen  
Councillor Phil Clearwater  
Councillor Pauline Cotter  
Councillor Mike Davidson  
Councillor David East  
Councillor Anne Galloway  
Councillor James Gough  
Councillor Yani Johanson  
Councillor Aaron Keown  
Councillor Glenn Livingstone  
Councillor Raf Manji  
Councillor Tim Scandrett  
Councillor Deon Swiggs  
Councillor Sara Templeton

---

**8 August 2019**

**Principal Advisor**

Mary Richardson  
Acting Chief Executive  
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Community Governance Manager  
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This meeting is a continuation of the 6 August 2019 Council meeting, which adjourned to 9.30am on 8 August 2019

The agenda was dealt with in the following order.

## 1. Apologies

### Council Resolved CNCL/2019/00161

That the apologies from Councillors Cotter, Manji and Scandrett for lateness be accepted.

Mayor/Councillor Chen

**Carried**

Councillors Cotter, Manji and Scandrett joined the meeting at 9.35am during item 2.

## 2. Declarations of Interest

There were no declarations of interest recorded.

## 3. Public Participation

### 3.1 Public Forum

- 3.1.1** Rebecca Finch and Clare Thompson presented to the Council regarding Extinction Rebellion

### 3.2 Deputations by Appointment

Deputations on item 5 Global Settlement Agreement were held on 6 August 2019. There were no further deputations.

## 4. Presentation of Petitions

There was no presentation of petitions.

## 20. Resolution to Include Supplementary Reports

### Council Resolved CNCL/2019/00162

That the reports be received and considered at the Council meeting on Thursday 8 August 2019.

#### Open Items

- 21. Rates Remissions for Northwood Gas Explosion
- 22. Mayor's Monthly Report – July 2019

Mayor/Councillor Gough

**Carried**



Council  
08 August 2019

Christchurch  
City Council 

Karolin Potter, Community Board Chairperson and Christopher Turner-Bullock, Community Governance Manager joined the table for item 6.

## **6. Waihoru/Spreydon-Cashmere Community Board Report to Council**

**Council Resolved CNCL/2019/00163**

That the Council:

1. Receive the Waihoru/Spreydon-Cashmere Community Board report for July 2019.

Councillor Scandrett/Councillor Clearwater

**Carried**

Kim Money, Community Board Chairperson and Jo Wells, Community Governance Manager joined the table for item 7.

## **7. Waitai/Coastal-Burwood Community Board Report to Council**

**Council Resolved CNCL/2019/00164**

That the Council:

1. Receive the Waitai/Coastal-Burwood Community Board report for July 2019.

Councillor East/Councillor Livingstone

**Carried**

Sam MacDonald, Community Board Chairperson and Maryanne Lomax, Community Governance Manager joined the table for item 8.

## **8. Waimāero/Fendalton-Waimairi-Harewood Community Board Report to Council**

**Council Resolved CNCL/2019/00165**

That the Council:

1. Receive the Waimāero/Fendalton-Waimairi-Harewood Community Board report for July 2019.

Councillor Manji/Councillor Gough

**Carried**

Mike Mora, Community Board Chairperson and Matthew Pratt, Community Governance Manager joined the table for item 9.

## **9. Waipuna/Halswell-Hornby-Riccarton Community Board Report to Council**

**Council Resolved CNCL/2019/00166**

That the Council:

1. Receive the Waipuna/Halswell-Hornby-Riccarton Community Board report for July 2019.

Councillor Chen/Councillor Galloway

**Carried**

Council  
08 August 2019



Sally Buck, Community Board Chairperson and Arohanui Grace, Community Governance Manager joined the table for item 10.

**10. Waikura/Linwood-Central-Heathcote Community Board Report to Council  
- July 2019**

**Council Resolved CNCL/2019/00167**

That the Council:

1. Receive the Waikura/Linwood-Central-Heathcote Community Board report for July 2019.
2. Request staff report back with a simplified process to enable proper consideration of Te Reo options for naming of roads as well appropriate community engagement.

Councillor Swiggs/Councillor Johanson

**Carried**

Emma Norrish, Community Board Deputy Chairperson and Christine Lane, Community Governance Manager joined the table for item 11.

**11. Waipapa/Papanui-Innes Community Board Report to Council for  
July 2019**

**Council Resolved CNCL/2019/00168**

That the Council:

1. Receive the Waipapa/Papanui-Innes Community Board report for July 2019.

Councillor Cotter/Councillor Davidson

**Carried**

Pam Richardson, Community Board Chairperson and Joan Blatchford, Community Governance Manager joined the table for item 12.

**12. Te Pātaka o Rākaihautū/Banks Peninsula Community Board Report to  
Council**

Pam spoke to the loss of two significant Maori leaders, Pere Tainui and George Tikao. The Mayor requested a minutes silence in respect of the tremendous support they provided the community.

**Council Resolved CNCL/2019/00169**

That the Council:

1. Receive the Te Pātaka o Rākaihautū/Banks Peninsula Community Board report for July 2019.
2. Request staff to provide an update on the unlicensed structures on the Akaroa Wharf to the Community Board to enable the Board to report to the next Community Board Council meeting.

Deputy Mayor/Councillor Scandrett

**Carried**

Council  
08 August 2019

Christchurch  
City Council 

## 22. Mayor's Monthly Report - July 2019

### Council Resolved CNCL/2019/00170

That the Council:

1. Receive the information in this report.

Councillor Davidson/Councillor Swiggs

**Carried**

The meeting adjourned at 11.01am and reconvened 11.24am.

## Report from Coastal-Burwood Community Board - 22 July 2019

### 14. 553F Pages Road - Revocation of Reserve Status and Creation of a Fee Simple Title

#### Council Resolved CNCL/2019/00171

That the Council:

1. Approves the commencement of revocation procedures under Section 24 of the Reserves Act 1977 seeking to revoke the Road Reserve status of the land at 553F Pages Road described as Lot 3 DP 36587, and having an area of 120m<sup>2</sup>, subject to:
  - a. Public Notification as prescribed by Section 119 of the Reserves Act 1977 (and no sustainable objections being received), and;
  - b. The consent of the Minister of Conservation pursuant to Section 24 of the Reserves Act 1977.
2. Approves the subsequent retention of the land in Council ownership as a fee simple interest to be held as an integral part of the Knights Drain stormwater storage and wetland project, and;
3. Approves that the Property Consultancy Manager be delegated the authority to manage and conclude all of the negotiations and transactions required to finalise the revocation process and the subsequent registration of a new fee simple title in favour of Council.

Councillor Livingstone/Mayor

**Carried**

### 15. Draft Submission on Ministry of Transport's 'Road to Zero' Consultation on the 2020-2030 Road Safety Strategy

#### Council Resolved CNCL/2019/00172

That the Council:

1. Approve the draft Submission on the Ministry of Transport's Road to Zero Road Safety Strategy 2020-2030.

Councillor Davidson/Councillor Cotter

**Carried**

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## 16. Chief Executive's Report - July 2019

### Council Resolved CNCL/2019/00173

That the Council:

1. Receive the report.

Councillor Clearwater/Councillor Cotter

**Carried**

## Report from Spreydon-Cashmere Community Board - 2 July 2019

### 13. Lincoln Road (Moorhouse to Whiteleigh) and Moorhouse Avenue (Selwyn to Lincoln) Bus Priority Improvements

#### Council Resolved CNCL/2019/00174

That the Council:

1. Approve the scheme design, subject to any resource consent required, for the section of Lincoln Road between Moorhouse Avenue and Whiteleigh Avenue and Moorhouse Avenue between Selwyn Street and Lincoln Road as detailed in Attachment A and recommend to Council approval of the Special Vehicle Lanes (bus lanes), the 30km/h speed restriction on Lincoln Road and installation of the new pedestrian traffic signals outside No 332 Lincoln Road.
2. Make the following resolutions relying on its powers under the Christchurch City Council Traffic and parking Bylaw 2008 and Part 21 of the Local Government Act 1974.

#### Existing Moorhouse Avenue – Selwyn Street and Grove Road - Traffic Controls

3. Approves that the special vehicle lanes on the south side of Moorhouse Avenue from its intersection with Selwyn Street to its intersection with Grove Road be revoked.

#### New Moorhouse Avenue – Selwyn Street to Grove Road - Traffic Controls

4. Approves that a special vehicle lane for the use of westbound cycles only, be established on the south side of Moorhouse Avenue, commencing at its intersection with Selwyn Street, and extending in a westerly direction for a distance of 87 metres, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
5. Approves that a special vehicle lane for the use of westbound buses and cycles only, be established on the south side of Moorhouse Avenue, commencing at a point 87 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 142 metres as detailed on **Attachment A**. This special vehicle lane is to apply Monday to Friday, 4:00pm to 6:00pm. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
6. Approves that a special vehicle lane for the use of westbound cycles only, be established on the south side of Moorhouse Avenue, commencing at a point 229 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road western kerb line, as detailed on **Attachment A**. This special vehicle

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lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

7. Approves that a special vehicle lane for the use of westbound cycles only, be established on the south side of Moorhouse Avenue, located between the left turn lane and the leftmost straight ahead lane, commencing at a point 103 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

**Existing Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control**

8. Approves that the one way section on Grove Road from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres be revoked.

**New Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control**

9. Approves that Grove Road be one way north to south from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres, as detailed on **Attachment A**, in accordance with Clause 16 of the Christchurch City Council Traffic and Parking Bylaw 2017. This one way section is to be added to the Register of One Way Streets in the Traffic and Parking bylaw 2017.

**Existing Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control**

10. Approves that the existing traffic signals, special vehicle lanes, shared pedestrian/ cycle pathway and speed limit on Lincoln Road from its intersection with Moorhouse Avenue to its intersection with Barrington Street and Whiteleigh Avenue be revoked.

**New Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control**

**Lincoln Rd - Speed limit**

11. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, set the speed limit at 50 km /h on Lincoln Road commencing at its intersection with Moorhouse Avenue, and extending in a south-westerly direction for a distance of 202 metres as detailed on **Attachment A**. This speed limit is to be added to the Council's Register of Speed limits.
12. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, set the speed limit at 30 km /h on Lincoln Road commencing at a point 202 metres southwest of its intersection with Moorhouse Avenue, and extending in a south-westerly direction for a distance of 632 metres as detailed on **Attachment A**. This speed limit is to be added to the Council's Register of Speed limits.
13. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017 to set the speed limit at 50 km /h on Lincoln Road commencing at a point 834 metres southwest of its intersection with Moorhouse Avenue, and extending in a south-westerly direction to its intersection with Barrington Street and Whiteleigh Avenue as detailed on **Attachment A**. This speed limit is to be added to the Council's Register of Speed limits.

**Lincoln Road - Intersection Control**

14. Approves that the intersection of Harman Street and Lincoln Road, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment A**.
15. Approves that pedestrian traffic signals be duly established and marked in accordance with Section 6 of the Land Transport Rule: Traffic Control Devices 2004, on Lincoln Road, located at a point 104 metres southwest of its intersection with Dickens Street, as detailed on **Attachment A**.
16. Approves that pedestrian traffic signals be duly established and marked in accordance with Section 6 of the Land Transport Rule: Traffic Control Devices 2004, on Lincoln Road, located at a point 82 metres southwest of its intersection with Parlane Street, as detailed on **Attachment A**.

**Lincoln Road - Special Vehicle Lane**

17. Approves that a special vehicle lane for the use of south-westbound cycles only, be established on the southeast side of Lincoln Road, commencing at its intersection with Moorhouse Avenue, and extending in a south-westerly direction for a distance of 38 metres, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
18. Approves that a special vehicle lane for the use of south-westbound buses and cycles only, be established on the southeast side of Lincoln Road, commencing at a point 38 metres southwest of its intersection with Moorhouse Avenue, and extending in a south-westerly direction to its intersection with Harman Street, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
19. Approves that a special vehicle lane for the use of south-westbound buses and cycles only, be established on the southeast side of Lincoln Road, commencing at its intersection with Harman Street, and extending in a south-westerly direction for a distance of 532 metres, as detailed on **Attachment A**. This special vehicle lane is to apply Monday to Friday, 4:00pm to 6:00pm. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
20. Approves that a special vehicle lane for the use of south-westbound cycles only, be established on the southeast side of Lincoln Road, commencing at a point 532 metres southwest of its intersection with Harman Street, and extending in a south-westerly direction to its intersection with Barrington Street and Whiteleigh Avenue, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
21. Approves that a special vehicle lane for the use of north-eastbound cycles only, be established on the northwest side of Lincoln Road, commencing at its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 111 metres as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is

therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

22. Approves that a special vehicle lane for the use of north-eastbound buses and cycles only, be established on the northwest side of Lincoln Road, commencing at a point 111 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 452 metres, as detailed on **Attachment A**. This special vehicle lane is to apply Monday to Friday, 7:00am to 9:00am. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
23. Approves that a special vehicle lane for the use of north-eastbound cycles only, be established on the northwest side of Lincoln Road, commencing at a point 563 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction to its intersection with Moorhouse Avenue as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

**New Moorhouse Avenue – Grove to Lincoln Road - Traffic Control**

24. Approves that the pathway on the south side of Moorhouse Avenue commencing at its intersection with Grove Road western kerb line, and extending in a westerly direction for a distance of 13 metres, as detailed on Attachment A, be resolved as a shared pedestrian / westbound cycle pathway in accordance with Clause 21(1)(a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

**Existing Moorhouse Avenue – Selwyn Street to Grove Road - Traffic Control**

25. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on the south side of Moorhouse Avenue from its intersection with Selwyn Street to its intersection with Grove Road be revoked.

**New Moorhouse Avenue – Selwyn Street to Grove Road - Traffic Control**

26. Approves the road markings, kerb alignments and road surface treatments on the south side of Moorhouse Avenue, from its intersection with Selwyn Street to its intersection with Grove Road as detailed on **Attachment A**.

**Existing Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control**

27. Approves that the existing road layout including road markings and kerb alignments on Grove Road from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres be revoked.

**New Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control**

28. Approves the road markings, kerb alignments and road surface treatments on Grove Road from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres as detailed on **Attachment A**.

**Existing Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control**

29. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Lincoln Road, from its intersection with Moorhouse Avenue to its intersection with Barrington Street and Whiteleigh Avenue be revoked.

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30. Approves that a Give Way control on Hazeldean Road at its intersection with Lincoln Road be revoked.
31. Approves that a Give Way control on Clarence Street South at its intersection with Lincoln Road be revoked.
32. Approves that a Stop control on Spencer Street at its intersection with Lincoln Road be revoked.

**Lincoln Road - Shared Path**

33. Approves that the pathway on the southeast side of Lincoln Road commencing at its intersection with Moorhouse Avenue and extending in a south-westerly direction for a distance of 26 metres, as detailed on Attachment A, be resolved as a westbound then south-westbound shared pedestrian / cycle pathway in accordance with Clause 21(1)(a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

**New Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control**

34. Approves the road markings, kerb alignments, traffic islands and road surface treatments on Lincoln Road from its intersection with Moorhouse Avenue to its intersection with Barrington and Whiteleigh Avenue as detailed on **Attachment A**.
35. Approves that the right turn movement from Lincoln Road northeast approach into Dickens Street be prohibited, as detailed on Attachment A in accordance with Clause 17 of the Christchurch City Council Traffic and Parking Bylaw 2017.
36. Approves that the right turn movement from Lincoln Road northeast approach into Spencer Street be prohibited, as detailed on Attachment A in accordance with Clause 17 of the Christchurch City Council Traffic and Parking Bylaw 2017.

**Existing Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Parking and Stopping Restrictions**

37. Approves that all parking and stopping restrictions on the southeast side of Lincoln Road commencing at its intersection with Moorhouse Avenue and extending in a south-westerly to its intersection with Barrington Street be revoked.
38. Approves that all parking and stopping restrictions on the northwest side of Lincoln Road commencing at its intersection with Whiteleigh Avenue and extending in a north-easterly direction to its intersection with Moorhouse Avenue be revoked.

**Moorhouse Avenue to Hazeldean Road**

39. Approves 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 extending in a south-westerly direction to its intersection with Hazeldean Road.

**Hazeldean Road to Harman Street**

40. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Hazeldean Road, and extending in a south-westerly direction for a distance of 13 metres.
41. Approves that a Bus Stop be installed on the southeast side of Lincoln Road commencing at a point 13 metres southwest of its intersection with Hazeldean Road, and extending in a south-westerly direction for a distance of 17 metres.
42. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 30 metres southwest of its intersection with



Hazeldean Road, and extending in a south-westerly direction to its intersection with Harman Street.

**Harman Street to Dickens Street**

43. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Harman Street, and extending in a south-westerly direction for a distance of 44 metres.
44. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 44 metres southwest of its intersection with Harman Street, and extending in a south-westerly direction for a distance of 11 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
45. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 55 metres southwest of its intersection with Harman Street, and extending in a south-westerly direction to its intersection with Dickens Street.

**Dickens Street to Parlane Street**

46. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Dickens Street, and extending in a south-westerly direction for a distance of seven metres.
47. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the southeast side of Lincoln Road, commencing at point seven metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 18 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
48. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 25 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 45.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
49. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 70.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 30 metres.
50. Approves that a Bus Stop be installed on the southeast side of Lincoln Road commencing at a point 100.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 14 metres.
51. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 114.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 15 metres.
52. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 129.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of six metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

53. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 135 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of nine metres.
54. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the southeast side of Lincoln Road, commencing at point 144.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 12 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
55. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 156.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of six metres.
56. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 162.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 17 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
57. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 179.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction to its intersection with Parlane Street.

**Parlane Street to Spencer Street**

58. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Parlane Street, and extending in a south-westerly for a distance of 18 metres.
59. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 18 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 13.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
60. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 31 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of eight metres.
61. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 39 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 23 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
62. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 62 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 29 metres.
63. Approves that the parking of vehicles be restricted to a maximum period of 30 minutes on the southeast side of Lincoln Road, commencing at point 91 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 12 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

64. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 103 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 10 metres.
65. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the southeast side of Lincoln Road, commencing at point 113 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 19 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
66. Approves that a Bus Stop be installed on the southeast side of Lincoln Road commencing at a point 132 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 22 metres.
67. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 154 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of eight metres.
68. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 162 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 26 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
69. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 188 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction to its intersection with Spencer Street.

**Spencer Street to Barrington Street**

70. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Spencer Street, and extending in a south-westerly direction for a distance of 10 metres.
71. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 10 metres southwest of its intersection with Spencer Street, and extending in a south-westerly direction for a distance of 41 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
72. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Spencer Street, and extending in a south-westerly direction to its intersection with Barrington Street.

**Whiteleigh Avenue to Clarence Street South**

73. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 104 metres.
74. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point 104 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 67 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.

75. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 171 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction to its intersection with Clarence Street South.

**Clarence Street South to Wise Street**

76. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 14 metres.
77. Approves that a Bus Stop be installed on the northwest side of Lincoln Road commencing at a point 14 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 23 metres.
78. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 37 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 33 metres.
79. Approves that a Loading Zone for Goods Vehicles Only be created on the northwest side of Lincoln Road and restricted to a maximum period of 10 minutes commencing at a point 70 metres northeast of its intersection with Clarence Street South, and extending in north-easterly direction for a distance of eight metres.
80. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 78 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of six metres.
81. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point 84 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 11 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.
82. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 95 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction to its intersection with Wise Street.

**Wise Street to Bernard Street**

83. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Wise Street, and extending in a north-easterly direction for a distance of six metres.
84. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point six metres northeast of its intersection with Wise Street, and extending in a north-easterly direction for a distance of 83 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.
85. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 89 metres northeast of its intersection with Wise Street, and extending in a north-easterly direction for a distance of 42 metres.

86. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point 131 metres northeast of its intersection with Wise Street, and extending in a north-easterly direction for a distance of 38 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.
87. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 169 metres northeast of its intersection with Wise Street, and extending in a north-easterly direction to its intersection with Bernard Street.

**Bernard Street to Moorhouse Avenue**

88. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Bernard Street, and extending in a north-easterly direction for a distance of 20 metres.
89. Approves that a Bus Stop be installed on the northwest side of Lincoln Road commencing at a point 20 metres northeast of its intersection with Bernard Street, and extending in a north-easterly direction for a distance of 16.5 metres.
90. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 37 metres northeast of its intersection Bernard Street, and extending in a north-easterly direction to its intersection with Moorhouse Avenue.

**New Hazeldean Road – Lincoln Road to South-eastern Extent – Traffic Controls**

91. Approves that a Give Way control be placed against Hazeldean Road at its intersection with Lincoln Road as detailed on **Attachment A**.

**Existing Dickens Street – Lincoln Road to South-eastern Extent – Traffic Controls**

92. Approves that the existing road layout out including road markings, kerb alignments and road surface treatments on Dickens Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 47 metres be revoked.

**New Dickens Street – Lincoln Road to South-eastern Extent – Traffic Controls**

93. Approves the road markings, kerb alignments, traffic island and road surface treatments on Dickens Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 47 metres as detailed on **Attachment A**.
94. Approves that a Give Way control be placed against Dickens Street at its intersection with Lincoln Road as detailed on **Attachment A**.

**Existing Dickens Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions**

95. Approves that all parking and stopping restrictions on the northeast side of Dickens Street commencing at its intersection with Lincoln Road and extending in south-easterly direction for a distance of 47 metres be revoked.
96. Approves that all parking and stopping restrictions on the southwest side of Dickens Street commencing at its intersection with Lincoln Road and extending in south-easterly direction for a distance of 13 metres be revoked.

**New Dickens Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions**

97. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Dickens Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 13 metres.
98. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Dickens Street, commencing at point 13 metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 34 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
99. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Dickens Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 13 metres.

**Existing Parlane Street – Lincoln Road to South-eastern Extent – Traffic Controls**

100. Approves that the existing road layout including the road markings, kerb alignment and road surface treatments on Parlane Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 57 metres be revoked.

**New Parlane Street – Lincoln Road to South-eastern Extent – Traffic Controls**

101. Approves the road markings, kerb alignments and road surface treatments on Parlane Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 57 metres as detailed on **Attachment A**.
102. Approves that a Give Way control be placed against Parlane Street at its intersection with Lincoln Road as detailed on **Attachment A**.

**Existing Parlane Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions**

103. Approves that all parking and stopping restrictions on the northeast side of Parlane Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 57 metres be revoked.
104. Approves that all parking and stopping restrictions on the southwest side of Parlane Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 50 metres be revoked.

**New Parlane Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions**

105. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Parlane Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of eight metres.
106. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Parlane Street, commencing at point eight metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 49 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
107. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Parlane Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of eight metres.
108. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southwest side of Parlane Street, commencing at point eight metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a

distance of 31 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

**Existing Spencer Street – Lincoln Road to South-eastern Extent – Traffic Controls**

109. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Spencer Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 67 metres be revoked.

**New Spencer Street – Lincoln Road to South-eastern Extent – Traffic Controls**

110. Approves the road markings, kerb alignments, traffic island and road surface treatments on Spencer Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 67 metres as detailed on **Attachment A**.
111. Approves that a Give Way control be placed against Spencer Street at its intersection with Lincoln Road as detailed on **Attachment A**.

**Existing Spencer Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions**

112. Approves that all parking and stopping restrictions on the northeast side of Spencer Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 67 metres be revoked.
113. Approves that all parking and stopping restrictions on the southwest side of Spencer Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 42 metres be revoked.

**New Spencer Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions**

114. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Spencer Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of eight metres.
115. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Spencer Street, commencing at point eight metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 59 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
116. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Spencer Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 20 metres.
117. Approves that the parking of vehicles be restricted to 90 degree angle parking and further restricted to a maximum period of 60 minutes on the south-western side of Spencer Street, commencing at point 20 metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 22 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

**Existing Clarence Street South– Lincoln Road to North-western Extent – Traffic Controls**

118. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Clarence Street South from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 70 metres be revoked.

**New Clarence Street South – Lincoln Road to North-western Extent – Traffic Controls**

119. Approves the road markings, kerb alignments and road surface treatments on Clarence Street South from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 70 metres as detailed on **Attachment A**.
120. Approves that a Give Way control be placed against Clarence Street South Street at its intersection with Lincoln Road as detailed on **Attachment A**.

**Existing Clarence Street South – Lincoln Road to North-western Extent - Parking and Stopping Restrictions**

121. Approves that all parking and stopping restrictions on the northeast side of Clarence Street South Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 36 metres be revoked.
122. Approves that all parking and stopping restrictions on the southwest side of Clarence Street South commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 70 metres be revoked.

**New Clarence Street South – Lincoln Road to North-western Extent - Parking and Stopping Restrictions**

123. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Clarence Street South commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 23 metres.
124. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Clarence Street South, commencing at point 23 metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 11 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
125. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Clarence Street South commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of eight metres.
126. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Clarence Street South, commencing at point eight metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 61 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

**Existing Wise Street – Lincoln Road to North-western Extent – Traffic Controls**

127. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Wise Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 62 metres be revoked.

**New Wise Street – Lincoln Road to North-western Extent – Traffic Controls**

128. Approves the road markings, kerb alignments and road surface treatments on Wise Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 62 metres as detailed on **Attachment A**.
129. Approves that a Give Way control be placed against Wise Street at its intersection with Lincoln Road as detailed on **Attachment A**.

**Existing Wise Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions**



130. Approves that all parking and stopping restrictions on the northeast side of Wise Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 80 metres be revoked.
131. Approves that all parking and stopping restrictions on the southwest side of Wise Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 62 metres be revoked.

**New Wise Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions**

132. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Wise Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 80 metres.
133. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Wise Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 10 metres.
134. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southwest side of Wise Street, commencing at point 10 metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 52 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

**Existing Bernard Street – Lincoln Road to North-western Extent – Traffic Controls**

135. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Bernard Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 56 metres be revoked.

**New Bernard Street – Lincoln Road to North-western Extent – Traffic Controls**

136. Approves the road markings, kerb alignments, traffic islands and road surface treatments on Bernard Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 56 metres as detailed on **Attachment A**.
137. Approves that a Give Way control be placed against Bernard Street at its intersection with Lincoln Road as detailed on **Attachment A**.

**Existing Bernard Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions**

138. Approves that all parking and stopping restrictions on the northeast side of Bernard Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 51 metres be revoked.
139. Approves that all parking and stopping restrictions on the southwest side of Bernard Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 56 metres be revoked.

**New Bernard Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions**

140. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Bernard Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of eight metres.
141. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Bernard Street, commencing at a point eight metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 43 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

142. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Bernard Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 14 metres.
143. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southwest side of Bernard Street, commencing at a point 14 metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 42 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
144. Recommend to that the parking Restrictions Subcommittee approve the following resolutions:

Councillor Clearwater/Councillor Galloway

**Carried**

**Council Resolved CNCL/2019/00175 (continued)**

**Part A**

**That the Parking Restrictions Subcommittee approve the following parking and stopping restriction resolutions :**

**Existing Moorhouse Avenue – Selwyn Street to Grove Road - Parking and Stopping Restrictions**

145. Approves that all parking and stopping restrictions on the south side of Moorhouse Avenue commencing at its intersection with Selwyn Street and extending in a westerly direction to its intersection with Grove Road be revoked.

**New Moorhouse Avenue – Selwyn Street to Grove Road - Parking and Stopping Restrictions**

146. Approves 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 105 metres.
147. Approves that a Bus Stop be installed on the south side of Moorhouse Avenue commencing at a point 105 metres west of its intersection with Selwyn Street and extending in a westerly direction for a distance of 18 metres.
148. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 123 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 36 metres.
149. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue, commencing at point 159 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
150. Approves that the stopping of vehicles be prohibited on the south side of Moorhouse Avenue commencing at a point 159 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Sunday, 10:00pm to 6:00am including Public Holidays.
151. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 177.5 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 42 metres.
152. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue, commencing at point 219.5 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of

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18.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

153. Approves that the stopping of vehicles be prohibited on the south side of Moorhouse Avenue commencing at a point 219.5 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Sunday, 10:00pm to 6:00am including Public Holidays.

154. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 230 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road.

Councillor Clearwater/Councillor Galloway

**Carried**

Councillors Gough, Johanson and Keown requested that their vote against the resolutions be recorded.

## 21. Rates Remissions for Northwood Gas Explosion

**Council Resolved CNCL/2019/00176**

The Council resolves that:

1. It is fair and equitable to provide a rates remission to those ratepayers most affected by the Northwood gas explosion event on 19 July 2019.
2. The remission will be 100 per cent of rates charged on the value of improvements (that is, rates will effectively be charged on land value only, as if the building had been demolished) for the period any property is unoccupied and uninhabitable due to damage caused by the gas explosion on 19 July 2019.
3. Affected ratepayers must apply for the remission in writing. Supporting evidence may be requested if council staff consider it necessary.
4. Any remissions will be back-dated to the date of departure from the property
5. Any remissions will cease on the earliest of:
  - (i) 30 June 2020, or
  - (ii) the date that the building becomes occupied again, or the date the building becomes able to be occupied, in the opinion of the relevant council staff
6. All administrative decisions relating to this remission are delegated to the Manager Transactions, Manager Funds and Financial Policy, and Head of Financial Management, including the decision on whether the criteria are met.
7. Request staff to undertake a review of the Rates Remission Policy to consider how land-value rating could apply for residential properties that become uninhabitable due to an event beyond the owner's control in order to achieve a more consistent and equitable approach to this issue, with the intention of it being in place for the 2020/21 Annual Plan.
8. Request staff report back with advice regarding how to deal with residential properties which may become uninhabitable due to an event beyond the owner's control in the current financial year 2019/20.

Mayor/Councillor Keown

**Carried**

The meeting adjourned at 1pm and reconvened at 2.04pm.

## 5. Global Settlement Agreement

Council Resolved CNCL/2019/00177

That the Council:

1. Notes that, consistent with previous Council decisions, senior Council staff have led a process with Crown officials to negotiate and recommend a global settlement with the Crown.
2. Notes that this process has included progress on determining and allocating the \$300m Christchurch Regeneration Acceleration Fund; as well as a preliminary and detailed due diligence exercise; and direct negotiation with the Crown in arriving at a proposed Global Settlement Agreement.
3. Notes the supplementary information provided following the hearing of Deputations on 6 August 2019 (in the memorandum dated 8 August 2019) that will be attached to Item 5, the Global Settlement Agreement, of the 8 August Council agenda.
4. Note the inclusion of summary financial payment information; budgeted opex maintenance comparison; advice on s77 and s97 of the LGA; and a number of additional matters raised through Deputations or directly by councillors.
5. Agrees to the Global Settlement Agreement detailed as Attachment D to the memorandum dated 8 August 2019 and as amended below:
  - a. Amend Schedule 1 by deleting clause 20.1(c) and deleting clause 25.1 and replacing it as detailed in this memorandum.
  - b. Amends Schedule 3, Clause 28.1(c) – “Sharing revenue 50/50 with the Crown” in the manner recommended by staff in the accompanying memorandum.
  - c. Amends Schedule 3 by deleting the Encumbrance Instrument in Schedule B of Schedule 3.
  - d. Amends Schedule 3 by deleting clauses 22.10 and 23.4.
  - e. Amends the Global Settlement Agreement proper (Clause 19(b)(iv)) to include the words “and ecological” after the word “environment”.
  - f. Amends Schedule 1, Clause 23.1 – “Bus Interchange Agreement” in the manner recommended by staff in the accompanying memorandum.
  - g. Amends Clause 20e by adding the words “Clause 4 and Schedule 1” in the last sentence before the words “Schedules 5 and 6” to ensure that these provisions of the cost sharing agreement do not become void and of no effect.
  - h. Amend the reference to Clause 1k to identify which payments were included in the Crown investment as a result of the Christchurch Earthquakes.
6. Delegates authority to:
  - a. the Mayor to sign the final agreement on behalf of Council once it has also been agreed by the Crown.
  - b. the Chief Executive to take the necessary steps to implement the terms and conditions of the Global Settlement Agreement, once signed.
  - c. the Mayor and General Manager Strategy and Transformation, to raise the matters of the unsuitability of the current exit clauses in LINZ RRZ leases and maintenance

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- of invasive species, with the responsible Minister (Associate Minister Williams) and LINZ officials, respectively.
- d. the Mayor and Deputy Mayor to negotiate any final matters on the Global Settlement Agreement directly with the Minister and/or Associate Minister, and notes that if the Crown wishes to make any material changes to the Agreement that this would require re-consideration and approval of the Council.
7. Notes that the three detailed investment cases that comprise the \$300m Christchurch Regeneration Acceleration Fund (Canterbury Multiuse Arena, \$220m; Avon Ōtākaro River Corridor regeneration funding, \$40m; and roading and transport infrastructure funding, \$40m) will now be completed and presented for endorsement to Council over coming months before final submission and approval by the Crown.

Mayor/Councillor Swiggs

**Carried**

Councillors Johanson and Keown requested that their votes against the resolutions be recorded.

## **17. Resolution to Exclude the Public**

### **Council Resolved CNCL/2019/00178**

That at 3.46pm the resolution to exclude the public set out on pages 214 to 215 of the agenda be adopted.

Mayor/Councillor Davidson

**Carried**

**The public were re-admitted to the meeting at 4.12pm at which time the meeting concluded.**

**CONFIRMED THIS 22<sup>ND</sup> DAY OF AUGUST 2019**

**MAYOR LIANNE DALZIEL  
CHAIRPERSON**

## 8. Social, Community Development and Housing Committee Minutes - 31 July 2019

Reference: 19/875820

Presenter(s): David Corlett- Committee Advisor

### 1. Purpose of Report

The Social, Community Development and Housing Committee held a meeting on 31 July 2019 and is circulating the Minutes recorded to the Council for its information.

### 2. Recommendation to Council

That the Council receives the Minutes from the Social, Community Development and Housing Committee meeting held 31 July 2019.

### Attachments

No.	Title	Page
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### Signatories

Author	David Corlett - Committee and Hearings Advisor
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## Social, Community Development and Housing Committee OPEN MINUTES

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**Date:** Wednesday 31 July 2019  
**Time:** 9.33am  
**Venue:** Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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**Present**

Chairperson	Councillor Phil Clearwater
Deputy Chairperson	Councillor Glenn Livingstone
Members	Councillor Jimmy Chen
	Councillor Mike Davidson
	Councillor Anne Galloway
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Tim Scandrett

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31 July 2019

**Principal Advisor**

John Filsell  
Head of Community Support,  
Governance and Partnerships  
941-8303

David Corlett  
Committee and Hearings Advisor  
941 5421  
david.corlett@ccc.govt.nz  
[www.ccc.govt.nz](http://www.ccc.govt.nz)

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**Social, Community Development and Housing Committee  
31 July 2019**



- 
- Part A     Matters Requiring a Council Decision**  
**Part B     Reports for Information**  
**Part C     Decisions Under Delegation**
- 

The agenda was dealt with in the following order.

**1. Apologies**

**Part C  
Committee Decision**

There were no apologies.

**2. Declarations of Interest**

**Part B**  
There were no declarations of interest recorded.

**3. Confirmation of Previous Minutes**

**Part C  
Committee Resolved SOC/2019/00047**

That the minutes of the Social, Community Development and Housing Committee meeting held on Wednesday 3 July 2019, and the public excluded minutes of 12 June 2019, be confirmed.

Councillor Chen/Councillor Galloway

**Carried**

**4. Public Forum**

**Part B**  
Mark Gerrard from Historic Places Canterbury presented on a proposal for a Historic Buildings and Site Reference Group. The Committee noted that staff will report back to the Committee in response to the request for a Heritage Reference Group.

Alan Preston from the Toy Museum updated the Committee on their search for suitable accommodation and funding options. The Committee asked that staff discuss with the Toy Museum possible funding options and possible accommodation arrangements.

**5. Deputations by Appointment**

**Part B**  
There were no deputations by appointment.



**Social, Community Development and Housing Committee**  
**31 July 2019**



**6. Presentation of Petitions**

**Part B**

There was no presentation of petitions.

**7. Housing Subcommittee Minutes - 5 July 2019**

**Committee Resolved SOC/2019/00048**

That the Social, Community Development and Housing Committee receives the Minutes from the Housing Subcommittee meeting held 5 July 2019.

Councillor Livingstone/Councillor Johanson

**Carried**

**8. Progress Report on Smokefree 2025 Action Plan Implementation 2018-19**

**Committee Comment**

1. The Committee discussed a concern that vaping may lead to smoking at a later date. There was a discussion about how groups with low decreases in smoking rates could be supported. Staff noted that they are working with leaders in these groups to better target support.

**Staff Recommendations**

That the Social, Community Development and Housing Committee:

1. Receive the information in the report.
2. Request the Community Partnerships and Planning staff to provide updates to the Social, Community Development and Housing Committee on the progress of smokefree-related initiatives undertaken by the Council and Health Partners, with the youth sector and community groups.

**Committee Resolved SOC/2019/00049**

**Part C**

That the Social, Community Development and Housing Committee:

1. Receive the information in the report.
2. Request the Community Partnerships and Planning staff to provide updates to the Social, Community Development and Housing Committee on the progress of smokefree-related initiatives undertaken by the Council and Health Partners, with the youth sector and community groups.
3. Note that the Committee asked staff to include vaping in the first update.

Councillor Livingstone/Councillor Scandrett

**Carried**

Social, Community Development and Housing Committee  
31 July 2019



**9. Council Owned Community Heritage Buildings Status Report**

**Committee Resolved SOC/2019/00050**

**Part C (Original Staff recommendation accepted without change)**

That the Social, Community Development and Housing Committee:

1. Receive the Council Owned Community Heritage Building Status Report.

Councillor Clearwater/Councillor Davidson

**Carried**

**10. Community Facilities Network Plan**

**Committee Resolved SOC/2019/00051**

**Part C (Original Staff recommendation accepted without change)**

That the Social, Community Development and Housing Committee:

1. Receives this report.
2. Approves staff discussing the draft Community Facilities Network Plan, namely the information in this report and its attachments, with Council to seek feedback that will inform the final Community Facilities Network Plan and its presentation to Council for adoption.

Councillor Galloway/Councillor Livingstone

**Carried**

**11. Safer Christchurch Strategy Annual Report 2019**

**Committee Comment**

1. The Committee discussed the issues of liquor licensing, road safety and crime prevention cameras. The Committee noted that there had been success arising from a multi-agency approach to specific issues.

**Staff Recommendations**

That the Social, Community Development and Housing Committee:

1. Receive the Safer Christchurch Strategy Annual Report 2019

**Committee Resolved SOC/2019/00052**

**Part C**

That the Social, Community Development and Housing Committee:

1. Receive the Safer Christchurch Strategy Annual Report 2019
2. Acknowledges the questions raised in the attachment to the report, including how the Council's approach to the Greater Christchurch Strategy and road safety can be

**Social, Community Development and Housing Committee**  
**31 July 2019**



strengthened, and that staff will need to report back to the incoming Council with advice on these matters.

Councillor Galloway/Councillor Davidson

**Carried**

**Meeting concluded at 11.41am.**

**CONFIRMED THIS 31st DAY OF JULY 2019**

**COUNCILLOR PHIL CLEARWATER**  
**CHAIRPERSON**

Unconfirmed

## 9. Regulatory Performance Committee Minutes - 31 July 2019

Reference: 19/896256

Presenter(s): Liz Ryley - Committee Advisor

### 1. Purpose of Report

The Regulatory Performance Committee held a meeting on 31 July 2019 and is circulating the Minutes recorded to the Council for its information.

### 2. Recommendation to Council

That the Council receives the Minutes from the Regulatory Performance Committee meeting held 31 July 2019.

### Attachments

No.	Title	Page
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### Signatories

Author	Liz Ryley - Committee Advisor
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## Regulatory Performance Committee OPEN MINUTES

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**Date:** Wednesday 31 July 2019  
**Time:** 2pm  
**Venue:** Council Chamber, Level 2, Civic Offices,  
53 Hereford Street, Christchurch

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**Present**

Acting Chairman	Councillor James Gough
Acting Deputy Chairman	Councillor Sara Templeton
Members	Councillor Jimmy Chen
	Councillor David East
	Councillor Anne Galloway
	Councillor Tim Scandrett

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30 July 2019

**Principal Advisor**

Carolyn Gallagher  
Acting General Manager Consenting  
and Compliance

Liz Ryley  
Committee Advisor  
941 8153  
liz.ryley@ccc.govt.nz  
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**Regulatory Performance Committee  
31 July 2019**



- 
- Part A     Matters Requiring a Council Decision**  
**Part B     Reports for Information**  
**Part C     Decisions Under Delegation**
- 

The agenda was dealt with in the following order.

**1. Apologies**

**Part C  
Committee Decision**

No apologies were recorded as all members were present.

**2. Declarations of Interest**

**Part B**  
There were no declarations of interest recorded.

**3. Confirmation of Previous Minutes**

**Part C  
Committee Resolved RPCM/2019/00016**

That the minutes of the Open and PX Regulatory Performance Committee meeting held on Wednesday, 3 July 2019 be confirmed.

Councillor Scandrett/Councillor Galloway

**Carried**

**4. Public Forum**

**Part B**  
There were no public forum presentations.

**5. Deputations by Appointment**

**Part B  
5.1     RiskNet**

Stuart Fletcher, RiskNet addressed the meeting about property issues in Canterbury, and about the work carried out by RiskNet, including property inspections, evaluation of documentation and the creation of an exclusive database of Canterbury quake-damaged property.

The Committee agreed to refer to staff the matters raised relating to property repairs being accurately recorded on LIM reports, for follow up by way of a memorandum.

**Regulatory Performance Committee  
31 July 2019**



**6. Presentation of Petitions**

**Part B**

There was no presentation of petitions.

**7. Building Consenting Unit Update**

**Committee Resolved RPCM/2019/00017**

**Part C**

That the Regulatory Performance Committee:

1. Receive the information in the Building Consenting Unit update report.

Councillor Templeton/Councillor Chen

**Carried**

**8. Resource Consents Monthly Report - June 2019**

**Committee Resolved RPCM/2019/00018**

**Part C**

That the Regulatory Performance Committee:

1. Receive the information in the Resource Consents Monthly Report – June 2019.

Councillor Scandrett/Councillor East

**Carried**

**9. Regulatory Performance Committee - Regulatory Compliance Unit Status Report**

**Committee Resolved RPCM/2019/00019**

**Part C**

That the Regulatory Performance Committee:

1. Receive the information in the Regulatory Compliance Unit Status Report.

Councillor Templeton/Councillor Scandrett

**Carried**

**Meeting concluded at 2.37pm.**

**CONFIRMED THIS 4TH DAY OF SEPTEMBER 2019**

**COUNCILLOR JAMES GOUGH  
ACTING CHAIRMAN**

## 10. Regulatory Performance Committee Minutes - 3 July 2019

Reference: 19/943357

Presenter(s): Liz Ryley – Committee Advisor

### 1. Purpose of Report

The Regulatory Performance Committee held a meeting on 3 July 2019 and is circulating the Minutes recorded to the Council for its information.

### 2. Recommendation to Council

That the Council receives the Minutes from the Regulatory Performance Committee meeting held 3 July 2019.

### Attachments

No.	Title	Page
<a href="#">A</a>	Minutes Regulatory Performance Committee - 3 July 2019	58

### Signatories

Author	Samantha Kelly - Committee and Hearings Advisor
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## Regulatory Performance Committee OPEN MINUTES

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**Date:** Wednesday 3 July 2019  
**Time:** 2pm  
**Venue:** Council Chamber, Level 2, Civic Offices,  
53 Hereford Street, Christchurch

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**Present**

Acting Deputy Chairman	Councillor Sara Templeton
Members	Councillor Jimmy Chen
	Councillor David East
	Councillor Anne Galloway
	Councillor Tim Scandrett

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1 July 2019

**Principal Advisor**

Carolyn Gallagher  
Acting General Manager Consenting  
& Compliance

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Regulatory Performance Committee  
03 July 2019



- Part A**     **Matters Requiring a Council Decision**  
**Part B**     **Reports for Information**  
**Part C**     **Decisions Under Delegation**
- 

The agenda was dealt with in the following order.

**1. Apologies**

**Part C**

**Committee Resolved RPCM/2019/00016**

That the apology from Councillor Gough be accepted.

Councillor Scandrett/Councillor Galloway

**Carried**

**2. Declarations of Interest**

**Part B**

There were no declarations of interest recorded.

**3. Confirmation of Previous Minutes**

**Part C**

**Committee Resolved RPCM/2019/00017**

That the minutes of the Regulatory Performance Committee meeting held on Wednesday, 5 June 2019 be confirmed.

Councillor Galloway/Councillor Chen

**Carried**

**4. Public Forum**

**Part B**

There were no public forum presentations.

**5. Deputations by Appointment**

**Part B**

There were no deputations by appointment.

**6. Presentation of Petitions**

**Part B**

There was no presentation of petitions.

Regulatory Performance Committee  
03 July 2019



**7. Building Consenting Unit Update July 2019**

**Committee Resolved RPCM/2019/00018**

**Part C**

That the Regulatory Performance Committee:

1. Receive the information in the Building Consenting unit update report.

Councillor Chen/Councillor Galloway

**Carried**

**8. Resource Consents Monthly Report - May 2019**

**Committee Resolved RPCM/2019/00019**

**Part C**

That the Regulatory Performance Committee:

1. Receive the information in the Resource Consents Monthly Report – May 2019.

Councillor Chen/Councillor Scandrett

**Carried**

**9 Resolution to Exclude the Public**

**Committee Resolved RPCM/2019/00020**

That at 2.24pm the resolution to exclude the public set out on pages 32 to 33 of the agenda be adopted.

Councillor Templeton/Councillor Galloway

**Carried**

**The public were re-admitted to the meeting at 2.49pm.**

**Meeting concluded at 2.49pm.**

**CONFIRMED THIS 31ST DAY OF JULY 2019**

**COUNCILLOR SARA TEMPLETON  
ACTING DEPUTY CHAIRMAN**

**Report from Infrastructure, Transport and Environment Committee – 7 August 2019**

## 11. Victoria Street - Revitalisation

Reference: 19/905398

Presenter(s): Stefan Jermy - Project Manager

### 1. Infrastructure, Transport and Environment Committee Consideration

The Committee heard deputations on this item from:

- George Forbes
- Dirk De Lu on behalf of Spokes Canterbury
- Margo Perpik from Apollo Power Yoga

The Committee raised concerns about the sharrow lane at the intersection of Victoria, Durham and Kilmore Streets and asked staff to improve the options for cyclists at this intersection.

The Committee recognised that parking is a matter of concern for local businesses and asked staff to work on a parking guide for businesses in the area.

The Committee further recognised that some submitters indicated their concerns would be partially addressed by converting Salisbury Street to time-restricted parking to increase turnover. Staff advised that there is a plan to address time-restricted parking on Salisbury Street before the Victoria Street project is delivered. Submitters also requested more cycle parking on Victoria Street and the Committee requested staff to investigate this.

### 2. Staff Recommendations

That the Infrastructure, Transport and Environment Committee recommends that the Council:

1. Approves the revised scheme design including all layout changes as detailed in option 1 of this report (Victoria Street Revitalisation) as per **Attachment A**.
2. Delegates to the Infrastructure, Transport and Environment Committee authority to make final decisions on all detailed traffic resolutions at the completion of the detailed design phase for this project and prior to the beginning of construction.

### 3. Infrastructure, Transport and Environment Committee Recommendation to Council

#### Part A

That the Council:

1. Approves the revised scheme design including all layout changes as detailed in option 1 of this report (Victoria Street Revitalisation) as per **Attachment A**.
2. Delegates to the Infrastructure, Transport and Environment Committee authority to make final decisions on all detailed traffic resolutions at the completion of the detailed design phase for this project and prior to the beginning of construction.
3. Requests staff to improve options for cyclists at the intersection of Victoria, Durham and Kilmore Streets and advise the Committee of the outcome.

4. Requests staff to investigate more cycle parking options.
5. Requests staff to work on a parking guide for businesses.
6. Requests staff to increase green planting where possible.
7. Notes that there is a plan to address time-restricted parking on Salisbury Street prior to delivery of this project.

## Attachments

No.	Report Title	Page
1	Victoria Street - Revitalisation	63

No.	Title	Page
A <a href="#">↓</a>	Victoria Street - Preferred Option	77
B <a href="#">↓</a>	Victoria Street Approved Plan - September 2016	79
C <a href="#">↓</a>	Victoria Street Re-Engagement Report	87
D <a href="#">↓</a>	Victoria Street Re-Engagement Submissions	97

## Victoria Street - Revitalisation

Reference: 19/692652

Presenter(s): Stefan Jermy

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### 1. Purpose of Report

- 1.1 The purpose of this report is for the Infrastructure, Transport and Environment Committee to review and consider the recommendations for traffic management and streetscape improvements to Victoria Street and the intersection of Bealey Avenue and Papanui Road.

### 2. Executive Summary

- 2.1 The Victoria Street transport project was originally approved in September 2016. However, since early 2017 it has been subject to delays and formally placed on hold by elected members as part of the annual plan process that year. In February 2018, the Council passed a resolution requesting staff carry out further engagement on Victoria Street, with a separate report on this to be presented to the Infrastructure Transport and Environment Committee.
- 2.2 Victoria Street is prioritised for walking, cycling and public transport, and it's also a local distributor street which caters for vehicle traffic. The street is a mixed-use area which includes hospitality, accommodation, professional services and retail, and it also supports residential streets. With such a wide range of businesses and modal priorities, finding the right balance with the street design to support everyone's needs is challenging.
- 2.3 The current condition of the street is poor with the asset well past its renewal date. This combined with earthquake damage to the street will be addressed if the proposed scheme design is approved as it undertakes the renewal of all infrastructure including stormwater, lighting, road surfacing, kerbs and footpaths.
- 2.4 Recent engagement has found the majority of Victoria Street stakeholders recognise Victoria Street is in poor condition, and something needs to be done to improve it.
- 2.5 Key issues raised includes the timing and impact that any construction activities may have on Victoria Street businesses. This report recommends minor improvements to the September 2016 approved plan. Staff believe this is an appropriate response considering the stakeholder feedback, the range of adjacent land uses, the objectives of the Transport Chapter of the Christchurch Central Recovery Plan and the future of Victoria Street.

### 3. Staff Recommendations

That the Infrastructure, Transport and Environment Committee recommends that the Council:

1. Approves the revised scheme design including all layout changes as detailed in option 1 of this report (Victoria Street Revitalisation) as per **Attachment A**.
2. Delegates to the Infrastructure, Transport and Environment Committee authority to make final decisions on all detailed traffic resolutions at the completion of the detailed design phase for this project and prior to the beginning of construction.

## 4. Context/Background

### Context

- 4.1 In October 2013 the Transport Chapter was adopted into the Christchurch Central Recovery Plan. The Transport Chapter responds to earlier feedback from the community about future transport arrangements in the central city, received through the 2011 Council-led 'Share An Idea' community consultation and also later reflected in elements of the Christchurch Central Recovery Plan blueprint of land-use development (adopted in 2012). The Recovery Plan is built upon a principle of achieving a compact, people-friendly core. This will create an attractive environment for people to live, work, visit and spend time in the central city.
- 4.2 Victoria Street is situated in a densely populated area of the central city which has a wide range of mixed-use businesses. Post-earthquake, the Recovery Plan proposed a road renewal project for this area.

### Background

- 4.3 The Victoria Street upgrade project has been subject to delays since it was initially approved on 22 September 2016. Concerns were raised by stakeholders about the removal of on-street parking, and the necessity and timing of the works. The project was formally placed on hold by elected members as part of the 2017 Annual Plan and a report was requested on options for central city roading projects. This report was presented to the Council in February 2018 resulting in the continuation of Central City Transport Projects and the resolution that Victoria Street needed further engagement and a subsequent report back to the Infrastructure, Transport and Environment Committee.

### Issues

- 4.4 Victoria Street sustained damage in the Canterbury earthquake sequence and has sustained continued wear and tear since. The purpose of this project is to complete a street upgrade project, which will result in improved amenity for the businesses in the area, safety improvements at intersections and crossing points, improved asset function and some improvements for pedestrians, cyclists and public transport.
- 4.5 Balancing the varied needs of Victoria Street businesses such as retail, hospitality, hotel accommodation and professional services – which require access and parking – as well as the needs of public transport, cycling and walking, is challenging.
- 4.6 Significant changes to the function of the intersections at Victoria/Montreal/Salisbury and Victoria/Durham will not be undertaken as part of this project. These will be completed as part of the Salisbury and Kilmore streets two-way conversion project currently scheduled in the 2018-28 Long Term Plan for FY2024-FY2026.
- 4.7 There are currently 100 on-street car parks on Victoria Street and this will be reduced to 68, with a net loss of 32, if the scheme is approved. The rationale for parking losses is to provide for intersection safety improvements at Dorset Street, Bealey Avenue, Peterborough Street and Durham Street. Additional space is also required for improved driveway setbacks, improving sight lines, installation of loading zones, modifications to bus stops and tree planting.

### Opportunity

- 4.8 The proposed scheme design recommended by staff is viewed as the most practical and achievable balance between transport objectives and stakeholder needs for an upgrade of Victoria Street at this point in the post-earthquake recovery environment.
- 4.9 The recommended scheme design will address Bealey Avenue and Papanui Road intersection safety issues. The Council's intersection safety project CPMS ID 17117 Bealey/ Papanui/

Victoria is ranked 14 out of all Christchurch High Risk intersections. The scheme design will address the road safety issues by;

- 4.9.1 Improving the left turn slip lane from Bealey Avenue to Papanui Road by slowing traffic with a raised platform and improved surfacing for pedestrians.
- 4.9.2 Installing a staggered pedestrian crossing on Bealey Avenue to improve pedestrian safety.
- 4.9.3 Protecting pedestrian crossings at Papanui Road and Victoria Street by providing a protected pedestrian phase.
- 4.10 A Road Safety Audit has been carried out for the recommended scheme design. The audit was carried out by independent road safety engineers. The outcomes of the updated scheme stage road safety audit found no major issues.
- 4.11 The auditor's comments are predominantly focused on line markings, road surface colour treatments for cycle lanes and coloured surface treatments at crossing points. The auditor discussed concerns about possible traffic build up – as a result of removing the slip lane on the Northwest corner of the intersection of Bealey Avenue and Papanui Road – with the project team. The scheme proposed will retain the slip lane and improve surface treatments and also provide a raised platform in the slip lane to slow traffic making the left turn movement.

### Current Situation

- 4.12 Council staff have completed a second round of engagement fulfilling resolution CNCL/2018/00024 requesting staff to carry out further engagement.
- 4.13 During re-engagement, Council staff heard from stakeholders that there are still high levels of concern about the project. However, it's noted that a very high percentage of stakeholders recognise that something needs to be done to Victoria Street as the current condition of the street is poor. The asset is 13 years past its planned renewal date. Section six of this report summarises the process and outcomes of the re-engagement.
- 4.14 The proposed project fully renews the civil infrastructure asset. This includes upgrading the stormwater system, road surfacing, footpaths, pedestrian areas, kerb and channel and lighting.
- 4.15 Once the asset is renewed, it does not limit the Council's ability to change surface elements of the street that may affect traffic flows, public transport, cycling and walking.

### Strategic Alignment

- 4.16 This project is identified in the Council's Long Term Plan (2018-2028). Victoria Street breaks the CBD road grid diagonally and is a gateway to the city from the north. For a variety of reasons, the recovery of Victoria Street is well advanced compared to other areas of the CBD. The street is a hub of hospitality and commercial activity.
- 4.17 Under the Central City Road Use Hierarchy of the Christchurch Central Recovery Plan, Victoria Street is prioritised for public transport, walking and cycling. Victoria Street is classified as a Local Distributor Street and needs to cater for vehicle traffic as well as public transport, walking and cycling.
- 4.18 It is noted that the street is not prioritised for car travel, with the traffic through routes within the vicinity being the Durham/Montreal one-way pair for north/south travel and Bealey Avenue providing the key east/west link.
- 4.19 The width of Victoria Street from kerb to kerb is 13.9 meters. This provides a challenge for the scheme design's ability to provide for the levels of service for buses, cyclists and other vehicles



requested during the re-engagement process, whilst also finding alignment with the Transport Chapter of the Christchurch Central Recovery Plan.

4.20 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):

4.20.1 Activity: Roads & Footpaths

- Level of Service: 16.0.2.0 Maintain roadway condition, to an appropriate national standard - =69%

### Decision Making Authority

4.21 The Victoria Street works were identified as a Metropolitan Project in the September 2016 report to the Council. Under the Delegations Register it is the responsibility of the Council to make the relevant decisions for a Metropolitan project.

### Previous Decisions

- 4.22 On 16 September 2016, the Council resolved to approve the Victoria Street project, reference CNCL/2016/00426.
- 4.23 As part of the 2017 Annual Plan process, on 20 June 2017, the Council requested staff report back, on options for work on the Accessible City street projects, reference CAPL/2017/00022.
- 4.24 Council resolved on 22 February 2018 to approve the continuation of the Accessible City programme of work noting that the delivery of Victoria Street is on hold, subject to further engagement and a report back to the Infrastructure, Transport and Environment Committee, reference CNCL/2018/00024.

### Assessment of Significance and Engagement

- 4.25 The decision in this report is of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.26 The level of significance was determined by the Christchurch City Council's Significance and Engagement Policy and reflects the:
- Small project area in relation to the Christchurch District,
  - Level of community interest already shown in this issue,
  - High level of development and redevelopment along the street.

## 5. Options Analysis

### Options Considered

- 5.1 The following reasonably practicable options were considered and are assessed in this report:
- Option 1 – Victoria Street Revitalisation
  - Option 2 – Victoria Street Upgrade: September 2016 Approved Plan
  - Option 3 – Maintain Existing Street.

### Options Descriptions

#### 5.2 Preferred Option: Option 1 - Victoria Street Revitalisation

5.2.1 **Option Description:** The preferred option is to implement the package of traffic management changes and streetscape enhancements as indicated on the scheme plan provided as **Attachment A**.

#### 5.2.2 Option Advantages

- Is consistent with the Transport Chapter's vision for the central city.
- Addresses dilapidated infrastructure assets of stormwater, road surfaces, kerb and channel, street lighting, road surfacing and footpaths.
- Upgrades the urban environment with improved landscaping and public spaces including 37 new street trees.
- Facilitates an improved connection between Victoria Street, the Christchurch Town Hall, Victoria Square and the central city.
- Safety improvements to the Bealey Avenue and Papanui Road Intersection.
- Improved definition for road users with cycle lane markings, coloured surfacing, widened footpaths, raised platforms and traffic calming measures provided by widened footpaths and the installation of street trees.

#### 5.2.3 Option Disadvantages

- Reduction in car parking (reduction of 32 spaces).
- Does not provide significant improvements to public transport journey time reliability (to be addressed under the Salisbury and Kilmore Streets two way conversion projects).

### 5.3 Option 2 – Victoria Street Upgrade: September 2016 Approved Plan

5.3.1 **Option Description:** This option maintains the plan that was approved by Council in September 2016. **Attachment B.**

#### 5.3.2 Option Advantages

- Is consistent with the Transport Chapter's vision for the central city.
- Addresses dilapidated infrastructure assets of stormwater, road surfaces, kerb and channel, street lighting, road surfacing and footpaths.
- Upgrades the urban environment with improved landscaping and public spaces including 60 new street trees.
- Facilitates an improved connection between Victoria Street, the Christchurch Town Hall, Victoria Square and the central city.
- Safety improvements to the Bealey Avenue and Papanui Road Intersection.

#### 5.3.3 Option Disadvantages

- Reduction in car parking (reduction of 39 spaces).
- Sharp radii on kerb build-outs/parking bays.
- Does not provide significant improvements to public transport journey time reliability (to be addressed under the Salisbury and Kilmore streets two-way conversion projects).
- Two less mobility car parks – these are on Dorset Street which were not identified under the 2016 approved plan.

### 5.4 Option 3 – Maintain Existing Street

5.4.1 **Option Description:** Retain Victoria Street in its current form and maintain.

#### 5.4.2 Option Advantages

- No capital costs expended.

- Retains current parking levels.
- No disturbance to adjacent businesses from construction activity.

#### 5.4.3 Option Disadvantages

- High level of ongoing maintenance required, given the current condition of the street.
- Does not provide any improvements to public transport journey time reliability (to be addressed under the Salisbury and Kilmore streets two-way conversion projects).
- Undermines the credibility of the 30km/h speed limit for the street.
- Retains difficulties for pedestrians crossing the street.

## 6. Community Views and Preferences

### Background

- 6.1 The Council, which approved plans for the Victoria Street upgrade in September 2016, placed the project on hold, along with the rest of its central city transport programme, in 2017.
- 6.2 In February 2018, the Council decided that the delivery of the Victoria Street project would remain on hold, pending further re-engagement and a report back to the Infrastructure, Transport and Environment Committee.
- 6.3 Before re-engaging with stakeholders, staff undertook minor improvements to the 2016 approved plan for the street based on lessons learned. These improvements included amending kerb lines to remove sharp angles on parking bays, and trees on kerb build-outs to make it easier to access street parking and driveways.
- 6.4 The project team continued talking with local businesses and property owners, and had further discussions with emergency services and Environment Canterbury.
- 6.5 Staff have provided updates to the Infrastructure, Transport and Environment Committee in April and June 2019.
- 6.6 Staff also updated the Linwood, Central, and Heathcote Community Board in August 2018, and April and July 2019.
- 6.7 The proposed scheme design went out for public feedback from 18 April to 27 May 2019. Letters were posted to 137 stakeholders and information emailed to 363 people and organisations inviting feedback. Stakeholders included those who had previously submitted on the approved plan.
- 6.8 Two public drop-in sessions were organised for members of the public who wanted to discuss the re-engagement plan with project team members.
- 6.9 Of the 78 submitters:
  - 13 (17 per cent) supported the upgrade of Victoria Street
  - 39 (50 per cent) generally supported the upgrade, but had some feedback
  - 25 (32 per cent) did not support the upgrade
  - One submitter did not indicate a view
- 6.10 The re-engagement report is **Attachment C**, and a copy of all submissions in **Attachment D**.

**Feedback on the re-engagement plan**

- 6.11 Aspects of the proposed scheme designs that appealed to submitters included:
  - 6.11.1 The proposed trees and landscaping
  - 6.11.2 Pedestrian build-outs to help people cross the road
  - 6.11.3 Wider and tidier footpaths
  - 6.11.4 Better kerb design
  - 6.11.5 Upgrading of the carriageway, which is in a very poor condition
- 6.12 Key issues raised by those who provided feedback or did not support the upgrade of Victoria Street were:
  - 6.12.1 More provision required for cyclists
  - 6.12.2 Not enough priority for buses
  - 6.12.3 Need for safer crossing facilities for pedestrians
  - 6.12.4 Too much emphasis on cars and on-street parking
  - 6.12.5 Not enough parking for businesses

**Feedback on proposed construction works for the re-engagement plan**

- 6.13 Businesses who responded to questions relating to the timing and sequencing of works in the recent re-engagement, supported the following approaches:
  - 6.13.1 Construction starting as soon as possible i.e. winter, or in January
  - 6.13.2 Work scheduled for one part of the street at a time
  - 6.13.3 Night-time work (6 responses)
  - 6.13.4 At least one-lane vehicle access maintained during the day

**Changes to the re-engagement plan as a result of community feedback and design review**

- 6.14 Changes proposed to the Victoria Street and Dorset Street intersections are as follows:
  - 6.14.1 Location of the pedestrian crossing has been adjusted to fit longer entry taper for the bus stop outside #157.
  - 6.14.2 Driveway at #155 is removed as access from Victoria Street is no longer required. An additional car park has been provided.
  - 6.14.3 Car parks outside #126 has been removed with kerb build-out. Additional cycle parking, seats and trees are provided at this point.
- 6.15 Changes to Victoria Street North are as follows:
  - 6.15.1 Kerb build-outs at #169 and #171 have been extended with an additional tree. Car park outside #169 is removed. Kerb build out and tree outside #167 are removed with retention of a car park.
  - 6.15.2 Relocation of the loading zone and bus stop, outside #138 to #148. Relocation of the tree outside #148 further north.
  - 6.15.3 Two P10 parking spaces outside #149 are changed to P\$60.
  - 6.15.4 Raised platform outside #123 has been reduced to 6 m wide, with the addition of two parking spaces.
  - 6.15.5 Additional night time taxi stands on the west side outside #131 are proposed.

- 6.15.6 30 km/h road marking with red surfacing added at #171 and #101. The 30 km/h signs have been moved closer to Salisbury/Montreal/Victoria intersection.
- 6.15.7 Additional seats and cycle parking have been provided where possible along this section of the street.
- 6.15.8 Additional green surfacing is proposed on cycle lanes around parking and bus stops.
- 6.16 Changes to Victoria Street South are as follows:
- 6.16.1 One P10 parking space outside #60 is changed to P\$60. One P\$60 parking space outside #87 is changed to P10.
- 6.16.2 Night time taxi stands north of Peterborough Street have been changed to three on each side of the road.
- 6.16.3 30 km/h road marking with red surfacing added on Victoria Street, south of Salisbury/Montreal/Victoria streets intersection and north of Kilmore/Durham Street North/Victoria streets intersection.
- 6.16.4 Additional seats and cycle parking have been provided where possible along this section of the street.
- 6.16.5 Kerb build out and tree outside #72 are removed.
- 6.16.6 Relocation of bus stop from #91 to #81.
- 6.16.7 Additional green surfacing is proposed on cycle lanes around parking and bus stops.
- 6.16.8 Buffer between cycle lane and traffic lane outside Casino has been shifted to parking side.
- 6.17 Changes to Montreal Street are as follows:
- 6.17.1 Diagonal shoulder markings have been added along the parking spaces on the east side of the road.
- 6.17.2 Additional two trees.
- 6.18 Changes are proposed to the Bealey Avenue/Victoria Street/Papanui Road intersection. These changes are the result of updated traffic modelling that was undertaken. They are:
- 6.18.1 Removal of cycle advanced stop box in front of the right turn lane of Victoria Street. Right turn cyclists will be encouraged to use hook turn box.
- 6.18.2 Retention of separated through lane and right turn lane on Victoria Street approach, and removal of bus lane to match the lane layout on Papanui Road.
- 6.18.3 Cycle advanced stop box has been added in front of right turn lane on Papanui Road approach.
- 6.18.4 Kerb of median Island on Bealey Avenue west will be adjusted to accommodate three departure lanes.
- 6.18.5 Retention of existing left turn slip lane from Bealey Avenue to Papanui Road. Installation of a raised platform with zebra crossing.
- 6.18.6 Retention of existing continuity line and hold boxes for right turn vehicles from Papanui Road and Victoria Street.
- 6.19 The proposed plan will also address the following intersection safety issues:
- Improving the left turn slip lane from Bealey Avenue to Papanui Road by slowing traffic with a raised platform with zebra crossing and improved surfacing for pedestrians.

- Installation of staggered pedestrian crossing on Bealey Avenue to improve pedestrian safety.
  - Protection of pedestrian crossings at Papanui Road and Victoria Street by providing protected pedestrian phase.
  - Installation of hook turn boxes and additional green cycle boxes near the median island to improve cyclists crossing.
- 6.20 Submitters have been advised of these proposed changes in the plan for approval. They have also been informed of details of the Infrastructure, Transport and Environment Committee meeting on 7 August 2019, and how to apply for speaking rights.

## 7. Legal Implications

- 7.1 There is a legal context, issue or implication relevant to this decision.
- 7.2 This report has been reviewed and approved by the Legal Services Unit.
- 7.3 The legal considerations concern appropriate compliance with local government decision-making requirements and Council bylaws.
- 7.4 The Victoria Street project is deemed a Metropolitan Project so it is for Council to make the relevant decisions. The information in this report provides detail on community views and preferences and the requirements for decision-making in the Local Government Act 2002.
- 7.5 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the authority to install parking and other restrictions by resolution. The report proposes that Council delegates the final decision-making relating to the detailed traffic resolutions to the Infrastructure, Transport and Environment Committee.
- 7.6 This project forms part of the Transport Chapter of the Christchurch Central Recovery Plan, which has statutory effect under the Greater Christchurch Regeneration Act 2016. The Council, in undertaking many of its functions, must not act inconsistently with a Recovery Plan.

## 8. Risks

- 8.1 Risks that have occurred, and will continue to hold an element of risk with this project, are as follows:
- 8.1.1 Loss of on-street parking.
  - 8.1.2 Timing of construction works.
  - 8.1.3 Impacts that construction works will bring to businesses along the street.
  - 8.1.4 Communications and forward planning methods during construction.
- 8.2 The consequences of these risks occurring have resulted in, and may continue to result in, negative and or adverse public reaction. The project team have been working through these risks internally, and with stakeholders to mitigate the points above by:
- 8.2.1 Loss of on-street parking – the plan has been adjusted to include more parks where practicable and staff have provided plans explaining the rationale for parking removal, such as bus stop locations, pedestrian enhancements to intersections, urban elements and drive way setbacks. A survey on car parks was undertaken by independent consultants in 2018 to quantify the number of car parks within a 200 metre distance from Victoria Street. This totalled approximately 2500 car parks made up of on-street, off-street, public and private car parking.

- 8.2.2 Timing of construction works – has been communicated as a staged build process with the intersection of Bealey/Papanui first, followed by the south end from Salisbury Street to Durham Street and finally the northern section from Salisbury Street to Bealey Avenue. Each section will be completed as a standalone portion of work to help minimising disruption.
- 8.2.3 Possible impacts that construction works will bring to businesses along the street has been communicated as per point 8.2.2 above, with the southern and northern section being completed in smaller sections to mitigate disruption along the full length of Victoria Street. Mitigation measure include not fencing and road coning the full length of Victoria Street, limiting the time works are undertaken in front of business and completing works in smaller sections. These measure have received positive feedback from stakeholders.
- 8.2.4 Communications and forward planning methods during construction will follow the same process that was established with business owners in 2016. This includes a stakeholder working group where work programs will be communicated two weeks in advance, allowing business to make necessary travel planning, marketing and parking communications to clients ahead of, and during, works in front of their businesses starting.

## 9. Next Steps

- 9.1 If the Council resolves to proceed with this project the next stage will be to carry out detailed design and tendering.

## 10. Options Matrix

Criteria		Option 1 – Victoria Street Revitalisation	Option 2 – September 2016 Plan	Option 3 – Maintain Existing Layout
Financial Implications	Cost to Implement	\$7,500,000	\$7,500,000	Nil
	Maintenance/Ongoing	Additional \$43,000/year This will need to be planned in the Transport maintenance budgets as part of the 2021-2031 Long Term Plan.	Additional \$49,000/year This will need to be planned in the Transport maintenance budgets as part of the 2021-2031 Long Term Plan.	Essential repairs on Victoria Street to a level that can be maintained for a duration of 5 years without further intervention is quantified at more than \$700,000. This will have to be prioritised and programmed within current maintenance budgets.
	Funding Source	Capex from 2018 -2028 Long Term Plan project ID 18324 AAC Victoria Street Opex from road maintenance budgets.	Capex from 2018 - 2028 Long Term Plan project ID 18324 AAC Victoria Street Opex from road maintenance budgets.	This will have to be prioritised and programmed within current maintenance budgets.
	Impact on Rates	Insignificant rates increase from additional maintenance (net of any NZTA subsidy) to be factored into the 2021 - 2031 Long Term Plan	Insignificant rates increase from additional maintenance (net of any NZTA subsidy) to be factored into the 2021 - 2031 Long Term Plan	Nil
(Criteria 1 e.g. Climate Change Impacts)		Does not reduce or limit car or bus travel, therefore there is no reduction of emissions under this scheme.  The plan does provide for 36 new trees along the corridor.	Does not reduce or limit car or bus travel, therefore there is no reduction of emissions under this scheme.  The plan does provide for 60 new trees along the corridor.	No impact to climate change as the status quo environment is maintained.



	The plan provides for new LED lighting which reduces power consumption.	The plan provides for new LED lighting which reduces power consumption.	
<b>(Criteria 2 e.g. Accessibility Impacts)</b>	This option provides for a total of four total mobility parking spaces. Two in the northern section on Dorset Street which are 15m from Victoria Street and two mobility parking spaces in the southern section on Peterborough Street which are 30m from Victoria Street.	This option provides for a total of two mobility parking spaces. These are two in the southern section on Peterborough Street which are 30m from Victoria Street.	This option does not improve accessibility beyond the current level of amenity provided.
<b>(Criteria 3 e.g. Health &amp; Safety Impacts)</b>	No health and safety impacts identified.	No health and safety impacts identified.	No health and safety impacts identified.
<b>(Criteria 4 e.g. Future Generation Impacts)</b>	This option is part of a larger plan to enhance and revitalise the central city. Providing infrastructure for the future generation is supported by this revitalisation. Dilapidated assets only compound impacts of maintenance and costs. This plan renews all roading infrastructure such as storm water, road surfacing, kerb and channel, paved areas and lighting. This full asset renewal does not limit Councils ability in the future to modify the asset to provide a higher level	This option is part of a larger plan to enhance and revitalise the central city. Providing infrastructure for the future generation is supported by this revitalisation. Dilapidated assets only compound impacts of maintenance and costs. This plan renews all roading infrastructure such as storm water, road surfacing, kerb and channel, paved areas and lighting. This full asset renewal does not limit Councils ability in the future to modify the asset to provide	This option would impact the future generation as the asset would not be enhanced to complement other streets in the central city revitalisation.

	of amenity for different mode choices.	a higher level of amenity for different mode choices.	
Criteria	Option 1 - Victoria Street Revitalisation	Option 2 – September 2016 Plan	Option 3 – Maintain Existing Layout
<b>Impact on Mana Whenua</b>	<p>This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngai Tahu, their culture and traditions.</p> <p>Matapopore are engaged on this project to provide cultural advice on Ngai Tuahuriri/Ngai Tahu values, narratives, aspirations and include these in the design. These will likely be in the form of pedestrian pavement designs.</p>	<p>This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngai Tahu, their culture and traditions.</p> <p>Matapopore were engaged on this project to provide cultural advice on Ngai Tuahuriri/Ngai Tahu values, narratives, aspirations and include these in the design. These will likely be in the form of pedestrian pavement designs.</p>	No impacts on Mana Whenua identified with this option.
<b>Alignment to Council Plans &amp; Policies</b>	This option is consistent with Council Plans and Policies. It does not depart from the Transport Chapter of the Christchurch Central Recovery Plan.	This option is consistent with Council Plans and Policies. It does not depart from the Transport Chapter of the Christchurch Central Recovery Plan.	This option is not consistent with Council Plans and Policies. The Transport Chapter of the Christchurch Central Recovery Plan and the FY2018 – FY 2028 Long Term Plan identifies Victoria Street for revitalisation.

## Attachments

No.	Title	Page
A	Victoria Street - Preferred Option	
B	Victoria Street Approved Plan - September 2016	
C	Victoria Street Re-Engagement Report	
D	Victoria Street Re-Engagement Submissions	

## Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

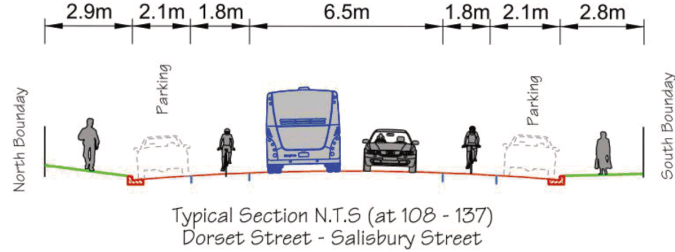
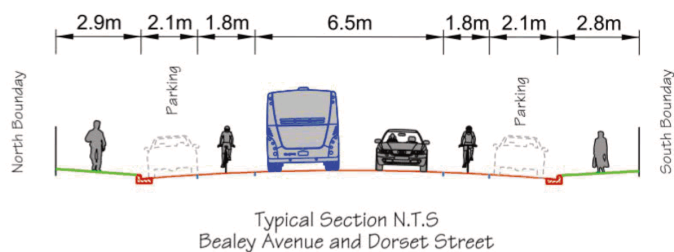
(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

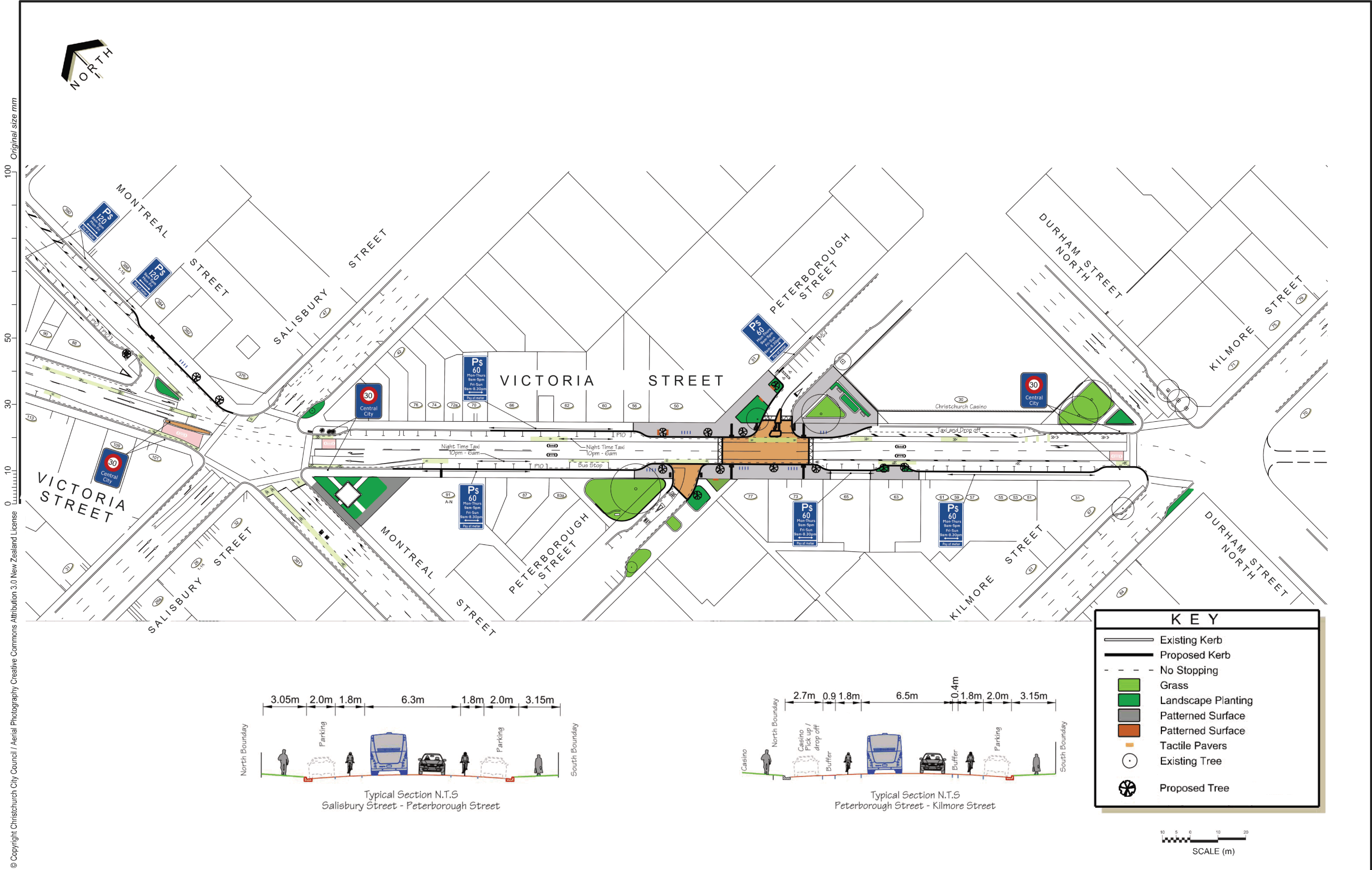
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

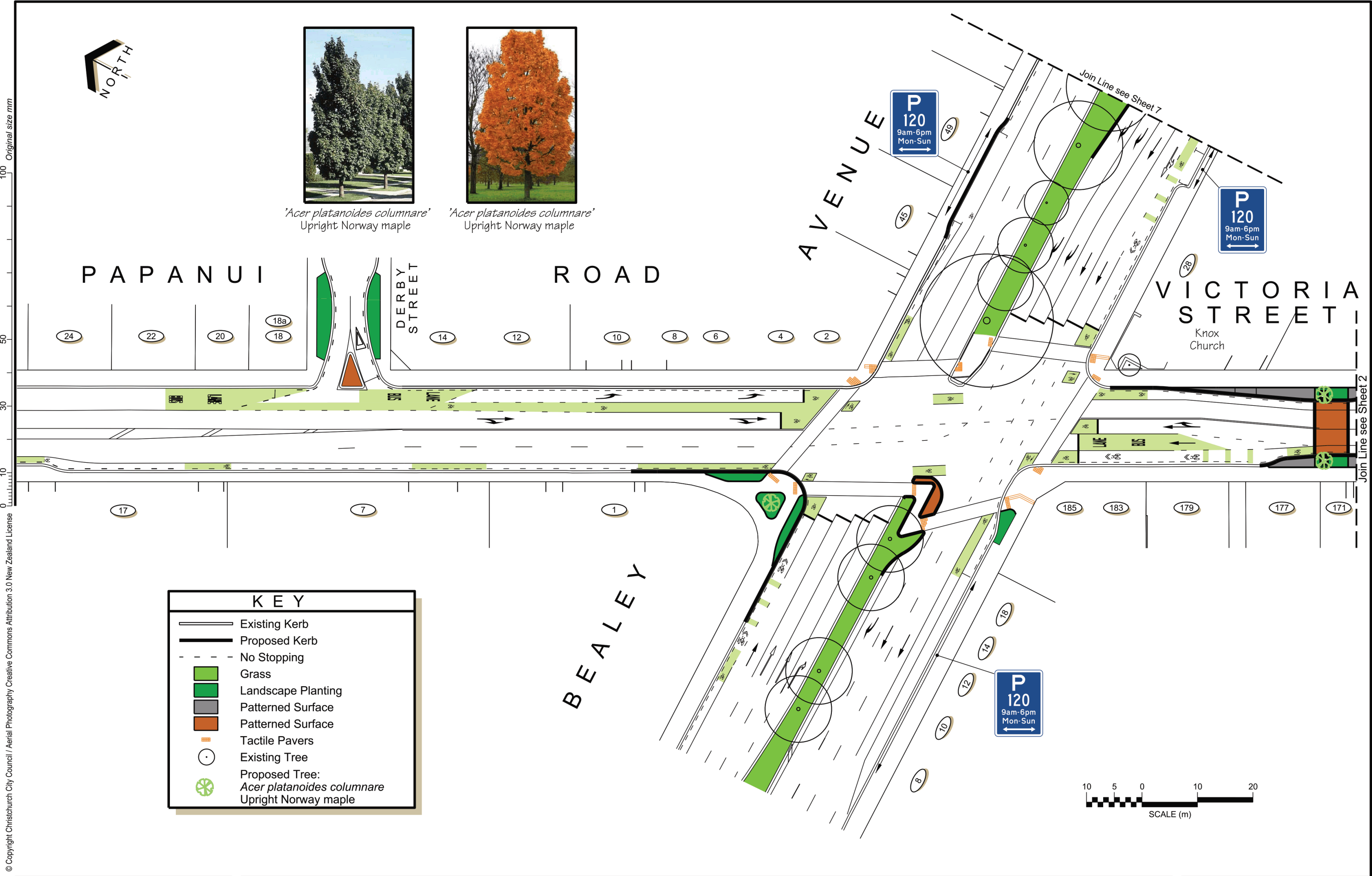
## Signatories

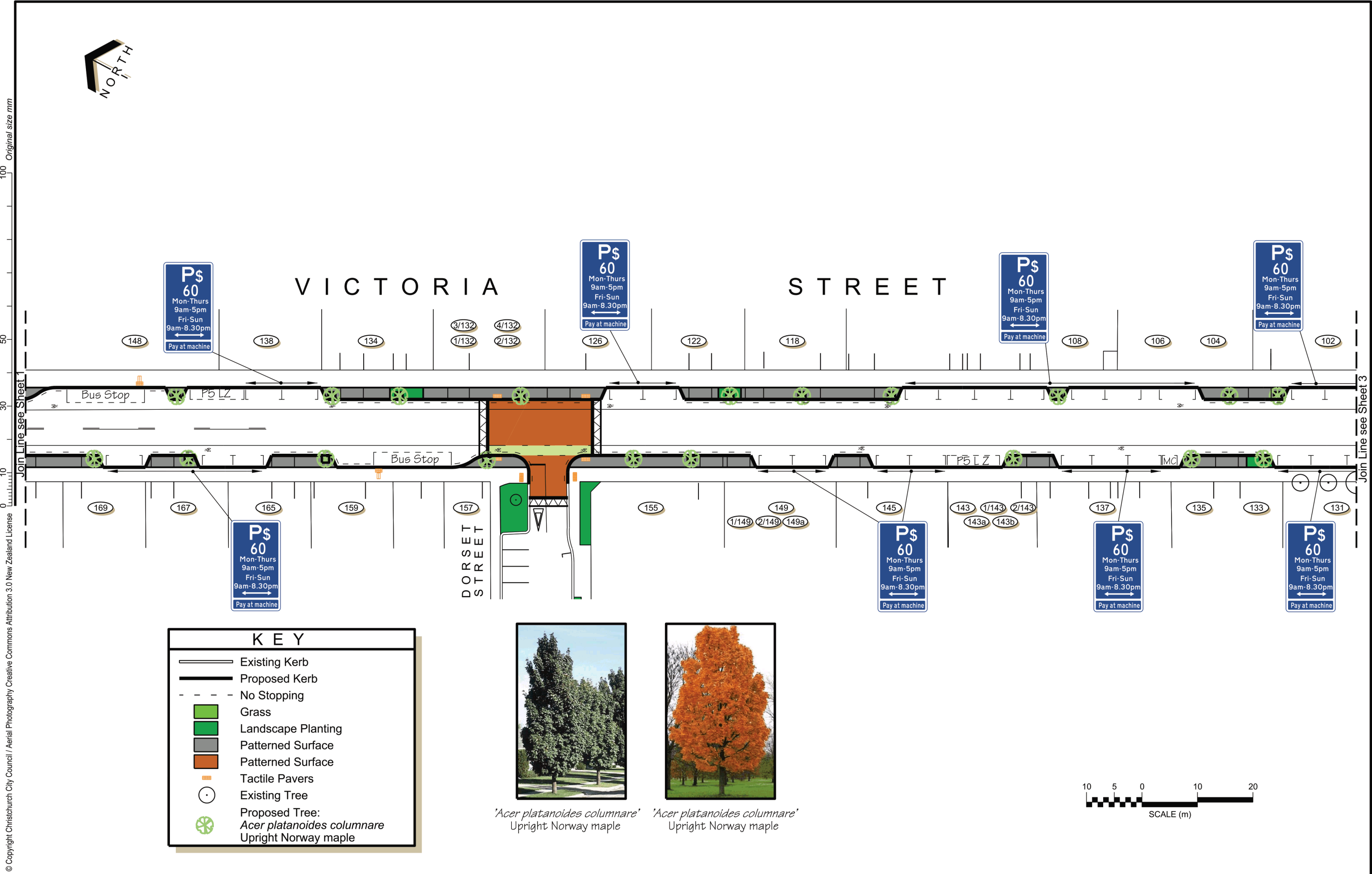
<b>Authors</b>	<p>Stefan Jermy - Project Manager</p> <p>Sharon O'Neill - Team Leader Project Management Transport</p> <p>Jennie Hamilton - Senior Engagement Advisor</p> <p>Judith Cheyne - Associate General Counsel</p> <p>Michael Thomson - Transport Engineer</p> <p>Sarah Kelly - Manager Strategic Communications</p>
<b>Approved By</b>	<p>Lynette Ellis - Manager Planning and Delivery Transport</p> <p>Peter Langbein - Finance Business Partner</p> <p>Richard Osborne - Head of Transport</p> <p>David Adamson - General Manager City Services</p>



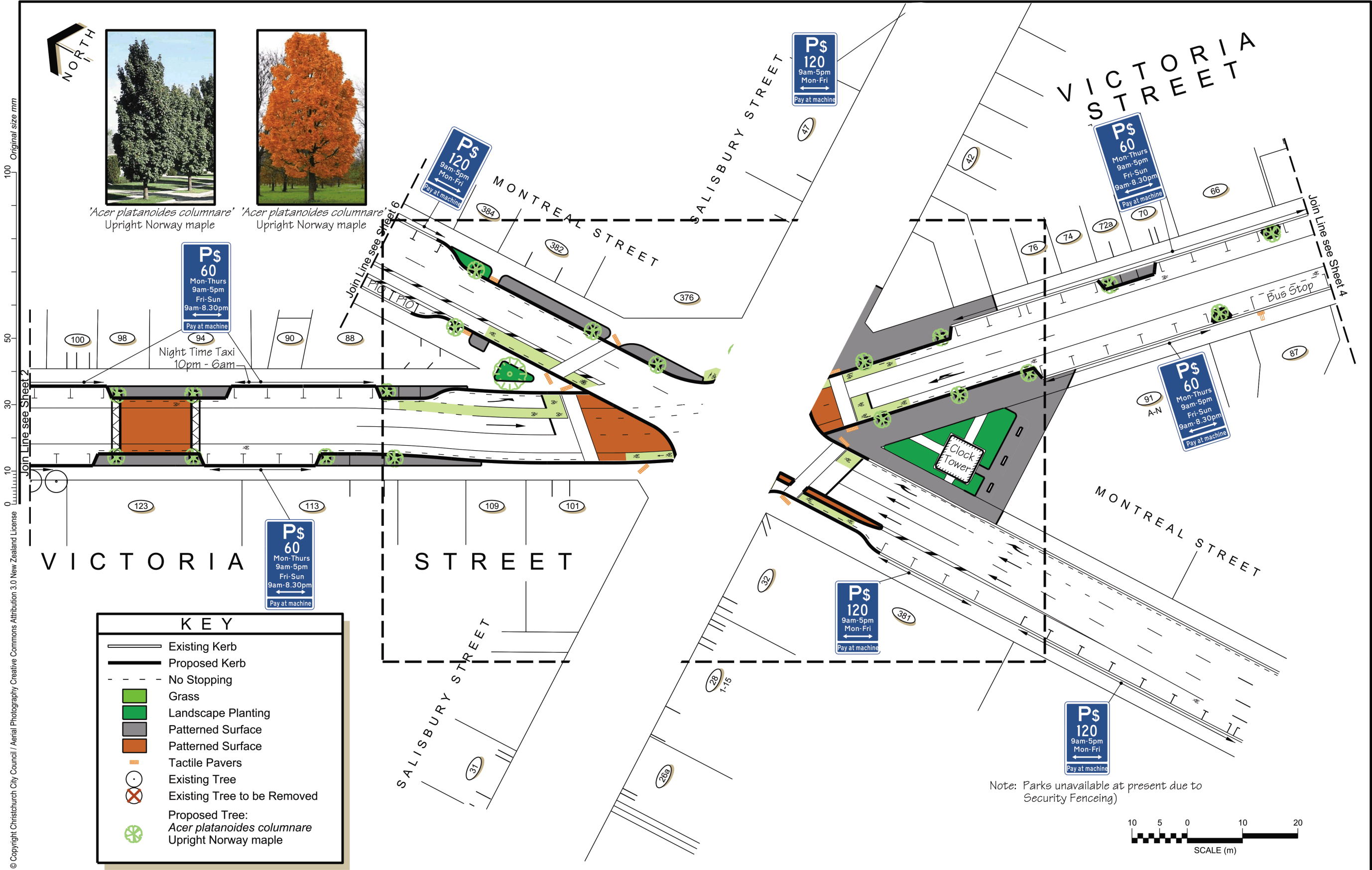




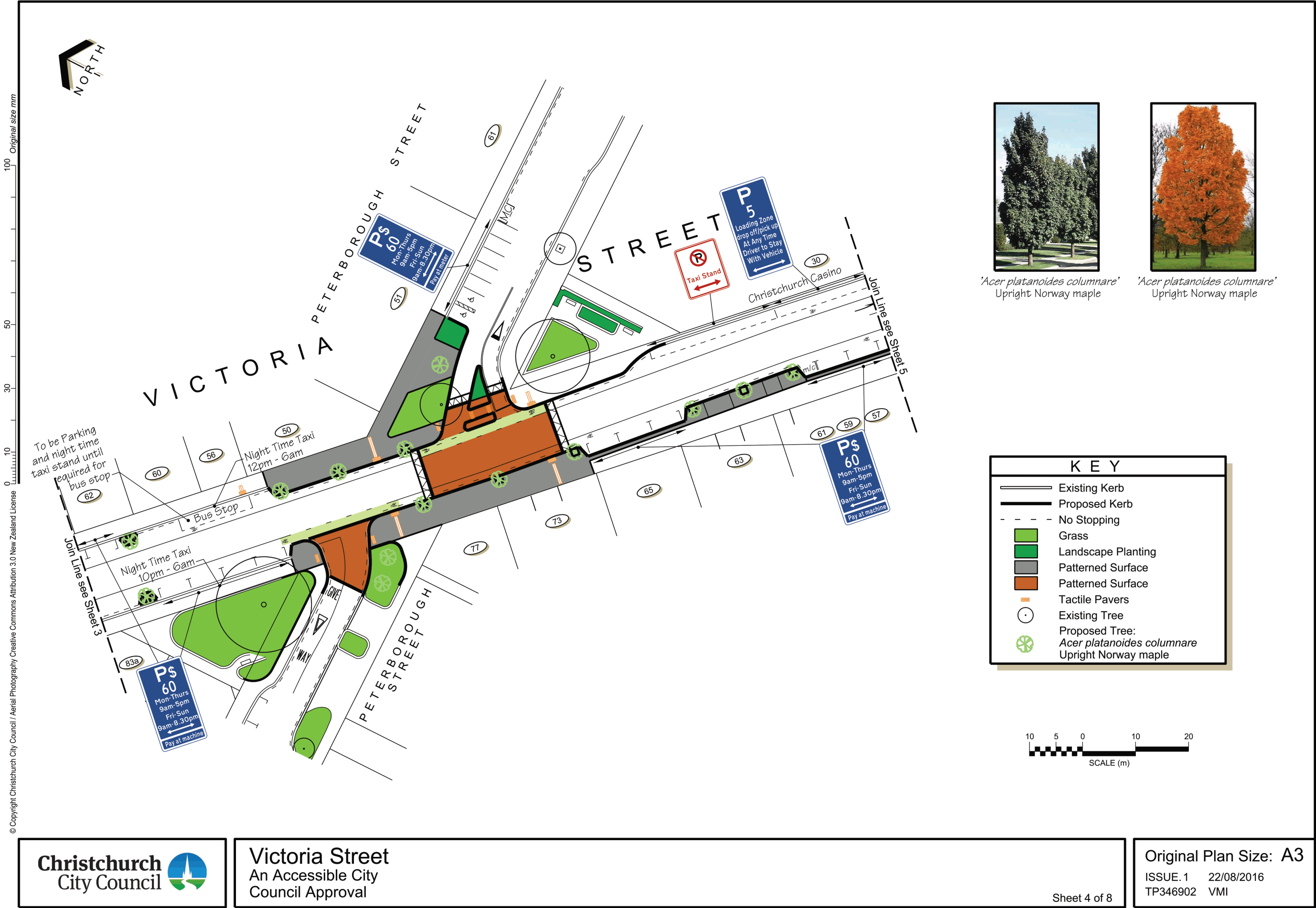


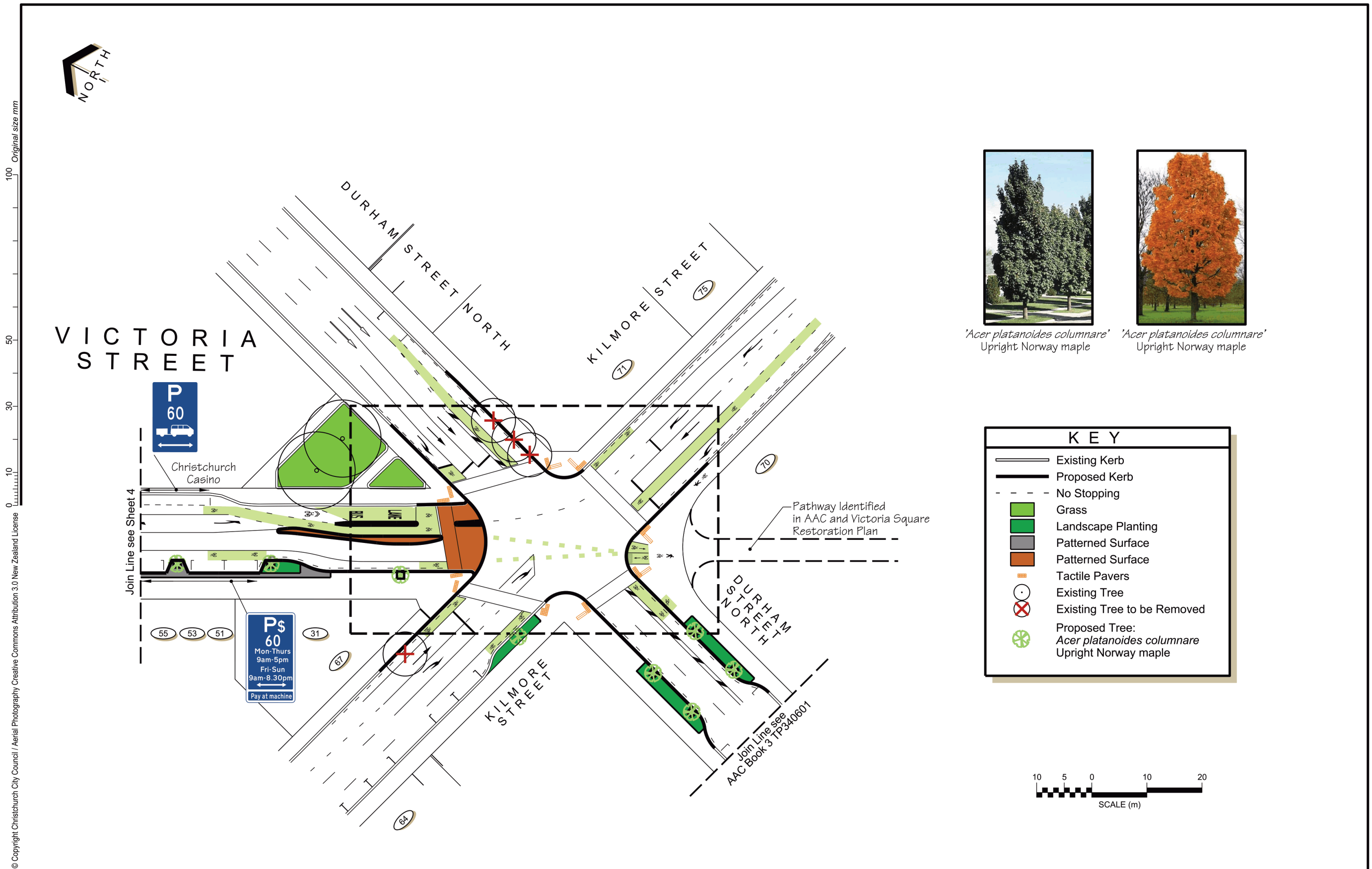


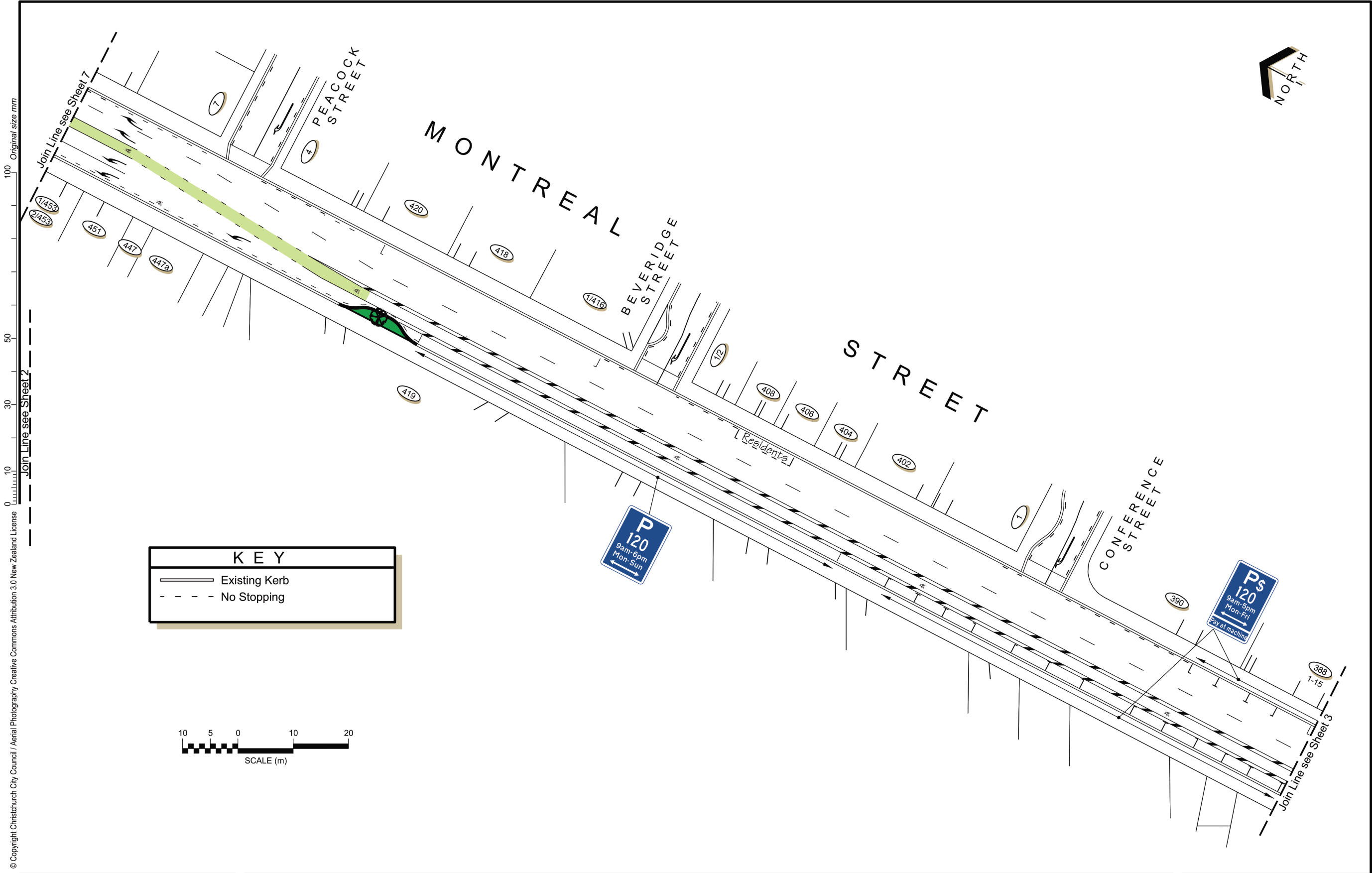




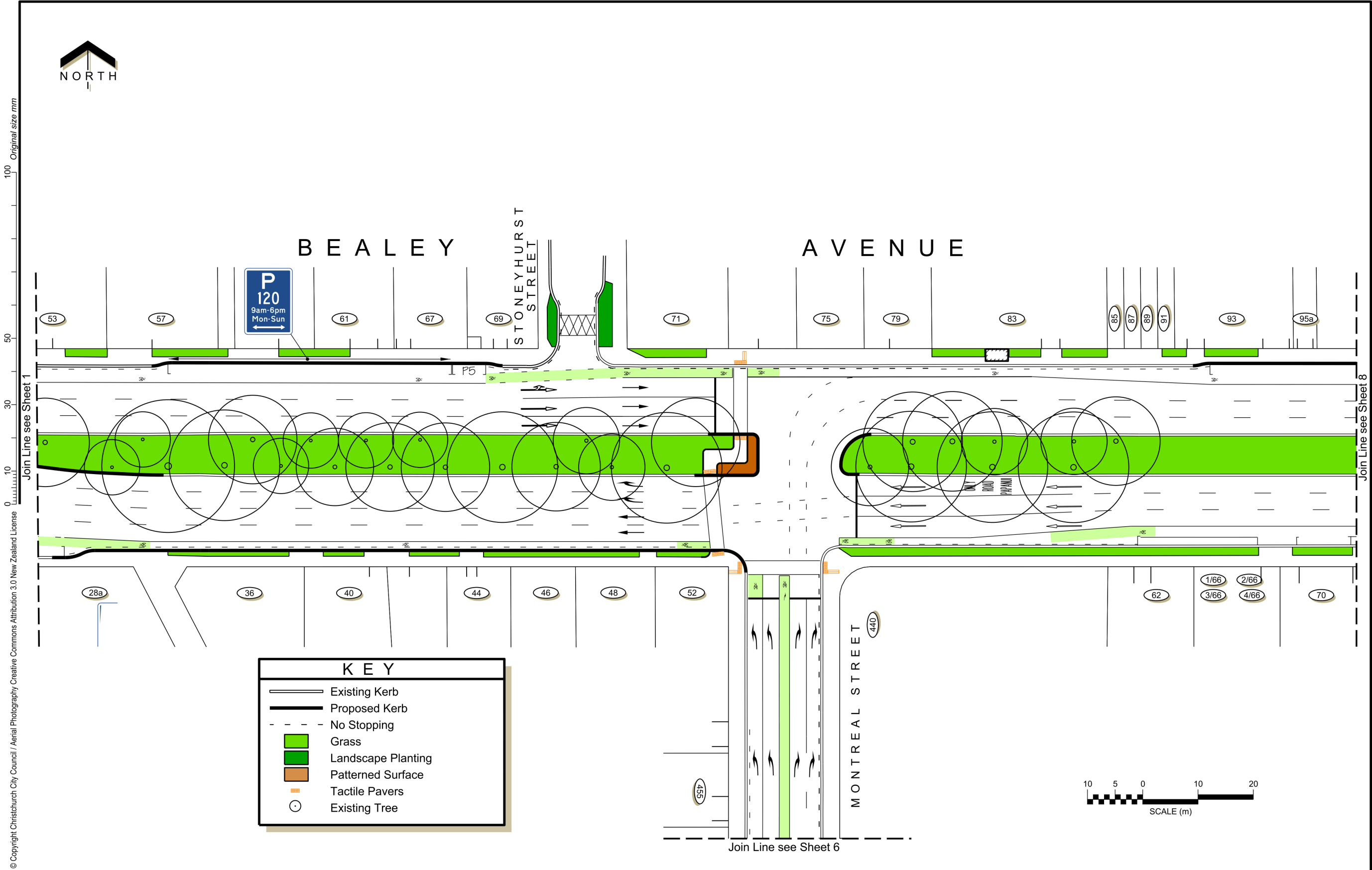


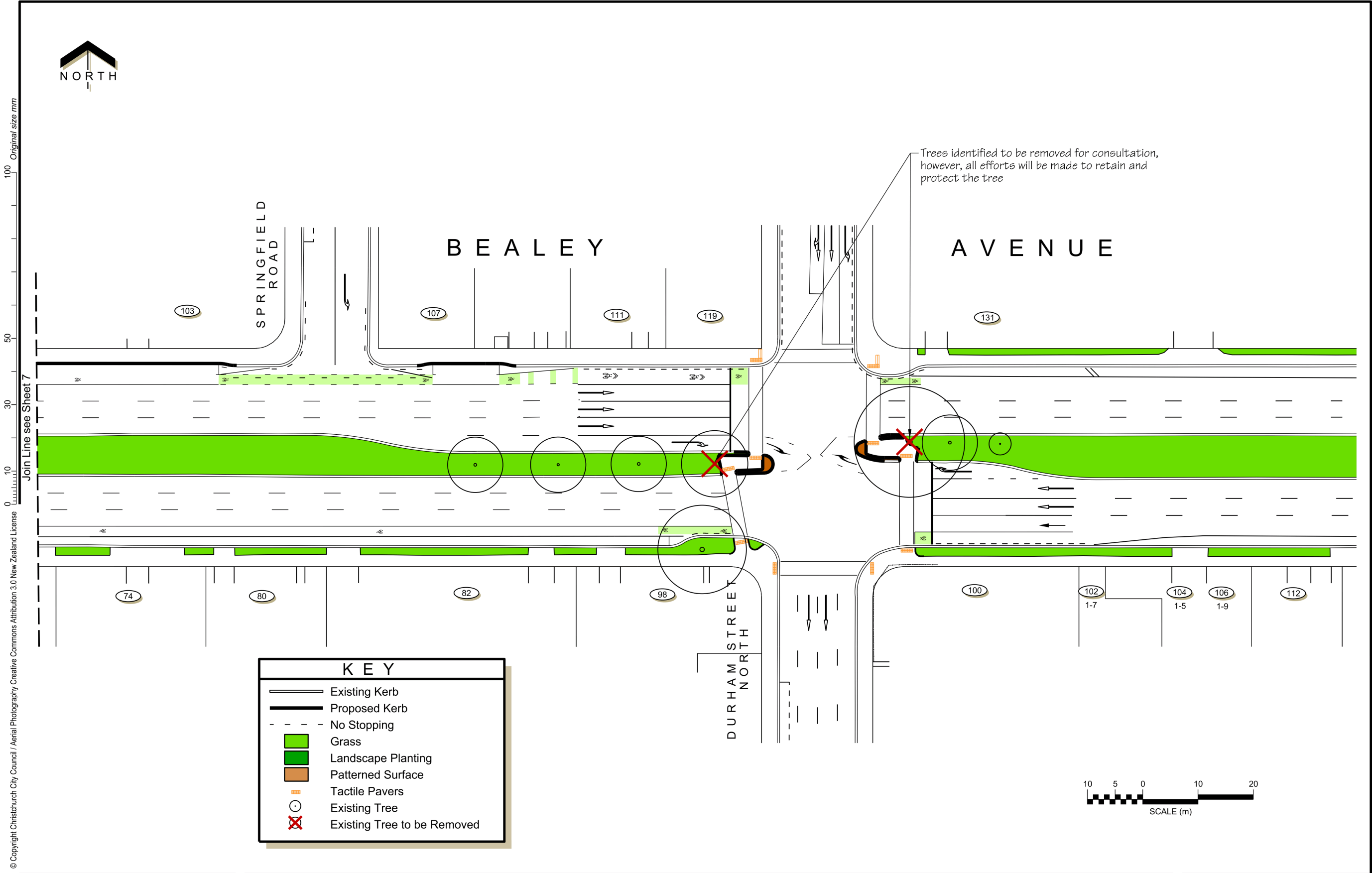












## Victoria Street upgrade re-engagement report

### Background

The City Council, which approved plans for the Victoria Street upgrade in September 2016, placed the project on hold, along with the rest of the central city transport programme, in 2017.

In February 2018, the Council gave staff the green light to start re-engaging with Victoria Street stakeholders. The project team talked with local businesses and property owners about the scope and timing of the upgrade to minimise disruption. Some businesses asked for further minor changes to improve access and increase parking.

After reviewing the approved plan, the project team:

- Amended kerb lines to remove sharp angles on parking bays to improve vehicle access.
- Increased the number of parking spaces from 64 in the 2016-approved plan to 68 in the re-engagement proposal.
- Proposed 37 new trees along the Victoria Street corridor, compared to 60 trees in the 2016 approved plan.

The proposed re-engagement plan was discussed with Environment Canterbury and emergency services, and presented to the Central City Transport Liaison Group, which includes representatives from a wide range of city groups with an interest in transport.

This proposal went out for public feedback from 18 April to 27 May 2019. Letters were posted to 137 stakeholders and information emailed to 363 people and organisations inviting feedback. Stakeholders included those who had previously submitted on the approved plan.

Two public drop-in sessions were organised for those who wanted to discuss the re-engagement plan with project team members.

### Public feedback

Seventy eight submitters provided responses on the re-engagement proposal. Of these individuals and groups:

- 13 (17 per cent) supported the upgrade of Victoria Street
- 39 (50 per cent) generally supported the upgrade but had some feedback
- 25 (32 per cent) did not support the upgrade
- One submitter did not indicate a view.

The changes made to the re-engagement plan as a result of community feedback and design review are in **Appendix 1 below**.

A summary table of responses is in **Appendix 2 below**.

### Aspects of the re-engagement plan that submitters liked were:

- the proposed trees and landscaping – with more requested by 8 respondents
- pedestrian build-outs to help people cross the road
- wider and tidier footpaths
- better kerb design
- upgrading of the carriageway, which is in a very poor condition.

Comments in support of the project included: "Great to hear this project is going ahead" and "the revitalisation plan is excellent".

### **Key issues raised during re-engagement**

#### **1. General**

Of the submitters who were critical of the re-engagement plan, 11 said the plan was not as good as the Victoria Street upgrade plan approved by the Council in 2016. Eight submitters also commented that the plan was not consistent with the road user priorities in the *An Accessible City* transport chapter of the Christchurch Central Recovery Plan.

The need to make more transport and streetscape changes to address climate change and reduce carbon levels was singled out by 13 submitters.

They have been advised that under the Central Road Use Hierarchy of the Christchurch Central Recovery Plan, Victoria Street is prioritised for public transport, walking and cycling. The street is also classified as a Local Distributor Street and needs to cater for vehicle traffic as well as public transport, walking and cycling.

#### **2. More provision for cyclists**

Wider painted cycle lanes, separated cycle lanes and a shared street were among the recommendations made by many of the 32 submitters, including cycle advocacy group Spokes, who wanted better facilities for cyclists.

The proposed 1.8 metre painted cycle lanes were included in the 2016-approved plan. Victoria Street is not designated as a major cycle route where physical separation is provided. No roads feeding into or leaving Victoria Street have a separated cycle lane either.

#### **3. Not enough priority for buses**

Bus priority was an issue for 26 submitters. Suggestions included priority bus lanes or in-lane bus stops – either implemented or trialled. Environment Canterbury asked for conversion of Salisbury and Kilmore streets from one way to two way to be brought forward from the mid-2020s to improve bus priority, mainly through the location of bus stops.

Public transport benefits are limited in this scheme design. To maximise public transport benefits, modifications will need to be carried out to the intersections of Victoria/Montreal/Salisbury and Victoria/Durham to provide the ability to control vehicle traffic in peak hours. This would mitigate buses being caught up in mid-block traffic, limiting their ability to reach the bus stops and achieving priority at the entry and exiting points.

#### **4. Need for safer crossing facilities for pedestrians**

Twenty eight submitters asked for better facilities for pedestrians. While five submitters acknowledged that the proposed build-outs would make it easier to cross Victoria Street, 18 wanted improved crossing facilities, including zebra crossings and centre islands.

They were advised that the new build-outs forming crossing points and widened footpaths at intersections will make it easier to cross Victoria Street. Changes are also proposed at Bealey intersection to improve safety.

Five respondents referred to difficulties crossing the Victoria / Montreal / Salisbury streets intersection, which is not part of this project.

#### 5. Too much emphasis on cars and on-street parking

Limiting through traffic and encouraging motor vehicles to use Montreal Street and Durham Street was suggested by 15 submitters to ease the existing pressure on Victoria Street, particularly at peak travel hours.

Five submitters, including the youth-led advocacy group Generation Zero, asked the Council to trial the following temporary options on Victoria Street over the next few years and measure the results:

- Different street configurations allowing for changes in cycle lane, pedestrian space and car parking arrangements
- In-lane bus stops
- Turning the street into a pedestrian mall.

Nine submitters said there was too much parking while five others called for Victoria Street to be pedestrianised.

Victoria Street is not prioritised for car travel, with key traffic routes within the vicinity being the Durham/Montreal one-way pair for north/south travel and Bealey Avenue providing the key east/west link. However, Victoria Street is a distributor street and needs to cater for vehicles. More visible signage is proposed to encourage through traffic to travel on Montreal and Durham Streets to manage access.

Traffic flow measures are also dependent on major intersection changes which are not part of this project.

#### 6. Not enough parking for businesses

Ten respondents said there was not enough parking in the re-engagement plan to support local businesses. Some of those involved in face-to-face discussions with staff were concerned about the reduction in parking (compared to the current 100 on-street parking spaces) but generally supported the upgrade.

#### Construction

Businesses who responded to questions relating to the timing and sequencing of works in the recent formal engagement, supported the following approaches:

- construction starting as soon as possible ie winter (4 responses)
- work starting in January (4 responses)
- work affecting one section of the street at a time (6 responses)
- night-time work (3 responses)
- At least one-lane access during the day was another priority.

One major retailer wanted construction in the northern block to be delayed until 2021 as he said his business cannot currently afford disruption caused by major roadworks. Businesses in the southern block generally supported work starting in their section of Victoria Street.



## Appendix 1: Changes to the re-engagement plan

### Changes to the re-engagement plan as a result of community feedback and design review

- 1.1 Changes proposed to the Victoria Street and Dorset Street intersections are as follows:
  - 1.1.1 Location of the pedestrian crossing has been adjusted to fit longer entry taper for the bus stop outside #157.
  - 1.1.2 Driveway at #155 is removed as access from Victoria Street is no longer required. An additional car park has been provided.
  - 1.1.3 Car parks outside #126 has been removed with kerb build-out. Additional cycle parking, seats and trees are provided at this point.
- 1.2 Changes to Victoria Street North are as follows:
  - 1.2.1 Kerb build-outs at #169 and #171 have been extended with an additional tree. Car park outside #169 is removed. Kerb build out and tree outside #167 are removed with retention of a car park.
  - 1.2.2 Relocation of the loading zone and bus stop, outside #138 to #148. Relocation of the tree outside #148 further north.
  - 1.2.3 Two P10 parking spaces outside #149 are changed to P\$60.
  - 1.2.4 Raised platform outside #123 has been reduced to 6 m wide, with the addition of two parking spaces.
  - 1.2.5 Additional night time taxi stands on the west side outside #131 are proposed.
  - 1.2.6 30 km/h road marking with red surfacing added at #171 and #101. The 30 km/h signs have been moved closer to Salisbury/Montreal/Victoria intersection.
  - 1.2.7 Additional seats and cycle parking have been provided where possible along this section of the street.
  - 1.2.8 Additional green surfacing is proposed on cycle lanes around parking and bus stops.
- 1.3 Changes to Victoria Street South are as follows:
  - 1.3.1 One P10 parking space outside #60 is changed to P\$60. One P\$60 parking space outside #87 is changed to P10.
  - 1.3.2 Night time taxi stands north of Peterborough Street have been changed to three on each side of the road.
  - 1.3.3 30 km/h road marking with red surfacing added on Victoria Street, south of Salisbury/Montreal/Victoria streets intersection and north of Kilmore/Durham Street North/Victoria streets intersection.
  - 1.3.4 Additional seats and cycle parking have been provided where possible along this section of the street.
  - 1.3.5 Kerb build out and tree outside #72 are removed.
  - 1.3.6 Relocation of bus stop from #91 to #81.
  - 1.3.7 Additional green surfacing is proposed on cycle lanes around parking and bus stops.

- 1.3.8 Buffer between cycle lane and traffic lane outside Casino has been shifted to parking side.
- 1.4 Changes to Montreal Street are as follows:
  - 1.4.1 Diagonal shoulder markings have been added along the parking spaces on the east side of the road.
  - 1.4.2 Additional two trees.
- 1.5 Changes are proposed to the Bealey Avenue/Victoria Street/Papanui Road intersection. These changes are the result of updated traffic modelling that was undertaken. They are:
  - 1.5.1 Removal of cycle advanced stop box in front of the right turn lane of Victoria Street. Right turn cyclists will be encouraged to use hook turn box.
  - 1.5.2 Retention of separated through lane and right turn lane on Victoria Street approach, and removal of bus lane to match the lane layout on Papanui Road.
  - 1.5.3 Cycle advanced stop box has been added in front of right turn lane on Papanui Road approach.
  - 1.5.4 Kerb of median Island on Bealey Avenue west will be adjusted to accommodate three departure lanes.
  - 1.5.5 Retention of existing left turn slip lane from Bealey Avenue to Papanui Road. Installation of a raised platform with zebra crossing.
  - 1.5.6 Retention of existing continuity line and hold boxes for right turn vehicles from Papanui Road and Victoria Street.
- 1.6 The proposed plan will also address the following intersection safety issues:
  - Improving the left turn slip lane from Bealey Avenue to Papanui Road by slowing traffic with a raised platform with zebra crossing and improved surfacing for pedestrians.
  - Installation of staggered pedestrian crossing on Bealey Avenue to improve pedestrian safety.
  - Protection of pedestrian crossings at Papanui Road and Victoria Street by providing protected pedestrian phase.
  - Installation of hook turn boxes and additional green cycle boxes near median island to improve cyclists crossing.

## Appendix 2: Victoria Street upgrade re-engagement responses

Support the upgrade of Victoria Street	13
Generally support the upgrade of Victoria Street but have some feedback	39
No, do not support the upgrade of Victoria Street	25
Not specified by submitter	1
Total submitters	78

What submitters like about the plan	Number of submitter responses
Greener spaces, landscaping	14
More trees and planting	16
Everything	1
Overall concept	1
Aesthetically it looks nice	1
Tidier and wider footpaths	1
Improved street lighting, make it feel safer	2
Will tidy up streetscape	4
Better kerb design – access to parking spaces	2
Painted cycle lane	2
Removal of some parking	1
Calming, raised crossing areas	4
Easier to cross road – pedestrian davenport/ crossing points	5
Narrow lanes for vehicles	1
More user-friendly appearance	1
Pedestrian buildout at Dorset Street	1
Buildouts to aid crossing	1
Easier for pedestrians to cross street	1
Better location of bus stops	1
Cycle parking	2
Revised location of Bus stop in Casino block works well	1
Mix of parking types	1
Traffic calming	3
Raised area for pedestrians to cross	1
Road repairs, upgrade of carriageway	8
Great to hear this project is going ahead.	1
Let's get on with it!	1
The revitalisation plan is excellent	1

General feedback	Number of submitters	Project team responses
Not consistent with transport chapter of the Christchurch Central Recovery Plan	8	Under the Central Road Use Hierarchy of the Christchurch Central Recovery Plan, Victoria Street is prioritised for public transport, walking and cycling.. The street is also classified as a Local Distributor Street and needs to cater for vehicle traffic as well as public transport, walking and cycling.
Not as good as approved plan	11	There is a challenge in finding the right balance to meet the objectives and needs of all stakeholders.
Need to consider climate change, carbon reduction	13	This scheme provides for an additional 36 trees and upgrades all lighting to LED.
Shared zone or reduce speed limit and add crossing points, cycle lanes and bus priority	7	Options noted.
Trial changes eg in lane bus stops, different street configurations, shared space/pedestrian mall	5	Some trials could be considered in the future once the asset has been renewed.
Should be pedestrianised with cycles	5	Comment noted.
No pedestrian Mall	2	Comment noted.
More defined entry to 30 km/h zone	3	Change – more visible entry to 30 km/h zone.
Need to reduce speed	8	Victoria Street is part of the 30 km/h slow core and traffic calming measures are a part of the scheme to reinforce the speed limit.
Slower street (10 km/h)	2	Comment noted.
Review spacing of raised platforms	1	Has been reviewed and discussed with directly affected stakeholders. No change.
Leave as it is – just basic repairs/resurfacing	5	Most submitters acknowledge that an upgrade is required. The asset is 13 years past its asset life. Cost of ongoing maintenance would be very high.
<b>Landscaping</b>		
More trees and landscaping	8	There is a challenge in finding the right balance to meet the objectives and needs of all stakeholders.
More specialist landscape lighting	1	The suggestion is accepted and will be taken into the detailed phase.
Wider footpaths/ more dining	1	No change.
Ensure LED lighting does not affect residential areas	2	A lighting specialist will advise the Council on lighting issues – including impact on residential areas.

Add seats – to encourage sense of place	2	Change. More seats added to plan.
Retain 3 Victorian poems	1	Existing pole wraps were a temporary project and will not be re-instated on the new street poles. However, staff are investigating how some of the wording in the poems can be incorporated in the street design.
Break footpath sections into individual strips and treat the surfaces differently to create interest	1	Change: Additional paving to break up asphalt and add interest to the footpath and streetscape.
<b>Pedestrians</b>		
Plan should improve facilities for pedestrians	28	New build-outs forming crossing points and widened footpaths at intersections will make it easier to cross Victoria Street. Changes proposed at Bealey intersection to improve safety.
<b>Crossing facilities</b>		
<ul style="list-style-type: none"> <li>• Zebra crossings</li> <li>• Pedestrian prioritised crossings</li> <li>• Centre island</li> <li>• Additional build-outs needed</li> <li>• More crossings</li> </ul>	7 6 2 1 2	See above.
Make it safer to cross Victoria/Salisbury/Montreal intersection	5	This intersection is not part of this project. Your comments will be referred to Traffic Operations to investigate.
Wider footpaths for pedestrians / dining	1	Some footpath areas have been widened. It is up to individual businesses to apply for a licence for outdoor dining.
<b>Cycles</b>		
Plan should make better provision for cyclists (also see general comments)	32	The plan for approval has 1.8 metre painted cycle lanes.
<ul style="list-style-type: none"> <li>• Need separated lanes</li> </ul>	5	Victoria Street is not designated as a major cycle route where physical separation is provided. No roads feeding into or leaving Victoria Street are separated either.
<ul style="list-style-type: none"> <li>• Wider cycle lanes</li> </ul>	4	The width of Victoria Street is 13.9 metres from kerb to kerb and all modes of transport need to be catered for.
<ul style="list-style-type: none"> <li>• Extend painted lanes up to intersections</li> </ul>	1	Change. More green surfacing on cycle lanes approaching intersections.
<ul style="list-style-type: none"> <li>• Fully protected cycle and pedestrian movements at traffic signals</li> </ul>	1	Cyclists take the same phase as cars. Pedestrians protected from turning traffic at signalised crossings.

More cycle parking	2	Change. More cycle parking added
Traffic island on Montreal Street juts out	1	Not part of this project but your comment will be referred to Traffic Operations to investigate.
<b>Buses</b>		
More priority should be given to buses in the plan	26	Public transport benefits are limited in this scheme design. To maximise public transport benefits, modifications will need to be carried out to the intersections of Victoria/Montreal/Salisbury and Victoria/Durham to provide the ability to control vehicle traffic in peak hours. This would mitigate buses being caught up in mid-block traffic, limiting their ability to reach the bus stops and achieving priority at the entry and exiting points.
In-lane bus stops – implementation or trial	7	
Priority/dedicated bus lane	6	
Delay in Salisbury/Kilmore 2 way conversion	1	Programme determined by Long Term Plan and Annual plan processes.
Review bus stop location	3	Bus stop locations are located at specified distances from each other.
Other bus related issues		
• Removing bus stop outside BI-ax Coffee	1	No change.
• Do we need buses on Victoria St?	1	Victoria Street is a key bus route.
• Remove diesel buses	1	The buses are owned and operated by Environment Canterbury, not the City Council.
• No need for bus shelters on Victoria Street	1	Comment noted. No change
• Move bus stop closer to clock Tower	1	No change.
• Replace buses with tram	1	No change.
<b>Provision in plan for cars and trucks</b>		
Victoria Street should not be the main thorough route for private vehicles - encourage traffic to go via Montreal, Bealey and Durham	15	Victoria Street is not prioritised for car travel, with the traffic routes within the vicinity being the Durham/Montreal one-way pair for north/south travel and Bealey Avenue providing the key east/west link. However, it is a distributor street and needs to cater for vehicles. More visible signage is proposed to encourage through traffic to travel on Montreal and Durham Streets to manage access.

		Also dependent on major intersection changes which are not part of this project.
Reduce emphasis on private vehicles	7	Comment noted.
<b>Parking issues</b>		
Too much parking provided in plan	9	There is a challenge in finding the right balance to meet the objectives and needs of all stakeholders. Parking restrictions have been discussed with businesses and staff have tried to achieve a balance.
Remove all on-street parking	2	
More parking needed to support businesses	10	
Increase some parks from P60-P120	1	
Parking - less than 60 minutes	1	
Provide shorter term parking to increase turnover	1	
Parking availability needs to be clearly defined	1	
12 Papanui Road – reinstate car parking	1	Removed to improve access to the Bealey Avenue intersection.
<b>Other issues</b>		
Address issues at Bealey/Victoria/Papanui intersection - dangerous for pedestrians and scooter riders	1	Changes proposed as part of this project.
Large vehicles turning left from Bealey into Victoria Street – safety issue	1	Additional warning signage to be provided.
Cars cutting corners into Dublin Street	1	New street layout aims to provide for traffic calming measures.
No right turn into Dorset Street	1	No change
Remove tree/buildout at No 143	1	No change
Extend yellow lines on Montreal St to improve visibility (Peacock St)	2	Change already approved as part of 2016 plan resolutions
<b>Additional issues</b>		
Consultation process	4	Consultation undertaken with broad cross section of stakeholders.
Knox Church – no parking for hearse and bridal car	1	No change.



Victoria Street re-engagement submissions

#	Sub ID	I / We	Feedback	What do you like about the upgrade of Victoria Street?	How could the plan be improved?	First name	Last name	Business/ Organis.
Yes – support the upgrade								
7	23520	Yes - support the upgrade		Tidier footpaths, better lighting and greener spaces make for a safer feeling street. I work in the area and would much appreciate this.	Further look into the Bealey ave, Papanui Rd, Victoria st intersection – it's very very busy and dangerous for pedestrians and people riding Lime scooters.	Islay	Macdonald	
11	23529	Yes - support the upgrade	Great to hear that this project is going ahead. As a land owner with several properties in close proximity to the development, I am excited about your plans for the betterment of the area. At present ,after dark and late at night, it has become a haunt for antisocial drunken behaviour. With the input of your plan things will change for the better,Im sure.	Everything		Gordon	Bennett	Bennett Property
16	23548	Yes - support the upgrade				Tom	Williams	
24	23588	Yes - support the upgrade	Let's get on with it!	It's critical, as "the driveway" to the central city.	1. More trees (we're "the" Garden City) and green landscaping.  2. More specialist landscape lighting (under-lit trees). Smart lighting (not just ordinary overhead street lamps) changes, warms, and improves the city. The existing clock tower on Victoria Street is a great example of good lighting.	George	Forbes	Rhodes & Co
27	23840	Yes - support the upgrade	I was a member of the Victoria Streetscape Committee, a group formed after the EQs and consisted of business owners and residents. We were briefed several times about the planned upgrade and were able to give feedback at that time. I continued as the contact point for the Victoria Neighbourhood Association and have discussed the plans many times. From a resident's standpoint, I am very positive about the planned upgrade and would like the full enhancement program to proceed. I understand from the 5 May public drop-in session that one approach is to upgrade the street on a block-by-block basis (to minimise disruption to businesses), starting at the southern end. That seems like a good idea, especially if the businesses agree.	(1) totally support the pedestrian 'build out' at the Dorset St corner. Residents have been advocating for a safety island for years, but I understand why this is not possible given the width of the street. The 'build out' seems a good compromise.  (2) love the idea of more trees--the more the better, given how many have been lost in this area because of the more intense building (residential & commercial). This would make Victoria St very special, as well as being ecologically wise.  (3) the other configurations shown on Sheet 2---to give the street a more user-friendly, welcoming appearance--also a good idea.  (4) as a cyclist, I like as many streets as possible to be cycle friendly. However, I understand why a separate cycle lane our shared footpath wouldn't work on this street. Even just a identified lane for cyclists to use (next to the traffic) would be welcomed, as there is now.	The other thing residents have raised several times is a more pedestrian-friendly, safe way of crossing the Salisbury - Montreal - Victoria St intersection. It is very difficult--depending on which you're coming from (or going), it can take 3 cycles of the lights to get there. There must be a better way to organise this, especially as more people are attracted to the street (when Town Hall is reopened and the new hotels finished). To go to all this work to make Victoria St a special place, it's self-defeating to make it difficult to get there by foot.	Marjorie	Manthei	
30	23912	Yes - support the upgrade		The revitalisation plan for Victoria Street is excellent. I like the way that it will happen in stages so that it will not be too disruptive for business owners and residents. The planting plan is great. I love those trees.	My main proposal for improvement is to improve safety for pedestrians crossing at the intersection of Salisbury, Victoria and Montreal. It's very risky for pedestrians crossing across Victoria / Montreal from Salisbury on the north side if the intersection. Maybe	Sue	Allard	



#	Sub ID	I / We	Feedback	What do you like about the upgrade of Victoria Street?	How could the plan be improved?	First name	Last name	Business/ Organisations.
				The narrowing of Victoria Street in places will enable pedestrians to cross the road more easily.	a red arrow for turning cars? Or a Barnes Dance type of crossing for the whole intersection.  Another point I'd like to make is the the "no parking" yellow dotted line on Montreal Street from the corner of Peacock Street heading south is very short. The visibility, when trying to turn right from Peacock Street out onto Montreal Street, is very limited. Especially so, if there is a large SUV parked at the edge of the yellow lines. I usually have to just take an educated guess as to whether there is a car on Montreal heading north as I can't see the left hand lane on Montreal at all.			
37	24270	Yes - support the upgrade	It definitely needs tidying up & softening	Trees, calming, raised crossing areas	Some more islands to stand on for pedestrians as we are often crossing the road (live nearby)	Wendy	Ferguson	
42	24335	Yes - support the upgrade				Jaeden	Martin	
52	24649	Yes - support the upgrade				Nicholas	Martin	
59	24693	Yes - support the upgrade	After viewing the plan, and realizing the impact of the upgrade will have little impact on overall costs of a simple repair, I fully support this upgrade. Pedestrian safety has always been paramount for others living in this area and for the elderly living in the local rest home. Although there is no central safety island the raised section and the limited 30 km speed will help in this regards.	The trees and beautification are fully supported, more important I believe for local businesses, than the loss of a few carparks There are a large number of carparks available in this area, if they are all available for public parking in the weekend this should help businesses.	Improving the crossing for pedestrians at the CNR Victoria, Montreal and salisbury street. The lights need to be improved to allow pedestrians to cross safely as both the one way system, turning into Montreal and pedestrians crossing Montreal have the green light at the same time. The chance of death will be further increased once the hotel is up and running and tourists are not aware of this. AS well as a red turn left filter, decreasing speed to 30 km for all traffic would help.  Prevent any LED signs, advertising businesses in Victoria street intruding into the residential area in Montreal street , further impacting on the quality of life for local residents.	Sheila	Hailstone	
60	24696	Yes - support the upgrade	As from the earlier submission the Victoria Neighbour Association, representing some 170 residents living close to Victoria street, agreed at a recent AGM to continue to support the upgrade of Victoria Street. Their concerns were:  1. A strong desire for pedestrian safety  2. a more user friendly crossing at the Victoria/ Montreal/ Salisbury intersection  3. Opposition to turning Victoria street into a pedestrian mall in weekend evenings  4. Support for adding more trees and other beautification measures  5. Concern LED signage creeping into the residential area, this is commercial intrusion into a residential area  6. Difficulty for residents turning into Montreal street	Raised areas slowing traffic allowing improved pedestrian crossing  Trees and beautification	Improving safety issues and residential amenity further see points above.  1. Slowing traffic  2. Better and safer crossing at Montreal street  3. Banning bright LED signage that intrudes into residential areas at night  4. Increasing length of no parking areas in Montreal street	Sheila	Hailstone ( Chair VNA)	Victoria Neighbour hood Association

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			safely, due to increase in traffic and yellow no parking lines at a minimal length preventing clear vision of traffic					
63	24707	Yes - support the upgrade	<p>Help us make Victoria Street amazing</p> <p>In our submission we will be calling for:</p> <p>a. Pedestrian prioritised crossing facilities to allow employees, residents and visitors to cross the road safely, perhaps zebra crossings on the speed bumps;</p> <p>b. A lowered speed limit to signal to cars, as well as people on bikes and scooters, that the street's primary function is to cater for the employees, residents, and visitors of the area; and</p> <p>c. A plan to allow short term, temporary testing, showcasing and measurement of the effects of different potential future changes to the street, such as:</p> <p>In-lane bus stops which let buses keep their place in queues of traffic when dropping off/picking up employees, residents and visitors;</p> <p>Different street configurations which allow for subtle changes in cycle lane, pedestrian space and car parking arrangements;</p> <p>Turning the street into a shared space/pedestrian mall like Oxford Terrace, Cashel Street or High Street.</p> <p>We don't think any of these are unreasonable things to ask for. If you agree with us, please take 15 minutes to write a submission on the current proposal.</p> <p>Additional comments submitted (#4)</p> <p>I don't think you're going far enough in providing some leading edge solutions, while perhaps radical to some, may be exactly what we need.</p>	<p>anything that will make it less of a through street and more of a pedestrian friendly place for residents to relax and enjoy.</p> <p>Additional comments submitted</p> <p>More pedestrian and bicycle friendly...space for cafes to have tables on footpaths...make it less car centric...please</p>	<p>Have some courage and don't let big money and retail businesses intimidate you. Those opposing some changes fear that their business will suffer. In reality, if CCC has courage to make some bold changes then more people will hang out. Just take a look at the Terrace to see how retail businesses there have profited from the development there. Be daring. Think of future generations. Make our Victoria Street something really special and not just a place for cars to drive through. Remember that there are many of us who live in the city centre who want some vision coming from our council.</p> <p>Additional comments submitted</p> <p>Make it less friendly for cars with wider footpaths for pedestrians and room for cafes to have tables. Have courage and do something creative and innovative without caving into big monied interests.</p>	Larry	Beck	Align International Recruitment Ltd.
81	24767	Yes - support the upgrade	<p>The Nelson Diocesan Trust Board, which owns 66 Victoria Street supports your proposal to upgrade Victoria Street.</p> <p>Trustees are encouraged with improved street lighting, repairs to the road, and a proposal to lay cobblestones on the footpaths. Whilst we are sorry to note some carparks will go, the replacement landscaping including trees will enhance the "look" of the street.</p> <p>Given there has been uncertainty as to the eventual configuration of Victoria St, we see merit in the timely communication of Councils plans and the completion of</p>			Clark	Nicholson	Nelson Diocesan Trust Board

#	Sub ID	I / We	Feedback	What do you like about the upgrade of Victoria Street?	How could the plan be improved?	First name	Last name	Business/ Organism.
			the proposed work.  If we can be of further assistance, please let us know.					
Generally support the upgrade but have some feedback								
1	23501	generally support the upgrade but have some feedback	The timing of these works and the phasing of them needs to be looked at closely. 2019 has been challenging for all retail businesses and we cannot afford to have the street out of action - I am not exaggerating that with business confidence at an all time low, and terror attacks, we will not survive as a business if we have works that are similar to Manchester or St Asaph. We had 2 weeks of works with electrical cabling upgrade right outside 137 Victoria Street recently and our foot traffic was down 60%, and sales down 45%.		It could be delayed until 2021, and the businesses should have a seat on the project committee. I see no value in having a project committee that does not have those immediately impacted by the works on it. We should be able to hold contractors and Council accountable for meeting timelines.	ANDREW	HAMILTON	CORCOVAD O FURNITURE & HOMEWAR ES
2	23502	generally support the upgrade but have some feedback	Vehicles continue to drive over the 30km/h speed limit, so what is being done to slow traffic down? This is a designated bus priority route, but private vehicles continue to use it as a thoroughfare, so what is being done to discourage using this route as a thoroughfare and encourage using alternative routes?	Better kerb design. Better location of bus stops. Inclusion of cycle parking facilities - though not enough, as non-bicycles get parked there too (e.g. motorbikes, motorised and electric scooters, etc.). More trees.	More bicycle parking facilities in safe locations (where drivers can't mount the kerb and hit the bikes). Wider cycle lanes - the "standard" width is not wide enough, especially when drivers are incapable of parking within the designated areas due to incompetence or driving large vehicles. Also, when traffic is backed up, the "standard" width cycle lanes make it difficult for faster cyclists to overtake slower cyclists.	Fiona	Bennetts	
3	23503	generally support the upgrade but have some feedback	Not a lot of actual change here - its mostly going to be whinging about lost carparks and the long term effect of tree roots.	Its about time!  I just want to cross the road easier - Its quite hard to get over sometimes, so the pedestrian davenport will help, as long as they have lowered kerb/curb edges	Needs dedicated space for rental scooter parking, as opposed to Lime's method of dumping them on the footpath.  The traffic island on Montreal Street just north of Salisbury Street means bikes have to ride in the lane when coming from Montreal or Salisbury. This needs to be wider, or have the whole lane painted green/sharrows. To address the parking whiners, threaten to remove all on-street parking completely, and "acquire" some of the vacant land as a council carpark (NOT A WILSONS CARPARK!!!)	Craig	Falconer	Verizon Connect
5	23507	generally support the upgrade but have some feedback		It will tidy up the street-scape.	This a non-specific submission :  If Victoria Street is going to thrive for both businesses and the people in general then a lot of thought needs to be given to ensuring the "car-customers" have a "certain-certainty" in their heads that they can find parking within easy distance to their destination.  The key maybe Victoria Street itself plus the other close by streets eg Montreal.  It needs to clearly defined where parking is available and where to walk from there.	Philip	Hall	

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9	23526	generally support the upgrade but have some feedback	This is a disappointing plan, nowhere near as good as the original and would do little to attract me to see this street as a destination. For that matter I am so annoyed by the businesses on this street from their lobbying against the original plan that I stopped supporting them. Same goes for Ferry Road. There are much nicer destinations in Christchurch CBD now.	A few extra trees.	Go back to the original plan, reduce the traffic flow, reduce the car parking, priority bus lane, safe cycling, make it a nice place to go instead of a sewer for cars.	Olly	Powell	
18 (32)	23559	generally support the upgrade but have some feedback	The original plan was much better. More priority should be given to cyclists and pedestrians. Cars do not need to be here, Durham/Montreal are perfectly good alternatives.  Should be less car centric and more like the original original plan. Should have a separated cycle lane and reduced on street parking. Victoria St should not be a car thourofare, they can use the one ways.	Nice landscaping  Nice landscaping. Some removal of on street parking	Provide a separated cycle lane and remove all on street parking  Remove more on street parking. Restrict car turns in and out. Reduce the speed limit to 20 km/h.	John	Ascroft	
19	23560	generally support the upgrade but have some feedback	I support the upgrade of Victoria Street, but only under the condition that safe cycling infrastructure is included. Motor vehicle use has been solely subsidized through single-use infrastructure for too long in this city. In light of climate change we need safe alternatives, such as cycling, to give the next generation a chance at their turn on this planet. Streets are public spaces, not just subsidized car storage, so please do make them safe for all users including cyclist.		Include separated, safe cycling infrastructure in any upgrade of Victoria Street	Volker	Nock	
20	23562	generally support the upgrade but have some feedback	Please improve the cycle infrastructure, it really is not a nice road to cycle on. I actually avoid it.  With improving I would like to see safety and comfort such as regular crossing points and safe cycle parking			Charlotte	Vanhecke	
21	23563	generally support the upgrade but have some feedback	The cycle lanes appear to stop at the ends of this section of road in the new plan. Cyclists continuing on from the cycle lanes outside of this area will still need to move through the street. It would be best to mark these lanes on the road to assure cars remember to pass safely, as they often "forget" to pass safely without road markings and can get agitated when they have to drive behind a vehicle different from their own.	Smoother pavement is always welcome.	Cycle lanes could be included.	Dana	Dopleach	
22	23565	generally support the upgrade but have some feedback	Hi there, currently Victoria street feels unsafe as a cyclist because it is narrow and has lots of car doors opening and people crossing across the cycle path. I realise there's limited width to the road, but is there a way to make the cycle path wider?	It'll be great to have the road resurfaced, especially near the Peterborough St intersection.	Wider cycle lanes to enable cyclists to avoid opening doors from parked cars.	Angela	Pennington	
23	23566	generally support the upgrade but have some feedback	I work on Victoria Street. The narrowing is needed to slow down traffic and make it much more pedestrian and cycle friendly.  It's currently hard to cross Victoria Street sometimes and drivers almost never give you a gap. They feel it's their space.	Landscaping to soften the very blunt and unshaded street environment.	Less on streets car parking. There is plenty already on the side streets and we should not be encouraging car use in the 4 Avenues.  More pedestrian and cycle facilities, it should feel safe and like drivers should integrate with the traffic. A shared street context would be appropriate to encourage rerouting away from Victoria Street, so it's a destination and people want to go there and spend money. People spend money, not parked cars.  A bolder threshold treatment at the top of Victoria	Grace	Ryan	



#	Sub ID	I / We	Feedback	What do you like about the upgrade of Victoria Street?	How could the plan be improved?	First name	Last name	Business/ Organism.
					Street to reinforce the entry to the core, even overhead or stronger side features.			
25	23724	generally support the upgrade but have some feedback	60 minute parking is insufficient, whilst I can see it is encouraging the turnover of customers, it is very off putting for lunch meetings. If it is introduced I will not be coming to the area again, it needs to be 120 mins minimum.	The softened entry to the parking spaces, the trees.	Surprised to see that although there are traffic calming areas, there are no zebra crossings. One of the big issues has been the separation of the two sides of the street, and the big gaps between safe crossing points.	Susan	Shepherd	
26	23775	generally support the upgrade but have some feedback	I support the overall aims/intentions of the upgrade plan. However, the plan misses out two important things I consider important to making the street safer and more attractive to pedestrians (see below).		<p>1. There should be a 'half-way' island located about where the old Spags pizza place exists. This was something that the VNA has lobbied for over the years yet the present plan does not have in it. A safer crossing (half the street at a jump) would make it easier for shoppers and others to cross what is often a very busy street.</p> <p>2. The intersection of Vic St, Salisbury St and Montreal St is very difficult to negotiate if you are a pedestrian. To improve it requires a major re-think of the traffic flow and how people can safely cross from one corner to the other. Perhaps a Barn's dance signal would be best. This would allow all pedestrians to cross at once in any directions and not be delayed by long waits at two lights to get from one side of a street to another.</p> <p>3. Another matter I would urge the Council to reject is to make Victoria Street a closed pedestrian mall in any shape or form for any hours of the week. It was once proposed to make it a mall on weekends after dark, thus turning it into a pub crawlers' playpen. This would have serious adverse effects on the closely surrounding residential areas and most likely to the non-hospitality businesses on the street as well.</p>	robert	manthei	
31	23557	generally support the upgrade but have some feedback	<p>We are generally supportive of the proposed upgrade scope but have some natural concerns about the impact on foot traffic/parking/access to area.</p> <p>Questions;</p> <p>1. What is the extent of underground works (drainage/electrical reticulation)?</p> <p>2. What is scope of work for carriageway? Mill&amp;mix or full reconstruction?</p> <p>3. The traffic management requirements to facilitate the works will also create a wider disruption footprint than just the work itself. It would be useful if you could provide some visibility around what might be required and how it might impact on traffic flows in the area.</p> <p>4. Do you have a draft staging proposal at this early stage for comment?</p>	<p>Latest proposal appears more sympathetic to business activity (balances transportation with commerce) than first draft tabled.</p> <p>Upgrade of carriageway is desperately needed to fix safety concerns for cyclists.</p> <p>Cycle lane is not a kerbed lane but a painted zone.</p> <p>Traffic calming (I assume this is to be raised thresholds) is to be employed to manage vehicle speed.</p>	<p>Remove the blip and tree outside lane east of 143 Victoria St. The tree will block view of retail in 143 and the tree will clash with veranda outside 143 Victoria.</p> <p>Why is there an LZ outside 143 Victoria St?</p>	Nick	Tyler	Court Florist
34	24120	generally support the upgrade but		Well we all know that the street surface itself needs to be redone, so this is a good start and obviously essential. I feel that modernizing it to keep inline with	As discussed with the project manager when he came into our store with the plan, I feel that there is no need for bus shelters on the street. I can understand it	Nicola	Martinovich	Martinovich

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		have some feedback		the other road upgrades in the CBD is a good thing. I'm not sure how I feel about the footpaths being widened but we are daytime operators so therefore don't know how it affects the hospos on the street. I don't have a strong opinion one way or the other on that.	for residential streets but on a high use, destination retail street, all they will do is remove visibility of shop fronts. As tenants we pay high rents and have targeted Victoria St, as it gives us good visibility with both foot traffic and vehicle traffic. We most certainly do not want a bus shelter anywhere near our shop front and I can imagine that no other business operator will either.  Secondly, regarding the bus stop of the north bound side of the street in between us #83, and the clock tower, I feel this is too close to business fronts. The project manager informs me that the wee through street by the clock tower is going to be closed off, so perhaps the bus stop could be moved further up the street, ie: as far north as it can go while not being too close to the traffic lights.			Exceptional Jewellery
35	24201	generally support the upgrade but have some feedback	I have concerns regarding the time it will take to complete the upgrade and how the scheduling of the work will occur.  I also believe the upgrade needs to plan for the city tram loop to be extended ideally from Park Terrance down through Peterborough Street across Victoria Street or down Victoria and remove the planned accommodations for the dirty buses. If we are truly planning for the future then unsustainable diesel buses should not form any part of that.	The overall concept and the fact it will be done. Victoria Street is a show case gateway to the city centre and needs to reflect that in the quality of the access.	Remove the buses and replace with an extended Tram service as above.	Tim	Bergin	
36	24260	generally support the upgrade but have some feedback	Overall it will be nice to have the street looking better. However the removal of so many carparks is a great concern to a number of residents as just recently the street is finally starting to look more vibrant and busy with some new shops arriving here. These are the sort of shops people do not walk to and the owners are all working together to market each other and have joint events and showcase the street and other business' so any removal of carparks will be exceptionally detrimental to these stores and business' (ladies fashion, footwear, home furnishings and beauty and hair) so we do not wish to see the street go backwards when it has taken to long for it to go forwards. Please consider adding back as many parks as you can for these tenants. As landlords we are providing a large number where we can and allowing them to be used by the public after hours when our tenants are not using them during the day but they are not always available during shopping hours when these people need them so we need to be very mindful of this.	The fact that it will tidy up the street which is very uneven and badly damaged will make it look a lot nicer.	I have some concern for the intersection at the Bealey Avenue end. My office overlooks this intersection so every day I see a lot of issues. One major one being if any large vehicles are to turn left into Victoria St from the West bound lane on Bealey Ave then anyone in the right turn lane on Victoria St (Facing towards Papanui Rd) must reverse in order to let the large vehicles turn and I am sure you do not need me to explain to you the hazards around this. This happens at least once a day if not more. My other area of concern is any narrowing of the road in Victoria St at all with set outs as this will cause accidents as cars will not be able to safely pass anyone on a cycle so will hold up the traffic and cause frustrations for others which in turn will lead to further accidents. People also quite frequently turn right from Victoria St into Dublin St and cut the corner which is exceptionally dangerous so something needs to be put there (not sure what, maybe a tiny curb or something) to stop this.	Adele	Childs	Countrywide Property Trust
40	24309	generally support the upgrade but have some feedback	Removing the bus stop opposite Blax Coffee Shop will seriously inconvenience residents of Conference & Beveridge Sts (including Council Flats) who can walk through laneway by Verizon connect building. The reason given is that the new stop outside the Town Hall means that the bus stops must be regularly distanced from it. While we recognize there must be bus parking at the Town Hall, it would mostly be used by tour buses, and not city			Joy & Morgan	Lowe	

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			visitors to the Town Hall, as there is no return stop handy. Town Hall passengers would have to walk to Manchester or Salisbury Streets to return to bus station. It is not good enough to use the excuse that ECAN has all the say regarding buses. This is City Council's Plan and considering we are using the buses from this stop, it is up to Council to support regular bus users.					
41	24322	generally support the upgrade but have some feedback	It's meant to be a bus route but only 1 pair of bus spaces is put at the north end. What about the south end? A bus stop has actually been removed. So although it's meant to be a bus route, it's worse.  Too many parking spaces and trying to make everyone happy. In the end the design will not do anything but continue car reliance and a large whopping carbon footprint.	Some crossing points with buildouts (not enough). Narrow lanes for vehicles	Add another pair of bus spaces/add another pedestrian raised crossing opposite 108 Victoria St where all the restaurants are. As there will be a lot of foot traffic between these places and a desire line. I have eaten at Mexicanas and tried to cross the road several times to reach the other side. Not safe with all the parking. Extend the build - outs where no parking and remove more parking. Have some parking areas less than 60min. Why all 60min? Increase turnover. Lots of indulgences - widen to accommodate more peds.	Simon	de verteuil	
45	24457	generally support the upgrade but have some feedback	Plan is fine. 2 major issues...  1. Timing of works  2. Do we need buses on Victoria St? There is quite a lot of traffic congestion on Victoria St. Removing buses may help this. I asked this question in the drop-in sessions. I was told Ecan have research to say bus customers get off & work/shop on Victoria St. I find this very hard to believe. None of my staff use the bus and very few of my customers, if any, use the bus.	Will tidy up the street as road surface & footpaths in need of repair. Also changes will make it easier for pedestrians to cross street.	The plan itself is fine (apart from removing buses). Implementation (in terms of minimising disruption) will be the key. Any work needs to be done with a sense of urgency & not roll on for months on end.	Jason	Harris	Procopie Coffee House
49	24575	generally support the upgrade but have some feedback	Make sure there are some separated cycle lanes along here please!!	More trees and plantings		Daniel	Parkinson	
51	24634	generally support the upgrade but have some feedback	Very much needed	The landscaping making the road look nice	To make the street more pedestrian, cyclist and public transport friendly:  1. Zebra crossing on the speed bumps  2. Lower speed limit, 30km/h would be appropriate  3. Adding to the plan a temporary trial to test different possible changes to the street:  - In-lane bus stops  - Different street configurations allowing for changes in cycle lane, pedestrian space and car parking arrangements  - Turning the street into a pedestrian mall.	Roman	Shmakov	
53	24657	generally support the upgrade but	I agree that Victoria st should be upgraded but strongly disagree with the priority given to cars under the latest design.	it will look better	less cars more active & public transport priority	steven	muir	

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		have some feedback	<p>I would prefer to see</p> <p>a. Pedestrian prioritised crossing facilities to allow employees, residents and visitors to cross the road safely, perhaps zebra crossings on the speed bumps;</p> <p>b. A lowered speed limit to signal to cars, as well as people on bikes and scooters, that the street's primary function is to cater for the employees, residents, and visitors of the area; and</p> <p>c. A plan to allow short term, temporary testing, showcasing and measurement of the effects of different potential future changes to the street, such as:</p> <p>In-lane bus stops which let buses keep their place in queues of traffic when dropping off/picking up employees, residents and visitors;</p> <p>Different street configurations which allow for subtle changes in cycle lane, pedestrian space and car parking arrangements;</p> <p>turning the street into a shared space/pedestrian mall like Oxford Terrace, Cashel Street or High Street.</p>					
54	24663	generally support the upgrade but have some feedback	Victoria Street needs to get away from being a car-centric street. Who wants to patronize retail premises in a street jammed with cars. Design needs to cater better for pedestrians and cyclists. Buses also need improved provisions. Feel revamped design sidesteps these issues.			Roy	Sinclair	Roy Sinclair Co. Writers
55	24664	generally support the upgrade but have some feedback	I'd like to see Victoria st be pedestrian only. With some bike lanes	It prioritises cars, not pedestrians	Zebra crossing. Bike lanes. Buses only. No parking lots, no cars	Marian	Krogh	
56	24674	generally support the upgrade but have some feedback	<p>I was born in Christchurch and grew up there. I visit regularly with my children and husband. Recently the Christchurch City Council took a historic decision to declare a climate and ecological emergency. Yet this street upgrade looks no different to any other street plan of the last ten to twenty years.</p> <p>Raised traffic calming areas may slow traffic but they give pedestrians no legal priority crossing the road that would be given to them with an actual zebra crossing.</p> <p>Placing cyclists inbetween parked cars and moving traffic is the most dangerous place for them to be. So many of the sites in the photo used to show the plan on have off street parking, why is the council providing on street parking while putting people's lives at risk. As someone whose primary transport into Christchurch is a car I can tell you the most dangerous place to park is on the side of a road and something I avoid at all times, to the point of paying for off street parking if need be so that I or one of my</p>	The number of trees included.	<p>At the most there should only be parking on only one side of Victoria Street with more safe crossing points. Restrict trucks to those delivering only, no through traffic, and only before 8am.</p> <p>Prioritise the movement of people not vehicles. The safety of people walking, cycling or using public transport should be put above the movement of private cars and on street storage of private cars.</p>	Catherine	Kilgour	



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			children don't get hurt or killed by a truck or car on getting out of the car on the street side.					
57	24684	generally support the upgrade but have some feedback	I support generation zero's proposal, not only is reduced car access better for the environment, pedestrians and cyclists are more likely to stop by local businesses than cars going at 50km/h. Experiment closing down the street to car access during the summer and I'm sure you will see people actually prefer it without cars.	Aesthetically it looks very nice.	Reduced car access, especially during summer.	Alex	Gray	
58	24687	generally support the upgrade but have some feedback	There are no pedestrian crossing points or cycle lanes. There are lots of places to eat and drink on Victoria Street and people are often on the pavements, or accessing the street by public transport, bike or foot. The current plan seems to be trying to maintain the street as a fast moving zone designed for cars rather than a slower more shared space which would seem appropriate for the function of the street, especially given how close it is to pedestrian and cycle friendly parts of the centre of town.	Addition of trees	Either make the whole street a shared zone, like Oxford terrace, or reduce the speed limit and add crossing points and cycle lanes. Bus priority like Manchester street would also be good.	Kirstie	McHale	
61	24699	generally support the upgrade but have some feedback	Have you totally forgotten? When Christchurch residents were asked what kind of city they wanted, the vision was clear. Modern, pedestrian and cycle centred and low rise. Victoria street is uniquely located to become a pedestrian mall.  In the old Christchurch it had the types of retail that suited a pedestrian mall. Maybe a cycleway as well? but you have designed the old way..... where car is king. sorry I do not like it.			Yvonne	Curtis	
62	24706	generally support the upgrade but have some feedback	This proposal would mean Victoria Street stays a street primarily dedicated to moving cars, with little regard for people who want to walk, cycle, scoot or ride the bus.  The new proposal contains no pedestrian crossings, it contains no protected cycle lanes, it contains no bus priority. But it does contain 70 car parks and maintains full car access.  I don't consider this good enough.  We have the opportunity to redefine Victoria Street into a real destination which would provide long term benefits to current and future businesses, employees, residents and visitors of the area, as well as move us closer to becoming a carbon-neutral city.		I call for the following changes to Victoria St:  a. Pedestrian prioritised crossing facilities to allow employees, residents and visitors to cross the road safely, perhaps zebra crossings on the speed bumps;  b. A lowered speed limit to signal to cars, as well as people on bikes and scooters, that the street's primary function is to cater for the employees, residents, and visitors of the area; and  c. A plan to allow short term, temporary testing, showcasing and measurement of the effects of different potential future changes to the street, such as:  In-lane bus stops which let buses keep their place in queues of traffic when dropping off/picking up employees, residents and visitors;  Different street configurations which allow for subtle changes in cycle lane, pedestrian space and car parking arrangements;  Turning the street into a shared space/pedestrian	Julie	Downard	

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					mall like Oxford Terrace, Cashel Street or High Street.  I don't think any of these are unreasonable things to ask for.			
64	24710	generally support the upgrade but have some feedback	I cycle and walk daily in this area and it still looks really dangerous. I would like a wide shared cycle/pedestrian path, even if it's only on one side of the street. Dodging around the planter boxes is going to be dangerous.	Any upgrade good as it is really scruffy.	Make pedestrians and cyclists safe. Very low speed limit. Proper zebra crossings. Pave the entire road to pedestrianise it. Seats and at least one covered bus stop for people getting the airport bus 29.	Maureen	Thompson	
65	24712	generally support the upgrade but have some feedback	<p>This submission is made on behalf of Generation Zero Christchurch - the local body of a nationwide youth-led advocacy group with a vision to see New Zealand achieve net zero greenhouse gas emissions by 2050.</p> <p>Generation Zero Christchurch, in general, conditionally supports the Victoria Street upgrade. We were in strong support of the first designs from 2016, and are disappointed at the lack of ambition in this current design that could have fundamentally changed the street for the better of the employees, residents, and visitors through better infrastructure catering towards people on foot, bikes, and buses. However, we recognise that other parties have opinions which differ from ours, and so agree to support some minor changes to the street now on the condition that the city spends a small amount of time and money exploring and measuring the results of some alternative schemes down Victoria Street in the coming years.</p> <p>Note that first and foremost we do have significant concerns with this design. People on foot wanting to cross the road will still have to wait to dash across when they find a break in traffic. People on cycles will be riding in the 'door zone' without any protection except some paint. People in buses will remain stuck in traffic, except when they pull over to pick up or drop off their passengers and get overtaken by a stream of cars. Cars will still be king in this design, with most car parks remaining and all vehicle access permitted.</p> <p>But we are an organisation which is getting tired of making the same submissions asking for the same simple things - active and public transport improvement to work towards a low emissions future (among other things). So this time our primary ask is for the city to try several different temporary options on Victoria Street over the next few years to showcase and measure what happens.</p> <p>With this kept in mind, our four requests, which we consider to be very minor, for this project are:</p> <p>1. Pedestrian-prioritised crossing facilities to allow employees, residents, and visitors to cross the road safely (perhaps zebra crossings on the speed bumps);</p>		<p>- Be bolder!</p> <p>- More focus on the Victoria Street of the future, rather than the historical and present use of the street</p> <p>- More focus on the people who will appreciate the space (employees, residents, visitors) rather than those who use it as a car thoroughfare</p> <p>- Safer cycling routes (e.g. separation from car parks/car doors)</p> <p>- More cycle parking to allow more flexibility in where cyclists can park securely</p> <p>- More efficient bus routes by prioritising buses over cars (e.g. in-lane bus stops)</p> <p>- Allow for some temporary measures to be put in place to allow Victoria St to act as a showcase for other city streets. This will hopefully show those who are financially invested in the results, and thus may be more risk-adverse, that future-proofing our city can have positive effects in the present.</p>	Alex	McNeill	Generation Zero Christchurch


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			<p>2. Additional cycle parks to give employees, residents, and visitors something to conveniently secure their bikes to;</p> <p>3. Something to signal to cars, as well as people on bikes and scooters, that the street's primary function is to cater for the employees, residents, and visitors of the area rather than a thoroughfare (perhaps a lower speed limit and further traffic-calming measures);</p> <p>4. A plan to allow short-term, temporary testing, allowing the effects of different potential future changes to the street to be measured and showcased. Such temporary changes could include:</p> <p>a) Different street configurations which allow for subtle changes in cycle lane, pedestrian space and car parking arrangements;</p> <p>b) In-lane bus stops which let buses keep their place in queues of traffic when dropping off/picking up employees, residents and visitors;</p> <p>c) Turning the street into a shared space/pedestrian mall like Oxford Terrace, Cashel Street or High Street.</p> <p>We hope that our fourth request will be a low risk way to show people in Christchurch, and New Zealand, that we are in fact not different to any other city in the world who has created tangible benefits for businesses, residents and landowners in areas which have been made desirable through creating walkable destinations. We are happy to work with you on the creation and implementation of this plan. Victoria Street is an ideal place to make bold changes, because of the sheer potential of the location. It has an array of hospitality and retail businesses, and a busy night life as well as a day life thanks to being near residential apartments and a number of bars. It is also on a number of public transport routes and is situated close to attractions such as Victoria Square and the city centre. These factors mean that it could be a truly vibrant place with a few forward-thinking changes to make it a modern, people-focussed area.</p> <p>We want people to realise that cycling and public transport facilities can do the same thing as road space and parking but in safer, nicer, and more efficient (in terms of physical space, travel time and environmental impact) ways, that more pedestrian friendly areas attract more people who spend more money, and that these results will lead to businesses performing better, neighbourhoods becoming more desirable and land prices increasing. We want people to want these infrastructure improvements, not lobby to get them stopped.</p> <p>Many other cities around the world have improved their</p>					

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			<p>citizens quality of life by creating options for citizens to walk, ride a bike, or take public transport, and removing the significant competitive advantages for cars. Most leaders in our cities acknowledge this, and this is reflected in our citywide plans and goals, but when it gets down to the implementation we are failing at creating meaningful change as we give much more weight to the here and now than the future.</p> <p>Our current consultation process requires people to reach out and submit, and people currently invested in the area, mainly through living or owning a business or property there, are much more likely to submit, as they are the ones who stand to gain or lose. Listen to them, but understand that they are one group, whereas we represent a different group. Our people are highly unlikely to engage yet as they are potential future residents, future employees, future visitors. We represent opportunity, and lots of it. We do not visit Victoria Street much currently as we do not like the area and have difficulties accessing it. Enable us to safely cycle and efficiently bus there, give us nice areas to walk between shops, bars and restaurants, and we will visit, and we will spend. It is as simple as that.</p> <p>We hope for a new approach which will show those who still believe the car is the way of the future, and submit in that manner, that there is a better way, and that the rewards are closer than they think.</p>					
67	24715	generally support the upgrade but have some feedback	More crossings please	Limiting speeds / adding pedestrian-focused interruptions, etc, discourages driving. I liked the pedestrian-only proposal a lot, but many didn't so this seems like an okay compromise.	<p>As a non-driver I am definitely in favor of more dedicated crossings (zebra or traffic lights) - pedestrians have equal right to make cars wait as cars have to make pedestrians wait. Currently crossing from the corner where Diner 66 is for example in that triangle either way (clockwise or counter-clockwise) doesn't have a pedestrian crossing / signal. The closest to that at Bealey which is too far. Maybe I'm just too lazy...</p> <p>Is there enough traffic to justify a test of a shared bus / carpool lane to discourage single-person cars on Victoria Street and all the way up Papanui Road? Just a thought, not sure if it would work to improve traffic flow / reduce total number of cars.</p>	Matt	Barton	
69	24720	generally support the upgrade but have some feedback	This street would serve better as a closed/shared road. To support pedestrian and soft transport into the city from key areas of Papanui/Merivale to the Town Hall/Central City.	Trees	More access for cycles/scooters/pedestrians to walk along the road freely.	Rosaria	Ferguson	
70	24723	generally support the upgrade but have some feedback	Doesn't really achieve the objectives for Victoria Street as set out in the Recovery Plan in providing any priority for public transport, walking or cycling. This plan allows for unrestrained traffic movements and prioritises on-street car parking over active and more sustainable modes or transport.	Trees and landscaping	Not increasing the number of on-street car parks and retaining more open space to meet the objective of Creating an environment that supports Victoria Street as a destination. It is not difficult to get an on-street car park on Victoria Street as it is time restricted and metered parking and there are not that many	Gemma	Dioni	



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					<p>destinations along the corridor remaining at this time. It is more difficult to park sometimes because of the large amounts of on-street free parking around that it means that people are parking all day and limiting the availability of kerbside parking for visitors to the area. In particular, on Salisbury Street where it is more difficult to park to access Hagley park. Why can't Council introduce more on-street paid parking around this area?</p> <p>One car park is located outside 122 and 126 Victoria Street yet it is clear from the aerial that parking is provided on-site for these uses off-street so why include this space when it could be used for seating, more bike parking, trees or artwork? Likewise, at 155 why can't the build out be extended across the driveways to create more space. At the southern end, aside from the intersection works at Peterborough Street, there are no enhancements because of the retention of all the parking, so how does this meet the objectives?</p> <p>This is a key cycle route, so having long sections of on-street parking adjacent to an on-road cycle lane is not going to appeal to the target users of key cycleways in central city. There are no dimensions on the plan but the cycle lane looks narrow in parts. Does this meet Council's minimum requirements of 1.8 metre in width? And are the buffers at the southern end in addition to the 1.8m or part of the 1.8 metres? Is there a reason why the cycle lanes can't bypass the bus stops? As a key bus route, having buses stop in the lane would afford them some priority and cyclists would not need to mix with these larger vehicles. Has this been considered?</p> <p>Vehicles rarely travel at 30km/hr along this route so the raised tables will help slow traffic but without any changes to reduce traffic volumes it will still be just as difficult to cross the road. Has any priority been considered to actually improve the pedestrian environment?</p> <p>The project also seeks to upgrade the stormwater system to reduce the flooding risk, does this include any rain gardens and more sustainable urban drainage systems?</p>			
72	24724	generally support the upgrade but have some feedback	Introduction Abley is located at 137 Victoria Street. Many of our staff cycle to work. We have a basement car park and cycle parking facility accessed via the driveway to the north of our building. Our staff walk on Victoria Street during the day to visit local cafes etc. We regularly hear staff comment on the issues they experience crossing Victoria Street including; heavy traffic (lack of gaps), high speeds (>	What we like: The addition of trees within kerb buildouts; the addition of more pedestrian crossing points and associated buildouts; the addition of speed calming measures to support the 30km/h speed limit; good amount of cycle parking (some of our visitors arrive by cycle and comment on the lack of on-street cycle parking); the mixture of parking types.	How could the plan be improved? We have identified a number of improvements that could be made to the plans as outlined below. The attached plan mark ups indicate the approximate location of each of the improvements. 1) The existing speed limit change points should be consistent with the central city design used at the other 30km/hr transitions. It's amazing how many	Ann-Marie	Head	Abley Limited

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			<p>30km/hour) and parked cars blocking visibility. Our overall vision for Victoria Street is a high-quality pedestrian environment where our staff, visitors and other Victoria Street users feel safe and comfortable. YES we generally support the upgrade of Victoria Street but have some feedback.</p> <p>Feedback</p> <ul style="list-style-type: none"><li>• Generally, we like the plan, however we think a better 'sense of place' and pedestrian environment could be created along the street with some alterations to the plans. For example, there are already some public seating areas along Victoria Street and with well placed buildouts there will be opportunities for businesses to create outdoor seating areas. See below for suggestions to improve the plan</li><li>• We haven't commented on the Bealey/Victoria Street intersection as the plans show the limit of works stopping before this intersection</li><li>• We haven't commented on the Salisbury/Montreal/Victoria intersection as the plans show the limit of works stopping either side of this intersection</li></ul>		<p>people that work on the street and travel it each day are unaware that the speed limit is 30km/h.</p> <p>2) Spacing of raised platforms – there is a flush platform detail at the northern end of Victoria Street and all the other platform details are raised. This could be used to create a gateway treatment and could incorporate the speed change. There is a larger spacing between the Dorset Street raised table and the raised table proposed outside 123 Victoria Street. We would recommend an additional raised platform between these ones. There could be a raised platform outside 135, near where the cycle parking is shown. Then the larger raised table is narrowed and moved south and additional parking could potentially be installed in this area to mitigate the loss caused by the additional raised platform. This platform could act as the gateway treatment and also a pedestrian crossing point.</p> <p>3) There is an existing bus stop outside 131 Victoria Street. This has been removed in the proposed plan. This section of Victoria Street is a night-time hub area with a high concentration of restaurants and bars in this area. Providing a bus stop in this area is beneficial to these users. There are a number of retirement village developments occurring to the west of Victoria Street, these may include pedestrian accesses to Victoria Street in the future. A bus stop in this location would greatly assist residents of the retirement village. A combination taxi/bus stop could be introduced to cater for evening transport needs.</p> <p>4) There are a lot of cycle stands shown but no other street furniture like seats. Adding seats could create a sense of place for Victoria Street and with the addition of the trees could make an inviting place to stop and rest for pedestrians.</p> <p>5) The area at 108 Victoria Street is popular with workers to eat their lunch and have coffee. It would be ideal to have two buildouts aligned outside this space to help pedestrians cross the road. The raised platform proposed in point 2 above would cater for this.</p> <p>6) Cross Sections – the cross sections shown in the public drop in session showed different dimensions across the road. For example the Peterborough to Salisbury Street cross section showed 1.9m parking on one side and 2.2m parking on the other side. We would recommend making the dimensions more consistent so the parking could be 2.0m and 2.1m. Likewise on the other cross section the traffic lanes are 3.3m and 3.1m. We would recommend making both lanes 3.2m.</p> <p>7) P60 parking time limits – on Friday to Sunday the P60 limit extends to 8.30pm. This time overlaps with the dinner times at the restaurants along Victoria Street. Generally the only businesses open between</p>			

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					<p>5-8.30pm would be the restaurants and bars which would likely have a longer turnover time than 60 minutes.</p> <p>8) Kerb indentation outside 171/169 Victoria Street. Why is the kerb indented? We would recommend maintaining the kerb line in the built-out location as there is no parking proposed at that location.</p> <p>9) Bus Stop outside 159 Victoria Street. It doesn't appear like a bus could access this stop due to the sharp kerb return on the approach.</p> <p>10) Accessible parking on Dorset St. Dorset Street is a constrained environment for angle parking. Are the accessible bays appropriate at this location given some users will unload from the rear which would block that lane. Also kerb cutdown would have to be provided for direct access onto the footpath</p> <p>11) Parking outside 126 Victoria Street. Would P10 be more appropriate in this location given the close proximity to the coffee shop at 132 Victoria Street.</p> <p>12) Parking outside 149 Victoria Street. Would this be better as P60 given the type of shops that it is outside?</p> <p>13) Pedestrian crossing points are provided between Montreal and Peterborough Street either side of the Peterborough Street east intersection. Another pedestrian crossing point approximately outside 66/70 Victoria Street to give access to the link through to Salisbury Street at 72a Victoria Street would improve the pedestrian crossing environment. A kerb buildout could be located between the on-street parking and the bus stop.</p> <p>14) P10 parking outside 60 Victoria Street – would it be better to have one P10 park on the west side and one on the east side? The west side has a coffee shop and sushi shop which generate short term demand for parking.</p> <p>In addition it is recommended that wayfinding signage in the central city is reviewed to ensure Victoria Street is not identified as a through route for northbound traffic.</p> <p> Victoria Street Abley attachment.pc</p>			
75	24732	generally support the upgrade but have some feedback	<p>I strongly support the Generation Zero submission, namely that:</p> <p>a. Pedestrian prioritised crossing facilities to allow employees, residents and visitors to cross the road safely, perhaps zebra crossings on the speed bumps;</p> <p>b. A lowered speed limit to signal to cars, as well as people on bikes and scooters, that the street's primary function is to cater for the employees, residents, and</p>			John	Berrill	

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			<p>visitors of the area; and</p> <p>c. A plan to allow short term, temporary testing, showcasing and measurement of the effects of different potential future changes to the street, such as:</p> <p>In-lane bus stops which let buses keep their place in queues of traffic when dropping off/picking up employees, residents and visitors;</p> <p>Different street configurations which allow for subtle changes in cycle lane, pedestrian space and car parking arrangements;</p> <p>Turning the street into a shared space/pedestrian mall like Oxford Terrace, Cashel Street or High Street.</p>					
77	24740	generally support the upgrade but have some feedback	<p>I am a nearby resident (Bealey Ave), pedestrian and bus user. I walk along Victoria to and from city destinations almost daily. Thank you for your work on a challenging project involving diverse stakeholders and diverse priorities (eg maximum amount of parking versus relaxed pedestrian and cycle friendly environment) and with a relatively narrow corridor to cater for buses, cars, cycles, pedestrians, parking, deliveries, and provision of street amenities, plantings and build-outs. I am not a business owner, but I am pleased their views are being sought as to the timing and sequencing of the construction works so that they cause the least possible disruption to their businesses.</p>	<p>- Its potential as a very pleasant walking route to the city (via Victoria Square and Cultural Precinct/Cathedral Square or Victoria Square and river bank to Oxford Terrace cafes and City shops) for both residents and guests from the many hotels, motels,</p>	<p>I would like to see the 3 Victoria Street poems retained somewhere in the street, individually or as a group. I think the existing displays get lost in the busy street environment and probably won't fit the new design - but how many streets in NZ are fortunate enough to have their own poem, and Victoria Street has three!!! I think they are fabulous poems, to be celebrated, along with the street - their wording often runs through my mind.</p>	Barbara	Moorhouse	
79	24742	generally support the upgrade but have some feedback	<p>Thank you for the opportunity to submit feedback on the upgrade of Victoria Street. This submission is from the Public Transport team at Environment Canterbury.</p> <p>The Victoria Street upgrade is a project that is part of the delivery of the An Accessible City plan. This plan was developed after the Christchurch earthquakes by a number of partners, including both the Christchurch City Council and Environment Canterbury.</p> <p>This plan sets out how different roads within the four avenues will be prioritised for different modes of transport. Victoria Street is prioritised for public transport, walking and cycling. The plan also sets out that Victoria Street will be redeveloped as a 'main street', with enhanced streetscapes that support retail and mixed-use development .</p> <p>The plan states "these streets will be prioritised for walking and cycling and they will be slowed to a maximum of 30km/h. Main Streets that are public transport routes will contain appropriate public transport priority measures."</p> <p>The An Accessible City Plan also sets out how Salisbury and Kilmore Streets will be changed from one-way to two-way</p>	<p>- The revised stop placement in the Casino block works well. While only a northbound bus stop is required in this block initially a southbound stop will also be needed when Kilmore St becomes two-way (to replace the interim bus stop on Salisbury Street).</p>	<p>It will also not be possible to provide the most appropriate public transport network in this part of the central city until these one-way street changes are made. The current use of both Salisbury and Kilmore Streets means that bus stops for northbound and southbound bus services are quite some distance from each other. For example, provision for bus stops has been made on Kilmore Street outside the newly reopened Town Hall. Bus services are able to stop in a northbound direction close to the Town Hall, but the closest corresponding southbound bus stops are currently on Salisbury and Manchester Streets. As well as the distance these stops are apart, the separation on different roads creates confusion for potential passengers, and reduces public transport attractiveness as a transport option.</p> <p>Environment Canterbury advocates that the Christchurch City Council brings forward the Salisbury and Kilmore Street one-way to two-way changes so that these are delivered without further delay, and that the full potential of the plans for Victoria Street can be realised.</p> <p>This consultation has proposed a number of specific</p>	Edward	Wright	Environment Canterbury Public Transport



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			<p>streets, with Kilmore Street becoming the key public transport route connecting with Victoria Street.</p> <p>Environment Canterbury has routed its bus services in the central city in accordance with what was agreed in partnership through the An Accessible City Plan process. This means that Victoria Street is used by the Blue Line, route 29, and route 95. At peak times there can be up to 14 buses an hour travelling via Victoria Street.</p> <p>This means that Victoria Street is the main bus corridor serving northern Christchurch, aligning with the existing bus priority corridors on Papanui Road, Main North Road, and Manchester Street. Improving the competitiveness through improved route priority is a key contributor to mode shift to public transport.</p> <p>The intersections of Victoria Street with Salisbury and Kilmore Streets are excluded from this consultation, as they will be delivered with these one-way to two-way changes. However the delivery of these changes has been delayed until the mid-2020s. The main opportunities for providing appropriate bus priority along Victoria Street are at these intersections, so we would like to see these changes brought forward to deliver this.</p>		<p>changes to Victoria Street. We support the changes, and have the following specific comments:</p> <p>- As previously noted there are up to 14 buses an hour using Victoria Street. This means there are likely to be instances when more than one bus will need to access stops at the same time, so the stops should be double-length to accommodate the services. The most important location for a double length stop is on the eastern side of Victoria Street, just south of Bealey Ave. This stop is used as a timing point, and there are no alternative locations for this timing point north of Bealey Ave. If there is already a bus located in the stop when the second bus arrives, it will be forced to wait in the general traffic lane until the first bus leaves, which could lead to delays for all road users.</p> <p>- The build-outs along Victoria Street could cause issues for buses as the buses, with both potential difficulty manoeuvring around them into and out of bus stops, and lack of space for additional vehicles to pull in behind to minimise delays where the stop is already occupied by one bus. We would be happy to directly liaise with Christchurch City Council staff to ensure that these build-outs are designed in a way that works best for buses.</p>			
No – do not support the upgrade								
6	23509	No - do not support the upgrade	<p>The provision of on-road unprotected cycle lanes is unacceptable in a world moving towards a vision zero approach to road safety.</p> <p>NZ is well behind worlds best practice which is exemplified by:</p> <p><a href="https://www.citylab.com/transportation/2019/04/protected-bike-lanes-traffic-safety-cambridge-bicycle-plan/586876/">https://www.citylab.com/transportation/2019/04/protected-bike-lanes-traffic-safety-cambridge-bicycle-plan/586876/</a></p> <p><a href="https://www.planetizen.com/news/2019/04/103778-new-bike-infrastructure-standard-set-cambridge">https://www.planetizen.com/news/2019/04/103778-new-bike-infrastructure-standard-set-cambridge</a></p> <p>And cities like Abu Dhabi where fully protected movements for pedestrians and cyclists at traffic signals are also provided (i.e. no filtering traffic).</p>		<p>Protected cycle lanes.</p> <p>Fully protected cycle and pedestrian movements at traffic signals.</p>	David	Robinson	
8	23525	No - do not support the upgrade	<p>This upgrade is not consistent with the Accessible City blueprint and will act against achieving the objectives we need from our transport system.</p>	The trees look nice.	<p>Victoria Street is one of the most important bus routes in the city. The Accessible City states it will be prioritised for bus travel. To do that it needs to encourage or require through-traffic to use the adjacent Bealey Ave/Montreal/Durham arterials,</p>	Chris	Morahan	Talking Transport Blog

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					rather than Victoria Street. The original plan restricted traffic movements so would have achieved this. This new plan does not have any restrictions on traffic and so will probably not achieve this. The traffic calming may discourage some through traffic, but I suspect it will not be enough to ensure reliably fast travel times for everyone using the buses.  The design needs bus priority coupled with a means of discouraging or preventing non-local traffic.			
10	23527	No - do not support the upgrade	<p>This section of road currently carries a frequent and highly used bus route (Blue Line). Council has expressed wishes for a future-proofed transport network, which requires a mode shift away from private vehicles and to mass transit, walking and cycling. The previously proposed upgrade of Victoria St would have supported this shift, by giving priority to bus movements and cycle safety.</p> <p>Under ECan's proposed future bus network, this section of roadway will carry not only the Blue Line, but also another frequent route to the airport. This, combined with increased frequencies to the Blue Line, will result in a bus every 4-6 minutes. This level of frequency turns the bus routes from Victoria St to the interchange into true turn-up-and-go lines, where people easily travel from Victoria St to/from the central interchange without needing to check timetables. This level of service provided by the timetabling can only work if complemented by infrastructure to support it.</p> <p>The proposed plan features very little bus prioritisation - only small sections at either end. To enable efficient movements of buses the plan must feature one of two things:</p> <p>(a) very little motor traffic, or, (b) continuous bus lanes.</p> <p>By restricting vehicle movements from using the entirety of Victoria St and thoroughfare, the original plan would have resulted in (a), allowing for good movements of buses. The proposed plan does not do this, and nor does it offer (b).</p> <p>The proposed plan caters for those individuals who choose to drive, who can use any other street coming into the CBD, and ignores the needs of those individuals who travel into and out of the CBD by bus.</p> <p>It is important to note the availability of parking very nearby Victoria St in a variety of new parking buildings, and the availability of alternate routes to drive down. There is no evidence to suggest removing on-street parking hurts businesses (provided there are alternatives nearby, which there are), and in fact it is observed that giving more space to more efficient transport modes like cycles and buses results in more patronage for those businesses along the</p>	The roadway and footpaths are certainly in need of a physical upgrade. However, the urban design and transport layout, and mode prioritisation also require a re-think, and this plan fails at that.	Bus prioritisation. Cycle prioritisation. Removing Victoria St as a through-route for cars but rather a destination for people.	Daniel	Granger	

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			routes.					
12	23531	No - do not support the upgrade	<p>I have a number of comments to make as follows;</p> <p>1. The reduction of any car parking in Victoria will be detrimental to the retailing and commercial activities and so should be avoided at all costs. The rationale is simple. Lets assume a car park is used only from 9 am - 9pm daily. So no use outside these hours whatsoever despite the presence of many restaurants and bars. If a car park is used by only 2 persons per hour then it represents a reduction of 8,736 customers pa for that one park ( 12 hours x 2 persons = 24 pd x 365 = 8,736pa). You are proposing to remove 20 car parks and add 4 new ones so a net loss of 16. Apply the customer loss of 8760 pa =139,776 potential customers pa to this small precinct. This will have a detrimental impact on business in general and some businesses in particular such as those that rely upon customers who use their cars for whatever reason. The reasons car parking is so important for retailing is that we live in a city with four seasons and variable weather, its often cold, wet, dark and dangerous. People use their cars to collect items and as a security factor. Christchurch is a radial city which is expanding outward from the centre. The bulk of citizens live remotely to the CBD and so use cars because of the convenience. How else would they get into Victoria st by public transport from say Halswell or Rolleston.</p> <p>The last your city planners want to lay the seeds for an area to die a slow commercial death because someone has decided we need a nicer looking streetscape at the expense of parks. Eventually as we segway into EVs we will still need car spaces.</p> <p>2. It is possible to include additional trees and landscaping without losing car parks. The junction between car parks could have a small extension from the footpath to allow a tree to be partly planted on the edge of the footpath and also on the small extension. In this way parks are retained with both pedestrian space and the unused corner of the car park used for tree scaping. This is widely used overseas in major European cities. Footpaths do not need to be universally of the same width and could allow for slightly narrower sections to accommodate trees and street scaping. In this way the spaces become more intimate and could be enhanced in a sectional way with different cobbles to create interest.</p> <p>3. Any jut outs should be angled otherwise they will become an obstruction as they have become in many parts of the city where these sharp angles have been put in without consideration for vehicles. The streetscape designs</p>		As per comments	Ernest	Duval	Property owner 161 Victoria Street

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			<p>need to be functional and not only decorative because we need only look at what's happening in Victoria square to see a nice looking design wasn't really thought through from a maintenance perspective and so now is costing rate payers hundreds of thousands of dollars to fix (hopefully not repair in the same way but make a practical design) Another example of poor street design is at Aynsley Terrace where numerous attempts were made to improve the street scape only to be damaged by motorists. Make it practical, make your first cost your last cost and save the rate [payers the burden of having to fix decorative but non functional design. There are many more examples. Eg outside the police station vehicle exit etc.</p> <p>4.Break the footpath sections up into individual strips and treat the surfaces differently to create interest and assist retailers to have more of an individual feel. The retailers pay the rates on buildings (through their opex) and employ staff and add to the life and vitality of the city. There is a unique opportunity to do something special for this street without compromising commercial outcomes. If the retailers prosper then capital values will be sustained and rates will enhance and jobs will be created. It will be a better environment for all. Block by block or even part sections of the block should be treated differently to create identity. As they have done in Wellington why not provide some historical plaques about the history of the street. In a city that has changed so much in such a short space of time there is a lot of history that people are oblivious to and it's the history of their city and this part of town. Small historical snippets will add a lot of interest to the street. This history should be the type of history people can relate to such as "The site of the first stables in 1857" or "The site of the old so and so pub in 1987". These are culturally and historically relevant for Christchurch and give connection to our heritage whilst at the same time bringing a street to life.</p>					
13	23532	No - do not support the upgrade of Victoria Street	<p>OK</p> <p>The council can fix pavements and tidy up holes in road perfectly well.. do not screw with the parking the lanes or any part of the road system it works now and we don't need it ruined for all but the exclusive select few nutters on bikes.</p> <p>Don't need more trees don't need landscaped areas .fixing street lights is a no brainer knock em off on Saturday</p> <p>Victoria st does not need to be a destination in ccc eyes as that denies access to 84% of the population by screwing the roadway into a moronic maze</p> <p>Got it</p>			Peter	McBride	

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14	23537	No - do not support the upgrade	<p>I recall I did make a submission initially where I suggested leave Victoria St as it is. I have worked from 382 Montreal St for a number of years, usually cycling to work from Papanui Rd direction. I note that Victoria St is a relatively quiet street from 10 am - 4 pm, hardly any traffic so it is not that busy.</p> <p>All that needs doing is resurfacing the road &amp; cycle way. I don't see any need to reduce parking spaces either.</p> <p>Why not keep it simple &amp; low cost. Just a nice wide street/boulevard. No cycle lanes either. It is a 30 km/hr street so quite safe. (In fact, cycle lanes on some roads give a false sense of security, I have been knocked off my bike on cycle lane in Papanui Rd).</p> <p>For a start, try the simple approach of a nice smooth road only &amp; see how it compares to the rest of the city (which is an obstacle course for cars &amp; cyclists anyway).</p>			Tony	Mitton	
15	23544	No - do not support the upgrade	<p>Our customers must be able to park on the street. There are very few places to park at our end now &amp; your going to make it less. Bad move &amp; stupid. Our bussinesses will suffer &amp; its already hard times for most.</p>	<p>Nothing. It's a one sided push to get Bus &amp; Cycle lanes put in.</p> <p>You have ruined Riccarton road &amp; St Asaph street, now you want to do the same here. All these bussinesses suffered alot when you were changing the roads &amp; its not much better now because of the lack of onstreet carparks.</p>	<p>Just tidy up the roads &amp; footpaths. Have more onstreet parking &amp; let the traffic lights stay green for a longer period. Traffic is often very backed up &amp; needs to flow better at both ends.</p>	Emilios	Kotziikas	Carlton Butchery Bulding
17	23553	No - do not support the upgrade	<p>We operate our flag ship store on Victoria St and we have multiple cafes around the city.</p> <p>I support the patching up of the street, the roads need resealed and so on. However, it is SO SO SO important that vehicle access and parking is priority. It is not a huge pedestrian street, it will never be as it is not in the heart of the city.</p> <p>If vehicle access is restricted in favor of walking or say a minority / micro transport such as bicycles, it will have dyer consequences like other areas of the city.</p> <p>I / we operate many cafes around Christchurch, hospitality is at the heart of a social culture of a city. Christchurch will loose / continue to have a weak culture if the CCC does not read submissions like this with complete seriousness.</p> <p>The city is a driving city - it is so spread out and modes of transport such as lime scooters, bicycles &amp; bus are fine, however it is a micro sect of the population that use these modes.</p> <p>WHY? because these modes of transport are down to age, health, weather, circumstance and so on.</p>	<p>That the roads will be resealed.</p>	<p>Just reseat the roads - cars need priority.</p>	Elias (Bink)	Bowler	BLack & White Coffee Cartel



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			<p>Example: People with families (majority) need cars - they need to drop kids to school, pick them up after, drop them to sport etc etc. Public transport and biking is not an option.</p> <p>My point - the majority of the population drive cars - it is how it is and it will not change! So please please please look at this realistically and redo the street with actual majority lifestyle in mind.</p> <p>This means - accessible for cars and good parking with normal pedestrian access (normal foot paths).</p> <p>WITH THIS MONEY THAT BEING INVESTED IN CYCLE WAYS AND REDESIGNING / FIXING WHAT IS NOT BROKEN - JUST SUBSIDIZE ELECTRIC VEHICLES - that would be called win win.</p> <p>The council lowers emissions realistically.</p> <p>In summary - if vehicle access is restricted it will have dire consequences on our store on Victoria St. The current pedestrian access is right size and in perfect proportion, it is normal and can sustain growth. The accessibility for cars (primary mode of transport) is so good right now.</p> <p>I am deeply concerned about the delusional view of the CCC's road planning dept. The city is becoming very hard to access, live in and operate business in due to the road planning (cycle ways, lack of on street parking etc). BUILD THE CITY BASED ON MAJORITY AND NOT FOR MINORITY. Rebuild a city that works.</p> <p>Electric Vehicle Subsidies is the middle - not cycle ways, they have failed.</p>					
28	23893	No - do not support the upgrade	This plan is pointless now. The first plan would have made significant improvements to cycling and public transport. Now it's just a 'beautification' project with no real outcome.	The wider footpaths and greenery are "nice"	Actual changes to transportation down this road. The first plan that stopped through traffic except for buses made more sense. Victoria street does not need to be for cars, there's plenty of one-ways for that.	Blake	Quartly	
29	23895	No - do not support the upgrade	Dedicated bus lanes should be added so that people are encouraged to use alternative transport rather than drive.		Bus lanes and maybe dedicated cycle ways.	Alex	Bailey	
33	23940	No - do not support the upgrade	<p>I do not support this plan for Victoria Street because it does not have the best priorities for Christchurch as a whole or the local business area.</p> <p>This is a major bus route, with approximately 300 buses travelling this stretch of road each day. Currently the traffic congestion is high causing delays to the buses. This is a factor limiting the growth in public transport for the region. We need to be decreasing our reliance on personal cars in order to cut our carbon emissions, as well as increasing our levels of activity to address health and wellbeing. This plan needs to be changed to increase bus</p>	Not much	Implement the original plan. Refer to <a href="http://ccc.govt.nz/assets/Documents/The-Council/HYS/2016/may/AAC-Consultation-Number-5-A4-Booklet-v2-WEB2.pdf">http://ccc.govt.nz/assets/Documents/The-Council/HYS/2016/may/AAC-Consultation-Number-5-A4-Booklet-v2-WEB2.pdf</a>	Arthur	McGregor	

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			<p>priority along this route and to encourage active transport modes. This could be by preventing through traffic, as proposed in the original plan, or by installing peak hour bus lanes along the entire road, similar to those being installed in Riccarton Road.</p> <p>Alternatively, perhaps the bus should be re-routed to avoid Victoria St. Clearly the business owners do not value anyone who travels by bus so prioritise bus movement by routing the buses down the way one system instead. Add bus priority measures as required to ensure the buses can travel along those routes easily and keep the buses flowing freely. Local businesses will be delighted to have a few extra car parks and bus patrons will appreciate skipping the traffic.</p> <p>As an aside, if there are too many complaints from local businesses then simply spend the money elsewhere. There are plenty of other worthwhile projects for ratepayers money to be spent on.</p>					
38	24271	No - do not support the upgrade	Papanui Road traffic, heading for central city will need to divert to Durham Street as Victoria Street will be slower.	Finally some progress!		Ian	White	
39	24278	No - do not support the upgrade	<p>This scheme far removed from the original proposal. It seems that it has been altered out of recognition following consultation with a singular group of people only - ie business owners.</p> <p>The plan is not safe for cyclists does not prioritise public transport in any meaningful way and does not seek to change how cars use the street to get from A to B. It does not fit with the accessible city plan. I have selected that I do not support the upgrade, because I don't in its current form. I did support the original proposal which was far superior in every imaginable way.</p> <p>If council words on climate change are to mean anything they need to be backed up with actions. This scheme does nothing to discourage car use or encourage public transport and active transport modes and would be a complete waste of money as it is. It resembles a big long car park.</p> <p>Research and experience from around the world has shown that restricting motor vehicles and making a pedestrian friendly street environment hugely benefits local business and streets a place where people will spend more time. Just because local business wants the status quo as they have no vision to look beyond that scenario does not mean it is correct to change the objectives to suit that particular group.</p> <p>In addition the plan available for this particular consultation is woefully inadequate and does not make it easy to see what is planned, how and why it has changed</p>	Not a lot.	<p>Make it comply with the accessible city objectives. Remove on street parking to facilitate a safe and welcoming environment for cyclists and pedestrians. Close the road to through motorised traffic. Make the street a public transport priority route. Design the street for the future, not the past and present and with only one group of stakeholders input.</p>	Matt	Jackson	

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			from the original plan, or the safety audit of this plan. It is very disappointing.					
46	24459	No - do not support the upgrade	<p>I am totally opposed to the removal of the car parks under the proposed plan. The businesses along Victoria Street need people to be able to get to them relatively easily, otherwise they will continue to abandon the central city in favor of the suburban malls which have plenty of car parking. In winter your vision of a pedestrian and cycling utopia fades in the face of the Easterly wind and southerly rain lashing Christchurch - so for 3-6 months the conditions in Christchurch are not conducive to pedestrians or cyclists.</p> <p>Any work needs to be undertaken quickly, efficiently and with the minimum disruption for the businesses in the street. Unlike every other set of work in Christchurch where the same section is filled in and dug up multiple times, how about planning to get everything done in each section before sealing over and finishing it in one go?</p> <p>Your tick boxes above are biased as they are missing one for "generally do not support your plan but do have some feedback". Whilst I support getting the street and footpaths fixed I am opposed to some major parts of your plan, (but not all of it). I am given no option but to tick the "do not support" the upgrade which is not completely correct.</p>	Fixing the road and footpath surfaces in their existing footprints and adding more trees within the existing footprint	<p>Re-instate the parking you have taken away and simply fix the road, services and footpath within their existing footprints.</p> <p>Ensure that each section is worked on once with everything done then move on to the next section.</p> <p>Minimise disruption to the businesses along the street by working mainly at night and throwing enough resources at the work to get it completed quickly and efficiently!</p>	Mike	Sheppard	
47	24462	No - do not support the upgrade	<p>I am unsatisfied with the consultation process Christchurch City Council has undertaken from 2015 to 2019 to reach a suitable outcome for the upgrade of Victoria Street. In 2016 I spoke at the consultation hearing in support of better cycling infrastructure on a street that is currently dangerous to ride a bike down. Following the consultation hearing to the current proposed new plan, I have not seen council engage with any of the cycling community before releasing their new and current plan for public consultation. (Current member of Spokes Canterbury) I am aware that heavy consultation has been undertaken with businesses and residents in and around Victoria to understand their needs and desires. No other stakeholders have been contacted. (An unfair "democratic" process). The "Share an Idea" vision for the central city was as a shared space where people on foot or bicycle would feel safe and engage in the community.</p> <p>- Victoria Street is narrow and must serve many modes. A designated pedestrian route, proposed bus priority and safe cycle route into the city. (Current cycle mode share along Victoria street is up 188% in 2 years. CCC Road cycle counters. Average of 200 one direction users daily at Bealey Ave/Victoria St intersection).</p> <p>ISSUES FOR BIKE RIDERS:</p> <p>- A dedicated cycle route offers people on bikes narrow 1.7m painted lanes which often simply end along on-street</p>	Currently, Victoria is a dismal looking street with poor quality road surface and bad lighting and no atmosphere. Any streetscape enhancement is justice to the area. Considering the current conditions of the Street I rarely spend time or money on Victoria Street.	<p>In the original City Council proposal, you intended to divert "car commuter" traffic flow away from Victoria Street and into main arterials such as Montreal and Durham Street. This needs stronger emphasis to reduce car traffic down to a minimum and prioritise alternative transport options.</p> <p>RECOMMENDATION:</p> <p>- Make Victoria Street a better street for shopping and dining by making the road a shared space. A slow streets and neighbourhood greenways approach with pedestrian and cycle priority is a far better fit for a narrow street in this densely commercial area with high pedestrian numbers. Cycle lanes are then removed as people can now cycle in the traffic lane with all road users alerted to share the road. Footpaths could be widened. Landscaping increased to soften this urban scene. This type of streetscape has a better return on investment for business users too. Note the opening of the Town Hall and Convention Centre will bring an increased number of pedestrians to the area.</p> <p>- Those who wish to drive to a short term on-street park will have that option. Parking off of Victoria Street will be encouraged in the Casino's proposed carpark building. Buses can retain their priority route.</p>	Charlotte	Bebbington	Action Bicycle Club Ltd



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			<p>parking at Salisbury and Victoria. Car parking gets 2.1m on both sides of Victoria.</p> <p>- 1.7m cycle lanes hard up against 2.1m on-street parking and will not appeal to the “interested but concerned” cyclists. (Council advises "interested but concerned riders detour up to 1km to use a MCR). As designed, experienced cyclists will take the lane, unsafe when riding with buses and cars.</p> <p>- Parked and parking cars will protrude into the painted bike lane. The car door swing area of 0.9m will reduce the cycle lanes to 0.8m. Handlebar width of typical ebikes, cruisers, utility and comfort bikes are 0.7m+. Under ideal conditions with cars parked hard up against the kerb people on bikes will have 0.1m of space when dodging a car door opened into their path.</p> <p>-Congestion will be increased by on-street parking with a 60-minute limit assuring frequent ins and outs to interrupt traffic and further reduce safety.</p>		<p>City Council MUST think ahead and plan for the future!!!! Since the 2016 consultation I attended with upset business owners operating on Victoria Street a good amount of them have moved to new premises or shut down whereas alternative road users such as cyclists have increased numbers. Pedestrian users will increase in time with the Town Hall and Convention Center.</p> <p>City Council must include all stakeholders in their consultation process. As a member of Spokes Canterbury, who advocate for safe cycling infrastructure we are rarely contacted for input!</p>			
48	24481	No - do not support the upgrade	<p>We are the owners of Rabobank Building 12 Papanui Road, prior to the earthquake we had three car parks outside our building we request these parks to be reinstated with the Victoria Street upgrade plan. Customers picking up takeaways from the Carlton Courts previously used these parks. Now we are having constant issues with them entering our property in Derby Street and blocking our tenants carparks</p>		Provide more car parking	Paul	Chaney	
50	24605	No - do not support the upgrade	<p>You want to make it a destination by removing car parking spaces? What an oxymoron!</p> <p>Do our elected officials and traffic planners have shares in Wilson Parking or are they receiving kickbacks?</p>	Love the choice of trees.		Wayne	Boyd	
66	24713	No - do not support the upgrade	<p>I accept the need for an upgrade to Victoria St, but I am not impressed with what is proposed. As a cyclist I avoid Victoria St, whenever possible, because there is very little space for cyclists and the upgrade doesn't seem to improve the situation much. The provision of so much on-street parking is totally outdated.</p>		<p>Priority should be given to public transport and low-carbon, more active means of transport. The speed limit should be 30 km/h.</p>	Dave	Evans	
68	24719	No - do not support the upgrade	<p>Spokes Canterbury is a local cycling advocacy group with approximately 1200 members that is affiliated with the national Cycling Action Network (CAN). All submissions are developed online and include members' input. Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.</p> <p><b>Public Sentiment and City Transport</b></p> <p>Share an Idea found wide support for a city inviting to people on foot and bicycles. The 'Accessible City Plan' and Regenerate Christchurch's 2017 'Central City Redevelopment Transport Planning' both designate Victoria Street as a priority route for pedestrians, bicycles and buses. It is not prioritised for cars or parking. The vision for the central city was as a shared space where people on foot or bicycle would feel safe and engage in the</p>		<p>An Easy and Obvious Solution</p> <p>To comply with Council's Cycle Design Guidelines for a local cycle way in this setting the project would need to implement section 3.2. (Emphasis added)</p> <p>3.2. Local cycleways through urban commercial centres</p> <p>Local cycleways through commercial centres ideally will be separated cycle paths to provide a comfortable and safe environment for cyclists. Separation can be achieved in a variety of different ways depending on the individual centre and competing needs. Where there is limited street space available other options such as wide cycle lanes or a slow street environment can be considered."</p> <p>A slow street environment is recommended.</p>	Dirk	De Lu	Spokes Canterbury

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			<p>community.</p> <p>Many residents are already showing their support for a people centred city. The Papanui Parallel MCR averages approximately 500-600 daily. Cycle use on Victoria has increased 188% in two years.</p> <p>What happened to produce this plan which fails on all counts?</p> <p><b>Plan Background</b></p> <p>1. Originally approved and near to start of construction in 2016 the plan was halted in the face of merchant opposition.</p> <p>2. June 2017 “An Accessible City – Victoria Street Detailed Design Safety Audit” (not for the actual proposal now being considered)</p> <p>3. In 2018 Council staff began consultations with the merchants and residents in the area. No other stakeholders were contacted.</p> <p>4. May 2019 and this plan focused on preserving on street parking is opened to consultation to non-privileged parties. (There are 2,500 car parks within 200 meters of Victoria Street and current on street parks achieve 74% uptake.)</p> <p><b>The Setting and Specific Examples</b></p> <p>Victoria Street is narrow and must serve many modes. A designated pedestrian route it offers footpaths 2.8m-2.9m wide. As it must accommodate buses vehicle lanes are 3.25m wide. Car parking gets 2.1m on both sides of Victoria. A dedicated cycle route yet it offers people on bikes narrow 1.7m painted lanes which often simply end along on street parking as at Salisbury and Victoria. 1.7m cycle lanes hard up against 2.1m on street parking will not appeal to the ‘interested but concerned’ cyclists Council claims to target. This unsafe design will have experienced cyclists taking the lane to incur the wrath of drivers. This plan makes a mockery of the Accessible City Plan’s designation of Victoria Street as a cycle priority route.</p> <p>Trucks and most SUV’s along with poorly parked cars will protrude into the bike lane. With a minimal door swing area of 0.9m the cycle lane is reduced to 0.8m, at best. Handlebar width of typical ebikes, cruisers, utility and comfort bikes are 0.7m+. Under ideal conditions with cars parked hard up against the kerb people on bikes will have 0.2m of free space when dodging a car door opened into their path. This is unsafe, irresponsible and potentially lethal design.</p> <p>Congestion will be increased by on street parking with a 60 minute limit assuring frequent ins and outs to interrupt traffic and further reduce safety.</p> <p>Victoria Street is a local cycle way as dictated by The Accessible City Plan – Transport chapter. Council must present a better, safer and more workable plan. This plan must be rejected.</p> <p>Conclusion</p>		<p>Due to the limited space alternatives must be considered. The Cycle Design Guidelines 3.3 offers more help.</p> <p>3.3. Local cycleways and residential streets</p> <p>In urban residential streets, local cycleways ideally will be neighbourhood greenways which create a slow, safe environment where bicycles, vehicles and people can comfortably co-exist. The quality of the environment and amenity of the residential street is also enhanced through the design.”</p> <p>A slow streets and neighbourhood greenways approach with pedestrian and cycle priority is a far better fit for a narrow street in this densely commercial area with high pedestrian numbers. Speed could be further limited to 10km/h as has been proposed for High St. Cycle lanes removed as people can now cycle in the traffic lane with all road users alerted to share the road. Footpaths could be widened. Landscaping increased to soften this urban scene.</p> <p>Those who wish to drive to a short term on street park will have that option. Parking off of Victoria Street will be encouraged. Buses will retain their route.</p> <p>Benefits</p> <p>Patrons of motels along Bealey Avenue would be encouraged to walk to the centre city, noting the dining and shopping options, thereby benefiting Victoria Street merchants.</p> <p>Merchants will further benefit by offering a tree lined space with reduced car congestion conducive to strolling, shopping and dining. The current design leaves people to be repulsed by fumes and noise with some left to witness the grim outcomes of unsafe road planning.</p> <p>Pollution is reduced and the area made far more attractive.</p> <p>On Consultation</p> <p>The Council undermines the community when it handpicks some stakeholders for early inclusion and allows them to set the focus for plans. This plan is a prime example of the failure a narrow focus achieves. Current consultation disempowers the community as plans are rarely open to significant, if any, real change. Minor adjustments may be accommodated, but even this level of responsiveness is generally limited. Consultation is undermined when documents and designs provided do not include basic information including cross sections for each lane treatment specifying widths for all modes. Safety audits need to be included online with all projects. This is basic information required for informed comment and consent. That it is not undermines Council’s credibility. Setting basic requirements for consultation documents is clearly needed.</p>			

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			Public works are long lived. They need to be planned for the future, not cater to the past. Council has committed to carbon reductions which will not be achieved if plans like this one continue to be offered and constructed. Spokes invites Council to take this opportunity to embark on inclusive and empowering consultation. We remain willing to engage at the earliest stage of this plan's redrafting. Spokes Canterbury does not support this plan.					
71	24721	No - do not support the upgrade	During the course of the 3 years since the upgrade of Victoria Street planning began, this project has changed considerably, to the future detriment of our city in my opinion. Share an Idea, The Accessible City Plan and The Central City Redevelopment Transport Plan all describe the future of Victoria Street to be prioritising pedestrians, bicycles, and buses. This plan does not do that at all. There is very little that has changed that will make the street feel any safer for those who ride a bike. Incredibly disappointing.	30km speed limit ( 10km limit would be better ) . Hopefully the road surface will be better.	By diverting all non-local traffic via Montreal Street , Durham Street and prioritising those two routes for vehicles , instead of causally expecting that those who ride bikes ( and with to do it in safety ) reroute their journey several blocks away to the Papanui Parallel. This is not acceptable at all, for a city that is proudly declaring a climate change emergency, and leading the country with a network of quality infrastructure for bikes, scooters and other active transport options.	Robert	Fleming	
73	24725	No - do not support the upgrade	As a business owner, I do not need the disruption to the street and also losing car parks of which will seriously affect my business. I would support minimally fixing the road and footpaths, more car parking, NO right turn into Dorset St from Vic St and car parking outside Vics maybe 30 mins max.	Nothing	As above, more car parking, 30 k speed limit, no right turn Dorset St.	Graham	Perrem	Vics Cafe
74	24731	No - do not support the upgrade	In 1958 when I was elected on office bearer in Knox Church, the big debate at that time was the widening of Victoria Street. The Council at that time proposal to take the back portion of Knox Church from the first pillar to the west wall and demolish it so Victoria Street could be widened and a new church built on the site using part of Armstrong & Farr property next door on the south side of the church. After much debate and consultation the idea of widening Victoria Street was abandoned but since then our church access to Victoria Street and Bealey Avenue has been encroached upon that today there is no room for a Hearse & Mourners cars no room for a bridal car when there is a wedding for on both occasions the front door of the church is an essential part of both services. Knox was built a long time before this widening was thought about but no move has been made to take the new building back from the road side to widen the street.			John	Collins	
76	24737	No - do not support the upgrade	1. Share-an-idea clearly directed the city to develop in a more pedestrian and cycle friendly manner. 2. Victoria Street has been identified as a priority bus service route. 3. Christchurch City Council has declared a climate emergency. 4. Micro personal transport options e.g. lime scooters are now commonly used in the city.  These points do not appear to be addressed in the plan for Victoria Street.  The plan focuses on car traffic and parking of cars. It does not contain appropriate quality cycle infrastructure. It will	Reducing the speed to 30km/h	Directing through traffic to the established through traffic streets (Montreal and Durham).  Build dedicated quality bus lanes. Remove street car parking as necessary to accommodate such. Building quality pedestrian areas and quality separated bike lanes.  The reduced through traffic will assist in the creation of a Victoria Street community. It will become a destination as opposed to a thoroughfare.	Peter	Dobbs	



#	Sub ID	I / We	Feedback	What do you like about the upgrade of Victoria Street?	How could the plan be improved?	First name	Last name	Business/ Organisations.
			not create a pleasant environment for pedestrians especially now that pavements must cater for pedestrians and e scooters to name a few.					
78	24741	No - do not support the upgrade	I think the current design is a regrettable step back from the original vision of the Accessible City Plan, in which Victoria St was identified as a pedestrian, cycle and public transit priority route, not a parking area. Given the vast contributions of emissions to the carbon budget of Christchurch, and the fact that almost all roads are in fact "car priority areas", it would be nice if this vision of an environmentally friendly street design would be followed through in light of the climate emergency. I think this would make sense for local businesses there as well. As a potential customer of Victoria St, there is nothing that attracts me to a street that prioritizes motorized traffic and parking over pedestrians and cyclists. The current car-traffic design turns our household off from going to Victoria St to the extent that we actively avoid the area and go elsewhere in the CBD. While not particularly pretty with the amount of parked cars, St Asaph St is a much more inviting destination in the CBD than Victoria St because it has a people-centric, not a car-centric design. If I have to take my car to the CBD, I do not expect to find parking right in front of the business I am going to. I am however less likely to attend a street which is unsightly due to an excess of parking and unsafe to ride one because the cycle lanes are not separated and likely to incentivize close passing and force people on bicycles to ride in the dooring zone of parked cars. I am concerned about the way this plan came into existence. There is no empirical evidence that sub-par cycling facilities and the prioritization of parking are good for businesses, yet the Council has allowed anecdote-driven businesses to dictate the plan by handpicking them for early consultation. Victoria St is a street for all citizens of Christchurch, and it should be designed as such, not as a street based on what select businesses anecdotally think is good for business (more parking, more cars).	The trees are an improvement to the current tin and concrete wasteland	Ranked from most desirable to least desirable: 1) Close the street to car traffic altogether, get ride of unsafe cycle lanes, encourage cyclists to take the lane 2) allow through-traffic, but no parking allowed and a 20 km/h speed limit, get rid of unsafe cycle lanes, encourage cyclists to take the lane 3) allow through-traffic but less to no parking, widen cycle lanes 4) separated cycle paths on the left side of parking	Jan Jakob	Bornheim	
80	24744	No - do not support the upgrade	Accessible city plan and Central City redevelopment transport planning both designated Victoria Street as a priority route for pedestrians, people on bikes and PT. The current upgrade DOES NOT support that. Also with the declaration of a climate emergency, all transport works especially in Central City should reduce reliance on cars and promote better cycling and walking infrastructure.		Remove car parking on one side to make a separated cycleway and more bike parking, or reduce the street speed to 10 km/h.	Ken	Ching	Action Bicycle Club Ltd
81		Not indicated by submitter	In summary, would like to see the street being more pedestrian and bus friendly. Less and slower cars moving on and off a congested Papanui Road. Pedestrian crossings and a plan to give buses more priority.			Ailsa	Milner	

Feedback on construction

#	Submitter ID	I / We	If you own or operate a business along Victoria Street, when would you prefer the construction works to commence?	If you own or operate a business along Victoria Street how would you like to see the works sequenced to avoid too much disruption?	First name	Last name	Business/Org
11	23529	Yes - support the upgrade		Mostly done at night	Gordon	Bennett	Bennett Property
24	23588	Yes - support the upgrade	Yes. As soon as possible.		George	Forbes	Rhodes & Co
37	24270	Yes - support the upgrade	I work in a business and anytime is good	I work in a business & as long as one lane is always working, that would be fine.	Wendy	Ferguson	
1	23501	generally support the upgrade but have some feedback		Must be sequenced so that only elements of the works are conducted on one part of the street at a time (ie so as a business we have 3 intense weeks with works outside doing everything, rather than the entire street shut off for months)	ANDREW	HAMILTON	CORCOVADO FURNITURE & HOMEWARES
3	23503	generally support the upgrade but have some feedback	I do not own a business but I work down there. Time of day is irrelevant to me.	I do not own a business but I work down there. Honestly smash it all out at once. Don't mess about like Riccarton Road trying to keep the traffic moving which blows out the duration by a factor of 10-fold. This project should be done in months not years.	Craig	Falconer	Verizon Connect
31	23557	generally support the upgrade but have some feedback	Drainage could be done in stages from late summer/autumn...then kerb/footpath work to be undertaken in Winter (May to August) when trade is slower...then mill&mix in the following summer once all work behind the kerb was completed.	Staging and sequencing are major concerns for our business. If the works were staged in small segments, one side of the road at a time, and each stage completed before the next stage is commenced then this would have less impact on the businesses in the area. Even if this model takes a little longer then it would be ok. I guess you need to balance this with other businesses requests but we rely on foot traffic for trade so if you kill foot traffic you kill trade.	Nick	Tyler	Court Florist

34	24120	generally support the upgrade but have some feedback	For us January is usually the quietest month. Many people from the city go elsewhere for the holidays, also many of the professional offices around us are closed during this time, so the foot traffic is less.  So therefore January would work for us.	Stefan explained that the works would be done in 'chunks' therefore always allowing for 1 lane to remain open, this seems like a sensible option to me.	Nicola	Martinovich	Martinovich Exceptional Jewellery
35	24201	generally support the upgrade but have some feedback	As soon as possible i.e. over winter	Rather than trying to complete the whole strip in one massive effort it should be broken into component parts and planned to be completed so that any disruption is short and sharp. A stage managed approach that is worked on 24/7 until done.	Tim	Bergin	
36	24260	generally support the upgrade but have some feedback	As soon as possible.	Yes that would be appreciated. We own and manage a number of properties in the street with a mix of retail/hospitality and business tenants so if once section could be completed in its entirety before moving to the next section I think that would help considerably. I am sure with some good co-operation between all contractors that each section could be completed very quickly so that the whole project does not take very long at all.	Adele	Childs	Countrywide Property Trust
45	24457	generally support the upgrade but have some feedback	Immediately post Xmas until end of January is the best time of year as many businesses closed and quietest time of year in terms of trading.  Any work needs to be done with a sense of urgency	At night is best for us. Weekends also better than during the week.	Jason	Harris	Procopie Coffee House
46	24459	No - do not support the upgrade	Any work needs to be undertaken quickly, efficiently and with the minimum disruption for the businesses in the street. Unlike every other set of work in Christchurch where the same section is filled in and dug up multiple times, how about planning to get everything done in each section before sealing over and finishing it in one go?	Re-instate the parking you have taken away and simply fix the road, services and footpath within their existing footprints.  Ensure that each section is worked on once with everything done then move on to the next section.  Minimise disruption to the businesses along the street by working mainly at night and throwing enough resources at the work to get it completed quickly and efficiently!	Mike	Sheppard	

62	24706	generally support the upgrade but have some feedback	While it is important to consider the needs of businesses in this process I feel that far too much weight is being given to the needs of businesses in this city, and not nearly enough to residents and visitors to the area. This results in our streets becoming places for cars instead of places for people.		Julie	Downard	
72	24724	generally support the upgrade but have some feedback	January, after the standard Christmas break but before school starts again.	No preference	Ann-Marie	Head	Abley Limited
15	23544	No - do not support the upgrade	ASAP	Just do it the fastest way possible. Limit the pain.	Emilios	Kotziikas	Carlton Butchery Bulding
17	23553	No - do not support the upgrade	Late December - January.	Major works do not need to take place - just fix the roads and we are good.	Elias (Bink)	Bowler	BLack & White Coffee Cartel
73	24725	No - do not support the upgrade	Winter	Overnight only	Graham	Perrem	Vics Cafe

## 12. Infrastructure, Transport and Environment Committee Minutes - 22 July 2019

Reference: 19/831166

Presenter(s): Aidan Kimberley - Committee Advisor

### 1. Purpose of Report

The Infrastructure, Transport and Environment Committee held a meeting on 22 July 2019 and is circulating the Minutes recorded to the Council for its information.

### 2. Recommendation to Council

That the Council receives the Minutes from the Infrastructure, Transport and Environment Committee meeting held 22 July 2019.

### Attachments

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### Signatories

Author	Aidan Kimberley - Committee and Hearings Advisor
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## Infrastructure, Transport and Environment Committee OPEN MINUTES

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**Date:** Monday 22 July 2019  
**Time:** 9.06am  
**Venue:** Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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**Present**

Chairperson	Councillor Pauline Cotter
Deputy Chairperson	Councillor Mike Davidson
Members	Councillor Vicki Buck
	Councillor Phil Clearwater
	Councillor Anne Galloway
	Councillor Aaron Keown
	Councillor Tim Scandrett
	Councillor Sara Templeton

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17 July 2019

**Principal Advisor**

David Adamson  
General Manager City Services  
Tel: 941 8235

Aidan Kimberley  
Committee and Hearings Advisor  
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Infrastructure, Transport and Environment Committee  
22 July 2019



- 
- Part A**     **Matters Requiring a Council Decision**  
**Part B**     **Reports for Information**  
**Part C**     **Decisions Under Delegation**
- 

The agenda was dealt with in the following order.

**1. Apologies**

There were no apologies.

**2. Declarations of Interest**

**Part B**

There were no declarations of interest recorded.

**3. Confirmation of Previous Minutes**

**Part C**

**Committee Resolved ITEC/2019/00021**

That the open and public excluded minutes of the Infrastructure, Transport and Environment Committee meeting held on Wednesday, 10 July 2019 be confirmed.

Councillor Cotter/Councillor Clearwater

**Carried**

**4. Public Forum**

**Part B**

There were no public forum presentations heard at this meeting.

**5. Presentation of Community Board Feedback**

**Part B**

Mr Mike Mora, Chairperson of the Halswell-Hornby-Riccarton Community Board, indicated he would present the Community Board's feedback after the public submissions.

Infrastructure, Transport and Environment Committee  
22 July 2019

## 6. Hearing of Verbal Submissions

Verbal submissions on the South Express Major Cycle Route were heard in the following order:

1. Tiger Lu
2. Henk Buunk
3. Warren and Wendy Hill
4. Jenny Whiteside
5. Howard Dawson
6. Diane White
7. Wendy Marshall
8. Ross Houliston
9. Ross Houliston and Mark Peters on behalf of the Greater Hornby Residents' Association
10. Gwyneth Carlaw

The meeting adjourned at 10.25am and reconvened at 11.00am.

11. Filip Chernishoff
12. Kay Flanagan
13. Phil Stedman, Alan Aitken and Mark Wells on behalf of the Riccarton Community Church
14. Rose Grieve on behalf of Warren Grieve
15. Kurt Hewson
16. Kurt Hewson on behalf of Ron Greaves
17. Robert Fleming on behalf of Spokes Canterbury
18. Heather Casperson on behalf of St Peter's Anglican Church
19. Peter Simonds
20. Jolene Eager on behalf of the Templeton Residents' Association
21. Peter Kelly

Following the public submissions, Mr Mike Mora, Chairperson of the Halswell-Hornby-Riccarton Community Board, joined the table to present the Community Board's feedback.

The meeting adjourned at 12.26pm and reconvened at 1.34pm.

## 7. South Express Major Cycle Route Committee Comment

The Committee discussed the Middlepark Road section of the route, where two options were presented in the agenda. One option was for the route to continue on Middlepark Road to the Epsom Road intersection, and the other for the route to go along Taggart Place and through the Reserve. The Committee decided to approve the Taggart Place option. The Committee also requested staff to work with the Community Board regarding a planting project in the reserve, which was raised by a submitter.

The Committee also noted the submission received regarding the proposed P120 parking restrictions on Lyndon Street and decided not to approve these.

Infrastructure, Transport and Environment Committee  
22 July 2019

**Committee Resolved ITEC/2019/00022**

**Part C**

That the Infrastructure, Transport and Environment Committee:

1. Approves the South Express MCR scheme for detailed design and construction as shown in Attachment A, South Express MCR Drawings 1-56 inclusive, subject to resolutions 5. and 6. set out below.
2. Approves removal of the identified trees to allow implementation of the proposed scheme, as detailed in Attachment A.
3. Approves the purchase of land parcels required to complete the cycleway, as detailed in attachment A.
4. Recommends that the detailed traffic resolutions required for the implementation of the route are brought back to the ITE committee for approval at the end of the detailed design phase prior to the beginning of construction.
5. Resolves that the route uses the alternative option through Taggart Place as set out in Plan SK130b and requests staff to work with the Community Board around future plans for a planting project in the reserve.
6. Does not approve the P120 parking restrictions on Lyndon Street.

Councillor Clearwater/Councillor Templeton

**Carried**

Councillor Keown requested that his vote against the above decision be recorded.

**Meeting concluded at 2.35pm.**

**CONFIRMED THIS 7<sup>TH</sup> DAY OF AUGUST 2019**

**COUNCILLOR PAULINE COTTER  
CHAIRPERSON**



## 13. Infrastructure, Transport and Environment Committee Minutes - 7 August 2019

Reference: 19/905454

Presenter(s): Aidan Kimberley, Committee Advisor

### 1. Purpose of Report

The Infrastructure, Transport and Environment Committee held a meeting on 7 August 2019 and is circulating the Minutes recorded to the Council for its information.

### 2. Recommendation to Council

That the Council receives the Minutes from the Infrastructure, Transport and Environment Committee meeting held 7 August 2019.

### Attachments

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### Signatories

Author	Aidan Kimberley - Committee and Hearings Advisor
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## Infrastructure, Transport and Environment Committee OPEN MINUTES

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**Date:** Wednesday 7 August 2019  
**Time:** 1pm  
**Venue:** Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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**Present**

Chairperson  
Deputy Chairperson  
Members

Councillor Pauline Cotter  
Councillor Mike Davidson  
Councillor Vicki Buck  
Councillor Phil Clearwater  
Councillor Anne Galloway  
Councillor Aaron Keown  
Councillor Tim Scandrett  
Councillor Sara Templeton

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**7 August 2019**

**Principal Advisor**

David Adamson  
General Manager City Services  
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Aidan Kimberley  
Committee and Hearings Advisor  
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Infrastructure, Transport and Environment Committee  
07 August 2019



- Part A**    **Matters Requiring a Council Decision**  
**Part B**    **Reports for Information**  
**Part C**    **Decisions Under Delegation**

The agenda was dealt with in the following order.

**1. Apologies**

**Part C**

**Committee Resolved ITEC/2019/00028**

That the apologies from Councillor Templeton for early departure, Councillor Galloway for partial absence and Councillor Buck for lateness be accepted.

Councillor Davidson/Councillor Clearwater

**Carried**

**2. Declarations of Interest**

**Part B**

There were no declarations of interest recorded.

**3. Confirmation of Previous Minutes**

**Part C**

**Committee Resolved ITEC/2019/00029**

That the minutes of the Infrastructure, Transport and Environment Committee meeting held on Monday, 22 July 2019 be confirmed.

Councillor Clearwater/Councillor Scandrett

**Carried**

**4. Public Forum**

**Part B**

There were no public forum presentations.

Councillor Buck joined the meeting at 01:09 p.m.

**5. Deputations by Appointment**

**Part B**

**5.1 Victoria Street Revitalisation**

George Forbes addressed the Committee regarding the Victoria Street revitalisation project.



Infrastructure, Transport and Environment Committee  
07 August 2019

**5.2 Victoria Street Revitalisation**

Dirk De Lu addressed the Committee on behalf of Spokes Canterbury regarding the Victoria Street revitalisation project.

**5.3 Victoria Street Revitalisation**

Margo Perplick from Apollo Power Yoga addressed the Committee regarding the Victoria Street revitalisation project.

**6. Presentation of Petitions**

**Part B**

There was no presentation of petitions.

**7. Victoria Street - Revitalisation**

**Committee Comment**

The Committee raised concerns about the narrow lane at the intersection of Victoria, Durham and Kilmore Streets and asked staff to improve the options for cyclists at this intersection.

The Committee recognised that parking is a matter of concern for local businesses and asked staff to work on a parking guide for businesses in the area.

The Committee further recognised that some submitters indicated their concerns would be partially addressed by converting Salisbury Street to time-restricted parking to increase turnover. Staff advised that there is a plan to address time-restricted parking on Salisbury Street before the Victoria Street project is delivered. Submitters also requested more cycle parking on Victoria Street and the Committee requested staff to investigate this.

**Staff Recommendations**

That the Infrastructure, Transport and Environment Committee recommends that the Council:

1. Approves the revised scheme design including all layout changes as detailed in option 1 of this report (Victoria Street Revitalisation) as per **Attachment A**.
2. Delegates to the Infrastructure, Transport and Environment Committee authority to make final decisions on all detailed traffic resolutions at the completion of the detailed design phase for this project and prior to the beginning of construction.

**Committee Decided ITEC/2019/00030**

**Part A**

That the Infrastructure, Transport and Environment Committee recommends that the Council:

1. Approves the revised scheme design including all layout changes as detailed in option 1 of this report (Victoria Street Revitalisation) as per **Attachment A**.
2. Delegates to the Infrastructure, Transport and Environment Committee authority to make final decisions on all detailed traffic resolutions at the completion of the detailed design phase for this project and prior to the beginning of construction.

**Infrastructure, Transport and Environment Committee**  
**07 August 2019**



3. Requests staff to improve options for cyclists at the intersection of Victoria, Durham and Kilmore Streets and advise the Committee of the outcome.
4. Requests staff to investigate more cycle parking options.
5. Requests staff to work on a parking guide for businesses.
6. Requests staff to increase green planting where possible.
7. Notes that there is a plan to address time-restricted parking on Salisbury Street prior to delivery of this project.

Councillor Clearwater/Councillor Cotter

**Carried**

Councillors Davidson, Keown and Templeton requested that their vote against the above resolution be recorded.

**8. Transport Unit Bi-Monthly Report**  
**Committee Resolved ITEC/2019/00031**

**Part C**

That the Infrastructure, Transport and Environment Committee:

1. Receive the information in the attached report.
2. Request staff advice ahead of the draft annual plan on the resources required to expand the Cycle Safe programme and to start a new adults' cycle safe programme.
3. Request staff advice ahead of the draft annual plan on the resources required for promotion of our cycle ways.

Councillor Cotter/Councillor Clearwater

**Carried**

**Meeting concluded at 3.34pm.**

**CONFIRMED THIS 26<sup>TH</sup> DAY OF AUGUST 2019**

**COUNCILLOR PAULINE COTTER**  
**CHAIRPERSON**



## 14. Innovation and Sustainable Development Committee Minutes - 26 July 2019

Reference: 19/851441

Presenter(s): Mark Saunders – Committee and Hearings Advisor

### 1. Purpose of Report

The Innovation and Sustainable Development Committee held a meeting on 26 July 2019 and is circulating the Minutes recorded to the Council for its information.

### 2. Recommendation to Council

That the Council receives the Minutes from the Innovation and Sustainable Development Committee meeting held 26 July 2019.

### Attachments

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### Signatories

Author	Mark Saunders - Committee and Hearings Advisor
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## Innovation and Sustainable Development Committee OPEN MINUTES

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**Date:** Friday 26 July 2019  
**Time:** 3:04pm  
**Venue:** Committee Room 1, Level 2, Civic Offices,  
53 Hereford Street, Christchurch

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**Present**

Chairperson  
Deputy Chairperson  
Members

Councillor Vicki Buck  
Councillor Sara Templeton  
Councillor Jimmy Chen  
Councillor Mike Davidson  
Councillor Anne Galloway  
Councillor James Gough  
Councillor Glenn Livingstone  
Deputy Mayor Andrew Turner

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26 July 2019

**Acting Principal Advisor**

Carolyn Ingles  
Head of Urban Regeneration, Urban Design & Heritage

Mark Saunders  
Committee and Hearings Advisor  
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Innovation and Sustainable Development Committee  
26 July 2019

- 
- Part A**     **Matters Requiring a Council Decision**  
**Part B**     **Reports for Information**  
**Part C**     **Decisions Under Delegation**
- 

The agenda was dealt with in the following order.

**1. Apologies**

**Part C**

There were no apologies received.

**2. Declarations of Interest**

**Part B**

There were no declarations of interest recorded.

**3. Confirmation of Previous Minutes**

**Part C**

**Committee Resolved ISDC/2019/00028**

That the minutes of the Innovation and Sustainable Development Committee meeting held on Wednesday, 26 June 2019 and the Innovation and Sustainable Development Committee meeting held on Wednesday, 10 July 2019 be confirmed.

Councillor Livingstone/Councillor Chen

**Carried**

**4. Public Forum**

**Part B**

**4.1 Custom-Pak Plastic Products**

Michael Lee and Glenn Wilson spoke on behalf of Custom-Pak Plastic Products regarding installing a PET wash plant to recover locally recycled PET bottles/packaging and convert it back into reusable food-grade packaging.

Councillor Gough joined the meeting at 3:19pm.

**4.2 Big Street Bikers Limited**

Cleve Cameron and Andrew Charlesworth spoke on behalf of Big Street Bikers Limited regarding the rollout of their Electric Mobility Network in Christchurch.

Innovation and Sustainable Development Committee  
26 July 2019



**5. Deputations by Appointment**

**Part B**

There were no deputations by appointment.

**6. Presentation of Petitions**

**Part B**

There was no presentation of petitions.

**7 Resolution to Exclude the Public**  
**Committee Resolved ISDC/2019/00029**

**Part C**

That at 3:35pm the resolution to exclude the public set out on pages 15 to 16 of the agenda be adopted.

Councillor Davidson/Councillor Templeton

**Carried**

**The public were re-admitted to the meeting at 3:49pm.**

**Meeting concluded at 3:50pm.**

**CONFIRMED THIS 26<sup>th</sup> DAY OF AUGUST 2019**

**COUNCILLOR VICKI BUCK  
CHAIRPERSON**

## 15. Banks Peninsula Water Management Zone Committee Minutes - 16 July 2019

Reference: 19/896308

Presenter(s): Liz Ryley - Committee Advisor

### 1. Purpose of Report

The Banks Peninsula Water Management Zone Committee held a meeting on 16 July 2019 and is circulating the Minutes recorded to the Council for its information.

### 2. Recommendation to Council

That the Council receives the Minutes from the Banks Peninsula Water Management Zone Committee meeting held 16 July 2019.

### Attachments

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### Signatories

Author	Liz Ryley - Committee Advisor
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## Banks Peninsula Water Management Zone Committee OPEN MINUTES

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**Date:** Tuesday 16 July 2019  
**Time:** 4pm  
**Venue:** Little River Service Centre, State Highway 75, Little River

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**Present**

Deputy Gina Waibl - Community Representative  
Chairperson  
Members Rima Herber - Community Representative  
Paula Smith - Community Representative  
Garrick Thorn - Community Representative  
Elizabeth Cunningham - Councillor Environment Canterbury  
Manaia Cunningham - Te Rūnanga o Kōkōurāra  
Pere Tainui - Te Rūnanga o Ōnuku  
Aurora Smith - Te Hapū o Ngāti Wheke/Rapaki

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In Attendance: Shelley Washington, Gillian Jenkins, Irai Weepu, Hannah Dunlop (Environment Canterbury), John Benn (Department of Conservation), Erana and Blake (Youth team), Pam Richardson (Private landowner), Michael de Hammel (Deputation)

12 July 2019

**Zone Facilitator**  
Lesley Woudberg  
Tel: 0277064273  
**Environment Canterbury**

**Committee Advisor**  
Liz Ryley  
Tel: 941 8153  
**Christchurch City Council**

**Principal Advisor**  
Peter Kingsbury  
Principal Advisor Natural  
Resources  
Tel: 941 8487  
**Christchurch City Council**

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**Banks Peninsula Water Management Zone  
Committee  
16 July 2019**



Manaia Cunningham opened the meeting with a Karakia/Timatanga. He acknowledged the passing of an Aunty from Koukourārata Rūnanga.

A round of introductions was undertaken.

The agenda was dealt with in the following order.

## **2. Updates from Banks Peninsula Zone Committee Members**

Members highlighted events/meetings/issues relevant to the Zone Committee, follows:

**Gina Waibl** – Reported she had attended the Pest Free Banks Peninsula meeting and noted this was in relation to mammalian pests only, not plants. She had also attended the Chairs/Deputy Chairs Day, and a Whaka-Ora Community Advisory Group meeting. Around \$30,000 has been approved to use Conservation volunteers. She reported on an issue of receding mud that is occurring in the estuary.

**Paula Smith** – Advised she has been completing a submission on the Christchurch City Council's Te Wai Ora o Tāne Draft Integrated Water Strategy. Submissions close on 21 July 2019. She noted some areas of Banks Peninsula had been identified, however there were some gaps in the information. The Zone Committee's Zone Implementation Programme and Zone Implementation Programme Addendum are strategic documents, and the Draft Strategy has not identified these or the role of the Zone Committee.

**Manaia Cunningham** – Reported that the Lyttelton Port Company was undertaking the third part of its dredging campaign, so another technical advisory group would be formed regarding dredging within the Port. Manaia advised he had visited Ōnuku Marae regarding the youth programme.

**Rima Herber** – Referred to information on:

- 600 native seedlings have been planted on a site above the Oruaka Pa site (Oashore property) in view of Birdlings Flat. There are now over 3000 native plants on this site.
- An informal meeting she attended of the Banks Peninsula Conservation Trust on the ETS and carbon credits.
- The matter of the speed boats on Te Roto o Wairewa Lake Forsyth - several of the previously raised concerns relating to health and safety, notices about lake closings, had not been addressed in her view, by the Harbourmaster. Rima referred to the Wairewa ZIP Addendum (ZIPA) 6.9 *Promote the Lake as a Low Speed Recreation Area - The Banks Peninsula Zone Committee recommends that: Councils, Wairewa Rūnanga and the community promote Te Roto o Wairewa as a low speed recreational resource.* Lesley suggesting discussing this matter during Item 8 about Kaitiakitanga and Mahinga Kai.

**Garrick Thorn** – Advised that the next funding round for the contestable fund Unlocking Curious Minds would be in 2020. This funding has been used in the past for the Nature Agents programme.

**Elizabeth Cunningham** – Noted the following matters:

- ECan Councillors are in recess for two weeks
- Last Thursday, 11 July, was the 151<sup>st</sup> Council meeting
- Plan Change 7 (PC7) to ECan's Land and Water Regional Plan was discussed at that meeting. PC7 has three parts – changes that apply to the whole region (Omnibus), changes

**Banks Peninsula Water Management Zone  
Committee  
16 July 2019**



that affect only the Orari, Temuka, Opihi, Pareora zone, and changes that affect only the Waimakariri zone.

- There is a Co-Governance Board for Te Waihora. DOC has been welcomed into the Co-Governance arrangements as a full member. The lake opening is governed by a set of principles and Elizabeth queried whether the principles for managing the lake were relevant for Te Roto o Wairewa.
- ECan has received funding from the Government's One Billion Trees Fund to be used for the Whaka-ora Healthy Harbour programme. Areas being considered are Purau, Diamond Harbour, Teddington and Governors Bay
- Local elections will be held shortly
- Attended the Local Government Conference in Wellington, 7-9 July 2019. Various Ministers addressed participants and issues discussed included the Three Waters Review and the Freshwater National Policy Statement.

**Pere Tainui** – Reported on the work being carried out by Fulton Hogan on rebuilding the Onawe Track at Barrys Bay, to ensure the dirt does not end up in the Harbour. A good result showed during a recent heavy rainfall and Pere suggested other areas should follow this same process. Pere thanked the rangatahi who had visited Ōnuku Marae and worked on some history.

**Aurora Smith** – Spoke to her report on the Rāpaki Mātaitai and Whakaraupō Mātaitai Restoration Programme. This covered information about:

- Mātaitai vision to protect and enhance for future generations of Ngāi Tahu whānau
- Key objectives of the Reserves relating to customary fishers' access and the long-term sustainability of the fisheries resources
- Restoration projects underway, including tuaki (cockles), pāua, fish drying structures, scallops, and kōiro (conger eels)
- Proposed bylaws to support the restoration, and pre-consultation on those proposed, i.e. Shellfish catch limits, prohibitions and area closures; Finfish catch limits and prohibitions; Seaweed harvesting prohibitions and Reporting bylaw.

Aurora referred to the Christchurch City Council's proposal for the redevelopment of Lyttelton's Naval Point, currently open for consultation until 28 July.

## **1. Apologies**

### **Committee Resolved BPZC/2019/00026**

That apologies from Benita Wakefield, Elizabeth Macpherson, Ben Manson and Andrew Turner be accepted.

Rima Herber/Gina Waibl

**Carried**

## **3. Confirmation of Previous Minutes**

### **Committee Resolved BPZC/2019/00027**

That the minutes of the Banks Peninsula Water Management Zone Committee meeting held on Tuesday, 18 June 2019 be confirmed, subject to the following amendment:

**Banks Peninsula Water Management Zone  
Committee  
16 July 2019**



Item 8 point 5, delete the sentence “Because these areas were too steep there was natural stock exclusion.”

Paula Smith/Elizabeth Cunningham

**Carried**

**4. Matters Arising from the Minutes**

Elizabeth Cunningham advised that the visit from PhD student about freshwater kākahi (mussels), as referred to by Liz Macpherson at the previous meeting, had been carried out with the Rūnanga.

**5. Deputations by Appointment**

- 5.1** Michael de Hamel addressed the meeting regarding his view of the hydrology of Little River catchment and flooding that occurs approximately once every ten years for a ten minute period. He suggested that if the water at the top of the valley was delayed and took twice as long moving to the base of the valley then the peak flow would be reduced. This could be achieved by methods such as encouraging revegetation at the top of the catchment, stocking with sheep to develop, and holding the water back coming down the streams.

**Committee Resolved BPZC/2019/00028**

That the Banks Peninsula Water Management Zone Committee:

1. Thanks Michael de Hamel for his deputation.
2. Asks staff to advise and report to the Committee about the values of measures higher in the catchment to slow peak water flows.

Paula Smith/Aurora Smith

**Carried**

**6. Identification of Urgent Items**

Nil.

**7. Identification of General Public Contributions**

Lesley Introduced Vicky Southworth, Regional Committee member to the meeting.

Items 8 and 9 were dealt with together.

**8. Zone Implementation Programme and Addendum Outcomes -  
Kaitiakitanga, Mahinga Kai and the Wairewa Catchment**

Verbal updates were provided, as follows:

**Ngāi Tahu Structure – Councillor Elizabeth Cunningham**

Elizabeth Cunningham tabled an information pack titled “A future with Ngāi Tahu”. This provided information on Te Rūnanga o Ngāi Tahu, its total registered members, structure, commercial businesses, Statement of Corporate Intent 2018-2019, and He Rautaki Mō Te Huringa o Te Āhuarangi Climate Change Strategy.

**Banks Peninsula Water Management Zone  
Committee  
16 July 2019**



**Mahinga Kai – Pere Tainui**

Pere Tainui spoke about the programmes carried out with the young people, relating to for example:

- crayfishing, how they are caught and what time of year they are caught;
- the skills of a 12 year old netmaker;
- star viewing;
- a whata to carry eels and fish.

**Recent Hui Onuku – Youth Hui Members**

Blake and Erana spoke about their visit to Ōnuku Marae for a Youth Hui. They experienced the history, environmental issues and interactions with other Rūnanga. Twenty one people were at the Marae, games were played and a korero given by Mananui Ramsden regarding mahinga kai and mana whenua. They learned about the local government structure and held a mock zone committee meeting.

**Ngāi Tahu Overview – Manaia Cunningham**

Manaia Cunningham provided a power point presentation giving an historical overview of Ngāi Tahu. This covered information on Te Tiriti Treaty of Waitangi, Te Kerēme the Ngāi Tahu Claim, the Settlement, Ngāi Tahu today, its values and tribal structure.

Iraia Weepu introduced himself as the Tangata Whenua Facilitator. His role would include facilitating the implementation of the 2025 CWMS Kaitiakitanga targets in the Strategy, and providing support to the Rūnanga representatives on all the zone committees to initiate mahinga kai projects they want carried out.

Lesley asked what the Zone Committee could do to advance any aspect of the Kaitiakitanga Action Plan in 6 months/12 months. The following suggestions were made:

- tell these stories to a wider audience, more communications targeting mahinga kai;
- changing mindsets, particularly relating to the issue of racism;
- more interactive material, not just reading material;
- open days, invite the public onto Ōnuku, Wairewa, Koukourārata and Rāpaki Marae for education sessions and face to face meetings;
- Little River is a priority for the Committee, focus on one area and do it well;
- build on the connection here, work from the inside out;
- a mahinga kai park for Wairewa – it has been talked about, what can we do to advance this idea;
- access to up-to-date information on Te Waihora Lake Ellesmere;
- bring people together over food;
- need champions/money to drive projects – who are they? What can we do to encourage and support?
- focus more on the ZIP implementation;
- possible funding – it is there but we need formed projects, leaders to access funding;
- all together to protect the lake;
- education;
- to drive mahinga kai outcomes;
- liaise with the Little River Wairewa Community Trust to move this along – who?

**Banks Peninsula Water Management Zone  
Committee  
16 July 2019**



- increase community input;
- build on what has been carried out;
- focus on the lake as one project.

There was agreement to continue to promote Kaitiakitanga on Banks Peninsula.

**Committee Resolved BPZC/2019/00029**

That the Banks Peninsula Water Management Zone Committee:

1. Identifies the following actions it will take over the next 12 months to:
  - a. Continue to promote Kaitiakitanga on Banks Peninsula.
  - b. Endorse the four priority actions 1 to 4 identified in the Action Plan 2018-2021.
  - c. Drive on ground action in the Wairewa catchment as identified in the ZIPA, including face to face discussions with Wairewa Rūnanga and Little River Wairewa Community Trust.

Paula Smith/Pere Tainui

Carried

**9. Verbal Updates**

Verbal updates were provided, as above.

An adjournment was taken from 6.25pm to 7.03pm.

**10. Facilitator's Update - 16 July 2019**

**Committee Comment**

1. Lesley Woudberg spoke to her report. Discussion was held about the advice received from the Harbourmaster's office about the New Brighton Powerboat Club's activities.
2. Lesley advised that the Banks Peninsula Conservation Trust's Annual General Meeting would be held on Thursday 1 August 2019.
3. Lesley queried whether the date of the September meeting could be changed in order to host an open community forum in partnership with Whaka-ora with a focus on erosion and sediment (Landcare soil mapping, forestry rules and compliance, and MPI Billion Trees).

**Committee Resolved BPZC/2019/00030**

That the Banks Peninsula Water Management Zone Committee:

1. Receive the Facilitator's Report.
2. Invite the Harbourmaster to the August Zone Committee meeting at Birdlings Flat to discuss powerboat racing at Wairewa.

Manaia Cunningham/Rima Herber

Carried



**Banks Peninsula Water Management Zone  
Committee  
16 July 2019**



The meeting concluded at 7.26pm and a workshop commenced to discuss the Zone Committee's 3-Year Action Plan. The workshop concluded at 8.00pm.

Manaia Cunningham closed with a Karakia/Whakamutunga.

**CONFIRMED THIS 20TH DAY OF AUGUST 2019**

**GINA WAIBL  
DEPUTY CHAIRPERSON**

UNCONFIRMED



## 16. Christchurch West Melton Water Management Zone Committee Minutes - 25 July 2019

Reference: 19/896319

Presenter(s): Liz Ryley - Committee Advisor

### 1. Purpose of Report

The Christchurch West Melton Water Management Zone Committee held a meeting on 25 July 2019 and is circulating the Minutes recorded to the Council for its information.

### 2. Recommendation to Council

That the Council receives the Minutes from the Christchurch West Melton Water Management Zone Committee meeting held 25 July 2019.

### Attachments

No.	Title	Page
<a href="#">A1</a>	Minutes Christchurch West Melton Water Management Zone Committee - 25 July 2019	154

### Signatories

Author	Liz Ryley - Committee Advisor
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## Christchurch West Melton Water Management Zone Committee OPEN MINUTES

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**Date:** Thursday 25 July 2019  
**Time:** 6pm  
**Venue:** Environment Canterbury,  
200 Tuam Street

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**Present**

Chairperson  
Members

Arapata Reuben - Tūāhuriri Rūnanga  
Kevin Brown - Community Representative  
Helen Caley - Community Representative  
Annabelle Hasselman - Community Representative  
Gareth Oddy - Community Representative  
Carly Sluys - Community Representative  
Abbie Wilson - Community Representative  
Councillor Pauline Cotter - Christchurch City Council  
Councillor Tom Lambie - Environment Canterbury  
Councillor Debra Hasson - Selwyn District Council  
Herewini Banks - Te Hapū o Ngāti Wheke/Rapaki  
Les Wanhalla - Te Taumutu Rūnanga

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23 July 2019

**Zone Facilitator**  
Tami Woods  
Tel: 027 529 7761  
**Environment Canterbury**

**Principal Advisor**  
Diane Shelander  
Senior Policy Analyst  
Tel: 941 8304  
**Christchurch City Council**

**Committee Advisor**  
Liz Ryley  
Tel: 941 8153  
**Christchurch City Council**

[www.ccc.govt.nz](http://www.ccc.govt.nz)

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[www.ecan.govt.nz/news-and-notice/minutes/Pages/Default.aspx](http://www.ecan.govt.nz/news-and-notice/minutes/Pages/Default.aspx)

Christchurch West Melton Water  
Management Zone Committee  
25 July 2019



Arapata Reuben opened the meeting with a Karakia/Timatanga.

The agenda was dealt with in the following order.

**1. Apologies**

**Committee Resolved CWZC/2019/00014**

That the apology for lateness from Helen Caley be accepted.

Arapata Reuben/Kevin Brown

**Carried**

**2. Confirmation of Previous Minutes**

**Committee Resolved CWZC/2019/00015**

That the minutes of the Christchurch West Melton Water Management Zone Committee meeting held on Thursday, 20 June 2019 be confirmed, subject to the following amendment:

- Page 8, Item 7 – add to seek support from the Otago University School of Medicine about the investigation of any correlation between nitrate levels in drinking water and the incidence of colorectal cancer.

Kevin Brown/Herewini Banks

**Carried**

**3. Matters Arising from the Minutes**

Les Wanhalla queried whether the Heathcote River Sediment Assessment work had included fish recovery.

**4. Deputations by Appointment**

A deputation was given by Nichola Wilkie about her concerns for the state of the Ōpāwaho/Heathcote Awa (River). Eels are prehistoric, a Tipuna, and the modern long-fin eels are a barometer and indicator of water quality. Issues of concern noted by Nichola included that there is asbestos in the Awa entering from contaminated properties, eels are being fed bread and cat food, the herbicide Roundup is being used near wai ways (watercress), fluke worms have been found in wai ways, as well as unswimmable waterways. Nichola suggested signage applicable to the awa could be carried out through artistry and images as a learning tool.

Arapata thanked Nichola for her presentation. He explained that education and highlighting actions for mitigation were key areas of focus for the Zone Committee.

**5. Identification of Urgent Items**

Nil.

Christchurch West Melton Water  
Management Zone Committee  
25 July 2019



## 6. Identification of General Public Contributions

Nil.

Helen Caley arrived at 6.25pm.

## 7. Correspondence - Minister of Health

### Committee Comment

1. Tami advised that to date no response had been received to the Zone Committee's letters sent to the Ministry of Health and University of Otago Christchurch, on research on nitrate in drinking water and colorectal cancer risk.

### Committee Resolved CWZC/2019/00016

That the Christchurch West Melton Water Management Zone Committee:

1. Note the correspondence from the Committee to the Deputy Director, Population Health and Prevention, Ministry of Health, and to Professor Gillian Abel, Head of Department of Population Health, University of Otago, on research on nitrate in drinking water and colorectal cancer risk.

Arapata Reuben/Kevin Brown

**Carried**

## 8. Facilitator's Update - 25 July 2019

### Committee Comment

1. Tami spoke to her report.
2. Discussion was held about the Christchurch City Council Stormwater Consent and further detail was sought on steps and actions relating to Pūharakekenui/Styx River and sediment.
3. In relation to the remit from the City Council on nitrate in drinking water research, that was presented at the Local Government AGM on 7 July, the Committee sought further information about the journey of the remit following that meeting, and the process of advocacy.
4. Tami referred to the invitation that members had been sent from the Selwyn Waihora Zone Committee to attend its meeting on 6 August 2019 at West Melton, where discussion will be held about urban issues. Suggestions for highlighting at that meeting included; the danger of using zinc and copper on roofs, and how to distribute information about this matter to the relevant businesses, such as architects; as well as the inability for long fin eels to travel up piped waterways.

### Committee Resolved CWZC/2019/00017

That the Christchurch West Melton Water Management Zone Committee:

1. Note the upcoming events and updates.

Arapata Reuben/Helen Caley

**Carried**

Christchurch West Melton Water  
Management Zone Committee  
25 July 2019



Arapata Reuben closed the meeting with a Karakia/Whakamutunga.

Meeting concluded at 6.40pm.

CONFIRMED THIS 22ND DAY OF AUGUST 2019

ARAPATA REUBEN  
CHAIRPERSON

UNCONFIRMED



## 17. Selwyn Waihora Zone Committee Minutes

Reference: 19/910881

Presenter(s): Liz Ryley - Committee Advisor

### 1. Purpose of Report

The Selwyn Waihora Zone Committee held meetings on 2 April, 4 June and 2 July 2019 and is circulating the Minutes recorded to the Council for its information.

### 2. Recommendation to Council

That the Council receives the Minutes from the Selwyn Waihora Zone Committee meetings held on 2 April, 4 June and 2 July 2019.

### Attachments

No.	Title	Page
A <a href="#">↓</a>	Selwyn Waihora Zone Committee - Minutes - 2 April 2019	160
B <a href="#">↓</a>	Selwyn Waihora Zone Committee - Minutes - 4 June 2019	168
C <a href="#">↓</a>	Selwyn Waihora Zone Committee - Minutes - 2 July 2019	176

### Signatories

Author	Liz Ryley - Committee Advisor
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**MINUTES OF THE 92<sup>nd</sup> MEETING OF THE SELWYN WAIHORA ZONE COMMITTEE  
HELD ON THE WAIREWA MARAE, ON TUESDAY 2 APRIL 2019 COMMENCING AT  
3.30PM**

**AGENDA SUMMARY**

Item	Time	Description	Presenter
	3.30pm	Meeting commences with karakia and formal order of business: <ul style="list-style-type: none"> <li>• Apologies</li> <li>• Identification of Urgent General Business</li> <li>• Confirmation of minutes 5 March 2019</li> <li>• Matters Arising &amp; actions from last meeting</li> <li>• Report to and from Regional Committee Meeting</li> <li>• Update from Zone Committee members on activities and meetings attended that relate to the Committee's outcomes for the zone</li> <li>• Correspondence</li> </ul>	
	3.50pm	General Public Contribution	
1.	4.00pm	Selwyn River Waikirikiri Plan Working Group update	Paul Hodgson
2.	4.05pm	Environment Canterbury zone team update	Johannes Welsch, <i>Environment Canterbury</i>
3.	4.15pm	Banks Peninsula and Selwyn Waihora Zone Committee neighbouring-zone conversations	Miria Goodwin, <i>Environment Canterbury</i>
	4.30pm	Short break followed by conversations focused on Wairewa history, kaitiakitanga, mahinga kai, Ngāi Tahu values, te reo	Iaeen Cranwell, zone committee Rūnanga reps, Mananui Ramsden
	5.45pm	Approximate finish time	
	6.00pm	<b>Dinner for committee members at Wairewa marae</b>  <b>Followed by evening activities (weaving and eeling) and overnight stay for zone committee members</b>	

**PRESENT**

Dr Benita Wakefield (Te Rūnanga o Wairewa), Kylie-Jane Philips (Te Rūnanga o Rapaki); Les Wanhalla (Te Rūnanga o Taumutu), Councillor Murray Lemon (Selwyn District Council), Megan Hands (Community Member), Paul Hodgson (Community Member), Councillor Iaeen Cranwell (Canterbury Regional Council), Simon Hay (Community Member), Annie McLaren (Community Member); Fiona McDonald (Community Member); and Allen Lim (Community Member)

## IN ATTENDANCE

Miria Goodwin, Dr Johannes Welsch, Lesley Woudberg, Gillian Jenkins (Canterbury Regional Council)

### Members of the public and other industry partners

Ben Fraser, Bruce Wakefield and Stephanie Dykstra

Prior to the formal start of the meeting, the Zone Committee and guests enjoyed a field trip to Birdlings Flat / Te Mata Hapuku to hear about changes in the lake and its management and learn about mahinga kai.

The meeting began with a pōwhiri and afternoon tea. Everyone had an opportunity to work on and present their mihi.

Les Wanhalla opened the meeting and handed chairing over to Megan Hands.

## APOLOGIES

Apologies were received from Ron Pellow (Community Member), George Tikao (Te Rūnanga o Ōnuku); Karaitiana Taiuru (Te Rūnanga o Koukourāata); Mayor Sam Broughton (Selwyn District Council); and Councillor Anne Galloway (Christchurch City Council)

**Moved:** Megan Hands / **Seconded:** Les Wanhalla

*That the Committee accept the apologies, as noted.*

**CARRIED**

## IDENTIFICATION OF URGENT GENERAL BUSINESS

None.

## CONFIRMATION OF MINUTES

**Minutes of the 91<sup>st</sup> Meeting of the Selwyn Waihora Zone Committee (Water Management) held on Tuesday 5 March 2019**

**Moved (as amended):** Fiona McDonald / **Seconded:** Cr Iaeen Cranwell

*That the minutes of the 91<sup>st</sup> meeting of the Selwyn Waihora Zone Committee (Water Management) held on Tuesday 5 March 2019, as amended, be confirmed.*

**CARRIED**

## MATTERS ARISING AND ACTIONS FROM MINUTES

None requiring attention.

## REPORT FROM REGIONAL WATER MANAGEMENT COMMITTEE MEETING

The report from the Regional Water Management Committee meeting was taken as read.

## UPDATE FROM ZONE COMMITTEE MEMBERS ON ACTIVITIES AND MEETINGS ATTENDED THAT RELATE TO THE COMMITTEE'S OUTCOMES FOR THE ZONE

Members of the Zone Committee reported on meetings attended that relate to the work of the Zone Committee including:

Allen Lim	<i>Freshwater Leaders Group and presented ZC 2018 Annual Report to Christchurch City Council</i>
Dr Benita Wakefield	<i>New chair of Banks Peninsula ZC and rep to the Regional Committee</i>
Councillor Murray Lemon	<i>Stormwater working group at SDC, the AGM of ECan's Selwyn River Rating Group, addressing concerns about Waikirikiri shingle build up, and talked to the year 10 Social studies group at Ellesmere college</i>
Megan Hands	<i>South Island Agri Field Days, the Zone Committee's silverstream spring-head planting day, and the TWAG agencies group, plus co-chair meeting with Facilitator</i>
Paul Hodgson	
Councillor Iaeen Cranwell	
Simon Hay	<i>Attended and thanked people on behalf of the zone committee – the Silverstream spring-head planting day with Dairy NZ and ECan</i>
Annie McLaren	
Fiona McDonald	<i>Strategic planning group that is writing a manifesto for outdoor and recreation opportunities</i>
Les Wanhalla	<i>Fish monitoring in the lagoon is well underway. Two pools are now dug. Co-chair meeting with facilitator.</i>
Kylie-Jane Phillips	

## CORRESPONDENCE

None.

## GENERAL PUBLIC CONTRIBUTION

None.

**1. SELWYN WAIKIRIKIRI PLAN WORKING GROUP UPDATE**

*(Paul Hodgson)*

Recent workshop on what makes a “healthy river” – what are the components to measure and what actions will lead to the desired state. The workshop was hard – the aim was to get everyone thinking beyond general labels such as “improving biodiversity” to what that actually looks like and what are the actions needed to get there.

There was a discussion on the best ways to report incidents and initiate action – SNAP, SEND AND SOLVE app is good for incidents that don’t require immediate action. Phoning the Pollution Hotline is the best way to report incidents that require immediate action. If it needs to be done right away, photographic evidence is helpful....

An action for the Working Group could be to educate / raise awareness of the most effective ways of reporting incidents.

**2. ENVIRONMENT CANTERBURY ZONE TEAM UPDATE**

*(Johannes Welsch, Environment Canterbury)*

Quarterly Report was provided as part of the agenda and taken as read.

Dr Johannes Welsch (Zone Manager) highlighted the following projects

- **Swimmable Selwyn**  
Planting at a springhead with Dairy NZ Friday 29 March
- **Mudfish Protection – Haldon Pastures**  
Solar panels installed as part of an electric fish barrier to keep salmonids out – commissioning of the project expected in the near future
- **Synlait Board**  
On a noho marae
- **Ahuriri Lagoon – recreation of the wetland**  
Earthworks underway
- **Land use consents**  
Following up with landowners requiring consents
- **In zone – reporting**  
Working toward an ability to report collaboration with other agencies

**3. BANKS PENINSULA AND SELWYN WAIHORA ZONE COMMITTEE  
NEIGHBOURING ZONE CONVERSATIONS**

Then followed a discussion led by Dr Benita Wakefield and with Gillian Jenkins, zone lead for Banks Peninsula from ECan, and Lesley Woudberg and Cr Iaeen Cranwell.

The question was asked what are the difference and what can the zone committee learn from Banks Peninsula. The following bullet points reflect the conversation that followed:

- The zone is water short – reliant on small creeks and rainfall for their water
- Limited flat land and limited irrigation – 1-2 dairy farms
- Short steep catchments
- Implications for width of riparian margins, stock exclusion and fencing
- Each valley/catchment unique
- Main issues
  - Safe/reliable drinking water
  - Managing/disposing of waste water
  - Water quality
    - Sediment naturally high in phosphorous is the main nutrient issues – not nitrates
    - Sediment practical sizes very small – become suspended in the water column – difficult to settle out – implications for size of sediment retention basins and time water needs to remain in a basin
    - Phosphorous gets recycled in Lake Wairewa each summer as the water warms and toxic blooms are initiated
    - Implications of cruise ship visits (sedimentation, engine-noise, on-shore infrastructure)
    - Septic tank issues
  - Flooding
    - Little River experience, Rating District, implications for riparian managment

The public meeting closed at 6.00pm. Zone members were invited to stay for dinner and for an overnight stay on the marae, to participate in eeling and / or weaving. They also learnt from Councillor Cranwell about mahinga kai.

DATED this

4


day of

June

2019



CO-CHAIR



CO-CHAIR

## ACTIONS FROM MEETING

Name	Action
ECan	<ul style="list-style-type: none"> <li>• Provide progress report against ZIP Addendum (and Selwyn Te Waihora Plan) outcomes / targets</li> </ul>
ECan Zone Team	<ul style="list-style-type: none"> <li>• Update on Lake margin wetlands and wet pasture</li> <li>• Update on possible purchase of land in lower Silverstream.</li> <li>• Provide Dairy Monitoring Report when completed</li> <li>• Provide information on Land use consent information of farms</li> </ul>
SWZC Facilitator	<ul style="list-style-type: none"> <li>• Invite DairyNZ to future meeting to present on large catchment project relating to dairy farms</li> <li>• Arrange update on Monitoring of water quality - where and how it is done</li> <li>• Arrange briefing on water balance for the Zone</li> <li>• Arrange more time for discussion on Overseer</li> <li>• Arrange for DoC update on LINZ land adjacent to Rakaia River near Te Pirita with high biodiversity values.</li> <li>• Arrange for update on chlorination and drinking water from Selwyn District Council staff</li> </ul>





*Photo 1: Selwyn Waihora Zone Committee members at Wairewa Marae in April 2019*



*Photo 2: The Selwyn Waihora Zone Committee learns about mainga kai: Tuna caught the previous night*





*Photo 3: Allen Lim of the Selwyn Waihora Zone Committee learning how to catch Tuna at Te Roto o Wairewa*

**MINUTES OF THE 94<sup>th</sup> MEETING OF THE SELWYN WAIHORA ZONE COMMITTEE  
HELD IN THE GLENTUNNEL COMMUNITY HALL, ON TUESDAY 4 JUNE 2019  
COMMENCING AT 2PM**

**AGENDA SUMMARY**

Item	Time	Description	Presenter
	2.00pm	Meeting commences with karakia and formal order of business: <ul style="list-style-type: none"> <li>• Apologies</li> <li>• Identification of Urgent General Business</li> <li>• Te Reo</li> <li>• Confirmation of minutes 2 April 2019</li> <li>• Matters Arising &amp; actions from last meeting</li> <li>• Correspondence</li> <li>• Update from Zone Committee members on activities and meetings attended that relate to the Committee's outcomes for the zone, including: <ul style="list-style-type: none"> <li>○ Untouched World's waterwise hikoi &amp; final presentation</li> <li>○ CWMS Regional Committee's field trip on 'Farm Environment Plans and Audits – are they just more paper or are they prompting real change?'</li> <li>○ Zone Committee update to Christchurch City Council on 23 May</li> </ul> </li> <li>• Report to and from Regional Committee Meeting</li> </ul>	Fiona, Megan and Annie  Benita Wakefield
	2.20pm	General Public Contribution	
1.	2.30pm	Selwyn River Waikirikiri Plan Working Group presentation	
	3.15pm	BREAK	
	3.45pm	Continued discussion with working group	
2.	4.30pm	Swimmable Selwyn at Coes Ford	Sylvia McAslan and Duncan Gray, <i>Environment Canterbury</i>
3	5.15pm	Zone Facilitator's Report	Miria Goodwin, <i>Environment Canterbury</i>
	5.30pm	Approximate finish time	

**PRESENT**

Dr Benita Wakefield (Te Rūnanga o Wairewa), Ron Pellow (Community Member); Les Wanhalla (Te Rūnanga o Taumutu), Councillor Murray Lemon (Selwyn District Council), Megan Hands (Community Member), Paul Hodgson (Community Member), Councillor Iaeen Cranwell (Canterbury Regional Council), Simon Hay (Community Member), Annie McLaren (Community Member); Fiona McDonald (Community Member); and Allen Lim (Community Member)

## IN ATTENDANCE

Miria Goodwin, Dr Johannes Welsch, Dr Brett Painter, Dr Stefanie Rixecker, Ian Whitehouse, Tami Woods, Angus McLeod, Ellen Williamson, Mananui Ramsden, Sylvia McAslan, Duncan Gray (Canterbury Regional Council); John Benn, Danny Kimber, Rachel Brown (Department of Conservation); Denise Ford (Waihora Ellesmere Trust); Mike Glover (SWWIM); David Painter (DPC); Katie Nimmo (Waterways Centre for Freshwater Management); Scott Pearson (Fish and Game); and Jules Snoyink; RJ Albrett, S Dunn, Jane Hodgson, C Flowers; Vicky Frost, Fay McOscar, Paul McOscar, Shane Tibbotts, Leah Tibbotts, Monia Powell, Phil Clifford, Margot Brady, Ree Anderson, Lyn Anderson (Residents)

Mananui Ramsden opened the meeting with karakia paying tribute to uncle Pat.

Megan Hands welcomed everyone to the meeting, especially members of the public. She noted it was the Zone Committee's first meeting on the road.

## APOLOGIES

Apologies were received from Kylie-Jane Philips (Te Rūnanga o Rapaki); George Tikao (Te Rūnanga o Ōnuku); Karaitiana Taiuru (Te Rūnanga o Koukourārata); Mayor Sam Broughton (Selwyn District Council); and Councillor Anne Galloway (Christchurch City Council)

**Moved:** Annie McLaren / **Seconded:** Dr Benita Wakefield

*That the Committee accept the apologies, as noted.*

**CARRIED**

## IDENTIFICATION OF URGENT GENERAL BUSINESS

None.

## CONFIRMATION OF MINUTES

**Minutes of the 92<sup>nd</sup> Meeting of the Selwyn Waihora Zone Committee (Water Management) held on Tuesday 2 April 2019**

*(The 93<sup>rd</sup> meeting had been cancelled)*

**Moved:** Cr Murray Lemon / **Seconded:** Fiona McDonald

*That the minutes of the 92<sup>nd</sup> meeting of the Selwyn Waihora Zone Committee (Water Management) held on Tuesday 2 April 2019, be confirmed.*

**CARRIED**

## CORRESPONDENCE

A letter was sent from the Selwyn Waihora Zone Committee to the Christchurch West Melton Zone Committee. This was to invite them to the August meeting and it was reported the Christchurch West Melton Zone Committee had accepted the invitation.

## MATTERS ARISING AND ACTIONS FROM MINUTES

These are all reported on in the Zone Facilitator's report.

## UPDATE FROM ZONE COMMITTEE MEMBERS ON ACTIVITIES AND MEETINGS ATTENDED THAT RELATE TO THE COMMITTEE'S OUTCOMES FOR THE ZONE

Members of the Zone Committee reported on meetings attended that relate to the work of the Zone Committee including:

Allen Lim	<i>Two Freshwater Leaders Group meetings; Land Wise Conference, Napier; Blink seminar on alternative management practice and what this may mean in terms of land use and nutrient losses</i>
Dr Benita Wakefield	
Councillor Murray Lemon	<i>Selwyn District Council hui at Te Taumutu;</i>
Megan Hands	<i>Untouched World's waterwise hikoi and final presentation</i>
Paul Hodgson	
Councillor Iaeen Cranwell	
Simon Hay	
Annie McLaren	<i>9 Synlait farms have been recently accredited in Selwyn; Annie has been present at most of the audits and noted quite positive feedback from suppliers. It was motivating to keep good recording; Untouched world's waterwise hikoi and final presentation</i>
Fiona McDonald	<i>Untouched World's waterwise hikoi and final presentation</i>
Les Wanhalla	<i>Regional Committee meeting coming up soon.</i>
Ron Pellow	<i>Lincoln University Dairy Farm Focus day on management of nutrient losses, Blink seminar on alternative management practice and what this may mean in terms of land use and nutrient losses</i>
Kylie-Jane Phillips	<i>Apology</i>
Councillor Anne Galloway	<i>Apology</i>
George Tikao	<i>Apology</i>

## REPORT FROM REGIONAL WATER MANAGEMENT COMMITTEE MEETING

No report.

### GENERAL PUBLIC CONTRIBUTION

Members of the public were requested to raise any issues. Shane and Leah Tibbotts spoke first. They recently moved to the area. Shane noted they were used to swimming in the Selwyn River and drinking from it. Since the nineties when dairy farming intensified, it was no longer safe to swim in the river. He said people were caretakers of the land and should be ashamed of themselves for not taking better care of the water. Something needed to be done today.

John Benn from Department of Conservation alerted the zone committee to weed clearance taking place in drains where eels are then left to dry up. It seems there are currently no rules being broken so this is a complicated matter.

#### 1. SELWYN WAIKIRIKIRI PLAN WORKING GROUP PRESENTATION (Working Group)

Miria Goodwin provided a brief update of the Selwyn Waikirikiri Working Group. It comprises 17 members and their goal is to look at the Selwyn River to see how it can be made healthier. She handed over to the working group to introduce themselves and describe what they have learned through the process and why they are part of the group.

Katie Nimmo said that the Selwyn Waikirikiri River was a complex river and it was hard for non-expert people to make decisions on the river. Denise Ford as manager of WET felt the organisation needed presentation on the working group. John Grigg is a farmer and said he was proud being part of the Selwyn catchment. He added his experience as part of the working group confirmed some of the beliefs that mother nature has the final say and that a river of gravel does go dry from time to time. He said we needed to celebrate what was good about the river and what has been done so far. We shouldn't just complain but remember it is a modified environment. The community can still benefit from it socially and economically.

John made the point that science was not there for things of the past – it needs to now lead what is being done. As guardians of the land, it is hoped people would want to pass it on in a much better state.

Dr Brett Painter explained the matrix and reference states, or outcomes, to everyone. It resulted in detailed recommendations that the working group can work towards. Mike Glover explained his nitrates graph which reflects the nutrient load in the Selwyn environment. He raised the issue of who pays for dealing with this. There was a brief debate about whether or not babies could get blue baby syndrome when they drink the water with Mike arguing for the point and John against, quoting science from Prof Moot.

Megan Hands said the plan changes recognise that nitrates are too high from a public health point of view, and ecologically. She said that was not the point, the point was



whether or not we are doing enough. Miria Goodwin added that Mike Glover wanted the group to know the reality of the hard issues they are grappling with. There was room for more debate on all these issues within the community.

A member of the public did raise the question as to whether Environment Canterbury had all of the information, questioning why it would take 10 years for it to be made public. She added nothing was being done to mitigate the issues, asking what monitoring was taking place and why Mike Glover needed to bring it to attention.

Dr Stefanie Rixecker, Chief Scientist for Environment Canterbury, explained the Selwyn Waihora was the first zone that started the conversation in terms of plan changes. There was no doubt that there was significant compromise, and as a plan change typically only lasts 10 years, this was a good opportunity to have a conversation. If the compromise was not sufficient, what is now needed.

Regarding monitoring, Dr Rixecker added that a network of monitoring takes place across the region. The science group has responsibility for ground and surface water, in terms of quality and quantity.

Megan Hands thanked everyone for their contributions so far. She asked people to mingle during the afternoon tea break and ask questions of staff and the working group members. The conversation would continue after the tea break.

*Afternoon tea break 3.15pm – 3.45pm.*

After the tea break, Councillor Cranwell provided a brief background of the process of the zone committee getting to where they were today. He explained that it is a joint committee with Selwyn District Council, Christchurch City Council and Environment Canterbury Regional Council. He added that when Commissioners were put in place, the Canterbury Water Management Strategy was developed, under the Canterbury Mayoral Forum. He said there are 10 catchments, of which Selwyn Waihora is one. It is mainly a non-statutory committee with David Painter and George Tikao being two of the founding members.

David Painter, a member of the first Selwyn Waihora Zone Committee, noted that when the Selwyn Waihora Zone Committee first started in around 2009, there were a number of large committee meetings with many members of the public coming along raising their concerns. He said it may seem that it is taking long and that no progress is being made but it was because it is a complex issue with science, social, cultural issues. Those who support the zone committee, including scientist, planners, and the community are all really trying to make a difference. There is also a lot of bureaucracy but encouraged everyone that they were involved in a very worthwhile process which gets a lot of worldwide interest. David said he was hearing a lot of important things from the working group, and some good recommended actions. What is missing is the 'who is responsible'. David said the original zone committee was so anxious over the nitrate load, and things were and still are very difficult. He said it's quite possibly time to re-visit this. The lags are so hard to understand, who pays? Who's responsible? Some of the problems have been caused decades ago. David concluded by saying that the people in the back pews (the community) are so important to this process, and so are the zone committee.

Zone Committee members asked a couple of questions of the working group, including around gravel activity, reference states, timescales and monitoring. Connectivity for native

species, lifecycle of the tuna, flow in the river and consideration for smaller streams and tributaries were also topics discussed.

Miria noted there will be a draft report with recommendations coming to the Zone Committee soon. The Zone Committee agreed it needed a workshop to discuss the report. It was also confirmed that the report will go to the rūnanga for comments.

Megan Hands said she'd heard four themes discussed today – 1) monitoring, 2) gravel/flow/balance, 3) Recreation, camping, swimming, 4) mahinga kai. Biodiversity is related to all these topics. Mike Glover said that the NPS review will be a game-changer, and Stefanie Rixecker noted that the Government's proposed changes to the NPS (including nitrate levels) go to Cabinet in about June.

Paul Hodgson, zone committee member and convenor of the working group noted that concerns raised by the zone committee over time were reflected by discussions within the working group. The group has been open to new ideas and solutions. Paul said that 18 months ago he had the bright idea of making sure the river is healthy, and whether we could do something about it. The group has looked at this, and wondered together, what will we tell our children and grandchildren. Everyone in the working group has agreed on their vision for the healthy Waikirikiri Selwyn River, and have taken that vision further by developing the set of reference statements. He said there have been some animated discussions, and we've all agreed what the problems are, but perhaps less agreement on the emphasis.

Megan Hands said the zone committee gratefully received the draft report. The process was confirmed by Megan Hands that, with the addition of the Manawhenua statement, the working group will finish up the draft report, the zone committee will have a workshop to decide what it can or cannot adopt, after which there will be a final adopted report and recommendations. It was further agreed that to be transparent, the Zone Committee will make it clear what it does not adopt and the reasons why. Zone Committee members were encouraged to send through any comments they had sooner rather than later.

## **2. SWIMMABLE SELWYN AT COES FORD**

*(Sylvia McAslan and Duncan Gray, Environment Canterbury)*

Sylvia McAslan and Duncan Gray presented this item to the Zone Committee. They gave the Zone Committee two reports – a project update and a summary of water quality monitoring as part of the project. After providing background to the project, and providing before and after photos, Sylvia spoke of the next steps which included:

- Willow control and plantings at McGraths Creek
- Potentially testing water in an out of the property
- Research company looking for a site to field test a nitrate removing bioreactor.
- Continue to get as many people as possible interested and involved
- Feasibility report in late June on a potential Coes Ford wetland, mahinga kai, biodiversity and amenity values

Duncan Gray explained more on the water quality monitoring using different graphs. The graphs showed the different streams tested for E.Coli, Phosphorus and Nitrate. In summary Duncan said E.coli reduced in upper Silver Stream and McGraths and no



human faecal matter was found. Ruminant and avian matter were found to be present at all sites with high levels of E.coli in the absence of rain. There was also an increase in nitrate across all sites.

**3. ZONE FACILITATOR'S REPORT**  
(Miria Goodwin, Environment Canterbury)

The report was taken as read. Miria did make special mention of the official opening of the Haldon Pastures Mudfish Project to which the Zone Committee members received invitations.

**GENERAL BUSINESS**

Megan Hands closed the meeting at 5.40pm and noted that Scott Pearson was leaving Fish & Game. She acknowledged the work he has done so far and wished him well.

Mananui Ramsden closed with a karakia, wishing everyone a safe journey back home to loved ones.

DATED this

2<sup>nd</sup>

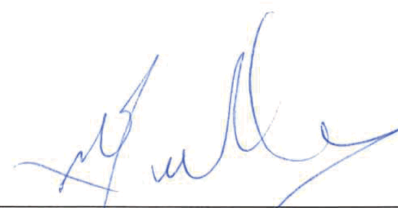
day of

July

2019



CO-CHAIR



CO-CHAIR

## ACTIONS FROM MEETING

Name	Action
ECan	<ul style="list-style-type: none"> <li>• Provide progress report against ZIP Addendum (and Selwyn Te Waihora Plan) outcomes / targets</li> </ul>
ECan Zone Team	<ul style="list-style-type: none"> <li>• Update on Lake margin wetlands and wet pasture</li> <li>• Update on possible purchase of land in lower Silverstream.</li> <li>• Provide Dairy Monitoring Report when completed</li> <li>• Provide information on Land use consent information of farms</li> </ul>
SWZC Facilitator	<ul style="list-style-type: none"> <li>• Invite DairyNZ to future meeting to present on large catchment project relating to dairy farms</li> <li>• Arrange update on Monitoring of water quality - where and how it is done</li> <li>• Arrange briefing on water balance for the Zone</li> <li>• Arrange more time for discussion on Overseer</li> <li>• Arrange for DoC update on LINZ land adjacent to Rakaia River near Te Pirita with high biodiversity values.</li> <li>• Arrange for update on chlorination and drinking water from Selwyn District Council staff</li> </ul>

MINUTES OF THE 95<sup>th</sup> MEETING OF THE SELWYN WAIHORA ZONE COMMITTEE HELD  
IN THE LINCOLN EVENTS CENTRE, ON TUESDAY 2 JULY 2019 COMMENCING AT 2PM

AGENDA SUMMARY

Item	Time	Description	Presenter
	2.00pm	Meeting commences with karakia and formal order of business: <ul style="list-style-type: none"> <li>• Apologies</li> <li>• Identification of Urgent General Business</li> <li>• Confirmation of minutes 4 June 2019</li> <li>• Matters Arising &amp; actions from last meeting</li> <li>• Report to and from Regional Committee Meeting (Benita Wakefield)</li> <li>• Update from Zone Committee members on activities and meetings attended that relate to the Committee's outcomes for the zone</li> <li>• Correspondence</li> </ul>	
	2.15pm	General Public Contribution	
1.	2.20pm	Biodiversity Immediate Steps Funding and Te Waihora Lake Edge Project Update	<i>Ellen Williamson,</i> Environment Canterbury
2.	2.40pm	Celebrating biodiversity within the Selwyn Waihora Zone <ul style="list-style-type: none"> <li>• Zone Committee's Immediate Steps Projects (IMS) [Environment Canterbury with a previous IMS recipient]</li> <li>• Selwyn District Council</li> <li>• Te Ara Kākāriki, Greenway Canterbury Trust</li> <li>• Update on the Whakaora Te Waihora Programme and Whakaora Te Ahuriri Project</li> <li>• Water and Wildlife Habitat Trust</li> </ul>	Environment Canterbury Fish and Game
	4.10	<b>BREAK</b>	
3.	4.20pm	Contemplating the future of biodiversity in the Selwyn Waihora Zone <ul style="list-style-type: none"> <li>• Water and Wildlife Habitat Trust proposal</li> </ul>	<i>Mike Patchett</i>
	4.30pm	<ul style="list-style-type: none"> <li>• Workshop – what's working well, what's not, what opportunities are there?</li> </ul>	<i>Miria Goodwin</i>
4.	5.10pm	Environment Canterbury Zone Team Update	<i>Johannes Welsch,</i> Environment Canterbury
5.	5.25pm	Zone Facilitator's Report	<i>Miria Goodwin,</i> Environment Canterbury
	5.30pm	<b>Approximate finish time</b>	

## PRESENT

Dr Benita Wakefield (Te Rūnanga o Wairewa), Ron Pellow (Community Member); Les Wanhalla (Te Rūnanga o Taumutu / Co-Chair); Megan Hands (Community Member / Co-Chair); Councillor Murray Lemon (Selwyn District Council); Councillor Anne Galloway (Christchurch City Council); Paul Hodgson (Community Member); Councillor Iaeen Cranwell (Canterbury Regional Council); Annie McLaren (Community Member); Simon Hay (from 2.53pm) and Allen Lim (Community Members); Kylie-Jane Philips (Te Rūnanga o Rapaki)

## IN ATTENDANCE

Miria Goodwin, Dr Stefanie Rixecker, Dr Johannes Welsch, Angus McLeod, David Murphy, Ellen Williamson and Zoe Buxten (Canterbury Regional Council); John Benn, Danny Kimber and Robin Smith (Department of Conservation); Andrew Spanton (Selwyn District Council); Stephen Brailsford (Brailsfords Ltd); Letitia Lum (Te Ara Kakariki); Jane Hodgson, Ben Richards, Cheryl Richards and Tom Broughton (Residents)

Councillor Cranwell opened the meeting with karakia.

Les Wanhalla welcomed everyone to the meeting.

## APOLOGIES

Apologies were received from Fiona McDonald (Community Member)

Apology for leaving early: Ron Pellow (Community Member)

**Moved** - Paul Hodgson / **Seconded** - Megan Hands

*That the Committee accept the apologies, as noted.*

**CARRIED**

## IDENTIFICATION OF URGENT GENERAL BUSINESS

Discussing the co-chair agreement, the Committee agreed it worked well.

**Moved** – Dr Benita Wakefield / **Seconded** – Councillor Murray Lemon

*‘That the current co-chair agreement continue and be reviewed in February 2020.’*

**CARRIED**

## CONFIRMATION OF MINUTES

**Minutes of the 94<sup>th</sup> Meeting of the Selwyn Waihora Zone Committee (Water Management) held on Tuesday 4 June 2019**

**Moved:** Annie McLaren / **Seconded:** Les Wanhalla

*That the minutes of the 94<sup>th</sup> meeting of the Selwyn Waihora Zone Committee (Water Management) held on Tuesday 4 June 2019, be confirmed with a minor amendment from Ron Pellow for the removal of the word 'auto' in relation to the meetings he attended.*

**CARRIED**

## CORRESPONDENCE

None.

## MATTERS ARISING AND ACTIONS FROM MINUTES

These are all reported on in the Zone Facilitator's report.

## REPORT FROM REGIONAL WATER MANAGEMENT COMMITTEE MEETING

Dr Wakefield said that she had been requested to provide a written report from the zone meeting back to the Regional Committee. Members agreed they will assist her in compiling such a report. Dr Wakefield said the Regional Committee discussed the targets report and she had hoped there would be something more specific about Waikiri / Waihora. There was also a discussion about Biodiversity Immediate Steps process and feedback from the Mayoral Forum.

## UPDATE FROM ZONE COMMITTEE MEMBERS ON ACTIVITIES AND MEETINGS ATTENDED THAT RELATE TO THE COMMITTEE'S OUTCOMES FOR THE ZONE

Members of the Zone Committee reported on meetings attended that relate to the work of the Zone Committee including:

Allen Lim	<i>Meeting with Freshwater Leaders Group; two day FARconference with focus on nitrogen leaching</i>
Dr Benita Wakefield	-
Councillor Murray Lemon	<i>District Plan Review – culmination of preferred options; reports around biodiversity and water. Drop in session in Leeston progressing really well and much appreciated</i>
Megan Hands	<i>Mudfish project opening at Haldon's Pasture</i>
Paul Hodgson	<i>Fish &amp; Game Council meeting with Environment Canterbury Councillors; braided river symposium</i>
Councillor Iaeen Cranwell	<i>Opening of mudfish screen; braided river symposium</i>
Simon Hay	
Annie McLaren	
Fiona McDonald	<i>Apology for the meeting</i>
Les Wanhalla	<i>Group discussion on Greenbank proposed wetlands; Near River Recharge project blessing; Muruwai Committee in Taumutu established; Ahuriri Lagoon getting to a stage of planting; mudfish project opening at Haldon's Pasture</i>
Ron Pellow	<i>Mudfish project opening at Haldon's Pasture</i>
Kylie-Jane Phillips	-
Councillor Anne Galloway	-

Les Wanhalla took the opportunity to thank Dr Johannes Welsch for the amount of work he did on the mudfish project and also thanked Dr Brett Painter for his work on the Near River Discharge project.

## GENERAL PUBLIC CONTRIBUTION

None.

**1. BIODIVERSITY IMMEDIATE STEPS FUNDING AND TE WAIHORA LAKE EDGE PROJECT UPDATE**

*(Ellen Williamson, Environment Canterbury)*

**Biodiversity Immediate Steps Funding**

Ellen told the Committee about the projects and said the biodiversity working group met to discuss it in detail. The summary then comes to the zone committee. Committee members asked if, in future, they could have a full list of applications so that they have an idea of where in the catchment different applications come from.

**Moved:** Councillor Murray Lemon / **Seconded:** Allen Lim

*That the Selwyn Waihora Zone Committee approve funding on the five proposed Immediate Steps funded biodiversity projects as identified by the staff report.*

**CARRIED**

**Te Waihora Lake Edge Project**

Ellen explained the context for the project (the LWRP's PC1) and discussed practical work that had taken place including letter drops, community meeting, on farm site visits, and drop-in sessions. She noted land owners were happy with the process and that it was good to take them along on the journey. The project is now complete. In response to a question from Annie McLaren about current farm system types, Ellen said it was mostly sheep in the area.

**2. CELEBRATING BIODIVERSITY WITHIN THE SELWYN WAIHORA ZONE**

*(Environment Canterbury and Fish and Game)*

There were a number of presentations.

*Simon Hay arrived at 2.53pm*

Immediate Steps project

Ben Richards from Rockwood Farm spoke of the success of the Immediate Steps Project funding on his land. He said weed control has been important and there had been an increase in native bird species. He said he had three people who regularly come to his farm to shoot predators such as goats, hare and deer.

*Ron Pellow left at 3pm*



Selwyn District Council

Andrew Spanton told the zone committee that the core function of the Biodiversity Coordinator was to meet the responsibility of identifying, protecting and maintain sites of natural significance. He added he worked in partnership with DOC, Living Water, ECan, LINZ and others.

Andrew told the Zone Committee that some of the key projects underway included the Silverstream wetland, Embankment road wetland, Lincoln wetland, Te Waihora willow and weed control and developing an ecological management plan for Rakaia Gorge.

He told the Committee that Selwyn District Council had a fund which could be applied for with the aim to protect and manage existing biodiversity / native plants. Andrew said under the Canterbury Planning Managers forum, the Canterbury Biodiversity Strategy was being reviewed and will require input from Canterbury TA's.

*Councillor Anne Galloway left at 3.27pm*

Andrew said he will have a more detailed plan in relation to Silver Stream for the next meeting.

Te Ara Kākāriki

Letitia Lum told the Committee that the vision for Te Ara Kākāriki was to restore indigenous biodiversity to the Canterbury Plains by planting a series of native stepping stones to create a green corridor, providing a habitat for native birds and wildlife. She noted they were successful with the Canterbury Plantout Days, Kids Discovery Plantout and Greendot Sites. The intention is to expand on this with the goal of leaving a legacy project – a larger site involving communities and schools and offering recreation opportunities and an outdoor classroom.

Whakaora Te Waihora Programme

David Murphy gave the Zone Committee brief background as to where Whakaora Te Waihora started. He noted the aims of the programme were to accelerate restoration of ecosystem health; restore cultural sites, mahinga kai; protect and restore wetland and riparian habitats; improve lake and catchment management practices; and establish a robust monitoring programme.

David said that in Phase 1 between 2012 – 2017, \$10.6M was funded by the Ministry for the Environment's Fresh Start for Freshwater, Environment Canterbury and Te Rūnanga o Ngāi Tahu to establish the programme. He briefly spoke of progress made with Te Ahuriri and the weed and willow control around the shore of Te Waihora. David shared some of the lessons learned so far with the zone committee and said strong relationships and cooperation as well as an investment in co-governance were key to deliver a strong programme. He said it was vital for partnerships and long-term commitment to be successful in what is a long-term programme of work.

Water and Wildlife Habitat Trust

Emily Arthur-Moore from Fish & Game (who was also at the meeting in her capacity as part of the Water & Wildlife Trust) showed the Committee a map of the Silverstream Catchment with several sediment traps installed. Sediment removed over a period of time, had significantly decreased and it was clear the traps worked well.

Emily also shared some photos of before and after the work but added there was not yet enough information to do an analysis on whether fish numbers had increased. She shared the difficulties of planting under pivots but added that there was definitely more invertebrates living in and amongst the rocks they put in the stream.

**Afternoon tea break 4.10 – 4.30pm**

*Kylie-Jane Phillips left at 4.15pm*

**3. CONTEMPLATING THE FUTURE OF BIODIVERSITY IN THE SELWYN WAIHORA ZONE**

*(Mike Patchett, Wildlife Habitat Trust and Miria Goodwin, Environment Canterbury)*

Mike Patchett presented to the Zone Committee noting he suggests one funding scheme where agencies can tap into for funding. During the discussion the following points were raised:

- Mike to present a written proposition to the committee so that they know where they fit in and what it is they are asked to consider
- The area covered is mainly Selwyn, in particular Te Waihora – efforts must come from regional perspective, with the comment made if we can't do it for this one area, we probably can't do it at all

*Ron Pellow joined the meeting at 4.45pm*

Mike Patchett noted he would probably require a half day workshop with Ngāi Tahu, industry groups and members of the zone committee to review what the needs are, and what the scenario would be for a governance structure.

*Councillor Murray Lemon left at 4.48pm*

During the second half of this section the Committee broke into three groups to talk about what worked well; what needed to change; and what opportunities there were for biodiversity in the zone. Group responses are shown below.

	Working well	Not going well	Opportunities
Group 1	<ul style="list-style-type: none"> <li>Public awareness and interest</li> <li>Great projects and initiatives happening</li> <li>Significant improvements with limited funding (IS)</li> <li>Synergies between land owners e.g. Ben and his neighbours</li> </ul>	<ul style="list-style-type: none"> <li>Long term view/outcomes/purpose for projects</li> <li>Stakeholder involvement in full process</li> <li>Connectivity of projects</li> <li>\$ amount and longevity</li> </ul>	<ul style="list-style-type: none"> <li>Projects that are linked and projects that are 'one off's'</li> <li>Carbon credits for native species</li> <li>Education and collaboration</li> </ul>
Group 2	<ul style="list-style-type: none"> <li>Lot of activity – whole of community</li> <li>Increased landowner awareness and action</li> <li>Increased collaboration – doer's and investors</li> <li>Education/awareness in places</li> </ul>	<ul style="list-style-type: none"> <li>Access to billion trees etc</li> <li>Agencies jurisdictions and politics limit co-operation and pooled \$\$\$</li> <li>Biodiversity hot spots – I.D.</li> <li>Prioritisation of restoration</li> <li>Lack of regulatory enforcement – habitat protect and restore</li> <li>Education/awareness of \$ \$ \$</li> <li>Better longer term</li> <li>LINZ ineffective land managers</li> <li>Lack of incentives to landowners <ul style="list-style-type: none"> <li>- Carbon</li> <li>- Development rights</li> <li>- Biodiversity credits</li> </ul> </li> </ul>	
Group 3	<ul style="list-style-type: none"> <li>Immediate Steps (but great opportunity to extend to terrestrial biodiversity)</li> <li>Rūnanga input</li> <li>Co-Chairs</li> <li>Talking together</li> </ul>	<ul style="list-style-type: none"> <li>Reporting back from ECan/CCC/SDC including Regional Committee and Mayoral Forum –</li> </ul>	<ul style="list-style-type: none"> <li>Catchment scale rather than individual property responses</li> </ul>

		<p>especially drivers for future.....</p> <ul style="list-style-type: none"> <li>• Comms good work happening</li> <li>• Balanced communication – don't jump to conclusions</li> </ul>	<ul style="list-style-type: none"> <li>• Co-Governance – working better, then take intervention</li> <li>• Biodiversity – expand beyond 'protect and enhance' to develop....</li> <li>• Tighter meetings/focus</li> <li>• Address legacy nutrient load – whose responsible</li> <li>• More groups working together (fewer entities)</li> </ul>
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#### 4. ENVIRONMENT CANTERBURY ZONE TEAM UPDATE (Johannes Welsch, Environment Canterbury)

Dr Johannes Welsch took his report as read and noted the committee will in future probably not get a dairy monitoring report. The target report may change in future.

**5. ZONE FACILITATOR'S REPORT**

*(Miria Goodwin, Environment Canterbury)*

The Facilitator's Report was taken as read. Miria told the Committee that although she forwards them many invitations to meetings and / or events, it is not expected that they attend all of it. There is no pressure to attend but she will continue to share information with them.


**GENERAL BUSINESS**

Les Wanhalla closed the meeting at 5.22pm.

Councillor Cranwell closed with a karakia, wishing everyone a safe journey back home to loved ones.

DATED this 6 day of August 2019

  
\_\_\_\_\_  
CO-CHAIR

  
\_\_\_\_\_  
CO-CHAIR

## ACTIONS FROM MEETING

Name	Action
ECan	<ul style="list-style-type: none"> <li>• Provide progress report against ZIP Addendum (and Selwyn Te Waihora Plan) outcomes / targets</li> </ul>
ECan Zone Team	<ul style="list-style-type: none"> <li>• Update on possible purchase of land in lower Silverstream.</li> <li>•</li> </ul>
SWZC Facilitator	<ul style="list-style-type: none"> <li>• Invite DairyNZ to future meeting to present on large catchment project relating to dairy farms</li> <li>• Arrange update on Monitoring of water quality - where and how it is done</li> <li>• Arrange briefing on water balance for the Zone</li> <li>• Arrange more time for discussion on Overseer</li> <li>• Arrange for DoC update on LINZ land adjacent to Rakaia River near Te Pirita with high biodiversity values.</li> <li>• Arrange for update on chlorination and drinking water from Selwyn District Council staff</li> <li>• Include DoC in the October field-trip planning</li> </ul>

## 18. International Relations Policy Framework

Reference: 19/275554

Presenter(s): Matthew Nichols - Civic and International Relations Manager

### 1. Purpose of Report

- 1.1 The purpose of this report is to present the International Relations Policy Framework to the Council for adoption.

### 2. Executive Summary

- 2.1 The Council resolved in July 2018 that the International Relations Policy 2013 and Sister Cities Strategy 2000 should be reviewed and replaced by a consolidated International Relations Policy Framework.
- 2.2 The Council also resolved that the International Relations Working Group develop the Policy Framework. This work is now complete and the Framework is ready to be considered for adoption by the Council.
- 2.3 The intent of the International Relations Policy Framework is to develop a city-wide approach to cultivating relationships with cities and other international actors for mutual benefit. It sets out a vision for co-ordinated, collaborative international relations work, as well as priorities and mechanisms to achieve the vision. There are many stakeholder groups across the city with strong international interests, including community groups (such as Sister City Committees and migrant community groups), businesses and business advocacy groups, tertiary institutions and government agencies.
- 2.4 A robust city-wide consultation process was carried out in order to develop the International Relations Policy Framework. Should the Council opt to invite wider public views, consultation could be undertaken by publishing the International Relations Policy Framework on the Christchurch City Council website.
- 2.5 Adoption of the International Relations Policy Framework will mandate development of an implementation plan commencing in the third quarter of 2019. This will involve development of a refreshed portfolio of international partnerships for the city, including consideration of new partnership opportunities alongside the city's traditional (such as Sister City) relationships. The International Relations Working Group plans to recommend for Council adoption the refreshed portfolio of city international partnerships (and accompanying delivery plans) by February 2020.

### 3. Staff Recommendations

That the Council:

1. Adopt the International Relations Policy Framework.
2. Revoke the 2000 Sister Cities Strategy and the 2013 International Relations Policy, which are replaced by the new International Relations Policy Framework.
3. Note that the development of an implementation plan will now proceed, based on the International Relations Policy Framework.



## 4. Context/Background

### Issue or Opportunity

- 4.1 Council's International Relations Policy 2013 and Sister Cities Strategy 2000 are due for review. On 12 July 2018 the Council directed the International Relations Working Group to develop an International Relations Policy Framework for consideration by the Council (CNCL/2018/00132, refer to paragraph 4.13).
- 4.2 The intent of the International Relations Policy Framework (the Framework) is to develop a city-wide approach to cultivating relationships with other cities and other international actors for mutual benefit. The city's international relations activity (led by the Civic and International Relations team in partnership with citizen-led Sister City Committees) has been largely reactive in response to externally-imposed demands (such as inward delegation visits), and unable to focus on high-value initiatives. The Framework seeks to maximise the high impact that can be achieved through mayoral international travel in support of city-wide objectives. Given the importance of international connections to the city's future prosperity, ChristchurchNZ and City Council staff have worked as part of a joint project team to design the Framework.
- 4.3 The proposed city-wide Framework is possible because Christchurch has an ecosystem of highly collegial and collaborative stakeholders with international interests, who have shown strong support for the concept of working together. Major stakeholders include: ChristchurchNZ; Christchurch International Airport; Lyttelton Port Company; Canterbury Employers' Chamber of Commerce; New Zealand Trade and Enterprise; Ministry of Foreign Affairs and Trade; University of Canterbury; Ara Institute of Technology; Lincoln University; and the six Christchurch Sister City Committees. Effective collaboration will allow the group to leverage each other's connections and resources to optimise the return to the city.
- 4.4 Two priorities form the backbone of the Framework and serve as the basis for evaluating international opportunities. These are:
  - Strengthen international connections to attract and develop the best talent and ideas, and
  - Increase the wellbeing of Christchurch citizens through a prosperous economy.
- 4.5 The Framework was amended following the 15 March attacks, in view of the identified need for the city to prioritise responses to global challenges, such as countering violent extremism and climate change.
- 4.6 In order to develop the Framework, six workshops were attended by International Relations Working Group members and a range of other stakeholders with international interests. Individual meetings were also held with key stakeholder representatives.
- 4.7 Key themes and feedback that emerged from the workshops and further consultation were:
  - 4.7.1 Strong support for working together across the city to optimise the return to Christchurch.
  - 4.7.2 Strong support for select and targeted international engagement.
  - 4.7.3 Recognition that the majority of the city's international interests are focused on delivering economic benefits to Christchurch.
  - 4.7.4 Strong support for a convening and advocacy role for Council.
  - 4.7.5 Strong support for private sector participation in the Framework.
  - 4.7.6 The need for clarity on how the city's international relations activities interface with New Zealand's broader diplomatic objectives.

- 4.7.7 The need for alignment with ChristchurchNZ's attendant Prosperity Framework.
- 4.8 The Framework strikes a balance between the interests of all stakeholders in order to maximise benefit to the city. Some of these interests are in the field of historic and people-to-people linkages (principally the domain of the Sister City committees, and historically the bulk of Council's international relations activity). Others are more recent connections that focus on delivering economic benefits for the city.
- 4.9 The Framework proposes new mechanisms to achieve a city vision for international relations, including a prioritisation matrix with three categories of international partnership (**City**, **Agency** and **Citizen/Community** partnerships) to structure decision-making, including resource allocation. **City** level partnerships will receive priority attention and resources in view of their high degree of alignment with the Framework's vision and priorities.

### Strategic Alignment

- 4.10 The proposed International Relations Policy Framework supports the Council's Long Term Plan (2018-2028). It gives effect to the Council's Strategic Framework, drawing on the Council Vision for its vision statement, and supports progress towards the Council's Community Outcomes. The Framework also seeks to support progress towards the Council's Strategic Priorities, in particular:
- 4.10.1 Enabling active citizenship and connected communities, and
- 4.10.2 Maximising opportunities to develop a vibrant, prosperous and sustainable 21st century city.
- 4.11 The proposed Framework is aligned with the Economic Development Service Plan, particularly:
- 5.1.2 ChristchurchNZ provides leadership in inclusive and sustainable economic development for Christchurch
  - 5.1.5 ChristchurchNZ supports an environment that encourages innovation, entrepreneurship and investment
  - 5.1.6 ChristchurchNZ facilitates the development of businesses with high growth potential, and
  - 5.3.5 ChristchurchNZ leads collaborative development and implementation of a city narrative.
- 4.12 The proposed Framework is also aligned with the 2018 Christchurch Antarctic Gateway Strategy in support of 5.0.16: Christchurch is recognised by Antarctic programme partners as being a quality Gateway city.

### Previous Decisions

4.13 Council resolution CNCL/2018/00132 resolved to:

1. *Note that a review of the International Relations Policy 2013 and Sister Cities Strategy 2000 is planned to take place during the 2018/19 financial year.*
2. *Agree that the International Relations Policy 2013 and Sister Cities Strategy 2000 be reviewed and replaced by a consolidated International Relations Policy Framework.*
3. *Direct the International Relations Working Group to develop the International Relations Policy Framework for consideration by the Council.*
4. *Note that the Working Group may invite external stakeholders to provide input in development of the Policy Framework. In this regard the Working Group will consider a preliminary list of stakeholders to be consulted.*
5. *Request the International Relations Working Group to report the proposed International Relations Policy Framework to the Council through the Strategic Capability Committee with updates as necessary.*
6. *Agree that Ngāi Tahu be recognised as a Strategic Partner.*

4.14 On 14 June 2019, the International Relations Working Group provided final feedback on the International Relations Policy Framework, and recommended its adoption by Council.

### Assessment of Significance and Engagement

- 4.15 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.16 The level of significance was determined by the low level of interest in the wider community.
- 4.17 The community engagement and consultation outlined in this report reflect the assessment.

## 5. Community Views and Preferences

- 5.1 Stakeholder consultation has been robust. A key objective was to include as many potential stakeholders as possible in the development of the Framework. A total of 30 unique stakeholder entities have been included in the process, including 1) community members responsible for maintaining Sister City relationships, 2) ethnic and migrant community groups and 3) honorary consuls and members of the official diplomatic corps.
- 5.2 On 1 March 2019, the International Relations Working Group noted the comprehensive engagement that has taken place in the development of the Framework, and formed the majority view that that no further public consultation was necessary. A number of Framework stakeholders are now eager to proceed rapidly with development of an implementation plan.
- 5.3 Should the Council opt to invite wider public views, consultation could be undertaken by publishing the International Relations Policy Framework on the Christchurch City Council website for an appropriate time period.
- 5.4 Should Council adopt the Framework, there will be an opportunity for further engagement during development of the implementation plan (see "next steps" section below).

## 6. Legal Implications

- 6.1 There is not a legal context, issue or implication relevant to this decision.
- 6.2 Staff advice with regard to community views and preferences has been reviewed and approved by the Legal Services Unit.

## 7. Risks

- 7.1 There are no significant risks associated with the Framework. Any resulting changes to the focus of the city's future international relations activity will be managed sensitively with traditional partners, e.g. Sister Cities.

## 8. Financial Implications

- 8.1 International Relations Policy Framework development costs have been met within Civic and International Relations baseline funding.
- 8.2 There is no proposal to increase any Council budget. As the city's international relations activities are reprioritised, there may be a case in the future for additional Council investment, however this will be addressed through the Long Term Plan process.

## 9. Next Steps

- 9.1 The International Relations Policy Framework is a two phase process: following adoption of the Framework in the first phase, the development of an implementation plan will occur in the second (commencing in the third quarter of 2019).
- 9.2 The plan will drive city-wide activity under the Framework by developing a refreshed portfolio of international partnerships for the city and accompanying work programmes, in accordance with the Framework's prioritisation matrix. This process will consider new partnership opportunities alongside the city's traditional (such as Sister City) relationships.
- 9.3 Development of the implementation plan will require further engagement with stakeholders, with the Council's Civic and International Relations team playing an oversight and coordination role. The International Relations Working Group plans to recommend for Council adoption the refreshed portfolio of city international partnerships (and accompanying work programmes) by February 2020. Framework stakeholders will convene regularly thereafter to monitor progress against the Framework.



## Attachments

No.	Title	Page
A <a href="#">↓</a>	CIR - International Relations Policy Framework	194
B <a href="#">↓</a>	IRPF: Implementation Plan	200

## Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories

<b>Authors</b>	Jack Chaney - Civic and International Relations Coordinator Elizabeth Wilson - Senior Policy Analyst Matthew Nichols - Manager Civic & International Relations
<b>Approved By</b>	Matthew Nichols - Manager Civic & International Relations Duncan Sandeman - Senior Private Secretary Mary Richardson - Acting Chief Executive

## INTERNATIONAL RELATIONS POLICY FRAMEWORK

### VISION

*Ōtautahi Christchurch is a city that explores opportunity at every level. We are open to new ideas, new people and new ways of doing things. We are a city where anything is possible.*

*We will engage with our region, nation and the world to enhance wellbeing in Ōtautahi Christchurch and grow an internationally relevant city. Our international work will be cohesive, proactive, targeted and responsible.*

### THE TREATY PARTNERSHIP

Ngāi Tūāhuriri are mana whenua – the indigenous people of Ōtautahi Christchurch. Our international engagement will be built on the valuable strategic partnership between Ngāi Tahu and the City Council.

### OUR PRIORITIES

- Strengthen international connections to attract and develop the best talent and ideas
- Increase the wellbeing of Christchurch citizens through a prosperous economy<sup>1</sup>

### PRINCIPLES guiding our international work

<i>Targeted</i>	<i>Cohesive and Proactive</i>	<i>Responsible</i>
<ul style="list-style-type: none"> <li>➤ clearly defined geographic regions and sectors</li> <li>➤ playing to our strengths</li> <li>➤ targeting opportunities with potential to deliver clear mutual benefit for Christchurch and our international partners</li> </ul>	<ul style="list-style-type: none"> <li>➤ stakeholders work together on agreed priorities</li> <li>➤ effective cooperation between the public and private sectors</li> <li>➤ presenting cohesive international priorities to central government and to the world</li> <li>➤ established mechanisms to</li> </ul>	<ul style="list-style-type: none"> <li>➤ upholding our city's values as a caring and responsible global actor</li> <li>➤ contributing to global challenges including climate change action, resilience, supporting sustainable development, and</li> </ul>

<sup>1</sup> This policy framework sits within the Council's *Strategic Framework* (2018), which highlights "maximising opportunities to develop a vibrant, prosperous and sustainable 21<sup>st</sup> Century city" as a strategic priority, and describes a prosperous economy as a great place for people, business and investment; an inclusive, equitable economy with broad-based prosperity for all; a productive, adaptive and resilient economic base; and a modern and robust city infrastructure and resilience network.



## INTERNATIONAL RELATIONS POLICY FRAMEWORK

➤ recognising where the city adds value by acting together	coordinate and focus collective effort ➤ forward-looking work programmes ➤ leveraging existing networks	countering violent extremism
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### WHAT WE WILL DO TOGETHER

#### *Targeted International Partnerships*

Being targeted will allow us to be more selective with the opportunities we pursue, allowing our combined investment and activity to have greater impact.

- We will develop a portfolio of targeted international partnerships consistent with our combined vision, our Treaty partnership, our strategic priorities, and our guiding principles
- We will have three different types of partnership, receiving distinct levels of civic support and investment
- Priority partnerships will be driven by robust, city-wide action plans

#### *Structured Planning and Coordination*

- We will review and adapt our mechanisms to ensure they give effect to this Framework
- We will formalise our city-wide international planning and coordination to ensure that:
  - we engage with the business community and other community groups, including young people
  - our work programmes are detailed and forward-looking
  - we support and leverage each other's activities for the mutual benefit of the city and our international partners, and
  - the Mayor, Council and our organisations benefit from city-wide analysis and advice on international opportunities

#### *Ensuring Partnerships Remain Beneficial Over Time*

- We will regularly monitor the impact of our international partnerships on Ōtautahi Christchurch wellbeing to ensure they deliver mutual value.
- The Council will assess this Policy Framework against its 17 Community Outcomes goals, as well as against the Council's Strategic Priorities.

## INTERNATIONAL RELATIONS POLICY FRAMEWORK

### TARGETED INTERNATIONAL PARTNERSHIPS

*We have defined three types of targeted international partnership to focus our effort and resources.*

#### CITY PARTNERSHIPS

- City partnerships will be the most important for Christchurch as they are expected to deliver the most significant benefit through a coordinated approach. They will have a high degree of alignment with the framework's strategic priorities and guiding principles.
- Given their significance for the city and the consequent need for them to be strongly backed by the city's civic leadership, partnership activities at this level will receive priority support from the Mayor and Council.
- City partnerships will be developed cohesively and proactively by the city across a number of different sectors. Due to the city's limited resources and the importance of resourcing these partnerships appropriately, a very small number of them will be pursued at any one time.
- Each will be driven by a robust, city-wide action plan that allocates key activities in pursuit of strategic priorities, and the roles, responsibilities and resourcing from participating stakeholders.
- The impact of these partnerships on wellbeing in Christchurch must be clear and measurable over time. Progress towards achieving clearly articulated goals will be regularly monitored to ensure the level of investment remains appropriate.

#### AGENCY PARTNERSHIPS

- International partnerships driven by agencies will be valuable for the city in a particular sector or sectors: they will align with one or both of the city's strategic international priorities.
- They will be led by the responsible agencies which develop their own action plans. These plans will be shared through regular coordination to ensure other stakeholders within the city can support or leverage opportunities where appropriate.
- Agency partnerships will receive support from the Mayor and Council when high-impact opportunities arise.

#### CITIZEN AND COMMUNITY PARTNERSHIPS

- International partnerships in this area will be citizen- and community-led. They will include the work of the Sister City Committees, which seek to promote relationships between the people of Christchurch and the people of our Sister Cities, and the work of migrant community groups.

## INTERNATIONAL RELATIONS POLICY FRAMEWORK

- Though their activities and plans are led by citizens rather than the Council or wider city institutions, the goodwill and people connections developed will at times create opportunities that will be leveraged at either the agency- or city-level, enabling citizens to contribute to these broader efforts.
- The role of the Council in partnerships at this level will reflect its commitment to enabling active citizenship and connected communities, valuing the voices of children and young people and celebrating our identity through arts, culture, education, heritage and sport.

### Roles and Responsibilities

#### Christchurch City Council

##### *COORDINATE, CONNECT, CONSOLIDATE, COMMUNICATE*

- taking the lead on city-wide coordination, connection, consolidation and communication in support of the agreed vision and priorities set out in the IRPF
- convening regular coordination meetings and leading the development of the implementation plans and monitoring and reporting frameworks
- coordinating with Ngāi Tahu as a strategic partner in the city's international engagement
- supporting the Sister City community and ensuring opportunities to leverage Sister City activity can be taken up where appropriate
- coordinating arrangements for inbound and outbound international visits, in accordance with agreed priorities
- ensuring alignment of the IRPF with other Council work programmes that have an international dimension
- taking a leadership role in advocating the importance of diversity, inclusion and connection in our international work, consistent with Te Rautaki Mātāwaka Rau, the Council's Multicultural Strategy
- taking a leadership role in city responses to global challenges including climate change action, resilience, supporting sustainable development, and countering violent extremism

##### *REPRESENTATION & ADVOCACY*

- coordinating and setting priorities for civic leaders in representation and advocacy work, including:
  - representing the city in key events and negotiations at home and abroad

## INTERNATIONAL RELATIONS POLICY FRAMEWORK

- representing and advocating for city, region and/or South Island priorities in discussions with the Government and other New Zealand cities

### Sister City Committees

- taking the lead on community level activities and initiatives to maintain and enhance the city's sister city relationships, supported by the City Council as appropriate
- profiling and encouraging public participation in sister city relationships
- representing the city in interactions with sister city counterparts
- contributing to wider city initiatives that leverage sister city relationships
- participating in coordination and collaboration work

### Te Rūnanga o Ngāi Tahu

- participating in coordination and collaboration work
- facilitating/enabling the engagement of the Ngāi Tahu business community in city-wide coordination

### Canterbury Employers' Chamber of Commerce and New Zealand Trade and Enterprise

- participating in coordination and collaboration work
- facilitating/enabling the engagement of the business community in city-wide coordination

### ChristchurchNZ

- The Christchurch Prosperity Framework sets out ChristchurchNZ's strategic priorities and horizons to deliver on its purpose, mission and 10-year prosperity goals. The International Relations Policy Framework is closely aligned with these
- participating in coordination and collaboration work
- ensuring coordination and alignment of the IRPF implementation work with the work programmes sitting under key ChristchurchNZ policies, including:
  - the Antarctic Gateway Strategy 2018
  - Major Events Strategy – Ōtautahi 2018
  - Christchurch Economic Development Strategy 2017
  - Christchurch Visitor Strategy 2016

## INTERNATIONAL RELATIONS POLICY FRAMEWORK

Key stakeholders including Christchurch International Airport,  
Lyttelton Port Company and Development Christchurch

- participating in coordination and collaboration work
- facilitating/enabling the engagement of the business community in city-wide coordination

Ministry of Foreign Affairs and Trade

- participating in coordination and collaboration work
- supporting understanding of national foreign policy objectives and enabling central/local coordination and collaboration where appropriate

Tertiary education institutions and the international education sector

- participating in coordination and collaboration work
- ensuring alignment with the work programme sitting under the Canterbury International Education Destination 2025 strategy
- supporting the city's ability to engage internationally through capacity-building, training and education.

Example of Implementation Plan structure for IRPF

Vision: Ōtautahi Christchurch is a city that explores opportunity at every level. We are open to new ideas, new people and new ways of doing things. We are a city where anything is possible.  
We will engage with our region, nation and the world to enhance wellbeing in Ōtautahi Christchurch and grow an internationally relevant city. Our international work will be cohesive, proactive, targeted and responsible.

Priority 1: Strengthen international connections to attract and develop the best talent and ideas  
Priority 2: Increase the wellbeing of Christchurch citizens through a prosperous economy

ACTION	PRIORITY UNDER IRPF	KEY TASKS	TIMING	LED BY	OUTPUTS/PERFORMANCE MEASURES
[EXAMPLE ONLY] Explore city-wide partnership with XXXX in view of common sectoral strengths and growth objectives	1 & 2	Establish Christchurch working group	By February 2020	CCC	- City-wide IR initiative delivered - Stakeholders prioritise engagements with XXXX in operational planning
		Develop proposal for International Relations Working Group	By May 2020	CNZ	
		Coordinate visit (scope, objectives, timing and delegation) with international partner	By July 2020	CCC	
		Deliver visit	TBC	CCC	

## 19. Toi Otautahi-a strategy for arts and creativity in Otautahi Christchurch

Reference: 19/899292  
Presenter(s): Kiri Jarden - Principal Arts Advisor  
Carey Graydon - Senior Policy Analyst

### 1. Purpose of Report

- 1.1 To seek Council endorsement of Toi Ōtautahi-a strategy for arts and creativity in Ōtautahi Christchurch.

### 2. Executive Summary

- 2.1 Early in 2018 Council began collaborating with a range of agency and sector stakeholders to begin drafting a new arts strategy for the city. In addition to being co-created, this strategy is to be co-owned with various parties supporting delivery towards the strategy vision: *To be known as New Zealand's best place to live and create, where the arts activate Ōtautahi Christchurch and creative exploration defines who we are.*

### 3. Staff Recommendations

That the Council:

1. Endorse Toi Ōtautahi.
2. Endorse continued work with funding partners and the sector to ensure robust leadership, implementation and monitoring of Toi Ōtautahi.

### 4. Context/Background

#### Issue or Opportunity

- 4.1 Following sector and Creative New Zealand advocacy in 2018, Council agreed to revisit the 2001 Arts Policy and Strategy. There was strong interest in a collaborating to develop a co-created strategy, responsive to community and sector aspirations and forging strong partnerships and leadership.
- 4.2 The draft strategy was co-created through the mechanism of a working party which guided engagement and early drafting. A steering group provided advice, oversight and direction, while Council staff project managed and undertook writing of the strategy.
- 4.3 Partner agencies have indicated support for endorsement of the strategy and continued collaboration to ensure shared implementation and monitoring of delivery of the strategy. Creative New Zealand, Rātā Foundation and Christchurch NZ will be considering Toi Ōtautahi later in August and early September 2019.
- 4.4 Development, engagement and subsequent consultation on the draft strategy has been resourced by Creative New Zealand, Rātā Foundation and Council, and supported by a number of organisations in Christchurch.



### Strategic Alignment

- 4.5 Toi Ōtautahi supports delivery of Community Outcomes and Strategic Priorities by enabling strong communities (fostering identity through arts, enabling participation and opportunities for children and young people), through contributing to a liveable city (through vibrant activations, exhibitions, performances) and a prosperous economy (contributing to the local economy, supporting innovation and creative activity).

### Decision Making Authority

- 4.6 Council is asked to endorse the strategy along with partner agencies Creative New Zealand, Rātā Foundation and Christchurch NZ.
- 4.7 Sector organisations and businesses will be invited to endorse through their various governance mechanisms.

### Previous Decisions

- 4.8 Council has supported development and co-ownership of the strategy with the sector and partner agencies.

### Assessment of Significance and Engagement

- 4.9 The decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.10 The level of significance was determined by the level of interest, subsequent depth of engagement and the impact in relation to investment and partnership arrangements with agencies such as Creative New Zealand, Rātā Foundation, Christchurch NZ, and with respect to relationships with mana whenua and Ngā Mātāwaka in delivery of the strategy.

## 5. Options Analysis

### Options Considered

- 5.1 The following reasonably practicable options were considered and are assessed in this report:
- Endorse Toi Ōtautahi.
  - Do not endorse Toi Ōtautahi.

### Options Descriptions

- 5.2 **Preferred Option:** Endorse Toi Ōtautahi.

5.2.1 **Option Description:** Seeking Council endorsement of Toi Ōtautahi and support for continued collaboration with agency partners and the arts sector to ensure strong, shared leadership, implementation and monitoring of the strategy for the benefit of the community and sector.

#### 5.2.2 Option Advantages

- Council will be working in partnership to fund, develop and support arts and creative activity, facilities and practitioners in Christchurch and the Bank Peninsula.
- Council will be a partner to focused development of the arts and creative activity with the aim of contributing to a vibrant, dynamic city contributing to community wellbeing (cultural, social and economic), supporting achievement of Council strategic priorities and Community Outcomes.
- Endorsement enables continued discussion towards collaboration with funding partners towards aligned funding processes, decision making and reporting for applicants.

- Endorsement of the shared strategy may also deliver additional funding from Creative New Zealand to support the arts in Christchurch. Creative New Zealand are keen to encourage the collaborative model.
- Council maintains independence in relation to decision making in relation to its own investment in the arts and creative sector.

#### 5.2.3 Option Disadvantages

- Some complexity in developing mechanisms for joint programmes, shared leadership and shared work spaces.
- Council may become more broadly accountable across various areas of operation and expenditure in relation to delivery and support for the arts and creative sector.

#### 5.3 Do Not Endorse Toi Ōtautahi.

5.3.1 **Option Description:** Council decides not to endorse Toi Ōtautahi, electing instead to pursue separate arts and creative priorities which could include retaining or revising the existing Council arts policy and strategy (2001).

#### 5.3.2 Option Advantages

- The potential for efficiency of decision making (where Council alone determines the parameters and mechanisms for developing, reviewing and engaging community in relation to a Council owned arts strategy).

#### 5.3.3 Option Disadvantages

- Should Council not endorse Toi Ōtautahi, there is potential to compromise partnerships and additional investment in the local arts sector by partner agencies- notably Creative New Zealand.
- Partner agencies will not endorse the strategy without Council endorsement.

### Options Considerations

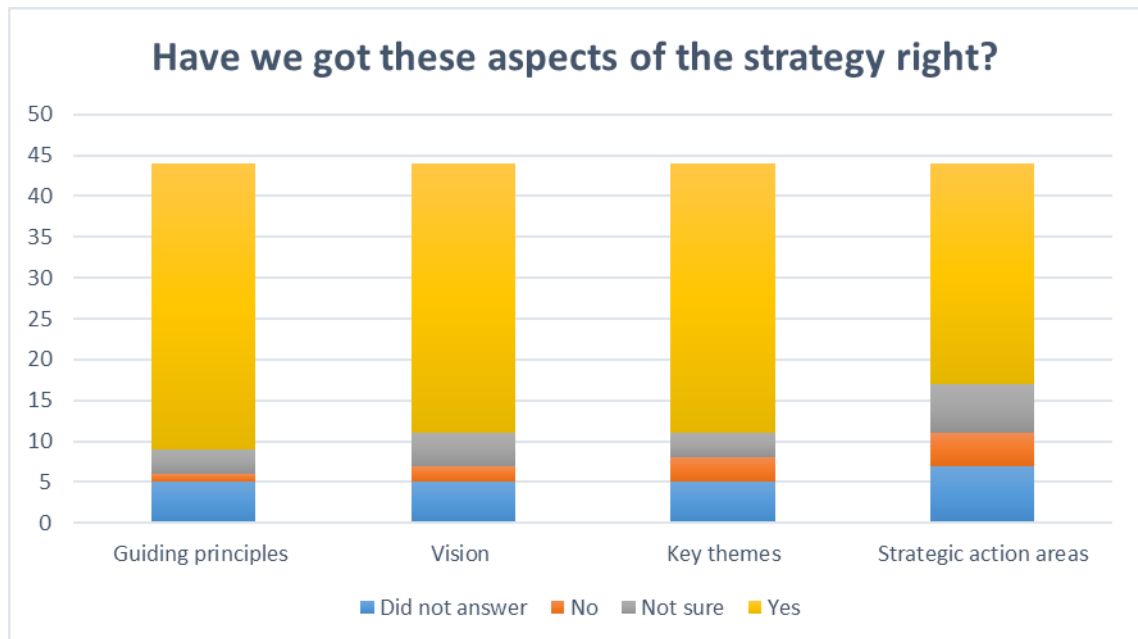
5.4 To ensure Council can support implementation of Toi Ōtautahi within existing resources, consideration needs to be given to how arts and creative activity is funded so that we can effectively collaborate with partner agencies and ensure we successfully implement Toi Ōtautahi.

5.4.1 Over \$800,000 is committed annually through Strengthening Communities and the Discretionary Response Fund towards arts and creative organisations and activities. These funding mechanisms underpin Council's current commitment to the wider arts sector. Further contestable funding is available through various other Council programmes.

## 6. Community Views and Preferences

- 6.1 The community and arts sector were invited to engage in relation to arts and creative aspirations for the city and Banks Peninsula in 2018, through a number of channels. Those ideas and conversations formed the first draft of the strategy.
- 6.2 Consultation on the draft strategy ran from 15 May – 17 June 2019 and was advertised on social media, emailed directly to key stakeholders and previous submitters and documents were available in Council libraries and service centres.
- 6.3 Three drop-in sessions were held in Little River, New Brighton and the Central City and attended by 24 people. A further focus group was attended by approximately 20 people.

- 6.4 We received 44 submissions which were mainly in support of the Draft Strategy as shown in the graph below.



- 6.5 Concerns raised by submitters informed the development of the final version of Toi Ōtautahi (attachment A). The concerns raised were:
- 6.5.1 A lack of focus on music within the strategy.
  - 6.5.2 That Treaty obligations were not prominent enough within the strategy.
  - 6.5.3 The formation of a leadership group.
  - 6.5.4 That the strategy is too 'visionary'.
  - 6.5.5 That the strategy should aim to create a 'UNESCO City of Creative Wellbeing' category.
- 6.6 All submissions in full are available in **Attachment B**.
- 6.7 Mana whenua nominated membership to the working party initially, and subsequently to the steering group.

## 7. Legal Implications

- 7.1 There is not a legal context, issue or implication relevant to this decision.
- 7.2 This report has not been reviewed and approved by the Legal Services Unit.

## 8. Risks

- 8.1 Partner agencies have indicated that their ongoing support for Toi Ōtautahi relies on Council endorsement of the strategy. All the partners have committed time and resources to co-developing the strategy, and a failure to endorse by Council would likely cause reputational damage to the Council.
  - 8.1.1 Creative New Zealand have indicated that significant additional funding resource would be made available to assist implementation of Toi Ōtautahi. If not endorsed, this funding is unlikely to be made available.
- 8.2 The development of this co-created arts strategy has also involved widespread engagement with the sector. Submissions have shown the sector is largely supportive of the new strategy

and the more collaborative approach between partner organisations. Failure to endorse the strategy would present reputational risks to the council within the sector.

## **9. Next Steps**

- 9.1 Consider mechanisms to enable responsive funding of arts and creativity through Council's contestable funding.
- 9.2 Work with agency partners, mana whenua and the sector to agree the structure of joint leadership and programmes to implement and monitor delivery of the strategy.

## 10. Options Matrix

Criteria		Option 1 – Endorse Toi Ōtautahi	Option 2 – Do not endorse Toi Ōtautahi
Financial Implications	Cost to Implement	Status quo- c\$800,000 (existing SCF and DRF funding commitments to arts and creativity)	Status quo
	Maintenance/Ongoing	Status quo	Status quo
	Funding Source	Various council units	Various council units
	Impact on Rates	n/a	n/a
Tuakiri Identity		Prioritises programmes which honour and connect to people and to place ensuring strong community identity, ensuring that mana whenua narratives are recognised and there are opportunities for diverse voices through arts programmes.	Status quo- reactive rather than leading or collaborating to achieve outcomes sought. Continue to fund diverse activity and programmes.
Hauora Wellbeing		Prioritises arts contribution to our wellbeing through collaboration, ensuring access for all (with a focus on children and young people leading and participating) and so building resilience and strong connections.	Status quo- reactive rather than leading or collaborating to achieve outcomes sought. Continue to fund diverse activity and programmes.
Auaha Creativity		Prioritises programmes or projects which foster innovation, imagination and development of talent, and so contribute to the local economy and individual and community capability.	Status quo- reactive rather than leading or collaborating to achieve outcomes sought. Continue to fund diverse activity and programmes.
Kōkiri Leadership		Prioritises activity and leadership which grows champions for arts and creativity, and which diversifies funding partnerships and private giving. Co-ownership and the joint leadership model would be a first for New Zealand.	Status quo- reactive rather than leading or collaborating to achieve outcomes sought. Continue to fund diverse activity and programmes.

Criteria	Option 1 – Endorse Toi Ōtautahi	Option 2 - Do not endorse Toi Ōtautahi
<b>Impact on Mana Whenua</b>	Toi Otautahi prioritises activity to support Ngā Toi Maori (Māori arts).	Status quo-Ngā Toi Māori is a key work stream within the 2001 strategy.
<b>Alignment to Council Plans &amp; Policies</b>	Aligns to strategic priorities and Community Outcomes.	Status quo.
<b>Four Well-beings</b>	Contributes to wellbeing-social, cultural, economic.	Status quo.





## Attachments

No.	Title	Page
A <a href="#">↓</a>	Toi Otautahi-Final	210
B <a href="#">↓</a>	Toi Otautahi submissions	224

## Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories

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<b>Approved By</b>	Nigel Cox - Head of Recreation, Sports & Events Brent Smith - Acting General Manager Citizens & Community

# TOI ŌTAUTAHĪ

A Strategy for Arts and Creativity in Ōtautahi Christchurch 2019 – 2024

Mā te pohewa mā te auaha hoki, ka whakapuaki ngā kura e huna ana.

With imagination and creativity a hidden jewel can be revealed.

This whakataukī (proverb) refers to the Ngāi Tahu relationship with pounamu, a unique treasure of the South Island. To the untrained eye, the exterior of the pounamu looks like any other stone in the river, but with skilful crafting, a treasure is revealed.

Generations of Māori wore trails across the Southern Alps as they sought this highly prized commodity. It was crafted into fine works of art, used for tools and weaponry, and was a valuable trade item.

The South Island became known as Te Waipounamu - The Waters of Greenstone. Ōtautahi Christchurch and Canterbury became significant trading centres.

Ōtautahi Christchurch is a city founded in a dramatic landscape. From the Pacific Ocean to the braided rivers, from the rugged mountains and glaciers of the Southern Alps to the fertile plains. From the earliest days, this place has shaped the creativity of the people who live here.

We believe that if we can skilfully craft a strategy that supports the arts in Ōtautahi Christchurch, many more treasures will be revealed from our creative landscape.

The arts have always been an important part of our lives. This strategy builds on our strong creative roots, which have shown Ōtautahi Christchurch to be a place of experimentation and artistic risk taking.

Events in Ōtautahi Christchurch have created an opportunity for us to think differently - now we want to take that momentum forward.

## Whakatakinga –Strategy Partner Statement

TOI ŌTAUTAHĪ is a first for the arts in New Zealand. It is a new kind of partnership strategy, developed collaboratively with the arts sector and major funding, advocacy and development agencies.

The aim of this strategy is to elevate the arts and creativity in Christchurch and Banks Peninsula by harnessing and building on the energy, passion, and innovative spirit of the community. The strategy recognises the impact of significant events in the city and the role the arts and creative sector have and can play in healing, connecting communities and finding innovative solutions to a range of issues.

This strategy is focused on creating an environment where creative people want to live, work, and produce work. It will be a living document that will evolve with the sector and with the wider community as we test ideas and sharpen our focus over time

The strategy is not just about supporting artists - it is also about bringing wider benefits to the city - improving people's wellbeing, sense of identity and connectivity, activating and bringing life to the city, attracting visitors and boosting the economy.

## 1. Ngā Whanonga Pono - Guiding Principles

Workshops, forums, and focus groups brought out four guiding principles. These are ways of thinking and acting that will bring this strategy to life.

### *Audacious*

We will be bold. We will take risks and foster a culture of innovation.

### *Inclusive*

We will support a diversity of artistic traditions, practitioners and art forms, ensure opportunities to participate are accessible and our processes and decision-making are transparent.

### *Empowering*

We will back local talent, value the old and the new, encourage and celebrate excellence, and ensure equity of opportunity.

### *Collaborative*

We will seek to work collaboratively, support one another, communicate clearly and challenge respectfully.

## 2. Moemoeā - Vision

*To be known as New Zealand's best place to live and create, where the arts activate Ōtautahi Christchurch and creative exploration defines who we are.*

What does this mean? In our vision, Ōtautahi Christchurch (including Banks Peninsula) is a place where new ideas are tested, and a spirit of collaboration opens new possibilities. We want Ōtautahi Christchurch to be a leader for arts in wellbeing, drawing on our collective experiences to grow the arts as a tool for community wellbeing, for healing and nurturing.

In this vision, we will continue to build and enhance unique and meaningful creative interventions in the city through our Treaty relationship.

It's a place where the creative process itself is valued — where participation in the arts brings its own benefits, and enriches our everyday lives, where the arts are a powerful presence in our city and contribute to the vitality, prosperity and connectivity of our communities.

It's a place where we value the people and organisations upon which our creative traditions have been built, along with a new generation of talent who are growing Ōtautahi Christchurch's reputation as a great place to create, explore, and to experience the arts.<sup>1</sup>

<sup>1</sup> You can read more about our creative roots on-line at <https://www.ccc.govt.nz/culture-and-community/art-museums/toi-otautahi-christchurch-arts/>

It's a place where there is support for local artists and this support provides new employment opportunities in the creative sector, boosts the local economy, and creates a more vibrant city to live in or to visit. This will attract international talent and open new opportunities for artistic exchange.

### 3. Why Arts and Creativity Matter to Ōtautahi

*The arts are central to our city's identity, wellbeing and spirit of creative exploration. The arts provide benefits for us as individuals, as communities and as a city.*

In 2017 Creative New Zealand research found 72% of Christchurch residents believe the arts have a vital role to play in rebuilding their city for the future.<sup>2</sup>

#### Arts are central to our identity

- We tell our diverse stories through the arts - they are essential to communicating identity, history and culture.
- The arts define us. They express our values and reflect our diversity.
- Arts in public places and temporary activations on vacant sites have captured attention nationally and internationally.
- Ōtautahi Christchurch has a long history of bold exploration. Creativity is central to the idea of exploration as a way to push against the status quo and into new territory.
- The arts inspire and challenge us with new ways of thinking.
- The arts provide visitors to our city with unique and memorable experiences.

#### Arts sustain our wellbeing

- Arts can bring joy and provide humour and entertainment.
- Arts help people cope with adversity and be more resilient in the face of a disaster.
- The arts help us find balance and connect our head to our heart and soul, and connect us to our tīpuna and cultural traditions.
- Through the act of creation, people and communities grow in confidence, confront challenges and express themselves.
- The arts play a key role connecting diverse people and communities and provide opportunities to learn.

#### Arts and creativity underpin innovation and boost the economy

- Arts and creative activity enlivens spaces, making the city more dynamic for residents and more attractive to visitors.
- Creative cities attract creative and innovative talent, business and industry.
- The arts encourage collaboration between public and private organisations.
- The arts are a platform for deepening relationships with Ngāi Tahu hapū.

### 4. Rū Whenua - Upheaval and Renewal

*The arts have proven their ability to renew, revitalise, heal and connect our communities. Our city has built a reputation for its creative responses to urban regeneration and mental and social wellbeing.*

<sup>2</sup>[http://www.creativenz.govt.nz/assets/paperclip/publication\\_documents/documents/607/original/new\\_zealanders\\_and\\_the\\_arts\\_2017\\_full\\_report.pdf?1526981303](http://www.creativenz.govt.nz/assets/paperclip/publication_documents/documents/607/original/new_zealanders_and_the_arts_2017_full_report.pdf?1526981303)

The 2010 and 2011 earthquakes disrupted all aspects of life in the city. The 2019 terror attacks disrupted our city emotionally. Both these events require healing and rebuilding, in which the arts can play a role.

After the quakes, approximately 80% of the central city was destroyed or significantly damaged, including many of the city's galleries, performing arts venues, and older, more affordable studios and apartments. The damage to buildings paled in significance to the loss of life, injury and ongoing effect on people's wellbeing. However, we are a city which has demonstrated resilience and willingness to come together in difficult times.

### **Innovative and collaborative response**

The earthquakes forced the arts sector to adapt quickly. A more collaborative spirit emerged. The sector worked together to make things happen. If the old environment was sometimes viewed as elitist, mono-cultural and siloed, in the new environment cooperation trumped competition.

New, fleet-footed funds emerged along with an increased risk appetite for supporting new projects and new organisations. Conversations were fostered around the planning of future infrastructure, spaces, and programmes. New leaders rose from within the sector and wider community and invited new ways of thinking about place and identity.

This environment was conducive to creative activity, and the energy of the creative environment was palpable to local practitioners as well as those who travelled to the city to be part of our unfolding story.

Many established organisations took the opportunity to reimagine themselves and establish new programmes and collaborative initiatives. The arts were brought to the people. Outdoor shows and the innovative use of spaces introduced the arts to new audiences and reinvigorated people's appetite for creative experiences.

### **Arts for recovery**

The emotional and psychological impact of the earthquakes for residents has been well documented. It's expected that the 2019 terror attacks will also have a large impact. Between 2011 and 2018 a 93% increase in demand for mental health services for children and young people was reported in Christchurch<sup>3</sup>.

The events of March 15, 2019 have reinforced the need for artistic responses that build social cohesion. The arts are a key mechanism for connecting, healing and revitalising our communities, and bringing diverse cultural aspirations and traditions to the fore.

The role of arts in the city's recovery has received international attention and raised greater awareness of the value of arts and creativity in Christchurch.

### **New cultural opportunities emerge**

In the past Christchurch did not equally honour all our stories and our communities. We need to make sure there is space for all of the diverse voices of our city to be heard.

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<sup>3</sup> <https://www.radionz.co.nz/news/national/351012/pm-more-mental-health-support-for-canterbury>  
<https://www.newstalkzb.co.nz/news/health/call-for-action-as-mental-health-issues-continue-to-rise-in-christchurch/>

The rebuild allowed opportunities for mana whenua and Māori narratives and motifs to be incorporated into the built environment. Matapopore Charitable Trust was established to work with the Crown and Council to ensure Ngāi Tūāhuriri and Ngāi Tahu values, aspirations and narratives were realised through significant recovery projects. Poetry, film, performance and sculpture have all been commissioned for the public realm on an unprecedented scale.

The Christchurch terror attacks have thrown a spotlight on the need to make sure our diverse ethnic communities are not isolated. As a country we are giving voice to kotahitanga (unity), and seeking to ensure our home is free from racism and cultural intolerance. Ōtautahi is a place where our differences can be a cause for celebration.

The arts and creative sector can give make visible diverse stories and bring people together.

#### **Harnessing this energy to move forward**

This strategy seeks to reposition the arts and creativity in Christchurch and Banks Peninsula. The opportunity is to capture the energy and passion of the community to become known as New Zealand's best city to create, explore and experience art; that Ōtautahi Christchurch is a great place to live.

## 5. Pou Arahi - Key Themes for Development

During workshops and focus groups, the arts sector and wider community defined the key issues and opportunities for the arts in Ōtautahi.<sup>4</sup> The Pou Arahi (strategy pillars) and Ngā Tukunga Iho (desired outcomes) were developed from these themes. The strategy pillars are designed to stimulate a response – what do they mean to us individually and as a city, and how can we work together to achieve our desired outcomes for the sector and wider community?

The four pillars are:

- Tuakiri Identity
- Hauora Wellbeing
- Auaha Creativity
- Kōkiri Leadership

### Tuakiri Identity (T)

*Supporting artists across all disciplines will help to tell the story of who we are - as individuals, as communities, and as a city.*

Public arts are important for connecting place and identity. Ōtautahi Christchurch has a rich public arts tradition including sculptural work, literature, performance, music, design, and street art. Public arts can form an important part of community development projects, urban and suburban regeneration, and placemaking.

The arts have played an active role in shaping a new identity for the city. Whether activating vacant sites through circus, theatre and music, or creating large scale murals, practicing traditional crafts or

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<sup>4</sup> See Appendix 1

working at the cutting edge of technology, all are exploring new ways to connect with people and with communities.

The rebuild has enabled new opportunities for Ngāi Tahu and Papatipu Rūnaka narratives to be woven into the built environment, recognising their unique relationship to this place.

*Our Heritage, Our Taonga is expressed, recorded and shared in many ways – through the visual and performing arts, through literature and poetry, events, design and by using a variety of media and technology.<sup>5</sup>*

We want to build upon our heritage and to share more stories of arrival and access diverse cultural narratives through a variety of arts and crafts practice and events.

### Hauora Wellbeing (H)

*Finding more ways to use arts to connect people and bridge social and cultural divides, to enable recovery, and to develop resilience in communities.*

Improving wellbeing and nurturing creative thinkers is important to the sector and community. This strategy seeks to improve opportunities for everyone, including children and young people, to initiate, participate in, and contribute to the creative life of the city.

The arts can enable socially connected communities, facilitate positive relationships, build confidence, develop skills, and reduce social exclusion.

Local arts organisations deliver health and wellbeing programmes which engage children, teenagers, and adults across cultures.

*Restoration and healing after the earthquakes was also a strong theme, with a number of participants mentioning the choir as having reduced their anxiety and stress and helped them adjust to the distress and disruption in their lives<sup>6</sup>.*

In the UK, a programme which prescribed arts as a treatment saw a 27 percent reduction in hospital admissions and a £216 per patient reduction in National Health Service costs.<sup>7</sup>

There is ample evidence of the role arts play in building social cohesion across cultural divides. *Because of their compelling vitality, arts practices constellation spaces of social cohesion and emphasise belonging, even in the midst of upheaval.<sup>8</sup>*

Promoting a more holistic view of the benefits of the arts may open new funding opportunities from a wider set of stakeholders. Government agencies, schools and education providers, the health sector, and the wider business and philanthropic community could be brought on board to assist with new initiatives.

### Auaha Creativity (A)

*Growing our thriving arts and creative sector will benefit the city and the local economy.*

<sup>5</sup> <https://www.ccc.govt.nz/assets/Documents/Consultation/2018/October/Draft-Heritage-Strategy.pdf> p.24

<sup>6</sup> <https://www.themuse.org.nz/assets/Rockers-of-Ages-Evaluation-Summary.pdf>

<sup>7</sup> <http://www.creativenz.govt.nz/news/arts-prescriptions-could-improve-mental-health-says-creative-new-zealand>

<sup>8</sup> *Changing our Worlds: Arts as Transformative Practice* edited by Michelle LeBaron, Janis Sarra, p.46, Sun Press, 2018



The words “creativity” and “innovation” are often used interchangeably. To have adaptable, innovative, and technologically savvy communities we need to foster creative and enquiring minds. Becoming known as an artist friendly city – one that truly values artists and their essential role in the creative process and life of the city - will attract and retain creative talent. This talent fuels innovation and creates an edgy and desirable city.

We can do a better job of promoting Ōtautahi Christchurch as a great place for artists to live and create - comparatively low cost of living, easy travel, good social, cultural and financial support structures, great arts and design schools, a strong commercial sector, local and national patrons, a broad spectrum of arts institutions and an engaged audience.

Creative festivals and events are a great way to activate the central city. They give residents and visitors a reason to explore and reconnect with the city. They also help arts to engage with a broader audience, and introduce new ideas to the city.

Christchurch can emerge as a dynamic, creative hub bringing with it activities and opportunities that enhance the local economy.

### [Kōkiri Leadership \(K\)](#)

*Strong and collaborative leadership for the arts in Ōtautahi is crucial for creating an environment where artists can thrive and the sector can grow.*

This strategy has been co-created and is intended to be co-owned by the sector, tertiary, arts funding agencies, and local government. This means that the city’s arts strategy is no longer solely adopted and implemented by the Council. While the Council will continue to play a leading role supporting the sector, there is recognition that collaboration is needed to deliver on our aspirations.

Developing champions for the arts across the city is crucial to ensuring cross-sector engagement and to integrating the arts into all aspects of life. Arts champions could facilitate and strengthen connections to the commercial and private sector.

Funding agencies can demonstrate their leadership and support for this strategy by collaborating to improve processes and develop new ways of funding and growing their own investment over time.

The arts community is eager for bold leadership. This will expand our connections and create opportunities for exchange - including residencies and mentoring opportunities.

A creative approach is needed towards partnerships, to teaching and to funding, as well as addressing issues that impede growth of the arts and creative sector.

## 6. Ngā Hohenga - Strategic Action Areas

*The goal of this strategy is to create the best environment for people to create, explore and experience the arts. To achieve our vision of Ōtautahi Christchurch being a place where creative exploration defines who we are, and where arts activate the city, we need Ōtautahi Christchurch to be seen as the best place in Aotearoa to live and be creative.*

Five *Strategic Action Areas* will move us towards the desired outcomes of each of the strategy pillars.

These actions will make a tangible difference in the next five years, and build a solid foundation for future creative opportunities. The actions require involvement from a range of organisations. Many will require organisations to work in partnership.

Our focus is on enabling and celebrating the local: sharing of diverse local stories; supporting local makers; enabling access to diverse arts experiences. Collaboration and partnerships will be the hallmarks of strong and innovative leadership and the strategy guiding principles underpin delivery.

We believe a strong local arts scene with engaged audiences will attract national and international artists to Ōtautahi Christchurch, where excellence will be fostered and valued.

#### Strategic Action Areas

The relationship to the Pou Arahi - Strategy Pillars is indicated with the first letter of the reo descriptor i.e. T (Tuakiri Identity), H (Hauora Wellbeing), A (Auaha Creativity) and K (Kōkiri Leadership).

Under each area, a number of potential key actions are set out. Specific actions will be firmed up following the adoption and/or endorsement of this strategy and confirmation of the structures to enable delivery.

- i. **Resource** –*through collaboration, strategy partners seek to support new ways of funding the arts, and to ensure transparency and clarity of processes for accessing funds and resources so that the arts and artists thrive.* Key actions look like this:
  - o Increasing investment in the arts and creativity over time (K, A)
  - o Increase support and investment in creative education at all stages of life (K, A)
  - o Establish a range of exchange, residency and mentoring opportunities (A, K, T, H)
  - o Commission a study to benchmark the value of the arts to well-being in Ōtautahi Christchurch-social, cultural, economic, and environmental (K)
  - o Support capability building initiatives which strengthen and develop both practitioners and organisations (K, A)
- ii. **Create and Encounter** –*support opportunities to create and to experience the arts across a range of places and spaces so that a diversity of art forms and of cultures are visible, ideas can be tested and shared, and the city and region is activated.* Key actions look like this:
  - o Ensure that there is access to a range of affordable and interesting spaces to develop and present work (A, H)
  - o Increase opportunities to present a range of arts forms through exhibitions, performances, events and festivals (T, A, H)
  - o Collaboratively develop a public arts plan-including sculpture, street art, integrated artworks, music, literature and placemaking- to further enhance our city and regions identity (T, K, H)
- iii. **Inclusion** –*increase opportunities to initiate, lead, and to participate in the arts, and support a range of wellbeing programmes so that our communities are connected and resilient<sup>9</sup>.* Key actions look like this:

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<sup>9</sup> See Appendix 2

- Ensure there are opportunities for celebrating difference and diversity-where our communities connect with each other (T, H, K, A)
  - Collaborate to advance arts and health programmes (H)
  - Ensure opportunities for children and youth arts experiences and education (H)
  - Support lifelong learning opportunities in the arts (H, K)
  - Celebrate our heritage, arts leadership and connections with Te Moana-nui-a-Kiwa - the Pacific (T, K)
- iv. **Ngā Toi Māori** - *cultivate opportunities for ngā toi Māori to develop and be presented so that Māori culture is visible and celebrated by the community.* Key actions look like this:
- Support Māori artists to initiate projects which enable development of their arts practice (T, K)
  - Ensure greater access to all forms of Māori arts for audiences, students, and makers (T, H, A)
  - Through partnerships, grow and strengthen networks and opportunities locally and regionally and nationally (T, K)
- v. **Connection** - *improve promotion of the arts. Enhance communication so that there is better understanding of the role of the arts and artists and ensure there is opportunity to explore a diversity of art forms.* Key actions could include:
- Ensure that the Treaty relationship is honoured and better understood (K, T)
  - Improve existing communication and information sharing platforms (T, K, A)
  - Collaboratively develop a strategy to promote the arts and creative activity (K, A)
  - Increase opportunities for gathering and networking throughout the arts and creative sector (T, H, K)

Our story of creative exploration is one of constant evolution, so additional actions will be required as current needs are met and new opportunities arise.

## 7. Ā Muri Ake Nei - Looking Ahead

### Te Hononga – Joint Leadership and Delivery

Joint leadership will enable us to work collaboratively to implement and monitor delivery of the strategy.

This will initially involve work by partner funding agencies to better align funding outcomes and processes to enable delivery of the strategy. We will seek to work with the sector to understand what ongoing leadership might look like.

The notion of an arts office has emerged as a mechanism for providing focus for delivery of the strategy. This could take a range of forms.

### Ngā Rawa - Resourcing the Strategy

We are committed to examining how current resources can be prioritised and more effectively used to achieve our collective creative ambitions. Organisations which endorse the strategy will need to indicate through their own plans how they can contribute to implementation.

A shift of focus will likely impact existing resourcing and allocation through traditional funders. We will need to explore new ways of funding or achieving outcomes, and look to increase investment over time.

This strategy has been developed to move the city towards its goal of being known as the best place in New Zealand to live and create, and to explore and experience art. After five years it will be reviewed and updated to ensure it continues to deliver for the sector, for communities, and for the city and Banks Peninsula.

### Ngā Mihi ki a Koutou

Ngā mihi nui ki ngā kaiāwhina. We thank all those who have contributed to the development of this strategy and look forward to an ongoing dialogue.

*Tuturu whakamaua, kia tina, haumi e, hui e, taiki e!*

## Appendix 1 – Summary of Engagement and Consultation

Following arts sector advocacy it was determined that a partnered approach could be taken to lead and drive sector and community engagement in the development of a tactical strategy for the arts and creativity in Ōtautahi Christchurch.

A Steering Group was formed in March 2018 with that group convening a Working Party in May of 2018. A Christchurch City Council (Council) Project Team undertook research, support for communication and facilitation, and drafting of the strategy.

Membership of the Steering Group was largely determined by relative potential to influence implementation and included Council, CNZ, Rātā Foundation (Rātā), ChristchurchNZ, mana whenua, University of Canterbury, Ara Institute, Arts Centre and sector representation through Word Christchurch.

The Working Party was led by an independent chair with members from CoCA, the CSO, the Court Theatre, Ōtautahi Creative Spaces, RAD Collective, and the Arts Centre. Initial membership was determined by the Steering Group seeking to create a group that represented art forms, spaces and younger creatives.

Content of the strategy evolved from workshops, written submissions and open forums. An on-line portal hosted on the Council website opened on July 9 and closed on September 10, 2018.

Eight workshops were held between July 19 and August 9 a in the central city, New Brighton and Akaroa. These included a 'young creative' session hosted by RAD Collective and the XCHC, and a mana whenua forum at Rehua Marae.

Participants were asked why the arts matter to Christchurch, what about the arts would have made the headlines ten years ago, what they might say today, and what headlines they would like to see in 2028. Participants also looked at what were the enablers and obstacles in relation to funding and processes, spaces and places, resources, partnerships, communication (telling our arts stories) and people.

Over 200 individuals and organisations attended workshops and provided written submissions during this first phase of engagement. Emerging themes were identified at this time and formed the basis of further questioning on-line and at an Open Forum on August 11. Further sector initiated forums were held on August 21 (hosted by Brown Bread Ltd) and August 25 (hosted by The Corner Shop).

In reviewing the key reasons why the sector thought that the arts mattered to Ōtautahi Christchurch alongside the 2028 aspirations and discussion around enablers and handbrakes, four themes were initially identified through the workshops.

1. *The arts are central to telling our stories, to connecting us to our past and to this place.*

A sample of what was said:

- Mana whenua are supported to lead development of city wide events celebrating Matariki and te reo Māori
- Public Arts and Street Arts are supported through a percent for arts
- Public arts are planned with connection to place and to people across the city
- Clear process to accessing to natural resources for creative projects
- Increased opportunities for Māori arts to be exhibited and performed

- Raise the profile local artists and arts programmes and successes-more critical engagement
- Explore significant events, milestones, local history and celebrate through events and festivals
- Commission local artists to produce and create

2. *The arts underpin a creative and innovative city.*

A sample of what was said:

- Integrate the arts within local and regional economic development strategies
- Interdisciplinary exchange between art forms and creative practice supported
- Dedicated arts fund which could involve sector representation in decision making
- Increased platforms for contemporary practice and emerging artists (across creative disciplines) supporting career opportunities (younger artists see opportunity here)
- Explore hosting and accommodation options e.g. Arts [Air] BnB
- Exchanges and residences explored and developed
- Funders increase appetite for risk taking – support innovative propositions
- Mentoring (tuākana/tēina) programmes and apprenticeships are developed

3. *The arts bring life to our city.*

A sample of what was said:

- Legal walls created
- Databases-sharing information about skills and things – time banking and resource exchange
- Arts trails art parks sculpture festival explored
- Develop events including art fairs or markets and more festivals including street art, devised theatre and pacific arts
- Arts organisations collaborate to develop audiences e.g. Blind Ticketing programmes
- Develop venues for performance and exhibition and affordable studios for artists across disciplines including risk share models
- Support for variety of networking opportunities across the city
- Investigate options to extend rates relief to businesses supporting the arts and artists

4. *The arts make a real difference in people's everyday lives.*

A sample of what was said:

- Arts Prescription programme investigated
- Arts therapy funded as a key rehabilitative and restorative health tool
- Arts Gyms explored at a range of community facilities
- Support events which enable participation e.g. open mic, spaces with rotating experiences
- Advocating for greater emphasis on art in schools
- Cultural Counsellors-referrals to arts programmes and spaces

These four themes shaped further questions as we sought to understand what key areas of focus looked like for the sector and what implementation might look like.



The Open Forum was an opportunity for more in-depth conversations. Participants were able to drop in and review some of what had come through the various workshops and to respond to questions of implementation - what could you do and what should agencies do?

The rationale for these questions was twofold. Firstly, calls were made for the strategy to do more than sit on the shelf and to result in tangible, actionable activity. Secondly, there was need to further understand better those things that were a priority for the sector and community.

Many of those participating in discussions leading to the development of this strategy lamented the diminishing opportunities (most post-earthquake funds had ceased to operate by the close of the 2017/18 financial year) and were concerned by a return to business as usual-an environment viewed as elite, mono-cultural and dominated by siloes.

Resilience and the arts has formed part of the discussion in developing this strategy. There was interest in UNESCO Cities of Arts<sup>10</sup>, where we would be recognised for creative sector resilience. The UNESCO programme has seven categories which a city might be designated under, for instance City of Literature, City of Film, as well as Crafts and Folk Art, Music, Gastronomy, Media Arts and Design. There was no indication from the sector as to which creative genre we would want to hang our hat on. However, the programme does seek to prominently position creativity in the development of cities and approaches to modern challenges and planning and so would support sector ambitions for arts and creativity.

Christchurch is a member of the 100 Resilient Cities programme initiated and supported by the Rockefeller Institute. There is potential to connect the arts firmly to the discussion about our collective future and responsibilities vis-a-vis the physical environment and climate change in particular. The role of the arts sector in mental health and resilience is understood and strongly supported by the sector and through this strategy.

In May and July 2019 the draft strategy was taken out to consultation with a number of drop-in sessions and a focus group discussing where or not we had got the strategy vision, principles, and strategic priorities right. The overwhelming response was 'yes' though we were challenged to consider how the strategy approached a diversity of art form practices, dealt with Te Tiriti o Waitangi and capability building.

Many were interested in what implementation and resourcing would look like and what joint leadership might entail.

## Appendix 2 – Arts and Wellbeing

The Ministry for Culture and Heritage undertook a literature review in May 2016. "The objective of the literature review was to gather and assess existing research on the impacts arts and culture activity has had on cultural, social, health and economic wellbeing. ..." <https://mch.govt.nz/gauging-impacts-post-disaster-arts-and-culture-initiatives-christchurch>

Evaluation of local projects has been undertaken by the Canterbury District Health Board (The Muse, <https://www.themuse.org.nz/assets/Rockers-of-Ages-Evaluation-Summary.pdf>) and by Ihi Consultants (Ōtautahi Creative Spaces, <https://www.ihico.nz/what-we-do/otautahi-creative-spaces/>) both of which provide useful insights about the delivery and experience of arts in health programmes.

<sup>10</sup> <https://en.unesco.org/creative-cities/home>



There are numerous international research papers available, including  
<https://www.artshealthandwellbeing.org.uk/appg-inquiry/>, <http://www.emergencyarts.net/writing>  
and <https://www.pps.org/article/artsprojects>.

# Toi Ōtautahi Christchurch Arts Draft Strategy submissions

August 2019

## Section 1 – Submissions table

Sub ID	Support for guiding principles and comments	Support for vision and comments	Support for key themes for development and comments	Support strategic action areas and comments	Other comments	Org. and / or name
24203	Yes  This seems like a good balance; the commitment to taking risks to foster innovation is good - it would be great to see some further detail on the implementation of these! Risk in the arts may mean supporting projects that fail or aren't relatable for the whole population - inclusivity can mean a degree of exclusivity (fostering experiences for specific communities in their own language etc).	Yes  It's wonderful to see Te Tiriti acknowledged, and that this vision puts art's social wellbeing and cultural value ahead of its potential to be monetised. If the sector is supported in this way, it will thrive and economic benefits will follow.	Yes  It's good to see the cutting edge, perhaps uncomfortable creative works being acknowledged here for the value they bring to the city.	Yes  Residencies and exchanges are definitely missing from our landscape - glad to see this identified and hoping to see this happen.	Funding more opportunities for local artists and creative sector professionals is going to be really important. Currently I'm aware of several folk who have been significant contributors to the cultural landscape in Christchurch since the quakes looking at other options for living because whilst it is a cheaper city to live in, that makes no difference if you cannot find work! CCC hiring practice needs to consider local experience. You can't sustain community if hiring new people from out of town who have no experience of the city, but a better degree, over those who have poured their heart and soul into regenerating Christchurch.	Khye Hitchcock
24296	Yes	Yes	Yes	Yes	Well done a good step forward	Selwyn creative Network trust  Rachael Inch
24316	Not sure  I am not sure that there is wide community 'buy in' to these principles	Not sure  See comment above. I see that our ratepayer funded libraries are massively underused for art activities. Activating these sites to increase participation and exposure to art would be a good start. Libraries also function as 'common space' in our communities - no one person owns them and many people visit them	No  These are all very culturally defined. I'm sure any one individual can identify what it means for them, but is there any consistency at all in these areas across our community. I think the development aims are aspirational, I do not think they are commonly agreed upon. Is agreement central to the project?	No  The absolute key in my view is accessibility and inclusivity. How do we ensure these across all areas of the community? I do not see any formed strategy for this to happen. Will a strategy be developed?	I am nervous when I see the word 'wellbeing' being used. Vote health government funding should surely be funding 'well being' activities. Central government should also be funding art education and practice in schools. This has been underfunded for years due to the obsessive educational view that all education must prepare individuals for employment alone. Some interesting projects which could be investigated are around multigenerational arts projects, locality based projects (neighbourhood or street level, shared experience projects (trauma recovery etc). How about training for parents on arts in the home setting? How about faith communities expressing their core values in art? How about schools expressing the school community feeling in art?	Judith Lance

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24510	Yes	Yes	Yes	Not sure	<p>I have worked as a Paediatric music specialist in early intervention here in Christchurch, provides workshops for parents teachers and others on the importance of the arts in education, worked as a singer professionally and founded a movement to encourage families here in Christchurch to engage with our community and explore nature and all that Chch has to offer post earthquakes. I am committed to Christchurch as well as the arts.</p> <p>I have seen first hand in my education and community roles that arts education and nurturing begins in the early years. We know that creativity develops predominantly up until age 7, we know that children are inspired and creative in nature yet the feedback so many early childhood centres and schools have always had is on how undervalued the arts are in our systems, how inaccessible some of our nature play spaces are and a real lack of opportunities to develop creativity as a teacher- who passes it onto future Christchurch generations. My dream would be to see allocated spaces in the abundant nature areas around Christchurch where schools can book to easily spend time engaging in nature play and creativity. This goes hand in hand with the arts and developing local artists. There are amazing spaces- but schools need easily accessible Health and safety, toilets etc. if we worked as a community to make this easy, so that schools could book a nature play space where there were arts programmes and nature play programmes written and ready to go- thousands of students would benefit. This is vital for mental health as well. There are spaces at Cracroft guide centre, the port hills, the abandoned Seven Oaks property in Opawa, Burwood Forest- of arts and nature come together in a way that's easy for schools to access max g things happen. Even engaging local artists and Maori wild be incredibly powerful. I'd love to see this explored as I feel it is an area that would be so easy to establish and could be a leading example of a council engaging with the arts and outbound understanding of play and nature for mental health and creativity as a blueprint for others to follow.</p>	Louise Van Tongeren
24728	Yes	Yes  To be known as New Zealand's best place to live and create, where the arts activate Ōtautahi Christchurch and creative exploration defines who we are.	Yes	Yes  Commission a study to benchmark the value of the arts to well-being in Ōtautahi Christchurch-social, cultural, economic, and environmental (K) -- This seems like a critical step, would be very pleased to see this happen. Perhaps a useful part of this is for organisations in this field to come together, & to perhaps use some of the same impact measures?		Rekindle  Juliet Arnott

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24759	Yes  Please keep Smash Palace in the city.	Yes  Slowly but we need lots more green space	No	Yes	Smash Palace has become what the rebuild is about work with them please.	Michael Will
24791	Yes It is excellent to see the strategy and I support the work done, how it was done and the outcome.	Yes  Same as above.	Yes  These all weave together beautifully, well done!	Yes YES, Yes, Yes... I love how these come together and truly want to see these actions realised for Ōtautahi.	Sincerely thank you for taking the time to write this, I look forward to seeing the ripple effect.	XCHC Camia Young
25357	Yes	Yes	Yes	Yes	As a long time resident in Brighton, I am all too aware of the artistic foot print in Coastal Brighton. The Brighton area is, and always has been, home to a variety of talented artist. From Peter Donnelly (aka The Sandman) to Kim Lowe the 2019 recipient of the Olivia Spencer Bower Award - they live here in Brighton. What we lack is an arts centre or arts hub to cohesively bind the artists and artisans, admirers and followers, students and tutors, investors and collectors together. Mental health issues also abound in the area, especially since the quakes. Art and health and wellbeing go hand in hand. We have Te Kura Tawhito (The Old School) offering art studios, and Recreate offering a space for locals to exhibit their creations. Both of these are flourishing, yet transitional by nature, so could disappear over night. We also have the Brighton Gallery that offers painting classes. Many cafes and restaurants have art works on display and for sale. A permanent purpose built arts centre/hub in Brighton would consolidate what is here already and future proof Brighton as an art venue for Christchurch for ever.	Sue Davidson
25364	Yes	Yes	Yes	Yes		Ricky Helsloot
25432	Yes		Yes		I prefer our taxes to be spent on lower cost art works, not over \$5000 as its tok stark contrast to the poverty around. Murals are very vibrant and brighten poor areas	Cathy Sweet
25514	Yes	Yes	Yes	Yes  I strongly support creating/funding a permanent arts centre/hub in Brighton to support all our wonderful artists, and to make Brighton an artistic venue for visitors	permanent funding would create the stability to develop a space that would have long term positive well being, community and economic impacts for the community	Celeste Donovan
25517	Yes	Yes	Yes  It is awesome that there is the 'Identity' key theme. Could this be a struggle while there is little diversity on the council, maybe?	Yes  Is there a way of making sure that councillors and council staff are aware of this document, read it and incorporate it into other projects, so it doesn't become an isolated, stand alone strategy but integrated into many aspects of living here in Ōtautahi.	Thank you for writing this draft and I look forward to another update later and the actioning of this strategy. As an artist, I'm particularly looking forward to the resourcing part (!), but also excited for the community aspect. It'll be great for the city CBD when more people come back in to the city centre to live and provide that critical mass to patronise the venues which are already supporting the performing arts (music, improv, comedy and theatre in particular) as I've mentioned in the brief document attached. See Table Two	Orange Studios  Charlotte Crone



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25554	Yes	No  No why are you focusing on what industry and other organizations think about our city and arts scene? The current community of artists is lacking leadership, funding, a simple vision and have no common identity in chch. Coca and the central art gallery are not the only artist facilities and institutions in this city.. support the artists not the money hungry facilities, all of their payed staff and corporate lobbies. Looking pretty to outsiders will not create a complete holistic vision for the artists of Christchurch. This seems like a marketer's vision a purposeful vision would be one aimed at empowering arts, there communities and facilities. A vision that of coarse includes diversity but does not focus on this... artists are already inclusive and diverse people institutions are not. They are hierarchical.	Yes	Yes	The JLG and the arts office would be ideal however there seems to.be a lack of cohesiveness, connections and communications between central govt art councils etc and the local groups. Making more organizations leadership groups seems pointless. There is already too much confusion in the arts sector a full revamp is required. Kill the old kings and queens club re-establish and stop funding broken projects and build new cohesive, understandable brands and visions that are truly inclusive... don't give them \$5000 give them \$1000 spread the money to young artists. One place to go to get information as a young artist. One place to hang & become a part of a community. T	Chicko design Ltd  Jacob Chick
25563	Not sure  We agree with three of the four Guiding Principles. In regards to the first one - 'Audacious' - this may be misleading if taken literally as in addition to boldness it also means 'showing a lack of respect'. Perhaps 'Innovative' or 'Experimental' may be more appropriate as these are the descriptors that are used to introduce and explain the strategy document. For example, it could be expressed: 'This strategy builds on our strong creative roots, which have shown Ōtautahi Christchurch to be a place of experimentation and artistic risk taking.'	Not sure  We agree with and support the emphasis on collaboration, artistic exchange, building on the Treaty relationship, creative process and wellbeing that the vision describes. Rather than aiming towards being the 'best place to live and create' however it might be more strategic to have a vision which aims towards celebrating what makes Christchurch unique and different rather than necessarily aiming to be 'better' than other cities. For example: 'To be known as New Zealand's most innovative and exciting centre for experimentation, where the arts activate Ōtautahi Christchurch and creative exploration defines who we are'.	Yes  We agree in principle with the themes and feel it's important to ensure that the development of the strategy is inclusive of all the stakeholders in the sector.	Not sure  To ensure that the strategy achieves a culture of 'experimentation and artistic risk taking' and creates opportunities to 'think differently' - important strategic actions to include might be: Diversity and experimentation is encouraged and supported International examples of 'edgy', 'innovative', 'excellent' and 'bold' arts practice are used to measure output.	We support this new Strategy for the Arts in Ōtautahi Christchurch which is an exciting and ambitious strategy to make the city a more desirable place for all of the community. Our questions and concerns are in regards to how it will be implemented and how such qualities as 'excellence', 'innovation' and 'boldness' will be measured to ensure it doesn't remain simply a branding exercise that will continue the status quo rather than to transform it in much needed areas. This will ensure that the hidden 'treasures' in our communities which make Christchurch so unique may also have an opportunity to flourish.	Free Theatre Christchurch  Marian McCurdy

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25587	Yes	Yes	No	No	<p>We submit that 'Toi Ōtautahi – Christchurch Arts recognises Te Tiriti o Waitangi as the country's founding document' be added to the opening 'Whakatakinga – introduction/ strategy partner statement'.</p> <p>The statement would read: TOI ŌTAUTAHĪ – CHRISTCHURCH ARTS is a first for the arts in New Zealand. It is a new kind of partnership strategy, developed collaboratively with the arts sector and major funding agencies. Toi Ōtautahi – Christchurch Arts recognises Te Tiriti o Waitangi as the country's founding document.</p> <p>By including this in the strategy partner statement, what is already included in the 'Moemoeā – Vision' - 'In this vision, we will continue to foster unique and meaningful creative interventions in the city by building the Treaty relationship' is put in context and becomes more meaningful.</p> <p>Also, by adding recognition of Te Tiriti as this country's founding document, this Arts Strategy will align better with the Multicultural Strategy Te Rautaki Marawaka Rau.</p> <p>2. We submit that 'Ensure that the Treaty relationship is honoured and better understood' which is currently included as a 'Strategic Action Area; Ngā Toi Māori' is moved to either 'Tuakiri Identity' or 'Kōkiri Leadership' Pou arahi - Key themes for development.</p> <p>Te Tiriti o Waitangi is usually seen as relating almost exclusively to Maori but as you have already highlighted, it is a relationship. To include it only in the Nga Toi Maori strategic action area makes it appear as if it is only relevant to Maori when in fact it is a relationship that is relevant to all of us.</p>	Network Waitangi Otautahi  Kathy Duncan
25593	Yes  Love the connection to Treaty and Maori/ strengthened focus on art as a tool for wellbeing/ partnership and collaboration across the sector	Yes  Strengthened focus on wellbeing/ diversity and Maori	Yes  Support these but would like to see Wellbeing exhibitions and support in the promotion and selling of this art		<p>Would like to see Art prescriptions. Stronger partnerships with Mental health providers. Awesome art exhibition 150 yr celebration of Specialist Mental Health Services (a lot of work sold) and admire the Work of Room 5 phillipstown and Skillwise with the work they do with people in their healing journeys.</p>	Melissa McCreanor

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25595	Yes  Art and Craft definitely assist in the well-being of the people who participate	Yes	Yes	Yes	That provided this would benefit the welfare of a whole community, pride and achievement.	Brenda Benge
25607	Yes  Yes, it is great to see inclusivity and accessibility highlighted, these are important for realising real creativity and participation.	No	Yes  The connection between arts and wellbeing highlighted in this strategy is important, especially the recognition that this has wider applicability than the traditional arts sector. The role art and creative expression play in fostering wellbeing for community and individuals should be highlighted across various sectors, such as health and education, and woven into their ways of working and collaborating with others.	Yes		Healthy Families Christchurch  Holly Griffin



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25615	Yes  Would like to see Banks Peninsula included as part of the Christchurch Community so the smaller rural towns are included	Yes  Would like to see Banks Peninsula included as part of the Christchurch Community so the smaller rural towns are included	Yes	Yes	<p>Art Fund/loan/support Concept for Little River and Small Rural Towns – We are a small rural town but our village is on the main highway to a popular visitor destination and receives a large number of visitors who either choose to make Little River their destination for the day or weekend or make a stop here to continue their travels to Akaroa or to one of the scenic bays of Banks Peninsula.</p> <p>We have an artistic community with many of our residents involved in the Arts, either as artists, Teachers. Crafts People and in the Healing Professions. We have a unique Art Gallery that promotes and showcases local and New Zealand artists plus a local Craft Cooperative that displays and sells product by 25 local craftspeople. Art gives identity to our Community.</p> <p>We have 8,000 people living on Banks Peninsula and we would like an Arts Fund made available to Little River to make it possible to bring a portion of the Travelling shows that come to Christchurch to the Peninsula. Buskers to the Peninsula, CSO Orchestra recitals, Scared Scrippless, musicians or have a display space for some of the national artworks in our town to be displayed for a period of time that could be enjoyed by our local residents and the large number of national and international visitors that travel through our town each year including the thousands of Cruise Ship passengers who travel on bus through our town from Akaroa on their way to Christchurch and further afield and return.</p> <p>Members of the Little River Wairewa Community Trust and the Little River Village Planning Committee are presently working on implementing the Big Ideas Programme a Community Plan for Little River.</p> <p>This involves creating heritage and cultural walkways which will need Art pieces to breathe life and a sense of fun and excitement to our Town and attract visitors and boost our economy. These Art pieces will tell our Little River, Banks Peninsula story. Some of these will be created by local artists, but will need to be purchased and some could be accessed from a bigger national collection of loan art pieces if such a service was available. We are also working with the Christchurch City Council to build a Children's Playground and revitalize our Village Centre, address the Drainage issues and preserve the few remaining heritage buildings in our town. Ensuring some of the benefits of the Christchurch Arts Strategy make their way to ours and other small rural towns is important for the morale, and ongoing wellbeing for our residents be they young or old.</p>	Little River Wairewa Community Trust  Glynis Dobson

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25620	No  In reference to the principle of inclusion it is really important to look beyond just participation. This notion continues to buy into the belief that participation for diverse communities is enough. If we value different voices equally we need to offer not only the opportunity to participate but to excel. We need to embed leadership pathways and opportunities for excellence. The guiding principle needs to acknowledge this belief in the potential and value of all our communities	Yes	Yes	Yes	I really value the opportunity to discuss and have input into this process and the vision that it represents.	Jolt  Lyn Cotton
25622	Yes	Yes  In the past two years, WeCreate has consulted widely in the development of an Action Plan to grow our creative sector for the good of all New Zealanders. The comments made here are informed by that process, which has involved over 200 creative industry leaders and government officials and included the establishment of six Working Groups comprising industry experts. Our Action Plan identifies work for industry to do, for industry to do with government and for the government to do, in order to grow New Zealand's creative economy. We welcome action being taken at a local government level, such as Toi Ōtautahi, that will also lead to the growth of New Zealand's creative economy.	Yes  WeCreate's Action Plan goals fall into 6 areas of work: Connection & Collaboration, Measurement & Research, Regulation, Education, Skills/Talent & Capability and Exports. There are a number of potential crossovers with the work that will be undertaken in the development of your strategy, particularly in the areas of research and partnerships.	Yes  WeCreate has closely followed the creative industries government/industry engagement and strategy development in the UK. We draw your attention to work being done in the UK which emphasizes the importance of a strong arts sector to the success of the creative economy <a href="https://www.creativeindustriesfederation.com/sites/default/files/2019-05/Public%20Investment%20report%20A4%202019%201.0_0.pdf">https://www.creativeindustriesfederation.com/sites/default/files/2019-05/Public%20Investment%20report%20A4%202019%201.0_0.pdf</a>	WeCreate has had some engagement with local government agencies during the development of our Action Plan. Unfortunately, limited resources has meant that we have not been able to reach out to all TLA's. We would welcome the opportunity to discuss how our Action Plan goals, and those of Toi Ōtautahi, may align as you develop the strategy further.  <b>See section three</b> for more submitted information	WeCreate Inc  Paula Browning
25629	Yes	Yes	Yes	Yes	Thanks to all that have put effort into this. To see the city become more audacious and collaborative via the arts is excellent, let's keep moving forward together.	Jennifer Kenix
25652	Yes	Yes	Yes	Yes	<b>See section two</b>	Get Creative Christchurch  Joanna Gould

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25670	Not sure	Not sure	Not sure	Not sure  Given this survey isn't anonymous, I won't risk submitting frank thoughts. NZ is a very small place with big consequences for outspokenness.		Senior lecturer @ SoFA University of Canterbury  Roger Boyce
25683	Yes  I like 'encourage and celebrate excellence' as part of empowerment, it's important there	Yes	Yes	Not sure  Yes, overall, but I'd suggest a couple of additions: To iii. Inclusion P 9 Expand point 1: Ensure there are opportunities for celebrating difference and diversity-where our communities connect with each other. Honouring, respecting and preserving quality in diverse historical and traditional art forms is seen as valuable in itself not always identical to creative innovation. [Because funding to preserve a traditional art form should be seen as a good in itself.] Add 2 points: Ensure arts teachers and leaders have opportunities to develop their necessary skills to make participation available and rewarding to the widest possible audience. Encourage arts teachers and leaders to value engagement with the arts at all levels as a creative and meaningful level, by encouraging reflective practice that explores beyond the number of engagements with artistic practice to quality of those engagements.		The Muse Community Music Trust  Jacinta O'Reilly
25693	Yes  Except there is some clarity required for these to be fully effective. See my attached document regarding 'Innovation'	Yes	Yes	No  This has reference to a few practices within the Arts, yet not others. Please see my attached document regarding 'Definition'	See section two	RDU98.5 FM  James Meharry
25694	Yes	Yes	Yes	Yes	See section two	Spreydon Cashmere Community Board  Karolin Potter

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25703	Yes  It seems many people have been involved and this is very much a collaborative exercise	Yes	Yes	Yes  other than below, making sure Art is at the centre of any redevelopments by CCC	I live in the central city and our community is very keen when parks, green areas or streets are due for repair or improvement that artists are involved to work collaboratively. As an example Aldred Park in our area is due to be improved by the CCC , but there is no collaboration with local artists despite the fact that many well recognised NZ artists lived or worked in this central city area and many still live here.	sheila hailstone
25739	Yes	Yes  We need to ensure the arts strategy embraces Treaty-based Multiculturalism.	Yes	Yes	I gave my feedback at the Friday 24 June Focus Group at the Central Library. I am pleased that the draft strategy covers diversity (page 13). Although cultural diversity is visibly celebrated in greater Christchurch, we need to give more opportunities to ethnic community groups to participate in arts activities and events so that the latter are multicultural in nature. Cross-culture participation and collaboration is key to migrants settlement and integration with New Zealanders. Also cross-culture fusion of arts might result in interesting outputs.	Christchurch Multicultural Council Inc.  Dr Surinder Tandon

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25754	Yes  The short descriptors for each guiding principle provide strong reference 'measures' for strategic implementation and action plans through formulation and implementation on whether the ways of thinking and acting are being employed to bring the strategy to life.	Yes	Yes  Although all the pillars need to be strong the aspect of leadership is seen to be of key importance if the 'green shoots' of creativity and innovation are to emerge and flourish. The recognition and importance of Art champions is welcome, however, it is important that the structure, form and processes for connecting with these champions is not solely determined through top down leadership.	Yes  Here building on the previous comments on the key themes for development; the strategic action areas of resources and connection are seen as key contributions to growing a thriving arts and creative sector and to achieve that by ensuring the essential 'green shoots' of creativity and innovation. If one combines those strategic action areas and the key strategic actions identified within them with the comments made in the following section Looking Ahead and resourcing the strategy; then this reinforces the role of organisations and bodies of all size and shape being desirable as the Art champions and channels for advocacy and funding closely connected to and part of the 'seed beds' for the 'green shoots' of creativity and innovation. Certainly for many at the 'green shoots' level it has already become harder in terms of their own resources and capability to achieve acceptable structure to be eligible and prepare grant funding applications. To provide a meeting point between top down and bottom up leadership, perhaps the role from the top should be to require organisational strength, vision, demonstrable good governance and sector or sub-sector stakeholder connection and from those 'grass root' bodies and organisations who can demonstrate this to be champions in advocacy and agents for funding and facilitating and enabling the 'green shoots' of creativity and innovation in their arts sector or sub-sector.		Movement Art Practice  Stephen Lewis



25756	Yes	Yes	Not sure	Not sure	<p>The YMCA is at concept design stage of a major redevelopment on their city site which has been years in the thinking/planning phase. We would like to be part of the conversation going forward in terms of how the practical plans for this strategy evolves, and how what we create at the Y adds to this strategy and enhances it. Our vision includes merging sport/fitness/art offerings on one campus quite deliberately and also includes an intentional mixture of culture/ages/demographics. However at our core we are an organisation that is about developing and empowering young people and as such we think we are a key player in any central city strategy if we agree that cities need young people in them. Currently the opportunities for young people in the central city are not immense - and part of the issue is that there is nowhere for them to go to congregate that is safe and free and relevant to their needs and aspirations. (Particularly young people who are vulnerable or marginalised or part of a minority group). We intend to be the solution to this gap because 'meeting gaps' in our community is fundamentally the reason why the YMCA exists. In our redevelopment, among other things, we will be including a black box theatre and possibly some sort of youth-led gallery and/or maker-space. We are also interested in enabling aspiring young film makers to have a venue to screen their films for friends/whanau etc. We have recently opened our technology centre for 15-25 year olds - which is free and open 24/7 and a highly creative and collaborative space. It is called the 4C Centre - the four 'c's' standing for Creativity, Communication, Critical thinking and Curiosity. We have delivered 3 street art festivals and will include in our 'campus' style redevelopment some free walls and places for parkour/skating. In short, we are not an 'arts' organisation - but a 'youth' organisation, but because we do not identify as an 'arts' organisation there is a danger we are not part of the wider conversation about how art can help build the resilience of our young people... We have held on to our youth-focused kaupapa for 158 years (throughout earthquakes etc), and have particularly since the earthquakes and the changes these have wrought on the city and on the psyche of many citizens, been informed by our young people what is relevant and what they need. It would be true to say that art has become more and more a part of what the Y does due to its clear relevance to young people, and possibly more so in Christchurch due to the trauma our young people have lived through. Either way, we are very keen to make sure that what we do going forward compliments the work of others in the arts sector so that we have as positive an impact as possible for the young people (and their families) of Christchurch. My final comment is just that the online form I am filling in to submit this feedback is not very user-friendly! Hence why this is probably not written very well!</p>	YMCA Christchurch  Josie Ogden Schroeder
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25757	Yes  Under inclusive and after 'participate' add 'and excel' after 'ensure opportunities to participate [and excel] are accessible....	Yes  Love it	Yes	Yes  However needs a statement added to ensure this strategy links with other key strategies across all partner organisations.	Include in final strategy document images of a variety of art forms e.g. music, theatre, ceramics, kapa haka etc.	Huia Lambie
25773	Yes  Guiding Principles - The Draft Strategy provides a visionary, inclusive statement which is well-intentioned in its proposals for development but general in its key indicators and action plan. The guiding principles show a determination to throw the net wide; as an inclusive, relevant, empowering and collaborative movement which encourages innovation and bold thinking. These aims are constructive and commendable.	Yes  The Vision - The vision as stated provides a focus for Christchurch to become a place of extraordinary capability in the development and expression of the arts, in which wellbeing, creativity and community engagement are intertwined with economic growth. The city should become a vibrant and energetic place to express all artistic endeavours with an emphasis on all cultural groups represented here from the beginnings of human settlement until the present day. These groups include ethnic and indigenous communities and span the contribution of peoples from many parts of the world who now reside here: for example the Pacific region including Australia, Asia, Europe, the Middle East, North and South America, and Africa. We are positioned close to the Antarctic and writers, musicians and artists have been inspired by our geographical relationship. As an arts community we can articulate who we are. The arts can give expression as to how to proceed through difficulty and destructive forces, and to help provide resilience. The arts are a vehicle for teaching and learning and the development of societal values and the gamut of human emotions. Calm, peace and wellbeing can be expressed as can joy and forewarning, grief and loss or high drama. As a community that has seen suffering we approve the expression of artistic endeavour as a tool to provide social cohesion. All voices should be heard and strengthened in a celebratory way. This should encourage recovery and positivity.	Yes  Key Themes for Development - The key concepts reflect the first two stated aims in the guiding principles: of identity (in the public domain, a variety of artistic expression is noted, but so too should architecture as it reflects modern expression, heritage and history), wellbeing to help healing, positivity and the connection between groups, and creativity, which is the very energy at the heart of the arts and its expression of life within the city. Leadership: the funding of the arts sector is essential. It is an expressed intention in the document that at the city council level leadership for the arts and the allocation of funding of the sector will be the responsibility of a collaborative group. The strategic document says: 'a creative approach is needed towards partnerships, to teaching and to funding, as well as addressing issues that impede growth of the arts and the creative sector.' This is a laudable statement: but how will it be achieved?	Five Strategic Action Areas – 1. Resource - increase investment; establish residencies and development programmes, illustrate the value of the arts to social, cultural, economic, and environmental outcomes, and do all of this in a transparent and equitable manner. 2. Create and encounter - provide spaces and places, exhibitions, festivals and events, to further encourage public art expression. Diversity and inclusivity of art forms are demonstrated through this principle. 3. Inclusion - diversity of all groups, age groups, lifelong learning opportunities, enhancing health and wellbeing through the arts and the valuing of our heritage from all sources. 4. Nga toi Maori - enable the visibility and celebration of Maori culture, support partnerships and networks, and honour the Treaty principles. 5. Connection - general intention expressed to improve the role of artists and the relationship with the community and arts organisations.	Concerns: - According to the document a Joint Leadership Group (JGL) will be set up from the key strategy partners - Council, Creative New Zealand, Rata, Christchurch NZ, along with mana whenua, the tertiary sector, and representatives from the arts sector, to produce and publish an action plan. An Arts Office will be set up for this purpose. A neutral venue is recommended. It is important that the following concerns are noted: 1. The statement provides for a five year plan of intent. It should include the following: i. Responsibilities - these should be set out clearly including timelines, resourcing that is to be provided, and key decisions that will need to be made within the timeframe. ii. Outcomes - leading from this a statement of what will be presented to the City Council for endorsement and expected outcomes should be set out. iii. Key performance indicators need to be stated for each year of the strategy. At this stage the document is a visionary statement only, lacking in strategic direction. 2. JLG - who will comprise this group? What skills are required for the JLG to function effectively? What appointment process will be adopted? Will stakeholders be able to nominate candidates with CVs which meet the skills required for consideration? How will bias be avoided? How Will balance, transparency and accountability be achieved? How will stakeholders' interests be sought and heard? Will ethnic, gender and age demographics be appropriately represented? The answers to these questions are essential for community trust and confidence in the proposals. 3. The stated aim that Christchurch should become an outstanding place to create, explore, and experience the arts is a laudable goal. Its aim fits the present time of renewal and recovery of the city after some truly shocking events. Reference is made to Christchurch as a UNESCO City of Culture (see Case Study 78 - Christchurch NZ Heritage and Cultural revitalisation in post-earthquake recovery in 'UNESCO Global Report on Culture for Sustainable Urban Development 2016) The net should be cast wide to honour all voices as they pertain to all sectors of the arts. Inclusivity and expression are key aspects of the whole process. Flexibility and wisdom, positive direction, depth of vision, and clarity of process all need to be qualities found within the JGL to achieve community confidence and commitment.	Christchurch Civic Music Council  Denise Murfitt



Sub ID	Support for guiding principles and comments	Support for vision and comments	Support for key themes for development and comments	Support strategic action areas and comments	Other comments	Org. and / or name
25775	<p>Yes</p> <p>Hauora Wellbeing: - We fully support the inclusion of hauora wellbeing as one of the pou. Our point of difference is that our city has been through two extremely traumatic events. This is our strength, and marks us out from other cities. As currently worded, the wellbeing outcomes are quite general and don't explicitly link to what our city has been through, and why arts for wellbeing is especially important here. We think it would strengthen the strategy to link the pou of hauora wellbeing to the events and the unprecedented impact on the wellbeing of our community. The overall hauora wellbeing goal could be more ambitious - we are definitely looking for the arts to contribute to our wellbeing, but the impact we are seeking is the actual improvement in wellbeing as a result - we propose as an alternative 'arts enable the people of Christchurch to thrive'. (See additional table attached)</p>	<p>Kōkiri Leadership - we'd like to see bold arts advocacy about why arts matter - in the area of health, this is not well understood.</p> <p>Partnerships - Partnerships between arts and non-arts organisations are critical to the success of the strategy, and could be made more explicit under hauora/wellbeing, ie in our area of work, the connection between health, social development and creative wellbeing organisations such as Pegasus Health, CDHB, Ministry of Health, Te Pō«tahitanga, community health providers, Māori health providers, Pasifika health providers, and Christchurch City Libraries.</p> <p>Compare arts strategy Ara Toi Ōtepoti: 'Ambitious partner' - 'Facilitate public, private and creative sector partnerships to conceive and deliver magnificent projects here and internationally.'Partnerships between arts and non-arts sectors are potentially real game-changers for the creative wellbeing sector. We're aware of great advances being made in collaboration between the sports and arts sectors - we'd like to see similar progress made with the arts and health sectors. This could help address the lack of a policy framework or funding stream for arts and health programmes, although there's now advocacy in this area from organisations like Creative New Zealand and Te Ora Auaha creative wellbeing alliance.</p>	<p>Yes</p> <p>Spaces - Christchurch has unique challenges when it comes to spaces for making, performing and showing art (outside of the large institutions), due to the loss of many former artist occupied spaces following the earthquakes. Space is a significant issue for us, and for many of the organisations we're in touch with. Temporary sites like Phillipstown Hub and The Old School Te Kura Tawhito have short term certainty but are likely to eventually need to relocate elsewhere. We therefore support the strategic action area of ensuring there's access to a range of affordable and interesting spaces to develop and present work. Is there scope to highlight how partnerships under this strategy might change that - some kind of brokering matching artist needs and available spaces (including in unconventional/unexpected places!) An example could be Princess Margaret Hospital site - could this space be used as artist studios?</p>	<p>Whakahāngai Implementation - For this strategy to make a real difference, it is essential that resources are invested in some leadership and coordination of work to support implementation. We believe the establishment of an arts office would be a very positive development, along with the preparation of an action plan that is supported and monitored by a joint leadership group and that a wide range of organisations can sign up to. In the area of arts and health, an arts office could actively support the attempts that are already being made to build greater connection between people and organisations working in this field in Christchurch. Wellbeing could have a greater focus in the strategic action areas. The action 'Collaborate to advance arts and health programmes' is a good but it isn't clear what this would look like. A starting point would be to build awareness of the arts and health work currently being undertaken, sharing information about impact, and exploring the potential for collaboration and innovation. Arts on prescription-type schemes were put forward in the consultation as one possible joint venture. The recently formed Te Ora Auaha creative wellbeing alliance could support sharing of knowledge about impact.</p>	<p>Ōtautahi Creative Spaces is a specialist creative wellbeing initiative, with a studio Room 5 at the Phillipstown Hub. We support 65 artists with experience of mental distress. Artists from our collective participated in the early consultation meetings for this strategy and they are delighted to see that hauora wellbeing has been given prominence as one of four pou ārahi for the strategy. This submission provides further feedback from artists and from our organisation. The experience of our artists includes: * Inequity of access to the arts, though not feeling 'at home' at places, low incomes, inability to use public transport or to meet costs of public transport, anxiety about moving around the city. * Very positive outcomes through participation in our creative wellbeing programmes, but limited access to these, because of limited funding. * Inadequate premises we operate from - too small, and no security of tenure. * Leadership in creative wellbeing. * Aspirations to receive mentoring and support to pursue creative pathways and to excel in their chosen art forms. We therefore welcome and fully endorse the creation of Toi Ōtautahi, a new arts strategy for Christchurch, because we believe it will provide Room 5 artists with opportunities and increase their access to the arts.</p> <p>UNESCO City of Creative Wellbeing - We noted the consultation included consideration of applying for UNESCO creative city status. The current UNESCO categories don't reflect our particular situation and suggest that an audacious move would be to advocate for a new UNESCO category, a city of creative wellbeing, of which Christchurch would be the first, and which would link nicely to our membership of the 100 Resilient Cities programme. We are excited about the possibilities Toi Ōtautahi presents, including helping articulate why arts matter to health, and we look forward to being an active part of the implementation of this strategy.</p> <p><b>See section three</b> for more submitted information</p>	<p>Ōtautahi Creative Spaces Trust</p> <p>Sarah Campagnolo</p>

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25776	<p>Yes</p> <p>Approach - We appreciate the process you have utilised to develop the strategy, and thank you for the collaborative, cross agency approach. We believe this provides a great example of how collaboration brings individual strengths together to create a stronger outcome. Thank you for the opportunity to engage face-to-face with the arts community on a number of occasions. Guiding Principles - We strongly support the guiding principles you have foregrounded in the process undertaken. We believe these are enduring and have the ability to unite and lead sound decision-making.</p>	<p>Yes</p> <p>We would like to congratulate all those who have been involved in developing this draft strategy on bringing multiple strands together to weave an exciting and uplifting vision for our region. We very much share with you the desire to place arts and art practice at the centre of our city and wish to strongly endorse your vision around arts and well-being and arts; the arts and the creative economy; and the arts and the Treaty. We think you have pitched this vision well, and your emphasis is correct. It is very important that we move the conversation about the arts along from one where the arts are seen as a 'nice to have' or a luxury for the leisured classes.</p>	<p>Yes</p> <p>We agree with the key themes that have been selected. We believe these are strong and relevant pillars upon which to build a strategy. The challenge will be in how these are brought to life in the action stages of the strategy, and we look forward to being included in the ongoing discussions that will be important to the process. One suggestion we do have is to include some flavour of aspiration/excellence/world-class-ness (perhaps under the Creativity pillar); language that acknowledges that there is a tradition of excellence here, and this is an achievable aim to have. (This could be both in terms of practice or audience experience). The notion that arts are valued here should not just be because they make us feel better, but because they are, in themselves, well made/new/of quality and therefore, have a value in themselves for themselves. We also feel it is very important that there is openness of information around your decision making as a leadership group, and regular reporting back to the sector in open forums. We wonder whether you would consider at least a couple of the roles on the group being elected by the arts organisations/practioners themselves?</p>	<p>Yes</p> <p>We agree that those selected are the important areas of action to be undertaken first. Resource(s), engagement, and leadership are critical to this strategy being successful. We would like to see the arts strategy woven into other policies and practices in the city also, so that it does not sit alone and unconnected, but is integral to all other frameworks that support the re-making of our city. We would like to see a definitively joined-up and equitable approach taken when moving into the action stages of this document to ensure that the overarching needs of the arts in our region are met. The ongoing need for resources such as workshop spaces, performance spaces, studio spaces, exhibition spaces should not be shouldered by smaller organisations alone - who find themselves on the margins without access to B or C grade rental spaces. We hope that an alignment of vision and strategy across the whole sector will equally benefit the smallest organisations who, arguably, take the greatest risks - but perhaps create the greatest impacts.</p>	<p>Again, thank you for the opportunity to comment on the draft strategy document Toi Ōtautahi. We are impressed by and, as an organisation, aligned to your work. We look forward to putting our shoulder to the wheel alongside you and our colleagues in our city to bring this to life.</p>	<p>Christchurch Arts Festival Trust</p> <p>Dr Jane Gregg</p>



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25777	Enable arts organisations to administer cultural/artistic exchanges through the sister cities networks. It's very important that the strategy allocates budget and effort to 'selling' the idea of the good of the arts to the community (wellbeing, taking pride in it, stories behind arts and artists), perhaps in the form of a billboard/poster and press campaign. Drowning out the Stuff commenters. Giving city's residents the opportunity to engage on issues (through the arts) promotes a more educated, aware, tolerant community.	Art is with us all the time. In Te Ao Māori, the arts are woven into the fabric of life, not a nice to have. Look at the work of Alan Brown (The Architecture of Value), to see long term and short term benefits to society of engaging with the arts. <a href="https://blogs.bu.edu/plan2010/files/2010/12/Architecture-of-Value-Draft-7-Alan-Brown.doc">blogs.bu.edu/plan2010/files/2010/12/Architecture-of-Value-Draft-7-Alan-Brown.doc</a>	Suggest conducting and giving arts organisations access to research data about wellbeing in the community - how can we measure what we do without it? This can be used to approach corporations and patrons for funding. Succession - fund mentorships, internships for young people within organisations, give them responsibility to run events by and for young people.	How does arts strategy fit with council's long term plan? Getting mental health organisations involved in the arts strategy - eg All Right? How do we help them achieve their aims & outcomes? If the arts are undervalued by government, corporate funding decreases. By showing that the council and government believe they are important, we can more easily convince funders.	Suggest reconsidering Ticketek stronghold on council venues, which penalises community arts organisations and accessibility to ticket buyers via extortionate inside and outside ticketing fees. Arts organisations should take lead in disseminating information to city's artists eg WORD to writers; The Court to actors, directors playwrights; CAG, COCA to artists - they often out of the loop.	WORD Christchurch  Rachael King
25778	Yes  Health is influenced by a wide range of factors beyond the health sector. These influences, or determinants of health, are the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. The future health of our populations is reliant on a responsive environment where all sectors work collaboratively to positively influence these determinants. The CDHB acknowledges the crucial role that the Arts and creativity can play in individual and communal pathways to health and wellbeing. The CDHB supports the guiding principles of the Strategy, especially with regard to collaboration	Yes  The CDHB supports the guiding principles of the Strategy, especially with regard to Te Waipounamu art and history and its aspiration to support creative exploration to define who we are. This aligns strongly with the vision of the DHB to 'foster wellbeing'.	Yes  The CDHB is keen to be involved in developing collaborations with the existing partners to achieve the potential of the strategy. We acknowledge that the key themes for development match strongly with indigenous models of health promotion like Te Pae Mahutonga, where identity and leadership are recognised as vital to health and wellbeing. The CDHB notes the central theme of Hauora wellbeing and the evidence that supports the value of arts as a means to support management of long term conditions (both physical and mental). We are keen to work alongside existing partners to support and develop arts and health projects, including arts on prescription schemes.	Yes  Under 6, Nga Hohenga - strategic action ideas - resource on p. 16, the CDHB recommends that Mental Wellbeing Impact Assessment may be a useful tool for understanding the 'value of arts to wellbeing'.		Community & Public Health – CDHB  Emma Kenagy

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25779		<p>Yes</p> <p>Pegasus supports Christchurch City Council's draft Strategy for Arts and Creativity in Ōtautahi Christchurch and its vision to be known as New Zealand's best place to live and create, where the arts activate Ōtautahi Christchurch and creative exploration defines who we are. Pegasus agrees with the strategy's aim to elevate the arts and creativity in Christchurch and Banks Peninsula by harnessing and building on the energy, passion, and innovative spirit of the community. As a primary health care organisation that strives to improve health outcomes and equitable access to health services for the people of Canterbury, we, too, recognise the significant impact events in our city have had and the significant role the arts and creative sector can play in healing, connecting communities and finding innovative solutions to address important issues.</p>	<p>Yes</p> <p>In support of the Strategy's Key Theme: Hauora Wellbeing, we note that there is international evidence that demonstrates: There is increasing interest in the provision of participatory arts programmes in the community for people of all ages that appear to be particularly beneficial for those lacking opportunities for meaningful contributions to society, particularly those who are isolated. The benefits from arts programmes resonate strongly with the evidence-based 'five ways to wellbeing' model of mental health: connect, take notice, keep learning, be active and give. There is evidence that participating in creative arts can result in significant benefits to psychosocial health, including improved self-esteem, confidence, self-efficacy, improved social connections and overall quality of life.</p>	<p>Yes</p>		<p>Pegasus Health (Charitable) Ltd</p> <p>Vince Barry</p>

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25780	<p>Yes</p> <p>The Board supports the four guiding principles. It is noted that under Vision, mention is made of attracting international talent and open new opportunities for artistic exchange. Also, that this is further promoted in the strategic action areas by stating the belief that a strong local arts scene with engaged audiences will attract national artists to Ōtautahi Christchurch, where excellence will be fostered and valued. It is suggested this be emphasised under the Inclusive guiding principle, by stating that inclusiveness would include encouraging international influences as under: 'We will support a diversity of artistic traditions, practitioners and art forms (locally, nationally and international), ensure opportunities to participate are accessible and our processes and decision-making are transparent.'</p>	<p>Yes</p> <p>The Board supports the stated vision</p>	<p>Kōkiri Leadership - The Board asked what part can the Council play to have policies that enable public art while avoiding practical hold ups, such as resource consent requirements. Can consenting be streamlined for public art installations/placements? It is suggested, unless this has already been done, this be a designated Officer role to facilitate that process in relation to public art proposals.</p>	<p>Yes</p> <p>As advised in 3. The issue of public art installation not being caught up in arduous policies and process, is paramount. Under Resource, noting the statement that through collaboration, strategy partners seek to support new ways of funding the arts. The Board believes the strategy partners should have a process for the simplified installation of public art which could be achieved via a memorandum of understand. The Board supports the strategic action areas.</p>	<p>The Board wishes to promote the Arts Strategy aligning and enabling community ambitions for an arts and culture hub in the New Brighton area. This is envisioned as incorporating artists in residence, display and possibly retail space. The Board acknowledges the work done to invest in local arts organisations to strengthen and generate activity. The Board notes this is a high level document and would like involvement when the principles are applied to our two wards. As already noted, the Board wishes to emphasis the issue for community groups wishing to undertake art works within public places and the need to meet restrictive consenting processes. Noted the strategy aims for a simplified process. By way of illustration of a public arts process, the Board draws attention to the current proposal from a local Residents' Association to install Godwits statues on the eastern approach to the Bridge Street bridge (detailed information can be supplied if required). The question the Board has, would the draft strategy have simplified that installation? The Board supports more local public art, not only in New Brighton but around the city so that community art can feed into and grow its activities into the central process as art is typically an organic process. The Board is now keen to be involved in the promotion of this strategy and to see the benefits that come from it. The Board supports an audit of all city public art that is inclusive of the suburbs.</p>	<p>Coastal-Burwood Community Board</p> <p>Linda Stewart</p>



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25785	Yes  Guiding principles right?: Yes - great; audacious and empowering strikes confidence for artists to experiment and empowering talks clearly to investing in artists and the sector. I agree with inclusive and collaborative entirely, but need to really ensure this comes through in the action plans as there is a long way to go on this mahi for Christchurch.	Yes  Vision right? Whilst the content is good, it's not succinct enough, so as a 'Vision' it loses its way because it loses the reader. May be it's a simple fix replacing the RH column with clear bullet points, eg: Best place: artists to live & work; artistic experimentation & new ideas; enabling artistic excellence; arts for wellbeing and diverse communities; creative sector at heart of economy. With regard to the final paragraph referencing the Treaty relationship, it reads like an afterthought. Is it central to the Vision or not? I think it should be, so include it further up your narrative when talking about people. From the vision there is possibly missing sufficient reference to inclusivity (ie giving arts access to diverse groups across multi-cultural Ōtautahi, the elderly, disabled); perhaps this is covered at this point in wellbeing and later on - but the theme of 'arts access' is not clearly in the vision section. In the Vision, the theme of creative exploration is evident as it relates to artists, but there should be a clearer distinction around enabling artists to be the best they can be: in other words, supporting them towards 'artistic excellence'. This theme rarely appears in the document. When art (sculptures, festivals, concerts) are excellent, people flock around it - and that's not just people who 'know about art'. Everyone can sense this in something 'great' which in turn truly enables inclusivity. Connected to excellence in the arts, valuing an arts education is not referred to in the document. However, for a long term vision, there needs to be an understanding of and investment in an education in the arts in Christchurch.	Key themes for development right? The four pillars (desired outcomes) work - but I think that the theme of a positive economic and infrastructural impact is not drawn out enough. For potential investors in the arts (whether that's the private sector, central or local government), they need to know that Christchurch's resurgence as an arts mecca brings with it activity that grows the local economy through everything from hospitality and increased visitors to an overarching goal of increasing the population of Christchurch. A large population in turn ameliorates the viability of artists living here successfully and arts organisations thriving and employing arts practitioners confidently. You could either develop a fifth pillar as boldly as Population Growth or less controversially People Growth which has several meanings. Actual increased numbers of people living in Ōtautahi will aid the arts in a very measurable way. (There's also a certain balance created if one has five pillars and five strategic actions, not that they need to match, but there's potential for a more even distribution of actions as against pillars that way - and would aid quick recall of what's in the Strategy doc).	No  Strategic actions right? As this is the section where we ask the question, what are we actually going to do to achieve the vision as described in the pillars, I think it needs further analysis and further descriptors to show clear intent. In particular, to Resource, I would reference education as part of the investment in arts and creativity. To Create and Encounter, rectify the lack of reference to music as an artform. Visual arts predominate during the text which is fine but it has to be balanced (see comments below). To the Strategic Action Areas, I'd add consequent strategic actions to the points raised earlier around population growth, artistic excellence and arts education.	More research-backed work needs fostering and illustrating on the creative sector being integral to the local economy: in work going forward, look at Edinburgh and Montreal as examples of where arts lead (not follow) city planning; can be hugely influential in 'city success'.  Font is too small in many places; some people will not read this doc because of that. Banks Peninsula is mentioned intermittently. It's not clear where it sits within the Strategy. It's a gem in itself but if the intention is to include it, then it needs to have a section as to how it fits in.  Music as a word is barely referred to. Public arts, sculpture, street art and the visual arts generally are referred to as examples which is fine except where the mainstream artform of music-making isn't. It needs to be. It's the principal artform that most people already experience daily in one way or another. It's also, in many cases, the cheapest to present and the most accessible.	Murray & Co  Clare Murray
25790		Not sure	Not sure	Not sure	If Christchurch is to become the jewel of the south, then it must have jewels in public places aid for by the public for the public	Peter Scholes
25926	Yes  Well covered, great document and vision	Yes	Yes  The support from youth teams together with existing enterprises for development to continue	Yes		Sandi MacRae

Sub ID	Support for guiding principles and comments	Support for vision and comments	Support for key themes for development and comments	Support strategic action areas and comments	Other comments	Org. and / or name
25943					See section two	Orange Studios New Zealand Playhouse Andromeda Arts Trust  Michael Bell

Section two - More detailed comments

25517	Orange Studios	<p>A few observations about live music in Christchurch, post-quake (identifying issues, and suggestions to add to the strategy). by Charlotte Crone June 2019 I work as a promoter, events manager and musician. In this short piece, I will identify certain issues challenging live music in Christchurch, and suggestions to add to the strategy.</p> <p><b>The performers</b> Observation: It is well understood that making ends meet can be tough as a muso.</p> <p>I know many musicians here. It's hard to make any more than a partial income from music in Christchurch. It's difficult to find professional musicians in Christchurch who don't also work part time in some other field or industry. Musician + accountant Musician + barista Musician + teacher Musician + hospitality Musician + bartender Musician + engineer ...There's a long list!</p> <p>Having to juggle multiple gigs and jobs is a reality for musicians and something we become good at. In saying that, while we harbour and export a lot of amazing talent from here in Christchurch, people often leave to where there are more music opportunities early on and end up making fame elsewhere. The ones who stay here and work as a musician full time have normally worked hard and/or got lucky and land a position in a full time paid orchestra or military band and many just "get a real job" in order to support a family or buy a house while hopefully continuing music in some way.</p> <p>Creating new music is always done on the side, and even when it's made, who even listens to it? That would be...</p> <p><b>The audience</b> Observation: People aren't going out as much. Reasons: Too far to go? Too hard to get to? Too expensive? Too much to choose from? Not their bag?</p> <p>Whatever the reasons... audiences aren't going out as much as they used to or for as long. They don't spend as much (or aren't able to get as much for their buck) as they used to either, so numbers can feel pretty small sometimes. When there is a good crowd it's down to great marketing and promoting of course which takes much time, effort, know-how, connections and often money.</p> <p><b>The spaces</b> Live music venues since the earthquake have been struggling to stay open, especially the ones who are supporting and paying performers well.</p>
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Dux Live opened in late 2011 (after Dux de Lux split into Dux Dine, Dux Live and later Dux Central) business then changed ownership in January 2016 changed name to Dim 7th, now closed with some gigs happening at Dux Central), Rockstar Pizza on Victoria st (opened April 2017, closed 2018) Lyttleton Records Live Venue (opened late 2017, closed May 2019), New City Hotel (closed March 2019), Churchill's Tavern (closed Jan 2016 after over 20 years of live music).</p> <p>My partner and I also have been running Orange Studios as a live music performance space since 2014 and after five years of hosting two performances a week, we have decided to close too, so I can talk to the struggles from experience.</p> <p>Read this article about the closure of Dux Live (written in 2016): <a href="https://www.stuff.co.nz/entertainment/music/77894506/christchurch-music-venue-dux-live-closes-because-of-lack-of-crowds">https://www.stuff.co.nz/entertainment/music/77894506/christchurch-music-venue-dux-live-closes-because-of-lack-of-crowds</a> Or this one on the sale of the New City Hotel (written March 2019): <a href="https://www.stuff.co.nz/the-press/news/111284347/old-ways-come-to-an-end-at-christchurchs-new-city-hotel">https://www.stuff.co.nz/the-press/news/111284347/old-ways-come-to-an-end-at-christchurchs-new-city-hotel</a></p> <p><b>Could there be something added to the strategy for these types of privately owned venues? An incentive and encouragement to keep doing what they are doing?</b></p> <p>The venues who are making it work (and aren't already a charity or run with significant funding) have managed to luck out in the balanced cocktail of the perfect location with good town planning near buzzing surrounding areas, strong business partnerships, good staff and service, savvy business know-how and pricing things well for their audience, knowing what hours to be open and run events. The often have something special to offer in the vibe or the programming of performers to attract people.</p> <p>E.g. Venues who are currently still open Darkroom (opened October 2011 – present), Space Academy, Fat Eddies, Blue Smoke, D4 , A Rolling Stone (founded 2008), Sullivans (opened 1997, relocated after September 2010 earthquake, still open in Addington).</p> <p>The Arts Strategy talks about the need for spaces to create, however the strategy could have some specific wording to make sure these smaller, independent, private venues are sought out and supported. Not only do they need it, but the private sector gets things done quickly and provides good value!</p> <p>Question: if you want to pay \$150 for a ticket, maybe buy a \$12 drink and see some live music, where would you go? You'd go to the Town Hall – who won't open unless the band pay a significant hireage fee to the venue, and who will have the council behind them financially when they make a loss for the year. If you want to pay \$0 for a ticket, maybe buy a \$12 drink and see some live music, where would you go? To your local live music pub who have paid their musicians upfront, don't get funding or infrastructure/advertising support from the council, and will likely go out of business soon.</p> <p>There also don't seem to be any spaces that specifically welcome Māori and Pasifika performers, or that are built or run with the kaupapa of being somewhere to nurture and showcase hidden talents. It looks as though that's being already being addressed in this new strategy which is exciting to see.</p> <p><b>The exposure</b></p> <p>Unlike in previous years, we currently lack high level, consistent and regular local arts journalism. The prohibitive cost of printed gig guides and their distribution has also meant a complete reliance on people stumbling across gig guides online, through the maze of merciless algorithms of social media. This makes it difficult for visitors to find out what goes on in the city and reduces the exposure of Christchurch artists on a national (and international?) scale.</p> <p>To remedy this it would either take a council initiative to fix or a super dedicated enthusiast to take charge. Could there be a focus on exposure in one of the guiding principles, maybe actioned as a partially funded live music or general arts publication?</p> <p>E.g. NZ Musician Magazine is a comprehensive national publication that goes to print, produced and distributed by two staff, self-funded by selling advertising, with content written by scores of volunteers showcasing a wide range of music styles and experience levels. In Wellington, A Low Hum is a zine that had reviews of local releases and a Compilation CD that spawned a music festival and launched a few careers.</p> <p>Radio is another great means of getting out but knowing who to contact what their market audience is can be difficult. A list of up-to-date media contacts who are willing to be contacted and report on arts would be very useful.</p> <p><b>Thank you for reading and for your continued work, great care and for taking on these responsibilities for the future.</b></p>
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25652	Get Creative Christchurch	<p>International research now shows the importance and impact creativity has on a individual and their well-being, with engagement in arts/crafts being increasingly seen as an effective way to help manage the stresses and strains of this modern digital world. Studies show that for those with mental health issues, from anxiety and depression to neuro-degenerative diseases like dementia, art therapy can profoundly improve lives. Latest news/articles/research on creativity: <a href="http://www.facebook.com/GetCreativeChristchurch/">www.facebook.com/GetCreativeChristchurch/</a></p> <p><b>Q. Why is identity, well-being and learning important for our people?</b> When we know who we are (identity), what we need to be healthy (well-being), and the importance of a growth mindset (learning), this causes a positive ripple effect in our businesses, communities and economy. Through my research I realised the ideas I had created, had a common theme: Our well-being improves through learning and creativity, which is part of every person's identity.</p> <ul style="list-style-type: none"><li>- Shirley Centre: inclusive centre, library with learning spaces, available for anyone in the community to use.</li><li>- Sutton's Place: arts/crafts community with learning spaces for local/overseas teachers to provide classes/workshops/retreats, opportunity to learn about W. A. (Bill) Sutton and his teaching/artworks and house/garden.</li><li>- Māori Heritage Park: indoor/outdoor learning spaces for Māori architecture/arts/crafts, opportunities to learn about the Māori language/culture/stories/legends and Elsie Locke's life, writing &amp; her legacy to Christchurch.</li><li>- River Bank Centre: research/design/technology hub with learning spaces to inspire/educate with STEAM, opportunity to see startup/innovation businesses and to learn about Richard Bedward Owen and why he was called 'River Bank' Owen.</li></ul> <p>These centres are based on the link between creativity and well-being, and could address: occupational health, social health, mental health, emotional health, &amp; environmental health, in collaboration with Ministry's (Health, Education, Social Development, Tourism etc.)</p> <p style="text-align: center;"><b>"Inā kei te mohio koe ko wai koe, I anga mai koe i hea, kei te mohio koe. Kei te anga atu ki hea. If you know who you are and where you are from, then you will know where you are going."</b></p> <p>In Christchurch, we have many different opportunities to 'observe' the arts, but few opportunities to 'participate' in the arts, for our identity, well-being &amp; learning. We need arts access for all ages and stages of life, for every resident and every visitor to Christchurch.</p> <p><b>Q. Why do we need these types of community centres/libraries/learning facilities in the East?</b> <a href="https://www.riseuprichmond.nz/draft-oarc-regeneration-plan-community-needs/">https://www.riseuprichmond.nz/draft-oarc-regeneration-plan-community-needs/</a> <a href="https://www.getcreativechristchurch.nz/community/">https://www.getcreativechristchurch.nz/community/</a></p> <ul style="list-style-type: none"><li>- To inspire/educate the children/teenagers living in the East, who now have fewer options for schools, and limited access to continued learning outside of the schools.</li><li>- We need to open the eyes of every child in Christchurch to what is possible through learning.</li><li>- In the south of Christchurch, children/teenagers see those attending Ara Institute of Canterbury.</li><li>- In the west of Christchurch, children/teenagers see those attending the University of Canterbury.</li><li>- Learning is part of our Christchurch identity. Our communities are centred around our schools.</li><li>- Our education connects us to social networks/employment. We value learning and the places it can take us.</li></ul> <p style="text-align: center;"><b>"The MORE that you READ. The more THINGS you will KNOW. The MORE you LEARN. The more PLACES you'll GO!"</b> <b>Dr. Seuss</b></p> <p><b>WELL-BEING</b> <a href="https://www.instagram.com/p/BuEkwd9HrJp/?igshid=2crd5n7s87kd">@holisticallygrace</a></p> <p><b>The Health Iceberg</b> What We Focus On: Physical Health (diet &amp; exercise). What We Ignore: Occupational Health, Social Health, Mental Health, Environmental Health, Spiritual Health, &amp; Emotional Health. <a href="http://health.tki.org.nz/Teaching-in-HPE/Health-and-PE-in-the-NZC/Health-and-PE-in-the-NZC-1999/Underlying-concepts/Well-being-hauora">http://health.tki.org.nz/Teaching-in-HPE/Health-and-PE-in-the-NZC/Health-and-PE-in-the-NZC-1999/Underlying-concepts/Well-being-hauora</a></p> <p>"The concept of well-being encompasses the physical, mental and emotional, social, and spiritual dimensions of health. This concept is recognised by the World Health Organisation. Hauora is a Māori philosophy of health unique to New Zealand. It comprises taha tinana, taha hinengaro, taha whanau, and taha wairua.</p> <p><b>Taha tinana - Physical well-being</b> the physical body, its growth, development, and ability to move, and ways of caring for it</p> <p><b>Taha hinengaro - Mental and emotional well-being</b> coherent thinking processes, acknowledging and expressing thoughts and feelings and responding constructively Taha whanau - Social well-being family relationships, friendships, and other interpersonal relationships; feelings of belonging, compassion, and caring; and social support</p> <p><b>Taha wairua - Spiritual well-being</b></p>
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	<p>the values and beliefs that determine the way people live, the search for meaning and purpose in life, and personal identity and self-awareness (For some individuals and communities, spiritual well-being is linked to a particular religion; for others, it is not.)</p> <p>Each of these four dimensions of hauora influences and supports the others. Dr Mason Durie's whare tapawha model compares hauora to the four walls of a whare, each wall representing a different dimension: taha wairua (the spiritual side); taha hinengaro (thoughts and feelings); taha tinana (the physical side); and taha whanau (family). All four dimensions are necessary for strength and symmetry. (Adapted from Mason Durie's Whaiora: Māori Health Development. Auckland: Oxford University Press, 1994, page 70)."</p> <p><a href="https://www.mentalhealth.org.nz/home/ways-to-wellbeing/">https://www.mentalhealth.org.nz/home/ways-to-wellbeing/</a></p> <p>"They were created as a result of the New Economics Foundation's (NEF) Foresight Project on Mental Capital and Wellbeing research report. NEF conducted a review of the most up-to-date evidence and found that building five actions into day to day lives is important for the wellbeing of individuals, families, communities &amp; organisations.</p> <p>The five actions are:</p> <ul style="list-style-type: none"><li>- <b>Connect, me whakawhanaunga</b> Talk and listen – me kōrero, me whakarongo, be there – me whakawātea i a koe, feel connected – me rongō i te whanaungatanga.</li><li>- <b>Give, tukua</b> Your time – te wā ki a koe, your words – ō kupu, your presence – ko koe tonu.</li><li>- <b>Take notice, me aro tonu</b> Remember the simple things that give you joy – me aro tonu ki ngā mea māmā noa i ngākau harikoa ai koe.</li><li>- <b>Keep learning, me ako tonu</b> Embrace new experiences – awhitia te wheako hou, see opportunities – kimihia ngā ara hou, surprise yourself – me ohorere koe i a koe anō.</li><li>- <b>Be active, me kori tonu</b> Do what you can – whāia te mea ka taea e koe, enjoy what you do – kia pārekareka tāu i whai ai, move your mood – kia pai ake ō piropiro.</li></ul> <p><a href="https://www.nextavenue.org/arts-based-communities/">https://www.nextavenue.org/arts-based-communities/</a></p> <ul style="list-style-type: none"><li>- "Putting art at the heart of a community enhances our lives by stirring hard-to-articulate feelings and inspiring us to look beyond what we believe to be possible and imagine a more vibrant, exciting future. It also reminds us that we're all creative beings - and that whether we're making art or music, telling stories or cathartically sharing in the experience, we're all connected."</li><li>- "But why we ultimately need art is because the arts do something that nothing else does, which is drive more stable communities and build community attachment and social cohesion and civic engagement."</li></ul> <p><a href="https://www.lgnz.co.nz/news-and-media/2019-media-releases/reinstated-well-beings-endorse-councils-community-focus/">https://www.lgnz.co.nz/news-and-media/2019-media-releases/reinstated-well-beings-endorse-councils-community-focus/</a></p> <p>"Local Government New Zealand is delighted to see the Local Government (Community Well-being) Amendment Bill pass its third and final reading in Parliament last night, effectively reinstating the four aspects of community well-being – social, economic, environmental and cultural – into the Local Government Act.</p> <p>It is a significant show of support from the Coalition Government for the on-going work of councils to lift the well-being of their communities.</p> <p>'The reinstatement of the four well-beings is formal recognition that councils have a significant role to play in lifting the quality of life of our people, and the health of our environment,' says LGNZ President Dave Cull."</p> <ul style="list-style-type: none"><li>- Te Ora Auaha: Creative Wellbeing Alliance Aotearoa <a href="https://creativewellbeingnz.org/">https://creativewellbeingnz.org/</a></li></ul> <p><b>Identity</b>   <a href="https://www.getcreativechristchurch.nz/identity/">https://www.getcreativechristchurch.nz/identity/</a></p> <ul style="list-style-type: none"><li>- Our People: Māori Heritage?, First Four Ships?, Early Residents of Chch?, Local Heroes?, Employed vs Unemployed?, Children/Young Adults? Adults? Careers? Jobs? Retired?, immigrants/'New' New Zealanders?</li><li>- Where are our arts/creatives "heroes"? Who do our children look up to/be inspired by?</li><li>- <a href="https://www.riseuprichmond.nz/draft-oarc-regeneration-plan-tell-our-stories/">https://www.riseuprichmond.nz/draft-oarc-regeneration-plan-tell-our-stories/</a></li><li>- What 'lies' do we need to reframe, regarding life as an artist/creative living in Christchurch/NZ? Artists living in NZ starve, creativity is a waste of time, not creative can't draw/paint, no tertiary training/self taught can't succeed etc.</li></ul> <p><b>Well-being</b>   <a href="https://www.getcreativechristchurch.nz/well-being/">https://www.getcreativechristchurch.nz/well-being/</a></p> <ul style="list-style-type: none"><li>- Our People: "waiting/fighting: assessments/packing/relocation/repairs/pay outs/rebuild/disagreements/courts", "isolated", "lack of identity", "concerns over residents social isolation/well-being", Pegasus Stats (Anxiety/Depression/PTSD/Chronic Pain/Addictions/Suicide), Mental Health Stats (Referrals/Waiting Lists/Appointments/Sectioned), Police Stats (Call outs/Arrests/Investigations), Corrections NZ Stats (Prisoners/Families Affected/Home Detention/Community Detention/Probation), Housing NZ Stats (Waiting Lists/Wanting Relocation/Issues with Neighbours/Community), Support Services Stats (Referrals/Waiting Lists/Appointments).</li></ul>
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**Learning** | <https://www.getcreativechristchurch.nz/learning/>

- Our People: social connections ("what school did you go to?", "do you know blank/name?", "old boys club"), social network, career/job opportunities.
- <https://www.getcreativechristchurch.nz/think-christchurch-with-hila-oren/>
- Arts/Creativity in primary schools, set curriculum in intermediate schools, choose subject in secondary schools.
- Where can our children go to explore different arts? After School? Holiday Programmes? Community Education?
- Career Advise/Planning: linking strengths in arts/creativity with different career options available.
- Tertiary Education: what subjects do you need to take in secondary school to apply for different tertiary courses?
- Help with portfolio development, network for work experience, SkillsShare opportunities, mentoring.
- 'Creative in Schools' Well-being Budget.
- Create a 'how to teach' class/course, for those artists/creatives wanting to share their skills with others, another income stream, venue: local library learning spaces.

**Business** | <https://www.getcreativechristchurch.nz/business/>

- Career Roadmap: how different jobs give you different/more skills, stepping stones to where you want to go, how to move up the different levels/ladder in the arts/crafts industry in Christchurch/NZ/Overseas.
- 'Hobby to Business' help/support/courses/networks.
- Social Media for Arts/Creatives, Websites for Arts/Creatives, Technology for Arts/Creatives.
- Success for self employed Arts/Creatives: multiple income streams, passive income, part time/full time job.
- More arts & crafts co-ops/markets, with directory/contact details/Facebook events calendar.
- WorkSafe <https://worksafe.govt.nz/>, Education on Well-being: Occupational Health & Mental Health, RSI/OOS risks, CRPS/Chronic Pain risks.
- Professional Development: seminars/events/courses/networks.
- Funding: funding opportunities, funding applications, what you need to apply.

**Community** | <https://www.getcreativechristchurch.nz/community/>

- Christchurch Prisons: Arts & Crafts/Well-being opportunities for prisoners.
- Probation Services: Link prisoner with arts/creativity opportunities to help reintegrate back in to the community.
- RAW (Reclaim Another Woman) <https://www.raw.org.nz> Waikato University paper in entrepreneurship.
- Burwood Hospital Pain Management Clinic: only clinic in South Island, link between creativity and pain, opportunity to develop resources/course for patients living with chronic pain for their well-being.
- WINZ: career advise/planning, support to become self employed, Art Business course?, Small Business course?
- Arts Therapy: training options, practitioners, venue, Art Therapist at Christchurch Art Gallery Te Puna o Waiwhetu?
- Arts on Prescription: workshops for people experiencing depression, anxiety and/or other mental health problems.
- Aged Care: opportunities for arts/creativity, for well-being (physical/mental/social health) in the community/retirement villages.
- Arts/Creatives Facebook Groups & Events.
- Funding: through local Community Board, Christchurch Creative Communities Scheme.

**Economy** | <https://www.getcreativechristchurch.nz/economy/>

- <https://www.riseuprichmond.nz/draft-oarc-regeneration-plan-visitor-experience/>
- <https://www.christchurchnz.com/what-to-see-and-do/arts-and-culture>

'Observe': Christchurch Art Gallery Te Puna o Waiwhetu, The Arts Centre, The Court Theatre, The Canterbury Museum, Isaac Theatre Royal, Christchurch Symphony Orchestra, The Piano, Art Galleries, Street Art, SCAPE Public Art, FESTA. How can we bring some interactive arts & crafts opportunities into these spaces?

- <https://www.christchurchnz.com/christchurch/arts-and-culture/get-creative-in-christchurch/> 'Participate': 'Go Potty Ceramic Studio' has closed. Beads Unlimited & Paint 'N' Sip Studio.
- Where are all the other arts & crafts opportunities for residents/visitors to 'participate' in Christchurch?
- Arts/Creatives Directory: contact details with Facebook events calendar.
- Venues Directory: different size venues, catering for 'observe' and/or 'participate' arts/creativity opportunities, teachers within Christchurch/NZ or from overseas, venues for: classes/seminars/workshops/retreats, Facebook Events, opportunities to bring overseas artists/creatives to Christchurch to teach.
- Where can visitors to Christchurch go to purchase handcrafted souvenirs to take back home?

**Creative Books** | <https://www.getcreativechristchurch.nz/creative-books>



	<ul style="list-style-type: none"><li>- Need to invest in more arts/crafts, creativity, well-being books for our local libraries.</li><li>- Books allow anyone with limited resources/money/time to be inspired/observe/participate in arts/creativity.</li><li>- Need books on self-care for artists/creatives, interior colour scheme affects well-being, studio setup/organization, technology for artists/creatives, social media for artists/creatives, career development for artists/creatives.</li><li>- Creative Life: Steal Like An Artist by Austin Kleon, Big Magic by Elizabeth Gilbert, The Complete Artist's Way by Julia Cameron, Real Artists Don't Starve by Jeff Goins.</li><li>- Creative Thinking: Ideas Are Your Only Currency by Rod Judkins, Change Your Mind by Rod Judkins, Design is Story-telling by Ellen Lupton.</li><li>- Well-being: Craftfulness by Rosemary Davidson &amp; Arzu Tahsin, Be Happy by Dr Rebecca Ray, Joyful by Ingrid Fetell Lee, The Arts Apothecary by Jill Rivers.</li><li>- Inspiration: The Artist's Library by Laura Damon-Moore &amp; Erinn Batykefer, Creative Workshop by David Sherwin, The Crafter's Devotional by Barbara R Call.</li><li>- Career: Creative You by David B Goldstein &amp; Otto Kroeger, Reading People by Anne Bogel, Do What You Are by Paul D Tieger, Designing Your Life by William Burnett.</li><li>- Business: The Right-Brain Business Plan by Jennifer Lee, I Just Like To Make Things by Lilla Rogers, How To Style Your Brand by Fiona Humberstone, Blogging for Creatives by Robin Houghton.</li><li>- Marketing: Making &amp; Marketing a Successful Art &amp; Craft Business by Fiona Pullen, The Savvy Crafter's Guide To Success by Sandra McCall, How To Show &amp; Sell Your Crafts by Torie Jayne, Packaging Your Crafts by Viola E Sutanto.</li><li>- Placemaking: The Creative Community Builder's Handbook by Tom Borrup.</li></ul> <p><b>Learning Spaces</b>   <a href="https://www.getcreativechristchurch.nz/learning-spaces/">https://www.getcreativechristchurch.nz/learning-spaces/</a></p> <ul style="list-style-type: none"><li>- "Christchurch already has far more park land, sport fields and playgrounds (local parks) per person than the national median and more than other major metropolitan cities in NZ." (<a href="https://engage.regeneratechristchurch.nz/30274/documents/64943/download">https://engage.regeneratechristchurch.nz/30274/documents/64943/download</a> , Page 36) The gaps in our communities are not related to physical health opportunities. The gaps that the Council (in partnership with Ministry's) can help with are: occupational health, social health, mental health, emotional health, and environmental health.</li><li>- 'The Library as a Third Place' is the link between creativity and our identity, well-being and learning. As artists/creatives tend to work in isolation and from home, we need more opportunities to go out and be in social spaces.</li><li>- Most local libraries have dedicated learning spaces, many are under utilized, could be used as venues for: Maker Spaces, STEAM activities, Skills Share groups, Facebook groups meetup, Resident initiated groups, opportunity for artists/creatives to share with the community, networking events, Ministry of Awesome Coffee &amp; Jam sessions.</li><li>- Our learning doesn't stop at our school/polytech/university gates. We need to provide more opportunities to observe/participate in arts/creativity, in our communities through our libraries and community centres.</li><li>- We need to "Get Creative" in the ways we include these groups of people in our community, so that they feel included and not excluded: WINZ beneficiaries, Housing NZ tenants, Probation Services, 'New' New Zealanders, those living with Chronic Pain, Disabilities, Mental Health &amp; Addictions.</li><li>- We have an aging population, when you retire your 'working' life may be over, but you have a wealth of work/life experience that you could share with others in the community through Skills Share at your local library /community centre, which could improve your well-being (Occupational Health, Social Health, Mental Health, Emotional Health).</li><li>- I've attended events and been inspired as I listened to overseas guest speakers: Hila Oren (<a href="https://www.10shirleyroad.org.nz/think-christchurch-with-hila-oren">https://www.10shirleyroad.org.nz/think-christchurch-with-hila-oren</a>), Ethan Kent (<a href="https://www.pps.org/people/ekent">https://www.pps.org/people/ekent</a>) and MK Haley (<a href="https://la.disneyresearch.com/people/mk-haley">https://la.disneyresearch.com/people/mk-haley</a>).</li><li>- Spektrum Arkitektur (<a href="https://spektrumarkitektur.com/">https://spektrumarkitektur.com/</a>) Workshop at Ara Institute, "Community Participation in City Making", listened to Joan &amp; Sofie share about how they research and design projects for the community, amazing amount of thought and details go into their designs.</li><li>- We need more opportunities to hear from artists/creatives from around NZ/Overseas, helps to give us a different perspective &amp; inspire us in our creative journey.</li></ul> <p><b>Street Art</b>   <a href="https://www.getcreativechristchurch.nz/street-art/">https://www.getcreativechristchurch.nz/street-art/</a></p> <ul style="list-style-type: none"><li>- Street Art is our modern day visual postcard. 'Wish You Were Here?' photos are posted on social media. Selfies in front of Street Art from around the world, can be found throughout the internet.</li><li>- In Christchurch, Street Art has become our "new" landmarks. We have lost a lot of "iconic" buildings that were our landmarks, in Christchurch since the earthquakes. We knew our location and where we were in our suburbs, thanks to these landmarks, improve connection to identity/well-being.</li><li>- What a difference it would make to Christchurch's streetscape, if the blank shop walls facing the street, told a different part of our history/heritage, brightening up the visual landscape of the suburb.</li><li>- Our Street Art would become interactive 'Instagrammable' photo opportunities for not only the locals, but also our Christchurch visitors to the area and tourists.</li><li>- Create a Street Art Competition "Watch This Space", a wall/hoarding in prime locations in local community, with link to CCC Arts website showing Street Art entries, residents/visitors participation through voting via social media, engagement opportunities for youth/emerging local artists/arts community in Christchurch.</li><li>- Invite more local artists/NZ/Overseas to participate in events, time-lapse videos saved/upload to CCC Arts website.</li><li>- Create an online/interactive/map for Street Art in Christchurch on CCC Arts website.</li><li>- "Seeing the street art of Christchurch can be an emotional experience. This fractured urban landscape has spurred responses...first from guerrilla scrawlers who would sneak past the barricades of the Red Zone, then in the form of commissioned murals as local officials cottoned on to the healing powers of art." (<a href="https://www.hostelworld.com/blog/street-art-graffiti/">https://www.hostelworld.com/blog/street-art-graffiti/</a>) "The 13 Best Cities in the World to see Jaw-Dropping Street Art"</li></ul>
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	<p><b>Sutton's Place</b>   <a href="https://www.getcreativechristchurch.nz/suttons-place/">https://www.getcreativechristchurch.nz/suttons-place/</a></p> <ul style="list-style-type: none"><li>- Our People, Our Places:</li></ul> <p><b>William A. Sutton (Artist, Painter, Craftsman, Teacher)</b></p> <p><a href="https://en.wikipedia.org/wiki/Bill_Sutton_(artist)">https://en.wikipedia.org/wiki/Bill_Sutton_(artist)</a></p> <ul style="list-style-type: none"><li>- "built a house in Templar Street in the Christchurch suburb of Richmond."</li><li>- "ensures that future generations of artists will be able to visit the studio where Sutton worked and created some of his most well-known art works."</li><li>- "able to secure the future of such a culturally important property and to know that Bill Sutton's legacy will live on in Richmond".</li><li>- "Until his retirement in 1992, he painted most of his works there."</li><li>- "Bill Sutton was commemorated as one of the Twelve Local Heroes, and a bronze bust of him was unveiled outside the Christchurch Arts Centre."</li></ul> <p><a href="https://my.christchurchcitylibraries.com/william-sutton/">https://my.christchurchcitylibraries.com/william-sutton/</a></p> <p><a href="https://christchurch.bibliocommons.com/item/show/591338037">https://christchurch.bibliocommons.com/item/show/591338037</a></p> <p><a href="https://christchurch.bibliocommons.com/item/show/634486037">https://christchurch.bibliocommons.com/item/show/634486037</a></p> <p>- OARC Regeneration Plan Idea by Joanna Gould: <a href="https://www.riseuprichmond.nz/suttons-place/">https://www.riseuprichmond.nz/suttons-place/</a></p> <ul style="list-style-type: none"><li>- Where is our Arts/Crafts community? Do we have any Artist-in-residence opportunities in Christchurch?</li><li>- How do you sell your art? Online? Art Galleries?</li><li>- How do you sell you crafts? Community Markets, Pay It Forward, Encraftment Market, Arts Centre, Online?</li><li>- We have plenty of courses training people, but where do they go for support/learning/community after they finish their course?</li><li>- Where are the opportunities for emerging &amp; established artists/craftspeople to sell their products in Christchurch?</li><li>- Interactive Learning Experience: showcasing Sutton's life, art, creativity &amp; his legacy to Christchurch.</li><li>- Living/Studio spaces for Artist-in-residence program.</li><li>- Learning spaces: day/night classes for arts &amp; crafts, art business classes (identity, finances, packaging, marketing).</li><li>- Eco-friendly cafe/gallery/shop/information centre.</li><li>- Outdoor natural wood easels for painting, picnic tables and park benches along River Road in front of the river.</li><li>- Landscape design that creates a "picture" you want to capture, with whatever medium you like to use as an artist.</li><li>- Outdoor natural wood picture frames, that frame a view, and/or create an opportunity to take a selfie or group photo, to share on social media.</li><li>- Sutton's Garden for Outdoor Teaching, Art/Sculpture Park, Arts/Crafts Market, Outdoor Arts Related Events, set in a beautiful garden setting over looking the Avon River, for all types of artists to come and be a part of Sutton's legacy.</li></ul> <p><b>River Bank Centre</b>   <a href="https://www.getcreativechristchurch.nz/river-bank-centre/">https://www.getcreativechristchurch.nz/river-bank-centre/</a></p> <ul style="list-style-type: none"><li>- Our People, Our Places:</li></ul> <p><b>Richard Bedward Owen ("River Bank" Owen, Businessman, Conservationist, Philanthropist, "a man of great vision")</b></p> <p><a href="http://christchurchcitylibraries.com/Heritage/Publications/RichManPoorMan/RichardBedwardOwen/">http://christchurchcitylibraries.com/Heritage/Publications/RichManPoorMan/RichardBedwardOwen/</a></p> <ul style="list-style-type: none"><li>- "Richard established the River Improvement Fund."</li><li>- "developing in his mind a plan 'to take in hand the river and make up for past neglect.'"</li><li>- "In a ceremony on 1 September 1929, politicians local and national planted 53 lime trees on the north bank between the Swanns Road bridge and Medway Street. Today the river reserves and the mature trees which overlook the water form mute testament to Richard and his navvies."</li></ul> <p><a href="https://christchurch.bibliocommons.com/item/show/276787037">https://christchurch.bibliocommons.com/item/show/276787037</a></p> <p><a href="http://christchurchcitylibraries.com/Heritage/Publications/RichManPoorMan/">http://christchurchcitylibraries.com/Heritage/Publications/RichManPoorMan/</a></p> <ul style="list-style-type: none"><li>- OARC Regeneration Plan Idea by Joanna Gould: <a href="https://www.riseuprichmond.nz/river-bank-centre/">https://www.riseuprichmond.nz/river-bank-centre/</a></li><li>- Where can we see our thinkers, tinkers, inventors, innovators, explorers, inventors in Christchurch?</li><li>- Where can we go to be inspired and find out more about Ernest Rutherford, John Britten etc?</li><li>- We have EPIC Innovation &amp; Ministry of Awesome in town for new innovation startups, but where can children go to be inspired and have their eyes open to the possibilities and opportunities available to them as they grow up?</li><li>- Why isn't our 'child-focused educational facility' science centre (Science Alive) where our children are?</li><li>- Interactive Learning Experience: Research/Design/Technology hub with learning spaces to inspire/educate with STEAM, opportunity to see startup /innovation businesses and to learn about Richard Bedward Owen and why he was called 'River Bank' Owen.</li><li>- The River Bank Centre could include: Studios, Learning Spaces, Exhibition Spaces, STEAM Businesses, Day/Night Classes, KidsFest Program etc.</li></ul> <p>Think: Science Alive, Weta Digital, Imagination Station, Code Club Aotearoa, The Mind Lab, Ministry of Awesome, Callaghan Innovation, Interactive Exhibition Specialists (IES), Nigel Ogle's Tawhiti Museum, Hawera etc.</p>
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	<p>- Why not reuse/recycle/repurpose this great educational resource (Avonside Girls) as a place for Research, Design &amp; Technology, using Technology to create Digital Story Telling, to anchor our stories to the land where we remember our 'identity, sense of place and history of the Christchurch'.</p> <p>- "We need to think about what technologies are available for us to record these histories and to keep retelling them into the future. We also need to think about how to anchor those stories to the place. In the Red Zone, we can see a number of established trees and plantings, these would be connected to people's home, to businesses, to life in this area...to ensure the stories remain connected to the place, and then the people remain connected to the place."</p> <p>Dr Christine Whybrew, Heritage New Zealand (<a href="https://www.riseuprichmond.nz/red-zone-futures-heritage-dr-christine-whybrew-from-heritage-new-zealand/">https://www.riseuprichmond.nz/red-zone-futures-heritage-dr-christine-whybrew-from-heritage-new-zealand/</a>)</p> <p><b>Māori Heritage Park</b>   <a href="https://www.getcreativechristchurch.nz/maori-heritage-park/">https://www.getcreativechristchurch.nz/maori-heritage-park/</a></p> <p>- Our People, Our Places:</p> <p><b>Elsie Locke (Writer, Historian, Activist)</b></p> <p><a href="https://en.wikipedia.org/wiki/Elsie_Locke">https://en.wikipedia.org/wiki/Elsie_Locke</a></p> <p>- "Unusually for a Pākehā of her generation, she developed a close relationship with the local iwi in Waiuku, Ngāti Te Ata, and her later research proved vital to their Treaty of Waitangi claim."</p> <p>- "Locke was probably best known as a children's writer."</p> <p>- "Locke realised her lack of knowledge about Māori language, culture, history, and spirituality. This led her to study the language, and incorporate biculturalism as a central feature of her writing long before it was fashionable to do so."</p> <p>- "Along with Rod Donald, Locke was active in the founding of the Avon Loop Planning Association (ALPA) and in the ongoing development of community in the historic Avon Loop residential area in central Christchurch."</p> <p>- "The Elsie Locke Park was located on Oxford Terrace in front of the Centennial Pool, but was removed after the 2011 Christchurch earthquake to make way for the Margaret Mahy Playground."</p> <p>- "Locke was commemorated as one of the Twelve Local Heroes, and a bronze bust of her was unveiled outside the Christchurch Arts Centre."</p> <p>- <a href="https://my.christchurchcitylibraries.com/elsie-locke/">https://my.christchurchcitylibraries.com/elsie-locke/</a></p> <p>- "lived in the same cottage in the Avon Loop for over 40 years."</p> <p>- "Locke was also a key figure in the restoration, with native plants, of the banks of the Avon as it flowed through the Avon Loop."</p> <p>- <a href="http://www.elsielocketrust.org.nz/">http://www.elsielocketrust.org.nz/</a></p> <p>- OARC Regeneration Plan Idea by Joanna Gould: <a href="https://www.riseuprichmond.nz/retreat-road-park">https://www.riseuprichmond.nz/retreat-road-park</a></p> <p>- Christchurch has Ferrymead Heritage Park, but we don't have a Heritage Park for our Māori history/heritage, showcasing Maori Design and Arts &amp; Crafts.</p> <p>- More New Zealanders and tourists want to learn everything Māori. Where can they go in Christchurch to learn and experience our Māori heritage/culture?</p> <p>- How do we keep our Māori heritage/culture alive? Previously overseas, people have associated Māori with the haka &amp; 'Once Were Warriors'.</p> <p>- How are we now sharing with the world our Māori "voice": identity, genealogy, hospitality, storytelling, legends, language, food, music, arts, architecture, etc?</p> <p>- Interactive Learning Experience: showcasing Locke's life, writing, creativity &amp; her legacy to Christchurch.</p> <p>- Indoor/Outdoor learning spaces for Māori architecture/arts/crafts, opportunities to learn about Māori language/culture/stories/legends.</p> <p>- Connecting writing (Elsie Locke) with storytelling (Māori culture/legends).</p> <p>- "Peter Gossage was the storyteller and illustrator of more than 20 books for children. His powerful retelling of Māori myths and legends have captivated the children of New Zealand for generations."</p> <p>(<a href="https://www.penguin.co.nz/authors/peter-gossage">https://www.penguin.co.nz/authors/peter-gossage</a>)</p> <p>As a child in Whanganui, I grew up reading Peter Gossage's Penguin books. They encouraged me to read and inspired me to create art (Won my first art award: 16th International Children's Art Exhibition 1986 Copper Award) based on the "Battle of the Mountains", Gossage's classic retelling of the Maori myth of how Mt Taranaki, Mt Tauhara and Mt Putauaki came to stand where they are today.</p> <p>(<a href="https://www.penguin.co.nz/books/battle-of-the-mountains-9780143505631">https://www.penguin.co.nz/books/battle-of-the-mountains-9780143505631</a>).</p> <p>- Opportunities/space for local Māori artists/creatives like Matapopore (<a href="https://matapopore.co.nz">https://matapopore.co.nz</a>) &amp; Ariki Creative (<a href="http://www.arikicreative.com/">http://www.arikicreative.com/</a>)</p> <p>- "We believe in sharing our skills with the community, using digital technology to help whānau whānau and rangatahi, as well as leaving a legacy for other aspiring Māori digital creatives to follow should they wish to pursue a career in the digital creative industry. The overarching vision for Te Ao Hangarau is to host rangatahi at digi-wānanga, funnel those whose interest is ignited into tertiary education pathways, provide internship opportunities for them to grow experience and leverage existing relationships to assist these rangatahi into gainful employment in the digital creative industry."</p> <p>Hori Matakī, creative lead for Ariki Creative and member of Te Ao Hangarau (<a href="https://www.tpk.govt.nz/en/mo-te-puni-kokiri/our-stories-and-media/helping-rangatahi-get-into-the-digi-creative-space">https://www.tpk.govt.nz/en/mo-te-puni-kokiri/our-stories-and-media/helping-rangatahi-get-into-the-digi-creative-space</a>)</p> <p>- Opportunities to mentor/Skills Share/connect Māori people with another social space in the community, apart from their local maraes.</p> <p>- Went to Awareness Submission Writing Workshop at MHERC, 50% Maori with mental health/addiction issues, need to focus on well-being, disconnect from marae/heritage/culture, need to make info/support easier to access.</p> <p>- Rehabilitation/support program for ex prisoners, people experiencing addiction, depression, anxiety and/or other mental health problems, using arts/creativity to improve well-being.</p> <p>- "Take a moment to think about a crucial part of who you are. For example, I am Scottish, and that is a very important part of me. Now think about whether other people accept that part of you. Perhaps you feel a disconnection between how much you accept yourself and how much others seem to accept you. If you feel like others don't accept you for that part of your identity, this could impact on your mental health.</p> <p>As human beings, we have a natural desire to be accepted and to belong."</p> <p>(<a href="https://theconversation.com/autistic-people-arent-really-accepted-and-its-impacting-their-mental-health-86817">https://theconversation.com/autistic-people-arent-really-accepted-and-its-impacting-their-mental-health-86817</a>)</p>
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25693	RDU 98.5FM	<p>A Strategy for the Arts – Second Submission</p> <p>I wish to introduce our second submission to this strategy firstly acknowledging for the most part that this strategy is on its way to becoming a powerful document for our time in Christchurch Ōtautahi. Ka Rawe!</p> <p>In our professional opinion however, it is lacking in 2 main areas.</p> <p><b>Point 1] DEFINITION – The Arts.</b> We strongly recommend that this document bears clearer reference and clarity to what 'The Arts' actually defines. That this is living definition, referenced by acknowledged authorities. That it is enabled to be reviewed and updated and includes consideration to modern, contemporary practices in all forms so as to allow the goal of innovation to flourish across the arts.</p> <p><b>Point 2] INNOVATION –</b> what/how/who? This word again lacks clarity in the context of 'The Arts'. It has become a high-use term since the 2011 earthquakes yet it lacks substance in this particular context; The Arts. What does innovation look like in the Arts? How will we recognize it and who will have the authority/skill to make these assessments? If the young and least supported are potentially the most innovative, how will we see and engage with them?</p> <p>Lastly I wish to return to our first submission and re-iterate:</p> <p>What is the CCC doing to include and embrace contemporary popular music in our thinking for a vibrant future for Christchurch, Otautahi?</p> <p>Please take a moment if you have not already, to review my first submission from August 2018 attached at the end of this document. As well as some helpful links about Music and it's significant relationship to wellbeing. Something we feel matters and has a need here.</p> <p>I have also included some documentation around the clarity of Contemporary Popular Music as discussed and supported by findings at the Ministry of Culture and Heritage 2019</p> <p><b>Point 1: Delineation. A definition of the Arts</b></p> <p>The seems to be a reluctance to provide clear definition to what 'The Arts' actually is. This is naturally because the topic is vast and in the act of attempting definition, one may risk the exclusion of others.</p> <p>But just because it is difficult to do, does not mean on shouldn't strive to achieve it. AND it is almost guarantees to be exclusive if you do not delineate. A document that has broad, non-specific attribution, with little specificity to guide the user, remains free to be misinterpreted in a future reading. At worst, it almost certainly allows room for personal interpretation or agendas to take hold.</p> <p>If exclusion is the concern, the answer is already inherent: This strategy has claimed it is 'living' and therefore can remain free to include and update. So why not make the first step and caveat with future revision? Seeking ongoing validation is not only important component of inclusiveness, but it has become a foundation to a just system of service. Something it is clear our council upholds in so many other sectors of governance.</p> <p>A simple modern way to begin this is to cite accepted forms for reference.</p> <p>Such as Wikipedia: <a href="https://en.wikipedia.org/wiki/The_arts#Classifications">https://en.wikipedia.org/wiki/The_arts#Classifications</a></p> <p>The arts have also been classified as seven: painting, architecture, sculpture, literature, music, performing and cinema. Some view literature, painting, sculpture, and music as the main four arts, of which the others are derivative; drama is literature with acting, dance is music expressed through motion, and song is music with literature and voice.</p> <p>Or <a href="https://www.britannica.com/topic/the-arts">https://www.britannica.com/topic/the-arts</a></p> <p>The issue for us has been the inclusion of some terms within the document thus far, some even specifically describing 'The Arts' and then yet other, more obviously major forms have been excluded almost entirely. Such as MUSIC. It is completely obvious to anyone this is a major form of 'The Arts'. It is defined as one of the main 4 (literature, painting sculpture &amp; music). Moreover, it is one of the more substantially influential forms in it's capability to engage and reward our intended communities. But where does it reside within this document? While other less significant artforms are mentioned, the word 'music' appears only ONCE and in the last few pages, as a reference to another city.</p>
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And we (RDU) represent a significantly under resourced, yet influential division of Music as the Arts – being: contemporary, popular music. As an organization, we have contact with arguably the largest portion of progressive, young, innovative creative thinkers, writers and performers. We have the highest turnover rate, constantly receiving new work each month and would be in contact with the greatest variety of practitioners, young and old. And yet we will remain a fringe consideration, potentially able to be excluded completely, if this form of strategy moves forward.

We strongly recommend the Council seeks to delineate 'the Arts', looking to find a just and reputable reference as a guide for assessors when implementing the future strategy for Christchurch, Otautahi.

**Point 2: Innovation is the Arts. What/how/who?**

The word innovation has gained the highest level of use here in Christchurch Ōtautahi over the past decade. Potentially over-use. But it embodies the calling that any rebuild offers: to not only replenish, but to replenish with creativity.

The issue we see however is one of clarity about what innovation means within this sector. What does it mean to innovate in the Arts? What does innovation look like? We feel some consideration and guidance is required for this term to be fully effective in motivating the desired outcomes that innovation intends.

And what determines innovation? Who is capable to see what might be innovative in the arts? Capable of understanding visions seeing the potential of a dream yet to be realised.

We suggest there is a real risk of repeating previous presumptions about this term, that including it without some additional thinking or guidance will ultimately miss the huge opportunity clarity may achieve: To produce world class creative work that our city will be able to celebrate and hold up with pride as emanating from our region.

As we have suggested already in Point 1: we are connected with the most diverse range of creative authors within our sector of the arts. This is where innovation exists. With the least support or recognition. Because this is where they are encouraged to be different, to think outside the box, without constraint, with innovation simply a by-product of practice.

How will this document see them? They will be a significant portion of your target, and yet they will remain invisible if we do not have a way in which you can see where they are, what they do or how they practice.

We strongly encourage a sensible review of the word 'innovation' in the context of the Arts, to ensure those who support or foster the practice are enabled to engage application with confidence. Also, to guide those who are tasked with identifying innovation. To be capable of 'seeing' and of measurement in some form. To allow them to communicate with those who innovate, so they might encourage confidence in the strategy.

We feel strongly that our organisation has the capacity and capability to provide the leadership and guidance that will lead to great outcomes for this strategy.

I trust these along with my earlier suggestions, are of value to the strategy planning and welcome further discussion should it be required.

Sincerely, James Meharry

Links to articles supporting Music and its effect on well being:

<https://alorecovery.com/the-power-of-music/>

[https://greatergood.berkeley.edu/article/item/four\\_ways\\_music\\_strengthens\\_social\\_bonds](https://greatergood.berkeley.edu/article/item/four_ways_music_strengthens_social_bonds)

[https://greatergood.berkeley.edu/article/item/how\\_music\\_bonds\\_us\\_together](https://greatergood.berkeley.edu/article/item/how_music_bonds_us_together)

<https://positivepsychologyprogram.com/power-of-engagement-at-music-festivals/>

**A Strategy for the Arts – First Submission**

I wish to introduce our submission to this strategy with one main Question:

What is the CCC doing to include and embrace contemporary popular music in our thinking for a vibrant future for Christchurch, Otautahi?

Music is one of the most powerful creative outputs of all the arts, and yet we believe compared to other artistic practices, it remains misunderstood, overlooked and as a result underfunded as an arts practice in Otautahi - Christchurch.

And when you want to talk about innovation, then in the musical context what you are referring to here is predominantly modern music. Contemporary, popular with its vast number of genres and subcultures, the potential for development in the musical sphere is significant.

Christchurch has a rich history of producing a great range of creative musicians and their work... yet how many of these artists can our council lay claim to having influenced, encouraged and supported on their way to artistic excellence?

**The following observations are provided in response to the statements and questions with contemporary popular music as the focus.**

**To answer the questions: How could you (or your group) respond to help achieve each goal? And how do you think partner agencies could respond to help achieve each goal?**

The arts are pivotal in telling our story and connecting us to our past and this place

RDU98.5FM is a Legacy Cantabrian Broadcaster of 42 years. It was recognised and gifted a non-commercial licence in a 1981 tribunal decision to: **fulfil the purpose of broadcasting youthful/student related topics, supporting NZ music, and playing an alternative to the mainstream.**

RDU is a Not for Profit. An appropriate alignment, with difference and diversity as part of our mandate. What other entity in CHCH has such a significant connection to (our) musical past, our regional identity and the place we live in?

What are the outcomes the council aims to produce that embraces local musicians, that showcases contemporary music for Canterbury and proudly presents them to a broader New Zealand and international market?

The beneficial nature of independent radio as a platform for partnership is significant:

- **A decentralised, distributed, participatory** platform
- Nodes in the broader networks of local music scenes - volunteers are usually **active Participants in and supporters of local music**, closely connected to bands, DJs, venues, promoters, etc.
- A long history of being **active in local music scenes**: Often the first radio play for local musicians
- **Advocates for local musicians** - active promotion and support at local and national level (for example when asked by promoters, reporters and other radio stations who the interesting new musicians in a local scene are)
- A **contact point** between local musicians and audiences, local and national, e.g. through other SRN stations.
- Practical forms of support: on air airplay and interviews.
- **Actively involving** local musicians and creatives in many activities for which they do, or could, get paid: e.g. for participating in station promotions, for live to air performances, for participation in, and winning, promotional competitions - e.g. Round up (RDU band competition), Decknology (DJ competition)
- RDU also currently **directly pays** musicians through audience participation in patreon – a patron funded incentive to support the station and it's musicians.

In short, there is significant creativity that can be unlocked with investment into this area of the music sector. RDU has been standing alone as one of the most significant agencies Christchurch has at its disposal and should be a high priority for discussion on this topic.

We ask you to consider the vision other cities have realised in these areas and consider what story you wish to share in years to come about what we have achieved. RDU has a proud legacy of supporting the music arts here in Christchurch, one which it continues to practice today, and welcomes the opportunity to share this story with our council.

RDU already possesses a significant library and is active in continuing to archive and document activities. With further resources, we could be creating and developing the image of our (Otautahi) creativity in the musical arts so it can be published shared and archived for ongoing use and reference by the greater Christchurch community.

Further, development of this process would naturally lead to greater opportunities to tell stories about musicians from Canterbury, Christchurch. To create, capture, document and share for the future generations.

**The arts showcase a creative and innovative city.**

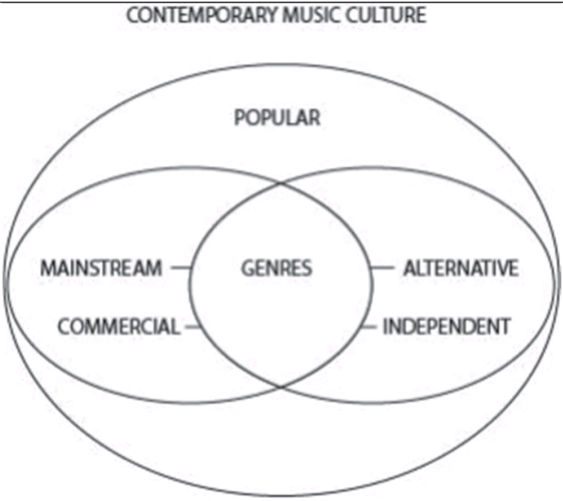


	<p>RDU embodies innovation – Constantly supporting music played NOW. Our approach to innovation leads our industry, and as a result keeps us at the front of our sector through progressive and interdisciplinary forms. Including:</p> <p>LTA - Live-to-air Broadcasting (on and off-site) DDM – Direct-to-disc vinyl mastering of LTA Open public engagement music events – Decknology, Round Up Mobile APP membership – 16,000+ downloads/signups with +/- 20% engagement</p> <p>RDU is the facilitating platform for this type connectivity for the musical community AND the audience.</p> <p>This is a sample of the names of local Christchurch (chc) musicians RDU has been in contact with and interacted with over the past 12months:</p> <div><div><p>ANDSUM (chc) - Hold Me Feat. Seb The Vegabond (Produced by Caramel Smooth Heaven).mp3 GREYBEARD (chc) - flora and fauna.mp3 KAKAPO (chc) - Dreaming (Civilian Sol Remix).mp3 PURPLE MAN (chc) - Close to me.mp3 AKCEPT &amp; EBB (chc) - Wildwood.mp3 REALITY CHANT (chc) - Love vs War Feat. Raggadon.mp3 GUY GUYSON (chc) - I'm Ready.mp3 EBB &amp; EMBARGO (chc) - The Network.mp3 INDIFFERENT (chc) - Losing My Focus.mp3 TRUTH (chc) - Lyrical Murderer feat. D Double E.mp3 ACURE (chc) - Rivers.mp3 DANCE ARMSTRONG (chc) - Bad Coop.mp3 FLANDIZ (CHC) - Waves Forever.mp3 PURPLEMAN (chc) - Look Around.mp3 SWEET SEBASTIAN (chc) - 105.mp3 SHLI (chc) - Tides.mp3 POLO (chc) - Paparazzi.mp3 EBB (chc) - Rituals.mp3 KAMANDI (chc) - Distant Feat. BZKT [EXPLICIT].mp3 AZURE (chc) - See You Thru.mp3 EASY AS (chc) - Bright Lights Feat. Jay Santo &amp; Seb the Vegabond.mp3 FLANDIZ (chc) - Doozy Say.mp3 LUIS &amp; FLANDIZ (chc) - Subtle.mp3 SEASIDE (chc) - 46A Hawkhurst Rd [Explicit].mp3 MATTHEW SMITH (chc) - Black Heart Blue.mp3 CASPER THOMPSON (chc) - V.mp3 FLOGGING A DEAD ONE HORSE TOWN (chc) - Don't worry, you won't feel a thing, hopefully.mp3 PRODIGIES (chc) - Bugs and Spiders.mp3 SUB DUDE (chc) - AH's 144th Dream.mp3 LUKE SOLE (chc) - The Void.mp3 NEIL MACLEOD (chc) - Friends.mp3 SAME NAME CONFUSION (chc) - How'd You Get So Cool.mp3 SPACECAKE (chc) - Your Eyes.mp3 THE BATS (chc) - Busy.mp3 T O Y O T A (chc) - Head in The Ceiling Fan.mp3 FRENCH CONCESSION (chc) - Moon Palace.mp3</p></div><div><p>DEMP (chc) - Interlude.mp3 JOY (chc) - STRING OF STRENGTH.mp3 PACO (chc) - Eleven Three Sixteen.mp3 TEEZYTAUGHTME (chc) - Ah ah oh oh.mp3 HEADLAND (chc) - 0808 CLAV ME.mp3 GRID CITY (chc) - Reflect.mp3 RUBIX (chc) - Run The Risk.mp3 HEADLAND (chc) - Seen.mp3 KAMANDI (chc) - Clone Phone.mp3 2XM (chc) - Seasons feat. Neil Macleod.mp3 AZURE (chc) - Kssh.mp3 DEMURE (chc) - Time will tell.mp3 JUNUS ORCA (chc) - Five Months.mp3 SCHEME (chc) - Deported.mp3 YUNA LESCA (chc) - Guilt Trip.mp3 GETSET (chc) - All new.mp3 TEEZYTAUGHTME (chc) - Quad Mocha.mp3 KAKAPO (chc) - Dreaming.mp3 TEEZYTAUGHTME (chc) - Scout.mp3 LADI6 (chc) - Royal Blue.mp3 ENJALAS (chc) - S Club.mp3 JAY ROACHER &amp; NETTSMONEY (chc) - Cardigan &amp; Paisley.mp3 NETTSMONEY &amp; JAYROACHER (chc) - Holed Up.mp3 DANIEL MADILL (chc) - New England Drag.mp3 NICOLE GARCIA &amp; DELANEY DAVIDSON (chc) - Why.mp3 DRY DIVE (chc) - Bad Idea.mp3 NERVOUS JERK (chc) - Claustrophobic.mp3 PSYCH EMERGENCY (chc) - Flightless Ego.mp3 EGOVALVE (chc) - Serotonin.mp3 MINIATURES (chc) - To the Lake.mp3 SALAD BOYS (chc) - Exaltation.mp3 SOULDROP (chc) - Feels Like.mp3 SUB DUDE (chc) - Be Quiet.mp3 THE STEFFAN VAN SOEST SMOKE MACHINE (chc) - Bad by Design.mp3 BLAIR PARKES (chc) - Don't Worry Baby .mp3 INDI (chc) - Demeter.mp3</p></div></div>
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	<p>JED PARSONS (chc) - Get Lost.mp3 MADEIRA (chc) - Crave You.mp3 SALAD BOYS (chc) - Psych Slasher.mp3 ALDOUS HARDING (chc) - Elation.mp3 EPOCH (chc) &amp; SOPHIE OZARD - Hurt.mp3 MARLON WILLIAMS (chc) - Come to Me.mp3 DILEMMA BEATS (chc) - Serious.mp3 EMILY FAIRLIGHT (chc) - The Escape.mp3 SHLI (chc) - Paraly\$\$.mp3 THE SETTLERS (chc) - On The Run.mp3 AND\$UM (chc) - Autumn Rain.mp3 RICHARD DADA (chc) - Rose Quartz.mp3 ALDOUS HARDING (chc) - Blend.mp3 BEST BETS (chc) - All Roads Lead Back.mp3 PICKLE DARLING (chc) - Mouthful.mp3 TMA-1 (chc) - Ride The Range.mp3 SUGARLOAFMUSIC (chc) - Reef Star.mp3 THE TERRIBLE SONS (chc) - When I Don't Speak.mp3</p> <p>Read this list and ask yourself – how many of these artists have you even heard of? The staggering truth is: the contemporary music space is simply far bigger than you think, and it is currently only being engaged by RDU98.5FM.</p> <p><b>The arts bring life to the city</b></p> <p>Musical performances are the embodiment, and some might say the spiritual manifestation of life. Compare music and its ability to touch people versus every other artform. It simply has a significant impact on all aspect of life and is literally, the backdrop to our waking lives. And ALL life requires an energy source. To feed, nurture and grow. So, what do our young and youthful feed on? What can we connect with to facilitate so they might bring life to our city in the years to come? Music.</p> <p>RDU knows this for a fact: our youth talk about Music. This is one of their primary drivers. Over any other art form, music is an early motivational influence. What festival they want to see, what is the new artist to hear, where will they meet socially.</p> <p>Going into town, young minds associate more clearly with music than any other art forms, whether they end up enjoying other art forms, the majority are into music.</p> <p>Where is our representation for the youth?</p> <p>Why would they want to remain here in Christchurch, if it is a void of creativity in this area? How do our institutions support this ambition; to see their home as a creative source that inspires them in their journey through life?</p> <p>Important key points about why independent radio in Christchurch (RDU) is the correct partner for this strategy:</p> <ol style="list-style-type: none"><li>1. RDU provides a participatory radio practice: providing space for anyone who supports the kaupapa of the station, to get involved at their level of comfort - as on air presenters or in off-air support and development roles.</li><li>2. Participation in radio enhances social connectivity, and provides opportunities, especially but not limited to young people, to develop new skills, confidence, and sense of self.</li><li>3. Radio continues to provide scope for participation in local and national music scenes even for non-musicians; it facilitates broad networks of connection.</li><li>4. With appropriate resourcing and staff and space capacity, radio is a diverse and inclusive space.</li></ol> <p>• The arts make a real difference in people’s everyday lives</p>	<p>LAURA LEE LOVELY (chc) - Faster.mp3 NEIL MACLEOD (chc) - Don't Listen (demo).mp3 STEF T (chc) - Humanity.mp3 BRYONY MATTHEWS (chc) - Carried Away.mp3 CUSTARD SQUARE (chc) - We Live They Sleep.mp3 WILTON (chc) - Looks Like Sin.mp3 EB &amp; SPARROW (chc) - Working.mp3 JAY ROACHER &amp; NETTSMONEY (chc) - Boss.mp3 SICK CYCLE (chc) - Deep In The Woods.mp3 WILTON (chc) - Event Horizon.mp3 FRASER ROSS (chc) - Life is Magic, Here is my Rabbit.mp3 ULTRAVIOLET (chc) - Rock Shotta.mp3 ANO PASCOE (chc) - Slipping Away.mp3 FRAN (chc) - Same Name.mp3 VHS DREAM (chc) - So High.mp3 ANO PASCOE (chc) - Broken River (LTT remix).mp3 THE RESPONSE (chc) - Off Grid.mp3 FRANKIE (chc) - Perfect Storm.mp3</p>
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	<p>We ask you to consider how important, how intrinsic and embedded music is in our lives versus other art forms? It is quite literally; the daily backdrop of most peoples lives in some form or another. And predominantly modern, contemporary, and in some form or another – popular.</p> <p>We must recognize this truth and when we do, we see it should be a significant part of any strategy to develop a flourishing community for the arts in Christchurch.</p> <p>People accept that if something is under performing it requires investment, the converse to that, if something IS performing... then why invest? Our observation is, think about what it is that can be achieved for something that is already performing but is under resourced. What proof do you require? We have plenty. Does it not make more fiscal sense to invest in something that has a proven track record? Or take significant risk to invest in a start-up or an unproven project or idea...</p> <p>If you rewrite the book or build from scratch then you must accept significant risk. Conversely, if you have proven capacities and skills that only require guidance and additional resource, then you have a low risk, high return investment that may convert in short timeframes to a rewarding relationship between council and agency.</p> <p>It ticks all the boxes.</p> <p>Without knowing exactly what or how the CCC plans to apply their resources to this task, we are unable to predict exactly how the relationship would be formed, but we have plenty of fresh and exciting ideas we can bring to the table should further discussion be welcome.</p> <p>For initial re-consideration in context with this strategy, RDU made an application for engagement to the strengthening communities fund. We welcome a review of this document in context with this new strategy, with the aim of presenting the best solution to the contemporary popular music debate we have raised in this submission.</p> <p>Please don't hesitate to contact me should you have any questions or wish to discuss the topic further. Sincerely, James Meharry Director RDU98.5FM</p> <p><b>APPENDIX</b> Student Radio Network (SRN) Submission for Ministry of Culture and Heritage Terms of Reference Attn: Angela Hall Dear Angela, Thankyou once more for your invitation and inclusion in this discussion. Further to our meeting and subsequent emails I would like to put forward the following for consideration when the terms of reference are being discussed. I hope this is of value to you and your colleagues. To begin, I should say that since we met last month, I have been in consultation with: Dr Zita Joyce, Senior Lecturer, Pūkenga Matua, Media and Communication, Tari Mātai Pāpāho, School of Language, Social and Political Sciences, Te Rāngai Toi Tangata Te Whare Wānanga o Waitaha, University of Canterbury</p> <p>Dr Joyce is a former station manager and supporter of the station, whom appreciates our position/plight and will be able to continue to help contextualise our submission as we move forward. She has been able to clarify my understanding and will continue to assist in furthering our position on the topic.</p> <p>I put my thoughts to her in the form of a Venn diagram, which we have discussed and agreed to be a suitable reference for our observations about terms we think most relevant to the discussion.</p>
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Contrary to my initial opinion regarding the term 'popular' we feel the term may be useful as the umbrella to define all aspects of modern music culture – or 'contemporary' as you suggest. This is offered if the idea is basically understood as everything that is not classical music.

Dr Joyce has offered text reference to 'popular' being inclusive:

'Popular music is also understood as stylistically heterogeneous: it is made and consumed by people of all classes, ages, nationalities, races, ethnicities, genders and sexualities; it is produced using a multitude of acoustic and digital technologies; and it is distributed to multi-scale audiences, spanning mass commercial markets and independent local scenes.' (Sarah Baker, et al, Redefining Mainstream Popular Music)

And also understood through social practices:

"music as a manifestation of popular culture" (Popular Music and Society journal), and "the value of music in relation to the formation of identity and creation of bonds between young people in both physical and, increasingly, online spaces" (The SAGE Handbook of Popular Music).

So we believe in terms of social practice, connection and identity formation, 'popular' is a valuable term.

The intersection we have illustrated here is where 'genres' of all types co-exist, but we would suggest the crossover between hemispheres is constantly subject to change and therefore unpredictable, inherently resisting definition.

We have discussed 'alternative' and while a relevant historical reference to establish division from the mainstream, it has less relevance to our discussion than 'independent' which bears more value, not just for music and industry but our sector of broadcasting as well. And it can be about practice - an independence of thought in creating music, higher creative control, ad hoc networks of support, and through those aspects of independence, a 'good' / 'successful' musician will generate esteem from fans and peers.

Also, H. Brown emphasises practice and networks over genre in:

Hugh Brown (2012) Valuing Independence: Esteem Value and Its Role in the independent<sup>1</sup> Music Scene, Popular Music and Society, 35 (4)

Which, for the terms of reference (and apart from musical definition) leads us to wish to emphasise the value of regionalism including recognised terms 'local music scene'. These are spaces for musical development, support, and networking. Participation in local music scenes takes many different forms - as musicians, fans, promoters, crew, radio hosts, music journalists, etc, and may be as important for community (and youth) mental health as other kinds of community participation practices.

We hope this is valuable to the discussion. Please let me know if you require any further feedback. We look forward to the terms of reference release when it is ready.

Kind Regards, James Meharry

25694	Spreydon Cashmere Community Board	<p>The Board applauds the development of a tactical strategy for the arts and creativity in Ōtautahi Christchurch that recognises that the arts are central to Christchurch's identity.</p> <p>The Board is very supportive of the partnered approach taken to lead and drive sector and community engagement in the development of the strategy.</p> <p>The Board agrees with the four guiding principles expressed in the document as the ways of thinking and acting that will bring the strategy to life and in particular supports use the of the key words: Audacious, Inclusive, Empowering and Collaborative. The Board considers these words to be positive and descriptive of the attitudes required in a city that truly fosters art and creativity.</p> <p>The Board agrees with the strategy's vision for Christchurch "To be known as New Zealand's best place to live and create, where the arts activate Ōtautahi Christchurch and creative exploration defines who we are."</p> <p>The Board accepts that the identified strategy pillars:</p> <ul style="list-style-type: none"><li>•Tuakiri Identity</li><li>•Hauora Wellbeing</li><li>•Auaha Creativity</li><li>•Kōkiri Leadership</li></ul> <p>are appropriate to support the strategy.</p> <p>In terms of the Strategic Action Areas set out in the strategy the Board agrees with the importance of increasing investment in the arts and creativity and seeking new ways of funding the arts that ensure transparency and clarity of processes. It agrees with the value of establishing a range of exchange, residency and mentoring opportunities and supporting opportunities to create and to experience the arts in a range of affordable and interesting places and spaces that provide visibility for a diversity of art forms and of cultures and places for ideas to be tested and shared.</p> <p>2.7 The Board supports also plans to increase opportunities to present a range of arts forms through exhibitions, events and festivals and to collaboratively develop a public arts plan-including sculpture, street art, integrated artworks and placemaking- to further enhance Christchurch's identity. The Board considers, however that as our many diverse communities including Pacific currently don't seem to be well represented in art around the city the strategy should include an aim to encourage visible public art that reflects a changing community that is increasingly diverse and that looks to the council and other agencies including art galleries and museums to overtly understand, enjoy and support their culture, beliefs and heritage.</p> <p>2.8 The Board accepts the connection between the arts and wellbeing and therefore supports an increase in opportunities to initiate, lead, and to participate in the arts, and supports also plans to encourage a range of wellbeing programmes so that communities are connected and resilient including:</p> <ul style="list-style-type: none"><li>• opportunities for celebrating difference and diversity</li><li>•Collaborating to advance arts and health programmes</li><li>•Ensuring opportunities for children and youth arts experiences and education</li><li>•Supporting lifelong learning opportunities in the arts, and</li><li>•Celebrating our heritage, arts leadership and connections with Te Moana-nui-a-Kiva -the Pacific</li></ul> <p>2.9 The Board recognises the importance of Māori culture to the Arts and that it is imperative to cultivate opportunities for ngā toi Māori to develop and be presented so that Māori culture is visible and celebrated by the community. It therefore supports actions to:</p> <ul style="list-style-type: none"><li>•Support Māori artists to initiate projects which enable development of their arts</li><li>•Ensure that the Treaty relationship is honoured and better understood, and</li><li>•Promote greater access to all forms of Māori arts for audiences, students, and makers</li></ul> <p>The Board further recognises the value of connection in establishing and maintaining a thriving Arts community and culture. It considers this requires growing and strengthening networks and opportunities locally and regionally, improving promotion of the arts, and taking measures to enhance connections between artists, organisations and foster opportunities for better understanding of the role of the arts and artists and to explore a diversity of art forms.</p> <p>As indicated above the Board is overall in agreement with the contents of this high level document whilst understanding it is only a skeleton that needs to be fleshed out with detail, yet to be agreed, on to deliver the vision for Christchurch "To be known as New Zealand's best place to live and create, where the arts activate Ōtautahi Christchurch and creative exploration defines who we are."</p> <p>SUMMARY The Board supports the Strategy as set out in the consultation documents.</p>
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25943	Orange Studios	Firstly, thank you so much for taking on this work, doing it so thoroughly and especially for reaching out as wide as you possibly could to encourage participation in this strategy. I can say from the early days of hearing about all the establishment parties that had been commissioned to be the working group through to today, I feel so much more faith in the process.
	New Zealand Playhouse	I think the observations in the document are reasonably sound, albeit arguably vague. I like how it talks about 'sharing' trumping 'competition' (although the reality is that competition and politics have trumped sharing more often after the earthquakes! but let's not get bogged down in that!)
	Andromeda Arts Trust	<p><b>We need to make sure that this strategy doesn't just result in more 'trickle down' economics</b>, and at this stage I can see exactly that happening.</p> <p>I see large organisations 'ticking boxes' all the time. Māori performing art? There are incredible Māori groups that are doing incredible work, with genuine Māori leadership and genuine ao Māori kaupapa, but they don't have access to or knowledge of funding and support. Meanwhile, as they struggle on, large establishment organisations run by well-connected white people will say "we will include something Māori" and it ticks enough boxes to get them over the line but Māori don't actually see many significant benefits from the exercise. It's not a problem unique to Christchurch, it happens right across the country. This <b>must</b> be safeguarded against in this arts strategy.</p> <p>Get significant funding and support to the artists at the coal face, not just to the establishment groups that guzzle funding like an old car. Small private groups can achieve huge amounts and deliver great value - they just aren't as good at lobbying for support. But the arts strategy doesn't talk about getting resources to the coal face and I fear that means we might revert to status quo.</p> <p>Two days ago I received an email from CNZ saying they have become aware that artists are underpaid (ha). Their solution, it seems, is to pump more money into the Tōtara groups. I know my friends that work for the Christchurch Tōtara theatre group aren't going to get paid any more as a result of this, and theatre groups like mine who could direct such funding straight to the actors will miss out again, so the solution isn't quite right yet.</p> <p>I won't trouble you with the details, but this kind of thing pushes groups like mine (who perform to 140,000 annually which is more people than any other theatre group in Christchurch) down and down both financially but also in terms of public recognition. This spiral effect has meant we've missed out on all sorts of contracts from the council which we would have been perfect for - but because we weren't known by the council at the time, we were constantly perceived as a 'risk'. It is so ironic in so many ways, and I have so many stories and examples, but we'll move on.</p> <p>It's only been the last few years that I've realised the need to fight for airtime and show people the work we do despite the odds, and that we need to be a charity with a board to apply to many funders. So we'll work through that, don't worry about us, but there are literally thousands of artists out there also doing incredibly professional work and they don't realise they have to fight politically to get noticed. I don't think others should have to go through what I went through just to get some respect.</p> <p>Last night I went to Nobanno, and they had a Koto player who had come from Japan to play. That's awesome! But he didn't get a cent of funding, nor any attention or help from the Council. And he struggles to keep his doors open.</p> <p>At the strategy feedback, we were talking about the fact the Council have started advertising events they are aware of (e.g. the Court Theatre production) but miss out so many other productions that are happening. Tessa overheard this (hi Tessa!!) and said "So you mean, every now and again put something left-field in there too?" and that's a symptom of the exact issue we face - they're not left field, they're just not recognised by the Council. The ironic thing is that not only do those groups get little or no financial support, they get little or no subsequent recognition that what they are doing is valid. Apologies for mentioning you Tessa, it's by no means a criticism of what you said in the slightest and I'm glad you did - it is just showing the need for these groups to be given a better platform and why my idea (I'm getting to) is important.</p>



What's on in Christchurch this weekend

Whether you're into Broadway musicals, fun walks, army bands or cycling, we've got you covered this weekend.

Hedwig and the Angry Inch

Hedwig and the Angry Inch is on at The Court Theatre.

For a great night out book tickets for the New Zealand premiere of the Broadway hit Hedwig and the Angry Inch(external link).

The winner of four Tony Awards and a show that Rolling Stone magazine called 'the best rock musical ever', Hedwig and the Angry Inch is a darkly humorous tale about sacrifice, gender identity and love in all its forms.

It is at The Court Theatre tonight and tomorrow night at 7.30pm. There is also a special matinee show at 2pm on Saturday. Tickets can be booked online(external link).

BNZ Crusaders v Blues

The resurgent Blues are taking on the BNZ Crusaders(external link) at



**Michael Bell** If you're into theatre, many other cool companies doing lots of excellent original CHCH work too this weekend that is very affordable! Don't forget [The PlaySpace Theatre Co.](#) doing [Juliet & Romeo](#), [The Nerd Degree](#), [Dungeons & Comedians: Pelor's Peril](#), and [Best Of In Session](#) by [Blackboard Theatre Collective](#). Hedwig is also good of course.

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(By the way, those events I listed ranged from \$10 to \$20 - the sorts of events families, young people, and lower income people can afford, and that different types of people can relate to better-! I know the council wants to be diverse, and most of those events I listed were submitted to the council, but I think whoever was in charge won't have heard of the other events, so they just continue the spiral)

At the same strategy meeting last week another classical music based person said "I'd like to see performing arts taken to the suburbs and the younger contingent in the room were somewhat taken aback knowing how long we have been doing performing arts in the suburbs. But I had a sinking feeling that the establishment groups would start scratching their heads about how they could tackle getting arts to the suburbs under their umbrellas, while those of us who are already doing it could just do with an injection of support (be it advertising or funding). If nothing else, it shows the disconnect between arts groups (and even the disconnect in what people see as valuable art).

If I could reword what Preston Hegel said at that meeting, "All this stuff is great, but, hi, we're kind of already doing it. And with that, I can't help but agree with for many young artists - "while we watch our older establishment groups around us slowly come to the same realisations about what we need in our city. But then we know it's likely that they'll then say that they should be the ones to carry the work out.

But we're so busy doing these things on shoestring budgets that we don't have time to additionally lobby for funding and airtime. However I don't think the solution is particularly difficult. (So I'll talk about that now and thanks for bearing with me as I waffled on about why this is important)

I was in Palmerston North recently for a couple of nights (firstly my partner had a gig with the All Girl Big Band, and then the following night I attended the opening of Shortland Street: The Musical). And at BOTH of those nights, I saw a city councillor at the arts event. I spoke to her and she said "yup, I basically don't have a night off, I'm the arts representative for the council so I go to everything to keep my finger on the pulse. That's incredible. And she was on first-name basis with what seemed like everybody! Every artist I spoke to said "yup, she's everywhere, it's really awesome and she's always finding ways to support things.

Sure CHCH's (silly) ward-based system makes it hard to have a full time arts representative councillor (and we have 4x the population), but why not employ an arts person (separate to Kiri) who starts work at 2pm each day and whose job is to attend every event they possibly can. This is the person who is responsible for feeding into not just council funding decisions but also things like the "what's on guides. If they see opportunities coming up that artists might miss out on, they let the artists know there's a new "Spring printed guide to events taking submissions at the moment so smaller independents don't have to constantly search for opportunities with the time and money they don't have.

Perhaps this person can regularly independently advise CNZ and Rātā too -"We've just received this funding app from XYZ, it's not written very well but can I run it past you? -" Oh yes, I'm glad you asked, that person's actually been making Māori theatre for the last five years and has a really solid team around them, I was put off by the grammar the first time they emailed me to invite me to a

show too but when I got there I couldn't believe the quality of what they pulled off and the turnout they managed to get on such a small budget, I'd definitely look past the quality of the funding app writing if I were you, this group would do a lot with your support. etc (and also vice versa of course!)

Martin Kozinsky has been fulfilling this kind of role from a "city activation point of view -" and despite not having a lot of money to spend he's hooked up some great opportunities for people by just making sure he's got his finger on the pulse around the place. Let's do this for the arts!

An ambassador at the Council would be able to attend these amazing events at D4, Orange, Little Andromeda, XCHC, Space Academy, Kensington Fun House, all sorts of pop up venues, Blue Smoke, misc music venues, festivals, dance events, and galleries/exhibitions that don't get the same profile as the two galleries that are well known. They would even be able to attend places like Nobanno where Christopher is struggling to keep his doors open yet still providing access to art for locals (admittedly that was a one off, but what if the person said "there's a new fund subsidising live music in venues, you should do this more!). Places that are being propped up by individuals who have great ideas they believe in but could really do with some of the weight of the council behind them. It's not hard to find events on if you are looking (just scroll through the Facebook events in Christchurch as a starting point!), but it needs someone who is actively seeking them.

That person just has to be at these shows. Everything else falls into place. Chatting to the performers afterwards, and they say "we just really struggle for rehearsal space. That CCC person might say "oh, I'm so glad you told me that -"have you met Michael at Orange? I'll email introduce you tomorrow. I know a lot of theatre groups rehearse in that space during the day and I think he'd really like your group too so I think he'd make it work for you, "Ok but like we literally have no money, "Yeah-! it's still worth asking! I think you'll be a good match.

Because they take such an interest and stick around after the show, this person also gets to talk to all sorts of people in the organisation and get a really strong sense for how each group actually functions.

Quick address re: bias-! as long as the person was mandated to attend a wide range of art (exhibitions, rock bands, jazz shows, classical music, contemporary dance, ballet, hip hop dance, open mic nights, paint'n'sip type experiences, buskers, theatre, comedy, installations, etc, and the undefinable) I think that person would very, very quickly get a sense of the big range of things on offer and it would be quite hard to be a strong advocate for any one group (and if they were, then you'd know something was wrong!) You would of course need to find someone that has a strong understanding across a wide range of art (someone like Erin Harrington for example)

As a financial case to the Council, as an example of the instant financial return they would get if we had someone like this employed a few years ago, they would have paid for their own salary several times over if they could have helped steer the Performing Arts Precinct reports which were basically \$1m+ worth of wasted money that don't really deal with any realities of performing arts, and it's likely there are a lot more bogus reports yet to come. This would be a win/win investment for the Council financially and artistically!

It's time for those who don't have generations of political connections to stop being set up to lose, being made to prove themselves with nothing to work with, and fight for airtime at the council but just to have very few council staff and councillors show up at our events to see what we actually do (how many invitations do they send before it gets awkward?) It's time for the council to acknowledge that we're already achieving so many of the points in the arts strategy (to the point we are absolutely tired to the core), for the council to put the effort into seeking us out, and to put their weight behind us. It's time for the council to appoint a person to get out and about and get involved with these groups, make us feel like the council "gives a shit about us, make us see that the council has an idea of what we already do, and try and connect these groups to advertising, funding and networking opportunities that they may miss out on. It's one salary (plus 200+ tickets, although most would be comps!) but it would make an enormous difference to actually achieving almost all aspects of the strategy and I think would **lift morale big time** to see council presence and interest at their events. Win, win, win, win.

So please, for the sake of the artists who are at the coal face, could the arts strategy address

- \* The need to be aware of trickle down economics is XYZ investments just ticking boxes or is it actually going to end up with the desired long-term effects.
- \* The need for council to employ somebody to interact with the arts groups of Otautahi five nights a week
- \* I also want to talk about the potential for subsidies for privately run theatre/music/art venues (they actually do it pretty rough, are at greater risk of closing than the publicly funded ones, and wouldn't need a crazy amount of relative support to keep their doors open!)
- \*But if I need to have one point taken in this submission, it's the need for someone from council to get out and about 5 nights a week

Thanks so much for your consideration.

Section 3 – additional document attached with submissions

ŌTAUTAHĪ CREATIVE SPACES TRUST – Table included in submission 25775

	Current wording	Suggested wording
	Hauora wellbeing	Hauora wellbeing
	Arts contribute to our wellbeing	Arts enable the people of Christchurch to thrive
Pioneering Innovation	Ōtautahi is a pioneer for the arts in wellbeing initiatives.	Ōtautahi is recognised internationally as a centre of excellence of arts and wellbeing.
		Ōtautahi is a place for innovation and experimentation/incubation of creative wellbeing.
Equity of access	Barriers removed to ensure inclusive opportunities	People have equity of access by knocking down barriers.
Needs in Christchurch and prioritising people with compromised health		People who have experienced trauma and distress have improved wellbeing through access to creativity.
	Children and young people have opportunities to participate and thrive in the arts.	Children and young people express their voice and identity through the arts.  Would be good to reflect youth leadership and importance of identity – youth led creativity is fostered in Christchurch?
Collaboration – arts and non-arts	Agencies collaborate ensuring arts are embedded in (health?) planning and policy.	Creative wellbeing in Christchurch is activated through collaboration of agencies in arts, health and other non-arts partners.
Resilience	The arts nourish and nurture resilience, connection and ingenuity.	



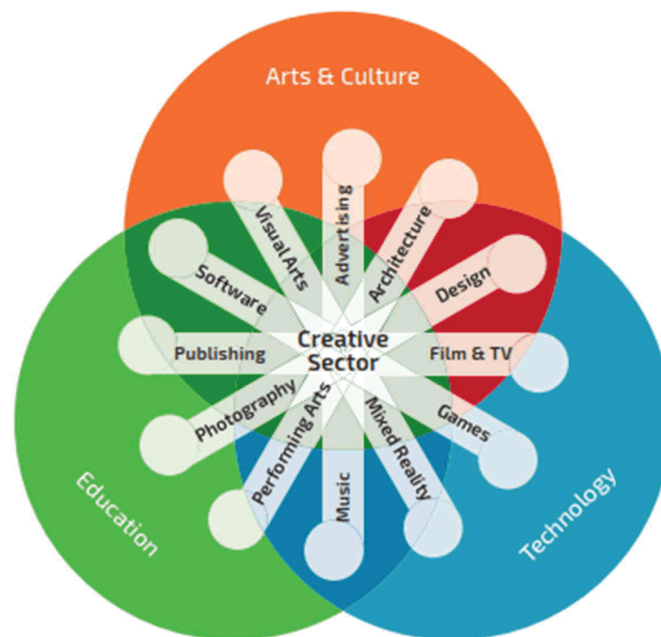
WeCreate additional document submitted in submission 25622

**WeCreate**  
#NZCREATIVITYCOUNTS

## Let's make NZ creativity count

The opportunity to grow our creative sector's contribution to Aotearoa New Zealand's prosperity.

The NZ Creative Ecosystem



Creativity is a proven driver of human health and development, educational achievement, social harmony, and economic growth.

## Why does NZ creativity count?

- › Aotearoa New Zealand has a wealth of creative potential – our creators and creative businesses are extraordinarily talented, and we are producing world leaders in multiple creative disciplines. We offer unique creative expressions and processes from our Māori and Pasifika cultures. The international reputations and earnings of our creators are growing and, in partnership with government, we can do better.
- › Our creative sector has the potential to:
  - Enrich the lives of all New Zealanders through our stories
  - Drive growth in the digital age through innovation and productivity
  - Generate high value jobs and outputs
  - Confidently face the transformational future of work
  - Offer new opportunities for small business and regional development
  - Be sustainable and kind to the environment
  - Export to global markets with few barriers.

Kiwi creativity drives jobs and economic growth, not only in the creative industries but increasingly as a key enabler of other sectors.

The NZ Creative Economy\*



WeCreate was formed in 2014 to unite the NZ creative industries and provide the catalyst for the growth of NZ creativity – making it easier for government to maximise the opportunities creativity offers for all of Aotearoa New Zealand.

\*Source: 'The Evolution of Innovation' – The NZ Institute of Economic Research 2016

## Objectives

The creative sector grows its contribution to a thriving Aotearoa New Zealand

- The creative sector partners with Government to deliver a strategic and sustainable Action Plan to grow a more thriving creative sector for the benefit of all of Aotearoa New Zealand.
- Creativity and the creative industries are embedded in the mainstream of Government policy. The potential for creative services, products, and content to add value is integrated with Government objectives, particularly for Māori, Pasifika, tourism, primary industries, technology, education, and major events.
- Fit for purpose measurement of New Zealand's creative industries, including the impact of creative people and processes on other industries, and the Māori creative economy, is undertaken to keep pace with the changing nature of business models and occupations, and to enable the establishment of quantitative goals.
- The creative industries are better represented in 'Brand NZ' both domestically and internationally. Our creative champions are celebrated at home and abroad.
- NZ Intellectual Property legislation, and other legislative and regulatory frameworks, enable creators and creative businesses to derive value from their work, whilst ensuring New Zealanders have comprehensive access to plentiful content.
- Creative businesses improve their capacity and capability for growth regionally, nationally, and globally.
- The opportunities, challenges, and needs of the creative industries are reflected in trade and immigration settings, strategies and actions.
- The value of, and an emphasis on creativity, are incorporated throughout life-long education, and our education system is geared to develop creative talent. Vocational pathways respond to where skills are most needed, now and in the future.
- Stable and sustainable investment in a strong and diverse arts and culture sector, including Toi Maori and Pasifika, is ensured.

## WeCreate guiding principles

- Think and act at sectoral level for the long-term.
- Recognise and support the important synergies between the creative industries, arts and culture, technology and education – collaborate and encourage but do not seek to intrude on others activities.
- Acknowledge the role of Māori as tangata whenua and the contribution of our Pasifika peoples.
- Support diversity and be inclusive of all.

## What has WeCreate done?

### Connected with

- Creative industry organisations and creative businesses.
- Government officials from MCH, MBIE, MFAT and NZTE.
- Creative NZ and other cultural and broadcast organisations.
- Māori industry organisations.
- NZ Tech.

### Measured

- Coordinated PwC reports on the value of books, games, music, film and TV (2014 and 2015).
- Commissioned the NZIER 'Evolution of Kiwi Innovation Report' (2016).

### Consulted

- Hosted 100 creative sector leaders and government officials at 'The Creative Economy Conversation' in May 2017, which gave a clear mandate for an Action Plan and recommended primary Objectives and Initiatives.
- Formed an industry/government Advisory Group which has developed 'The Plan for a Plan' – a transitional programme to provide the expertise, evidence and connectivity required to inform a comprehensive and achievable Action Plan in 2018.

### Examined international experiences

- The UK, Victoria (AU), and recently Canada, are employing concerted industry/government partnership strategies, with the close involvement of their Ministers for Arts & Culture and Economic Development, to prioritise thriving creative environments and industries fit for the digital age.
- UK - <http://www.thecreativeindustries.co.uk/resources/strategy>  
Victoria (AUS) - [http://creative.vic.gov.au/\\_data/assets/pdf\\_file/0005/110948/creativestate-4.pdf](http://creative.vic.gov.au/_data/assets/pdf_file/0005/110948/creativestate-4.pdf)  
Canada - <https://www.canada.ca/content/dam/pch/documents/campaigns/creative-canada/CCadreFramework-EN.pdf>

### Formed Action Groups

- WeCreate's teams of industry practitioners are commencing work on a series of interconnected Initiatives towards the Objectives of the Action Plan.
- Connect Communicate Collaborate**  
**Measure**  
**IP and Regulatory Framework**  
**Capability & Capacity**  
**Export**  
**Education**

## What next for success?

- Partner with Government to jointly inform and expedite the Action Plan - ideally via the co-leadership of the Ministers for Arts, Culture & Heritage, and Economic Development, and the cross-portfolio participation of other relevant Ministers.
- Encourage Government support for a parallel Māori creative sector strategy.
- Co-host, with MBIE and NZ Tech, a high level forum to explore the opportunities for New Zealand provided by the interconnection between creativity and technology.
- Work with Tech Week/NZ Tech on Createch 2018 'hero' event.
- Host the Creative Economy Conversation 2.0 in mid-2018 to further inform the next stage of the Action Plan.
- Establish the structure and resource to implement the Action plan by end 2018.

### WeCreate's members and friends are:

Advertising and Illustrative Photographers Assn	NZ Institute of Professional Photography
APRA/AMCOS NZ	NZ Music Commission
Artists Alliance	NZ On Air
ATEED - Auckland Tourism, Events, & Economic Development	NZ Screen Assn
Christian Copyright Licensing	NZ Society of Authors
Commercial Communications Council NZ (formerly CAANZ)	NZ Writers Guild
Copyright Licensing Limited	Playmarket
Creative New Zealand	Print Media Copyright Agency
The Creative Thinking Project	Publishers Assn of NZ
Directors and Editors Guild NZ	Radio NZ
Designco	Recorded Music NZ
Home Entertainment Assn NZ	SAE Institute
Independent Music NZ	Screen Composers Guild of NZ
Interactive Games and Entertainment Assn	Screen Production and Development Assn
Les Mills International	Screenrights
Motion Pictures Distributors Assn of NZ	Script to Screen NZ
NZ Game Developers Assn	Sky Network Television
NZ Institute of Architects	TVNZ
	The Weta Group of Companies
	Universal Music NZ
	Viscopy

For further information and all enquiries please contact: [info@wecreate.org.nz](mailto:info@wecreate.org.nz) [www.wecreate.org.nz](http://www.wecreate.org.nz) #nzcreativitycounts

## 20. Draft submission - Productivity Commission's draft report - Local Government Funding and Financing

Reference: 19/898893

Presenter(s): Diane Brandish – Head of Financial Management  
Gavin Thomas – Principal Advisor Economic Policy

### 1. Purpose of Report

- 1.1 This report seeks the Council's agreement to the draft submission to the New Zealand Productivity Commission's draft report 'Local Government Funding and Financing'.

### 2. Executive Summary

- 2.1 The Government tasked the New Zealand Productivity Commission with identifying whether existing local government funding and financing arrangements are suitable for enabling local authorities to meet current and future cost pressures.

### 3. Staff Recommendations

That the Council:

1. Approves the draft submission on the Productivity Commission's draft report 'Local Government Funding and Financing'.
2. Delegates to staff the authority to make changes to the draft submission that are required to incorporate councillor feedback or to amend errors.

### 4. Context/Background

#### Issue or Opportunity

- 4.1 The Commission's draft report found that the current funding and financing framework measures up well against the principles of a good system. The current system, based on rating properties, is simple and economically efficient, compared to alternatives. The current system should therefore remain as the foundation of a fit-for-purpose future funding and financing system for local government.
- 4.2 However, the Commission recommends councils being given new tools to help them deal with some specific cost pressures. New funding tools are required in four areas:
  - 4.2.1 Providing appropriate and timely infrastructure to support urban growth;
  - 4.2.2 Adapting to climate change;
  - 4.2.3 Coping with the growth of tourism and the demand placed on council infrastructure; and
  - 4.2.4 The cost of accumulated responsibilities placed on local government by central government.
- 4.3 The report also found there is significant scope for councils to make better use of existing funding tools, and to improve organisational performance, productivity and decision making.
- 4.4 <https://www.productivity.govt.nz/inquiry-content/3819?stage=3>



### Submission approach

- 4.5 The draft submission urges the Commission to take a bolder approach to its recommendations to the Government. While the recommendations in the report will contribute to incremental improvements to local government funding and financing there needs to be access to funding tools beyond those currently available and particularly access to central government funding for some activities.
- 4.6 The draft submission states the Council's support for the submissions made by the Society of Local Government Managers (SOLGM) and Local Government New Zealand (LGNZ).
- 4.7 The draft submission then makes recommendations on matters of particular interest to this Council. The matters covered are:
- Vacant property tax.
  - Development contributions.
  - Adapting to climate change.
  - Local and central government partnership.

### Decision Making Authority

- 4.8 The Council has authority to approve the submission.

### Attachments

No.	Title	Page
A <a href="#">↓</a>	Draft CCC submission to Productivity Commission report Local Government Funding and Financing	267

### Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

### Signatories

Author	Gavin Thomas - Principal Advisor Economic Policy
Approved By	Diane Brandish - Head of Financial Management Carol Bellette - General Manager Finance and Commercial (CFO)



23 August 2019

New Zealand Productivity Commission  
PO Box 8036  
The Terrace  
WELLINGTON 6143

**Christchurch City Council submission on the draft report 'Local Government Funding and Financing'**

**Introduction**

1. Christchurch City Council (the Council) thanks New Zealand Productivity Commission for the opportunity to provide comment on the draft report on local government funding and financing.
2. The Council commends the Commission for the draft report and the work done to prepare it. It has been extremely useful to have Commission representatives come and present information and discuss options with the Council. The engagement opportunities provided have been very welcome.

**Overall**

3. Overall most recommendations in the Report are sound and will make a genuine difference if acted upon. The Report provides logical direction in terms of improving the efficiency and effectiveness of local government planning and reporting processes and provide some useful insights into the use of current and potential new funding tools.
4. However, the recommendations of the report are unlikely to address the fundamental issue councils face now and in the future – the sustainable funding of council services necessary to ensure we are able to promote community wellbeing rather than being forced to slowly erode it in pursuit of affordability. This appears to largely be due to the limited scope provided by the Minister. This has, in the Council's view, resulted in a report that lacks the ability to provide transformational change to a largely broken local government funding framework.
5. Councils must be empowered to access funding from sources other than rates. While user charges and greater use of the benefit principle holds promise, funding must also come from central government in some way. This draft report tentatively suggests this. We believe it must be more clearly stated if it is to make a real difference.

**Submission**

6. The Council strongly supports the submissions made by the Society of Local Government Managers (SOLGM) and Local Government New Zealand (LGNZ). Both organisations provide invaluable advice and assistance to the local government sector and the submissions contain comprehensive and well-reasoned feedback to the Commission.

7. Points the Council would like to make on specific recommendations in the report:

**Vacant land tax**

Civic Offices, 53 Hereford Street, Christchurch, 8011  
PO Box 73016, Christchurch, 8154  
Phone: 03 941 8999  
[www.ccc.govt.nz](http://www.ccc.govt.nz)

TRIM:

- 1) In previous reports the Productivity Commission has stated that landowners withholding land from development is a symptom, rather than a primary cause, of land supply shortages. However, vacant land is an issue that Christchurch is grappling with as post-earthquake redevelopment in the central city area in particular has been much slower than anticipated and is, in some cases, being frustrated by land owners who are happy to sit on the vacant land indefinitely.
- 2) The Council has asked staff to investigate options for forcing owners of vacant land to address amenity issues (with many derelict, broken buildings still standing) and to increase the holding costs of land to encourage sale or development. Current legislation provides us with no tools at all to apply in these cases.
- 3) Consequently the Council is interested in seeing what might be possible in terms of a vacant land tax or possibly the ability to levy a targeted rate on vacant land or land that is causing significant negative impacts on local amenity.
- 4) The Council does acknowledge the potential issues raised in the SOLGM submission regarding significant administrative and legal challenges.
  - How to identify land that is being land banked?
  - How to set the rate to achieve the desired outcome – faster development?
  - Does not align with the principles of a good system of LG funding and financing.
- 5) The Council is also aware there is no clear evidence from elsewhere that a vacant land tax has delivered faster development. Given the potential challenges the Council strongly endorses the SOLGM recommendation that a vacant land tax is monitored and explored to ascertain efficacy in achieving the desired outcomes.
- 6) The Council also recommends that SOLGM and DIA undertake analysis to see if using a land value basis for rates would reduce the incidence of land banking and/ or facilitate faster development. There are theoretical claims that this would be the result but we have yet to find clear evidence.

#### **Development contributions**

- 7) The Council believes there may be some scope for standardisation of some elements of development contributions policies but that it is highly unlikely that a high level of standardisation would be possible or even desirable. Councils have evolved approaches to development contributions that suit their development needs and realities and need to be able to tailor the policy approaches to these.
- 8) Council staff have met with DIA officials who are engaging with councils regarding development contributions in parallel with the work the Commission is doing. The matters raised with DIA are likely to have a much more significant impact on this Council's funding and financing than the standardising of policies. The issues raised are:
  - The Crown must pay development contributions. There is no rationale for the current exemption. This situation is all the more urgent as Kainga Ora comes into being.
  - Councils need the ability to charge development contributions on development in neighbouring districts that are created growth demand on our infrastructure. This is a significant issue for Christchurch with our ratepayers funding significant growth capacity in our road network to cater for the thousands of commuters who come into the city from Selwyn and Waimakariri districts each day. A similar situation exists with



what are essentially regional assets, such as stadia, performance venues and other assets intended to draw users from beyond the city boundaries.

- Councils need to be able to recover the administration costs associated with development contributions from developers. The costs incurred to maintain an effective development contributions regime and to collect the right funding from the right developers is a significant portion. The costs could be recovered either through the administration costs being included in the development contribution charge, through a surcharge or through a separate administration fee.

#### **Adapting to climate change**

- 9) Christchurch has high exposure to risks from climate change with the urban area to the east of the city prone to coastal erosion and inundation, exacerbated by from sea level rise, and an agricultural hinterland expected to experience drier weather.
- 10) It is absolutely vital, therefore, that there is a funding and regulatory policy framework at the national level providing consistent national guidance that enables the Council to make good decisions.
- 11) We therefore support the recommendation that Government and local government work together to establish two separate centres of knowledge and guidance about climate change adaptation for Councils. To a large extent we would want these to be well integrated with the proposed Climate Change Commission role, under the Climate Change (Carbon Zero) Bill as noted in the SOLGM and LGNZ submissions.
- 12) The Productivity Commission report also recommends a range of funds/funding sources be established to help councils address the costs of mitigating and adapting to the impacts of climate change. Given the level of risk that Canterbury is exposed to, we endorse the concept of financial support. Preferably there is excellent integration and alignment between funding streams and (a) the Climate Change Commission and (b) any centres of knowledge and guidance.
- 13) Councils need to be able to control development in at-risk areas, pass an appropriate level of risk on to property owners without there being a risk of this being overturned. Councils need to be able to plan for and undertake managed retreat in high risk locations, if and when this becomes necessary. The current national policy vacuum has paralysed councils at a time when planning for future action is essential.
- 14) Consideration needs to be given to how and to what extent the costs of climate change adaptation are socialised across the community. If all our community will need to share some of the costs then we need to be able to initiate this as soon as possible. It's not clear whether the Local Government (Rating) Act enables councils to rate for a (climate-induced) rainy day fund. We need to have the ability to start this now at a low level of rating (say \$10 or \$20 per property per year) so some funding is available when it is needed.
- 15) Insurance providers are increasingly lifting their prices or declining cover in areas regarded high-risk for their business. Given the forecast widespread impacts of climate change, it may become appropriate for government to step in – possibly requiring the nationalisation of insurance services. This is intrinsically linked to local government funding and risk associated with climate change. If our residents can't protect themselves from financial risk (at least to some extent) then who will do this. Our whole sense of community is at stake. We simply can't walk away from each other.

- 16) The existing arrangements for natural disaster insurance through EQC could be extended to assist with adaptation to climate change, particularly the impacts of sea levels rise. Significant impacts from erosion and inundation on coastal properties are most likely to occur as a result of storm events providing an opportunity for a deliberate policy of managed retreat triggered by such events. Following an event affected property owners could be paid out for the capital value, including the land, and not be allowed to rebuild in high hazard areas – similar to the Christchurch residential red zone process and the ongoing buyout at Matata.

**Local and central government need to work in partnership**

- 17) The Council strongly supports recommendations 6.9 – that central government should generally limit its funding to where there are national benefits and should not expect local government to act simply as its regulatory agent – and 6.10 – that central and local government should strive to achieve a more constructive relationship and effective interface.
- 18) Part of recommendation 6.9 could be more usefully worded as ‘central government should generally provide funding where there are national benefits. Examples of functions best carried out by local government but should be funded in full or in part by central government include:
- Climate change initiatives
  - Drinking water scheme upgrades
  - Wastewater scheme upgrades (particularly treatment and disposal)
  - Regional destination marketing and management (including provision of cruise ship facilities)
  - Regional economic development (including innovation hubs)
  - Recycling and reuse programmes/ initiatives
  - Public and active transport (significantly increase funding)
  - Access to and promotion of increased physical activity (facilities and programmes)
  - Health promotion (alcohol, smoking, green prescription, social services, social housing)
  - Regulatory compliance for activities that deliver national benefits (e.g. freedom camping)
  - Environmental education in schools
- 19) Transport expenditure accounts for a significant proportion of infrastructure budgets for both central and local government. While co-funding from the NZTA is a welcome and vital tool for investing to support growth, general rates are the mainstay for council capital and operating transport expenditure. This Council agrees with finding 6.7—that giving councils powers to raise revenue through value-capture and congestion charges could be effective and efficient ways to recover the costs of growth and relieving pressure on household rates. The Commission should explore the ways and means by which this could be implemented with LGNZ, NZTA and the Ministry of Transport.
- 20) Not only would government funding for these activities reduce council rates (perhaps by 3 – 5 per cent) but it would enable local government to deliver much more in terms of community wellbeing improvements. Local government will increasingly be unable to deliver these services as costs and rates resistance increase. This would be a significant opportunity lost.

**Other matters**

- 21) The report avoids the issue of non-rateable land. Removing legislative limitations to rate particular types of land would enable councils and communities to decide for themselves which types of land (and land owners) should be non-rateable. This is especially important for councils with large areas of non-rateable crown land.
- 22) The return of some categories of GST revenue to communities would be welcomed. Returning GST revenue from international visitor spend to communities to fund provision of infrastructure to service visitor demand is a current example. The may also be a case for returning or reinvesting or foregoing GST on rates.
- 23) The Government could partner with councils to collect EQC levies via rates rather than as a levy on household insurance. This would largely solve an issue that continues of financial impacts for some Christchurch residents who either had no household insurance or owned bare land. Councils could charge a collection/ administration fee for undertaking this service for the Government.

**Conclusion**

8. There have been several investigations and reports into local government funding and financing in recent years and none have delivered meaningful change. The Commission will need to be bold in its findings if this report is to deliver change.
9. The presentation to this council from the Productivity Commission indicated that central government had been clear that the transfer of tax funding to councils was a non-starter. This is simply not tenable. The Commission must raise this forcefully in this report.

Thank you for the opportunity to provide this submission.

For any clarification on points within this submission please contact Diane Brandish, Head of Financial Management.

Yours faithfully

Mayor Liane Dalziel  
Christchurch City Council



## 21. Zone Committees Quarterly Reports

Reference: 19/715937

Benita Wakefield - Chair Banks Peninsula Zone Committee

Presenter(s): Arapata Reuben - Chair Christchurch-West Melton Zone Committee

Les Wanhalla - Co-Chairs Selwyn Waihora Zone Committee

### 1. Purpose of Report

- 1.1 The purpose of this report is for the Council to receive the latest quarterly updates from the water management zone committees (**Attachment A**).

### 2. Executive Summary

- 2.1 The Canterbury Water Management Strategy established ten water management zones and ten zone committees within the region.
- 2.2 Christchurch is located within three water management zones: Christchurch-West Melton, Banks Peninsula and Selwyn Waihora.
- 2.3 Each zone committee is a joint committee of Environment Canterbury and Christchurch City Council. As the Christchurch-West Melton and Selwyn Waihora water management zones also include portions of Selwyn District, the two zone committees are also joint committees with the Selwyn District Council.
- 2.4 Each zone committee comprises one Environment Canterbury councillor, one elected member from each district council within the zone, one member from each rūnanga in the zone and four to seven members of the community.
- 2.5 The purpose and function of the zone committees are to:
  - facilitate community involvement in the development, implementation, review and updating of Zone Implementation Programmes that gives effect to the Canterbury Water Management Strategy
  - monitor progress of the implementation of their Zone Implementation Programmes.
- 2.6 Zone committees have no delegated budget authority other than the Immediate Steps Biodiversity Fund, which is provided by Environment Canterbury to each of the ten zone committees.

### 3. Staff Recommendations

That the Council:

1. Receive the information in the zone committees' update reports.

### Attachments

No.	Title	Page
A <a href="#">↓</a>	June-August 2019 Zone Committees Update Report	275

## Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories

<b>Author</b>	Diane Shelander - Senior Policy Analyst
<b>Approved By</b>	Emma Davis - Head of Strategic Policy Brendan Anstiss - General Manager Strategy and Transformation



## Water Management Committees<sup>1</sup> Update Christchurch-West Melton, Banks Peninsula, Selwyn Waihora

### Reference:

Contact:	Enter email address	Enter phone.
Lesley Woudberg	lesley.woudberg@ecan.govt.nz	027 706 4273
Tami Woods	tami.woods@ecan.govt.nz	027 529 7761
Miria Goodwin	miria.goodwin@ecan.govt.nz	027 809 6991
Diane Shelander	diane.shelander@ccc.govt.nz	03 941 8304
Peter Kingsbury	peter.kingsbury@ccc.govt.nz	03 941 8487

### 1. Purpose of Report

This report updates the Christchurch City Council on the work of the three water management committees operating within the greater Christchurch City area for the period June – August 2019.

### 2. Recommendations

That the Council;

- a) Receives the report
- b) Notes the work of each water management committee.

### 3. Christchurch West Melton Water Management Committee

#### Nitrate in Drinking Water

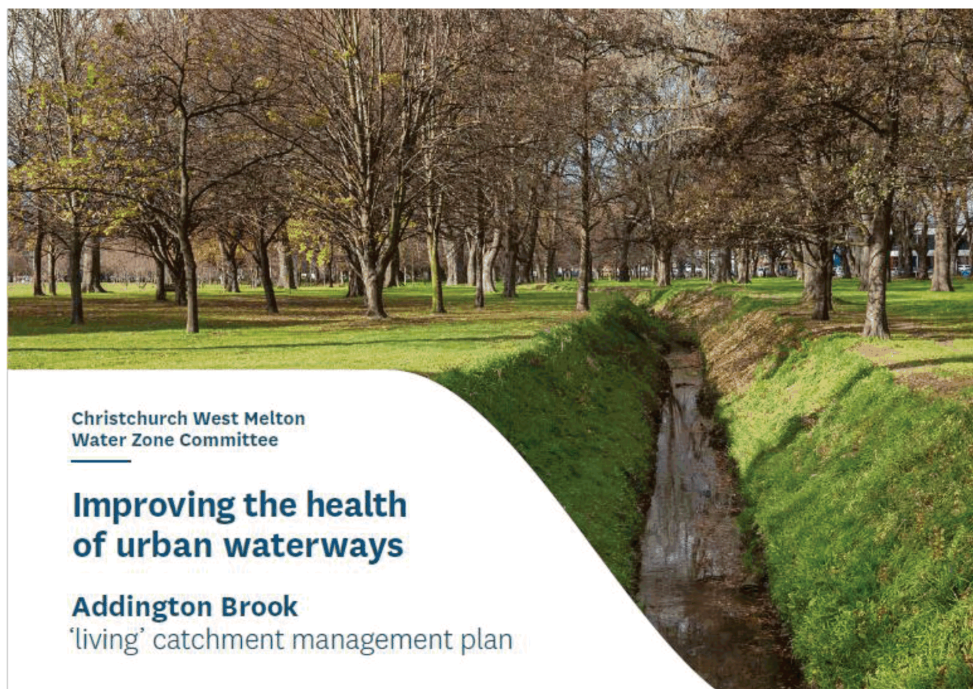
During the past three months the Zone Committee has working to encourage the Ministry of Health to undertake New Zealand based research to investigate any correlation between nitrate levels in drinking water and the incidence of colorectal cancer. We were encouraged by the Christchurch City Council remit to the recent Local Government conference that received support from councils from around the country. Environment Canterbury has also written to the Minister of Health with a similar request for research.

#### Addington Brook - Living Catchment Management Plan

In June we received the Addington Brook - Living Catchment Management Plan. Addington Brook has been a focus for the Zone Committee because it is one of the most polluted streams in the zone and it flows directly into the Ōtākaro/Avon river.

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<sup>1</sup> Water management committees are joint committees of Environment Canterbury and territorial local authorities. They are established under the Local Government Act 2002. Their purpose is to facilitate community involvement to give effect to the Canterbury Water Management Strategy.



The Catchment Plan is a non-statutory plan that provides a road map for work to address issues over the next three years and to help to achieve the vision of a waterway that thrives with life and in turn, positively contributes to the health of the Ōtākaro/Avon river. It was developed by the Zone Committee to address previously agreed priority aspects for the catchment and ensure a coordinated approach between agencies, individuals and the community to improving the health of the brook. Christchurch City Council and Environment Canterbury staff were central to the development of the Plan and the Zone Committee is grateful for their contribution and looks forward to working together on the Plans implementation.

#### **Focus through to the end of the year**

At our July meeting we focused on planning our work programme for the remainder of the year. The next six months will see us focus on opportunities to continue community engagement through field trips, presentations to the committee, workshops and attending community events. The Committee also wants to better reward the good work that goes on within the business community in making decisions that have good environmental impacts on water in our catchment. Another key area of interest is gaining a greater understanding of the responsibilities, accountabilities and actions as a result of new stormwater consents for the city and how the Committee can support deliver of these.

#### 4. Banks Peninsula Water Management Committee

In June the committee received a deputation from a Birdlings Flat resident concerned about the the safety, noise and potential effects on wildlife such as the crested grebe of power boat racing on Te Roto o Wairewa (Lake Forsyth). The committee agreed that it would continue to promote Te Roto o Wairewa as a low speed recreation area and ask agencies what they could do to help bring this about.

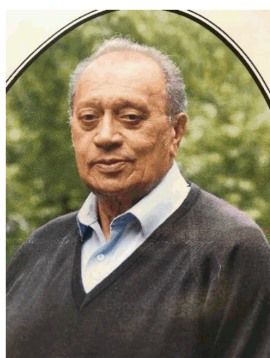
In July Rūnanga representatives lead discussions on the Treaty of Waitangi, the structure of Te Rūnanga o Ngāi Tahu and mahinga kai. Pere Tainui (Onuku) shared with the committee his practice of mahinga. Pere was supported by two recent participants of a youth hui held at Onuku who talked about what they had learnt from Uncle Pere. Practicing mahinga kai requires knowledge of the sea and waterways. It means getting out, experiencing the environment, gathering food for yourself and sharing with others and that is what Pere did.

Pere passed away 28 July.

*Kua hinga te tōtora a Te Waonui Tāne*



#### 5. Selwyn Waihora Water Management Committee



The Committee were sad to lose their cherished long-term member and rūnanga representative from Ōnuku, George Waitai Tikao (Uncle Waitai), who passed away on 27 July 2019. Uncle Waitai will be sadly missed.

The committee acknowledge that the loss of Uncle Waitai will be felt throughout the iwi. He was well-known as a man of great mana, who worked tirelessly to advance the interests of the iwi and held an encyclopaedic knowledge of the history of Ngāi Tahu in Te Pātaka o Rakaihautū (Banks Peninsula).



The Selwyn-Waihora Zone Committee has arranged its 2019 meetings to ensure they focus on all of the CWMS targets at some point in the year, and on important themes for the committee. They have also decided to meet in locations throughout the zone to ensure strong community engagement.

In June the Committee met in Glentunnel to discuss the Waikirikiri/Selwyn River with the zone committee's temporary working group (the Selwyn River/Waikiriri Plan Working Group). The working group has been working hard on their roadmap for the Selwyn Waikirikiri River. In September the working group will propose to the zone committee a roadmap to achieve a healthy Waikiriri/Selwyn River with healthy people. The working group is made up of a range of interests including zone committee members, rūnanga, farmers, researchers, non-government organisations, community groups and local government, and has to date focused on identifying what a healthy Selwyn/Waikirikiri River was and could be.



Members of the Selwyn Waihora Zone Committee meeting with the Waikirikiri/Selwyn Working Group to discuss a roadmap for the Waikirikiri/Selwyn River

In July the committee celebrated progress to preserve and enhance biodiversity in the zone. It was heartening for the committee to hear from many groups about progress, and to agree that the committee remain totally committed to its work. The committee have now approved funding for 127 projects since 2011 via the Immediate Steps programme. The committee worked with meeting attendees to identify things that are working well, and things that could be better. The Water and Wildlife Trust provided a sobering assessment of how much money is needed to make the step change in biodiversity everyone is looking for.



Workshopping biodiversity with the community: what is working well and what could be improved?

In August the committee were pleased to welcome the Selwyn District Council and members of the Christchurch West Melton Zone Committee to discuss urban water management.

The launch of several practical projects have been a highlight for the committee in recent months. The zone committee were pleased to celebrate the implementation of their ground-breaking Canterbury mudfish (kōwaro) protection project at Haldon Pastures in June, a real feat of collaboration in coordination and funding.



Canterbury mudfish project launch

The project is a Southern Hemisphere first and uses electromagnetic barrier technology design in the US. This allows the mudfish to expand into the lower reaches of the site and stop predation by trout.

On the first of July the committee and Taumutu rūnanga hosted the site blessing of another innovative project they support – the Waikirikiri/Selwyn Near River Recharge project. The project is funded by the Government's Freshwater Improvement Fund and Environment Canterbury, with in-kind support from Central Plains Water.

The project works by putting up to 3.5 cumecs of water from the Rakaia River into a basin when groundwater levels are low. This water will percolate into the groundwater system beneath, recharging the aquifer and feeding springs that are the source of streams where mudfish live. Construction is now underway at the Waikirikiri / Selwyn Near River Recharge site. The current completion date is early November.



Site blessing for the Near River Recharge project

To engage with the community, the committee has also written a Chairs column for Selwyn media, and produced their first community newsletter on the Swimmable Selwyn @ Coes Ford project. In August and September, the committee intend to join Selwyn Enviroschools in their Kids Discovery planting days with Te Ara Kakariki.



## 22. 2019/20 Metropolitan Discretionary Response Fund and Heritage Incentive Grant Funding

Reference: 19/871843

Presenter(s): Sam Callander - Funding Team Leader  
Victoria Bliss - Heritage Conservation Projects Planner

### 1. Purpose of Report

1.1 The purpose of this report is for the Council to consider:

1.1.1 An application for funding from the 2019/20 Metropolitan Discretionary Response Fund (DRF) from the organisation below.

1.1.2 Updating the Heritage Incentive Grant Policy Operational Guidelines in respect of movable heritage in light of the new 2019-2029 Heritage Strategy.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
59693	Tug Lyttelton Preservation Society Inc	2019 Docking Survey	\$63,240	\$10,000

1.2 There is currently a balance of \$134,046 remaining in the 2019/20 Metropolitan Discretionary Response Fund.

### 2. Staff Recommendations

That the Council:

- Approves a grant of \$10,000 from its 2019/20 Metropolitan Discretionary Response Fund to the Tug Lyttelton Preservation Society towards a 2019 Docking Survey.
- Approves changes to the wording of the Heritage Incentive Grant Policy Operational Guidelines as per Attachment B of this report to align with the Heritage Strategy and provide grant funding for moveable heritage.
- Instructs staff to prepare a report for the Social, Community Development and Housing Committee to consider approval of a Heritage Incentive Grant to the Tug Lyttelton Preservation Society.

### 3. Key Points

#### Issue or Opportunity

3.1 This application addresses the issue of preservation of movable heritage and support for the community that it connects.

#### Strategic Alignment

3.2 The recommendations align to the Strategic Framework and in particular the strategic priority of *Strong communities* that experience a *Strong sense of community* and *Celebrate our identity through ... heritage*.

3.3 The recommendations align to the Council's *Our Heritage, Our Taonga Heritage Strategy 2019-2029* which has broadened the definition of heritage to include tangible and intangible

heritage, the built and natural environment and to comprise of places, objects, stories, memories and traditions.

3.4 The Heritage Incentive Grants Scheme is aligned to the Community Outcomes '*The city's heritage and taonga are conserved for future generations*' and '*The central city has a distinctive character and identity*'. Heritage Incentive Grants contribute towards the number of protected heritage buildings, sites and objects, which is a measure for these outcomes.

3.5 This report supports the Council's Long Term Plan (2018 - 2028):

Activity: Strategic Planning and Policy

- Level of Service: 1.4.2.0 Support the conservation and enhancement of the city's heritage places - 100% of approved grant applications are allocated in accordance with the policy.

### **Decision Making Authority Metropolitan Discretionary Response Fund**

3.6 The Council determines the allocation of the Metropolitan Discretionary Response Fund for each community.

3.7 Allocations must be consistent with any policies, standards or criteria adopted by the Council.

3.8 The Fund does not cover:

- Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions.
- Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

### **Decision Making Authority Heritage Incentive Grant Budget**

3.9 The Heritage Incentive Grant budget is an annual fund provided for in the 2018-28 Long Term Plan. This established funding source requires staff to present applications to the Social, Community Development and Housing Committee for their approval and the delegated authority for these decisions has been confirmed to be with this Committee. The Committee's delegated authority does not include approving changes to the Policy Operational Guidelines.

### **Assessment of Significance and Engagement**

3.10 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.

3.11 The level of significance was determined by the number of people affected and/or with an interest.

3.12 Due to the assessment of low significance, no further community engagement and consultation is required.

3.13 There are no engagement requirements in the Policy Operational Guidelines or the Heritage Incentive Grant scheme.

### **Discussion Metropolitan Discretionary Response Fund**

3.14 At the time of writing, the balance of the 2019/20 Metropolitan Discretionary Response Fund is as below.

Total Budget 2019/20	Granted To Date	Available for allocation	Balance if Staff Recommendation adopted
\$137,046	\$2,500	\$134,546	\$124,546

- 3.15 Based on the current Discretionary Response Fund criteria, the application listed above is eligible for funding.
- 3.16 The attached Decision Matrix, (**Attachment A**) provides detailed information on the application. This includes organisational details, project details, financial information and a staff assessment.

### Discussion Heritage Incentive Grant Funding (HIGs).

- 3.17 There is a limited timeframe for the Tug Lyttelton Preservation Society to secure funding to undertake the dry dock survey and repairs required to enable it to function and be economically viable this season. If the tug misses the September dry dock survey, it would have to wait until August 2020 for its next opportunity. Further information on this is attached in the August 2019 *Business South* article (**Attachment C**).
- 3.18 Staff have considered the merits of Heritage Incentive Grant funding to provide additional support for the DRF application made by the Tug Lyttelton Preservation Society.
- 3.19 The Heritage Incentive Grant scheme has been in place since the 1980s and supports heritage building owners by incentivising the maintenance, repair and upgrade of heritage places. This funding recognises the public good and community and wellbeing benefits of retaining heritage for future generations.
- 3.20 From an annual budget of \$697,700, at the time of writing the balance of the 2019/20 Heritage Incentive Grant Fund is \$182,476. There are two applications awaiting consideration by the Social, Community Development and Housing Committee at its 4 September 2019 meeting that total \$82,334. If approved by the Committee the resulting in a balance remaining would be \$100,142.
- 3.21 The Social, Community Development and Housing Committee hold the delegation to assess and approve applications to the Heritage Incentive Grant Fund, guided by the Heritage Incentive Grant Policy Operational Guidelines (the policy).
- 3.22 On 28 February 2019 the Council formally adopted a new heritage strategy: *He tātai muka, He tātai tangata - Our Heritage, Our Taonga* (the strategy). The policy is yet to be reviewed to align it to the strategy.
- 3.23 'Moveable heritage' is specifically excluded from being eligible for Heritage Incentive Grant funding under the existing policy.
- 3.24 However, moveable heritage is explicitly identified in the strategy as having heritage value:  
*"Our Heritage, Our Taonga includes moveable heritage – vehicles, boats, trams, waka, objects, artefacts, documents, photographs, ephemera, art and items removed from lost buildings and places."* (p.23, 'What is Our Heritage, Our Taonga')
- 3.25 Unscheduled heritage is excluded from being eligible for Heritage Incentive Grant funding under the existing policy. Moveable heritage, because it is not fixed to land, is not able to be scheduled as Historic Heritage in the Christchurch District Plan.
- 3.26 Staff have identified the clauses in the policy that need updating to allow for the funding of moveable heritage in alignment with the new strategy. These proposed amendments of the policy are attached (**Attachment B**).
- 3.27 If approved by Council, these amendments would form part of a larger, longer-term programme of work to review a number of policies and processes as part of the strategy implementation.

- 3.28 Council's approval of changes to the policy will allow the Social, Community Development and Housing Committee at its 4 September 2019 meeting to consider Heritage Incentive Grant Funding for the Tug Lyttelton Preservation Society in time for a 2019 dry dock survey to be completed.

## Attachments

No.	Title	Page
A <a href="#">↓</a>	Metro DRF Decision Matrix - Tug Lyttelton	285
B <a href="#">↓</a>	Moveable Heritage additions to Heritage Incentive Grants Operational Guidelines - Revisions 2019	286
C <a href="#">↓</a>	Business South August 2019 - Tug Lyttelton	293

## Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories

<b>Authors</b>	Nicola Thompson - Community Funding Advisor Sam Callander - Team Leader Community Funding Victoria Bliss - Heritage Conservation Projects Planner
<b>Approved By</b>	Michael Down - Finance Business Partner John Filsell - Head of Community Support, Governance and Partnerships Brendan Smyth - Team Leader Heritage Brent Smith - Acting General Manager Citizens & Community

2019/20 DRF METROPOLITAN DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00059693	<b>Organisation Name</b>  Tug Lyttelton Preservation Society Inc.	<b>Name and Description</b>  <b>2019 Docking Survey</b>  Preservation of the Tug Lyttelton has been a successful and continuous project since 1973 when the tug was retired from it's operational role with the Lyttelton Harbour Board. It is maintained by a group of volunteer engineers from across the city and is a floating museum with unique heritage value for the region.  Before it can sail again, for community groups and paying tourists alike, it must pass its 2019 docking survey, quoted at \$83,240.	<b>Funding History</b>  2015/16 DRF Lyttelton-Mt Herbert - \$4,350  <b>Other Sources of Funding</b> Pub Charities: \$16,343 (pending) Rata Foundation: \$20,000 (pending) Heritage Incentive Fund: \$36,806 (pending)	<b>Request Budget</b>  <b>Total Cost</b> \$83,240  <b>Requested Amount</b> \$63,240 76% percentage requested  <b>Contribution Sought Towards:</b> Work required at the tug's 2019 docking survey.	<b>Staff Recommendation</b>  <b>\$10,000</b>  That the Council makes a grant of \$10,000 from the 2019/20 Metro Discretionary Response Fund to Tug Lyttelton Preservation Society Inc. for the 2019 docking survey.	<b>Priority</b>  <b>2</b>
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<b>Organisation Details:</b>  Service Base: Lyttelton Legal Status: Incorporated Society Established: 13/09/1973 Staff – Paid: 0 Volunteers: 50 Annual Volunteer Hours: 2000 Participants: 5,000 Target Groups: Heritage Networks:  <b>Organisation Description/Objectives:</b> To preserve a unique and significant piece of New Zealand's maritime history in working order and make it accessible to locals, New Zealand visitors and international tourists.	<b>Alignment with Council Strategies and Board Objectives</b> <ul style="list-style-type: none"><li>- Heritage Strategy, which includes movable heritage.</li><li>- Strengthening Communities Strategy</li></ul> <b>Alignment with Council Funding Outcomes</b> <ul style="list-style-type: none"><li>Community participation and awareness</li><li>Increase community engagement</li><li>Provide community based programmes</li><li>Reduce or overcome barriers</li></ul> <b>How Much Will The Project Do? (Measures)</b>  Keeping the vessel sea-worthy will allow the following activities of the Society:  Provide a place for volunteering for 30 volunteer engineers, most of whom are retired. This way it is like a men's shed on the water, offering community connected-ness for this group  Host 5,000 visitors to the tug every year. The tug is open to the public every week on Thursday morning when qualified volunteers are available to welcome visitors aboard and guide them around the tug. During the summer sailing season the tug operates a harbour cruise for the public to enjoy every Sunday.  Operate as a function venue for hire at the wharf or sailing on Lyttelton harbour. The Tug is aligning with the tourism strategy and seeking a tourism operator to add commercial venture to the above to give the society sustainable income source.  <b>How Will Participants Be Better Off?</b>  Completing the 2019 docking survey keeps the tug in service as safe, a sea going vessel.  Keeping the boat floating and active is the best way to preserve its heritage in the best condition. If the tug is taken from the water it will deteriorate. Therefore the docking survey is important for the long-term survival of the tug and thus important to retaining its heritage value for the community.  The community of enthusiasts and engineering volunteers who maintain and operate the tug are better off thanks to the community they contribute to. Many of the volunteers are retired; the Tug Lyttelton Preservation Society provides a place and a task that brings them together. They support each other in a similar manner to at a Men's Shed. Keeping the tug sea-worthy through this docking survey will retain the purpose for which this group meets.  The wider communities of Lyttelton and Christchurch will continue to be better off from the ongoing viability of the tug; as visitors to it for functions and from the pride they can have in their community heritage.	<b>Staff Assessment</b>  For 46 years, ever since the tug was retired from it's operational role with the Lyttelton Harbour Board, a community of volunteers with the Tug Lyttelton Preservation Society have maintained the tug. Each summer thousands of Christchurch residents and tourist enjoy the unique experience of being on the heritage steam tugboat. Revenue from these passenger excursions funds the annually required docking survey.  Completing the docking survey is similar to a warrant of fitness; it is a necessary legal requirement of it being a sea-going passenger vessel.  However last summer, the tug's boiler failed requiring significant repair. This resulted in a loss of income to the Tug Lyttelton Preservation Society during its four-month passenger season. Boiler repairs were completed in July, under their own steam, thanks to the dedication of the volunteers. The society now needs to secure funding for the docking survey, the latest the dry dock is available this year is September. If the Society does not reach its funding target by September, it will continue to raise funds in the hope to complete the survey in August/September 2020.  The tug is unique in its heritage and form. It thus offers a unique opportunity for this to be retained, enjoyed and marketed. Under new a chair the society has developed plans for maximising this. The first a largest hurdle to enable these opportunities is the docking survey for sea worthiness. Without use, the tug would deteriorate, and the cost barrier to become sea worthy would only increase.  Meanwhile the society is linking with the cruise market and other tourism, if sea-ready for summer there is the possibility of increased tourism revenue in summer which would see the society become less reliant on grant funding. The Society proposes to commission an established water-based tourism provider to operate the tug in high tourist time to return increased revenue. If successful this revenue would be put towards the Society's operating costs including the annual docking survey.  The rationale for recommending \$10,000 from the Metro DRF is that here we have a group of volunteers, from all over Christchurch, which has shown huge commitment over many years to enable the community to enjoy this unique piece of the city's heritage. Prior to this application, the applicant has been predominantly self-reliant. However due to unforeseen circumstances they need financial assistance to continue their work. Along with applications to other funders, including the Council's Heritage Incentive Fund, \$10,000 will help the Tug Lyttelton Preservation Society be a sea-going passenger vessel this summer.
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## HERITAGE INCENTIVE GRANTS POLICY – OPERATIONAL GUIDELINES (2019)

### Introduction

These Heritage Incentive Grant (HIG) Operational Guidelines are to be used in the interpretation and application of the Heritage Incentive Grants Policy.

### 1 Scope of Grant Consideration

The primary purpose of the grant scheme is to assist owners of heritage buildings and significant moveable heritage to achieve positive heritage outcomes when they are undertaking maintenance, conservation, repairs and code compliance works to these buildings and objects. Positive heritage outcomes will be achieved through the appropriate and timely practice of conservation and maintenance of heritage fabric, the retention of the overall form and appearance of the heritage item and the protection of its heritage values. The scope of works addressed for the consideration of a grant shall include, but not be restricted to, the following:

- Appropriate structural and seismic engineering works, including earthquake repair work;
- Selected NZ Building Code compliance upgrades including improving accessibility to public buildings;
- Temporary stabilisation and securing of parts of buildings where it relates to a longer term programme for retention;
- Appropriate maintenance;
- Fire protection;
- External security of the building;
- Appropriate exterior painting and weatherproofing;
- Essential services including but not limited to electrical, drainage, and plumbing works where there has been or there is likely to be a risk of damage to heritage fabric through failure of these services due to age or accelerated deterioration;
- Professional fees for NZ Institute of Architects registered architects, certified heritage professionals (as defined in the Christchurch District Plan), chartered professional structural engineers and NZ Institute of Quantity Surveyors registered quantity surveyors where the work relates to the above scope;
- Refunds of non-notified Resource Consent fees charged by Council relating to the works.

### 2 Criteria for Assessing Heritage Incentive Grant Applications

The following criteria will be used to assess grant applications and determine the amount of the grant:

- The heritage values of the building, place or object in the post 2010/11 earthquake environment of Christchurch and Banks Peninsula;
- The contribution the proposed work will make to the retention of the building, place or object;
- The contribution that the proposed work will make to the wider heritage values of the area;
- The degree to which the proposed works are consistent with the conservation principles and practice of the ICOMOS (NZ) Charter and other relevant international ICOMOS Charters;
- The urgency of the work required relating to the risk of damage if the work is not done in a timely manner;
- The availability of grant funds;
- The amount of any previous Council grants for the property; noting that in general only one Grant will be made for work on a property unless the circumstances demand otherwise in terms of Paragraph 3 of the Terms and Conditions Associated with Grants
- The amount of insurance funds and Earthquake Commission funding for the building following an event which triggers such funding including but not limited to earthquakes and flooding damage.
- The contribution the building or item could make to Heritage Week activities.
- In the case of moveable heritage, the heritage values of the object, the extent to which it is accessible to the public and the contribution it makes to wider community heritage and wellbeing outcomes.



### 3 Determining the Heritage Incentive Grant Amount

Each grant shall equate to a percentage of the value of the work required as detailed in the Grant Application. When determining the amount of a proposed grant consideration will be given to the criteria in Paragraph 2 above which includes the heritage significance of the place. The increased significance of heritage buildings, places and objects in the city and on Banks Peninsula following the earthquakes of 2010 and 2011 is recognised. A grant approval of 0-50% of the total value of the agreed scope of works scheduled in the Christchurch District Plan will be considered. This reflects and recognises the significant loss of heritage following the earthquakes, and the increased heritage value and significance to the people of Christchurch of the listed items which remain.

### 4 Approval of Grants

- The Social Community Development, and Housing (or relevant) Committee, ('the Committee') of the Council has delegated authority to approve individual Heritage Incentive Grants to owners of heritage buildings, places or objects scheduled in the Christchurch District Plan, and to owners of significant moveable heritage. Applications will be considered on a quarterly basis, generally in October, January, April and June.
- 
- Where the proposed scope of works includes a requirement for Resource Consent and/or consent under a Conservation Covenant then grant payment will not be made until such consents have been applied for and granted.
- A report is provided to Council twice a year listing Heritage Incentive Grants which have been approved by the Committee pursuant to its delegated power within the preceding six months.

### 5 Payment of Grants

Grants subject to a requirement for a conservation covenant will not be paid until the covenant has been registered against the property Certificate of Title or the Personal Property Securities Register (as appropriate).

#### (i) Full payment

- Grants are not paid in full until the work to which the grant relates is completed and certified by a Council approved inspection, and a covenant (where required) is registered against the property Certificate of Title or on the Personal Properties Security Register (as appropriate);
- However, where the grant is made to a Trust or other not for profit organisation, full payment may be made prior to completion of the work where the work could not be done without this payment and where the covenant specifies the time period for completion of the work;
- Grant money is available for a period of 18 months from the date of written approval of the grant. This period will only be extended with the written consent of the Committee.

#### (ii) Interim payment

- Where the grant is to be paid in installments or over a period of several years (and where the covenant specifies the time period for completion of the work and where the agreed work meets partial completion milestones and has been certified), payment may be made on a pro-rata basis according to the extent of the agreed scope of heritage works having been completed and certified.

## Terms and Conditions Associated with Grants

### 1 Eligibility for Grants

Any person who is the owner of a scheduled heritage building, place or object within the administrative area of the Christchurch City Council may apply for a Heritage Incentive Grant.

Owners of significant moveable heritage within the administrative area of the Christchurch City Council may apply for a Heritage Incentive Grant and each application will be considered on a case by case basis.

Owners of heritage buildings, places or objects who apply for Heritage Incentive Grants are not precluded from applying for other forms of grant funding.

Owners of heritage buildings, places or objects who apply for grants from the Christchurch Community Trust, the Lotteries Commission, Heritage New Zealand Pouhere Taonga or other heritage funding sources are not precluded from applying for Council Heritage Incentive Grant funding.

In addition to the requirement for grants to be applied only to scheduled heritage items, the following exclusions will also apply: -

- Buildings owned by the Crown with their own capital programs are not eligible for Heritage Incentive Grants, except where there are special circumstances including urgency and risk mitigation;
- Grant assistance is not applicable to Council owned buildings, places or objects, as these specific buildings have their own maintenance programs;
- Grant assistance is not applicable to the contents of buildings, or chattels which do not form part of the fabric of the building or place, unless these items were an integral design element of the original place;
- Grant assistance is not applicable to the interior fabric of buildings unless the works relate to conservation of specific heritage features;
- 
- Grant assistance is not applicable to those sections or areas of a heritage item which do not contribute to the heritage value of the place;
- Grant assistance is not applicable to repairs and other works which are wholly covered by building insurance or EQC payments;
- Grant assistance is not applicable to demolition of all or part of heritage items;
- Grant assistance is not applicable to new extensions, or additions to heritage items;
- Grant assistance is not applicable to new buildings or works within a heritage setting;
- Grant assistance is not applicable to landscape elements, features or additional buildings within a heritage setting identified in the Christchurch District Plan;
- Grant assistance is not applicable to relocation of heritage items to other sites either within the Christchurch territorial area, or relocation to sites outside this area. Consideration will be given to grant assistance for relocation of heritage items within their existing setting, and to relocated heritage items only if they are moved to new sites of compatible heritage value.
- Grant assistance is not applicable for the investigation of archaeological sites, even where scheduled in the Christchurch District Plan, the Archaeological Association records or the Heritage New Zealand Pouhere Taonga List.
- Grant assistance will not be provided to meet financial, legal or administrative costs incurred by the grantee which are associated with the grant, a conservation covenant or the conservation or maintenance works subject to the grant, which will be met by the grant recipient;
- Grant assistance is not applicable to work carried out by the owner of the property, unless the owner is an approved tradesperson with trade qualifications relevant to the works provided a quotation for an agreed scope of works is approved prior to the works being undertaken.

### 2 Bridging Finance for Grant Approvals

In the event of an individual grant being provided that covers future or multiple years, the Council will **not** provide bridging finance to the applicant(s), nor will interest payments on bridging finance be included in the grant approval as owners are expected to appropriately manage

the funds as they have been allocated in the grant approval.

### **3 Multiple Grants**

The Council discourages multiple small individual grants. Once a grant has been approved, in general a minimum of five cumulative years must elapse prior to a further grant application being made. Where the total approval amount for multiple grants exceeds the threshold level requiring the entering into a covenant, a covenant may be required.

In certain circumstances, such as:

- an increase in the assessed level of risk, including possible loss;
- essential unforeseen maintenance or repairs identified as a consequence of other works being carried out on the building or object;
- essential works necessitated by events such as fire, earthquakes or natural events; additional grants may be approved within the five year period.

### **4 Changes to the Agreed Scope of works**

The scope of work to which the grant relates is to be agreed prior to grant approval. However, if the work done does not comply with the scope of work, or the resource consent or conservation principles as outlined in the ICOMOS (NZ) Charter, the Council reserves the right to reduce the amount of the grant paid or to withdraw the grant entirely.

In some instances a Heritage Incentive Grant application for urgent work may be submitted on time but the processing of the application and hence of the grant approval may be delayed. If the scope of work has been agreed, the applicant may choose to continue with the work. However the grant will only be paid if and when it is approved by the Committee. Accordingly, as there is no guarantee that the grant will be approved the owner in commencing work before the grant is approved takes a risk as to the outcome of the approval process.

### **5 Retrospective Grant Approvals**

Where works have been undertaken without consultation with Council with regard to a grant application and where there has been no prior written agreement as to the scope of works applicable to the project for consideration of a grant, then no grant application will be accepted for the work other than at the specific discretion of the Committee or the Council having regard to any special circumstances which may apply.

### **6 Extent of Work Underestimated**

In some instances once the grant has been approved and work has begun, the full extent of the conservation, maintenance or Building Code compliance work is greater than anticipated. In such cases a further scope of work should be agreed and a revised grant application submitted for consideration.

### **7 Potential Conflicts of Interest**

Where grant applications are made by members of Council staff, then this interest shall be stated in the grant application for consideration by the Committee or the Council. Where Council staff who would otherwise be involved in the assessment and grant approval process have a personal or family interest in the receipt of a grant, then that member of staff shall take no part in the grant assessment and approval process and shall declare the nature of their interest to the Committee.

### **8 Conservation Covenants**

Grants of \$150,000 or more will be subject to a compulsory requirement for a Full Conservation Covenant (refer to the Glossary).

Grants of \$15,000 to \$149,999 will be subject to a requirement for a Limited Conservation Covenant (refer to the Glossary). These figures have been adjusted in 2012 to reflect construction cost inflation and to encourage small scale grant applications where relatively minor works will secure the repair, maintenance and ultimately the retention of the building, place or object.

The Committee may exercise their discretion in relation to the Heritage Covenant conditions for

specific grant applications.

Where the grant relates to works to any part of a property which are to fall within the legal boundaries of a unit or units to be under the Unit Titles Act 1972 (or its successors), if the property is subject to a Full or a Limited Conservation Covenant, then the covenant must be agreed and registered before the individual unit titles are created.

Where the grant relates to works to any part of a property which falls within the legal boundaries of a unit or units created under the Unit Titles Act 1972 (or its successors), if the property is subject to a 'Full' or a 'Limited Conservation Covenant', then all the unit title owners affected must agree to the registration of the covenant over their individual unit titles before grant payment will be made. In the event of all affected unit title owners not agreeing to a conservation covenant then the grant may be reduced on a pro-rata basis calculated using the unit entitlements of each affected unit.

Grants made to moveable heritage will be subject to a compulsory conservation covenant which will be registered on the Personal Property Securities Register.

DRAFT

## Glossary - Heritage Definitions

### **Additions and extensions:**

Means in relation to a scheduled heritage place the construction of new fabric that increases the external volume of a scheduled heritage place and which has the effect of altering the heritage form, fabric or heritage values of the place.

### **Alterations**

Means in relation to a scheduled heritage place the modification or replacement of the internal or external fabric of a scheduled heritage place which has the effect of altering the heritage forms, fabric, and heritage values of the place. (see also 'maintenance').

### **Conservation**

Means the processes of caring for a place so as to safeguard its cultural heritage value.

### **Demolition**

Means in relation to a scheduled heritage place the destruction in whole or in part of a scheduled heritage place which results in the complete or significant loss of the heritage forms, fabric and heritage values of the place.

### **Full Conservation Covenant**

Means a covenant under Section 77 of the Reserves Act 1977 or other appropriate legal instrument approved as a Full Conservation Covenant by the Committee which requires the owner to obtain a consent in order to carry out any proposed activity on the protected heritage place.

### **Heritage Place**

Means any buildings, items, objects, and sites of significant heritage value that are scheduled in the Christchurch District Plan Schedule of Historic Heritage or in the Heritage New Zealand Pouhere Taonga List.

### **Heritage Fabric**

Means any physical element, feature, material or finish which is part of the heritage value in whole or in part of a building, place or object and includes any original heritage fabric. Subsequent changes to such physical elements, features, materials or finishes which contribute to the record of the historic development of the heritage place are also considered to be part of the heritage fabric. This also includes the aggregate effect of material weathering and wear due to use over time.

### **Heritage Values**

Means those tangible and intangible values of a heritage place which relate to or are derived from its historical, social, cultural, spiritual, aesthetic, architectural, technological, craftsmanship, environmental, archaeological or contextual significance or its significance in terms of its location as a landmark or as part of a group.

### **Limited Conservation Covenant**

Means a covenant under Section 77 of the Reserves Act 1977 or other appropriate legal instrument approved by the Committee which prevents the owner from demolishing or partly demolishing, or applying to demolish or partly demolish, the scheduled heritage place within a specified period of time.

### **Maintenance**

Means the protective care of a place and significant features of a heritage setting.

### **Moveable Heritage**

For the purpose of this policy consists of structures which are not buildings and which are not permanently fixed to land. Moveable heritage consists of road, air or water vehicular transport related structures, including but not limited to boats, trams, buses, trains, planes and machinery from industry such as tractors and ploughs. These may be individual items and may be part of museum collections. For the purposes of this policy moveable Heritage excludes archaeology and archive materials and artefacts.

**Original Heritage Fabric**

Means any physical element, feature, material or finish which was an integral part of the original heritage item.

**Relocation**

Means the removal and re-siting of any building from any site to a new site and in relation to a scheduled heritage place also includes removal and re-siting within the same site.

**Risk Mitigation**

Means action taken to minimise an identified significant risk to a heritage building, place or object. Where appropriate a Risk Mitigation and /or Temporary Protection plan should be prepared.

**Setting**

Means in relation to a scheduled heritage place, a defined area around a scheduled heritage place which itself is not specifically scheduled but which is an area identified to protect the context of a heritage place from effects that could detract from or reduce the heritage values of that scheduled heritage place, including view shafts of that heritage place from a public place or from within the setting. They include the contents of that area such as trees, gardens, buildings and structures that form the context for the heritage place.

**Significant Moveable Heritage**

Significant Moveable Heritage consists of Moveable Heritage which meets at least one of the following heritage assessment criteria: historical and social, cultural and spiritual, architectural and aesthetic, technological and craftsmanship, contextual, archaeological and scientific;

and is of significance to the Christchurch District (and may also be of significance nationally or internationally), because it conveys aspects of the Christchurch District's cultural and historical themes and activities, and thereby contributes to the Christchurch District's sense of place and identity;

and has a moderate degree of authenticity (based on physical and documentary evidence) and integrity (based on how whole or intact it is) to clearly demonstrate that it is of significance to the Christchurch District.

**Urgent**

Means, in the context of a heritage place, that the property is liable to damage or may be lost if the work is not done.







4 | DEVELOPMENT » Tug Lyttelton Preservation Society

Volume 27 | Issue 5 businessouth

## Building up a head of steam for a fine old tug

Kim Newth

Steam may be a bygone technology but it is hard not to be impressed when standing in the big old engine and boiler rooms of the Tug Lyttelton. It takes no less than four furnaces to heat the steam tug's massive boiler and the engine room feels like a steampunk marvel of gears, oily pistons, condensers and mysterious brass tubes.

Amazingly, everything still works. For almost 50 years, local marine enthusiasts and volunteers have worked tirelessly to preserve this gracious 1907 twin-screw tug in seaworthy, near-original condition.

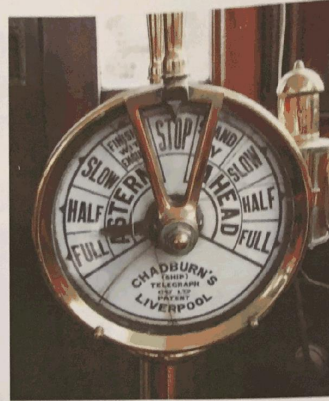
Generations of Canterbury families have stepped aboard to enjoy leisurely summer day trips around the harbour or special charter events. It is a tradition that the Tug Lyttelton Preservation Society and its dedicated volunteers are keen to continue, but the ongoing costs of keeping this vessel operational and up to survey standard are significant. To secure its future, support is urgently needed from both public donors and corporate sponsors.

### A history worth preserving

The Canterbury – renamed Lyttelton in 1911 – was a modest little vessel for its day, dwarfed by a new generation of sleek steam turbine-powered liners. The Lusitania, then the largest ocean liner in the world, had her maiden voyage in the same year that this tug, built by Ferguson Brothers at Port Glasgow, quietly chugged out of the Clyde bound for her new home port over 12,000 miles away. Titanic had not yet been built.

Few coal-powered vessels remain from that great age of steam. Tug Lyttelton's longevity is remarkable. She is New Zealand's oldest steam boat, older than both the TSS Earnslaw in Queen-

"This isn't just another boat ride: this is about safeguarding the future of Canterbury's very own floating marine museum with a heart and soul of steam!"



stown and its sister ship, the William C Daldy in Auckland.

For some 30 years, the 38-metre long steel-hulled tug served as the Lyttelton Harbour Board's main tug. Equipped with hardwood belting and cork fenders fore and aft, she was a sturdy vessel and a surprisingly elegant one too: her deck, deckhouse and fittings were of teak and below decks were comfortable crew quarters, officers' cabins and a smart saloon.

Without this tug, getting ships safely in and out of the harbour would have been a nightmare. Before her arrival, the harbour board had relied on an 1878 iron paddle tug that was virtually incapable of manoeuvring the larger vessels then coming into port. Tug Lyttelton gave invaluable service, assisting passenger steamers, cargo

vessels, tankers and navy ships. This was the age, too, of Antarctic expeditions: she escorted and towed Ernest Shackleton's Nimrod to Lyttelton Heads on 1st January 1908.

During the Second World War, Tug Lyttelton was seconded to the Royal New Zealand Navy before resuming harbour duties, but from then on working as support to a new larger tug that had arrived in port in March 1939.

By 1971, the hardworking old tug was finally retired and it looked like the end of the line.

### Saved from the scrapyard

A 1971 survey found the steam tug was deteriorating, but local marine surveyor Dick Musson recognised she could still be saved and preserved afloat. Together with his friend John Goldsworthy, he formed the Tug Lyttelton

Preservation Society which met for the first time in June 1973. Other volunteers soon rallied to the cause. It seemed everyone wanted to help, from harbour board employees to local companies, most notably Lyttelton Engineering and Stark Bros.

By October 1973, the tug had been given a new lease of life and had started a new career as a passenger steamer, running charter trips and cruises. In October 1991, the Lyttelton Port Company sold her to the Tug Lyttelton Preservation Society for \$1.

### Help needed

Christmas to April is traditionally when Tug Lyttelton is busy taking people out on Lyttelton Harbour.

Unfortunately, a boiler problem has kept her out of the water for some months now and, in turn, it has meant the society has not been able to generate revenue through passenger fares. The tug is now licensed to sail again but is due to go into dry dock again for hull maintenance and surveying in late August.

The society's volunteers are continually working to ensure Tug Lyttelton is in ship-shape condition, but funding is now urgently required to secure this steam icon's future afloat.

Donations can be made through Givealittle or people can join the society for an annual fee of \$30, (and that comes with a free tug trip and regular newsletters). Naming rights are available for corporate sponsors.

"Our goal is to build a capital fund in order to become financially sustainable in the long term," says society board member Roger Ellery.

"This isn't just another boat ride: this is about safeguarding the future of Canterbury's very own floating marine museum with a heart and soul of steam!"

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## 23. Capital Endowment Fund Applications: 2019/20 Round 1

Reference: 19/502988

Presenter(s): John Filsell- Head of Community Support, Governance & Partnerships  
Sam Callander - Community Funding Team Leader

### 1. Purpose of Report

- 1.1 The purpose of this report is for the Council to consider applications for funding from the 2019/20 Capital Endowment Fund Round 1 from the organisations listed below.

Organisation	Project Name	Amount Requested	Amount Recommended
Eastern Community Sport and Recreation	Rawhiti Domain Canopy	\$300,000	\$172,075
Huntsbury Community Centre	Earthquake Strengthening of Huntsbury Community Centre	\$50,000	\$50,000
South Brighton Surf Life Saving Club	Clubrooms	\$250,000	\$250,000
The Art & Industry Biennial Trust (trading as SCAPE Public Art)	Gateway Public Artwork: Totara Highway/Cranford Street	\$100,000	\$100,000
Total 2019/20		\$700,000	\$572,075

### 2. Staff Recommendations

That the Council:

- Makes a grant of \$172,075 from the 2019/20 Capital Endowment Fund Round 1 to be released as one instalment to Eastern Community Sport and Recreation for the Rawhiti Domain Canopy Project towards professional fees and construction fees.
  - Final reporting is to be submitted 12 months following payment or completion of the Rawhiti Domain Canopy project, whichever comes first.
- Makes a grant of \$50,000 from the 2019/20 Capital Endowment Fund Round 1 to be released as one instalment to Huntsbury Community Centre Inc for the Earthquake Strengthening of Huntsbury Community Centre.
  - Final reporting is to be submitted 12 months following payment or completion of the Earthquake Strengthening of Huntsbury Community Centre, whichever comes first.
- Makes a grant of \$250,000 from the 2019/20 Capital Endowment Fund Round 1 to be released as one instalment to South Brighton Surf Life Saving Club for the Clubrooms towards construction costs.
  - Final reporting is to be submitted 12 months following payment or completion of the Clubrooms project, whichever comes first.
- Makes a grant of \$100,000 from the 2019/20 Capital Endowment Fund Round 1 to The Art & Industry Biennial Trust (trading as SCAPE Public Art) for the Gateway Public Artwork: Totara Highway/Cranford Street.
  - Payment will be released in one instalment to The Art & Industry Biennial Trust (trading as SCAPE Public Art) subject to:

- i. Evidence of the project being fully funded is provided to the Community Funding Team Leader. If funding requirements are not met by 30 June 2021 the approved amount will be rescinded and returned to the Capital Endowment Fund.
- ii. A satisfactory 10 year maintenance plan is provided to the Parks Asset Planning and Management Team Leader that will ensure Tōtara will not result in unbudgeted operational or capital expenditure for Council.
- b. Final reporting is to be submitted 12 months following payment or completion of the Gateway Public Artwork: Totara Highway/Cranford Street project, whichever comes first.

### 3. Key Points

#### Issue or Opportunity

- 3.1 On 12 April 2018 the Council resolved to establish criteria for distributing the proceeds of the Capital Endowment Fund (CEF) (CNCL/2018/00057). On 10 May 2018 Council resolved to utilise all income from the CEF for three years, 2018/19 to 2020/21 (i.e. not use part of the income to inflation-protect the fund).
- 3.2 On 13 December 2018 Council established eligibility and assessment criteria for the CEF and an application process. Assessment criteria are as follows:
  - 3.2.1 Evidence that the proposal is for a specific project or activity projects. Or evidence of economic or environmental benefits.
  - 3.2.2 Evidence that the project demonstrates a benefit for the City of Christchurch, or its citizens, or for a community of people living in Christchurch.
  - 3.2.3 Evidence that the benefits will be experienced now and in the future.

#### Strategic Alignment

- 3.3 The recommendations align to Council's Strategic Framework; each application's alignment is detailed in the respective decision matrix attached.
- 3.4 Decision Making Authority
  - 3.4.1 Authority for making grant decisions for the Capital Endowment Fund sits with the Council.
  - 3.4.2 Allocations must be consistent with any policies, standards or criteria adopted by the Council.

#### Assessment of Significance and Engagement

- 3.5 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 3.6 The level of significance was determined by the number of people affected and/or with an interest.
- 3.7 Due to the assessment of low significance, no further community engagement and consultation is required.

#### Balance of the Capital Endowment Fund Available for Allocation

- 3.8 On 10 May 2018 Council resolved to utilise all income from the CEF for three years, 2018/19 to 2020/21 (i.e. not use part of the income to inflation-protect the fund).
- 3.9 At the time of writing, the balance of the 2019/20 Capital Endowment Fund is as below, with further detail in *Capital Endowment Fund Income and Allocations 2019/20 to 2022/23* attached.

CEF Year	Expected Interest Earnings (Figures in \$000s)	Allocated	Available for allocation	Total of staff recommendations	Available if staff recommendation adopted
2019/20	\$3,757	\$2,744	\$983	\$572	\$411
2020/21	\$3,523	\$2,574	\$949	-	\$949
2021/22	\$1,902*	\$1,764	\$138	-	\$138
2022/23	\$1,827*	\$1,639	\$188	-	\$188

\*The 2021/22 & 2022/23 years include a reduction for inflation protection due to the decision outlined in 3.8

- 3.10 Based on the current Council approved Capital Endowment Fund criteria, the applications listed above are eligible for funding. The attached decision matrices provide detailed information for the applications. This includes organisational details, project details, financial information and a staff assessment.
- 3.11 The remaining balance of the 2019/20 Capital Endowment Fund following approvals by the Council will be carried forward to Round Two of the 2019/20 financial year for decision in February 2020.

## Attachments

No.	Title	Page
A <a href="#">↓</a>	Capital Endowment Fund Income and Allocations 2019/20 to 2022/23	299
B <a href="#">↓</a>	2019-20 CEF Round 1 - Eastern Community Sport & Recreation Inc Decision Matrix	300
C <a href="#">↓</a>	2019-20 CEF Round 1 - Huntsbury Community Centre Decision Matrix	301
D <a href="#">↓</a>	2019-20 CEF Round 1 - South Brighton Surf Life Saving Club Inc Decision Matrix	302
E <a href="#">↓</a>	2019-20 CEF Round 1 - SCAPE Decision Matrix	303

## Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.



## Signatories

<b>Authors</b>	Sam Callander - Team Leader Community Funding Ruby Sione - Community Funding Advisor
<b>Approved By</b>	Michael Down - Finance Business Partner John Filsell - Head of Community Support, Governance and Partnerships Brent Smith - Acting General Manager Citizens & Community



## Capital Endowment Fund Income and Allocations 2019/20 to 2022/23

	2019/20	2020/21	2021/22	2022/23
	(\$000)	(\$000)	(\$000)	(\$000)
<b>Income allocation</b>				
Unallocated funds from prior year	156	-	-	-
Net interest earning after inflation protection	3,601	3,523	1,902	1,827
Funds available for allocation	3,757	3,523	1,902	1,827
<b><i>Economic Development, Innovation and Environment</i></b>				
Christchurch NZ funding	939	939	939	939
Innovation and Sustainability grants	400	400		
<b><i>Community</i></b>				
Christchurch NZ - events	800	600	600	600
EnviroSchools	50	50		
Build Back Smarter Partnership	85	85		
Multicultural Recreation and Community Centre	500	500		
PX item (resolved 25 July 2019)			225	100
Funds allocated	2,774	2,574	1,764	1,639
Balance for allocation	<b>983</b>	<b>949</b>	<b>138</b>	<b>188</b>

CEF DECISION MATRIX – EASTERN COMMUNITY SPORT AND RECREATION

Organisation	Project Details	Project Funding	Staff Recommendation
Eastern Community Sport and Recreation Inc	<b>Background</b> ECSR works to increase the physical activity and well-being of the Eastern Community. Originally formed to bring New Brighton's key sports clubs together under one roof, they have evolved into an organisation which supports the community in numerous ways, by being responsive to community wants and needs. This project focuses on utilising the available space at Rawhiti Domain to meet the needs of the community.	<b>Total Project cost</b> \$1,375,000 <b>Amount requested from CEF</b> \$300,000 <b>Contribution sought towards</b> Lighting, Canopy, Fencing and Surfaces - \$136,075 Professional Fees (Engineering, Architect, Design and Planning) - \$36,000 Operational (Swipe Card Entry, Online Booking System, Power) - \$30,000 Resources (Internal Nets, Equipment) \$50,000 Wages - \$47,925 <b>Other sources of funding</b> Total Secured Funding: \$1,075,000.00 NZCT \$275,000, Rata Foundation \$400,000 and Lotteries \$400,000 ECSR has spent approximately \$100,000 during the last five years on Professional Fees. <b>Ongoing operational expenses</b> ECSR will cover the operating costs through revenue from venue hire and grants from funding bodies if required. No ongoing Council operational investment will be required.	<b>\$172,075</b>  That the Council...  1. Makes a grant of <b>\$172,075</b> from the 2019/20 Capital Endowment Fund Round 1 to be released as one instalment to Eastern Community Sport and Recreation for the Rawhiti Domain Canopy Project towards professional fees and construction costs.  2. Final reporting is to be submitted 12 months following payment or completion of the Rawhiti Domain Canopy project, whichever comes first.
<b>Lead Unit:</b> Recreation and Sport Unit and Parks Unit  <b>Project Name:</b> Rawhiti Domain Canopy Project  <b>Project Brief:</b>  Funding is sought from Eastern Community Sport and Recreation (ECSR) to upgrade three unmaintained Council tennis courts on Rawhiti Domain with a multi-purpose surface marked for different sports, installation of a canopy roof structure and lighting to cover the three upgraded courts. The installation of perimeter fencing will also incorporate the improvements to an existing sand volleyball court. These improvements will ensure the area can provide an all-weather, fully activated space for a significant number of sport and recreation opportunities for the local community including programmes, activities and events.  With the addition of fencing and flood lighting under the canopy evening and all year round sports training for member clubs of Eastern Community Sport and Recreation and evening sport activity, sports and recreational leagues, private bookings, as well as providing space for the schools Winter sports cluster and looking to a future Summer schools sports cluster.  In 2018 The Council approved a ground lease of the three tennis courts and volleyball court to Eastern Community Sport and Recreation and gifted the previous tennis Club building which sits adjacent to the courts.	Established in 2010, ECSR has worked to build a strong and consistent programming and delivery history. Their first project was the employment of a Community Sports Co-ordinator role jointly funded with Sport Canterbury to work in local schools and in the community to provide more opportunities for school aged children to participate in skill development, physical fitness and create pathways to ongoing community sport and recreation opportunities.  The purpose of the project is to create a quality sport and recreational environment for the wider community of New Brighton by upgrading the old tennis courts into a multi-purpose sports facility for the use of ECSR member clubs and wider New Brighton area.  The construction will begin as soon as the funds have been secured for the project. The construction timeframe is approximately three months. A building permit has been submitted to Council and is expected to be approved by June 2018.  Partners in the project are the member clubs including: New Brighton Rugby Club, New Brighton Netball Club, Parklands Christchurch United Softball Club, Christchurch Redbirds Baseball Club, New Brighton Cricket Club, Guardians of Rawhiti, New Brighton Community Gardens, New Brighton Hobby Club (model cars), South Brighton Tennis Club, and Olympic Athletics Club. Each of these partners will be a user of the new space through hireage agreements; for training space for their Club members, competitions, sports leagues and school sports cluster opportunities.  There will be user charges for the new facility, a fee structure is still being finalised for the various uses of the space, which will include single and multiple court hire, sports leagues  There will be a mixture 70% volunteer and 30% paid input into this project. Eastern Community Sport and Recreation have 16 paid staff (mostly part-time) and 30 volunteers contributing to their current delivery. <b>Outcomes</b> 1. A multi-purpose outdoor covered courts for multisport training, tennis, netball, 3 on 3 basketball, cricket and softball practices, rugby skills, futsal, volleyball, Korfball and other activity programmes available 2. The provision of supportive infrastructure to enable training undercover and to enhance and support local Sports Clubs, as well as user pays and free recreation in the area. 3. Winter Sports Cluster with five schools and up to 1,200 children weekly will utilise this space.		

Project Alignment	Staff Comments
<b>Alignment with Council Strategies</b> <ul style="list-style-type: none"><li>Strengthening Communities Strategy</li><li>Physical Recreation and Sport Strategy</li><li>Children's Strategy</li><li>Long Term Plan 2018-28</li><li>Community Outcomes: Strong Communities and Prosperous economy</li></ul> <b>Significance</b> <p>The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. As public consultation was carried out in 2018 in relation to the granting of a ground lease to ECSR for 3881 square meters of the land in Rawhiti Domain for the purpose of this project.</p> <b>Category of Capital Endowment Fund</b> <ul style="list-style-type: none"><li>Civic and Community Category</li></ul> <b>Alignment with Capital Endowment Fund</b> <p>The Project meets the Capital Endowment Fund criteria, and will not require ongoing Council operational investment. This is a one-off investment to enable the upgrade an under-utilised asset within Rawhiti Domain. The projects demonstrates a benefit for the greater Brighton area as it will offer a unique sport and recreation option for the wider community to activate a part of the Domain with the proposed canopy and lighting plans.</p> <b>Advantages/Benefits?</b> <p>This project will provide modern adaptable activity spaces for sport and recreation in various modes, sport pavilion, and a canopied sport hall designed for flexible multi-purpose use. There is a key focus of the project to link this space to other spaces and activities at Rawhiti Domain. This is an innovation approach for maximum use of the space for lower construction costs and operating costs.</p> <b>Disadvantages</b> <p>There are limited disadvantages to Capital Endowment Funding, however the fund may have financial restraints depending on the number of other applications.</p> <b>Risks</b> <p>Risk that ECSR do not secure the final top of funding to complete the project caused by insufficient funds from The Council. This will cause a delay in the release of funds from Rata Foundation, stipulation of this funding is that it will be released upon approval of a lease from Council and 100% of funds secured for the capital costs of the project. This would result in a delay to the project. ECSR would need to submit further funding applications for the top-up.</p>	<b>Specialists Consulted</b> <p><i>Sport and Recreation Unit (Angela Leatherby), Parks Unit (Joanne Walton, Kelly Hansen)</i></p> <b>Specialist Comments</b> <p>Council approved a ground lease of the courts to ECSR and gifted the old tennis club pavilion building to ECSR which sits adjacent to the courts in 2018.</p> <b>Officer Comments</b> <p>The upgrade of these existing but dated facilities in Rawhiti Domain for the greater Brighton community aligns to principals of co-location, hubbing, partnership and use of new technologies and materials to ensure maximum use of facilities for multiple uses. These principles are in line with the Places, Spaces, and People plan develop by the three greater Christchurch councils, CERA and Sport Canterbury. Eastern Community Sport and Recreation have built a reputation of sport and recreation delivery since 2010 and as a result have support from the local community including strong relationships with schools, sports clubs, community groups, sports organisations and funders. Each year they reach approximately 65,000 participations within the programmes they manage. They network with other organisations and work in partnership with a number of similar and diverse organisation. They have strong relationships with funders and work to ensure a sustainable funding model. They work closely with Sport Canterbury. They are in the third year of multi-year funding allocated from the Coastal-Burwood Community Board Strengthening Communities Fund for a Community Sports Manager role.</p> <p>ECSR work with a number of member clubs these are: New Brighton Rugby Club, New Brighton Netball Club, Parklands Christchurch United Softball Club, Christchurch Redbirds Baseball Club, New Brighton Cricket Club, Guardians of Rawhiti and Community Gardens, New Brighton Car Club (model cars), South Brighton Tennis Club, and Olympic Athletics Club. They also work with a number of schools to plan and deliver a variety of community and school based programmes including Rawhiti School, South New Brighton School, Ao Tawhiti School, Te Pa O Rakaihautu School, Christchurch East School, Parkview School, Marshland School, Queenspark School, and New Brighton Catholic.</p> <p>During the lease process ECSR had indicated that Council funding would not be required for the project, however funding requests of \$500,000 each to Rata Foundation and Lotteries were not fully supported, resulting in this shortfall.</p>



CEF DECISION MATRIX – HUNTSBURY COMMUNITY CENTRE INC

Organisation	Project Details	Project Funding	Staff Recommendation
<div>Huntsbury Community Centre Inc</div> <div>Lead Unit: Community Support, Governance, and Partnership Unit</div> <div>Project Name: Earthquake Strengthening of Huntsbury Community Centre</div> <div>Project Brief: The Huntsbury Community Centre was opened in 1975. It is situated on Huntsbury Avenue, on Council land, adjoining the Huntsbury Reserve. The Centre building is owned and operated by the Huntsbury Community Centre Incorporated.  Capital Endowment Funding is sought to undertake earthquake strengthening work on the building, in order to upgrade the building to 67% of the New Building Standards (NBS).</div>	<div>The Huntsbury Community Centre is situated beside a reserve on Council land on Huntsbury Avenue; however the building itself is owned and operated by the Huntsbury Community Centre Inc. The Centre has a lease to occupy the land, and the Council maintains the garden banks around its edges. The Centre celebrated forty years of operation in 2015 and stated that: it is a tribute to many when a committee-run community centre can reach the 40 year mark, and it will be delightful to carry on for another 40 years.</div> <div>The Huntsbury Community Centre wishes to undertake earthquake strengthening work on the Centre. The project will be managed in three stages, during school holiday periods. This approach will ensure that regular hirer usage, and therefore income, is maintained during term time.</div> <div>The Centre has a very active booking calendar with few weekly vacancies. Community activities using the Centre include a four-day per week community-led Preschool, Table Tennis, Pilates, Yoga, Folk Dancing, Martial Arts, and Highland Dancing. There are also regular private functions held at the Centre including weddings and birthday parties.</div> <div>Outcomes  The Huntsbury Committee manages a very active community centre which is consistently booked seven days / evenings per week.  In addition, the Centre is a source of local information and a focal point in the clearly defined Huntsbury area. It initiates community discussion, connection, and action on a wide range of local neighbourhood issues, for example, community safety.  The Committee also organises community events for residents, such as the March movie night held at the Huntsbury Reservoir. The movie was projected onto a water tank, and other events are planned at the Reservoir site.</div>	<div>Total Project cost \$158,000</div> <div>Amount requested from CEF \$50,000</div> <div>Contribution sought towards Earthquake strengthening work including basement and floor strengthening, structural steel work, and a steel bracing system - \$50,000</div> <div>Other sources of funding Fundraising (Hall Hire) – \$78,000, Rata Foundation – \$30,000</div> <div>Ongoing operational expenses Inclusive in the above costings is the engineer fee of estimated \$10,000.  In addition, the Committee has fundraised separately for indoor/outdoor painting of the Centre, installation of a new floor, and replacement of some windows. This necessary maintenance and repair work cannot be undertaken until the earthquake strengthening work is done.  Fundraising for this maintenance and repair work is ongoing. Some of this work is earthquake repairs, for which a small insurance payment has been received.  The Centre has chosen to apply to the CEF for the minimum amount needed to undertake the earthquake strengthening work. This decision means there remains a shortfall in their maintenance and repair budget, and they have therefore elected to delay the installation of a new roof. Rather they will fundraise for an additional two years before replacing the roof.</div>	<div>\$50,000</div> <div>That the Council</div> <div><div>1.</div>Makes a grant of \$50,000 from the 2019/20 Capital Endowment Fund Round 1 to be released as one instalment to Huntsbury Community Centre Inc for the Earthquake Strengthening of Huntsbury Community Centre</div> <div><div>2.</div>Final reporting is to be submitted 12 months following payment or completion of the Earthquake Strengthening of Huntsbury Community Centre project, whichever comes first.</div>

CEF DECISION MATRIX – SOUTH BRIGHTON SURF LIFE SAVING CLUB

Organisation	Project Details	Project Funding	Staff Recommendation
South Brighton Surf Life Saving Club	The South Brighton Surf Life Saving Club (SBSLSC) facilities are a critical component of maintaining a viable and sustainable surf lifesaving service as well as providing a vital community hub offering a broad range of activities, including fitness, school education programmes, celebrations and funerals.	<b>Total Project cost</b> \$2,000,000	<b>\$250,000</b>
<b>Lead Unit:</b> Community Support, Governance, and Partnership Unit	The Christchurch earthquakes resulted in serious structural damage to the building, however, the Club was not compensated by insurance due to pre-existing building degradation. The Club has capacity to support temporary repairs but do not wish to continue investing in a building with very limited life expectancy as it is not sustainable.	<b>Amount requested from CEF</b> \$250,000	That the Council...
<b>Project Name:</b> Clubrooms	The Club Committee established a Rebuild Committee tasked to progress the development of a new Clubhouse, this has included engaging Architects Sheppard and Rout and a supporting team of Engineers, carrying out a business case assessment, and development of a Clubhouse rebuild concept that is functional, modest, affordable and sustainable as a community facility. The Committee also interacted with the wider South Brighton community to gain support for the project.	<b>Contribution sought towards</b> Construction Costs - \$250,000	1. Makes a grant of \$250,000 from the 2019/20 Capital Endowment Fund Round 1 to be released as one instalment to South Brighton Surf Life Saving Club for the Clubrooms towards construction costs.
<b>Project Brief:</b>	As part of the proposed rebuild, the Club has incorporated an elevator access as well as three alternative points of access to increase the capacity of the venue as a meeting place and to enable access for disabled participants.	<b>Other sources of funding</b> Clubs Contribution (including insurance) - \$275,000 Rata Foundation - \$200,000 Lottery Grants Board - \$395,454 Christchurch Earthquake Appeal Trust - \$172,500 Christchurch Earthquake Appeal Trust - \$632,500 (Supplementary Grant Approved – July 2019) NZCT – \$300,000 (Pending)	2. Final reporting is to be submitted 12 months following payment or completion of the Clubrooms project, whichever comes first.
The project is for new Clubrooms for the South Brighton Surf Life Saving Club (SBSLSC) replacing the existing Clubrooms which has significant earthquake damage and is not feasible to repair. The Club facilities are a critical component of maintaining a viable and sustainable surf lifesaving service.	The total project cost is two million to complete the Clubhouse to a standard to attain a Certificate of Public Use, which will mean the build/fit-out isn't completed but the Clubhouse is functional and can be used by Club and community. An additional \$650k is required for the final fit-out costs of the Clubrooms which the Club have a funding plan to raise the additional funds.	<b>Ongoing operational expenses</b> SBSLSC will cover its operating costs through revenue from Club subscription's, venue hire and grants from funding bodies if required.	
The Club fulfils an important role in the community by providing patrolled and safe access to the sea and is also a community hub for surf life saving skill development, training and the competitive aspect of surf life saving. South Brighton Surf Life Saving Club (SBSLSC) has been operating since 1929 from its current site. During this time, it has fulfilled a vital role in community.	The Club is positioned to award a construction contract by the end of August, with building demolition commencing in September 2019. The implementation process involves a revised preferred tenderer contract price in August, followed by the contract confirmation. The construction timeframe is approximately 14 months. The Club propose to retain Sheppard and Rout as the project managers. The Club would need to operate out of temporary facilities for the 2019/20 season but would have the facility available for the 2020/21 season.	No ongoing Council operational investment will be required.	
The Club have a very strong Junior, Cadet and Over 16 Programme, with more than 200 registered members in the 2018/19 season and has been an important focal point in the community since the Christchurch earthquakes, particularly for families.	There will be user charges for the new facility if groups or the community members which to hire it out. A fee structure is still being finalised for the various uses of the space.		
A core role of the Club is to develop surf life guards from the local community to volunteer every weekend from November to March to provide safety for all Christchurch residents as they enjoy South Brighton Beach. Club volunteers commit significant time through patrolling the beach during the summer months.	There will be a mixture of volunteer and paid input into this project. The primary funding source is via external funders and use of Club financial reserves. The Club members will contribute voluntary time and potentially provision of services for finishing activities, ranging from painting and landscaping through to general fundraising to complete the building fit-out. It is likely that this will amount to several hundred hours of voluntary contribution.		
	<b>Outcomes</b> 1. Establish a facility from which the Club can continue to serve the community for the foreseeable future. 2. Provide 700 hours of voluntary patrol annually during the summer. 3. Hosts school education programmes (Beach Ed) during Term 1 and 4 Development programmes. 4. The Club will make the Clubrooms available for community hire for activities, for private functions and corporate events not associated with the Club.		

Project Alignment	Staff Comments
<b>Alignment with Council Strategies</b> <ul style="list-style-type: none"><li>Strengthening Communities Strategy</li><li>Physical Recreation and Sport Strategy</li><li>Children's Strategy</li><li>Long Term Plan 2018-28 Community Outcomes: Strong Communities and Prosperous economy</li></ul> <b>Significance</b> <p>The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the number of people affected and/or with an interest. Due to the assessment of low significance, no further community engagement and consultation is required. There was public notification through the RMA and Land lease process for this project.</p> <b>Category of Capital Endowment Fund</b> <ul style="list-style-type: none"><li>Civic and Community Category</li></ul> <b>Alignment with Capital Endowment Fund</b> <p>The Project meets the CEF criteria, and will not require ongoing Council operational investment. This is a one-off investment to enable the Club to replace the earthquake damaged facility currently onsite.</p> <b>Advantages/Benefits?</b> <p>This project will provide a modern and accessible activity space for the sport and the community service provided by SBSLSC. The Clubrooms will also be available for wider community use as a venue for hire.</p> <b>Disadvantages</b> <p>There are limited disadvantages to CEF funding, however the fund may have financial restraints depending on the number of other applications.</p> <b>Risks</b> <p>Risk that they do not secure funding to complete the project caused by insufficient funds from Council. This will cause a delay in the project and the Club may need to invest funds into temporary repairs to the existing building rather than investing in the future building. During the time they have been assessing their options and seeking a new lease from Council the construction costs have risen 15% and further delay in commencement will increase the final costs and therefore make the project more difficult to start.</p>	<b>Specialists Consulted</b> <p>Sport and Recreation Unit (Angela Leatherby), Parks Unit (Joanne Walton), Leasing – Kathy Jarden/Lisa Barwood, Consenting – Resource and Building Consent</p> <b>Specialist Comments</b> <p>Engineering Consultants Holmes Consulting undertook the detailed engineering assessments (post-earthquake) and their resulting report, outlined the damage and recommendations for the Club to consider.</p> <p>Council approved a surrender of the current lease and granted a new lease to allow the Club to rebuild their earthquake damaged building and approve a licence for the car park.</p> <p>The Lease was approved subject to public notification under the Reserves Act 1977 being completed and no sustainable objective being received. In the event of objections that cannot be satisfied, staff will convene a Hearings Panel to consider objectives and a make a recommendation.</p> <p>Resource Consent RMA 2017/970 has been approved and includes provisions for the Club to make the space available for community hire for activities for private functions and corporate events not associated with the Club. The number of private functions and corporate events must not exceed two within the same calendar week and hours of operation are limited to 8am to 10am Sunday to Thursday and 8am to 12am Friday and Saturday. Building Consent application (2018/7184) has been approved.</p> <b>Officer Comments</b> <p>Surf Life Saving Clubs play a vital role in the city to provide safe and enjoyable access to the beach for city residents, they also provide a range of sporting and recreation benefits to their members who participate in voluntary service roles over the summer months as well as carnival competitions. The Club have conducted a rigorous process for the Clubhouse project in seeking independent advice and working through the necessary steps to progress this project whilst keeping the priorities of the Club at the forefront of their decision making. The South Brighton Surf Club has a strong history in the local community and acts as a key community hub significantly more since the earthquakes and the loss of other key community hub spaces. The Clubrooms will complement the range of other local facilities, the existing Council managed Community Hall at South Brighton Domain has capacity for up to 99 people. The Bridge Street Hub, which is in development, will be a community space offering performance space, information, offices, gallery activity and wellness centre as well as a café. The capacity of the Clubrooms is 220. The closest Surf Club to South Brighton is New Brighton which is currently going through a Clubroom rebuild project.</p>



CEF DECISION MATRIX V1

Organisation	Project Details	Project Funding	Staff Recommendation
<p>The Art &amp; Industry Biennial Trust (trading as SCAPE Public Art)</p> <p><b>Lead Unit:</b> Transport Unit</p> <p><b>Project Name:</b> Gateway Public Artwork: Totara Highway/Cranford St</p> <p><b>Project Brief:</b></p> <p>In 2018, the New Zealand Transport Agency partnered with SCAPE Public Art and the Christchurch City Council to co-commission a new public art landmark for Ōtautahi, Christchurch City.</p> <p>Their shared vision is for a high profile, legacy public artwork that will provide a key visual waypoint, where the new Totara Highway meets the City's urban edge.</p>	<p>In late 2018, the co-commissioning agencies undertook a closed tender process inviting four artists to submit concept proposals for the Tōtara Highway waypoint site. The convening panel made up of representatives from NZTA, SCAPE Public Art and the Christchurch City Council were unanimous in their selection of a stunning concept by renown Christchurch sculptor, Phil Price.</p> <p>Titled Tōtara, King of the Forest, who's quiet and beguiling presence will be experienced by visitors and residents, both day and night.</p> <p>Tōtara:</p> <p>Will be at least 15 metres tall, Tōtara will be one of the largest kinetic sculptures on public display in New Zealand.</p> <p>Will be powered by the wind, this work is a striking visual representation of the forces of nature.</p> <p>Will be an inspirational symbol of hope, of regeneration and our ever-changing new Christchurch.</p> <p>The Tōtara Highway is a road of national significance, which will run 12 kilometres from the Waimakariri Bridge to Cranford Street. Currently under construction, it is due for completion in 2020.</p> <p><b>Outcomes</b> Tōtara designed for this site is set to be Phil Price's most significant and most spectacular public artwork to date.</p> <p>To celebrate the installation of Phil Price's Tōtara the project will see the planting of Tōtara seedlings in the Canterbury region, in 2020.</p>	<p><b>Total Project cost</b> \$1,200,000 (+gst)</p> <p><b>Amount requested from CEF</b> \$100,000 (+gst)</p> <p><b>Contribution sought towards</b> Sculpture Fabrication - \$100,000 (+gst)</p> <p><b>Other sources of funding</b> NZ Transport Agency - \$200,000 Sponsorships - \$900,000 (Pending)</p> <p><b>Ongoing operational expenses</b> The cost of maintaining and cleaning the artwork for the first year is covered by the budget of this project. SCAPE will provide a 10 year maintenance plan that will ensure <i>Tōtara</i> will not result in unbudgeted operational or capital expenditure for Council</p>	<p><b>\$100,000</b></p> <p>That the Council</p> <ol style="list-style-type: none"><li>Makes a grant of \$100,000 from the 2019/20 Capital Endowment Fund Round 1 to The Art &amp; Industry Biennial Trust (trading as SCAPE Public Art) for the Gateway Public Artwork: Totara Highway/Cranford Street.<ol style="list-style-type: none"><li>Payment will be released in one instalment to The Art &amp; Industry Biennial Trust (trading as SCAPE Public Art) subject to:</li><li>Evidence of the project being fully funded is provided to the Community Funding Team Leader. If funding requirements are not met by 30 June 2021 the approved amount will be rescinded and returned to the Capital Endowment Fund.</li><li>A satisfactory 10 year maintenance plan is provided to the Parks Asset Planning and Management Team Leader that will ensure <i>Tōtara</i> will not result in unbudgeted operational or capital expenditure for Council.</li></ol></li><li>Final reporting is to be submitted 12 months following payment or completion of the Gateway Public Artwork: Totara Highway/Cranford Street project, whichever comes first.</li></ol>
Project Alignment		Staff Comments	
<p><b>Alignment with Council Strategies</b></p> <ul style="list-style-type: none"><li>Art Strategy</li></ul> <p><b>Significance</b> The decision in this report is of medium significance, due to the large number of the community who will see the artwork daily. The community has not been consulted on this.</p> <p><b>Category of Capital Endowment Fund</b></p> <ul style="list-style-type: none"><li>Civic and Community Category</li></ul> <p><b>Alignment with Capital Endowment Fund</b> The project meets the CEF criteria in that <i>Tōtara</i> is a specific, large-scale project that will yield long-term benefits to the community. It is not otherwise provided for through rates revenue or other funding sources available to Council.</p> <p>Previously, an application of this nature would have come to the Public Art Advisory Group (PAAG). However PAAG no longer receives Council funding, thus staff redirected SCAPE to the Capital Endowment Fund.</p> <p><b>Advantages/Benefits</b> The artwork will be a significant feature; it will stand out to visitors, commuters and the community. NZTA have committed \$200,000. It is appropriate that The Council, as NZTA's partner in the CNC project, contribute to this artwork.</p> <p>Public Arts activity is viewed as an indicator of cultural wellbeing, as well as an opportunity to promote Ōtautahi Christchurch as a centre of artistic and cultural excellence, with the potential to stimulate economic activity.</p> <p><b>Disadvantages</b> There are limited disadvantages to Capita Endowment Funding, however approving this grant will have an impact on other applications success due to the financial restraints of the fund.</p> <p><b>Risks</b> The cost of maintaining and cleaning the artwork for the first year is covered by the budget of this project. To receive funding from CEF SCAPE is required to provide a 10 year maintenance plan that will ensure <i>Tōtara</i> will not result in unbudgeted operational or capital expenditure for Council</p> <p>That the project does not achieve its funding requirements, this is mitigated by Council holding the grant until proof of funding is provided.</p>		<p><b>Specialists Consulted</b> There has been input from staff with specialist knowledge or expertise regarding the project from the Transport and Arts Team.</p> <p><b>Officer Comments</b> SCAPE Public Art installs public art in Christchurch all year round with a focus on the annual Seasons. Over the past 20 years, have become the largest producer of new contemporary public artwork in New Zealand.</p> <p>The proposed Phil Price artwork will create a focal point feature at the entrance of the motor way. Fanfare is the instillation at the entrance to the northern entrance; while Tōtara will compliment this at the Southern entrance.</p> <p>The genus of the artwork came through SCAPE approaching Christchurch Northern Corridor (CNC) Alliance with the proposal to site a significant artwork somewhere on the new motorway. The chosen site is on Cranford Street where the CNC motorway connects to the urban realm.</p> <p>A selection panel was formed that included NZTA, SCAPE, Public Art Advisory Group (PAAG) and the Christchurch City Council, including representation from the Papanui Innes Community Board. SCAPE provided the panel with a list of artists who could possibly do the work, which was narrowed down to six. Each were asked to submit a concept and cost. Four artists provided concepts for consideration. Following interviews with each artist, the panel were unanimous in their selection of the concept by Christchurch sculptor Phil Price.</p> <p>The panel agreed that the artwork will be a significant feature, it will stand out to commuters and the community in general and is relevant to the surrounding environment.</p> <p>Funding for the project will be from donations and sponsorship. NZTA have committed \$200,000. It is appropriate that Council, as NZTA's partner in the CNC project, contribute to this artwork. Previously an application of this nature would have come to the Public Art Advisory Group (PAAG). However PAAG no longer receives Council funding, thus staff redirected SCAPE to the Capital Endowment Fund.</p> <p>The remaining balance will be sort through sponsorship; attracting the required funding is the responsibility of SCAPE. SCAPE's goal is to unveil the artwork to coincide with the opening of the motorway in June 2020.</p> <p>Council will require SCAPE to provide evidence that full funding has been achieved for the project before the Capital Endowment Fund grant is released. Should funding requirements not be met by 30 June 2021 the approved amount will be rescinded and returned to the available balance of the Capital Endowment Fund.</p>	





## 24. Community Resilience Partnership Fund

Reference: 19/883367

Sam Callander - Funding Team Leader

Presenter(s): Josh Wharton – Community, Partnerships & Planning Advisor  
Sarah Amazinnia – Community Arts Advisor

### 1. Purpose of Report

- 1.1 The purpose of this report is to recommend to the Council the allocation of grants from the Community Resilience Partnership Fund.

### 2. Staff Recommendations

That the Council:

1. Makes a grant of \$20,000 to Barrier Free New Zealand Trust from the Community Resilience Partnership Fund towards implementation of the Accessibility Charter.
2. Makes a grant of \$27,682 to Exchange Christchurch Trust from the Community Resilience Partnership Fund towards the Six Community Projects initiative.
3. Makes a grant of \$48,880 to Mt. Pleasant Memorial Community Centre and Residents Association from the Community Resilience Partnership Fund for Year One of the Community Activator initiative.
4. Subject to the return of a satisfactory monitoring report, the Council makes a grant of \$48,880 to Mt. Pleasant Memorial Community Centre and Residents Association from the Community Resilience Partnership Fund for Year Two of the Community Activator initiative.
5. Makes a grant of \$7,000 to Papanui Youth Development Trust from the Community Resilience Partnership Fund for Year One of the Disability Project.
6. Subject to the return of a satisfactory monitoring report, the Council makes a grant of \$7,000 to Papanui Youth Development Trust from the Community Resilience Partnership Fund for Year Two of the Disability Project.
7. Makes a grant of \$18,330 to The Parenting Place Charitable Trust from the Community Resilience Partnership Fund for Building Awesome Whānau Programmes.
8. Makes a grant of \$20,000 to Renew Brighton from the Community Resilience Partnership Fund for Year One of the New Brighton Community Development initiative.
9. Subject to the return of a satisfactory monitoring report, the Council makes a grant of \$20,000 to Renew Brighton from the Community Resilience Partnership Fund for Year Two of the New Brighton Community Development initiative.

### 3. Key Points

#### Issue or Opportunity

- 3.1 The contract with the Ministry of Health identified that the Community Resilience Fund will support projects that strengthen communities by increasing community participation, connectedness and resilience.

#### Strategic Alignment

- 3.2 The recommendation is aligned to the Strategic Framework and in particular the strategic priority of enabling active citizenship and connected communities. It will provide a strong sense of community.

#### Objectives of the Community Resilience Fund

- 3.3 The objectives of the Fund are to invest in initiatives which contribute to Community Resilience through:
- **Community Connection and Activation**
    - Strengthen connections between neighbours, families, whānau and communities of shared interest and identity, as well as geographically.
    - Create and activate places within local communities that increase access to opportunities for physical activity and social connection.
  - **Community-led Response**
    - Support local community-led initiatives.
    - Recognise and utilise the resources, skills, knowledge and infrastructure of local communities.
    - Build on existing community strengths and reflect the local context.
  - **Capacity Building**
    - Strengthen the capacity and capability of communities to identify and deliver effective services and activities that will increase community resilience and wellbeing.
    - Identify and cultivate local leadership.
  - **Collaboration**
    - Create collaborative ways of working that will endure beyond the completion of a specific project.
    - Engage a broad range of stakeholders to identify common interests and benefits that might be achieved by working together and engender long-term commitment to being part of the solution.
  - **Innovation and Enterprise**
    - Encourage innovation and creativity.
    - Encourage and enable social enterprise.
  - **Removing Barriers to Participation and Resilience**
    - Remove earthquake related barriers to participation and resilience.
    - Support initiatives that enhance peoples' ability to access to appropriate services.

- Increase participation in, and awareness of, community, recreation, sports, arts, heritage and environment groups, programmes and local events.

3.4 The Council formally adopted the Objectives as the funding Criteria in October 2017.

### Funding Process

3.5 The contract identified that the fund will primarily use a direct selection approach. This method was selected because:

- This approach minimises the transaction and compliance costs for groups and Council.
- Funding can be targeted based on the objectives of the fund.
- Funding arrangements can be flexible and innovative activities developed as funding is not restricted by an application or contract.

### Assessment of Significance and Engagement

3.6 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.

3.7 The level of significance was determined by the number of people affected and/or with an interest.

3.8 Due to the assessment of low significance, no further community engagement and consultation is required.

### Discussion

3.9 There are six (6) initiatives recommended for consideration from the Community Resilience Partnership Fund.

3.10 The applications have been reviewed and approved by the Psychosocial Governance Group.

3.11 The Council has allocated funding to 44 initiatives since October 2017. The total allocation to date is \$2,842,700 Year 1 and \$2,195,520 Year 2.

3.12 At the time of writing, the balance of the Community Resilience Partnership Fund is \$961,780.

3.13 Recommendations for the Community Resilience Partnership Fund are outlined in **Attachment A**. A summary matrix is detailed in **Attachment B**. The Community Resilience Partnership Fund funding history is listed in **Attachment C**.

## Attachments

No.	Title	Page
A <a href="#">↓</a>	Attachment A - CRPF Funding Proposals August 2019	309
B <a href="#">↓</a>	Attachment B - CRPF Summary Matrix August 2019	326
C <a href="#">↓</a>	Attachment C - Community Resilience Partnership Fund Financial Tracking August 2019	329

## Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).  
(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
  - (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
- (b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories

<b>Authors</b>	Nicola Thompson - Community Funding Advisor Sam Callander - Team Leader Community Funding
<b>Approved By</b>	John Filsell - Head of Community Support, Governance and Partnerships Brent Smith - Acting General Manager Citizens & Community

## 1. Barrier Free New Zealand Trust: Implementation of the Accessibility Charter

### Background

Barrier Free, established in 1992, looks to support organizations to establish and improve their facilities to be more accessible to those with physical impairments or disabilities. Following the earthquakes, Barrier Free set up an office in Christchurch, providing guidance material, a helpline, articles, and public seminars to inform those in positions of power of the importance of creating an accessible city. In November 2017, Barrier Free led the creation of the Accessibility Charter, a document that looks to promote best-practice accessibility considerations throughout the community.

### Community Resilience Initiative

The initiative applied for through the Community Resilience Partnership Fund is an implementation of the Accessibility Charter launched in late 2017. This implementation will involve engaging with the disability sector in order to understand their unique needs, encouraging new agencies to adopt accessible philosophies in their facility management or improvements, and auditing current buildings for compliance to accessibility principles and features. In addition to the disabled community, there are a growing number of elderly in Christchurch who are also affected by accessible and inclusive environments.

Organisations signed to the charter agree to take leadership in providing best-practice designs in their buildings, to educate staff and partner organisations on the benefits of accessible design, to utilise technical expertise on projects where possible, and to promote the link between accessible places and general health and wellbeing.

### Financial Position

Barrier Free New Zealand Trust have operated in a deficit over the previous two financial years; with their major expenses coming from staff costs, and costs related to providing goods and services. Those services (predominately workshops) do provide a significant income, but not currently enough to cover annual expenditure.

Throughout the beginning of 2019 however (not a full financial year), interest in the Accessibility Charter has brought in additional funding, and Barrier Free has mostly turned around their financial situation, only running at a minor loss. This is a positive shift in the direction of the Trust, and indicates a positive trend should the growth continue.

Given the history that Barrier Free has in leading accessibility advocacy in the City, and recent support from Lotteries and the Ministry of Health, Barrier Free will not place themselves in financial risk by carrying out implementation of the Accessibility Charter objectives.

### Assessment

Criteria	Comment	
Community Connection and Activation	✓	<ul style="list-style-type: none"><li>The Charter will promote positive relationships with the disability sector, as individuals within this group are the most well positioned to identify accessibility faults in current designs.</li></ul>

Community-led Response	✓	<ul style="list-style-type: none"> <li>The Council and other major organizations such as the CDHB and Christchurch Ltd. signed the Accessibility Charter following a 2011 survey indicating that Cantabrians wanted an accessible, inclusive and safe city. The Charter sets a number of steps to achieve that goal.</li> </ul>
Capacity Building	✓	<ul style="list-style-type: none"> <li>Barrier Free provides a number of seminars to educate local organisations on the benefits of accessible design, and the consequences of poor design. These serve to educate and empower other organisations.</li> </ul>
Collaboration	✓	<ul style="list-style-type: none"> <li>In taking a citywide approach to implementation, Barrier Free has brought together a number of influential organisations and individuals, who will all collaborate in leading Christchurch to become more accessible. Action by any one of these organisations alone would not be as effective.</li> </ul>
Innovation & Enterprise	✓	<ul style="list-style-type: none"> <li>Christchurch is in a unique situation where the rebuild post-earthquake has opened the opportunity to create a fit-for-purpose central city, where buildings, public spaces, and open areas are accessible and welcoming to citizens of all physical ability.</li> </ul>
Removing Barriers to Participation And Resilience	✓	<ul style="list-style-type: none"> <li>Individuals with physical disabilities who had previously experienced a barrier to participation (either physically or mentally/emotionally) through poor design will begin to feel included as community leaders hear their concerns and ideas.</li> </ul>
Psychosocial Governance Group Priorities	✓	<ul style="list-style-type: none"> <li>The project aligns with the following Psychosocial Governance Group Priority: <ul style="list-style-type: none"> <li>People living with a health condition or disability.</li> </ul> </li> </ul>

### Recommendation

That the Council:

- 1) Makes a grant of \$20,000 to Barrier Free New Zealand Trust from the Community Resilience Partnership Fund towards implementation of the Accessibility Charter.



## 2. Exchange Christchurch (XCHC) : Six Community Projects

### Background

Exchange Christchurch (XCHC), which was established after the Canterbury earthquakes, is a community space that provides creative individuals and organisations with support, space and networks that enable them to thrive. It is based in Wilsons Road, Waltham.

Exchange has studio spaces where the creative community supports each other to provide and develop their creative practices, a multi-purpose venue for events, workshops and art exhibitions and a café. Exchange has showcased more than 60 exhibitions, hosted more than 500 events and provided more than 70 resident creatives and artists with studio space. The overlap between these spaces produces an inspirational environment where the creative community shares skills and builds capacity within the local community.

### Community Resilience Initiative

The initiative proposed to be funded through the Community Resilience Partnership Fund is a series of six ongoing community projects focused around developing and growing members of the Exchange community and employing a person to develop and promote the Exchange membership programme so that by the end of this initial project Exchange continues to self-fund these projects.

Collating these six projects together under the XCHC banner instead of each artist enables the effective sharing of resources and audiences and building stronger partnerships within the local community.

By reducing reliance on hire fees for events and exhibitions, Exchange will have more discretion in the events it runs, and can align those events further with its community focused aims and values. This will also provide the opportunity for Exchange to approach artists and event producers and invite them to produce something for Exchange, leading to high quality arts and event experiences for the local community.

The projects encompasses:

- Converting an office into a photography studio
- Increasing promotional material for Exchange's residents, events, exhibitions, and involvement with the wider community
- Delivering 10 Doll making for Wellbeing and Creativity for Wellbeing workshops
- Delivering 10 Hand Block and Screen Printing workshops
- Providing equipment to enable the delivery of ceramics workshops • Delivering 4 of our own community events

### Financial Position

Exchange Christchurch Trust is a for not-for-profit purpose business set up to benefit the local community. It has a well-established track record of running successful projects from its base in Wilsons Road. The Council has supported a range of initiatives at Exchange at the start-up level. These have gone on to be financially self-sustaining.

The project recommended in this application is also seeking start-up assistance to encourage others to become part of the Exchange community. Exchange has a proven track-record, the ability to run a quality project and the good-will of the local community to get behind this latest initiative. Funding is only sought for the start-up phase.

## Assessment

The wellbeing, development, diversity and opportunities created in cities depends on its people being able to develop niche creative enterprises that sustain their livelihoods and lead to improved quality of life. This requires affordable, low-risk places where experimentation is welcomed, feedback is available, and a like-minded supportive community. Exchange has a proven track record in this area.

Exchange has provided studio space for more than 70 residents with disciplines including architecture, visual arts, film, fashion, digital media and crafts. This studio space provides residents with a social, supportive and productive creative environment. In the coming year residents will host more than 90 workshops to share their expertise with participants.

Exchange provides a safe space for artists and creatives to build confidence, develop their work, sustain their practice and learn from diverse creative perspectives, while providing the wider Christchurch community with a place to gather, connect and learn new skills. Exchange also brings vibrancy and positivity to a lower decile area.

Criteria		Comment
Community Connection and Activation	✓	<ul style="list-style-type: none"> <li>Building connection and encouraging involvement in the arts within the Christchurch community has been the key target of Exchange since its inception.</li> <li>These community projects intend to widen the Exchange community, bringing new members in and inviting them to participate beyond the individual project content itself.</li> </ul>
Community-led Response	✓	<ul style="list-style-type: none"> <li>Exchange is committed to building on the local talents and strengths within Christchurch, with a very solid track record of 700+ events and 120+ artists in residence.</li> <li>This wider project has been designed by the Exchange's residents and network, and reflects the needs of the XCHC community. It has been designed to be self-sustainable in the long term, and as it grows it will extend to include and support other projects delivered by those in the Exchange community.</li> </ul>
Capacity Building	✓	<ul style="list-style-type: none"> <li>Each of the projects within this application has been designed to build the sustainability and capacity of each of the artists involved, with the aim being that these projects build momentum over the funding period, allowing them to continue to be delivered and continue to grow once the funding period ends.</li> </ul>
Collaboration	✓	<ul style="list-style-type: none"> <li>Housing resident artists in shared studios enables them to collaborate and take new opportunities and directions they wouldn't</li> </ul>

		<p>be able to otherwise, and having this shared studio directly adjacent to the cafe space, where public are invited to come and work, enables collaboration and communication between XCHC residents and the wider community.</p> <ul style="list-style-type: none"> <li>The hosting of over 700 events in the space, a majority of which were held for free or at a community rate, enables disparate communities to come together in one centralised space, make new connections, and encourage new collaborations.</li> </ul>
<b>Innovation &amp; Enterprise</b>	✓	<ul style="list-style-type: none"> <li>Exchange's residents are all in the process of making a living off their creative practice. This project aims to support that goal for example, by running 10 guaranteed workshops without making a loss, the artists will build up a track record and momentum, and will be able to continue to deliver those workshops to an audience who trusts they'll deliver.</li> <li>These projects support creativity and flexibility, in particular around removing the element of risk. With funding to guarantee initial set-up costs are covered, artists and event producers are able to be more creative with what they deliver, as the pressure to make money is removed.</li> </ul>
<b>Removing Barriers to Participation And Resilience</b>	✓	<ul style="list-style-type: none"> <li>The project in this funding application has been designed to remove barriers to participation. By providing funds to run workshops, artists don't have to charge as steeply to recover costs.</li> <li>The photography studio will enable community practitioners by providing space at a community rate enabling more artists to access facilities they otherwise wouldn't have access to.</li> </ul>
<b>Psychosocial Governance Group Priorities</b>	✓	<ul style="list-style-type: none"> <li>The project aligns with the Psychosocial Governance group priorities: <ul style="list-style-type: none"> <li>- People in the east parts of the city</li> <li>- People with an income less than \$30,000</li> </ul> </li> </ul>

### Recommendation

That the Council:

- 2) Makes a grant of \$27,682 to Exchange Christchurch Trust from the Community Resilience Partnership Fund towards the Six Community Projects initiative

### 3. Mt. Pleasant Memorial Community Centre and Residents Association (MPCCRA): Community Activator

#### Background

The MPCCRA is one of only two resident owned community centres in Christchurch and has a long history of engagement and involvement with the Mt. Pleasant Community serving a population of approximately 1500 households. The original community centre, which was built in 1953, was destroyed by the earthquake. The Mt. Pleasant community has worked hard to fund-raise and build a new centre which opened in 2016.

The MPCCRA supports and engages in collaborative activities that promote the welfare its community. Some examples of this include the annual Estuary Festival, which has been running for six years in partnership with the Avon-Heathcote Ihutai Trust, support in local clean up days and collaborative projects such as the House Tours with Mt. Pleasant Primary School.

The community centre building is now an active community centre with 51 classes and a wide range of community activities running each week. The Mt. Pleasant Farmers Market has been running since the earthquakes and has not missed one Saturday since its inception. MPCCRA are currently refreshing the Front Room community hub which offers a place for connection, socialising, information, coffee and food. As much as possible, food is sourced from the Farmers Market and in the near future from the newly developed Memorial Community Gardens.

#### Community Resilience Initiative

Though consultation with their community MPCCRA have identified the following areas for on-going development, alongside the initiatives planned for each goal:

- Continued development of a wide range of community activities
  - Te Reo Māori Club to practice and learn together. This will be community led group with occasional support from Māori Kaiako.
  - Positive Environmental Impacts e.g. recycling station, EV charge station, zero waste
  - Big Screen Nights – evenings to watch sport or other interesting documentaries together
- Ongoing support as well as opportunities for participation for elderly people in our community
  - Connect local youth (Linwood College) to support e-shopping, various household tasks and visits
  - Provide organised transport to all events at the centre
  - Daytime exercise classes for seniors currently being sourced
  - Development of individualised outreach
- Welcoming and connecting new members of our community, especially young families moving into the Mt. Pleasant area
  - Re-introduce the 'welcome basket' to all new residents
  - New residents social nights – mix and mingle with long term residents
  - Discounts and specials for members
- Identifying ways to connect with and share opportunities with local youth
  - Collaboration with Mt Pleasant School on shared activities
  - Opportunities for local youth to participate in projects to support the elderly
  - Work experience in our cafe and community gardens, recycling station, etc.

The application is for the employment of a Community Activator to establish the above initiatives.

### **Financial Position**

MPCCRA have financial and management systems in place to employ staff, they currently employ part-time an administrator and a caretaker. They have the capacity and capability to receive and be accountable for grant funds and to deliver the project.

The Community Activator will be engaged as a contractor on a fix-term two year contract as outlined below.

Year 1- Community Activator, with some operating expenses (based on a rate of \$30 per hour for approximately 30 hours a week)	\$48,880
Year 2 – Community Activator, with some operating expenses (based on a rate of \$33 per hour for approximately 30 hours a week)	\$48,880
<b>TOTAL</b>	<b>\$97,760</b>

It is envisioned the Community Activator will build relationships with external funders and investigate social enterprise opportunities for the sustainability of the Centre and any further staffing needs.

MPCCRA have a Community Organisation Scheme Loan with Council, the current balance is \$350,000; three years into a ten-year term. The Association made a lump-sum payment of \$100,000 in 2018. It is therefore ahead of its repayment obligations with its next repayment due in January 2020. MPCCRA have provided their financial statements to Council, which indicate that it is cash-flow neutral and meets its operational financial obligations. However, it is unlikely to be in a position to meet its loan repayments to Council in 2020. This application will have a neutral impact on its cash-flow and its ability to repay its loan.

### **Assessment**

Criteria	Comment	
Community Connection and Activation	✓	<ul style="list-style-type: none"> <li>Will strengthen connections between people living in the Mt Pleasant</li> <li>Provide opportunities for people to become involved in community projects.</li> <li>Provide local residents access to physical, social and wellbeing activities in their community.</li> </ul>
Community-led Response	✓	<ul style="list-style-type: none"> <li>The work of the Community Activator is framed by the Mt Pleasant resident annual survey and consultation with local residents</li> <li>The Community Activator will utilise the resources, skills, knowledge and infrastructure of local community.</li> <li>Local residents will have the opportunity to be involved in developing and leading initiatives with help and support from the Community Activator.</li> <li>The Community Activator will work closely with community members and existing organisations using community led development principles.</li> </ul>



Capacity Building	✓	<ul style="list-style-type: none"> <li>The project will strengthen the capacity and capability of local community to identify and deliver effective services and activities that will increase community resilience and wellbeing.</li> <li>The role of Community Activator will enhance the on-going development of the capacity MPCCRA's volunteers and community members.</li> </ul>
Collaboration	✓	<ul style="list-style-type: none"> <li>To build on established collaborations and work with these groups on projects that will benefit the community.</li> <li>Collaborates with a number of organisations e.g. Mt. Pleasant Squash Club, Avon-Heathcote Valley Ihutai Trust, Mt. Pleasant Primary School, Sumner Hub and Kidsfirst Preschool</li> </ul>
Innovation & Enterprise	✓	<ul style="list-style-type: none"> <li>The Community Activator will develop a range of community activities and social enterprises which have been designed by the community</li> <li>All revenue generating activities are for the benefit of the community to become a self-sustaining centre with a key focus on community programmes and events</li> </ul>
Removing Barriers to Participation And Resilience	✓	<ul style="list-style-type: none"> <li>Will increase awareness of, and participation by, local people in community, recreation programmes and events.</li> <li>Will support initiatives that enhance peoples' ability to access services, community events and projects.</li> </ul>
Psychosocial Governance Group Priorities	✓	<p>The project aligns with the Psychosocial Governance group priorities:</p> <ul style="list-style-type: none"> <li>- People living in the east of the city</li> <li>- Those who have unresolved claims at the property they own and usually live in</li> </ul> <p>The project has some alignment with the Psychosocial Governance group priorities:</p> <ul style="list-style-type: none"> <li>- Māori</li> </ul>

### Recommendation

That the Council:

- 3) Makes a grant of \$48,880 to Mt. Pleasant Memorial Community Centre and Residents Association from the Community Resilience Partnership Fund for Year One of the Community Activator initiative.
- 4) Subject to the return of a satisfactory monitoring report, the Council makes a grant of \$48,880 to Mt. Pleasant Memorial Community Centre and Residents Association from the Community Resilience Partnership Fund for Year Two of the Community Activator initiative.



## 4. Papanui Youth Development Trust - Disability Project

### Background

The Papanui Youth Development Trust (PYDT) has been in operation since 2002, serving the communities of North-West Christchurch and reaching over 23,000 people each year. The purpose of PYDT is to empower young people to reach their full potential and positively influence their communities; outcomes achieved through professional programmes and facilities offering holistic activities that challenge and support them. Some of the core projects that PYDT are involved in include: Youth Leadership Development, Youth Advocacy and Support, Community Events, Holiday Programmes, Disability Support Groups, and Music Production/Audio Engineering.

### Community Resilience Initiative

The initiative proposed to be supported through the Community Resilience Partnership Fund is the weekly PYDT Disability Youth Group.

This programme operates from two centres within the city: Papanui and Woolston; and functions as an inclusive youth-group for those with intellectual or behavioural challenges. The Youth Groups meet once a week and follow a series of activities planned at the start of the term by the young people themselves. Last year there were 45 participants involved regularly throughout the year, taking part in activities across the city, making friends, and getting to know local referral agencies.

The programme will have food-provided events 2 or 3 times per term, where families will be encouraged to attend. Young individuals suffering with a disability will benefit from a time each week where they are able to interact with others like themselves in a safe environment and have the opportunity to participate in some of the city's activities and attractions.

Any financial support would contribute towards the wage costs of the two Youth Worker(s) who coordinate and run the Disability Project.

### Financial Position

The Papanui Youth Development Trust has shown financial stability over a number of years. The most recent financial audit shows the trust operating at a deficit of \$13,000. This compares to a surplus in the previous year of \$35,000. This change is attributed to a decrease in central government funding towards disability service providers and an increase in wage costs due to popularity of services. However, the trust remains in a healthy financial position with year-end working capital of \$120,000.

### Assessment

The Papanui Youth Development Trust supports young people of all physical and intellectual abilities in Christchurch to reach their potential. For the Disability Project specifically, while the centres of operation are based in Woolston and Papanui; participants come from all over the city, even as far as Rolleston, to take part.

The \$7,000p/a applied for, will cover the shortfall not currently resourced through carer Support payments, which the family of each disabled individual is able to allocate towards care for their child. A lack of funding would likely not cease operation of the service, but would limit the activities and trips that the group is able to take. Examples of event nights include discounted meals at local eateries, pet-shop visits, fire station tours, and exploration of trucks on farms. Communities and businesses are often willing to donate time and resources to support these unique groups.

Those with disabilities (particularly intellectual and behavioural in nature) often struggle with social skills, and lack the awareness to integrate smoothly into community. Because of this, loneliness and a lack of willingness to engage in the wider community tend to be common symptoms. This programme will not only allow these young people to engage socially with one another, but will provide them experiences they would not be able to generate on their own.

Criteria		Comment
Community Connection and Activation	✓	<ul style="list-style-type: none"> <li>While the Disability project is primarily for the youth, there is also an emphasis on community connection. Parents are invited to events, and through these, build support networks and share best practice with other families.</li> </ul>
Community-led Response	✓	<ul style="list-style-type: none"> <li>Community groups and businesses all over the city have supported this youth group to become successful by offering heavy discounts and special services to this identified vulnerable community.</li> </ul>
Capacity Building	✓	<ul style="list-style-type: none"> <li>The disabled individuals are encouraged to take part in the planning process at the beginning of each term. This not only engages the young people intellectually, but also empowers them to have more autonomy in their life.</li> </ul>
Collaboration	✓	<ul style="list-style-type: none"> <li>Papanui Youth Development Trust works collaboratively with a number of other organizations to ensure that activities for the young people are appropriate and affordable. This includes discounts and tailored experiences.</li> </ul>
Innovation & Enterprise	✓	<ul style="list-style-type: none"> <li>The innovation of this project is in the support for the disabled participants to design their own activities. This not only engages them creatively, but also brings ownership and pride to those taking part.</li> </ul>
Removing Barriers to Participation And Resilience	✓	<ul style="list-style-type: none"> <li>The individuals taking part in this project would not have the ability to organise activities like these without support from carers, and in particular would struggle to building of friendships and navigate social situations without an established environment to do so.</li> </ul>
Psychosocial Governance Group Priorities	✓	<p>The project aligns with the Psychosocial Governance group priorities:</p> <ul style="list-style-type: none"> <li>- People living with a health condition or disability.</li> </ul>

### **Recommendation**

That the Council:

- 5) Makes a grant of \$7,000 to Papanui Youth Development Trust from the Community Resilience Partnership Fund for Year One of the Disability Project.
- 6) Subject to the return of a satisfactory monitoring report, the Council makes a grant of \$7,000 from the Community Resilience Partnership Fund for Year Two of the Disability Project.

## 5. The Parenting Place Charitable Trust: Building Awesome Whānau Programmes

### Background

The Parenting Place is an organisation that supports the education and transfer of parenting skills and understanding in New Zealand. They aim to see every child raised in a loving, nurturing and positive environment where a child's full potential can be encouraged and developed. They operate from the mantra: "When young people and families are strong, communities are strong".

They have a range of programmes and services that teach tips and strategies to help with the many challenges of parenting, while equipping parents to build strong healthy families. The organisation offers support for all families in Christchurch, but focuses primarily on equitable support for Māori, Pasifika, and lower socio-economic families.

### Community Resilience Initiative

The initiative proposed to the Community Resilience Partnership Fund is 30 fully subsidised Building Awesome Whānau (BAW) programmes in Christchurch over the coming 12 months.

The 'Building Awesome Whānau' programmes are six-session small-group parenting courses designed to be culturally relevant and accessible for Māori and other vulnerable communities. The ultimate aim of Building Awesome Whānau is to reduce disparities in social and health outcomes for families under pressure and to break the cycle of poor parenting, which can be generational.

Parents taking part will learn how to:

- deal with trauma they or their children may have experienced;
- provide a safe and nurturing home environment;
- meet the physical and emotional needs of their children;
- set and enforce age-appropriate boundaries;
- understand and manage childhood behaviours such as crying;
- enhance a child's confidence and resilience;
- create connectedness within a family.

### Financial Position

The Parenting Place is a national organisation operating predominantly from Auckland, with small offices in other centres, including Christchurch. There is a large national budget to cover any shortfall; however, proactive allocation of those funds to Christchurch is limited.

The Parenting Place typically offers these courses partially subsidized, so if the funding application were to be unsuccessful, courses would still be offered; however, they would not be in the quantity requested (by community demand), nor fully subsidised for participants.

## Assessment

Following the events of March 15, The Parenting Place has seen an increase of 1280% in their websites' fortnightly viewership (from an average of 875, to 12,079). Additionally, requests and inquiries from the public for parenting support programmes in the city have increased by 1000%.

In total, the 30 programmes would include nine participants per group, each of whom would go through six half-day sessions with a course facilitator. This results in 270 participants who would come away with the knowledge, skills, and confidence to support their children, families and communities in this delicate time.

The increase in demand for parenting support following the shootings is a clear indication that young people (particularly those who saw the live-stream) continue to be negatively affected by the events; and that parents are struggling to manage the additional stress brought by this disruption. By fully subsidizing these programmes reduces at-home pressures on some of our most in-need populations.

Criteria	Comment	
<b>Community Connection and Activation</b>	✓	<ul style="list-style-type: none"> <li>Whanau and communities will have the opportunity to discuss and work through family situations together, realising they are not alone in their struggle and developing new connections as a result.</li> </ul>
<b>Community-led Response</b>	✓	<ul style="list-style-type: none"> <li>These courses have been requested because of a community desire following the events of 15 March. Parents have noticed changes in the behaviour of their children and are looking for support in managing that.</li> </ul>
<b>Capacity Building</b>	✓	<ul style="list-style-type: none"> <li>These courses serve to upskill vulnerable parents and families in how to manage situations, develop resilience, and act in ways that develop family wellbeing. This is knowledge that can be shared between friends and within communities once taught.</li> </ul>
<b>Collaboration</b>	✓	<ul style="list-style-type: none"> <li>The Rata Foundation, Ministry of Social Development, and the Methodist PAC Distribution Group will financially contribute the remainder of the costs for these courses.</li> </ul>
<b>Innovation &amp; Enterprise</b>	✓	<ul style="list-style-type: none"> <li>While these courses are offered periodically throughout the year, this series of courses is offered specifically for those families who are seeking support following the March 15<sup>th</sup> events.</li> </ul>
<b>Removing Barriers to Participation And Resilience</b>	✓	<ul style="list-style-type: none"> <li>Fully funding these programmes, and therefore making them available to the community free of charge removes the financial barrier that would otherwise prohibit families under financial pressure from accessing the information and support that they feel they need at this time.</li> </ul>
<b>Psychosocial Governance Group Priorities</b>	✓	<ul style="list-style-type: none"> <li>People of Māori ethnicity,</li> <li>People from a household with an income of less than \$30,000,</li> <li>People in the east of the city.</li> </ul>

### **Recommendation**

That the Council:

- 7) Makes a grant of \$18,330 to The Parenting Place Charitable Trust from the Community Resilience Partnership Fund for Building Awesome Whānau Programmes .



## 6. Renew Brighton: Community Development Project

### Background

Renew Brighton have a vision of "a strong, connected, and engaged Greater Brighton community". Their mission is "enabling participation on the issues that are important to the people of Brighton" and their purpose is "promoting the recovery and revitalisation of the community". Renew Brighton operates in the greater Brighton area for the purpose of developing community led development and revitalization of the community. They manage the following projects;

- New Brighton Connection which brings together local organisations to build connection and promote collaboration
- The How Team approach to community engagement, with coastal futures agencies.
- A Shore Thing an events calendar delivered to 20,000 homes in greater New Brighton
- Recreate, a collaboration with DCL to enhance the Brighton Mall using a vacant shop for artists to display their creations
- Enliven New Brighton projects, a collaboration with DCL to activate vacant shop fronts with displays or activities
- New Brighton Community Development project, a new initiative that focuses on the causation factors that contribute to local issues
- Te Kura Tawhiti a centre for art and wellbeing.

### Community Resilience Initiative

The initiative proposed to be funded through the Community Resilience Partnership Fund is the New Brighton Community Development Project. This application is for wages and other operational costs connected to the project.

This is a new project for the group and covers a period of five years. The initiation of the project is complete and there is support for a collaborative community led development approach to work in the New Brighton area. The scope, time lines, stages and budgets for the five years of the project are also complete. It focuses on the causation factors that contribute to local social issues.

The project has five stages. Stage 1 commencing 2019, to Stage 5 completing 2023 onwards.

**Stage 1** - develop a community profile, build connections with groups and organisations and document the community development process.

**Stage 2** - building collective impact with groups and creating a shared vision.

**Stage 3** - creating a community led development plan, identifying community strengths and issues. Engaging residents in creating a shared vision and co-creating a community development plan.

**Stage 4** - implementing, building community based capacity, leadership, engagement and ownership of community-led development plan.

**Stage 5** - achieving sustainable change building sustainability of projects, initiatives, community networks and collaboration.

Renew Brighton have successfully delivered a range of innovative projects that have been identified as important to people living in the Greater New Brighton area.

## Financial Position

Renew Brighton have managed a range of grant funded community projects. They have experience of managing and delivering projects that receive funding from multiple sources. This includes collaborative projects and projects receiving a significant level of funding. They have the capacity to deliver on their projects and have sound governance and financial processes in place. Applications are being made to the Rata Foundation and Lotteries for this project.

## Requested Amount

Stage 2 (Year 1)	Community Development Project	\$20,000
Stage 3 (Year 2)	Community Development Project	\$20,000

## Assessment

Criteria		Comment
Community Connection and Activation	✓	<ul style="list-style-type: none"> <li>Build connections with organisations, groups and residents to engage them in the initiative.</li> <li>Undertake community survey to identify community strengths and issues.</li> <li>Build community engagement and ownership of community led development projects.</li> </ul>
Community-led Response	✓	<ul style="list-style-type: none"> <li>Use the "How Team" model of engagement to develop the community survey then to create a community shared vision.</li> <li>Build community capacity and leadership of the community-led development plan.</li> </ul>
Capacity Building	✓	<ul style="list-style-type: none"> <li>Establish collaborations with organisations, groups and residents to develop a shared vision.</li> <li>Enhance connectivity between agencies, non-government agencies and community groups in the area. Build community capacity, cohesion and connectivity.</li> </ul>
Collaboration	✓	<ul style="list-style-type: none"> <li>Establish collaboration with organisations, groups and residents. Create a shared vision.</li> <li>Co-create a community -led development plan and establish an advisory group.</li> </ul>
Innovation & Enterprise	✓	<ul style="list-style-type: none"> <li>It is a new initiative to create a community-led development approach to community identified issues in the area.</li> <li>Community cohesion develops through initiatives that provide community ownership and uses community strengths and abilities to create local solutions to local issues.</li> </ul>
Removing Barriers to Participation And Resilience	✓	<ul style="list-style-type: none"> <li>It is a cross community approach, with particular focus on youth, vulnerable people, and those experiencing inequity, as well as working to engage residents who have the capacity to help others and contribute to community development activities</li> </ul>

Psychosocial Governance Group Priorities	✓	The project aligns with the Psychosocial Governance group priorities: - People living in the east of the city - Those who have unresolved claims at the property they own and usually live in
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### **Recommendation**

That the Council:

- 8) Makes a grant of \$20,000 to Renew Brighton from the Community Resilience Partnership Fund for Year One of the New Brighton Community Development initiative.
- 9) Subject to the return of a satisfactory monitoring report, the Council makes a grant of \$20,000 to Renew Brighton from the Community Resilience Partnership Fund for Year Two of the New Brighton Community Development initiative.

Attachment B – CRPF Summary Matrix August 2019

Name	Project	Social Capital	Community-led	Capacity Building	Collaboration	Innovation	Remove Barriers	PGG Priorities	Recommendation		
1	Barrier Free New Zealand Trust	✓	✓	✓	✓	✓	✓	✓	That the Council: 1) Makes a grant of \$20,000 to Barrier Free New Zealand Trust from the Community Resilience Partnership Fund towards implementation of the Accessibility Charter.	Year 1 \$20,000	Year 2 \$0 – Not requested
2	Exchange Christchurch Trust (XCHC)	✓	✓	✓	✓	✓	✓	✓	That the Council: 2) Makes a grant of \$27,682 to Exchange Christchurch Trust from the Community Resilience Partnership Fund towards the Six Community Projects initiative	Year 1 \$27,682	Year 2 \$0 – Not requested
3	Mt Pleasant Memorial Community Centre and Residents Association	✓	✓	✓	✓	✓	✓	✓	That the Council: 3) Makes a grant of \$48,880 to Mt. Pleasant Memorial Community Centre and Residents Association from the Community Resilience Partnership Fund for Year One of the Community Activator initiative.  4) Subject to the return of a satisfactory monitoring report, the Council makes a grant of \$48,880 to Mt. Pleasant Memorial Community Centre and Residents Association from the Community Resilience Partnership Fund for Year Two of the Community Activator initiative.	Year 1 \$48,880	Year 2 \$48,880

Attachment B – CRPF Summary Matrix August 2019

4	Papanui Youth Development Trust	Disability Project	✓	✓	✓	✓	✓	✓	✓	That the Council: 5) Makes a grant of \$7,000 to Papanui Youth Development Trust from the Community Resilience Partnership Fund for Year One of the Disability Project 6) Subject to the return of a satisfactory monitoring report, the Council makes a grant of \$7,000 to Papanui Youth Development Trust from the Community Resilience Partnership Fund for Year Two of the Disability Project.	Year 1 \$7,000	Year 2 \$7,000
5	The Parenting Place Charitable Trust	Building Awesome Whanau Programmes	✓	✓	✓	✓	✓	✓	✓	That the Council 7) Makes a grant of \$18,330 to The Parenting Place Charitable Trust from the Community Resilience Partnership Fund for Building Awesome Whānau Programmes .	Year 1 \$18,330	Year 2 \$0 – Not requested
6	Renew Brighton	New Brighton Community Development	✓	✓	✓	✓	✓	✓	✓	That the Council 8) Makes a grant of \$20,000 to Renew Brighton from the Community Resilience Partnership Fund for Year One of the New Brighton Community Development initiative.. 9) Subject to the return of a satisfactory monitoring report, the Council makes a grant of \$20,000 to Renew Brighton from the Community Resilience Partnership Fund for Year Two of the New Brighton Community Development initiative.	Year 1 \$20,000	Year 2 \$20,000
<b>Total Requested</b>		<b>\$217,772</b>										
<b>Balance of CPR Fund (August 2019)</b>		<b>\$961,780</b>										
<b>Funds Remaining if above Applications are Granted</b>		<b>\$744,008</b>										

Attachment B – CRPF Summary Matrix August 2019



Community Resilience Partnership Fund Financial Tracking

		Granted	Paid	Granted	Paid
Name	Name/Subject	Year 1		Year 2	
Addington.net	Digital Capacity Partnerships (Yr1 of 2)	\$30,000	\$30,000	\$30,000	\$30,000
Aranui Community Trust (ACTIS)	Community Connection (Yr 1 of 2)	\$120,000	\$120,000	\$110,000	\$110,000
Avebury House Community Trust	Community Led Research and Revitalisation	\$60,000	\$60,000	\$0	\$0
Belfast Community Network Inc	Resilience Initiatives in Belfast, Redwood and Northcote (Yr 1 of 2)	\$50,000	\$50,000	\$50,000	\$50,000
BUG 4/2 Incorporated	Activation with City Libraries (Yr 1 or 2)	\$40,000	\$40,000	\$40,000	\$40,000
Canterbury Neighbourhood Support Inc	Support and Get Ready	\$70,000	\$70,000	\$0	\$0
CCC Civil Defence & Emergency Management (CDEM)	Neighbourhood Action Fund	\$20,000	\$20,000	\$0	\$0
CCC Coastal Burwood Governance Team	Avondale, Burwood, Dallington Initiatives	\$60,000	\$60,000	\$0	\$0
CCC Regional Parks Team	Connecting Communities Nurturing Nature (Yr1 of 2)	\$450,000	\$450,000	\$450,000	\$450,000
CCC Regional Parks Team	Partnership Worker for Community Conservation Connection Proje	\$55,000	\$55,000	\$55,000	\$55,000
Community Law Canterbury	Recovery information	\$20,000	\$20,000	\$0	\$0
Conservation Volunteers New Zealand	Community Conservation Connection (Yr 1 of 2)	\$45,000	\$45,000	\$45,000	\$45,000
Delta Community Support Trust	Evergreen Club and Friendship Link (Yr 1 of 2)	\$25,000	\$25,000	\$25,000	\$25,000
Food Resilience Network	Otakaro Orchard (Yr1 of 2)	\$70,000	\$70,000	\$60,000	\$60,000
Nawawi Center Ltd	Nawawi Centre	\$30,000	\$30,000	\$0	\$0
Neighbourhood Trust	Mairehau Neighbourhood Project (Yr 1 of 2)	\$40,000	\$40,000	\$40,000	\$40,000
Oak Development Trust	Resilience Initiatives (Yr 1 of 2)	\$30,000	\$30,000	\$30,000	\$30,000
Otautahi Creative Spaces Trust	Creative Spaces Project (Yr 1 of 2)	\$50,000	\$50,000	\$50,000	\$50,000
Pacific Youth Leadership And Transformation Council	Increasing Participation and Connections (Yr 1 of 2)	\$50,000	\$50,000	\$50,000	
Phillipstown Community Centre Charitable Trust	Hub Activation Initiative (Yr 1 of 2)	\$70,000	\$70,000	\$70,000	\$70,000
Project Lyttelton Incorporated	Community Activation Project (Yr 1 of 2)	\$80,000	\$80,000	\$80,000	\$80,000
Qtopia Incorporated	Strengthening an Inclusive Canterbury (Yr 1 of 2)	\$50,000	\$50,000	\$50,000	\$50,000
Rowley Resource Centre Inc/Cross Over Trust	Rowley Hoon Hay Community Collaboration (Yr 1 of 2)	\$50,000	\$50,000	\$50,000	\$50,000
Shirley Community Trust	McFarlane Park Community Centre Activation (Yr 1 of 2)	\$50,000	\$50,000	\$60,000	\$60,000
Sumner Bays Union Trust (Umbrella)	Christchurch Timebanks (Yr1 of 2)	\$50,000	\$50,000	\$50,000	
Sustain South Brighton	Community and Neighbour Connection (Yr 1 of 2)	\$20,000	\$20,000	\$20,000	\$20,000
Te Taumutu Runanga	Te Kahui Kahukura Community Connection Project	\$200,000	\$200,000	\$0	\$0
Te Whare Roimata Trust	Community Led Revitalisation and Regeneration (Yr 1 of 2)	\$80,000	\$80,000	\$90,000	\$90,000
Te Whare Roopu o Oterepo - Waltham Community Cottage	Community Connection (Yr1 of 2)	\$60,000	\$60,000	\$60,000	\$60,000
The Bridge South Brighton Trust	Community Activation Hub (Yr1 of 2)	\$50,000	\$50,000	\$50,000	\$50,000
The Canterbury Mental Health Education & Resource Centre	Community Support and Connection (Yr 1 of 2)	\$45,000	\$45,000	\$45,000	\$45,000
Spreydon Baptist Community Ministries (Umbrella)	Addington Farm	\$30,000	\$30,000	\$30,000	\$30,000
Youth Alive Trust (Umbrella)	New Brighton Hub	\$60,000	\$60,000	\$60,000	
Earthquake Disability Leadership Group	Workshop for People with Intellectual Disabilities	\$14,680	\$14,680	\$0	\$0
Christchurch Methodist Mission (Umbrella)	Christchurch Housing First (Yr 1 of 2)	\$200,000	\$200,000	\$200,000	
Burwood Community Church Trust	Burwood Support Programme	\$55,000	\$55,000	\$55,000	
Hornby Community Care Trust	Hornby Community Activator	\$57,020	\$57,020	\$54,520	
Leadership Lab	Leadership in Communities	\$30,000	\$30,000	\$30,000	
Shakti Ethnic Women's Support Group	Youth Network for Change Pilot	\$20,000	\$20,000	\$20,000	
Heathcote Valley Community Association	Community Centre Activator Initiative	\$31,000	\$31,000	\$31,000	
Pillars	Creating the Pillars Alliance	\$25,000	\$25,000	\$0	\$0
Tangata Atumotu Trust	Connecting Pasifika Matua (Elders)	\$45,000	\$45,000	\$0	\$0
Christchurch City Mission	Interagency approach to begging and rough sleeping	\$100,000	\$100,000	\$0	\$0
St Albans Residents Assn (SARA)	Community Organiser	\$55,000		\$55,000	
Total		\$2,842,700	\$2,787,700	\$2,195,520	\$1,590,000

Funds received to date	\$6,000,000
Total granted to date	\$5,038,220
Total Balance to Allocate (as at 1 August 2019)	\$961,780



## 25. 2019/20 Strategy and Policy Forward Work Programme

Reference: 19/774892

Presenter(s): Emma Davis - Head of Strategic Policy

### 1. Purpose of Report

- 1.1 To provide an update on the Council-wide strategy and policy forward work programme for 2019/20.

### 2. Executive Summary

- 2.1 The strategy and policy forward work programme (FWP) provides a high-level portfolio view for elected members of the strategy and policy work underway across the whole organisation. This update of the FWP is structured according to the strategic priorities and sets out work planned for the 2019/20 year as requested by the Council when it last received a formal report on this matter on 13 December 2018.

### 3. Staff Recommendations

That the Council:

1. Review the attached policy work programme for 2019/20 and provide feedback.
2. Note that the next update on the policy work programme will be scheduled for after the local body elections and cover work planned for the next triennium.

### 4. Context/Background

#### Issue or Opportunity

- 4.1 This update on work planned for the 2019/20 year is an opportunity for elected members to provide feedback on the policy work programme.

#### Decision Making Authority

- 4.2 The Council last reviewed the strategy and policy forward work programme in December 2018 when it was agreed that the next FWP update would focus on the 2019/20 year (CNCL/2018/00332). Council discussions in December also suggested that the subsequent FWP update be scheduled shortly after the local body elections and look ahead to work planned for the next three year-term. This will give an opportunity for the new Council to consider its priorities and then the FWP can be aligned against the new Council's priorities.

#### Strategic priorities and climate change

- 4.3 The attached update groups policy projects by the Council's strategic priorities. The first section includes major projects which are closely aligned to all six strategic priorities because they encompass so many areas of Council business – this includes the policy work involved in development of the Long Term Plan, Infrastructure Strategy, Financial Strategy and Rating Policy.
- 4.4 The update then works through the six strategic priorities, starting with the two recently highlighted by the Council as particularly critical and urgent – climate change leadership and safe and sustainable water supply and improved waterways.
- 4.5 Regulatory policy projects are covered at the end of the update.

### Timeframe and mandate

- 4.6 Information on the original mandate for policy projects is now included where available, and changes to the project timeframe noted, as requested by the Council.

## Attachments

No.	Title	Page
A <a href="#">↓</a>	2019/20 Strategy and Policy Forward Work Programme	333

## Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories

<b>Author</b>	Elizabeth Wilson - Senior Policy Analyst
<b>Approved By</b>	Emma Davis - Head of Strategic Policy Brendan Anstiss - General Manager Strategy and Transformation

Strategy and Policy Forward Work Programme for 2019/20 – aligned to the Strategic Priorities

## ALL STRATEGIC PRIORITIES

The Long Term Plan 2021-2031 – FPCW - Programme Sponsor: Chief Executive Officer - Programme Manager: Peter Ryan

Partners	Milestone or action	Time frame	Status	Progress	
CCC	<p>Policy work involved in the strategic direction-setting stages of the LTP, in preparing the Plan to deliver on the Council's Vision, Community Outcomes and Strategic Priorities.</p> <p>FPCO/2019/00038: FPCW received the information in the LTP Programme Plan and requested a workshop with the new Council as soon as possible after the election to confirm the programme and strategic directions.</p>	Jul 2019 - Jun 2021	On-Track	<p><b>June 2019</b></p> <p>LTP Programme Plan approved by ELT &amp; FPCW. Activity &amp; Asset Management Plan process well underway. AMPs to be in draft by December 2019, and Activity Plans covering assets also to be in draft by December. Activity Plan and AMP templates revised to assist staff to better reflect the Strategic Framework.</p>	
LTP – Infrastructure strategy – ITE – GM City Services – Piers Lehmann					
Partners	Milestone or action	Time frame	Status	Progress	
CCC	Planning for 2021 Long Term Plan	Nov 2018 - Dec 2020	On-Track	<p><b>July 2019</b></p> <p>Infrastructure Strategy (IS) Project Plan under development. Draft IS developed July 2019 – June 2020. After draft completed, work to ensure IS alignment to Financial Strategy, Service Plans and Asset Plans planned for Jun-Nov 2020.</p>	

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LTP - Financial Strategy - FPCW - GM Finance & Commercial - Diane Brandish						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	Develop 2021-2051 strategy	Jul 2019 - Jun 2020	On-Track	November 2018 Financial Strategy developed for 2018-2028 Long Term Plan.	June 2019 Underway.	
Rating Policy - FPCW - GM Finance & Commercial - Diane Brandish						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	Annual review 2019 / 2020	Jul 2019 - Jun 2020	On-Track	June 2019 Complete, for June 2019, and will commence further review for June 2020.		

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## CLIMATE CHANGE LEADERSHIP

Climate Change Strategy - ISD - GM Strategy & Transformation - Emma Davis

Partners	Milestone or action	Time frame	Status	Progress	
CCC	<p>Development of Climate Change Strategy</p> <p>Council decisions: CNCL:2017/00294 Carbon Neutrality &amp; Climate Change CNCL/2019/00101 Declaration of a Climate Change and Ecological Emergency</p> <p>Timeframe: strategy with emissions reduction targets for the district by September 2019. Ongoing work with the community will follow to develop action plans through 19/20.</p>	Jul 2018 - Jul 2020	On-Track	<p><b>November 2018</b></p> <p>Workshop with key staff on 14 November 2018, outline of strategy to ELT and Council Committee December 2018.</p> <p><b>June 2019</b></p> <p>Public survey undertaken - clear support for strong climate action. Expert Advisory Panel held to provide input on strategy principles, goals and how to engage with community. Undertaking public consultation on city-wide emissions target to be set by September 2019. Strategy development and action planning ongoing with regular reporting to ISD and Council on programme.</p>	

Waste Management & Minimisation Plan 2013 - ITE/ISD - GM City Services – Helen Beaumont

Partners	Milestone or action	Time frame	Status	Progress	
CCC	<p>Information gathering; preparing a draft plan; stakeholder/community consultation; hearings &amp; adoption of plan by Council no later than end of 2019</p>	Jul 2018 - Dec 2019	On-Track	<p><b>November 2018</b></p> <p>Initial consultations with stakeholders underway, including neighbouring TA's, Ministry for Environment and Council regarding long term</p> <p><b>June 2019</b></p> <p>June 2019 PSG set up, situational analysis completed, plan drafting in progress, draft to go to Council December 2019</p>	

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				strategy of WMMP. Current issues with global recycling markets will form part of the long term strategy.		
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## SAFE & SUSTAINABLE WATER SUPPLY & IMPROVED WATERWAYS

Integrated Waters Strategy (IWS) – ITE - GM Strategy & Transformation and GM City Services - Emma Davis/Helen Beaumont

Partners	Milestone or action	Time frame	Status	Progress	
CCC	An integrated strategy to replace the Water Supply, Wastewater and Surface Water Strategies - Mandate: 2015/16 work programme for Strategy & Planning Unit approved by Council.	Jul 2017 - Jun 2020	On-Track	<b>November 2018</b> Draft Strategy going out for public consultation	<b>June 2019</b> In May the Council delegated approval of a draft Integrated Water Strategy for public consultation to a working group (CNCL/2019/00099). Draft released for public consultation 14 June - 14 July 2019.
CCC	Review of the Water Supply, Wastewater and Stormwater Bylaw	Nov 2018 – Sep 2020	On-track	<b>November 2018</b> Need for early bylaw review identified. Review is to reflect emerging operational requirements, largely as a result of the upcoming stormwater network discharge consent decision.	<b>June 2019</b> Project plan in place. Clause by clause analysis and section 155 determination underway.

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## ENABLING ACTIVE CITIZENSHIP & CONNECTED COMMUNITIES

### Community Facilities Network Plan - SCDH - GM Citizens & Community - John Filsell

Partners	Milestone or action	Time frame	Status	Progress	
CCC	Policy Development - timeframes are placeholders and yet to be confirmed	Jul 2018 - Jun 2020	On-Track	<p><b>November 2018</b> Priority project underway, framework completed August 2019, consider a change after recent Council LOS workshop. Specific information on three facilities fast tracked to inform the 2019 AP process, Shirley Okains Bay and Burwood.</p> <p><b>May 2019</b> Updated to the SCDH Committee in April and June. Project delayed as staff were re-focused on the events of March 15. Emerging findings on 10 Shirley Road, Burwood/Avondale/Dallington and Multicultural Hub available/provided-to Councillors for consideration in the 2019/2020 Annual Plan. Project scheduled to conclude 30 September 2019</p>	

### Significance & Engagement Policy 2014 - SCC - GM Strategy & Transformation – Katy McRae/Emma Davis

Partners	Milestone or action	Time frame	Status	Progress	
CCC	Review	Jan 2018 - Jun 2020	On-Track	<p><b>May 2018</b> Project Plan to be developed in June 2018. Review is to take a comprehensive approach with</p> <p><b>November 2018</b> Deferred to 2019/20.</p>	

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				front end community and board engagement.		
Local Government Official Information Act Policy - Office of the Chief Executive						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	Policy development. Will include revision of fees and charges, and draw on provisions of new Local Government Official Information and Meetings Act (due early 2020).	Jul 2019 - Jun 2020	On-Track	<b>July 2019</b> Proposed new policy development - timeframes TBC.		
Physical Recreation & Sport Strategy 2002 - GM Citizens & Community - Nigel Cox						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	Review. Prep work may start in 2018/19. Sits above the regional places and spaces strategy.	Jul 2018 - Jun 2020	On-Track	<b>November 2018</b> Project plan for the review of the current strategy is being drafted by RSU. Resourcing to be confirmed by end of calendar year.	<b>June 2019</b> Project plan has been drafted and in review. Direction has been sort from strategy and planning on initial steps in process. Project team looking to be established at start of financial year.	
Alcohol-related harm at public events policy 2001 - RPC - GM Strategy & Transformation - Emma Davis						
Partners	Milestone or action	Time frame	Status	Progress		

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CCC	Review	Jul 2019 - Jun 2020	Delayed	<b>November 2018</b> This policy will be reviewed in the second half of 2018-19 year; an action for the Council under the Christchurch Alcohol Action Plan.	<b>July 2019</b> Review deferred to 2019/20.	
Framework for funding community groups - SCDH - GM Citizens & Community - John Filsell						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	SCS review	Jul 2018 - Jun 2021	On-Track	<b>June 2018</b> Priority policy project for Community Governance Unit. <b>November 2018</b> Otherwise known as the Funding Review, report to Council due in November 2018.	<b>June 2019</b> Council considered a report on 12 December 2012 and 28 February 2019 respectively. Formula for apportioning SCF allocation to Boards agreed and implemented. Funding Framework trialists identified and work is underway. Capital Endowment Fund allocation process was approved and implemented in March, second allocation on 25 July 2019. All ELC's have been visited individually and a Council workshop is anticipated in late July 2019 with a report to Council in Late August 2019. Update provided to Funding	

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				Working Group on 29 May 2019.	
Maintenance of private rights of way policy 2002 - GM City Services - Richard Osborne					
Partners	Milestone or action	Time frame	Status	Progress	
CCC	Policy review	Jul 2019 - Jun 2020	On-Track	<b>May 2018</b> Policy Register Review recommendation (considered by Council March 2018)	<b>July 2019</b> Will be reviewed in 19/20
Public streets enclosures policy 2006 review - RPC - GM City Services - Richard Osborne					
Partners	Milestone or action	Time frame	Status	Progress	
CCC	Policy review	Jul 2019 - Jun 2020	On-Track	<b>May 2018</b> Policy Register Review recommendation (considered by Council March 2018)	<b>July 2019</b> will be reviewed 19/20
Social Housing Strategy 2007 Review - SCDH - GM Strategy and Transformation - Emma Davis					
Partners	Milestone or action	Time frame	Status	Progress	
CCC	Review. Note re-scope post-election; contribution to BIM for new Housing minister	Jul 2017 - Dec 2019	On-Track	<b>May 2018</b> Strategy review to commence in 2018/19.  <b>November 2018</b> Project has commenced, Council	<b>June 2019</b> Draft considered by Committee in June 2019. Draft content for public consultation to be

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				briefing on scope booked for 18 December.	considered by Council after the 2019 elections.	
Sister Cities Strategy 2000 - IRWG - Chief Executive's Office - Matt Nichols						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	Policy review	Jul 2018 - Dec 2019	On-Track	<b>October 2018</b> July 2018 Council agreed to development of a new IR Policy Framework (IRPF) replacing Sister Cities Strategy 2000.	<b>June 2019</b> New IRPF in draft and considered by IR Working Group - to be submitted to the Council in August 2019.	

MAXIMISING OPPORTUNITIES TO DEVELOP A VIBRANT, PROSPEROUS, SUSTAINABLE 21ST CENTURY CITY

Arts Policy & Strategy Review - SCDH - GM Citizens & Community - Nigel Cox

Partners	Milestone or action	Time frame	Status	Progress		
CCC	Project team to be established Jan 2018. Consultations Feb-Apr 2018. Finalised city-wide arts strategy Jan 2019.	Jul 2017 - Aug 2019	On-Track	<b>November 2018</b> Underway, first draft reviewed by GM.  Extension requested for consultation. This has been granted. Final Strategy expected to be with Council April 2019. Council briefing anticipated early Dec '18, full Council presented	<b>June 2019</b> The draft arts strategy, Toi Ōtautahi, went out for consultation on May 15, 2019. With consultation closing on June 17, the final draft is expected to go to Council on August 22, and to partner governance boards around that same time for adoption	

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				with draft seeking approval for external consultation early Feb '19.	or endorsement. Christchurch City Council, Rātā Foundation, Creative New Zealand and ChristchurchNZ continue to discuss resourcing and implementation.	
Heritage Strategy & Charter - SCDH - GM Strategy & Transformation - Carolyn Ingles						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	Heritage Charter - development of implementation plan.	May 2018 - On-going	On-Track	<b>November 2018</b> Ongoing	<b>June 2019</b> Development of implementation plan is underway; some initial workshops held with community and heritage groups. Resolution required report to Committee on implementation plan; likely to be by way of memo in July 2019.	
Footpath extensions to expand cafes onto the roadway policy 1998 - RPC - GM City Services - Richard Osborne						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	Policy review	Jul 2019 - Jun 2020	On-Track	<b>May 2019</b> Scheduled for review in 2019/20 under the new Public Places Bylaw 2018.	<b>August 2019</b> To be reviewed in conjunction with Signboards in Public Places policy – resourcing TBC.	

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Southshore/New Brighton Regeneration Strategy - SCC - GM Strategy and Transformation - David Griffiths						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	Strategy development being led by Regenerate Christchurch but transferred to CCC May 19 as two separate projects. 1. EQ legacy repairs 2. Adaptation planning	Jul 2017 - Jun 2020	On-Track	<b>June 2018</b> Draft Strategy to Strategic Capability Committee June 2018  <b>November 2018</b> Moving into Phase 2 with release of information about the project area prior to options workshops in the new year. Working on development of agency objectives to input into options workshops.	<b>June 2019</b> 1. Staff investigating options to respond to changes as a result of the EQ, as identified by community needs. Reporting to Council 22 August 2019. 2. Staff are reviewing the process and timeframes for adaptation planning and will report back on the intended approach on 22 August 2019.	
Natural Places Public Spaces Strategy - GM Strategy and Transformation - Emma Davis						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	Develop new strategy to combine and update Biodiversity Strategy 2008 review; review of Public Open Spaces Strategy, & expand scope to cover landscapes. Mandate: 2016/17 work programme for Strategic Policy Unit approved by Council. Timeframe; review now expected to be completed Dec 2020.	Jul 2018 - Dec 2020	On-Track	<b>November 2018</b> Project is underway with a Strategy steering group soon to be established. Initial discussions have been held with MKT to determine how Runanga will be consulted/involved during the development of the strategy.	<b>June 2019</b> Biodiversity & Public Open Spaces strategies reviewed and combined with landscape considerations to develop the draft Natural Places Public Spaces Strategy.	

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International Relations Policy 2013 Review - IRWG - Chief Executive's Office - Matt Nichols						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	Policy review mandate: CNCL/2018/00132 Council directed the IRWG to develop an International Relations Policy Framework. Timeframe for finalising the review affected by other priority work for CIR as a result of 15 March events.	Jul 2018 - Dec 2019	On-Track	<b>May 2018</b> Planning for review underway. International Relations Working Group reviewing preliminary project plan 01.06.18	<b>October 2018</b> July 2018 Council agreed to development of a new IR Policy Framework (IRPF) replacing IR Policy 2013 and Sister Cities Strategy 2000. IRPF process underway with workshops taking place Oct and Nov 2018 prior to reporting back to the IR Working Group in December.	<b>June 2019</b> New IRPF in draft and considered by IR Working Group in March and June 2019 - to be submitted to the Council in August.

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## INFORMED AND PROACTIVE APPROACHES TO NATURAL HAZARD RISKS

Living with Water Programme - GM Strategy & Transformation - David Griffiths

Partners	Milestone or action	Time frame	Status	Progress	
CCC	District plan review finalised	Jul 2019 - Jun 2020	On-Track	<p><b>November 2018</b></p> <p>The District Plan review has not yet been initiated, as it is dependent on the completion of engagement and identification of adaptation options which are not yet identified. On track but behind schedule.</p>	<p><b>June 2019</b></p> <p>The District Plan review for Coastal Hazards has not yet been initiated, as it is dependent on the completion of engagement and identification of adaptation options which are not yet identified. On track but behind schedule.</p>

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## INCREASING ACTIVE, PUBLIC & SHARED TRANSPORT OPPORTUNITIES & USE

Christchurch Transport Strategic Plan 2012 Implementation framework - ITE - GM Strategy and Transformation - David Griffiths

Partners	Milestone or action	Time frame	Status	Progress	
CCC	Update Christchurch Transport Strategic Plan	Jul 2017 - Dec 2019	On-Track	<b>October 2018</b> Refresh the Strategy to include Future transport and Mobility Implementation strategy	<b>June 2019</b> Goals and vision drafted. Council briefing to be scheduled in 2019.

Roading Policy 1998 (Banks Peninsula District Council) review - RPC - GM City Services - Richard Osborne

Partners	Milestone or action	Time frame	Status	Progress	
CCC	Policy review	Jul 2019 - Jun 2020	On-Track	<b>May 2018</b> Policy Register Review recommendation (considered by Council March 2018)	<b>July 2019</b> Will be reviewed 2019/20

Parking Strategy - ITE - GM Strategy and Transformation - David Griffiths

Partners	Milestone or action	Time frame	Status	Progress	
CCC	Central City Parking Policy	Nov 2018 - Jun 2020	On-Track	<b>November 2018</b> New policy work on future-looking strategy for parking in the CBD.	<b>June 2019</b> Policy project scope in draft stage. New policy work on future looking strategy for parking in the CBD.

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Regional Land Transport Plan Review - Regional Transport Committee - GM City Services - Richard Osborne						
Partners	Milestone or action	Time frame	Status	Progress		
Note	Not yet approved. This is being reviewed and in light of the Annual Plan it will be reported to the Regional Transport Committee.					
CCC	Regional land transport plan review	Jan 2020 - Dec 2020	On-Track	<b>June 2019</b> Review will be led by the Regional Transport Committee (RTC) - NZTA and other Canterbury councils are also members. Review to commence next calendar year - part of preparations for 2021 LTP.		
Future Transport - ITE - GM Strategy & Transformation - David Griffiths						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	Programme of ongoing pilots and trials for new and emerging technology and transport services to shape policy development for future transport.	Nov 2018 - Jun 2020	On-Track	<b>November 2018</b> Lime scooter trial underway.		
NZTA Procurement Strategy - GM Strategy & Transformation - David Griffiths						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	Strategy review (placeholder dates as dates not yet confirmed)	Jul 2018 - Jun 2020	On-Track			

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REGULATORY						
External Fundraising policy 2001 - FPCW - GM Finance & Commercial - Diane Brandish						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	Policy review	Jul 2019 - Jun 2020	On-Track	June 2019 Ongoing.		
Development Contributions Policy review - FPCW - GM Strategy & Transformation - Emma Davis						
CCC	Update policy wording, growth capex & other data to reflect draft LTP Dec-17. Confirm draft policy & HUE prices based on LTP consultation doc; begin DCP consultation April.	Jul 2017 – Jun 2020	On-Track	The timeline for the review of the Policy has been revised to enable a thorough review of methodologies and processes used to calculate development contribution charges. A reviewed policy will be adopted by December 2019.	<b>July 2019</b> The timeline for the review has been put back to enable provisions of the Local Government (Community Wellbeing) Bill to be considered. This delay has also enabled further review and refinement of internal processes that link to the policy. Current timeline has a draft policy agreed in August with consultation in September/ October. Final policy expected to be adopted December or early 2020 depending on post-election access to Committee.	

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Freedom Camping Bylaw review – RPC – GM Strategy & Transformation – Brendan Anstiss						
CCC	Bylaw review (five year review required by legislation)	Jul 2019- Nov 2020	On-Track	Project planning phase		
Local Alcohol Policy review - RPC - GM Strategy & Transformation - Emma Davis						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	On-going research, monitoring and reporting. Original timeframe was mid-2018 to mid-2020 however now to be deferred 12 months to February 2021. Mandate: Council resolution of 5 April 2018.	Jul 2018 - Jun 2020	On-Track	<b>June 2019</b> Staff had begun to collate data on alcohol-related harm issues evident in Christchurch but this work now deferred as information collected would be out of date by the time recommencement of a LAP is likely to be considered. LGNZ is engaging with central government on the need for legislative change but this issue has not gained traction to date.		
Property: process for council disposal - GM Corporate Services - Bruce Rendall						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	Policy review	Jul 2019 - Jun 2020	On-Track	<b>November 2018</b> Process presented to all community boards except Banks		

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				Peninsula CB. Outcomes from meetings are being actioned.		
Road Stopping Policy 2009 review - RPC - GM City Services - Richard Osborne						
CCC	Policy review	Jul 2019 - Jun 2020	On-Track	<b>May 2018</b> Policy Register Review recommendation (considered by Council March 2018)	<b>July 2019</b> Going to Community Boards as part of review within next 3 months	
Signboards in public places policy 1998 review - RPC - GM City Services - Richard Osborne						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	Policy review originally scheduled for 2018/19.	Jul 2019 - Jun 2020	On-Track	<b>October 2018</b> The 1998 Signboards Policy is going to be reviewed during 2018/19 along with several other public places policies such as the Public Amenity Signing Policy 1992.	<b>May 2019</b> Not able to be reviewed during 2018/19 due to other priorities plus waiting for Order in Council on the District Plan to be lifted. Now scheduled for review in 2019/20 under the new Public Places Bylaw 2018.	<b>August 2019</b> To be reviewed in conjunction with 1998 policy on footpath extensions for cafes but review resourcing TBC.
Strategic Land Acquisition framework - GM Corporate Services - Bruce Rendall						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	New policy	Jul 2019 - Jun 2020	On-Track	<b>November 2018</b> Scheduled for 2019/20 work programme.		

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Structures on roads policy 2010 review - RPC - GM City Services - Richard Osborne						
Partners	Milestone or action	Time frame	Status	Progress		
CCC	Policy review	Jul 2019 - Jun 2020	On-Track	May 2018 Policy Register Review recommendation (considered by Council March 2018)	July 2019 Going to Community Boards as part of Review in next couple of months	

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## 26. Southshore South New Brighton Earthquake Legacy Project

Reference: 19/798416

David Griffiths - Head of Planning and Strategic Transport

Presenter(s): Jane Morgan – Principal Programme Advisor

Peter Kingsbury – Principal Advisor, Natural Resources

### 1. Purpose of report

- 1.1 This report proposes options for Council consideration that respond to earthquake legacy issues relating to the Southshore and South New Brighton estuary edge. These options were informed by feedback from the Southshore and South New Brighton communities.

### 2. Executive summary

- 2.1 On 9 May 2019 Council requested staff to report back to the Council by August 2019 on options to address earthquake-legacy issues relating to the estuary edge in Southshore and South New Brighton.
- 2.2 The history of decision-making in these communities has led to a perceived erosion of trust in agencies and it is intended that the commitment to resolution of earthquake legacy issues will create a stronger platform on which to base future engagement on planning for adaptation to climate change.
- 2.3 As a first step, the community identified a set of community needs related to earthquake-legacy issues, which primarily focused on protection from increased flood risk and increased erosion, as well as a need for increased certainty about their future.
- 2.4 Options to address these earthquake-legacy issues were identified, and then assessed to ensure they met the project scope. A cross-agency evaluation group gathered information on the practicality and feasibility of each of eight shortlisted options. The eight options and accompanying feasibility and practicality information were presented to the community.
- 2.5 Community feedback through a Community Assessment survey was sought to understand which of the possible options best addressed community needs. This feedback, along with other community feedback has significantly shaped the options recommended in this paper.
- 2.6 Options recommended for Council decisions are:
  - Area-wide - development of a continuous walkway/cycleway immediately adjacent to the estuary edge, where appropriate, from Evans Ave to the south end of Southshore.
  - South New Brighton – north of Bridge Street - a stopbank condition assessment and an update of previous investigations into the life-safety risk of flooding from a breach or overtopping of the stopbanks between Pages Road and Bridge Street.
  - South New Brighton – south of Bridge Street - the establishment of new setback bunds with a range of hard and soft erosion management methods between Bridge Street and the boardwalk adjacent to the South New Brighton Park.
  - Southshore - the investigation of immediate and longer term erosion options (including options for the edge structures) with a report back to Council in early 2020 on any proposed options to address earthquake-legacy related erosion as well as flooding mitigation e.g. bund alignment.

### 3. Staff recommendations

That the Council:

#### *Area wide*

1. Requests staff to develop a continuous walkway/cycleway immediately adjacent to the estuary edge, where appropriate, including renewal of the existing Estuary Walkway from Evans Ave to Ebbtide Street in South New Brighton and from Ebbtide Street through the red zone to the south end of Southshore. The track improvement component of the work will be funded by \$150,000 of the regeneration initiatives capital funding in 2019/20.
  - a. Notes that funding for any proposed bund track for Southshore will be sought as part of the 2020/21 Annual Plan Process.

#### *South New Brighton – north of Bridge Street*

2. Requests staff to undertake a stopbank condition assessment and an update of previous investigations into the life-safety risk of flooding from a breach or overtopping of the stopbanks between Pages Road and Bridge Street to account for the updated 2018 high tide statistics and to report the result of that investigation to the Council and the community.

#### *South New Brighton – south of Bridge Street*

3. Requests staff to establish new setback bunds with a range of hard and soft erosion management methods between Bridge Street and the boardwalk adjacent to the South New Brighton Park. These will be funded by \$750,000 of the regeneration initiatives capital funding in 2019/20.
  - a. Notes that the remaining \$1.85-\$2.35 million will be sought as new funding through the 2020/21 Annual Plan and the 2021-31 Long Term Plan processes.

#### *Southshore*

4. Requests staff to investigate immediate and longer-term erosion options in Southshore (including options for the privately owned edge structures).
  - a. Notes that in response to community feedback, flooding mitigation options considered for Southshore are deferred until the outcome of this investigation.
  - b. Notes that options identified through the Southshore investigation to address earthquake-legacy related erosion as well as flooding issues will be presented to Council in 2020.

#### *Other recommendations*

5. Resolves that the investigations referred to in resolutions 2 and 4 above for north of Bridge Street and for Southshore estimated at \$400,000 will be funded from the \$1.3 million regeneration funding available for these areas.
6. Notes that Council staff will report back to Council in early 2020 on the proposed approach and timing of adaptation planning and coastal hazards plan changes.
7. Notes that Council staff will manage the above actions approved by Council using standard project controls and within existing staff delegations.
8. Notes that the implementation of some of these actions is subject to obtaining necessary resource consents from Environment Canterbury and/or the Christchurch City Council.

## 4. Context/Background

- 4.1 On 9 May 2019 the Council resolved [CNCL/2019/00074] to assume leadership of the work within scope of the Southshore and South New Brighton Regeneration Strategy and established separate projects to address:
  - a. earthquake legacy issues; and
  - b. the development of an adaptation strategy for climate change.
- 4.2 Council staff were instructed to report back to the Council in August 2019 as follows: *“Estuary edge current and pre-earthquake state and risk analysis – to identify outstanding community needs. This will include specific actions and opportunities to mitigate inundation and erosion that addresses earthquake legacy.”*

### Background

- 4.3 The suburbs of Southshore and South New Brighton are home to over 4,800 people. The 2010 and 2011 earthquakes significantly impacted the area, and 195 properties along the estuary edge were eventually zoned red with 192 properties now owned by the Crown. The red zoning announcements for Southshore were delayed several times signalling the first of a series of delays in decisions relating to the area.
- 4.4 Residents perceive other communities to have received earthquake legacy repairs, including protection against hazards, at a faster pace than they have. Residents also raised concerns about their ability to rebuild or extend their homes and this was partly addressed in 2018 with amendments to the Residential Unit Overlay policies and rules in the District Plan.
- 4.5 Regenerate Christchurch initiated a Regeneration Strategy for the area in 2017 to address both earthquake legacy and longer term adaptation for climate change and coastal hazards. Regenerate Christchurch supported the communities to develop a co-created approach to engagement but the project did not progress further, and Regenerate Christchurch handed responsibility for delivery to Council in 2019.
- 4.6 This history, inter alia, has eroded trust between communities and agencies creating challenges for engagement. It is intended that resolution of the earthquake legacy issues will create a stronger platform of trust on which to base the adaptation planning discussions.
- 4.7 Note that the boundaries for this project are from Rodney Street to the south end of Southshore.

### Earthquake-related changes to the estuary edge

- 4.8 The earthquakes caused the estuary edge land to drop in some places. There was also some damage to Council-owned and privately owned erosion and flood management structures. The Council is appropriately maintaining its structures but the state of the privately owned ones is uncertain. There is further erosion and increased flood risk in some areas and a loss of vegetation.
- 4.9 Stormwater-related flooding of streets in large tide events occurred prior to the earthquakes due to the limitations of the low-lying, gravity-fed stormwater infrastructure. Earthquake-related land subsidence and the increased occurrence of higher tide events have further exacerbated these issues.
- 4.10 There has been a decline in salt marsh and loss of vegetation due to land subsidence, changes in water levels and increased salinity. The quality of walking tracks has decreased and edge tracks in South New Brighton Park and Bridge Reserve are more prone to flooding.
- 4.11 Earthquake-changes to the three sub-areas of South New Brighton – north of Bridge Street, South New Brighton – south of Bridge Street, and Southshore are below.

*South New Brighton – north of Bridge Street (Rodney Street to Bridge Street)*

- 4.12 The land in this area has lowered, particularly on the landward side of the stopbank, and in Bridge Reserve which has experienced increased flooding. There are isolated areas where erosion has increased.
- 4.13 The existing stopbanks were raised and repaired and now provide protection to houses to a level of R.L 11.4m<sup>1</sup>. However, in the unlikely event that the stopbanks were to overtop or breach, the potential depth of floodwaters would be higher due to the lower land in this area.

*South New Brighton - south of Bridge Street (Bridge Street to Caspian Street)*

- 4.14 The South New Brighton Park between Beatty Street and the boardwalk is the part of the project area that is worst affected by flooding and erosion. While this area experienced flooding and erosion prior to the earthquakes, land subsidence and slumping of existing erosion management structures has led to further erosion. In some places, up to 12 metres of the edge has eroded.
- 4.15 North of Beatty Street the land on the edge has lowered and the flood risk to nearby low-lying properties has potentially increased.



*Example of erosion along the estuary edge*



*Example of reno mattresses that have slumped*

*Southshore - South of Caspian St*

- 4.16 Outside of the areas immediately adjacent to the estuary edge, the land in this area was generally raised in the earthquake. However, damage to existing private protection structures and red zone clearance works have lowered and changed the estuary edge in places. Many of the private structures continue to provide some erosion and flood management but other sections are unstable and exposed building materials create health and safety risks and impact negatively on the visual amenity of the area. There are some pockets where erosion is occurring immediately behind the private structures however the extent of erosion is typically less than in South New Brighton Park and is primarily affecting the edges of red zone land.
- 4.17 The bund constructed by Land Information New Zealand (LINZ) largely manages the increased flood risk to low lying properties and has a crest level generally of R.L. 11.2m with some lower points.

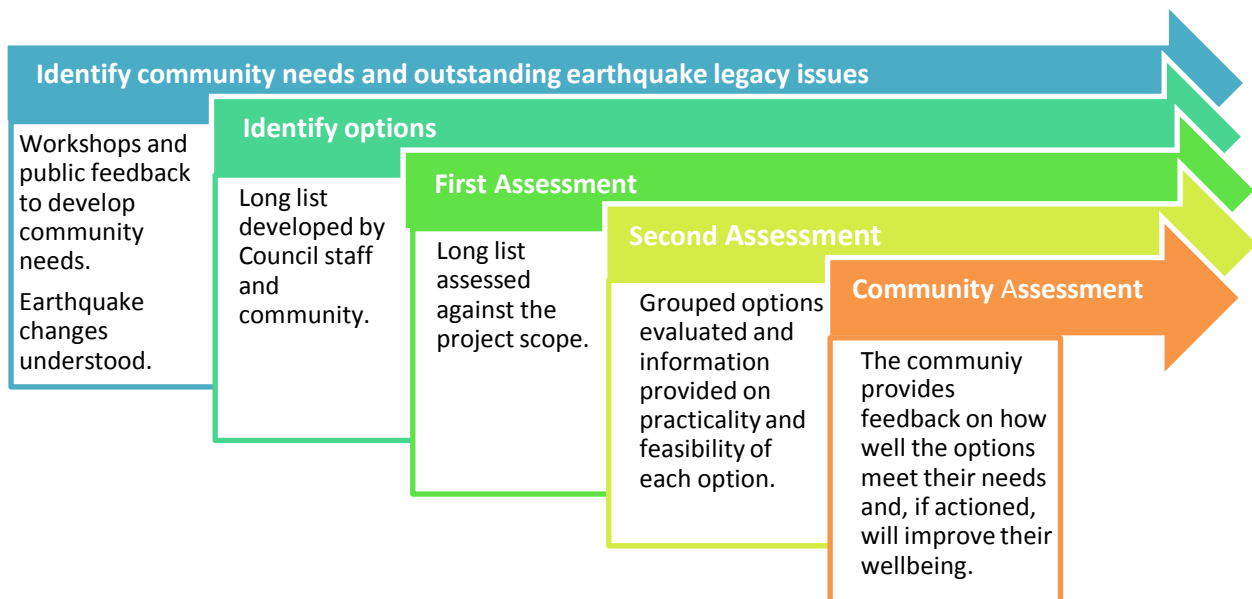
<sup>1</sup> RL stands for Reduced Level and is a standard term for survey points. By way of comparison, the McCormacks Bay causeway is RL 11.2m and the Beachville Road sea wall is RL 11.4m.

*Council response to date*

- 4.18 Council have responded to damaged infrastructure since the earthquakes through:
- repair and strengthening works to existing stopbanks and bunds, and emergency works as required.
  - repair and some upgrading of stormwater and wastewater systems.
  - repair of Park facilities such as jetty, carpark, boat ramp, and boardwalk, as well as ongoing maintenance to remove unsafe trees.
- 4.19 A map outlining works undertaken by Council since the earthquakes appended as **Attachment A**.
- 4.20 The key outstanding issues relate to areas where no previous flood management was provided and the land has dropped, or where erosion structures have moved in the earthquakes and erosion mitigation could now be improved, and where structures that were privately-owned are now damaged.

## 5. The process to identify options to address earthquake legacy issues

- 5.1 The diagram below sets out the phases of the Earthquake Legacy Project which was established to respond to the Council resolution [CNCL/2019/00074].



### Identifying community needs

- 5.2 Workshops were held with residents and community representatives to identify community needs relating to the estuary edge, and these were themed, published for feedback and finalised with the support of the How Team. The full list of community needs are appended in the SSSNB Assessment Report (**Attachment B**), with the overall themes listed below.
- Flooding - Protection from flooding from the estuary.
  - Erosion - Protect estuary edge from further erosion across whole project area.
  - Stormwater - A well-constructed, monitored and maintained stormwater system that functions in the coastal environment, and provides adequate drainage.
  - Recreation - Use and enjoyment of the natural and built environment.

- Maintenance and levels of service - Well-maintained and cared for parks and public spaces that demonstrate a commitment to the community, and allow for safe enjoyment of the area.
- Information - Provision of clear, transparent, timely and easily accessible information about all Council technical reports and decision-making related to current and future hazards.
- Certainty and wellbeing - Prioritise actions and activities that improve individual, family and community wellbeing.

### Pre and post-earthquake state

- 5.3 Jacobs Ltd. were commissioned by the Council to undertake an inventory of the location, type and condition of structures on the estuary edge as well as any pre- and post-earthquake changes to the physical state of the estuary edge. The Jacobs Ltd. report *Avon-Heathcote Ihutai Estuary Edge Condition Inventory* (July 2019) and appendices are available at **Attachments C and D**. Community knowledge was sought to inform the development of this inventory, with residents providing pre and post-earthquake photographs of the edge.
- 5.4 Prior to this project, Jacobs Ltd. was also commissioned to identify the mechanisms of erosion operating along the shoreline of South New Brighton Park and present management options and this report has also informed this project. The *South New Brighton Park Erosion report* (May 2019) is available at **Attachment E**.
- 5.5 Note that the Council resolution of 9 May 2019 [CNCL/2019/00074] requested that a 'risk assessment' is undertaken. It has not been possible to deliver this within the project timeline and therefore the proposed flood and erosion options are based on changes in ground levels, damage to structures, and observed erosion. Where these changes have been identified, options that offer equitable levels of protection as other parts of the Ihutai/Estuary have been proposed. It is possible that the level of protection proposed in some cases may be greater than the need based on the level of risk to properties and facilities.

### Identification, assessment and prioritisation of options

- 5.6 A long list of 66 options and actions to address the community needs was identified with 29 of these options proposed by community members and the remainder proposed by Council staff.
- 5.7 In the First Assessment, the long-listed options were assessed against the project scope to ensure they related to the estuary edge, met a community need, and did not compromise longer term adaptation planning. At this point, some options were merged and others were identified as out of scope and set aside to be considered in the longer-term adaptation planning process or other processes as appropriate.
- 5.8 In the Second Assessment, staff from Council, Environment Canterbury, Mahaanui Kurataiao, and Land Information New Zealand evaluated the grouped options to understand their practicality and feasibility based on relative levels of efficiency, effectiveness, cost and statutory alignment. This process established a short-list of eight options for feedback through the Community Assessment.
- 5.9 Christchurch Coastal Residents United contracted the Brighton Observatory of Environment and Economics (BOEE) to develop a range of options to be considered as part of this process and while a final report has not been received, Council staff included BOEE's draft options in the assessment process.



- 5.10 A more in-depth Assessment Report is attached to this paper to provide greater detail about how the options were identified, assessed and evaluated, as well as the outcomes of the assessment.

### Community Assessment

- 5.11 The Council held a Community Assessment between 1-6 August 2019 for the Southshore and South New Brighton communities to understand each of the eight short-listed options and provide feedback on their preferences through a survey to inform Council decision-making. The options were presented across the three sub-areas as well as one area wide option and several proposed 'do anyway' options.
- 5.12 Information about the shortlisted options included details about the practicality and feasibility of options, including the consenting pathway, length of time to initiate works and estimates of cost.
- 5.13 This information was available online and through a drop in seminar session which attracted around 70 members of the community. Community members were invited to complete surveys to provide feedback about their preferred options. Survey findings are presented below, and these findings significantly shaped, and modified the options recommended in this report.

## 6. Options analysis including community preferences

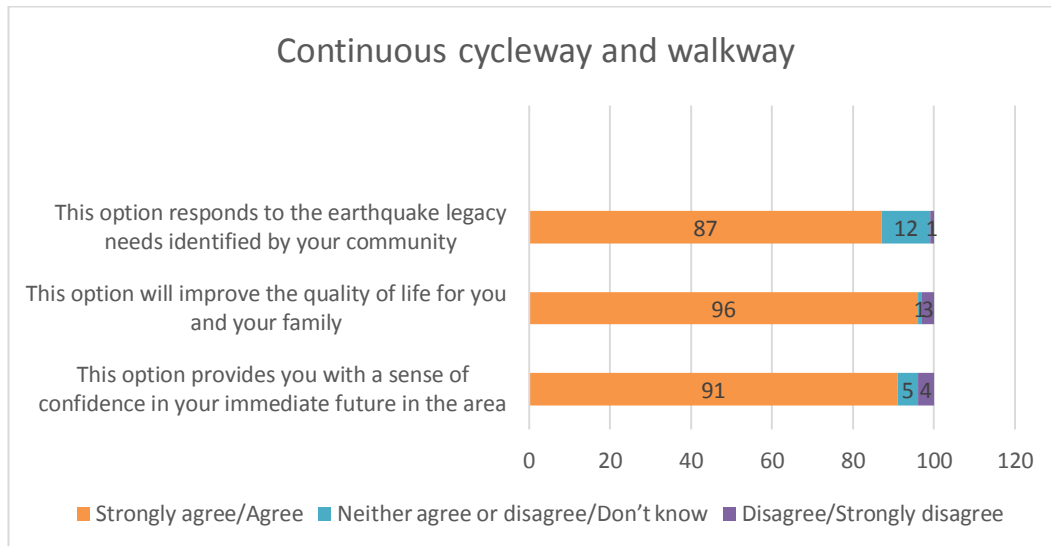
- 6.1 In the Community Assessment a total of eight options were presented across the three sub-areas as well as one area wide option and several proposed 'do anyway' options.
- 6.2 The sections below outline by sub-area the options proposed, the community preferences as expressed in the Community Assessment, and the resulting option recommended in this report with an explanation of how that option may have been amended in response to community feedback.

### Area-wide

- 6.3 The indicative locations for the recommended options for South New Brighton – north of Bridge Street, South New Brighton – south of Bridge Street, and Southshore are on a map available at **Attachment F**.
- 6.4 The proposed option was: **Continuous walkway/cycleway and enhanced recreational areas**.
- 6.5 This option addressed the following community needs:
- Recreation - Use and enjoyment of the natural and built environment.
  - Maintenance and levels of service - Well-maintained and cared for parks and public spaces that demonstrate a commitment to the community, and allow for safe enjoyment of the area.

### Community views and preferences

- 6.6 In total, 77 residents provided feedback with 87 percent agreeing that it responded to the earthquake legacy issues identified by the community. In addition, 96 percent agreed that it would improve the quality of life for their family and 91 percent agreed that it would provide them with a sense of confidence in their immediate future in the area.



### Recommended area wide option: Continuous walkway/cycleway and recreational areas.

#### 1.1.1 Option Description:

- 6.7 This option would provide a continuous walkway/cycleway immediately adjacent to the estuary edge where appropriate from Evans Ave to the south end of the red zone in Southshore. Sections of the existing walkway would be raised, repaired, re-surfaced, widened or rerouted. It is anticipated that sections of the track will continue to flood on occasion. The track would be finished to the Council standard track design and in the future, this cycleway could link to the Te Ara Ōtākaro trail.
- 6.8 Where new bund tracks are proposed, for example on the proposed new setback bund in the South New Brighton Park, it is anticipated that existing tracks on the estuary edge will remain in place to provide alternative routes.
- 6.9 This option includes community-led enhancement of the Southshore and South New Brighton red zone land with the addition of picnic tables for people to gather, native plantings, and spaces to learn about and observe nature. This could be enabled when the community are ready, through a transitional use and grant application process alongside professional support to develop a landscape plan.

#### Cost, funding, and implementation

- 6.10 It is proposed that \$150,000 of the regeneration initiatives funding allocation of \$900,000 capital in 2019/20 is used for existing track improvements. New tracks on bunds are included in the costs for bund construction as outlined in the relevant sections of this paper. It is important to note that capital costs for the Southshore component of the track (estimated at \$450,000 in FY20/21) will need to be included in a funding request in the 2020/21 Annual Plan depending on any further decisions relating to Southshore (see below).
- 6.11 This option would be broken into smaller projects, and staged so that some work could occur in this financial year. The initial focus would be on the north of Bridge Street area with the timing of work in the South New Brighton and Southshore sub-areas dependent on other options in this paper.

#### Consenting and policy direction

- 6.12 Any consent application would require detailed assessment of the effects on the natural environment and cultural values, and consideration of alternatives; and ways in which effects

would be managed during construction (eg sediment and erosion prevention). This option would likely require restricted discretionary or discretionary resource consents from Environment Canterbury and Council for construction works.

- 6.13 We assess this option as being reasonably consentable as it accords with relevant objectives and policies by promoting recreation and access, and it re-routes tracks away from areas at risk from flooding and erosion.

### South New Brighton - north of Bridge Street

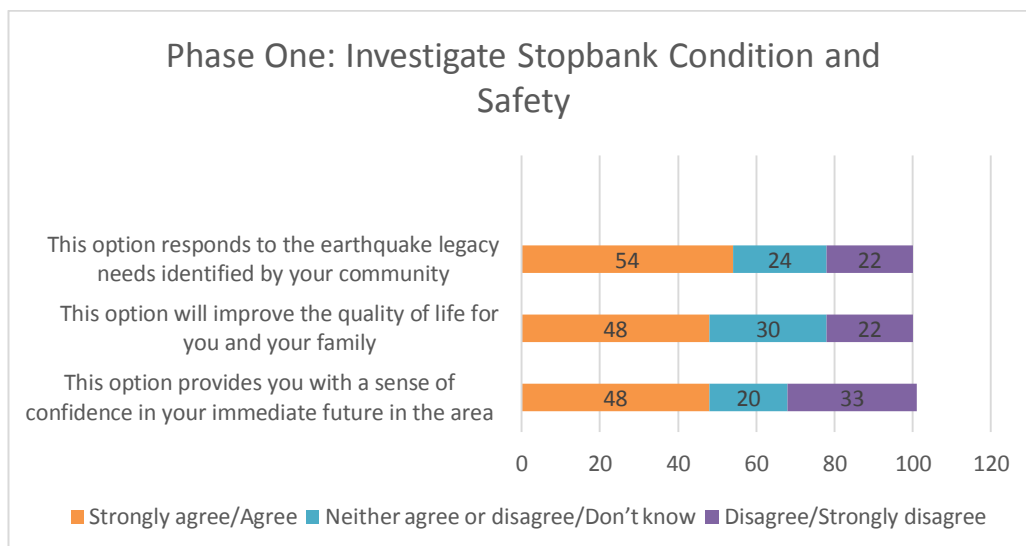
- 6.14 The proposed option was: **Phase One: Investigate stopbank condition and safety.**

- 6.15 This option addressed the following community need:

- Ensure that stopbanks are well-constructed and do their job of keeping people safe from flooding.

### Community views and preferences

- 6.16 In total 45 residents provided feedback with 54 percent agreeing that this option responds to the earthquake legacy issues identified by the community. Comments sought assurance that any remedial actions would be addressed, and raised concerns that this work had not progressed more rapidly.



### Recommended option for north of Bridge Street: Phase one: Investigate stopbank condition and safety.

#### 1.1.2 Option description:

- 6.17 This option involves a stopbank condition assessment and a report on any remedial actions required. The site inspection would:

- assess the condition of the stopbanks between Pages Road and Bridge St,
- identify any areas of erosion,
- record the height of the top of the stopbank crest, and
- report on any actions required to Council and to the community.

- 6.18 In addition, previous investigations would be updated to assess the current life-safety risk of flooding from a breach or overtopping of the stopbanks between Pages Road and Bridge St to account for the updated 2018 high tide statistics. We will engage with the wider South New

Brighton community to explain the way that life safety is assessed and to explain the findings of this updated investigation.

- 6.19 It is important to note that Council is not aware of any failures in these stopbanks since the earthquakes. These stopbanks were designed and constructed to the level of RL11.4m which means that a 1 in 50 year flood event is generally contained. Council takes an active approach to managing stopbanks with regular maintenance, investigations and physical works as required.

*Cost, funding, and implementation*

- 6.20 The estimated cost of this investigation is approximately \$100,000 which can be drawn from the regeneration initiatives allocation of \$1.3 million operational fund for planning work.
- 6.21 The site inspection is already underway and will be completed within six months with the updating of life safety risk completed within six months to a year.
- 6.22 Funding for any remedial actions identified within the inspection may not currently be available within existing budgets and therefore additional funding may be required.

*Consenting and policy direction*

- 6.23 No consent is required. This option gives effect to policies in the New Zealand Coastal Policy Statement regarding understanding life safety risk. The process of investigation does not raise issues, however actions resulting from the investigations may have cultural implications.

### South New Brighton - south of Bridge Street

- 6.24 The proposed options were:

- **New bund close to the estuary edge with repair, replacement or infill of existing erosion protection structures, or**
- **New setback bunds (25 – 100 m from the edge) with repair, replacement or infill of existing erosion protection structures, or**
- **New setback bunds (25 – 100m from the edge) with re-contoured and planted estuary edge to develop sloping beaches.**

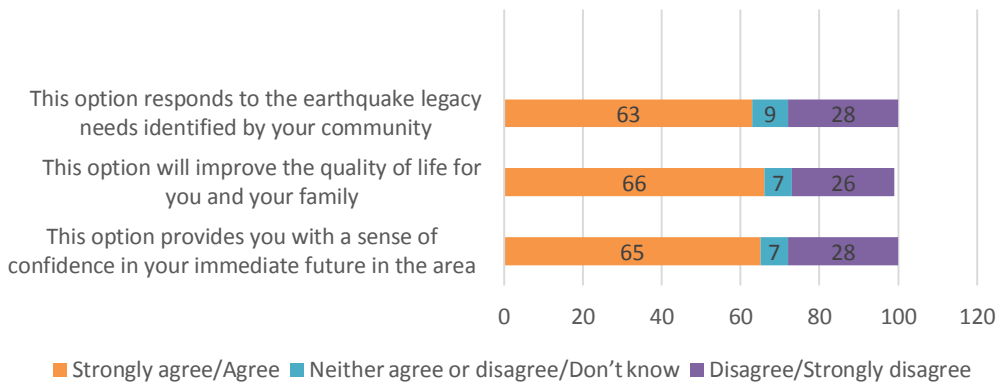
- 6.25 These options addressed the following community needs:

- Protection from flooding from the estuary.
- Protect estuary edge from further erosion.
- Protect the South New Brighton Park and Playground, South New Brighton School, South New Brighton Tennis Club, South Brighton Playcentre and the South Brighton Holiday Park from increased flood risk.

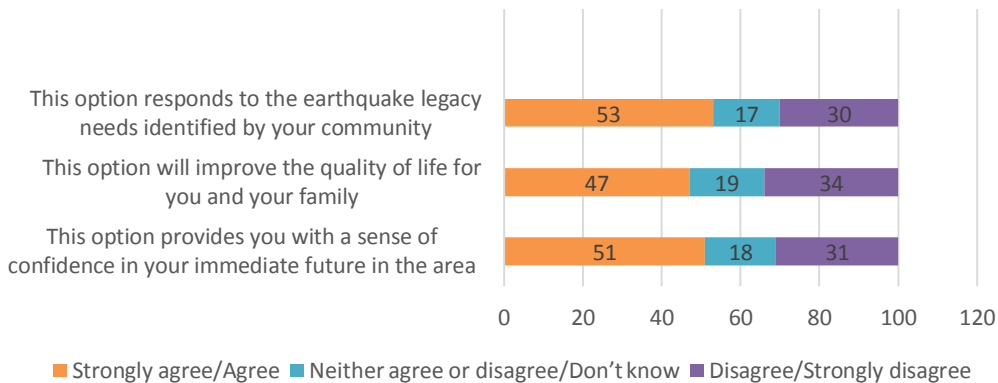
### Community views and preferences

- 6.26 In total 110 residents provided feedback on these options with a preference for the set-back bund and sloping beach across all three questions asked. Sixty-three percent agreed or strongly agreed that this option responds to the earthquake legacy issues identified by the community, 66 percent agreed that this option would improve their quality of life, and 65 percent agreed that this option provided the community with a sense of confidence in their future.
- 6.27 However, a significant number of respondents also supported the option of a bund close to the edge with repair of the existing protection structures (53 percent agreed or strongly agreed that this option responds to the earthquake legacy issues identified by the community).

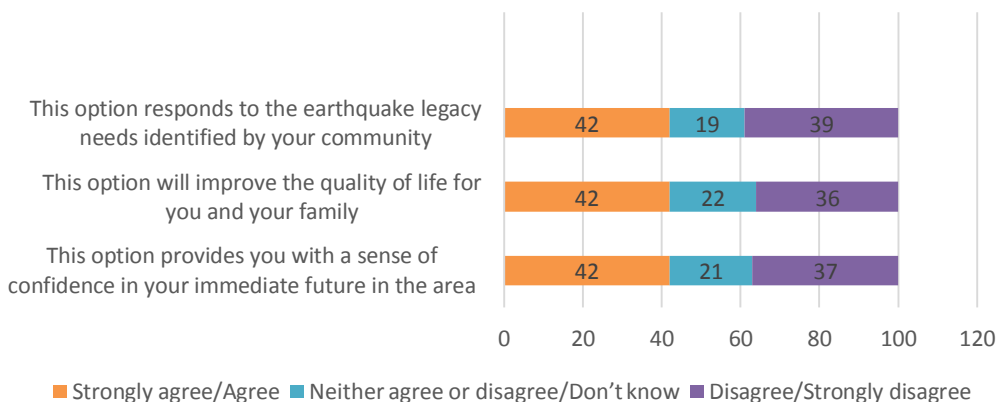
### Setback bund with sloping beach



### Bund on estuary edge with repair, replacement and infill of existing erosion protection



### Setback bund with repair, replacement and infill of existing erosion protection



**Recommended option for South of Bridge Street: New setback bunds with a range of hard and soft erosion management methods.**

**Technical approach to managing erosion and flood risk in this area.**

- 6.28 Erosion to the estuary edge can be managed using a range of methods, including 'soft' methods such as recontouring and regrading to develop a sloping beach, or 'hard' methods including the use of gabion baskets and reno mattresses. These erosion methods are not designed to also manage flood risk; their function is to reduce wave energy.
- 6.29 Flood risk is managed through a range of methods, and in this area bunds are optimal in this instance as they can be setback to allow room for a range of erosion methods.
- 6.30 Both the erosion management methods and the flooding managed methods proposed below are effective even if located separately.

**Option description:**

- 6.31 The recommended option is a hybrid of the options proposed through the Community Assessment to reflect the range of community preferences for both hard and soft erosion management, with sloping beaches prioritised where possible.
- 6.32 A setback bund is required in order to provide room for the community preference for beach re-contouring and planting. A setback bund is also likely to be more easily consented, is less expensive to build and maintain, and is more consistent with policy direction in the New Zealand Coastal Policy Statement than an estuary-edge bund. Compared with an edge bund, a set-back bund would integrate well into the landscape and enable easy access to the estuary edge.
- 6.33 The recommended option proposes that bunds to a height of R.L. 11.4m would be constructed 25-100 metres back from the estuary edge in locations from south of Bridge St to the boardwalk. The bunds would reduce the risk of flooding to houses and community facilities in South New Brighton Park including the campground and tennis club but would not protect the track from occasional flooding. The bunds would not need to cross community facilities such as the tennis club. The bunds may not be continuous as they would be merged into existing high ground. The bunds could be planted and have a path on top. Some tree removals are likely with this option.
- 6.34 Erosion management would focus on the area between the jetty and boardwalk, where failed erosion management structures are located. An investigation would determine which erosion management technique is optimal in each section of the estuary depending on the condition of the edge, the distance of existing structures from the edge, the desired height, and the magnitude of wave energy. It is likely that across the length of this area a higher proportion of hard methods may be used.
- 6.35 In sections where the wave energy is lower, soft methods are appropriate so the edge would be re-contoured or regraded to construct and plant a sloping beach which could involve importing beach material as well as appropriate beach renourishment and planting. Existing structures would be removed or covered. A sloping beach would provide increased recreational and amenity value as well as enhanced estuary access and it would allow for natural processes and planting, as well as the opportunity to enhance the saltmarsh environment.
- 6.36 Other hard methods for erosion management could be used elsewhere and would include a combination of replacement, repair, or in-fill of existing reno mattresses and gabion baskets or loose cobbles.



*Cost, funding and implementation*

- 6.37 The total estimated cost of this option is \$2.6 - \$3.1million (\$1 - \$1.5million for the bund (including tracks), and \$1.6million for erosion management). It is proposed that \$750,000 of the regeneration initiatives funding allocation of \$900,000 capital in 2019/20 is used for this option, with the remaining \$1.85-\$2.35 million to be sought as new funding through the 2020/21 Annual Plan and 2021-31 Long Term Plan (LTP) processes. This means that an initial phase of the work can be completed in the near future with the balance of the project subject to additional funding requests.
- 6.38 It is anticipated that investigations, consenting, design, and impact assessments could be completed within a period of 1-2 years with construction undertaken in stages over a twelve-month period. There may be opportunities to construct the bund in advance of the erosion management.

*Consenting and policy direction*

- 6.39 Any erosion management works would likely require non-complying resource consents from both Environment Canterbury and the Council due to the location of works in the Coastal Marine Area, and the potential for adverse effects on the coastal environment. A setback bund will still require resource consent but this may be more easily granted due to the location of the bund setback from the edge, which will have less of an impact on the natural environment and cultural values. Objectives and policies in the Regional Coastal Environment Plan and Christchurch District Plan seek to avoid, remedy or mitigate adverse effects on values of high significance in the coastal environment such as ecological, physical, natural character and cultural values. Any consent application would require a detailed assessment of the impacts on the coastal environment, why the works are necessary and consideration of alternatives.
- 6.40 The proposed option will partially meet direction in the New Zealand Coastal Policy Statement to reduce reliance on hard engineering and protect and restore natural defences (to the extent that soft erosion management methods are proposed) and locate new infrastructure away from areas at highest risk (i.e. the bund). Any resource consent application will need to consider how well the activity aligns with this direction.
- 6.41 Similarly the proposed option is partially consistent with the South New Brighton Reserves Management Plan which directs stopbanks to be setback from the river and estuary edge and promotes natural erosion defences. While further assessment will be required to determine if any changes are required to the Reserves Management Plan to accommodate erosion management methods, no changes would be required for the bund to proceed.

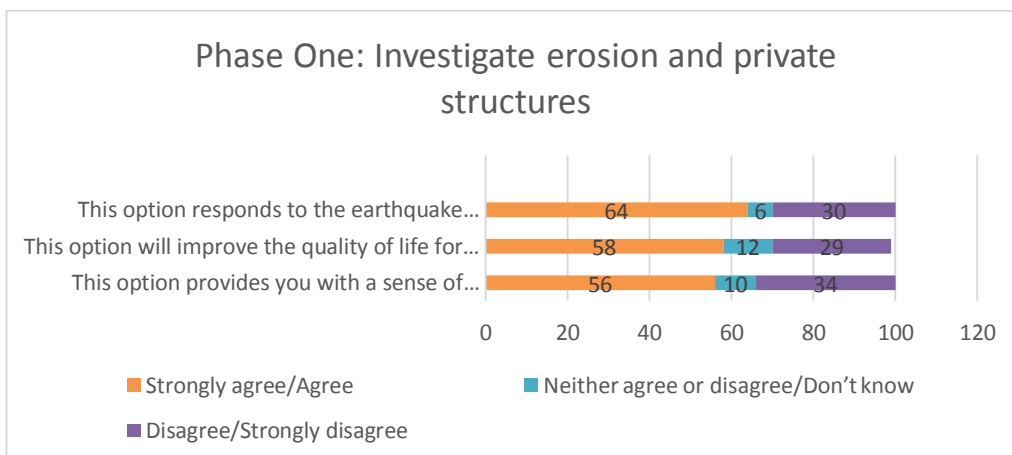
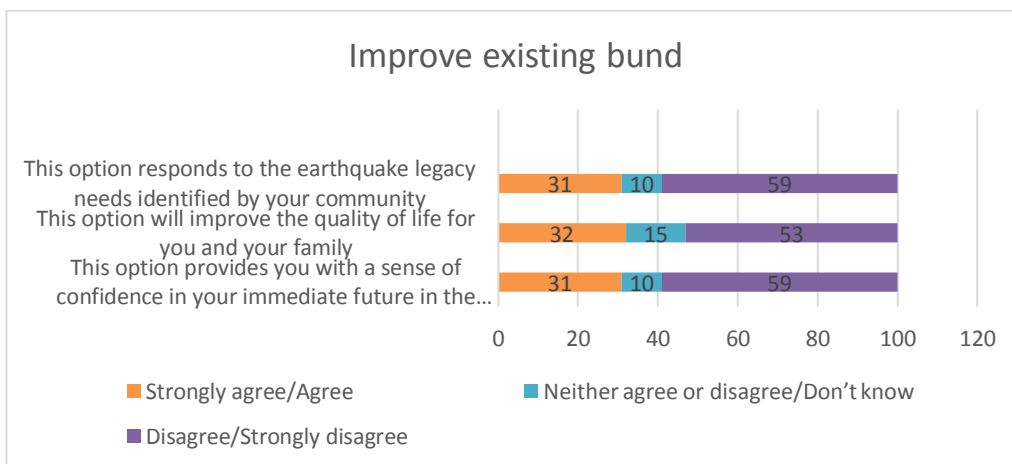
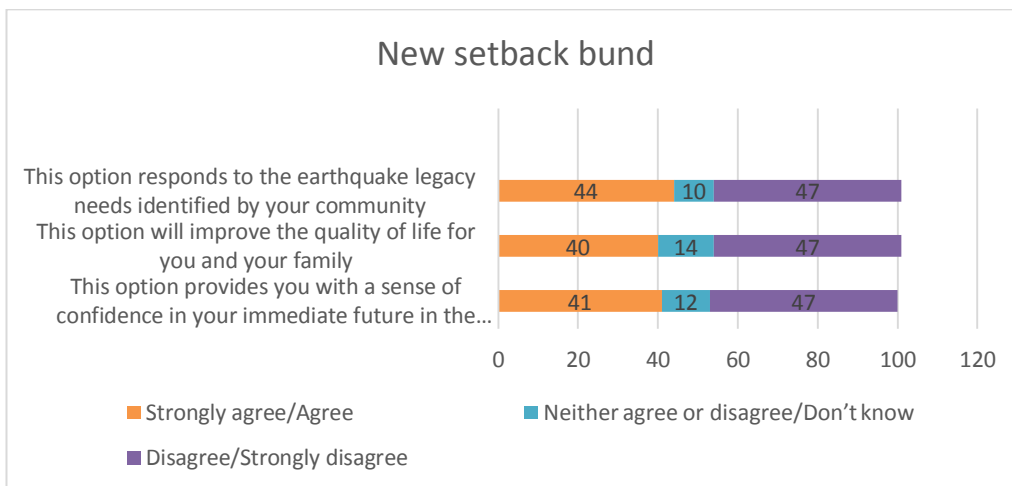
**Southshore**

- 6.42 The proposed options to address flooding were:
- **New set-back bund adjacent to houses along the residential red zone, or**
  - **Improve existing Land Information New Zealand bund.**
- 6.43 These options addressed the following community need:
- Protection from flooding from the estuary.
- 6.44 The proposed option to address erosion was: **Phase One: Investigate erosion and private structures.**
- 6.45 This option addressed the following community needs:
- Protect estuary edge from further erosion.

- Repair of estuary-edge erosion protection, taking into consideration the protection that was previously afforded by structures that were privately owned.

### Community views and preferences

- 6.46 In total, 141 residents provided feedback on the Southshore options and a large proportion of the community disagreed that either of the proposed flooding options met their needs.
- 6.47 While 44 percent of respondents agreed that the proposed setback bund met their needs, 47 percent disagreed. Only 31 percent agreed that improving the existing bund met their needs, while 59 percent disagreed.
- 6.48 A higher proportion of respondents (66 percent) agreed that the proposed option to address erosion through an initial investigation met their needs, and 29 percent disagreed.



- 6.49 Sentiments raised at the Community Assessment drop in, and reinforced by emails from the Southshore Residents Association and the Christchurch Coastal Residents United noted the following issues:
- An engineered bund is sought, but not set back as proposed and instead located where the LINZ bund is currently positioned.
  - Erosion protection should be integrated with any proposed flooding solution.
  - Residents are seeking immediate solutions to erosion and flooding for now and into the future. However, there is some appetite for Council to undertake further investigation and then provide the community with an integrated flooding and erosion proposal.
- 6.50 While the proposed bunds were an appropriate response to the increased flood risk created by earthquake legacy issues, Council staff recognise that these options may not sufficiently address the community need for certainty and wellbeing.
- 6.51 Council staff acknowledge that an integrated flooding and erosion option is optimal, however until the proposed erosion investigation has occurred, it was prudent to propose either a set-back bund or improvement of the existing bund as the location of these options would not preclude any possible erosion options. For these same reasons it was not considered prudent to propose an engineered bund in the LINZ bund location in advance of the proposed investigation work.
- 6.52 It is important to note that some Southshore residents are seeking a longer-term solution to flooding and erosion for the area. This would be more effectively delivered through adaptation planning, where Council and community will develop options for how the area will adapt to climate change in the short, medium and long-term. Adaptation planning is outside the scope of this project.

**Recommended option for Southshore: Phase one: Investigate immediate and longer term erosion options (including options for the edge structures) and advise on the position of the bund.**

**Technical approach to managing erosion and flood risk in this area.**

- 6.53 Erosion to the estuary edge can be managed using a range of methods. However, further investigations are required because existing erosion protection is provided by a range of different structures built by previous landowners using varying materials and to unknown standards on varying ground conditions. There is not a known single, or simple solution at this point.
- 6.54 There are also potentially significant complexities regarding the remaining privately built structures along Southshore, including lack of clarity about ownership, responsibilities and whether these would need to be retrospectively consented prior to any works being undertaken on them. These issues are being investigated further.
- 6.55 Flood risk is managed through a range of methods, and in this area bunds are optimal as they can be setback to allow room for a range of erosion methods.

**Option description:**

- 6.56 In response to community feedback, Council staff recommend setting aside any decision on the proposed bund options until the proposed erosion management investigations have occurred. Once these investigations are completed and options to manage earthquake legacy-related erosion issues are identified, the location of the bund can be revisited. Note

that no changes to current stabilisation of emergency works underway in Southshore are proposed.

6.57 It is proposed that the erosion investigations address:

- Immediate responses to increased erosion risk related to earthquake legacy issues;
- Management of the edge structures, including the ability to clear any unsafe materials; and
- Solutions that can be considered as part of upcoming adaptation planning.

6.58 As there is no clear preference from the Community Assessment for either proposed bund option, it is recommended that this investigation also provide advice on possible bund alignment, including for an engineered bund to a height of RL 11.4m in a similar location to the current LINZ bund.

6.59 The first part of this investigation has been completed through Jacobs Ltd's assessment of the condition and effectiveness of the current structures, and the condition of the edge where erosion is occurring.

6.60 Further investigation will include:

- Understanding the ground conditions and any potential land contamination;
- An assessment of the level of risk to people, property and infrastructure in relation to earthquake legacy issues;
- Identifying and describing the methods available to manage erosion issues along parts of the Southshore estuary edge;
- Determining the status of the edge structures and who has responsibility for them;
- Preparing concept designs for any possible options to address earthquake legacy issues with estimated capital and maintenance costs (noting that any options that go further than addressing earthquake legacy issues will need to be considered as part of the separate adaptation-planning project).

6.61 It is proposed that a Community Advisory Group is established to ensure local knowledge informs the investigation activity and the community has clarity on the scope of work that responds to earthquake legacy issues and what is planned in the upcoming adaptation project. Council staff are considering how to include representation from across Christchurch to ensure that decisions related to the Ihutai/Estuary are cognisant of the importance of this asset to the city.

*Cost, funding and implementation*

6.62 The estimated cost of this option is \$300,000 for the investigations, not including any subsequent works. The investigations can be funded through the regeneration initiatives allocation of \$1.3million operational funds for planning work.

*Consenting and policy direction*

6.63 No resource consent is required for the investigations. Any outcomes from the investigation are likely to require non-complying consents due to the location of works in the Coastal Marine Area and the unconsented status of existing structures which would add complexity, uncertainty and time to the project.

## Do anyway options

- 6.64 Several other actions are underway in response to the following community needs. No decisions are required in relation to this work.
- 6.65 In response to the need for the “Provision of clear, transparent, timely and easily accessible information about all Council technical reports and decision-making related to current and future hazards”, Council staff have produced eight South New Brighton and Southshore focused Fact Sheets covering topics including ‘Life Safety Risk from Stopbanks and Flooding’, ‘Planning and Approvals’, ‘Groundwater Issues’, ‘Flooding’, and ‘Stormwater’. Maps of works undertaken to date by Council have also been produced. This information is available online ([www.coastalfutures.co.nz](http://www.coastalfutures.co.nz)) and was available in hard copy at the Community Assessment drop-in. Council staff will continue to find ways to disseminate the information to residents.
- 6.66 In response to the need for “Well-maintained and cared for parks and public spaces that demonstrate a commitment to the community, and allow for safe enjoyment of the area.” Council staff will publish the annual maintenance schedule and the updates that are regularly provided to the Community Board.
- 6.67 In response to the need for “A well-constructed, monitored and maintained stormwater system that functions in the coastal environment, and provides adequate drainage.” Council is currently able to deploy temporary pumps to manage stormwater during designated wet weather events where these coincide with king tides.

## 7. Financial impacts

7.1 The financial impacts are set out in the following table.

Item	Cost estimates	Source of funds/FY	Budget holder
These figures are high level estimates only with detailed scoping, design and costings yet to be completed.			
Area wide - Continuous walkway/cycleway.	\$150,000 CAPEX for improvements.	FY19/20 \$150,000 regeneration initiatives funding (CAPEX).	Parks
	\$450,000 new bund track in Southshore (deferred)	F20/21 If the Southshore track is progressed it would require \$450,000 <b>new funding</b> from the 2020/21 Annual Plan.	LDRP
North of Bridge Street –Stopbank Investigation/updated life safety.	\$100,000 OPEX	FY19/20 \$1.3M regeneration initiatives funding (OPEX)  Nil in outyears unless investigation requires significant remedial actions. Any such actions would need to will be funded from <b>new funding</b> from the 2021-31 LTP	Strategy and Transformation

South of Bridge Street - New setback bunds with erosion management	\$1-1.5M for the bund \$1.6M for erosion  Total \$2.6M - \$3.1M CAPEX	FY19/20 \$750,000 regeneration initiatives funding (CAPEX).  F20/21 – 21/22 Remaining \$1.85 - \$2.35 million <b>new funding</b> to be sought for outyears from 2020/21 Annual Plan and 2021- 31 LTP.	LDRP
Southshore – erosion Investigation	\$300,000 OPEX	F19/20 \$1.3 million regeneration initiatives funding (OPEX). Any outcome of this work would also require <b>new funding</b> to be sought from the 2020/21 Annual Plan.	Strategy and Transformation

- 7.2 The additional funds sought at this point equate to a 0.03 percent rates increase over two years for a \$2.5million funding increase. Further possible work noted above would impact further on rates.

## 8. Previous decisions

- 8.1 To support the resolution on 9 May 2019 cited earlier in this paper, on 25 June 2019 the Council resolved [CAPL/2019/00057 and CAPL/2019/00048] to reallocate funding it had budgeted for Regenerate Christchurch over 2019/20 and 2020/21 to the following regeneration initiatives:
- \$1.3million in each year for Southshore and South New Brighton Regeneration funding, including planning work (for earthquake legacy issues and long term adaptation work) and the operating component (non-capitalisable) for any physical works.
  - Approve \$900,000 capital in 2019/20 to enable any early capital works that may be required following the report back to Council on Southshore and South New Brighton earthquake legacy issues in August 2019. Further capital may be required in future years. Note: This does not change the Annual Plan starting rating of 4.79 percent.

## 9. Strategic alignment

- 9.1 Addressing the earthquake legacy issues faced by the Southshore and South New Brighton communities is consistent with the Council's Strategic Framework, specifically the Community Outcome of Strong Communities and Strategic Priorities to enable connected communities who are happier, healthier, more productive and more resilient; and taking an informed and proactive approach to natural hazard risks in advance of the future adaptation planning. The proposed options support these priorities by meeting community needs and addressing current risks, thereby rebuilding trust between Council and these communities.
- 9.2 Alongside these considerations is the Strategic Priority of climate change leadership. This includes recognition of the climate emergency declared by Council in May 2019, and embedding climate change considerations in Council decision making. The proposed options have been assessed to ensure they address immediate earthquake legacy issues but where possible do not predetermine longer-term adaptation options.



- 9.3 Statutory direction in the New Zealand Coastal Policy Statement 2010, regional and district plans, and South Brighton Reserves Management Plan 2014, and levels of service in the Council's 2018-28 Long Term Plan were also considered in identifying and evaluating options.

## 10. Assessment of significance and engagement

- 10.1 The decisions in this report are of medium-high significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 10.2 The level of significance was determined to be medium-high primarily due to the high levels of community interest and new funds required and the commensurate impact on rates. There are also potential environmental impacts.
- 10.3 The Ihutai/Estuary is a Statutory Acknowledgement Area, which means it is of particular cultural, spiritual, historic and traditional association to Ngāi Tahu. The extent of any impact on cultural values will depend on the extent, nature and location of works, with more naturally derived methods having lower impact than hard engineering solutions. Archaeological authority may also be required in some areas where there are known archaeological sites of Māori origin. During the consenting process for any agreed options engagement would be required with mana whenua and the Te Ihutai Ahu Whenua Trust.
- 10.4 Engagement with the Southshore and South New Brighton communities has been central to this project. Due to the short project timeline, early warning of engagement opportunities was vital, with four hard copy Coastal Futures newsletters delivered to every house in the area over the 12 weeks that the project has run. Despite the limited timeline, 29 of the 66 long listed options were generated by the community, 50 community members attended the workshops to identify community needs, and 70 community members attended the Community Assessment. Responses to the Community Assessment surveys totalled 141 from Southshore, 110 from South New Brighton – south of Bridge Street, 45 from South New Brighton – north of Bridge Street, and 77 from across the area which is comparable to other engagements Council holds.
- 10.5 The Community Board were briefed on five occasions and the How Team (and sub-groups) met multiple times to provide engagement advice to the Project Team. These experiences and opportunities were critical to the project, and while there is not universal agreement on all options, staff have always attempted to ensure that all views are heard, and robust and detailed information is now presented to the Council to assist in its decision making.

## 11. Legal implications

- 11.1 There is a legal context, issue or implication relevant to this decision.
- 11.2 This report has been reviewed and approved by the Legal Services Unit.
- 11.3 The report has addressed the consideration of options for the Council's decision making.
- 11.4 Resource consent is required for some of the actions recommended in this report. That will be a separate decision making process for the consent authority under the RMA.

## 12. Risks

- 12.1 The decision to separate earthquake legacy issues from adaptation planning has created challenges in managing expectations around the scope of this project. Some in the community may consider the options proposed in this paper to address earthquake legacy issues are insufficient to meet their need for confidence and certainty about the longer-term future.

- 12.2 Staff have sought to manage these expectations through regular communications to define the difference between the earthquake legacy and adaptation projects. The resolution of earthquake legacy issues should also enable more future focused discussions relating to adaptation planning to occur.
- 12.3 Implementation of these proposed options may appear slow, given the consenting barriers and other issues of feasibility and practicality. These constraints were clearly signalled during the Community Assessment including through a Fact Sheet on planning and approvals.

### 13. Next steps

- 13.1 Following Council decisions, any agreed options will be progressed through the appropriate work programmes. If the option to undertake investigations in Southshore is supported, a report back to Council in early 2020 will recommend options to address erosion and flood risk related to earthquake legacy issues. Erosion options that provide for longer-term protection will be carried forward to the adaptation planning project.

### 14. Adaptation planning and coastal hazards plan change.

- 14.1 The 9 May 2019 Council resolution anticipated that adaptation planning in Southshore and South New Brighton would inform an area-specific coastal hazards plan change to the Christchurch District Plan.
- 14.2 Staff have been reviewing the existing approach and considering alternatives, including adaptation planning for the whole district followed by a district-wide plan change; or an interim district-wide plan change in parallel with adaptation planning, followed by a more comprehensive plan change.
- 14.3 Discussions are being held with staff from Waimakariri and Selwyn District Councils and Environment Canterbury. Council will be updated on progress on the options, with decisions sought on the recommended direction in early 2020.

### Attachments

No.	Title	Page
A <a href="#">↓</a>	Council works completed post-earthquake in Southshore and South New Brighton	374
B <a href="#">↓</a>	SSSNB Assessment Report	375
C <a href="#">↓</a>	Jacobs Ltd Report - Avon-Heathcote Ihutai Estuary Edge Condition Inventory (July 2019)	401
D <a href="#">⇨</a>	Appendix to Jacobs Ltd Report - Avon-Heathcote Ihutai Estuary Edge Condition Inventory (July 2019) <i>(Under Separate Cover)</i>	
E <a href="#">↓</a>	South New Brighton Park Erosion report (May 2019)	486
F <a href="#">↓</a>	Indicative map locations for the recommended options	532

### Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).  
(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
  - (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
- (b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

### Signatories

<b>Author</b>	Jane Morgan - Principal Programme Advisor
<b>Approved By</b>	David Griffiths - Head of Planning & Strategic Transport Patricia Christie - Head of Business Partnership Brendan Anstiss - General Manager Strategy and Transformation



## This map of Southshore and South New Brighton shows Council works that have been completed or are currently under construction (as at August 2019)





# SOUTHSHORE AND SOUTH NEW BRIGHTON EARTHQUAKE LEGACY PROJECT ASSESSMENT REPORT

Process of identifying and evaluating options to respond to outstanding community needs that have arisen from earthquake-related changes to the estuary edge.

## Southshore and South New Brighton earthquake legacy project - Assessment Report

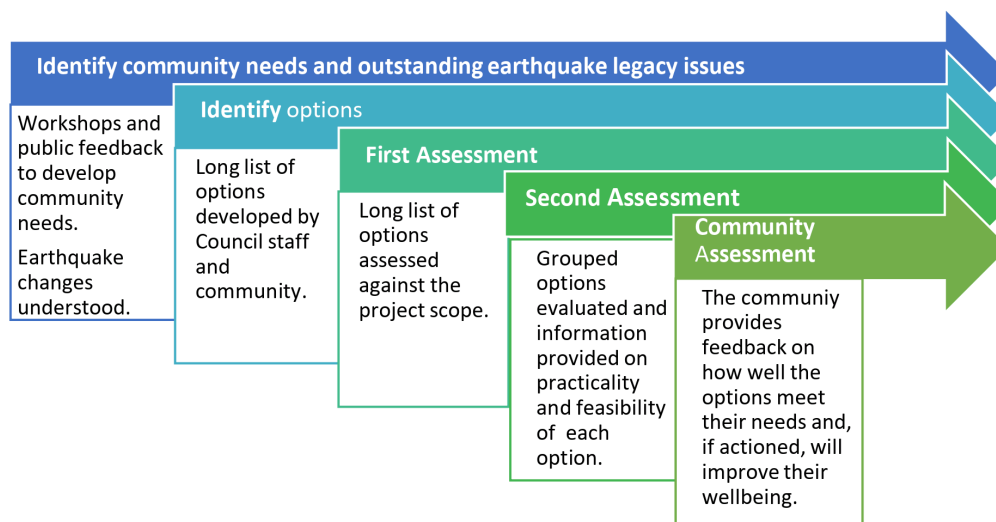
### 1. Introduction

- 1.1. On 9 May 2019 the Council resolved to assume leadership of the work within scope of the Southshore and South New Brighton Regeneration Strategy and establish a separate project to address earthquake legacy issues.
- 1.2. Staff were instructed to report back to Council in August 2019 to address: *“Estuary edge current and pre-earthquake state and risk analysis – to identify outstanding community needs. This will include specific actions and opportunities to mitigate inundation and erosion that addresses earthquake legacy”*.
- 1.3. A process was applied to develop and assess options to report to Council:
  - The purpose was to identify and evaluate options to respond to outstanding community needs that have arisen from earthquake-related changes to the estuary edge.
  - The scope of this assessment was restricted to the estuary edge and the immediate surrounding land, and options that responded to earthquake-related changes (as opposed to longer term adaptation responses).
  - Significant enhancements and changes from what existed prior to the earthquakes were out of scope, and instead considered as part of the separate project on adaptation planning.

### 2. Process

- 2.1. It was important that the options developed for this project were assessed to ensure they were presented to the community and to the Council with adequate and robust information so their practicality, feasibility and acceptability could be compared.
- 2.2. Before identifying and assessing the options for the project the community needs and the outstanding earthquake legacy issues were identified.
- 2.3. There were then three assessments of the options:
  - First assessment to ensure any options proposed were within the scope of the project as identified in the 9 May Council resolution, and to confirm the options to take though to the second assessment.
  - Second assessment by the evaluation group to provide information about the practicality and feasibility of each option to assist with the community assessment and to provide the Council with adequate detail for its decision-making.
  - Community assessment by members of the Southshore and South New Brighton communities to rate how well the options meet their needs and, if actioned, will improve their wellbeing.





### 3. Community needs

- 3.1. Workshops were held on 29 May and 13 June 2019 with residents and community representatives to identify community needs relating to the estuary edge. The feedback was themed, published for feedback and finalised with the support of the How Team.
- 3.2. The final community needs are listed below. These were published online and used to inform the identification of options and actions.

Community Needs	
<b>Theme: Flooding</b>	
<b>Statement of need:</b>	Protection from flooding from the estuary
<b>Specific needs:</b>	Address increased risk of flooding caused by changes in land or estuary levels in South New Brighton and Southshore. Protect the South Brighton Domain and playground, South New Brighton School, South New Brighton Tennis Club, South Brighton Play Centre and the South Brighton Holiday Park from any increased flooding risk as a result of earthquake-related changes. Protect houses from any increased flooding risk as a result of earthquake-related changes. Ensure that stopbanks are well-constructed and do their job of keeping people safe from flooding.
<b>Theme: Erosion</b>	
<b>Statement of need:</b>	Protect estuary edge from further erosion across whole project area.
<b>Specific needs:</b>	Repair of estuary edge erosion protection, taking into consideration the protection that was previously afforded by structures that were privately owned. Make safe any unstable estuary edge structures and related hazards (including debris and demolition waste). Address any increased erosion risk as a result of earthquake-related changes (for example, lowering of land in the red zone and other areas).
<b>Theme: Stormwater</b>	
<b>Statement of need:</b>	A well-constructed, monitored and maintained stormwater system that functions in the coastal environment, and provides adequate drainage.

<b>Specific needs:</b>	Address street flooding in all areas including Jervois Street, Tovey Street and the Ebbtide Street end of Rocking horse Road. Prevent stormwater from Halsey Street flooding the South Brighton Holiday Park and South New Brighton Tennis Club and impacting on surrounding homes. Ensure functioning stormwater outlets across the project area.
<b>Theme: Ecosystems</b>	
<b>Statement of need:</b>	Options to address flooding and erosion should also support a healthy, diverse and abundant estuary edge ecosystem.
<b>Specific needs:</b>	Protect the existing natural environment and recognise its international significance as part of the East Asian-Australasian Flyway network for migratory birds. Maintain and enhance the salt marsh. Support appropriate estuary edge planting. Provide clarity about any planned works and how community planting can support this.
<b>Theme: Recreation, access and enjoyment</b>	
<b>Statement of need:</b>	Use and enjoyment of the natural and built environment.
<b>Specific needs:</b>	Repair, maintain and develop cycling and walking paths along the estuary edge that increase connectivity within the immediate area and to amenities in neighbouring suburbs and the wider city. Create opportunities for people of all ages and abilities to access and enjoy the estuary edge. Maintain the unique natural values of the area.
<b>Theme: Maintenance and levels of service</b>	
<b>Statement of need:</b>	Well-maintained and cared for parks and public spaces that demonstrate a commitment to the community, and allow for safe enjoyment of the area.
<b>Specific needs:</b>	Address maintenance of boardwalks, tracks, verges, and trees on Council-managed land. Address maintenance of red zone land.
<b>Theme: Information</b>	
<b>Statement of need:</b>	Provision of clear, transparent, timely and easily accessible information about all Council technical reports and decision-making related to current and future hazards.
<b>Specific needs:</b>	Enable residents to make informed decisions about their properties and businesses. Provide clear information on Council decisions since the earthquakes. Identify any earthquake-related changes to groundwater levels and any impacts of this. Continue to seek community input into how information is communicated and distributed. Where and when practicable, release information and reports in context with the rest of the city, or other coastal areas.
<b>Theme: Future - certainty and wellbeing</b>	
<b>Statement of need:</b>	Prioritise actions and activities that improve individual, family and community wellbeing.
<b>Specific needs:</b>	Build confidence that Council and community can work together to address the earthquake-related and longer-term issues facing the community. Demonstrate the Council's commitment to equitable treatment of the earthquake effects on Southshore and South New Brighton, with consideration to investment in other coastal areas.

3.3. A range of other issues was raised by the community and determined to be out of scope for the following reasons:

- The loss of shops and businesses in the area and the state of footpaths and roads inland from the estuary are outside the scope of the Earthquake Legacy Project as they do not relate specifically to the estuary edge.
- Insurance, insurability of the area and property equity are things that will be considered as part of the climate change adaptation planning conversation.
- Remediating earthquake-related land damage is handled by EQC.

#### 4. Outstanding earthquake legacy issues

4.1. Prior to the first assessment the outstanding earthquake legacy issues in each area and/or for each of the community needs were identified. This information was used to understand where and what the options needed to respond to. This included information about the pre and post-earthquake state to identify the changes since the earthquakes and what actions have been undertaken to date.

4.2. A detailed condition inventory of the estuary edge was undertaken by Jacobs Ltd. as part of this work and identified pre- and post-earthquake physical state of the estuary edge and changes that have occurred since the earthquakes. The community were also asked to share photos and knowledge of the area to inform this assessment.

4.3. The table below summarises the key outstanding earthquake legacy issues:

Area	Outstanding earthquake legacy issues
North of Bridge St	<ul style="list-style-type: none"> <li>• The stopbanks have been raised and repaired since the earthquakes and currently provide protection to houses to a level of RL 11.4m, which is higher than was provided before the earthquakes and consistent with, or higher than, other parts of the Ihutai/Estuary.</li> <li>• If the river overtopped the stopbanks, the consequence to people and property is now greater, as the land is lower on the landward side of the stopbank, which increases the potential depth of floodwaters.</li> <li>• There are isolated areas where erosion has increased next to the stopbank. This is managed through regular monitoring and maintenance.</li> <li>• Increased flooding in Bridge Reserve is negatively affecting the trees, plants and tracks</li> </ul>
South of Bridge St	<ul style="list-style-type: none"> <li>• South New Brighton Park, between Beatty St and the boardwalk, is the part of the Project Area that is the most affected by tidal flooding and erosion.</li> <li>• While this area experienced flooding and erosion prior to the earthquakes, the earthquakes have caused the land to drop in places, and some of the existing erosion protection structures have moved. This has led to further erosion and flooding of the edge.</li> <li>• The assets most at risk from these changes are the existing tracks and the Park land. There is also a potentially increased risk from flooding to low lying Estuary Road properties and the South New Brighton Holiday Park and Tennis Club.</li> <li>• North of Beatty Street there is little evidence of erosion and the area is well planted. Subsidence of land along the estuary edge has potentially increased the flood risk to low lying properties in Seaford Place and north of Bridge Street, but the level and extent of this risk has not been fully investigated.</li> <li>• The boardwalk in South New Brighton Park and adjacent embankments have been repaired to the pre-earthquake condition. South of the boardwalk to Caspian St there are no obvious or outstanding earthquake legacy issues.</li> <li>• The Ebbtide St stopbank and rock wall have been repaired to respond to earthquake damage and provide a consistent level of service as existed prior to the earthquakes.</li> </ul>

Area	Outstanding earthquake legacy issues
Southshore	<ul style="list-style-type: none"> <li>There have been changes to the estuary edge due to the land lifting, damage to some private protection structures, and some small areas where the land was lowered during clearance works. Removal of red zone properties along the estuary edge has left an area of open space which is available for recreation and enjoyment, but has not been enhanced or developed for this use.</li> <li>Many of the private structures which provided varying levels of erosion and flood protection are generally still useful in their current state. There are also sections which are unstable, or have left exposed materials which create a health and safety risk.</li> <li>There may be some increased risk to low lying properties on Rocking Horse Road next to the red zone due to changes to the estuary edge structures and the clearance of land where there used to be houses. Any flood risk is largely managed through the bund which was constructed by Land Information New Zealand (LINZ) after the clearance works.</li> <li>Emergency works in July 2017 extended the bund across the road ends. There are some remaining low points in the LINZ bund.</li> <li>There are pockets where erosion is increasing immediately behind private protection structures. While this is not a risk to any properties or community assets, erosion is affecting small sections of red zone land and parts of the LINZ bund that are close to the estuary edge.</li> </ul>
Area-wide	<ul style="list-style-type: none"> <li>Stormwater-related flooding of streets in large tide events happened prior to the earthquakes. This is because some streets are below king tide levels.</li> <li>When the tide is higher than street level, stormwater from rainfall is not able to flow out through the stormwater pipes into the Ihutai Estuary.</li> <li>Earthquake-related land subsidence has had an impact on the effectiveness of the stormwater infrastructure in the area. The effects of this have been particularly noticeable because we've had three separate extreme high tide events since the earthquakes. These extreme tide events have been the highest ever recorded at Bridge Street.</li> <li>Land subsidence has caused the saltmarsh to decline in some areas because of the increased salinity from relatively higher water levels. This has also caused the loss of vegetation, including mature trees.</li> <li>There is an opportunity to restore the saltmarsh habitat by allowing it move inland where land is now lower and sometimes flooded along the edge. Affected trees continue to be removed throughout the area north of Ebbitide St when there is a safety issue. This has created an opportunity to implement long-standing plans to replant with native coastal plants.</li> <li>The overall access and quality of walking track surfaces in the area has decreased since the earthquakes. The edge tracks in South New Brighton Park and Bridge Reserve are occasionally flooded and no longer provide a connected and safe walkway for users during these times.</li> </ul>

## 5. Long list of Options

- 5.1. A Technical Working Group of specialists from across Council identified options previously considered in other Council work programmes, and new options and actions that respond to the community needs and outstanding earthquake legacy issues. Twenty nine options were identified by the community resulting in a long list of 66 options being identified and taken forward to the first assessment.

## 6. First assessment - scoping and refining options

- 6.1. The purpose of the first assessment was to identify which of the 66 options were within the scope of the project based on the Council resolution.
- 6.2. Each option was assessed by the project team based on the seven parameters below:

	<i>Parameter for first assessment</i>	<i>Column 1</i>	<i>Column 2</i>	<i>Column 3</i>
1	Option addresses earthquake legacy (i.e. responds to EQ change)	No	Partly	Yes
2	Option is on or near SSSNB estuary edge	No	Partly	Yes
3	Option responds to a community need	No	Partly	Yes
4	Option could be addressed by Council or another agency (Environment Canterbury, LINZ)	No	Partly	Yes
5	Option does not compromise the range of options available to the community when considering longer term adaptation planning?	Compromises	Potential to compromise	Does not compromise
6	Option would be a prohibited activity under the RCEP	Yes	N/A	No
7	Insufficient information on Option to be able to evaluate	Yes		No

6.3. For the fifth parameter, the following factors were considered as having the potential to compromise adaptation options (Noting: cost is an integral part of all these factors):

- Timeframe of protection afforded: any physical works that have a long design life (or are still effective after a long(er) period of time) and a design standard that is significantly greater than the projected rate of sea level rise. .
- Maladaptation implications: any option that ultimately increases the potential vulnerability of property or infrastructure in the flood area could also compromise long term adaptation. For example, any option that encourages increased development or over-investment in a low-lying area that remains at risk of effects of sea level rise. Or any option that creates an over-inflated perception of safety or effectiveness.
- Feasibility of deconstruction: once a structure is built it is very rare that it is ever decommissioned. It is therefore important to consider how decisions made now could reduce the potential for alternative adaptation options in the future.
- Transfer of effects to other areas/unintended consequences: any options that have 'unintended' (currently not understood) consequences, or structures that worsen other hazards/natural processes.

6.4. The assessments were held on 9 and 10 July 2019. The project team discussed and rated each option.

6.5. An option with any score in Column 1 was not taken into the second assessment; and any option that partly met the assessment parameter (a score in Column 2) was further considered to decide whether it was taken forward or not.

6.6. The options that were set aside were recorded with the reasons, and, where possible, alternative ways to address the option will be identified.

6.7. The 66 options fell into three groups:

- Options to take forward to the second assessment
- Options that the Council proposed to do anyway, that didn't require further assessment
- Options that did not meet the parameters but were taken into the second assessment for further evaluation
- Options that were not taken forward.



Options taken forward to the second assessment			
Option #	Area	Option Description	Action
66	North of Bridge St	Undertake detailed site inspection and report of the stopbank condition and identify immediate actions <i>Additional option added during assessment</i>	Options 66 and 3 combined. Reworded in the 2 <sup>nd</sup> assessment as Option 1: Site inspection and updated modelling of stopbank condition and risk
3	North of Bridge St	Further investigations into flood risk based on updated tide statistics. <i>This work could include a revised GHD report to reflect change of risk since the stopbank repairs</i>	
4	North of Bridge St	Work with Civil Defence to assess options for emergency monitoring, alert and response for a stopbank breach	Reworded in the 2 <sup>nd</sup> assessment Option 2: Work with Civil Defence to assess options for emergency monitoring, alert and response for bank failure
5	North of Bridge St	Finish surfacing of walking track from Evans Avenue to Bridge St and fill in places where ponding occurs	Group with other walking/cycle path options Reworded in the 2 <sup>nd</sup> assessment as Option 12: Continuous walkway/cycleway along the estuary edge with occasional setbacks where required to reduce flood and erosion risk
6	North of Bridge St	Bridge St Reserve - north of Bridge St: Retain and maintain pathway along stopbank; decommission track through salt marsh by removing bridge, removing battens and de-compacting soil to encourage natural regeneration. <i>May not be an immediate project - timing of decommissioning this track would need to be decided</i>	
13	South of Bridge St	Where necessary, realign estuary edge walkway inland to higher ground (allowing for saltmarsh migration), and improve surface (consistent 1.5m grit pathway)	
14	South of Bridge St	Raised boardwalk in current position of walkway along the estuary edge	
26	South of Bridge St	Complete repairs/partial relocation of walkway – 1.5m grit pathway for full length, finish surfacing, realign inland where required.	
37	Southshore	Providing consistent 1.5m wide grit pathway in red zone	Although out of scope of project make recommendation for off-road link from Evans Ave to New Brighton
54	Area wide	Assess existing pathway from Evans Avenue to the Spit for areas where the walkway is adequate; needs maintenance; should be realigned; needs raising; needs re surfacing - Leading to a programme of works to provide a walking track through the whole area.	
29	South of Bridge St	Ebbtide Street repair/re-purposing ( <b>Community option</b> ) <i>Subject to current processes – road stopping, land ownership.</i>	Reworded in the 2 <sup>nd</sup> assessment as Option 15: Ebbtide Street repair/repurposing
36	South of Bridge St and Southshore	Southshore and South New Brighton red zone enhancement including planting of appropriate coastal species and passive recreation amenities (i.e. picnic tables) ( <b>Community option</b> )	Merge Option 57 into Option 36 Reworded in the 2 <sup>nd</sup> assessment as Option 13: Southshore and South New Brighton residential red zone enhancement
57	Area wide	Creation of spaces for people to learn about and engage with nature e.g. bird hides, observation decks (like in Travis wetlands), observation tower ( <b>Community option</b> ). <i>Could be part of transitional use of red zone land Includes part of SNB Reserves Development Plan.</i>	

Options taken forward to the second assessment			
Option #	Area	Option Description	Action
9	South of Bridge St	Temporary/short term bund at RL 11.2m from Bridge St to Jetty (setback) to protect houses (presented as an option in August 2017). <i>Further investigation would provide information to assess if there is a flood risk in this area.</i>	Options 9, 12, 16 and 18 combined. Reworded in the 2 <sup>nd</sup> assessment as Option 3: Bund setback from the estuary edge in some locations from Bridge St to boardwalk to protect houses and Park assets from increased risk as a result of the earthquakes.
12	South of Bridge St	Temporary/short term bund at RL 11.2m from Bridge St to Jetty (setback) subject to further investigations/modelling based on updated tide information to determine need/requirement for further flood protection. <i>Immediate need for bund unclear – further information to confirm need and extent of works.</i>	
16	South of Bridge St	Jetty to boardwalk temporary/short term bund at RL11.2m (as per 2017 proposal) setback from estuary edge generally on the line shown in the South New Brighton Reserves Development Plan	
18	South of Bridge St	Short section of bund setback from the estuary edge around the tennis club and Holiday Park subject to further investigations based on updated tide information to determine need for further flood protection.	
10	South of Bridge St	Bund from Bridge St to Jetty on existing pathway (proposed as alternative to Option 9 by Community Board in September 2017)	Options 10 and 17 combined Reworded in the 2 <sup>nd</sup> assessment as Option 4: Bund from Bridge St to boardwalk on or in close proximity to the existing estuary edge pathway
17	South of Bridge St	Jetty to boardwalk bund along the existing pathway on estuary edge (as in September 2017 Community Board resolution)	
20	South of Bridge St	Investigate stormwater management if bund is constructed – will change flow paths and may require additional management (linked to bund option)	Links with options 10 and 17.
19	South of Bridge St	Temporary defences for worst affected areas (i.e. flood socks, sand bags, flood barriers, flood gates, temporary pumps)	Reworded in the 2 <sup>nd</sup> assessment as Option 5: Temporary defences for worst affected areas
31	Southshore	Construct a new setback bund in eastern part of RRZ to manage increased flood risk to green zoned properties. <i>Dependent on land ownership/lease arrangements between CCC and LINZ. May be difficult crossing roads – dependent on road stopping</i>	Reworded in the 2 <sup>nd</sup> assessment as Option 9: Setback bund in Southshore RRZ to protect adjoining properties from increased flood risk
32	Southshore	Fill in low points in LINZ landscape bund	Options 32 and 33 combined Reworded in the 2 <sup>nd</sup> assessment as Option 10: Fill in low points in LINZ bund and in-fill planting for the purpose of bund erosion management
33	Southshore	In-fill planting in low lying areas and where area between bund and bank is narrow for the purpose of reducing risk of erosion of the bund	

Options taken forward to the second assessment			
Option #	Area	Option Description	Action
25	South of Bridge St	Protect edges from erosion by naturalising edge (through interventions) i.e. planting, beach reformation, and removal of structures where appropriate <b>(Community option)</b>	Reworded in the 2 <sup>nd</sup> assessment as Option 7: Naturalise edge to achieve pre-earthquake equivalent level of erosion protection
65	South of Bridge St	Protect with structures to current water levels - based on latest tide information (pending further investigations to determine appropriate methods in different locations)	Options 65 and 23 combined. Reworded in the 2 <sup>nd</sup> assessment as Option 6: Repair, replace (and where necessary enhance) existing erosion protection structures
23	South of Bridge St	Repair or replace structures to a similar standard of erosion protection that existed at pre-earthquake land and water levels to mitigate erosion (pending further investigations to determine appropriate methods in different locations)	
34	Southshore	Make safe and clean up the damaged private structures.	Reworded in the 2 <sup>nd</sup> assessment as Option 16: Address health and safety issues by making safe and tidying damaged private structures in Southshore
35	Southshore	Investigate a range of options to respond to erosion risk to the current estuary edge <i>Dependent on land ownership/lease arrangements between CCC and LINZ and clarity around ownership and responsibility for existing private structures.</i>	Options 35 and 38 combined Reworded in the 2 <sup>nd</sup> assessment as Option 11: Investigate a range of options to respond to erosion risk to the current estuary edge
38	Southshore	Regrade banks around saltmarsh with sloping beach and planting to improve saltmarsh habitat and provide opportunities to migrate.	
46	Area wide	Increased use of temporary pumps in worst affected areas – deployed more often and at lower thresholds. <i>Note: Work currently underway to improve ability to deploy pumps in six areas, as with other parts of the City. Deploying more often would have an increased cost. Further work is dependent on the Multi-hazard report for Avon/Estuary and the Estuary/Coastal Stormwater Management Plan</i>	Reworded in the 2 <sup>nd</sup> assessment as Option 14: Increased use of temporary pumps in worst affected areas - deployed more often and at lower thresholds
58	Area wide	Undertake an audit of maintenance issues and compliance across the whole project area	Option 58, 59 and 60 combined. Reworded in the 2 <sup>nd</sup> assessment as Option 17: Review and publish the annual maintenance schedule and the updates that are regularly provided to the Community Board
59	Area wide	Provide more accessible and available information on upcoming maintenance works and programmes in the area	
60	Area wide	Providing consistent and up to date information <b>(Community option)</b>	

Options that the Council proposed to do anyway, that didn't require further assessment			
Option	Area	Option Description	Action
1	North of Bridge St	Continue with current approach of ongoing maintenance, and minor top up of stopbank and repair of erosion as required, and report outcomes of audits/inspections to the community.	Continue with approach and ensure outcomes are reported to the community
2	North of Bridge St	Release and/or communicate latest information on change in flood risk (3 hazards), new tide data, and integrity of stopbank (GHD 2016 report)	Release with communications strategy following 22 August decisions
7	North of Bridge St	Continue to Implement South New Brighton Reserves Development Plan, including planned planting and tree renewal in Blighs Garden and Bridge Reserve, removal of former croquet buildings, and enhancing play/picnic area. <i>Information needed to explain what projects are in the Development Plan, and their budget and timing.</i>	Options 7, 8, 15, and 27 combined. Review the South New Brighton Reserves Development Plan to make sure the timing of this work is prioritised and well-coordinated with any other work that may be happening in the area
8	North of Bridge St	Tidy and improve entrances to Bridge Reserve at Bridge St on both sides of the road.	
15	South of Bridge St	Continue to implement South New Brighton Reserves Development Plan which includes picnic and planting area. <i>Information needed to explain what projects are in the Development Plan, and their budget and timing.</i>	
27	South of Bridge St	Implement South New Brighton Reserves Development Plan which includes appropriate planting that will help protect walkway from erosion. <i>Information needed to explain what projects are in the Development Plan, and their budget and timing.</i>	
28	South of Bridge St	Complete planting of Jellicoe Marsh bund to provide buffer between users and wildlife.	Part of current work to stabilise emergency bund.
21	South of Bridge St	Council to continue to work with the Holiday Park lessee to identify drainage options	This is current work being undertaken by Stormwater operations and Council property unit. Council to report on progress.
51	Area wide	Provide more accessible and available information on levels of service, how the stormwater system is designed to operate and why, impact of tides, difficulties in retaining unblocked conditions during an event, and the wider City issues.	Options 51 and 52 combined. Stormwater fact sheet developed for this work. In the short term, we will be increasingly reliant on using temporary pumps. We are reviewing our longer term approach to stormwater management through existing Council programmes, and this is something that will be considered as part of adaptation planning for the area
52	Area wide	Local monitoring and maintenance of valves/raking leaves etc. to provide more effective pre-event response	

Options that did not meet the parameters but were taken into the second assessment for further evaluation			
Option #	Area	Option Description	Comment/Action
30	Southshore	Estuary edge raised levee/bund (1.5m) - OCEL proposal for levee/estuary edge bund ( <b>Community Option</b> ) <i>Note: Because the height of the structure is proposed to be 1.5m to provide protection from sea level rise for the next 100 years it reflects a longer term adaptation option as opposed to an earthquake legacy response. This is a significant enhancement from what was provided prior to the earthquake and there has been no comprehensive consideration of alternative options.</i>	Addresses longer term management (i.e. more than just the earthquake legacy issue) and therefore is out of scope. Other options are more targeted to addressing the change that has occurred since the earthquakes, and respond to the same community needs Although discarded at this assessment – take forward to second evaluation because of community interest in this option Dependent on land ownership/lease arrangements

Options that were not taken forward			
Option	Area	Option Description	Comment/Action
11	South of Bridge St	Investigate stormwater management if bund is constructed – will change flow paths and may require additional management (linked to bund option)	Would be part of the assessment and design if Option 9 or Option 10 go ahead
22	South of Bridge St	Do minimum (no erosion response but do essential health and safety work) and allow edge to erode-	Would not meet community needs
24	South of Bridge St	Enhance estuary edge structures for future erosion protection pending further investigations to determine appropriate methods in different locations	This option was proposed in the Jacobs Ltd. <i>South New Brighton Park Erosion report</i> (May 2019). Addresses longer term management (i.e. more than just the earthquake legacy issue). Other options provide for repair and replacement of structures
39	Area wide	Area-wide investigations of effectiveness of current flood protection now across whole area in advance of adaptation solutions	Other options provide for flood management in all areas. This may be covered to some extent through the Land Drainage Recovery Programme multi-hazard project which is addressing the longer term flood management and drainage approach for the City.
40	Area wide	Area wide: Erection of 1m sea-walls from Southshore to Bridge Street ( <b>Community option</b> )	Addresses longer term management (i.e. more than just the earthquake legacy issue). Other options are more targeted to addressing the change that has occurred since the earthquakes, and respond to the same community needs
41	Area wide	Area wide: Dig out Bexley so water has somewhere to go to take pressure off SSSNB ( <b>community option</b> )	This option was out of scope as the effects and implications are not confined to the project area and the estuary edge
42	Area wide	Area wide: Increasing the height of the estuary bar to control the flow of seawater coming into the estuary ( <b>Community option</b> )	Out of scope for all assessment parameters and significant adaptation implications

Options that were not taken forward			
Option	Area	Option Description	Comment/Action
43	Area wide	Area wide: Repair the estuary edge from Southshore to New Brighton. - a mix of stabilising existing walls, filling areas of erosion ( <b>Community option</b> )	Covered in part in other options (9, 10, 16, 17, 23, 65, 32, 34, 35)
44	Area wide	Area wide: Consider Tauranga Harbour erosion approach	Useful information but does not address earthquake legacy issue. Can be considered as part of Option 35
45	Area wide	Permanent pumps to discharge at the flap valves in worst affected areas, and network upgrade as long-term response to the stormwater system	Options relate to larger issues with the stormwater network. May be covered to some extent through our existing approach of temporary pumping and the City-wide programme of works for longer term stormwater management and upgrades to the system:
47	Area wide	Extending stormwater outfalls	
48	Area wide	Increase number of stormwater outfalls	
49	Area wide	Increase capacity of stormwater system (to reduce duration of flooding)	
50	Area wide	Use on-demand eco-friendly pumps (Community Option)	Not an earthquake legacy issue, not on estuary edge, does not respond to a community need, adaptation implications, likely to be a prohibited activity and not able to be consented, insufficient information to assess option.
53	Area wide	Area wide: Construct a cycle/walkway bridge between Spit and Redcliffs ( <b>Community option</b> )	
55	Area wide	Area wide: Raised walkway/cycleway from Southshore to New Brighton ( <b>Community option</b> )	Addresses longer term management (i.e. more than just the earthquake legacy issue). Some sections of path do not need upgrading/repair Addressed to some extent through alternative pathway options.
56	Area wide	Area wide: Increase access to greenspaces and recreation (water) by providing more safe places to launch boats ( <b>Community option</b> )	Not an earthquake legacy issue. Note there are areas where boat launching is provided for within the project area such as next to the Jetty in South New Brighton Park.
61	Area wide	Area wide: Facilitate local business to re-open local centres ( <b>Community option</b> )	Doesn't relate to the estuary edge and surrounds, regeneration of the wider area
62	Area wide	Area wide: Improve the water quality of the estuary: make it swimmable ( <b>Community option</b> )	Doesn't relate to the estuary edge and surrounds, wider estuary issue
63	Area wide	Area wide: Spend Southshore rates income (\$1.5M per annum) on local projects ( <b>Community Option</b> )	Doesn't relate to the estuary edge and surrounds, has wider implications
64	Area wide	Area wide: Use emergency EQ powers to fix land damage	The responsibility for land damage sits with EQC rather than Council and was not within scope of this project.



## 7. Combining and rewording options for the second assessment

7.1. Before the second assessment the options were combined and reworded into different 'packages':

Options packaging for evaluation in second assessment			
North of Bridge Street Rodney St to Bridge St	South of Bridge St Bridge Street to Godwit Street	Southshore South of Caspian St	Area-wide
<b>Flooding/erosion</b> Option 1: Site inspection and updated modelling of stopbank condition and risk (Options 66, 3)	<b>Flooding</b> Option 3: Bund setback from the estuary edge in some locations from Bridge St to the boardwalk to protect houses and Park assets from increased risk as a result of the earthquakes (Options 9,16) Option 4: Bund from Bridge St to boardwalk on or in close proximity to the existing estuary edge pathway (Options 10,17) Option 5: Temporary defences for worst affected areas (i.e. container, flood socks, sand bags, flood barriers, flood gates) (Option 19) <b>Erosion</b> Option 6: Repair, replace (and where necessary enhance) existing erosion protection structures (Options 65, 23) Option 7: Naturalise edge to achieve pre-earthquake equivalent level of erosion protection (Option 25)	<b>Flooding</b> Option 8: Estuary edge raised levee/bund (1.5m) - OCEL proposal for levee/estuary edge bund (Option 30) Option 9: Setback bund in Southshore RRZ to protect adjoining properties from increased flood risk (Option 31) Option 10: Fill in low points in compacted soil LINZ bund and in-fill planting between bund and estuary edge for the purpose of bund erosion management (Options 32 and 33) <b>Erosion</b> Option 11: Investigate a range of options to respond to erosion risk to the current estuary edge (Options 35, 38)	<b>Recreation, access and enjoyment</b> Option 12: Continuous walkway/cycleway along the estuary edge with occasional setbacks where required to reduce flood and erosion risk (Options 5, 6, 13, 26, 37, 54) Option 13: Southshore and South New Brighton residential red zone enhancement (Option 36) <b>Stormwater</b> Option 14: Increased use of temporary pumps in worst affected areas - deployed more often and at lower thresholds (Option 46) <b>Maintenance and levels of service</b> Option 15: Ebbside Street repair/ repurposing (Option 29)
For information – propose to do anyway but still requires assessment in evaluation workshops			
<b>Flooding/erosion</b> Option 2: Work with Civil Defence to assess options for emergency monitoring, alert and response for bank failure (Option 4)		<b>Maintenance and levels of service</b> Option 16: Address health and safety issues by making safe and tidying damaged private structures in Southshore (Option 34)	<b>Maintenance and levels of service</b> Option 17: Review and publish the annual maintenance schedule and the updates that are regularly provided to the Community Board (Option 58, 59, 60)

## 8. Second assessment of 18 options

- 8.1. The purpose of the second assessment was to provide information about the practicality and feasibility of each option including estimated cost, timeline for implementation, consenting pathways and statutory alignment, to assist with the community assessment and to provide the Council with adequate detail for its decision-making.
- 8.2. Each option was evaluated by an evaluation group comprising staff from Christchurch City Council, Environment Canterbury, Mahaanui Kurataiao, and Land Information New Zealand.

8.3. Ten evaluation parameters were developed for the second assessment:

	<i>Parameters for second assessment</i>				
1	Option is effective at addressing the community need(s) it responds to	No			Yes
2	Option prevents or minimises adverse effects on the environment ( <i>Environment includes people, natural and physical resources, amenity</i> )	No			Yes
3	Option provides certainty of action and is practical to implement	Action > 2 yrs.	Action in 1-2 yrs.	Action in 6-12 months	Action in < 6 months
4	Resource consents from Environment Canterbury/CCC are likely to be granted <i>Choose the most restrictive</i>	Non complying	Discretionary	Restricted Discretionary	Already consented/ Permitted/ Controlled
5	Option is in existing budgets/LTP	Not funded	Part funded	Mostly funded	Fully funded
6	Cost of option (Capex)	>\$2M	\$1M-\$2M	\$500k-\$1M	<\$500k
7	Operational and maintenance requirements for the option (Opex)	High			Low
8	Option demonstrates provision for cultural values including through: - a priority on planting as part of stormwater management and to protect and enhance the coastal edge; - the avoidance of hard engineering solutions that may preclude or limit natural adaptation responses in the future; - the removal of contaminated land.	No			Yes
9	Option is consistent with national and local statutory plans and policies <i>Including South New Brighton Reserves Management Plan (under Reserves Act), and NZCPS – Objective 5 and Policies 25-27</i>	No			Yes
10	Option aligns with Council plans/policies <i>i.e. Council's strategic framework, and LTP levels of service</i>	No			Yes

8.4. The assessment was held on 16 and 17 July 2019.

8.5. Options were evaluated and comments and information collated for each option:

Comments and information for each option					
Option	Where/ Issue	Option	Cost/Timing	Consenting/Statutory	Comments from evaluation group
1	Flooding/erosion north of Bridge St	Site inspection and updated modelling of stopbank condition and risk.	\$100,000, partly funded. Inspection within 6 months, and updated modelling within 1 year.	No consent required. Gives effect to policies in the NZCPS in understanding risk, and strategic priorities of informed and pro-active approaches to natural hazard risk	Actions will be identified. Responds to the community need "Ensure that stopbanks are well-constructed and do their job of keeping people safe from flooding."
2	Flooding/erosion north of Bridge St	Work with Civil Defence to assess options for emergency monitoring, alert and response for a stopbank failure.	6-12 months.		Manages residual risk. This option could improve safety for the community and is unlikely to have adverse effects.
3	Flooding of South New Brighton Park and surrounds	Bund setback (25-100m) from the estuary edge in some locations from Bridge St to boardwalk to protect houses and Park assets from increased risk because of the earthquakes.	~\$1-1.5 Million not funded. Action in 1-2 years.	Would need resources consents (discretionary) under LWRP and CDP. Does not give effect to NZCPS; consistent with SNBRMP.	Construction to RL 11.2m does not allow for updated high tide statistics – suggest RL 11.4m. Uses existing internal land forms and contours; Bund can be planted; could have constructed track on top.
4	Flooding of South New Brighton Park and surrounds	Bund from Bridge St to boardwalk on or in close proximity to the existing estuary edge pathway	~\$2-2.5 Million not funded. Longer than 2 years. More construction and increased foundations would be required compared with Option 3	Would require non-complying resource consent under RCEP and CDP. Restricted discretionary under LWRP. Not consistent with NZCPS or SNBRMP. Restricted discretionary under LWRP.	Assessment assumes that there is NOT active erosion management at estuary edge (compare with Option 4A). Constructed to a height of no less than RL 11.4m; 300mm excavation. Would need to be constructed to withstand erosion. Close to estuary so higher environmental impact; higher potential impacts on biodiversity and intertidal areas; lack of allowance for salt marsh to migrate and change with saltwater intrusion. Higher potential impacts on biodiversity and intertidal areas.

Comments and information for each option					
Option	Where/ Issue	Option	Cost/Timing	Consenting/Statutory	Comments from evaluation group
5	Flooding of South New Brighton Park and surrounds:	Temporary defences for worst affected areas	Cost \$1-2 million Action in 6-12 months	Not enough information to evaluate – depends on methods	Would be deployed on a flood warning and removed after the event. Was considered by Mayoral Flood Taskforce but ruled out.
6	Erosion of South New Brighton Park and surrounds: Jetty to boardwalk	Repair, replace or infill existing erosion protection structures to protect from erosion based on current water levels – i.e. latest high tide information.	~\$1.7 million for erosion repair. May have some funding in SNBRDP Longer than 2 years	Non complying consent under RCEP and CDP. Restricted discretionary under LWRP Does not give effect to NZCPS. Not consistent with SNBRMP	Reno mattresses, gabion baskets, will need excavation. Reno mattress may have a negative effect on natural character, ecology and amenity value.
7	Erosion of South New Brighton Park and surrounds	Naturalise edge to achieve pre-earthquake equivalent level of erosion protection	~\$1.2 million May have some funding in SNBRDP ~1 -2 years to consent and implement	Would require Non-complying consents under RCEP as in CMA; Discretionary consent under CDP; Restricted discretionary under LWRP. Gives effect to NZCPs and consistent with SNBRMP.	Would provide same level of service as Option 6. This option offers a more naturally derived response to erosion protection by ensuring that hard engineering solutions are avoided. Would likely provide more flexibility for coastal changes and habitat retention and development. The option may include planting.
8	Flooding of Southshore:	Estuary edge raised levee/bund (1.5m) - OCEL proposal <i>* Addresses longer term management (i.e. more than just the earthquake legacy issue) and therefore is out of scope.</i>	Greater than \$2 million – no detailed costing provided. Would take longer than 2 years.	Would require non-complying consent under RCEP and CDP. Restricted discretionary under LWRP. NZCPS favours setting structures back from the coastal edge and that will be viable/ sustainable over the next 50 years.	OCEL proposal assumes that bund and sheet piling will manage groundwater. Hard edges on the estuary reduces biodiversity and intertidal habitat. Other options that have less impact and are more compatible with a dynamic coastal environment are available Encroachment into CMA, visual/landscape/amenity effects.
9	Flooding of Southshore	Setback bund in Southshore RRZ to protect adjoining properties from increased flood risk	~ \$2.5-3 Million This cost is because of the 1.6km length of the bund, easement compensation likely required, complications with crossing underground servicing, and basic landscaping. About 2 years	Restricted discretionary consent under LWRP; discretionary under CDP. In being set back, it will enable effects to be managed more effectively, giving effect to policy 27(3) of the NZCPS, and policy 8.3.3 of the CRPS.	It would protect houses from flooding. Set back from edge, opportunity for indigenous planting, and potentially some treatment to stormwater before run-off enters Ihutai. Could work in with wide range of estuary edge erosion management options identified following investigations. Seven private properties to negotiate.

Comments and information for each option					
Option	Where/ Issue	Option	Cost/Timing	Consenting/Statutory	Comments from evaluation group
10	Flooding of Southshore	Fill in low points in compacted soil LINZ bund and in-fill planting between bund and estuary edge for the purpose of bund erosion management.	Less than \$500k. 3-12 months	May be covered by LINZ global consent Restricted Discretionary under LWRP and Discretionary under CDP.	Top up with compacted top soil and grass, bring up to at least RL 11.2m With planting potential for improved habitat, maintains coastal edge and environment. Quick/cheap option to implement which addresses the most immediate flooding issues and can be actioned in advance of investigations into erosion management options.
11	Erosion of Southshore	Investigate a range of options to respond to erosion risk to the current estuary edge	~\$300,000 – based on high level assessment, additional with design Would take 6-12 months	Structures were privately constructed and largely unconsented. Work to repair or replace would require consent as a 'new' structure in the Coastal Marine Area, likely Non-complying and complex	Investigation only. It is critical to have specific local information on which to base erosion design options for the conditions. Ecological information could be gathered at the same time to inform design options. Would help understand ownership of and responsibilities for the structures.
12	Area wide: Recreation, access and enjoyment	Continuous walkway/cycleway along the estuary edge with occasional setbacks where required to reduce flood and erosion risk	Funding for improvements - existing budgets. Tracks on new bunds included in bund construction costs. No budget for work in Southshore est. at \$450,000. Action in 3-12 months for some projects.	Restricted discretionary consent under LWRP; Restricted discretionary or discretionary consent under CDP. Providing for recreation and access gives effect to NZCPS and CRPS	This option could be undertaken in stages:
13	Southshore and South New Brighton residential red zone	Southshore and South New Brighton residential red zone enhancement	1-2 years Cost dependent on what being done	A mix of permitted and restricted discretionary activities depending on what is proposed. Consent is likely to be granted without complications. Gives effect to CRPS and NZCPS re recreation and open space.	LINZ two sites of erosion issue where the grass has not taken are 100b and 108b Rocking Horse Rd – LINZ would plant these sites at their cost with some guidance for plant types Option for community-led enhancement elsewhere with transitional use lease form LINZ and/or Council's Enliven Spaces funding grant
14	Area wide: Stormwater	Increased use of temporary pumps in worst affected areas - deployed more often and at lower thresholds	Covered in existing budgets	Under existing global stormwater consent no consents required	This is not an issue specific to South New Brighton and Southshore – it also applies to other low lying parts of the City. This option is already being progressed, as required.

Comments and information for each option					
Option	Where/ Issue	Option	Cost/Timing	Consenting/Statutory	Comments from evaluation group
15	Area wide: Maintenance and levels of service	Ebbtide Street repair/repurposing	~1-2 million, action within 1-2 years	Road stopping required. Restricted Discretionary Activity under LWRP and CDP. Many of the activities associated with grassing and planting this area could be covered under consents CCC already holds	Road end fenced by CCC; Possible to dig up asphalt, top soil and grass but may lead to issues with coal tar removal, potentially contaminated land, and existing services which could significantly increase the time/cost. Could use area for stormwater disposal/treatment. Note existing grit pathway on stopbank. Not a quick and easy option. Not clear why this work needs to be undertaken in advance of wider adaptation planning.
16	Southshore: Maintenance and levels of service	Address health and safety issues by making safe and tidying damaged private structures in Southshore	Cost will depend on the scale of work required. Not yet understood.	Non-complying under RCEP as in CMA. Altering/deconstructing non-consented structures may require consenting original structures. Restricted Discretionary Activity under LWRP. Under CDP unconsented/ unauthorised structures may need retrospective consent.	Securing loose material, removing dangerous material (eg projecting reinforcing iron); may not remove material. Could be managed from landward side of structures. The barriers to consent would depend on the extent of works and the areas to be disturbed. Depends on the ecological values of the adjacent areas (e.g. landward SES areas) that would be disturbed during construction. If they are largely former residential sites, these may be minimal. Wildlife Permit may be required  High level of uncertainty – suggest included as part of erosion investigations in Option 11
17	Area wide: Maintenance and levels of service	Review and publish the annual maintenance schedule and the updates that are regularly provided to the Community Board	Covered in existing budgets	N/A	Reflecting Council's responsibilities under the Local Government Act, this option meets the current and future needs of the communities of Southshore/ South New Brighton for "good-quality local infrastructure, local public services" by ensuring agreed levels of service are being met.



- 8.6. This second assessment identified linkages and dependencies between options and clarified which options were mutually exclusive and require decisions; and which options provide obvious value and should proceed:
- Options 1, 3, 4, 6, 7, 9, 10, 11, 12, 13, and 16 were taken forward to the Community Assessment, either on their own or merged with other options.
  - Options 2, 14 and 17 were not included in the Community Assessment for feedback as they were actions proposed to do anyway subject to agreement from Council on available budgets.
- 8.7. The following options were set aside and not progressed further due to issues with feasibility and practicality which were highlighted in the assessment. The availability of alternative options to address the change that has occurred since the earthquakes, and respond to the same community needs was considered in this decision.
- Option 5: Flooding of South New Brighton Park and surrounds: Temporary defences for worst affected areas.
  - Option 8: Flooding of Southshore: Estuary edge raised levee/bund (1.5m) - OCEL proposal.
  - Option 15: Area wide maintenance and levels of service: Ebbtide Street repair/repurposing.

## 9. Community assessment of eight options

- 9.1. The purpose of the Community Assessment was to rate how well the proposed options would meet the needs of the Southshore and South New Brighton communities and, if actioned, would improve their wellbeing.
- 9.2. The options were reworded and grouped into three areas – north of Bridge St, south of Bridge St and Southshore. In some areas there were alternative options, and in other areas only single options were presented.
- 9.3. Information about the options included details about the practicality and feasibility of options, including the consenting pathway, length of time to initiate works and estimates of cost. This information was available online and through a 'Drop in' held on Saturday 3 August in New Brighton which attracted about 70 people.
- 9.4. A survey asking for feedback was provided on the Coastal Futures website from 1-6 August and through hard copies and presentations at the 'Drop in'.
- 9.5. For each option three questions were asked:
- How much do you agree or disagree that this option:
- Responds to the earthquake legacy needs identified by your community?
  - Will improve the quality of life for you and your family?
  - Provides you with a sense of confidence in your immediate future in the area?
- 9.6. These were rated on a five-point scale from Strongly Agree to Strongly Disagree.
- 9.7. A summary of the grouped options for Community Assessment with the community preferences is below:

## Options for and results of community assessment

Area	Options to Rate																	
Area-wide	<p>RECREATION, ACCESS AND ENJOYMENT</p> <p><b>Continuous walkway/cycleway and enhanced recreation areas.</b></p> <p>Provide a continuous walkway/cycleway adjacent to the estuary, with occasional setbacks where required, to ensure that it is safe and not prone to regular flooding.</p> <p>Sections would be raised, repaired, finished, widened or rerouted.</p> <p>Community-led enhancement of the Southshore red zone to include picnic tables, plantings, and spaces to learn about and observe nature.</p>	<div><h3>Continuous cycleway and walkway</h3><p>This option responds to the earthquake legacy needs identified by your...</p><p>This option will improve the quality of life for you and your family</p><p>This option provides you with a sense of confidence in your immediate future in...</p><p>0 20 40 60 80 100 120</p><p>Strongly agree/Agree Neither agree or disagree/Don't know Disagree/Strongly disagree</p><table><thead><tr><th>Statement</th><th>Strongly agree/Agree</th><th>Neither agree or disagree/Don't know</th><th>Disagree/Strongly disagree</th></tr></thead><tbody><tr><td>This option responds to the earthquake legacy needs identified by your...</td><td>87</td><td>12</td><td>1</td></tr><tr><td>This option will improve the quality of life for you and your family</td><td>96</td><td>3</td><td>1</td></tr><tr><td>This option provides you with a sense of confidence in your immediate future in...</td><td>91</td><td>4</td><td>5</td></tr></tbody></table></div>	Statement	Strongly agree/Agree	Neither agree or disagree/Don't know	Disagree/Strongly disagree	This option responds to the earthquake legacy needs identified by your...	87	12	1	This option will improve the quality of life for you and your family	96	3	1	This option provides you with a sense of confidence in your immediate future in...	91	4	5
Statement	Strongly agree/Agree	Neither agree or disagree/Don't know	Disagree/Strongly disagree															
This option responds to the earthquake legacy needs identified by your...	87	12	1															
This option will improve the quality of life for you and your family	96	3	1															
This option provides you with a sense of confidence in your immediate future in...	91	4	5															
South New Brighton - north of Bridge St Rodney St to Bridge Street	<p>FLOODING</p> <p><b>Phase One: Investigate stopbank condition and safety.</b></p> <p>Undertake a detailed inspection of the stopbank and report any remedial actions required.</p> <p>Update previous investigations to assess the present-day life-safety risk of flooding.</p>	<div><h3>Phase One: Investigate Stopbank Condition and Safety</h3><p>This option responds to the earthquake legacy needs identified by your...</p><p>This option will improve the quality of life for you and your family</p><p>This option provides you with a sense of confidence in your immediate future in...</p><p>0 20 40 60 80 100 120</p><p>Strongly agree/Agree Neither agree or disagree/Don't know Disagree/Strongly disagree</p><table><thead><tr><th>Statement</th><th>Strongly agree/Agree</th><th>Neither agree or disagree/Don't know</th><th>Disagree/Strongly disagree</th></tr></thead><tbody><tr><td>This option responds to the earthquake legacy needs identified by your...</td><td>54</td><td>24</td><td>22</td></tr><tr><td>This option will improve the quality of life for you and your family</td><td>48</td><td>30</td><td>22</td></tr><tr><td>This option provides you with a sense of confidence in your immediate future in...</td><td>48</td><td>20</td><td>33</td></tr></tbody></table></div>	Statement	Strongly agree/Agree	Neither agree or disagree/Don't know	Disagree/Strongly disagree	This option responds to the earthquake legacy needs identified by your...	54	24	22	This option will improve the quality of life for you and your family	48	30	22	This option provides you with a sense of confidence in your immediate future in...	48	20	33
Statement	Strongly agree/Agree	Neither agree or disagree/Don't know	Disagree/Strongly disagree															
This option responds to the earthquake legacy needs identified by your...	54	24	22															
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This option provides you with a sense of confidence in your immediate future in...	48	20	33															

Area	Options to Rate																	
South New Brighton - south of Bridge St Bridge Street to Caspian Street	FLOODING/EROSION																	
	<p><b>New bund close to the estuary edge with repair, replacement or infill of existing erosion management structures.</b></p> <p>Construct bunds close to the estuary edge from south of Bridge St to the boardwalk to reduce the risk of flooding to houses and community facilities in South New Brighton Park. Repair, replace and infill existing erosion management structures (reno mattresses, gabion baskets).</p>	<div><p><b>Bund on estuary edge with repair, replacement and infill of existing erosion protection</b></p><table><thead><tr><th>Statement</th><th>Strongly agree/Agree</th><th>Neither agree or disagree/Don't know</th><th>Disagree/Strongly disagree</th></tr></thead><tbody><tr><td>This option responds to the earthquake legacy needs identified by your...</td><td>53</td><td>17</td><td>30</td></tr><tr><td>This option will improve the quality of life for you and your family</td><td>47</td><td>19</td><td>34</td></tr><tr><td>This option provides you with a sense of confidence in your immediate future in...</td><td>51</td><td>18</td><td>31</td></tr></tbody></table></div>	Statement	Strongly agree/Agree	Neither agree or disagree/Don't know	Disagree/Strongly disagree	This option responds to the earthquake legacy needs identified by your...	53	17	30	This option will improve the quality of life for you and your family	47	19	34	This option provides you with a sense of confidence in your immediate future in...	51	18	31
Statement	Strongly agree/Agree	Neither agree or disagree/Don't know	Disagree/Strongly disagree															
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This option will improve the quality of life for you and your family	47	19	34															
This option provides you with a sense of confidence in your immediate future in...	51	18	31															
	<p><b>OR</b></p> <p><b>New setback bunds with repair, replacement or infill of existing erosion management structures.</b></p> <p>Construct bunds 25-100m from the estuary edge from south of Bridge St to the boardwalk to reduce the risk of flooding to houses and community facilities in South New Brighton Park. Repair, replace or infill existing erosion management structures (reno mattresses, gabion baskets).</p>	<div><p><b>Setback bund with repair, replacement and infill of existing erosion protection</b></p><table><thead><tr><th>Statement</th><th>Strongly agree/Agree</th><th>Neither agree or disagree/Don't know</th><th>Disagree/Strongly disagree</th></tr></thead><tbody><tr><td>This option responds to the earthquake legacy needs identified by your...</td><td>42</td><td>19</td><td>39</td></tr><tr><td>This option will improve the quality of life for you and your family</td><td>42</td><td>22</td><td>36</td></tr><tr><td>This option provides you with a sense of confidence in your immediate future in...</td><td>42</td><td>21</td><td>37</td></tr></tbody></table></div>	Statement	Strongly agree/Agree	Neither agree or disagree/Don't know	Disagree/Strongly disagree	This option responds to the earthquake legacy needs identified by your...	42	19	39	This option will improve the quality of life for you and your family	42	22	36	This option provides you with a sense of confidence in your immediate future in...	42	21	37
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This option provides you with a sense of confidence in your immediate future in...	42	21	37															

Area	Options to Rate																	
	<p><b>OR</b></p> <p><b>New setback bunds with re-contoured and planted estuary edge to develop sloping beaches.</b></p> <p>Construct bunds 25-100m from the estuary edge from south of Bridge St to the boardwalk to reduce the risk of flooding to houses and community facilities in South New Brighton Park.</p> <p>Re-contour or regrade the estuary edge to develop a sloping beach which can be planted.</p>	<div><h3>Setback bund with sloping beach</h3><p>This option responds to the earthquake legacy needs identified by your...</p><p>This option will improve the quality of life for you and your family</p><p>This option provides you with a sense of confidence in your immediate future in...</p><table><thead><tr><th>Statement</th><th>Strongly agree/Agree</th><th>Neither agree or disagree/Don't know</th><th>Disagree/Strongly disagree</th></tr></thead><tbody><tr><td>This option responds to the earthquake legacy needs identified by your...</td><td>63</td><td>13</td><td>28</td></tr><tr><td>This option will improve the quality of life for you and your family</td><td>66</td><td>14</td><td>26</td></tr><tr><td>This option provides you with a sense of confidence in your immediate future in...</td><td>65</td><td>12</td><td>28</td></tr></tbody></table></div>	Statement	Strongly agree/Agree	Neither agree or disagree/Don't know	Disagree/Strongly disagree	This option responds to the earthquake legacy needs identified by your...	63	13	28	This option will improve the quality of life for you and your family	66	14	26	This option provides you with a sense of confidence in your immediate future in...	65	12	28
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This option will improve the quality of life for you and your family	66	14	26															
This option provides you with a sense of confidence in your immediate future in...	65	12	28															
Southshore South of Caspian St	<p>FLOODING</p> <p><b>New set-back bund.</b></p> <p>Construct a new bund adjacent to the existing properties along the residential red zone land to protect nearby properties from flood risk.</p>	<div><h3>New setback bund</h3><p>This option responds to the earthquake legacy needs identified by your...</p><p>This option will improve the quality of life for you and your family</p><p>This option provides you with a sense of confidence in your immediate future in...</p><table><thead><tr><th>Statement</th><th>Strongly agree/Agree</th><th>Neither agree or disagree/Don't know</th><th>Disagree/Strongly disagree</th></tr></thead><tbody><tr><td>This option responds to the earthquake legacy needs identified by your...</td><td>44</td><td>13</td><td>47</td></tr><tr><td>This option will improve the quality of life for you and your family</td><td>40</td><td>14</td><td>47</td></tr><tr><td>This option provides you with a sense of confidence in your immediate future in...</td><td>41</td><td>12</td><td>47</td></tr></tbody></table></div>	Statement	Strongly agree/Agree	Neither agree or disagree/Don't know	Disagree/Strongly disagree	This option responds to the earthquake legacy needs identified by your...	44	13	47	This option will improve the quality of life for you and your family	40	14	47	This option provides you with a sense of confidence in your immediate future in...	41	12	47
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This option provides you with a sense of confidence in your immediate future in...	41	12	47															

Area	Options to Rate	
	<div>OR</div> <div>Improve existing bund.</div> <div>Fill low points in the existing Land Information New Zealand bund and plant in front of the bund where needed to protect nearby properties from flood risk.</div>	<div>Improve existing bund</div> <div><div><div>This option responds to the earthquake legacy needs identified by your community</div><div>This option will improve the quality of life for you and your family</div><div>This option provides you with a sense of confidence in your immediate future in...</div></div><div><div><div><div></div><div>31</div></div><div><div></div><div>10</div></div><div><div></div><div>59</div></div></div><div><div><div></div><div>32</div></div><div><div></div><div>15</div></div><div><div></div><div>53</div></div></div><div><div><div></div><div>31</div></div><div><div></div><div>10</div></div><div><div></div><div>59</div></div></div></div><div><div><div>Strongly agree/Agree</div><div>Neither agree or disagree/Don't know</div><div>Disagree/Strongly disagree</div></div></div></div>
Southshore South of Caspian St	<div>EROSION</div> <div>Phase One - Investigate erosion and private structures.</div> <div>Analyse the effectiveness of the existing structures in managing erosion risk; and identify methods to resolve erosion issues.</div>	<div>Phase One: Investigate erosion and private structures</div> <div><div><div><div>This option responds to the earthquake...</div><div>This option will improve the quality of life...</div><div>This option provides you with a sense of...</div></div><div><div><div><div></div><div>64</div></div><div><div></div><div>10</div></div><div><div></div><div>30</div></div></div><div><div><div></div><div>58</div></div><div><div></div><div>12</div></div><div><div></div><div>29</div></div></div><div><div><div></div><div>56</div></div><div><div></div><div>10</div></div><div><div></div><div>34</div></div></div></div><div><div><div>Strongly agree/Agree</div><div>Neither agree or disagree/Don't know</div><div>Disagree/Strongly disagree</div></div></div></div></div>
Actions Council proposes should be done anyway	<div>MAINTENANCE AND LEVELS OF SERVICE</div> <div><div><div>Review maintenance schedules.</div><div>Align Earthquake Legacy work with work undertaken through the South New Brighton Reserves Development Plan.</div></div></div> <div>STORMWATER</div> <div><div><div>Increasingly use temporary pumps to manage stormwater.</div></div></div> <div>INFORMATION</div> <div>Fact Sheets for the Southshore and South New Brighton communities on: Groundwater, Stormwater, Flooding, Erosion and Planning and Consenting etc.</div>	

#### Abbreviations and Acronyms

NZCPS	New Zealand Coastal Policy Statement
CRPS	Canterbury Regional Policy Statement
RCEP	Regional Coastal Environment Plan
LWRP	Land and Water Regional Plan
CDP	Christchurch District Plan
SNBRMP	South New Brighton Reserves Management Plan
SNBRDP	South New Brighton Reserves Development Plan
CMA	Coastal Marine Area





## **Avon-Heathcote Ihutai Estuary Edge**

Christchurch City Council

### **Avon-Heathcote Ihutai Estuary Edge Condition Inventory**

IZ128500-A.CS.EV.1-NM-RPT-0001 IZ128500-NM-RPT-0001| B

13 August 2019



Avon-Heathcote Ihutai Estuary Edge Condition Inventory



Avon-Heathcote Ihutai Estuary Edge

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Document history and status

Revision	Date	Description	By	Review	Approved
A	12 August 2019	Draft Report for Council staff review	K. MacDonald	D. Todd	C. Redmond
B	13 August 2019	Following client review comments	K. MacDonald	D. Todd	C. Redmond

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Avon-Heathcote Ihutai Estuary Edge Condition Inventory



## Executive Summary

This condition inventory presents information on the current location, extent and condition of built structures, soft barriers and natural shorelines along the eastern edge of the Avon-Heathcote Estuary from Evans Ave (north of Bridge Street) to the southern tip of South Brighton Spit. The position and elevation of the current estuary edge, as surveyed in June 2019 in this study, was compared to 2011 aerial imagery and 2003 Light Detection and Ranging data (LiDAR) to assess the changes following the Canterbury Earthquake Sequence (CES) to present day. The inventory comprises of a database of edge and structure information, along with maps of structure location and condition, elevations, and change on shoreline position. For mapping and analysis the study area is divided into six areas of: North of Bridge Street, South of Bridge Street, South New Brighton Park, Ebbitide Street to Godwit Street, Southshore from Godwit Street to South of Tem Street, and the natural shoreline within the Spit Reserve.

### Methodology

An in-depth review of literature and Council records was undertaken to obtain information on the age and condition of estuary edge structures prior to the CES. Key resources in this review were previous inventories of edge structures undertaken by Walter (1995) and ECan (2002). The information from these inventories has been added to information collected from the June 2019 field surveys to form an up-to-date inventory of the history and changes to the estuary edge and the structures located along the edge.

A Global Navigation Satellite System (GNSS) survey and subjective condition assessment was undertaken in June 2019 to determine the current state of the eastern estuary edge. As well as the GNSS survey of current structure position and elevation, an 'estuary edge' line was surveyed to represent the physical edge of the estuary. For this analysis the estuary edge is defined as being either 1) the erosion scarp or vegetation line where there is no structure or 2) the inland boundary of any structure, or 3) evidence of erosion scarp beyond a structure. A 'high ground' line associated with the edge was also surveyed to include 1) the highest elevation of the top of any structure present, or 2) the top of any bank/erosion scarp behind the structures.

The surveying of these lines allowed for the current edge position to be compared to the estuary shoreline digitised from 24<sup>th</sup> February 2011 aerial imagery to determine change in shoreline position since the February 2011 earthquake. For land elevation change due to the CES the elevation of the 2019 surveyed 'high ground' was compared to the highest ground elevation from the July 2003 LiDAR survey across a 5-10m buffer width around the 2019 position. Unfortunately, the direct comparison of structure elevations was not possible due to structures projecting above the ground being removed during post processing of the 2003 LiDAR. However, where possible information from previous inventories of estuary structures were used to aid the assessment of elevation changes.

A current condition ranking was applied to each structure in the field and adjusted based on findings from the field survey and literature/records review, and a review by a coastal engineer. A similar ranking of the current condition of the land immediately behind the structures was given to each section of shoreline which indicated evidence of erosion and loss of vegetation due to dieback from overtopping.

### Structure Condition Results

In total, the 7.1km of shoreline surveyed was categorised into 145 sections, of which 117 were structures covering a length of 4.5km. Shoreline sections represent lengths of similar condition, hence an individual structure could have multiple sections covering different conditions. Approximately 3km of the 4.5km of structures (60%) were graded as being in a good condition ranking of 'A' or 'B' (no or limited evidence of damage), predominantly being Council stopbanks that have had repairs post-CES north of Bridge Street (Area 1) and at Ebbitide Street (Area 4), and repaired gabion baskets and reno mattress in the South New Brighton Park (Jetty to Pleasant Point Yacht Club and the Jellicoe Marsh Boardwalk). Additional estuary inundation protection structures not on the estuary edge, being the stopbank around the eastern side of Jellicoe Marsh and the LINZ bund along the Southshore Residential Red Zone were also graded as condition 'B' and 'A' respectively, although the Jellicoe Marsh stopbank was being upgraded following the survey.

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Approximately 1.3km of the shoreline, making up 28% of length of structures were given a condition ranking of 'D' or 'E' (severe or extensive damage resulting in significant loss of functionality). These structures were predominantly found in Area 3 - South New Brighton Park and Area 5 - Southshore. Within Area 3, half of the 600 m of unrepaired reno mattress between the Yacht Club and Jellicoe Marsh, is ranked condition 'D' and 'E'. The worst section RM2-I, covering a length of 186m to the north of the South Brighton Holiday Park has moved down onto the estuary bed from lateral spread to now sit below Mean High Water Spring (MWHS) level, and the land behind has suffered the greatest post-CES erosion over the whole study area (average -8.5m, maximum -13.4m).

In Area 5, there is 1km of former private structures, being a collection of still standing concrete walls, informal revetments and informal fill (many from collapsed former walls), that have been graded as being condition 'D' or 'E'. These structures make up 70% of the length of structures within the Southshore area. Conversely, none of the structures in this area have been graded condition 'A' and only 6% (83m) have been graded condition 'B'.

One 40m of the stopbank in Area 1 (fronting Kibblewhite Street) was also given a condition 'D' rating due to the significant erosion occurring on the front face of the stopbank. No structures with 'D' or 'E' rankings were found in Areas 2, 4 or 6.

#### Land Condition Results

The 2019 survey assessed 46% of the 7.1km surveyed as having a land condition behind the edge as being condition 'A' or 'B' (no or minor evidence of erosion or vegetation die back), while 24% (1.65km) was ranked as condition 'D' or 'E' (significant to extensive erosion, scarping and vegetation dieback). Approximately 1.3km of the land behind the edge was not assessed for condition due to the presence of roads (Areas 1 & 4) or marsh (Area 3) being located immediately behind the structures.

Areas 3 and 5 have the greatest lengths of poor condition land behind the edge (e.g. condition 'D' and 'E'), with 467m and 876 m respectively, which is 42% and 50% of the total shoreline length in these areas. However, both areas also include over 200m of condition 'A' and 'B' land behind the edge. Area 2 has the least evidence of erosion, scarping or vegetation dieback along the edge, with 97% (1031m) of the edge in this area being graded condition 'A'.

#### Elevation changes

The analysis of elevation changes from pre to post-CES has been complex. However, the following points have been identified for each area:

- For Area 1, the comparison of pre-CES to current stopbank elevations shows that the current stopbank elevations are higher than the pre-CES elevations.
- For Area 2, the change in elevation, assumed to be a result of subsidence in the CES, has generally in the order of -0.2m across the whole area, however in some locations it is up to -0.5m.
- For Area 3, for the northern part of the area the 'high ground' feature is higher in 2019 than 2003 by up to 0.2m due to the construction of new structures. However, for the 600m of unrepaired reno, the combination of subsidence and lateral spread has resulted in the current elevations being on average 0.25m lower than in 2003, with the maximum change in the order of -0.5m.
- For Area 4, the whole length of the rebuilt stopbank except for the southern section is generally the same or slightly higher elevations than pre-CES levels.
- For Area 5, a combination of Residential Red Zone land clearance, the varying degrees of edge structure removal, the way the 2019 'high ground' has been defined and the limitations and uncertainty around the 2003 LiDAR elevations at the structures made the analysis of pre to post-CES level very complex. However, comparison of structure and ground levels against the corresponding information presented by Walter (1995), indicated the following points:



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- Although the removal of seawalls has resulted in an average drop in effective edge elevation in a number of locations, there were gaps where former walls were below 11m and boat ramps, which did not produce a continuous level of inundation protection pre-CES.
- Nearly equal numbers of properties have lower 'high ground' elevations than ground levels in 1995 as have higher levels. It is uncertain how much these levels have been influenced by Residential Red Zone land clearance activities and how much is due to CES effects.
- At a number of the properties the remnant wall structures are higher than former natural banks, therefore still produce a greater level of erosion benefit that would occur with the natural banks alone.
- For Area 6, there is a variable pattern, with the northern and central areas showing the current 'high ground' being around 0.2m lower than the corresponding 2003 elevation, and southern area showing wide fluctuations in the relationship with differences greater than 1m.

#### Shoreline Position Change

These results of the Digital Shoreline Analysis System (DSAS) show that the 40% of the study area shoreline (2.3 km) is stable (changes  $\pm 1$ m), and 34% (1.9km) has eroded over the 8-year period since 24<sup>th</sup> February 2011. The majority of this erosion has been by less than 4m (e.g. rate of  $< 0.5$ m/yr), with only 330 m having erosion distances for greater than 4m.

The greatest erosion distances (e.g.  $> 12$ m,  $> 1.5$ m/yr) have occurred in Area 1 at Bridge Reserve (-32.5m), Area 3 in the centre of the un-repaired reno mattress section 9-13.4m), and on the spit reserve natural shoreline in Area 6 (-20m).

Shoreline advance has been recorded in Area 1 and Area 5 in relation to shoreline repairs and revetment construction respectively, and along the natural shoreline at the tip of the South Brighton spit in Area 6

For areas with structures (e.g. excluding Area 6) Area 3 (75%) and Area 5 (37%) have suffered the greatest extent of erosion. For Area 3 this erosion includes 400m of the un-repaired reno mattress, with an average retreat of -3.5m and a maximum of -13.4m. This is the worst eroded area of structures in the study area. Further analysis of changes in erosion rate over the 8-year period showed no clear trend, with 40% of the available transects having a decrease in rate since 2016, and 40% showing an increase.

In Area 5 the erosion distances are less, predominantly being limited to under 4m, due to the remnant structures still providing some degree of erosion protection along this shoreline. This is an important consideration in any decision to remove or modify the existing remnant structures.

There also appears to be a relationship between the presence of extensive salt marsh on the upper estuary bed and the magnitude of erosion experienced, particularly at locations without edge structures. This relationship should be examined further for evaluating future edge erosion protection options.

#### Relationship of Erosion Distance to Structure Elevation

The results from the condition assessment and survey data indicate a relationship between the elevation of a structure, and the magnitude of erosion behind the structure. Key points of further analysis of this relationship included:

- Of the seven structure sections which have minimum elevations below the MHWS, approximately 85% had erosion behind their structures
- The occurrence of larger erosion distances was highest for low elevation structures below MHWS elevation, with 187m (42%) of shoreline erosion behind these low elevation structures being by more than 8m.
- Although the occurrence of larger erosion distances decreased with higher structure elevations, erosion was still experienced over all structure elevations.

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- The likelihood of any erosion occurring decreased with increasing structure elevation.

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### Important note about your report

The sole purpose of this report and the associated services performed by Jacobs is to identify the current location, extent and condition of the eastern shoreline of the Avon Heathcote Estuary in accordance with the scope of services set out in the contract between Jacobs and Christchurch City Council ('the Client'). That scope of services, as described in this report, was developed with the Client.

In preparing this report, Jacobs has relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client and/or from other sources. Except as otherwise stated in the report, Jacobs has not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this report may change.

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Glossary

Term	Description
ARI	Annual Recurrence Interval
CCRU	Christchurch Coastal Residents' United
CDD	Christchurch Drainage Datum
CES	Canterbury Earthquake Sequence
Council	Christchurch City Council
DSAS	Digital Shoreline Analysis System
ECan	Environment Canterbury
EQC	Earthquake Commission
Free board	Additional elevation above a design water level to accommodate for other water parameters eg. Waves, and uncertainties in the design water level.
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
LiDAR	Light Detection and Ranging
LINZ	Land Information New Zealand

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## 1. Introduction

### 1.1 Background

As part of the South Brighton earthquake legacy project, Jacobs have been commissioned by Christchurch City Council (the Council) to provide factual information of the current location, extent, and condition of built structures, soft barriers, and natural shorelines around the eastern edge of the Avon/Heathcote Ihutai Estuary shown in **Figure 1** (Evans Ave to the southern tip of South Brighton Spit) to be compiled into a single comprehensive inventory comprising of maps, tables and a summary report.

It was hoped that the current condition of the 'edge' in terms of elevation and position could be compared to the condition present prior to the start of Canterbury Earthquake Sequence (CES)<sup>1</sup> in September 2010. For elevation this was possible by comparing surveyed 2019 elevations with those from a July 2003 Light Detection and Ranging (LiDAR) survey. However, due to issues with pre-CES aerial imagery limitations and availability it has not been possible to do this for estuary edge position. Instead, comparisons have been made between the surveyed 2019 edge position and edge position determined from aerial imagery flown on the 24<sup>th</sup> February 2011, two days after the 6.2 magnitude earthquake on 22<sup>nd</sup> February. Hence the assessment is of post-February 2011 earthquake position changes due to estuarine processes rather than of changes due to combined earthquake and estuarine processes from a pre-CES position.

This inventory consisting of report, maps and database is Stage One of a larger project. The assessment on the reasons for change in estuary edge condition, differences in the level of risk of inundation and erosion, and potential options to remedy the shoreline back to the pre-CES condition may be considered in a subsequent Stage Two report.

For reporting purposes, the eastern estuary edge has been divided into the following six areas, as shown in **Figure 1** and **Figure 2**:

- Area 1: North of Bridge Street
- Area 2: Bridge Street to north end of South New Brighton Park
- Area 3: South New Brighton Park including Jellicoe Marsh. Area divided into three sub areas for mapping as shown in Figure 2.
- Area 4: Ebbitide Street to Godwit Street
- Area 5: Southshore from Godwit Street to south of Tern Street. Area divided into five sub areas for mapping as shown in Figure 2.
- Area 6: Natural shoreline with no structures within the Spit Reserve from south of Tern Street to the southern end of the spit.

<sup>1</sup> The Canterbury Earthquake Sequence commenced on 4<sup>th</sup> September 2010 with lasted through out 2011 with four major earthquakes, including the 22<sup>nd</sup> February 2011 event, and thousands of aftershocks.



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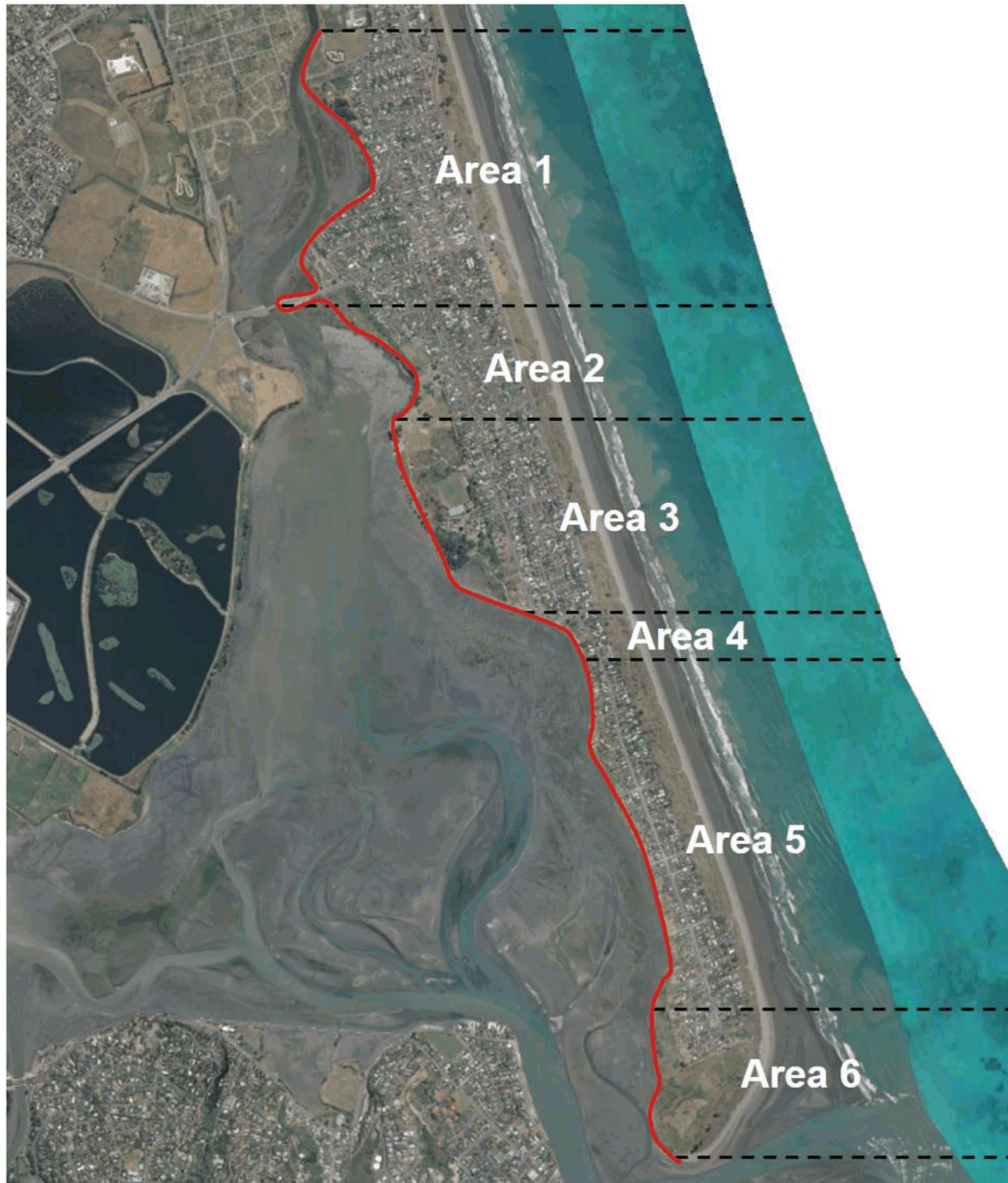


Figure 1: Eastern estuary edge



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Figure 2: Eastern estuary edge separated into areas for reporting

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## 1.2 Condition Inventory Report Outputs

The information presented in the condition inventory include the following:

1. **Inventory of current condition of the eastern estuary edge:**  
This consists of summary database (**Appendix A**) and mapping (**Appendix B**) of the current shoreline and structure type, footprint area, elevation, structure failure/weakness, and evidence of erosion scarps. This information is presented for each section of structure or shoreline with common conditions and was largely collected in the field during June 2019. An over-all 'current condition ranking' was applied to each structure which was attributed in the field and adjusted based on findings from the field survey and literature/records review. A similar ranking of the current condition of the land immediately behind the structures in terms of evidence of erosion and inundation was also applied.  
  
Further detail on the survey and current condition methodology is included in Section 2.1.
2. **Assessment of the pre-CES eastern estuary edge condition (e.g. elevation and position):**  
This assessment relied on information obtained from a literature and Council record review, and analysis of LiDAR survey surfaces from July 2003, and vertical aerial imagery from 24<sup>th</sup> February 2011<sup>2</sup>, and information obtained from a literature and Council record review. We recognise that for the assessment of shoreline position from the aerial imagery, this does equate to condition pre the whole CES from 4<sup>th</sup> September 2010, but we are constrained by data availability and limitations (see Section 2.3). However, for ease of description the combined elevation and position are termed to be a 'nominal pre-CES condition'. Where possible the elevation and position data for this 'nominal pre-CES condition' has been checked against information obtained from the literature and records review. We also recognise that there is gaps and uncertainty in this information, hence have developed a "certainty" rating for the pre-CES condition for each structure section of the estuary edge.
3. **Assessment of the differences in the condition of the eastern estuary edge from the 'nominal' pre-CES condition to the current 2019 condition.**  
This assessment is largely presented in the following map forms:
  - Change in elevation of the 'high ground' around the estuary edge between the July 2003 LiDAR and the 2019 survey. The definition of 'high ground' includes the highest elevation of the top of any structure present or the top of any bank/erosion scarp present at any location around the estuary edge. For preliminary interpretation of change in inundation risk, these changes are mapped against four design return period water levels (Annual Recurrence Interval (ARI) of 10 years, 20 years, 50 years, 100 years).
  - Change in position of the estuary edge from comparison of the 24<sup>th</sup> February 2011 and May 2019 aerial photographs. For this analysis the estuary edge is defined as being either:
    - The erosion scarp or vegetation line where there is no structure,
    - The inland boundary of any structure, or evidence of erosion scarp beyond a structure.

Further details on the methodology for determining these changes in elevation and position are presented in Section 2.3.

The mapping associated with this inventory are presented in the following appendices, presented in a separate volume in A3 size for ease of viewing:

- **Appendix B:** Base maps of 2019 estuary edge structure location, type, footprint and condition, as well as condition of land behind the structures.
- **Appendix C:** 2003-2019 elevation comparison and design flood levels
- **Appendix D:** 2011-2019 shoreline position change

<sup>2</sup> Feb 24<sup>th</sup> 2011 was two days after the Feb 22<sup>nd</sup> 2011 magnitude 6.3 earthquake. The quake was centered 10km south-east of the city at a depth of 5km.

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The May 2019 aerial imagery is used as the base for all these mapping products.

As well the written material included in this report, the condition inventory includes the following digital information supplied to Council:

- Detailed database on current and historical structure condition from all records and literature.
- Photograph database from 2019 survey and historical images from various sources
- GIS database including structure type, 2019 surveyed location and elevations, and structure photographs.
- Full results of Digital Shoreline Analysis System (DSAS) analysis of shoreline position change 2011 - 2019.
- Listing of Council records and literature reviewed to gather information on estuary edge and structure history.
- Drone survey of the eastern estuary edge flown by ECan on 8<sup>th</sup> July 2019.

### 1.3 Estuary Extreme Water Levels

The most relevant water level records for the eastern estuary edge are those collected at Bridge Street by the Council since 1997. These records have synthetically been extended back to 1960 to give a longer-term record. Although there is some doubt about the actual level, the highest water level at Bridge St prior to the CES is commonly accepted as being on 28 August 1992 in combination with the large snow event in Christchurch. Walter (1995)<sup>3</sup> reported a water level of 10.95m CDD<sup>4</sup> (All elevations in this report are in terms of CDD) at the mouth of the Avon River, and Mulgor (2010)<sup>5</sup> estimating the level at Bridge St to be 10.941m. The corresponding water level at Ferrymead was recorded (records at this site since 1974) as 10.77m, with the difference being because of strong SW winds blowing across the estuary towards the eastern shoreline. It is noted that for hydraulic modelling of the estuary, a design wind of 10m/s (36km/hr) from the south-west is applied, which produces a 0.11m increase in water levels from Ferrymead to Bridge Street.

The August 1992 water level appears to have been used as an approximate design level for eastern estuary edge structures constructed during the 1990's and early 2000's.

For hydraulic flood modelling required for hazard management requirements, Mulgor (2010) generated an extreme storm tide<sup>6</sup> probability distribution for the estuary, with standard return period levels presented in **Table 1**. From this distribution, the August 1992 water levels had a return period of 114 year. The design height for stopbanks and bunds around the estuary since 2011 has been 11.2m, being based on the 1 in 50-year water level from Mulgor (2010) (est 10.9m) plus a 0.3m freeboard. On the eastern edge this freeboard is required to accommodate wave set-up and run-up along the edge during strong south-west wind events.

**Table 1: Extreme Water Level Statistics for Bridge Street**

Return Period	2011 Water level (CDD)	2018 Water level (CDD)	Frequency that 2018 levels exceeded since CES (up to 1/8/2019)
2-years		10.682	15
5-years	10.780	10.804	5
10-years		10.885	3
20-years	10.869	10.963	1
50-years	10.910	11.063	1

<sup>3</sup> Walter J.L (1995) Estuary Eastern Foreshore Protection. Report for Water Service Unit, Christchurch City Council.

<sup>4</sup> CDD: Christchurch Drainage Datum, is +9.043m above Lyttelton Vertical Datum 1937 (LVD37).

<sup>5</sup> Mulgor (2010) Downstream Hydraulic Boundary Conditions for Avon and Heathcote Rivers. Report to Christchurch City Council.

<sup>6</sup> Storm tide: Combination of high tide with storm surge to produce extreme tidal water levels.



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Return Period	2011 Water level (CDD)	2018 Water level (CCD)	Frequency that 2018 levels exceeded since CES (up to 1/8/2019)
100-years	10.936	11.139	

In the eight years since the CES, there has been record high water levels in the estuary and the occurrence of extreme levels have become more frequent. For example, under the 2011 extreme water level distribution, levels on the 4<sup>th</sup> March 2014 (10.90m) would have been a 100-year event, on 21 July 2017 (10.96m) would have been an 800 year event, and on 2<sup>nd</sup> February 2018 (11.08m) a 15,000 year event (Harrington & Parsons (2019)<sup>7</sup>. Images of the inundation around the estuary edge at South New Brighton Park and Southshore in the February 2018 highest recorded water level are presented in **Figure 3a** and **3b** respectively.



**Figure 3: Inundation of estuary edge in highest recorded water levels on 2<sup>nd</sup> February 2018. a) South New Brighton Park, b) Southshore south of Penguin Street. (Images supplied by Christchurch Coastal Residents' United (CCRU)).**

These levels prompted Council to review the distribution due to 2011 statistics no longer being relevant, with (Mulgor 2018)<sup>8</sup> calculating new extreme water level statistics as presented in **Table 1**. These changes are partly due to using a longer data record therefore a greater range of events and tidal conditions, partly due to sea level raise over the period of the record, and most likely partly due to changes in estuary bed levels as a result the CES. Under these updated statistics, the March 2014 event has a return period of around 12 years, the July 2017 around 20 years, and the February 2018 event around 60 years.

The frequency of water levels since the end of the CES above each of the 2018 return period levels is also presented in Table 1, showing that there have been 15 events within the eight years with water levels greater than the 2-year return period, with the above three most extreme events having water levels above the 10-year return period. During 2019 there have been two events (23<sup>rd</sup> January and 1<sup>st</sup> August) with water levels above the 10.68m threshold.

Under the 2018 statistics, new stopbank and bund design elevations will have to be to 11.4m to maintain protection for a 50-year event with a 0.3m freeboard.

### 1.4 CES Ground and Estuary Elevation Changes

During the CES, the southern part of the estuary lifted whilst the northern part subsided resulting in elevation changes of the land around the eastern edge and the bed of the estuary. **Figure 4a** presents the vertical land

<sup>7</sup> Harrington & Parsons (2019) The stormwater and tide Interface in Christchurch. 2019 Stormwater conference.

<sup>8</sup> Mulgor (2018) Extreme Sea levels at Christchurch sites: EV1 Analysis. Report for Christchurch City Council LDRP.

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changes from EQC mapping, while **Figure 4b** presents the changes to the estuary bed from NIWA 2011 and Measures 2015.

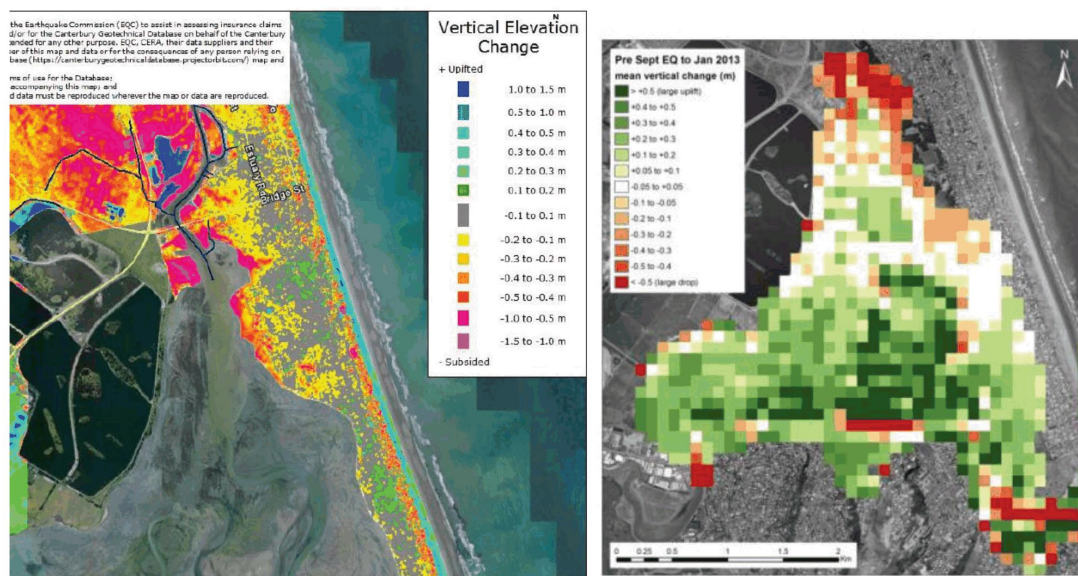


Figure 4: Elevation changes as a result of the CES: a) Vertical land elevation changes from EQC mapping; b) Estuary bed elevation changes from NIWA (2011) and Measures (2015).

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## 2. Methodology

### 2.1 Literature Review and Record Search

#### 2.1.1 Literature Review

A major source of reference material was the Avon-Heathcote Estuary Ihutai Trust bibliography (AHEI Trust, 2018), a reference list of material related to the AEHI estuary from scientists, schools, local body researches and community groups. The bibliography was reviewed, and relevant material was obtained online and from Council sources. In total 38 published and unpublished reports were reviewed, which included information about the age and purpose of built structures, as well as information about as-built elevations and alignments that may have changed as a result of the Canterbury Earthquake Sequence (CES). Key references included Walter (1995) which included in appendices an inventory of private structures in Area 5, and CH2M Beca (2019) which included a visual condition assessment of all estuary edge structures and adjacent land condition south of Bridge Street (e.g. Areas 2 to 6).

The full record of reviewed literature is included in the separate digital listing of reference material.

#### 2.1.2 Council Records Search

A search of Council records and archived hard copy historical material was undertaken for relevant documents which described works and conditions of the estuary edge. In total 143 records were identified and reviewed to obtain relevant information on structure condition and design. Following completion of the field survey, this information was attributed to a structures unique identifier to determine the specific structures history. A narrowed search was undertaken to fill any gaps in the record about structures which had been identified in the field survey but had no historical or recent records associated with them.

The full record of reviewed records is included in the separate digital listing of reference material.

#### 2.1.3 ECan Estuary Edge Inventory 2002

An important historical record was a 2002 inventory of estuary edge structures and infrastructure undertaken by ECan, which included information of structure elevations, subjective condition assessments, and photographs of the structures. Information from this inventory forms the main source of pre-CES knowledge on structure condition and is included along with the inventory photographs in the separate digital listing of reference material.

#### 2.1.4 Past Estuary Edge Surveys

Since 2000 ECan have undertaken periodic annual position surveys of the shoreline around the Spit Reserve in Area 6. Surveys are available from 2000-2006, 2010, 2014-2017, and 2019. For this project the April 2010 and February 2016 surveys were used to compare position with the May 2019 survey undertaken for this project.

The Council holds survey information from 2014 and March 2016 of the estuary edge at the road ends in Area 5 (e.g. Heron, Penguin, Plover & Tern Streets) prior to the extension of the LINZ bund across these areas in July 2017, and of the shoreline erosion scarps around the South Brighton Holiday Park in Area 3. The information from these surveys has been included in has been in the digital database on current and historical structure condition.

#### 2.1.5 Interview Technical People

Interviews were undertaken with key coastal professionals of John Walter (Christchurch City Council), Justin Cope (Environment Canterbury), Deirdre Hart (University of Canterbury) and Martin Single (Shore Processes and Management Ltd) to gather any additional information about structures and the purpose of structures which may not be found in Council records or literature. The interviews were also used to identify past activities which



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may not be obvious in current conditions (e.g. Nourishment activities, buried structures). A site visit was also undertaken with a long-standing resident and community board member Tim Sintes, who was able to provide anecdotal evidence about the land elevation changes following the CES due to the clearance of the Residential Red Zone.

### 2.1.6 Christchurch Coastal Residents' United Photo Inventory

Christchurch Coastal Residents' United (CCRU) provided a series of images of the estuary edge both pre and post 22<sup>nd</sup> February 2011 earthquake with the GPS locations of each photo. The majority of photos were taken when a large storm tide event occurred, and therefore their primary use of this information was to confirm the failure or loss of functionality of a structure to protect the coastline from inundation. Where images could be associated with a structure identified in the survey, the image was included in the Estuary Edge Inventory photo database and are listed with the structure in the digital structure database.

### 2.1.7 Pre-CES Condition Certainty Ranking

Information from the literature review, record search and 2002 ECan inventory provided an insight to the condition of structures prior to the CES (e.g. pre- Sept 2010). However, since there is a temporal component to the information sources, the footprint and condition of some of the structures may have been different from the records at the time of the start of the CES. Therefore a 'Certainty Ranking' was developed following the literature and records review to determine how certain we can be about the condition of the structures at the time of start of the CES. The certainty rankings and criteria are shown in **Table 2**.

**Table 2: Certainty ranking of the pre-2010 condition of the structure**

Certainty Rating	Criteria
Certain	2008-2010 As built design report
Almost Certain	2008-2010 Design report 2008-2010 Resource consents
Some Certainty	2002-2008 Design reports 2002 Estuary inventory (ECan, 2002) with condition ranking
Limited Certainty	1995 Survey of structures (Walter, 1995) 1990-2002 Design reports 1990-2002 As built reports
Uncertain	No information found about the structure

It is assumed that when a structure is constructed it would be given a certainty grading of 'A'. If a source from 1990 indicates the design dimensions of a structure, it is likely that the condition of that structure may have changed over the 20-year period to 2010. The reliability of a document was also considered when determining the pre-CES condition of the structure. Design documents had lower certainties unless it could be confirmed that the structures were built to these levels. Anecdotal evidence (e.g. email correspondence to the Council from the public) also had low certainty given the source could not be checked for reliability, and the information could not be reliably quantified.

The 2002 ECan Estuary Edge Inventory was given a ranking of "some certainty" as to what state the structures were before 2010. This ranking recognises that there were no tectonic land change events between 2002-2010 which would have contributed to the change in the structures, however there may have been some deterioration or change of the structures between 2002 and 2010.

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## 2.2 Assessment of Current Condition

### 2.2.1 GNSS Survey

A GNSS (Global Navigation Satellite System) walk-over survey was conducted of the eastern estuary edge from 17<sup>th</sup>-25<sup>th</sup> June 2019 (approximately 6.7km) which also included the collection of photos, and qualitative data about the condition of the structure and the land immediately behind the structure.

The GNSS survey was undertaken by ECan using a Trimble GPS system which had an anticipated horizontal accuracy of  $\pm 100\text{mm}$  and a vertical accuracy of  $\pm 50\text{mm}$  (A Rabe, Senior Surveyor Environment Canterbury, pers. comm., 2014). The GPS survey collected a series of points to establish the location and dimensions of built structures (e.g. includes walls, gabion baskets, stopbanks) and infrastructure (e.g. includes stormwater outfalls, jetties, boat ramps), as well geomorphic features along natural shorelines where there were no structures (e.g. includes vegetation line, erosion scarps, top of bank). The data was collected in Mount Pleasant 2000 horizontal projection and Lyttleton Vertical Datum 1937 (LVD37), the latter of which was converted to Christchurch Drainage Datum (CDD) in post-processing for consistency across Council documents. All elevation data presented in this report is in terms of CDD.

Each structure along the coastline was given a unique identifier based on the type of structure (e.g. SB for stopbank) and a numerical value based on its occurrence from south to north (e.g. SB2 was the second stopbank from south to north). The structure types used in the unique identifiers are listed in **Table 3**.

**Table 3: Structure Type Codes**

Structure	Code	Structure	Code
Boat Ramps	BR	Wall	W
Gabion baskets	GB	No structure	NS
Informal Fill	IF	Reno Mattress	RM
Jetty	JT	Revetment	RV
Other (e.g. LINZ Temporary bund, Bridge protection)	O	Stop banks (e.g. located on the estuary edge)	SB

Each structure was further divided into sections, reflecting a change in condition of the structure (see 2.2.4.1 for structure condition gradings). These structure sections were also incorporated into the unique identifier with the first section from the south being Section 'A' (e.g. SB2-A), and any sequence change in condition being section B, C, etc as required.

In locations where the estuary edge was defined by a single structure, these were identified as 'Primary structures'. When two structure types were acting as a single form of protection, the structure acting as the main protection structure was defined as the primary structure, and the subsequent structure was identified as the secondary structure, and a unique identifier was developed accordingly (e.g. GBRM for gabions overlaid on top of reno mattress). Codes were assigned to each survey point taken to identify the feature of the structure or coastline being collected (e.g. PFBE for the primary structure front bottom edge).

A more detailed description of the naming conventions for structure types and feature codes is presented in **Appendix E**.

To assist with recording images and qualitative data in the field, an electronic form was developed using Fulcrum Mobile Collection App. The unique structure identification codes were generated in this form and given to the surveyor, and therefore qualitative data could be attributed to the GPS survey data in post-processing. Information gathered in the electronic form included:

- A general description of the structure

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- The condition of the structure (further explanation in 2.2.4.1)
- The condition of the coastline behind the structure (further explanation in 2.2.4.2)
- Any damage points in the structure
- Presence of stormwater outfalls and pedestrian access
- The land use behind the structure
- Images of the general structure and sections

The data from the GNSS survey and the associated qualitative data has been processed and presented in the form of the digital database and spatial maps presented in this report, and the information has been used to inform the current condition inventory for the eastern estuary edge.

The 'estuary edge' was surveyed as a continuous feature along the total length of the survey area, being the vegetation line or erosion scarp if no structure was present, and for where structures were present – the most landward of the back edge of structure or the top of any erosion scarps located behind the structure. This 'edge' is defined to be the 2019 shoreline position for comparison with the February 2011 shoreline.

An estuary edge elevation was also continuously surveyed along the length of the survey area, which represented the maximum elevation of the ground or structures immediately adjacent to the edge. This line was determined as being the highest elevation of either; the top edge of a structure, the top of any bank located in close proximity behind a structure, or the top of any scarp or bank if no structure was present. This elevation is defined to be the 2019 'high ground' elevation for preliminary comparison with design flood levels, being the first defence against inundation from high estuary levels. However, a detailed inundation risk assessment is not included in this report, but may form part of the Stage Two assessment.

#### 2.2.2 Photographic Record

During the GNSS walkover survey, photographs were taken from the ground of the structures including points of damage, failures, stormwater outfalls and pedestrian access. These photographs have been exported from the survey form database and presented in a digital file, with file names stating the structure name, section, date and source (e.g. W4-A\_2019\_Jacobs). Photo file names associated with the structure are listed in a column in the digital database, and the corresponding file name can be searched for in the Estuary Edge Inventory photo database.

Drone imagery was collected on 8<sup>th</sup> July 2019 to capture high resolution (5cm) oblique aerial photographs of the estuary edge and adjacent estuary bed to show the oblique view and broader scale of structures, vegetation and land use. This imagery was used to display any discontinuities and issues with boundaries between shoreline types, the relationship between shoreline types, the relationship of shoreline type to estuary bed vegetation, and the connection between shoreline structures and land uses and assets (includes roads, residential area, parks etc). The imagery was also used to check for consistency of structure condition and coastline condition rankings (Section 2.1.4) after fieldwork was completed.

#### 2.2.3 2019 Aerial Imagery and LiDAR

High resolution (0.3m) aerial imagery from May 2019 was obtained from ECan to map the current estuary edge position. The estuary edge line and vegetation line collected in the GNSS field survey was overlaid on the 2019 imagery to confirm areas where the vegetation line and erosion scarps cannot be identified on the imagery due to tall vegetation cover, shadows, and boundaries between salt marsh and terrestrial vegetation. High resolution LiDAR from May 2019 was also obtained from ECan, however we relied on the GNSS survey data for the elevation of structures due to the higher degree of certainty in both elevation and location.

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## 2.2.4 Condition Grading

### 2.2.4.1 Condition of Structure

A qualitative five point condition 'grading' of the structure from 'A' (best condition) to 'E' (worst condition) was assigned to each structure based on its physical condition in 2019, and ability to perform a protection function along the edge against both erosion and inundation. The condition criteria presented in **Table 4** used subjectively assigned in the field to each section of structure. The condition grading was subjectively assigned in the field and recorded in the electronic field survey form. It was then revised if necessary following consideration of field photos, drone imagery, the findings from the records and literature review, and a second field assessment from a coastal engineer to ensure gradings were consistent across the study area.

Table 4: Assessment criteria for condition grading of a structure

Grade	Criteria
<b>A</b>	No evidence of structural failure or loss of functionality. No evidence of foundation exposure, material failure, overtopping, or outflanking/end effects. OR Any minor defects have no significant effect on the visual or functional element of the structure.
<b>B</b>	Limited evidence of small damage or deterioration of structure occurring on approx. 5-10% of structure, <b>which</b> doesn't reduce the structures functionality. OR Likely to require only a minimal degree of maintenance in the short term (e.g. Up to 5 years) under current conditions to retain functionality.
<b>C</b>	Evidence of deterioration of structure occurring on approx. 10-20% of the structure, resulting in some loss of functionality. AND Likely to require some maintenance in the short term (e.g. Up to 5 years) under current conditions to restore functionality.
<b>D</b>	Severe damage affecting 20-50% of the structure resulting in significant loss/lack of functionality. OR The element is close to failure/collapse (e.g. Leaning, bowing) AND Likely to require major maintenance or replacement in the short term (e.g. up to 5 years) under current conditions to restore functionality.
<b>E</b>	Structure has failed OR Extensive damage affecting more than 50% of the structure with significant loss of functionality. AND Will require major maintenance or replacement immediately to restore functionality.
	'*' Assigned to a structure in which primary function is not protection of the edge from erosion inundation e.g. Boat ramps

For functionality, damaged structures where there was evidence that they were still providing some protection function against erosion, but not inundation due to loss of elevation, were graded higher than a structure which did not appear to be functional for providing protection against either inundation or erosion. An example of this can be seen in **Figure 5** where the low concrete wall structure was assigned a condition grading of 'D' due to damage and failure, rather than an 'E' due to the structure still providing some functionality in protecting the land behind it from erosion.



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Figure 5: Structure IS10 - low lying concrete wall, condition graded 'D' rather than 'E' due to still providing some functionality against erosion (Jacobs, 2019)

A superscript '\*\*' is included in the condition grading for structures when their primary function was not to provide protection against erosion and inundation, however as a result of their location on the coast were subsequently acting as shoreline defence structures. There were two circumstances where this occurred:

1. The presence of concrete and wooden boat ramps along the coastline in Areas 3 and 5, where their primary function was to provide access.
2. Structures IS46-IS42 in Area 3 which are low lying staggered detached breakwaters in front of the Jellicoe Marsh boardwalk (**Figure 6**), where the primary function of these structures is to break up wave energy before it reaches the boardwalk and salt marsh, not to protect from inundation and erosion.



Figure 6: IS45-IS43 low lying revetment graded B\* which have been put in place to break up wave energy to protect the boardwalk and salt marsh (ECan, 2019).

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For comparison, it is noted that the condition assessment presented in CH2M Beca (2019) is 'four point' criteria, with the following descriptive categories:

- Minor defects only (Minor maintenance required, 5%)
- Maintenance required to return to accepted level of service (Significant maintenance required).
- Requires renewal (significant renewal/upgrade required, 20-40%)
- Asset unserviceable (over 50% of asset requires replacement).

It is noted that this the third and fourth condition categories from the CH2M Beca (2019) are similar to the 'D' and 'E' grading used in this current assessment.

### 2.2.4.2 Condition of Land Behind Structure

A qualitative condition 'grading' of the land behind the structure was also recorded in the electronic field survey form. Gratings ranged from 'A' (best condition) to 'E' (worst condition) was based on field observations and was reviewed after the survey was complete using the drone imagery to confirm grades were consistent across the study area. The assessment criteria used to assign the gradings is shown in **Table 5**. Similar to the condition of the structure, the condition of a coastline behind a structure was considered worse if there had been erosion of the land, as opposed to vegetation die back due to salt water inundation, which could be more easily rehabilitated. This information was used to help interpret the relationship between failing/failed structures and their ability to protect the coastline from inundation and erosion.

**Table 5: Assessment criteria for condition of land behind structure**

Grade	Criteria
A	No evidence of scarping, smooth interface between estuary edge and shore region OR No evident recession of shoreline, no tree roots exposed, extensive grass/vegetation cover
B	Minor recession of shoreline evident behind structures (<0.2 m horizontal) OR Small scarping (<0.1m vertical), OR Some grass and vegetation dieback but no tree roots exposed.
C	Moderate recession of shoreline evident behind a structure (0.2-1m), OR Moderate scarping (0.1-0.2m). OR Some grass and vegetation dieback, exposure of tree roots but not extensive.
D	Significant recession of shoreline visible both with or without a structure (1-5m) OR Significant scarping (0.2-0.3m), OR Tree roots totally exposed and extensive dieback of vegetation.
E	Extensive recession of shoreline visible both with or without a structure (>5m) OR Significant scarping (>0.3m) OR Total loss of vegetation and trees have toppled.



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For comparison, the land condition assessment contained in CH2M Beca (2019) has the following '5 point' descriptive grading of: Excellent, Good, Moderate, Poor, and Very Poor. No criteria for these gradings were given.

### 2.3 Assessment of 'Nominal Pre-CES' Estuary Edge Condition.

#### 2.3.1 Shoreline Elevation

The elevation of the 'nominal' pre-CES estuary edge was determined from the May 2003 LiDAR survey, which has an average horizontal point separation of 1.8m (0.22m laser footprint, 0.2m vertical accuracy) and has been reprocessed for ground elevation only (L Banks, Christchurch City Council, pers. comm., 2019). This is the most recent LiDAR survey prior the CES, and has been used as the base for mapping CES changes in a number of other Council and EQC projects. A LiDAR survey from 5<sup>th</sup> September 2010 is also available but was rejected as was after the 4<sup>th</sup> September major earthquake, and there is some uncertainty on the vertical datum of this data.

To determine a comparable 'high ground' elevation to the 2019 survey, a polygon was created in ArcGIS along the estuary edge to form a 'buffer' 5-10m wide around the 2019 'high ground' position. Maximum elevations over the controlled buffer area were extracted every 1m perpendicular to the shoreline from the 2003 LiDAR surface to form the 2003 'high ground' elevation and position. Unfortunately, the direct comparison of structure elevations was not possible due to structures projecting above the ground being removed during post processing of the 2003 LiDAR. Also, due to lateral land displacement during the earthquake series, the 2003 elevations do not necessarily correspond to the current structure locations and therefore elevations are likely to be a combination of assumed ground level at the structures and actual ground levels behind the structures (the exact LiDAR post-processing algorithm is unknown and it could not be determined whether the sea wall structures were retained in the Digital Elevation Model. Further analysis of the origin of the maximum elevations could be included in the Stage Two assessment.

The elevation comparison of the 2003 and 2019 'high ground' lines as well as 2019 structure elevations (including the LINZ temporary bund in Area 5) and flood design levels are presented in **Appendix C**.

#### 2.3.2 Shoreline Position

The 24<sup>th</sup> February 2011 aerial imagery was used due to the previous imagery from 5<sup>th</sup> September 2010 not covering the whole study area and having too low a resolution to accurately determine the shoreline position with the required level of certainty. The most recent pre-CES imagery available is from April 2004, which unfortunately also has too low a resolution to accurately determine the shoreline position with the required level of certainty. Therefore, the 24<sup>th</sup> February 2011 aerial imagery is the most appropriate to use for determining the position of the shoreline around the beginning of the CES. However, due to the likely impact of lateral spread on the estuary edge in both the 4<sup>th</sup> September 2010 and the 22<sup>nd</sup> February 2011 earthquakes and the uncertainty in the magnitude of these impacts, it would be inappropriate to consider the mapped February 2011 position as being representative of the a pre-CES position (e.g. prior to 4<sup>th</sup> September 2010). Hence, the assessment of change in position is termed to be from a "nominal" pre 22<sup>nd</sup> February 2011 earthquake position to the current position as surveyed in June 2019.

As with the June 2019 survey, the same combination of features was used to represent the estuary edge in the images including; the vegetation line where there is no structure, and the front edge of a structure when a structure is present. There are gaps in the shoreline of the 2011 shoreline mapping where high elevation vegetation created too much uncertainty surrounding the actual position of the shoreline in these areas. This was particularly an issue in Area 2 and 3.

For the Spit Reserve in Area 6, the ECan survey of the 'dune bottom' from April 2010 was used as pre-CES estuary edge rather than the February 2011 aerial imagery. Hence for this area, the presented shoreline is from total pre-CES period.

The position of the February 2011 digitised, and 2010 surveyed shoreline (Area 6 only), along with the survey June 2019 shoreline are presented in the maps in **Appendix D**, overlaid on the May 2019 aerial photographs.

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## 2.4 Assessment of differences from the 'nominal' pre-February 2011 earthquake condition to the current 2019 condition

### 2.4.1 Shoreline Elevation

The 2003-2019 elevation comparison involved overlaying the 2019 'high ground' elevations from the GNSS survey with the 2003 maximum elevations extracted from the controlled buffer area. This comparison is included in the maps in **Appendix C**. Due to the way the 'high ground' has been defined and the limitations and uncertainty around the 2003 LiDAR elevations at the structures, no analysis change in the elevation of the structures themselves was possible.

To overcome this limitation, a second analysis was undertaken comparing the 2019 average structure elevations to the following database information in Walter (1995) on individual property ground level, floor level, bottom of bank, top of bank, and wall height. The following assumptions were made about the information presented by Walter in order to use this data in a comparative analysis to the 2019 survey data:

- The bottom of the bank is the bed of the estuary adjacent to the edge.
- The top of bank elevation was the top of the bank directly on the estuary edge, which may have been a natural bank or revetment/fill material. Hence this feature is may or may not be the same as the 'high ground' feature collected in the 2019 survey.
- The types of walls had not changed between 1995 and the start of the CES in September 2010.
- If a top of bank measurement was present with a wall height measurement, it was assumed that the wall was sitting on top of the bank, and therefore by adding the wall height to the top of bank elevation a top of structure height could be obtained.
- When there is no top of bank measurement, but a bottom of bank measurement was given along with a wall height, it was assumed that the bottom of bank was the elevation of the bottom of the wall.
- The ground level elevation was assumed to be the ground elevation of the land behind the structure, therefore similar to the 2019 'high ground' line where this was higher than the elevation of any structure present.

For the analysis, where possible the former physical street addresses were attributed to each structure in ArcGIS and average elevation data from the 2019 survey was matched to the 1995 survey data, resulting in the survey data from 38 different structure sections being able to be compared to the 1995 data. The elevations from both sets of data for these structure sections were then plotted to determine the overall trend of the changes in elevation of the ground and the estuary edge between 1995 and 2019. It is important to note that this analysis excluded boat ramps and 'no structure' settings', and therefore the results did not spatially represent the entire 1.7km Southshore estuary edge.

### 2.4.2 Shoreline Position

For accuracy of the analysis of shoreline position change presented in the **Appendix D** maps, both the 2011 and 2019 imagery needed to be geo-referenced using infrastructure located in the same place in both sets of images. In doing this, any horizontal movement in earthquakes post February 2011 are removed. This implies that the shoreline position change results are totally due to estuarine processes rather than as a result of horizontal movement since February 2011. However, following the geo-referencing there was still an offset of up to 1m in the imagery overlays near the shoreline in some locations due to the tilt of the imagery. Therefore, any measurements of shoreline change of  $\leq \pm 1\text{m}$  were considered to be less than the error margin, and not included in the analysis.

The Digital Shoreline Analysis System (DSAS) tool was used in ArcGIS to determine the total magnitude of shoreline position which occurred between February 2011 (April 2010 in Area 6) and May 2019 shorelines. The analysis is undertaken at 10m spaced transects shown on the maps in Appendix C, and numbered from north (1) to south (624). These transects are referred to in the interpretation of the results in each area.

For Area 3 (South New Brighton Park) an intermediary January 2016 shoreline digitised previously from aerial imagery for another project (Jacobs, 2019) was used in the DSAS analysis to determine any temporal trends in

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shoreline retreat in this area. A similar analysis was undertaken in Area 6 using the February 2016 ECan surveyed shoreline as the intermediately position.

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### 3. Results Area 1: North of Bridge Street

#### 3.1 2019 Condition

##### 3.1.1 Area Description

Area 1 is defined as the eastern estuary edge in the upper estuary north of Bridge Street, extending the lower Avon River channel at Evans Ave as shown in **Figure 7**. The base map for structure type, footprint, and condition is presented in **Appendix B1**.



Figure 7: Area 1 Overview Map

As shown in Figure 7, over the majority of the area the estuary bed comprises of a primary single thread channel 60-70m wide with extensive salt marsh covering the intertidal areas on both sides of the channel. On the upper eastern side of the area between Shackleton and Jervois Streets is a 25- 30m wide secondary channel separated from the main channel by Naughty Boys Island, a small low island approximately 400m long and 120m wide covered with marsh and scrub.

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The eastern estuary edge in Area 1 is around 1.7km long with two stopbank structures (SB4 & SB5) being present along 95% of the total length. The edge undergoes considerable changes in orientation along this length, therefore is exposed to different wind and water level conditions. The upper westerly facing section along Evans Ave (SB4-I to SB4-K) is more exposed to river processes in the lower Avon River, while around 500 m length of shoreline facing to the WSW to the east of Naughty Boys Island (SB4-F to SB4-H) is largely protected from wind effects on high tide water levels by the Island. The Kibblewhite Street section (SB4-A to SB4-F) is exposed to north-west winds blowing across a maximum high tide fetch of 500m. However, the majority of the edge along this section is protected by salt marsh beds up to 50m wide. The southern most section of Area 1 (SB5A) is orientated to the WSW along Bridge Reserve and to the north along Bridge St.

The hinterland of the estuary in Area 1 comprises predominantly of residential land use along Kibblewhite Street and around Union St - Jervois Rd (SB4-B to SB4-F), with houses set back around 25m from the estuary edge behind the stopbank and road along the former and around 15m behind the stopbanks at the latter. A small area surrounding Evans Ave (SBI to SB4-K) are Residential Red Zone having been cleared following the 2011 earthquake, while there are reserve areas behind the stopbanks at Blighs Garden (SB4-G & H) and Bridge Reserve (SB5-A).

### 3.1.2 Structure History

As presented in **Appendix A** and shown in **Appendix Map B1**, the only type of estuary edge structure present in Area 1 are stopbanks, with the exception of the Bridge Street bridge protection (O2). The stopbanks have varying length and size of revetment present on the on the estuary side of the bank in some locations where the channel is closest to the shoreline (e.g. SB4-K, SB4-B, SB4-A). Stopbank SB4 from Evans Ave to the west end of Kibblewhite St is assumed to have been originally constructed between 1984 and 1990 with a crest elevation of 11.1m. The stopbank sections fronting Kibblewhite St (SB4-A to part of SB4-F) were relocated landward to their current position in 1997 with an elevation of 11.2m elevation. Evidence from the consent hearing to relocate the stopbank acknowledged that the stopbank had experienced 12m of erosion in the previous decades, highlighting that this edge has experienced erosion prior to the CES.

An extension of stopbank SB4 south along Bridge Reserve to Bridge Street (SB5-A) was constructed in 2008, where the ground was levelled to 11.2m to join the Kibblewhite St stopbank. It is noted that in the 2019 GPS survey this section of stopbank was not identified as a structure due to the highly vegetated and natural looking front edge of the bank, hence was recorded as a 'no structure area' in the survey. However, information from the Council records review revealed that this was the 2008 stopbank, and therefore an estimated footprint of the structure using the top of bank line as the front edge of the structure was developed to show it as a recognised structure.

Stopbanks SB4 and SB5 suffered damage in the 22<sup>nd</sup> February 2011 earthquake, resulting in temporary repairs post-quake as emergency works to restore the stopbank levels to 11.2m. In 2012 there was concern from residents along Kibblewhite St about the temporary nature of the protection and about erosion occurring on the stopbanks. In 2017 a resource consent was granted to repair, reconstruct or replace all the stopbanks in Area 1 to an elevation of 11.4m. This repair work has been carried out.

Further information from the individual structure sections survey notes and history is presented in the summary database in Appendix A, and more detailed notes for each structure section are included in the digital database.

### 3.1.3 Current Structure Condition

As shown in Table 6, the stopbanks throughout Area 1 are predominantly graded condition 'A' (65% of total shoreline length) or 'B' (27% of total shoreline), with condition 'B' being stopbanks with small lengths of minor erosion or undercutting of the estuary face of the bank (e.g. SB4-C, G, I). The general high condition grading of these stopbanks reflects that they have been recently repaired post the CES. The bridge protection (O2) is also graded as condition 'A' given its recent installation as protection beneath Bridge Street, installed in 2014. Other condition rankings for structure sections are presented in the base map in **Appendix B1**.



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Table 6: Summary of structure conditions and shoreline length for Area 1

Total number of structures sections	Total shoreline length	Total length of structures	Total length Condition A	Total length Condition B	Total length Condition C	Total length Condition D	Total length Condition E
14	1699m	1615m (95%)	1117m (65%)	458m (27%)	0m (0%)	38m (2%)	0m (0%)
Notes: Percentages are of total shoreline length							

As shown in Table 6, only 2% of the total shoreline of Area 1 had a structure condition grading of 'D' (severe damage affecting 20-50% of structure), being a 38m length of stopbank along Kibblewhite St (SB4-E) suffering significant erosion on its front face, with large boulders having been placed to try to halt the erosion (**Figure 8**). It is notable that this section of stopbank is an area where extensive salt marsh is absent from the estuary edge, and is exposed to the longest wind fetch within Area 1, therefore, this is exposed to greater energy at the shore. The only other Kibblewhite St section exposed to the longest fetch without the presence of salt marsh along the estuary edge are sections SB4-A & SB4-B, where the front face of the bank is protected by rock revetment preventing any scour of the front face. Further consideration of the relationship between the structure (and shoreline) condition and the presence of salt marsh could be examined in Stage Two of the project.



Figure 8: SB4-E Structure condition 'D' where front edge of the structure has shown significant erosion.

### 3.1.4 Current Land Condition

The grading of the condition of the land behind the estuary edge in Area 1 is presented in **Table 7**.

Table 7: Summary of land condition behind the estuary edge for Area 1

Total number of shoreline sections	Total shoreline length	Total length N/A due to Infrastructure	Total length Condition A	Total length Condition B	Total length Condition C	Total length Condition D	Total length Condition E
15	1699m	529m	729m	430m	0m	0m	10m
Note: In Bridge Reserve the analysis includes land behind the estuary edge rather than land behind SB5							



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As can be seen from Table 7, for 31% of Area 1 no assessment of land condition (e.g. erosion or die back) could be made due to the presence roads (e.g. Kibblewhite St and Evans Ave) directly behind the stopbank.

For other sections where the land behind the stopbanks is reserve land, the condition was graded as good, being either 'A' - no evidence of recession (42% of the area) or 'B' - minor recession <0.2m horizontal (25%).

The only section of land erosion in Area 1 was recorded at the grass bank on the north side of Bridge St (NS17-A), where 10 m of erosion scarp up to 0.6m in height, as shown in **Figure 9**.



Figure 9: NS17-A Land condition 'E' – 0.6m erosion scarp on grass embankment north side of Bridge St.

### 3.2 Change in Elevation 2003 - 2019

The maps presenting the comparison of the 2003 LiDAR elevations to 2019 survey elevations and design flood levels for Area 1 are presented in **Appendix C1**. The mapping confirms that stopbank (SB4) which extends most of the estuary edge in this area was repaired/reconstructed in 2017 to a general level of 11.4 - 11.5m, hence are at least 0.35m above the current (2018) 50-year ARI flood (11.06m), and at least 0.25m or more above the 100-year ARI flood level (11.14m).

From the 2003 LiDAR data, the mapped 'high ground' elevation would be the stopbank elevation, which for the Kibblewhite St sections (SB4-A to SB4-J) would be the elevation following the 1997 stopbank relocation. As such, the mapping shows the general elevation of these banks, as well as sections further north to Evans Ave (SB4-F to SB4-K) are in the order of 11.2m or higher, as per the design (except for sections SB4-B & SB4-C which are slightly lower than 11.2m).

For comparison of pre-CES to current stopbank elevations, the mapping clearly shows that the current stopbank elevations are higher than the pre-CES elevations.

It is noted that stopbank SB5-A current elevation data is not included in the Appendix C1 mapping due to it not being collected in the field. However, the comparison of the 'high ground' levels from in front of the bank between 2003 and 2019 suggests that the land in this area subsided on average around 0.2m as a result of the CES. This is consistent with observations of the vegetation in front of the stopbank at Bridge Reserve reverting from terrestrial woodland in 2011 to estuarine in 2019 as shown in **Figure 10**, although this has been assisted by the removal of trees from the estuary side of the stopbank.

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Figure 10: Comparison of vegetation cover from Bridge Reserve from February 2011 (left) to May 2019 (right).

### 3.3 Change in Edge Position February 2011 - May 2019

The location of erosion scarps identified in Area 1 during the June 2019 survey are shown in **Appendix B1** and maps for the estuary edge position change between 2011 and 2019 are presented in **Appendix D1** (DSAS analysis), with summary of results presented in **Table 8**. Full results for individual transects within the area are available in digital form.

Table 8: Summary of DSAS results for Area 1 shoreline change 2011-2019

	Total shoreline analysed	+8 to +4m Advance	+4m to +1m Advance	± 1m Change	-1 to -4m erosion	-8 to -4m erosion	-12 to -8m erosion	>-12m erosion
Area 1	1480m	300m	570m	320m	160m	30m	20m	80m
Note: change of ±1 m is within the margin of error for determining change, hence is interpreted as 'no change'. Distances are from the sum of DSAS transects spaced every 10m alongshore, so may not match shoreline distances in previous tables.								

The results show that the shoreline over the majority of Area 1 had advanced by 1-8m, especially around the stopbank SB4 north of Bridge Reserve. This advance could be termed a reclamation of the estuary edge, being the repair of the stopbanks as emergency works in 2011 and/or reconstruction in 2017 to raise the banks to 11.4m elevation. Therefore this accretion is not due to natural processes. Average shoreline advance was 2.5 m over the 1 km length of stopbank, with maximum advance mapped as 7.4m at transect 123 (section SB4-C).

The main area of erosion within Area 1 is 130m length of Bridge Reserve in front of SB5 (transects 135 – 146). For this section, the current estuary edge has been determined to be the edge of the terrestrial vegetation line 10-40m west of the stopbank, a position in the range of 10-60 m east of the similar vegetation line determined from the 2011 aerial imagery. The average retreat of the terrestrial vegetation edge over the eight year period is in the order of -32.5m. Post-CES terrestrial vegetation clearance has been carried out in this area (e.g. removal of trees), and the area is reverting to salt marsh vegetation (Figure 6). Unfortunately, due to the transition between estuarine and terrestrial vegetation being difficult to determine, and the presence of trees

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covering part of the 2011 shoreline, the DSAS analysis could only be carried out in the northern part of this section of shoreline (transects 138-146).

The DSAS results also indicate isolated areas of erosion along the stopbank (transects 60 - 64, 79, 83, 106 – 107). However, these areas are where small headlands of land extending a short distance into the estuary in front of the stopbank have been eroded by natural estuarine processes. As shown in Appendix B1, of these isolated locations only at Transects 106-107 (structure SB4-D) was there an observed erosion scarp in the 2019 survey. It is noted that the significant erosion scarp along the front face of the stopbank at SB4-E (transects 101-104) has not been picked up in the DSAS analysis due to steepness of front slope of the stopbank and lack of horizontal shift of estuary edge.



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## 4. Area 2: Bridge Street to South New Brighton Park

### 4.1 2019 Condition

#### 4.1.1 Area Description

Area 2 is defined as southern part of the Bridge Reserve from Bridge Street to the car park at the northern end of South New Brighton Park as shown in **Figure 11**. The base map for structure type, footprint, and condition is presented in **Appendix B2**.

The estuary edge within Area 2 is largely naturalised bank and has extensive salt marsh cover on the intertidal estuary bed. South of Bridge St the estuary bed increases in width from around 400m to maximum of 750m at Beatty St. The majority of the edge within the area is orientated to a general south-west direction, therefore is exposed to winds blowing from this direction, but is protected from more southerly conditions by South New Brighton Park.



Figure 11: Area 2 Overview Map: Southern part of Bridge Reserve from Bridge St to South New Brighton Park

The closest houses are located on Seaford Place, which is setback at least 50m from the estuary edge. The main asset close to the estuary edge within Area 2 is the carpark for the community centre at the end of Beatty St

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St, which is setback approximately 25-30m from the estuary edge. A walking track is situated parallel to the estuary edge through the Bridge Reserve, which is frequently used for walking and cycling.

### 4.1.2 Structure History

Council records and literature review showed that there has not been any recorded structures in this area before the CES, however the records showed that residents both pre and post-CES have been concerned about flooding of the low lying land in the area. Possibly as a result, construction of a 185m extension of the lower Avon River stopbank immediately south of Bridge St began in July 2019. This structure is not recorded in the June 2019 survey. A decision on a bund over the whole distance of Area 2 was deferred by Council in April 2018.

### 4.1.3 Current Structure Condition

As shown in **Table 9**, the June 2019 survey indicated that Area 2 has a total shoreline of 1061m, of which only 3m consisted of a structure (IS47-A). However, as indicated above, and shown on **Appendix B2**, a 185m extension of the Avon River stopbanks is currently being constructed immediately south of Bridge St.

Table 9: Summary of structure conditions and shoreline length for Area 2

Total number of structure sections	Total shoreline length	Total length of structures	Total length Condition A	Total length Condition B	Total length Condition C	Total length Condition D	Total length Condition E
1	1061m	3m	0m (0%)	3m (0.2%)	0m (0%)	0m (0%)	0m (0%)
Notes: percentages are of total shoreline length							

Structure IS47 is a small (3m shoreline length) informal rock revetment consisting of small angular rocks (**Figure 12**), which are not naturally occurring in estuarine environments, hence the definition as a structure. The age of this revetment is uncertain but is thought to be a similar age as the adjacent 2014 Bridge Street bridge repairs. It is located in a small area where salt marsh is absent from the estuary edge, but it is unknown whether the rock has been placed in-situ or has relocated to this position from placement as part of the bridge protection works. The revetment has been graded condition 'B' due only to the minimal degree of maintenance required due to its low-lying nature.



Figure 12: Informal rock revetment (IS47-A) south of South Bridge Street

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### 4.1.4 Current Land Condition.

The grading of the condition of the land behind the estuary edge in Area 2 is presented in **Table 10**.

Table 10: Summary of land condition behind the estuary edge for Area 2

Total number of shoreline sections	Total shoreline length	Total length N/A due to Infrastructure	Total length Condition A	Total length Condition B	Total length Condition C	Total length Condition D	Total length Condition E
3	1061m	0m	1031m	3m	28m	0m	0m

The 2019 survey only found one section of erosion within Area 2, located at the grass embankment (NS16) adjacent the Bridge St bridge protection works (O2). This scarp (**Figure 13**) is similar to the corresponding scarp on the grass embankment in Area 1, being approximately 10 m long and up to 0.6 m in height, resulting in a land condition grading of 'E'.

The land condition behind the small informal revetment IS47 was graded 'B' due to limited evidence of inundation impacts on vegetation above the structure.

All of Area 2 without edge structures (e.g. NS15) was graded land condition 'A' - no evidence of recession or vegetation impacts, being well protected by the extensive areas of inter-tidal salt marsh and the well vegetated edge bank. By comparison, the CH2M Beca (2019), also gave this area of natural shoreline a 'good' rating for land condition.



Figure 13: NS16-A Land condition 'E' – 0.6m erosion scarp on grass embankment south side of Bridge St.

## 4.2 Change in Elevation 2003-2019

The Area 2 map showing 2003 LiDAR 'high ground' elevations along the estuary edge compared to 2019 surveyed 'high ground' and design flood levels is presented in **Appendix C2**. The change in elevation, assumed to be a result of subsidence in the CES, is shown to be generally in the order of -0.2m across the



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whole area, however in some locations it is up to -0.5m (e.g. around chainages 1850, 2125, 2250, 2450, 2550-2625).

For nearly the whole length of Bridge Reserve (e.g. chainage 2000 - 2500) the 2019 'high ground' is generally below the current (2018) 10-year flood level (10.89 m), which as presented in **Table 1** been exceeded three times since the CES (4/3/2014, 21/7/2017, 2/2/2018). For approximately 150m around the northern end of Seafield Place (chainage 2225-2375) the current 'high ground' elevation was surveyed as being below the current (2018) 2-year return period flood level (10.68m), which has been exceeded 15 times since the CES. In contrast, the higher 2003 LiDAR pre-CES 'high ground' elevations around the edge were at, or above the current (2018) 20-year return period flood level (10.96m), indicating a higher level of natural inundation protection was present prior to the CES.

### 4.3 Change in Edge Position February 2011-2019

The location of erosion scarps identified in Area 2 during the June 2019 survey are shown in **Appendix B2** and maps for the estuary edge position change between 2011 and 2019 are presented in **Appendix D2** (DSAS analysis), with summary of results presented in **Table 11**. Full results for individual transects within the area are available in the DSAS digital data supplied to Council with this report.

Table 11: Summary of DSAS results for Area 2 shoreline change 2011-2019

	Total shoreline analysed	+8 to +4m advance	+4m to +1m advance	± 1m Change	-1 to -4m erosion	-8 to -4m erosion	-12 to -8m erosion	>-12m erosion
Area 2	320m	0m	20m	200m	60m	30m	10m	0m
Note: change of ±1 m is within the margin of error for determining change, hence is interpreted as 'no change'. Distances are from the sum of DSAS transects spaced every 10m alongshore, so may not match shoreline distances in previous tables.								

As shown on the mapping in Appendix B2 the majority of shoreline in Area 2 could not be analysed accurately using DSAS Analysis due to the dense and tall vegetation cover along the naturalised shoreline in this area, which therefore made it difficult to determine the transition from estuarine to terrestrial vegetation. The only areas where this could be determined was at the northern extent of the area.

Transects 180-186 show a range of accretion and erosion with no particular trend. It is likely that this area has undergone anthropogenic changes when the bridge was repaired in 2014, and erosion control structures were put in place beneath the bridge (e.g Structure O2). However, the location of the small informal revetment (IS47 – transect 185) where there is no salt marsh shows erosion of 10 m. It is uncertain what impact the revetment has had on this retreat. A small area of erosion was also mapped from transects 203 to 210, with average retreat in the order of 1.7m over the eight years considered to be due to natural processes.

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## 5. Area 3: South New Brighton Park

### 5.1 2019 Condition

#### 5.1.1 Area Description

Area 3 is 1.1 km of eastern estuary edge between the northern extent of South New Brighton Park (taken as being the Jetty Carpark) to the southern extent of the Jellicoe Marsh Boardwalk, as shown in **Figure 14**. The base maps for structure type, footprint, and condition are presented in **Appendices B3a, B3b, and B3c**.



Figure 14: Area 3 Overview Map – South New Brighton Park Overview map.

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The estuary frontage of the park faces south east over the majority of its length, and nearly due south along the Jellicoe Marsh frontage. As such the estuary edge within the park, particularly the southern end is exposed to among the longest wind fetch lengths on the estuary, being in the order of 3.2km from the south west and 2.5km from the south. Since these directions have the highest frequency of high winds, this edge is likely to be more affected by wave impacts operating on top of extreme high-water levels than other areas along the eastern side of the estuary. It is also noticeable that there is an absence of salt marsh vegetation over the majority of nearshore estuary bed of the park, except for a small area in the most sheltered section immediately north of the jetty (e.g. in front of structures RV1-A & GB5-A).

Structures occur along the estuary edge over the majority of Area 3, being primarily 1993/1994 reno mattress (RM4) from south of the Pleasant Point Yacht Club boat ramp to Jellicoe Marsh, with a collection of recent post-CES gabions and reno mattress north of this ramp. Along Jellicoe Marsh at the southern section of the park, is a broken line of detached rock breakwaters on the estuary bed (IS45 – IS41) along the frontage to Jellicoe Marsh to provide protection to the boardwalk and allow water flow into the Jellicoe Marsh, while a stopbank (SB3) is present on the landward side of the Jellicoe Marsh, on which repairs started in July 2019 – after the condition survey for this project. Two boat ramps are present at the northern end of the park, the small public ramp (BR9) and the larger Pleasant Point Yacht Club ramp (BR8).

The estuary edge hinterland within the South New Brighton Park includes walking/biking tracks, the Jellicoe Marsh boardwalk, the Pleasant Point yacht club complex (under construction), tennis courts, and the South Brighton Holiday Park. The Holiday Park and the Pleasant Point Yacht Club are the two main locations with buildings close to the estuary edge in Area 3, with the Yacht Club being set back approximately 25-30m from the edge, and the Holiday Park being set back a minimum of 65m.

#### 5.1.2 Structure History

A resource consent (CRC930700) for 174m of reno mattresses from the tennis courts south towards Jellicoe Marsh was granted to Council Parks in July 1993 to deal with “*substantial erosion along this length of estuary shoreline, some inundation has also occurred where existing stopbanks have been breached*” (from the consent application). It is assumed that this erosion became an issue in the 28<sup>th</sup> August 1992 high estuary water level event (10.94m) that occurred in combination with significant snow fall in the city. The wording above also suggests that there was some stopbanking, or at least some form of mound (natural or man-made) along the shoreline prior to the construction of the reno mattress. Although the presence of this bank has not been able to be confirmed, a raised mound is present behind the reno at the southern end of the structure (sections RM2-D & E)

Unfortunately, the consent documents contain no information on the actual location of the reno or the structure design, apart from consent conditions that filter cloth was to be installed beneath the reno mattress and that the shoreline and estuary bed were to be restored to original condition following construction. It is also uncertain when this reno was constructed, and when it was extended to cover the total 600m length of reno mattress present along the edge of the park from the Pleasant Point Yacht Club south to Jellicoe Marsh (RM2, RM3 & RM4). In the structures inventory (**Appendix A**) it is assumed that this total length of reno was constructed in 1993/1994 as this extent of the reno mattress was recorded in the 2002 Estuary Edge Inventory (ECan, 2002). This 2002 inventory noted that the reno was in the order of 0.7m to 1.3m high, although it is uncertain what this relates to – but most likely is in reference to the rise in elevation from the bottom to the top of the sloping structure, and that the structure was generally in a satisfactory condition. However, as shown in **Figure 15** (2008 photo), pre-CES erosion behind the reno had occurred in some locations, indicating that it was not of sufficient elevation at these locations to prevent overtopping in extreme water level events (nine events above 10.68m threshold between July 1994 and July 2008, with highest 10.81m in June 2000. It is considered likely that Figure 15 was taken after extreme water level event on 5<sup>th</sup> July 2008, with level = 10.74m), and appears to the same location as the February 2018 inundation shown in Figure 3. Although, the exact location is unclear, and it is unknown whether any changes to the structure to increase elevation or rehabilitation of this erosion was carried out prior to the onset of the CES in September 2010, Figure 3 indicates that there was some issues with the functionality of the reno mattress to prevent erosion from time to time.



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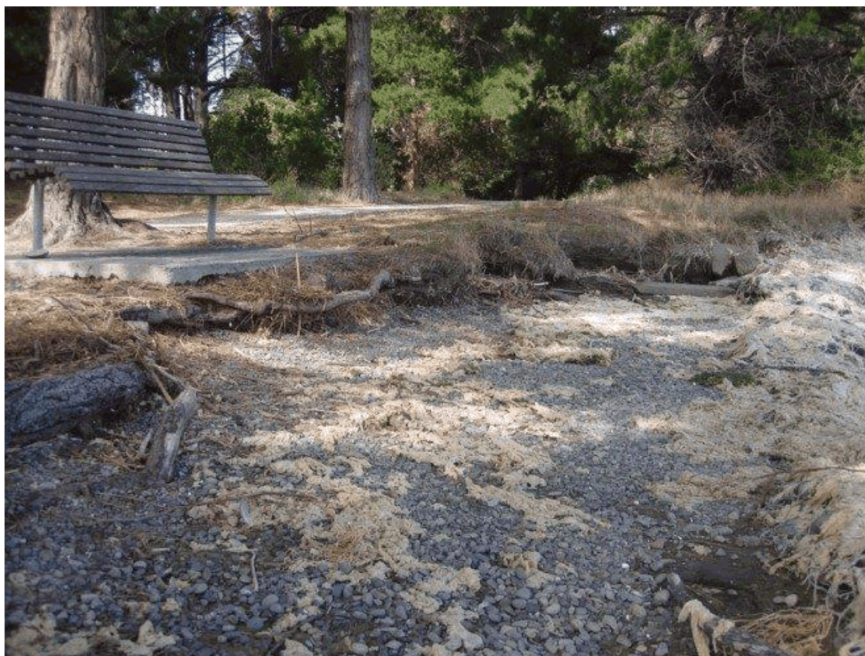


Figure 15: 2008 erosion behind reno mattress in South New Brighton Park (Image Supplied by K Hansen)

In the northern end of the park, the shoreline from the jetty car park to the Yacht Club boat ramp was redeveloped in association with the redevelopment of these facilities in 2015 (boat ramp) and 2017 (jetty). Either side of the jetty there was a 1m high masonry wall for which there are plans for construction in the 1930's, which was recorded as being in excellent condition in the 2002 ECan condition inventory (**Figure 16a**). However, by 2017 it had failed resulting in considerable erosion of the land behind the wall (**Figure 16b**), although it is uncertain whether this failure occurred during or post the CES. A replacement gabion wall (GB3 & GBRM3) was constructed in 2017 (**Figure 16c**).

At the southern end of Area 3, the boardwalk across Jellicoe Marsh is thought to have been constructed around 1995. It is reasonable to assume that the raised bank and track at the northern end of the Jellicoe Marsh and reno (RM1) was constructed at the same time. As shown in **Figure 16**, repairs to this reno appear to have been carried out circa 2009. There is reference to a small bund being placed on the western side of the boardwalk to protect it and the salt marsh, with a continuous low rock wall revetment or breakwater also being described in 2002 as being in front of this bund (see **Figure 17**). There were concerns about erosion of the bund prior to the CES as noted in the South New Brighton Reserves Management Plan 2010, and Council records post the CES report that the bund had eroded away. The boardwalk and detached rock breakwaters (IS46 to IS42) that act as a wave-trip<sup>9</sup> and incorporating gaps for water passage into the salt marsh, were rebuilt in 2017.

<sup>9</sup> A wave-trip is a structure which dissipate wave energy at the shore by breaking the wave energy up in deeper water further from the shore.



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Figure 16: a) Masonry wall south of jetty in South New Brighton Park in excellent condition in 2002 (ECan 2002); b) wall failed and erosion behind in 2017 (Jacobs Image); c) replacement gabion wall (GB3-A & GBRM3-A) in June 2019 (ECan drone image)



Figure 17: Reno mattress (RMRV1, RM1-A) in good condition at north end of Jellicoe Marsh Boardwalk in 2009 prior to the CES (Image Supplied by A Crosslands, 2009)

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The stopbank (SB3) around the eastern side of Jellicoe Marsh was constructed prior to 1995 to address the flooding of residential properties behind the Jellicoe Marsh. Repairs to this bank are currently (July 2019) being undertaken by Council.

More in depth details on the history of structures, including reference to the photograph database, can be found in the digital database on structure condition.

### 5.1.3 Current Structure Condition

Following the CES, repairs have taken place throughout Area 3 to restore recreational infrastructure (jetty- JT1, boat ramps – BR8 & BR9, and the Jellicoe Marsh boardwalk) as well as repair heavily damaged coastal protection in the northern and southern parts of the area. Unfortunately, design criteria of many of the post-CES structures and repairs in Area 3 are not well documented as they did not require resource consents due to being considered as repairs to existing structures. A summary of the post-CES works undertaken on each structure is included in the **Appendix A** inventory, further details and photographs are available in the digital inventory and photograph databases.

The 2019 condition survey determined that within Area 3 there were 27 structures broken into 42 condition sections covering a total length of 1389m (note more than the shoreline length due to structures on both sides of Jellicoe Marsh). Mapping of the structure conditions is presented in **Appendix B3a** to **B3c**, and a summary of structure condition by shoreline length is presented in **Table 12**.

Table 12: Summary of structure conditions and shoreline length for Area 3.

Total number of structure sections	Total shoreline length	Total length of structures	Total length Condition A	Total length Condition B	Total length Condition C	Total length Condition D	Total length Condition E
42	1115m	1078m (97%)	98m (9%)	491m (44%)	189m (17%)	32m (3%)	268m (25%)
Note: Analysis excludes SB3 around the east side of Jellicoe Marsh, which is graded condition 'B'. percentages are of total shoreline length							

Structures which were graded an 'A' – no evidence of structural failure, are all located in the northern part of park (**Appendix B3a**), having all been replaced/repared since the CES. Some of the repaired sections in this northern park area (e.g RM5, GBRM1) along with the replaced reno at the north end of Jellicoe Marsh (RM1, **Appendix B3c**) are graded condition 'B' due to some minor deterioration in the original reno mattress. However, the majority of length of structures in the condition 'B' category are shown on **Appendix B3c** map as the stopbank (SB3- 295m) around the eastern side of Jellicoe Marsh (current repairs will likely to move it to a 'A' condition), the detached rock breakwaters on the estuary bed protecting the boardwalk on the eastern side of Jellicoe Marsh (IS46 - IS42 – 170m). There is also 140m of unrepaired of reno that has also be graded condition 'B' located at the northern (RM4-D, **Appendix B3a**) and southern ends (RM2-A to RM2F, **Appendix B3c**) of the assumed to original 1993/94 structure.

Structures ranked condition 'D' (20-50% damage) and condition 'E' (greater than 50% damage resulting in significant loss of functionality), make up 28% of the shoreline in Area 3 (300m). These are the majority of the unrepaired reno mattress assumed to be originally constructed in 1993/4 (RM4B, RM3-A&B, RM2-I&H). An example of condition 'E' reno mattress (RM2-I), damaged and disturbed by lateral spread of the estuary edge is presented in **Figure 18**.



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Figure 18: a) Condition 'E' reno mattress in Area 3 (RM2-I) (Jacobs, 2019 image); b) Land Condition behind the structure also graded 'E' due to significant erosion (ECan drone image, 2019).

#### 5.1.4 Current Land Condition

Although there were 300m of structures in Area 3 ranked as being condition 'D' and 'E', as presented in Table 13, the length of land behind the structures having similar gradings (e.g. erosion scarp greater than 1m landward from the structure or scarp elevations greater than 0.2m) was 1.5 longer at 465m.

Table 13: Summary of land condition behind the estuary edge for Area 3

Total number of shoreline sections	Total shoreline length	Total length N/A due to Infrastructure	Total length Condition A	Total length Condition B	Total length Condition C	Total length Condition D	Total length Condition E
45	1115m	346m	96m	147m	59m	83m	384m
Note: The analysis only includes sections on the estuary edge, so does not include section SB3 around the east side of Jellicoe Marsh							

As expected there is a strong correlation between structure condition and land condition, with all structures graded 'D' and 'E' also having 'D' and 'E' land conditions. Additional land condition 'E' was present behind RM4-C, RM4-A, and RM2-G all of which had a structure condition grading of 'C'. In these instances, as shown in Figure 19, despite being in reasonable condition, it is not providing effective protection against erosion due to being at too low elevations to prevent overtopping and back scour.

Only at reno section RM3-A is the land condition ('B') assessed as being better than structure condition ('E'). This appeared to be due to the elevation that the reno was built to being much higher up the bank compared to the adjoining sections, so that although the reno mattresses are badly damaged, the land behind is not eroded. Cobbles which had fallen out of the broken reno mattress were still providing protection for the toe of the bank.

No land condition was assessed for the detached breakwaters and reno mattress structures on the east side of Jellicoe Marsh, as they are protecting the board walk rather than land. For this area the land assessment is around the east side of Jellicoe Marsh behind (SB3) has been graded condition 'A' – extensive vegetation cover with no evidence of erosion.

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Figure 19: RM2-G Example of condition 'C' reno mattress with a condition 'E' coastline (Jacobs, 2019).

## 5.2 Change in Elevation 2003-2019

The Area 3 maps showing 2003 LiDAR 'high ground' elevations along the estuary edge compared to 2019 surveyed 'high ground' and structure elevations along with comparisons to design estuary flood levels are presented in **Appendix C3a** (mainly structures repaired/replaced since 2015), **C3b** (the majority of the unrepaired original reno structure), and **C3c** (Jellicoe Marsh). Each of these sub areas are discussed separately below. However, over the total 1.1km length for the whole area, for around half the 'high ground' feature is higher in 2019 due to new structures, and half is lower.

### 5.2.1 Structures Repaired/Replaced Since 2015

The structure elevation mapping in **Appendix C3a** shows that the repaired/replaced structures at the northern end of the park (chainage 2875 to 3100m, structures RV2-A to GBRM1-A) have elevations above the current (2018) 10-year return period flood level (10.89m) except for RM5, where the added layer of reno mattress has a minimum elevation of 10.77m and average of 10.85m (See **Figure 20**). It is noted that some structure sections (e.g. RM5) are up to 0.2m below their design elevation of the 2010 100-yr flood level + 100mm freeboard (11.04m), which is now approximately the current (2018) 50-year return period design level. This design elevation was exceeded on 2/2/2018 (extreme water level of 11.08m).

However, in all locations across this area there is a higher bank, shown as the 2019 'high ground' elevation on the mapping, above the structures, which increases the protection against inundation in extreme water levels. This 2019 'high ground' has elevations above the current (2018) 100 year-return period flood level (11.14m) except around the jetty, which have elevations around the current (2018) 50-year return period flood level (11.06m). As shown in **Figure 20**, the 'high ground' above RM5 increases the minimum protection against inundation to around 11.2m.



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Figure 20: RM5-A upper layer of reno mattress added in 2017 to 10.8m elevation, with high ground up to 11.2m behind structure (Jacobs, 2019).

Over the majority of the repaired area the 2019 'high ground' elevation is shown in **Appendix C3a** to be in the order of 0.1 to 0.2m above the corresponding 2003 'high ground' elevation. This is contrary to the reported subsidence by up to -0.5m in this area due to CES (EQC mapping). However, for a number of locations the higher current ground levels are considered most likely to be as a result of landscaping as part of the repair works.

#### 5.2.2 Unrepaired Original Reno Structure

The mapping of the current elevations of these structures in **Appendix C3a** and **3Cb** shows that all sections of the reno except for RM3, are below the current (2018) 10-year return period flood level (10.89m), with the majority except for RM2-A at the southern end also being below the current 2-year return period flood level (10.68m), which has been exceeded 15 times since the CES. For 160m of structure RM2-I (chainage 3350 – 3510), the elevation of the reno is below MHWS<sup>10</sup> (10.26m) therefore is overtopped on greater than a monthly basis and not providing any effective erosion protection for the edge. Consequently, shoreline erosion has been the greatest at this structure, with maximum distance from the reno being measured by the DSAS analysis as 13.4m (**Appendix D3b**). The location of the erosion scarp in relation the reno mattress at this structure is shown in **Figure 18**.

Over most of the length of the reno mattress structures, except for 125m at RM3 and RM2- A to RM2-E, the 2019 'high ground' is the erosion scarp located behind the structure due to frequent overtopping of the reno. The top of this scarp has a general elevation of 10.9-11.1m, with evidence of debris lines behind the scarp indicating that it has been overtopped by wave run-up in the recent past although water levels were at least 0.2m lower than the height of the scarp. The frequency and impacts of this overtopping could be examined further in a risk assessment in Stage Two.

The comparison of 'high ground' elevations between 2003 and 2019 suggest that the combination of subsidence and lateral spread has resulted in the current elevations being on average 0.25m lower than in 2003, with the maximum change in the order of -0.5m. This is consistent to the subsidence reported by EQC in this area.

<sup>10</sup> MHWS elevation as defined by ECan and exceeded by 13.34% of high tides: Is M<sub>2</sub>+N<sub>2</sub> tidal constituents.

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Due to difficulty in accurately determining the spatial location of the reno structures in the 2003 LiDAR survey, it is not possible to accurately define the structure elevations prior to the CES. However, applying the mapped 'high ground' elevation changes at the structures to each of the reno section elevations, would give a pre-CES reno elevation estimate in the order of 10.7 - 10.8m, except for sections RM4-B and RM2-I & G, which return much lower elevations in range the 10.2 to 10.65m. While these higher levels seem reasonable estimates of the likely pre-CES structure elevations (although slightly low), it is considered the lower elevations are not – being much too low. It is therefore considered that the current extreme low elevations at these sections of the reno mattress (e.g. RM4-B and RM2-I & G) is due to the structures slumping downward into the estuary as a result of lateral spread of the estuary edge.

### 5.2.3 Jellicoe Marsh

The elevation mapping in **Appendix C3c** is difficult to interpret due to the 'high ground' line passing around the north and east sides of Jellicoe Marsh, while the structures are both the stopbank (SB3) on the east and the reno mattress (RM1), detached breakwaters (IS46 – IS42) and stopbank (SB2) on the west side of Jellicoe Marsh.

For the back of the Jellicoe Marsh (e.g. eastern side) the results shown that there is high ground around the north edge of Jellicoe Marsh, which appears to have changed little because of the CES. The repairs to the eastern stopbank (SB3), raising the elevation to 11.2m, appears to have improved the protection from flooding for properties further east.

For the structures on the west (e.g. estuary) side of Jellicoe Marsh, the mapping does not allow comparison with pre-CES elevations. However, results indicate that the northern bund with the reno mattress drops below the current (2018) 10-year flood level (10.89m) at structure RMRV1-A, which is where overtopping of the track has occurred, while the weak point at the southern end is the informal rock and rubble revetment (IS41) which has an maximum elevation of only 9.87m, hence is overtopped in most high tides. In comparison the southern end stopbank (SB2) has elevations (minimum 11.16m) above the current (2018) 100-year flood level. The elevation of the detached breakwaters (Structures IS42 to IS46) are shown to be in the range of 10.0 to 10.4m, which is appropriate for their function of a wave-trip wall.

## 5.3 Change in Edge Position February 2011-2019

Maps for the shoreline position change between February 2011 and May 2019 from the DSAS analysis for Area 3 are presented in **Appendix D3a** and **D3b**, with the summary of results being presented in **Table 14**. As outlined in Section 2.3.2, since the 2011 aerial imagery is from after the 22<sup>nd</sup> February earthquake, it does not include any consideration of the effects of lateral spread in this and the 4<sup>th</sup> September 2010 earthquake on the change in shoreline position. As indicated above, for some parts of the unrepaired reno mattresses, this may have had a considerable bearing on the position of the mapped February 2011 shoreline used in this analysis. For this area the results from shoreline mapping of the January 2016 shoreline by Jacobs (2019)<sup>11</sup> were also used to investigate any temporal changes in erosion rates since 2011. Note that this analysis was only possible at a smaller number of transects. Full results for individual transects within the area are available in digital form supplied to Council with this report. Note DSAS analysis was not undertaken for Jellicoe Marsh.

### 5.3.1 Structures Repaired/Replaced Since 2015

For this area, the erosion changes in the shoreline position are associated with the structure repairs/replacement. For example, for the jetty carpark (transect 289-293, Structure NS14), the current shoreline has been established up to 9m east of the 2011 shoreline due to the effects of lateral spread and subsidence of the former carpark edge. Similarly, structure GBRM3 immediately north of the public boat ramp (transects 302-303) has been established up to 7m east of the former 2011 shoreline. For the majority of repaired/replanted structures the shoreline shift has been smaller, in the range of -1m to -4m.

<sup>11</sup> Jacobs (2019): South New Brighton Park Erosion: strategy and options report. Prepared for Christchurch City Council

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Table 14: Summary of DSAS Analysis results for Area 3 shoreline change 2011-2019

Location	Time period	Total shoreline analysed	+1m to +4m advance	±1m change	-1 to -4m erosion	-4 to -8m erosion	-8 to -12m erosion	>-12m erosion
Northern repaired/ replaced structures	2011-2019	210m	0m	50m	90m	60m	10m	0m
Unrepaired original reno structures	2011-2016	190m	0m	70m	110m	20m	0m	0m
	2016-2019	190m	20m	80m	70m	20m	0m	0m
	2011-2019	550m	0m	140m	280m	70m	50m	10m

Note: change of ±1 m is within the margin of error for determining change, hence is interpreted as 'no change'.

Distances are from the sum of DSAS transects spaced every 10m alongshore, so may not match shoreline distances in previous tables.

### 5.3.2 Unrepaired Original Reno Structure

This area has suffered the greatest post-CES erosion, with an average shoreline retreat of -3.5m over the 550m length (DSAS Transects 317 to 374) since February 2011. Behind 140m of the reno mattress there has been no change in the edge position or development of erosion scarps behind the structures, predominantly at the high ground at RM3-B (40m, transects 328-331) and at the southern end (RM2-E to RM2-A, 70m, transects 368-374).

As shown in **Appendix D3b**, the greatest erosion has occurred in association with the lowest elevation reno section, RM2-I (transects 339-352) (**Figure 18**) with average erosion along this section being -8.5m and a maximum of -13.4m (transect 344) corresponding to the location of the lowest elevation of the reno (9.89m).

From **Table 14**, the breakdown of erosion into pre and post 2016 indicates a similar distribution of erosion distances has occurred across both time periods. The conversion of these recession distances in rates resulted in no clear trend with 40% of the available transects (seven) showing decrease in rate, 40% showing an increase (seven), and the remaining 20% having similar rates. Further investigation of the relationship between these rates, structure elevation and land elevation could be included in Stage Two assessment.

The relationship between erosion distance and reno elevation in terms of design flood levels is presented **Table 15**, which shows that reno mattress with lower elevations have been less effective at reducing erosion, with those with elevations below MHWS the least effective. However, Table 15 also shows that erosion of up to 0.5m/yr has still occurred over most of the length of reno mattress with elevations above a 20-year design flood level (e.g. above 10.96m). This erosion is likely to occurred in not only the two extreme storm tide levels that exceeded this elevation (July 2017 and February 2018), and also due to wave effects overtopping the structures in other high storm tide events (e.g. March 2014, June 2017, and January 2018 that exceeded the 5-year return period water level).

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Table 15: Relationship of shoreline change to elevation for unrepaired reno mattress in Area 3

Average Structure Elevations	Total length	Total structure sections	Average shoreline change across structures 2011-2019			
			± 1m	-1 to -4m	-4 to -8m	-8 to -12m
< MHWS (10.257m)	186.8m	1	0m	0m	0m	186.8m
Up to 10.68m (2-yr ARI)	293.5m	9	43.4m	250.1m	0m	0m
Up to 10.88m (10-yr ARI)	22.3m	2	22.3m	0m	0m	0m
Up to 10.96m (20-yr ARI)	0m	0	0m	0m	0m	0m
Up to 11.06m (50-yr ARI)	81.1m	2	19.7m	61.4m	0m	0m
<b>Total</b>	<b>583.7m</b>	<b>14</b>	<b>85.4m</b>	<b>311.5m</b>	<b>0m</b>	<b>186.8m</b>



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## 6. Area 4: Ebbtide Street to Godwit Street

### 6.1 2019 Condition

#### 6.1.1 Area Description

Area 4 is defined as being the 480 m of estuary edge from the intersection of Estuary Road and Ebbtide Street, south to Godwit Street as shown in **Figure 21**, which historically and currently comprises of a stopbank with rock revetment on the estuary side along most of its length (470m). The base maps for structure type, footprint, and condition are presented in **Appendix B4**.



Figure 21: Area 4 Overview map – Estuary Rd to Godwit St

The estuary edge within this section of coast is primarily orientated to the south west and exposed to winds from this direction blowing over a maximum fetch of 3.5km. However, only the northern part of section around Estuary Rd is directly exposed to southerly winds. The map estuary channel is over 500m from the edge along Area 4, resulting in a wide inter-tidal area in front of the stopbank. No salt marsh is present along the edge in this area.

The hinterland behind the estuary edge in Area 4 is primarily Residential Red Zone, with remaining houses set back 35-65m behind the cleared land.

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### 6.1.2 Structure History

1950 aerial photographs show a structure being present as a straight edge along Ebbtide Street. It is assumed that is the low concrete wall present at the toe of the existing revetment, which was recorded in 2002 as having a height of 0.9m (**Figure 22a**). From the line of this bank in 1950 aerial photographs, it appears that reclamation has occurred behind the southern end of the bank adjacent to Godwit Street (SBW1-A). Plans were proposed in 1992 for the stopbank to be constructed above the wall to 10.9m, with construction occurring some time prior to 1995. The opening in 1995 of a walkway on top of the stopbank began to deteriorate the bank to lower levels due to the increased foot traffic, resulting in the Council topping the wall back up to 10.9m. Images prior to the CES, show the estuary side of the stopbank contained less rock than at present. Images taken in the days following the 4<sup>th</sup> September 2010 show there was some damage to the stopbank in this event in the form of cracks and slumping (**Figure 22b**).

Following the CES, Citycare drafted plans for rock revetment to be put on the estuary edge of the Ebbtide Street stopbank. The original design changed due to damage in king tide experienced in the weeks before installing the revetment (assumed to be high estuary levels in March 2014), with the of the wall following this event being shown in **Figure 22c**. By the end of July 2014 the installation of the revetment on the stopbank had been completed, with the stopbank being in a similar condition as in the 2019 survey (**Figure 22d**).



**Figure 22: Ebbtide Street stopbank (SBW1-B): a) 2002 low concrete wall only (Ecan, 2002); b) Following the 4<sup>th</sup> September 2010 earthquake (Christchurch City Council, 2010); c) Prior to placement of revetment July 2014 (Image supplied by CCRU) d) Current stopbank and revetment above original concrete wall (Jacobs, 2019)**

The informal rock revetment, IS40-A, at the southern end of the stopbank is recorded in the ECan 2002 inventory as being present since 1967 and as closing off the reclamation behind the concrete wall to the north. (**Figure 23**).

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At Godwit Street (NS11) the remnants of a former pebble beach renourishment are evident (**Figure 24**). The concept of renourishment at this location was proposed in Walter (1995), with consent granted in 2000 for the placement of 1,700 m<sup>3</sup> of sand and gravel. It is uncertain what the actual volumes of the renourishment were and where the renourishment was placed. The consent expired in 2005.

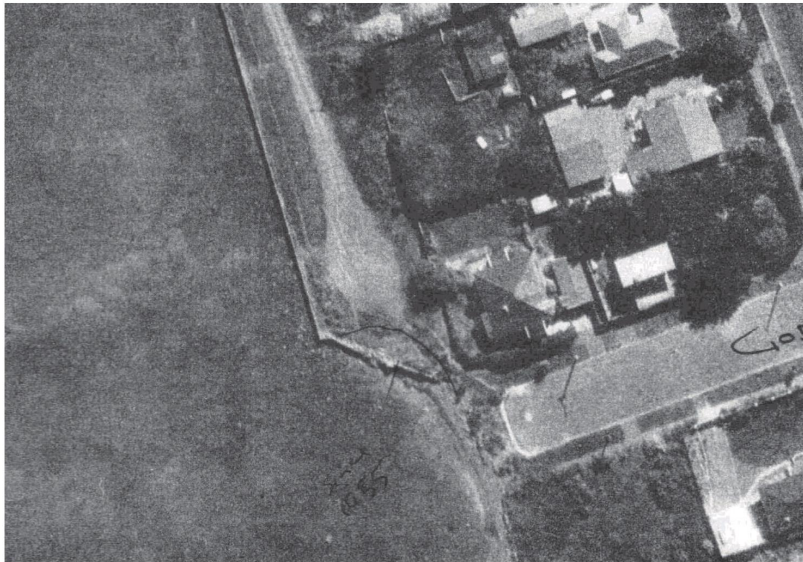


Figure 23: Stopbank (SBW1-A) and informal revetment (IS40-A) forming reclamation at the north side of Godwit Street 2002 (ECan 2002)



Figure 24: Remnants of former pebble beach renourishment at Godwit Street (NS11-A) (Jacobs, 2019).

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### 6.1.3 Current Structure Condition

The 2019 survey showed that this area had four structure sections which cover the entire 460m of estuary edge, three being the Ebbitide Street stopbank, and the fourth a 20m rock revetment (IS40) aligned east - west at the southern end of the stopbank. The division of the Ebbitide Street stopbank into three separate structure sections was as a result of a 17m section at the northern end (SB1) where the toe concrete wall has been removed or buried, and the southern 20m being backed by grass rather than Ebbitide Street (SBW1-A) – therefore has a land condition assessment. A summary of the length of condition on the structures is presented in **Table 16**, and further survey information can be found in **Appendix B4**.

For structure condition the entire length of the Ebbitide Street stopbank graded as 'B', with the absence of the toe wall in section SB1-A not appearing to affect the functionality of the stopbank, and the rubble revetment (IS40-A) is graded as condition 'C'. Although the stopbank has been repaired since the CES with rock being added to the revetment, the low concrete wall along the toe of the revetment dating from at least the 1950's has many cracks along the full length of the structure (**Figure 24**), hence the condition grading of 'B'.

Table 16: Summary of structure condition and lengths in Area 4

Total number of structures	Total shoreline length	Total length of structures	Total length Condition A	Total length Condition B	Total length Condition C	Total length Condition D	Total length Condition E
5	483m	468m (97%)	0m (0%)	445m (94%)	23m (3%)	0m (0%)	0m (0%)
Note: Percentages are of total shoreline length							

### 6.1.4 Current Land Condition

Due to the presence of Ebbitide Street behind the majority of the stopbank length, only the southern 23m of the bank (SBW1-A) has a land condition grading, along with the 38m further south at Godwit Street (IS40-A and NS11-A). For the small southern stopbank section, the condition is 'A' – no evidence of erosion or vegetation die back, and condition 'C' at Godwit Street due to the presence of a small (< 0.2m) erosion scarp.



Figure 25: Ebbitide Street stopbank (SBW1, SB1, SBW2) recorded damage in 2019 survey (Jacobs, 2019)



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### 6.2 Change in Elevation 2003-2019

The Area 4 maps showing 2003 LiDAR 'high ground' elevations along the estuary edge compared to 2019 surveyed 'high ground' and structure elevations along with comparisons to design estuary flood levels are presented in **Appendix C4**. This map shows that the stopbank north of Caspian Street has elevations in the order of 11.5m, meeting current design standards for 50-year return period protection plus freeboard. However, the section south of Caspian Street has progressively lowering elevations with a 200m length of SBW1-B having an average elevation 11 m, and the 23m long southern most section (SBW1-A) being even lower, with an average of 10.75m and a minimum of 10.62m. Applying current (2018) water level statistics, this southern section would be overtopped in 5-year-return period events (10.80m). It is uncertain whether this occurred in the extreme storm tide events of June & July 2017, and January & February 2018 which exceeded this level. At the end of Godwit Street, where there are no structures (NS11-A), the elevation of the natural beach is in the order of 11.1m, with evidence of small erosion scarping behind the beach (condition 'C' grading) inferring limited low energy overtopping.

In relation to the 2003 LiDAR 'high ground' levels, the whole length of the stopbank except for the southern section (SBW1-A) is generally the same or slightly higher elevations that pre-CES levels. However, at Godwit Street the current 'high ground' levels are up to 0.5m lower that inferred from the 2003 LiDAR, but as stated above with limited impact on the land condition.

### 6.3 Change in Edge Position February 2011-2019

Maps for the shoreline position change between February 2011 and May 2019 from the DSAS analysis for Area 4 are presented in **Appendix D4** with the summary of results being presented in **Table 17**.

**Table 17: Summary of DSAS results for Area 4 shoreline change 2011-2019**

	Total shoreline analysed	+4m to +1m advance	± 1m Change	-1 to -4m erosion	-8 to -4m erosion	-12 to -8m erosion	>-12m erosion
<b>Area 4</b>	<b>490m</b>	<b>10m</b>	<b>470m</b>	<b>10m</b>	<b>0m</b>	<b>0m</b>	<b>0m</b>
Note: change of ±1m is within the margin of error for determining change, hence is interpreted as 'no change'. Distances are from the sum of DSAS transects spaced every 10m alongshore, so may not match shoreline distances in previous tables.							

The results show that as expected the magnitude of change in position over most of the area is less than the margin of error of the analysis (e.g. <1m) due to the edge of the estuary being defined by the low concrete wall and stopbank. The exception to this is a small area at the northern end connection to the Jellicoe Marsh where the accretion was measured most likely due to rock placement, and at the informal rubble revetment (IS40-A) at southern end where retreat of 1.4m was measured.

Unfortunately, due to the presence of vegetation no measurement were possible where there are no structures at Godwit street. However, the land condition grading ('C') only indicates small scarps and vegetation die-back. It is noted that the continued presence of renourishment pebbles placed in 2000 also indicates a degree of stability of this section of shoreline.

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## 7. Area 5: Southshore - Godwit Street to south of Tern Street

### 7.1 2019 Condition

#### 7.1.1 Area Description

Area 5 is defined as 1.7km in length of the Southshore Residential Red Zone south of Godwit Street to approximately 300m South of Tern Street, as shown in **Figure 26**. Due to the complexity of the structures along this shoreline, the area is divided into five sub areas broadly representing the areas between road ends as also shown in Figure 26.

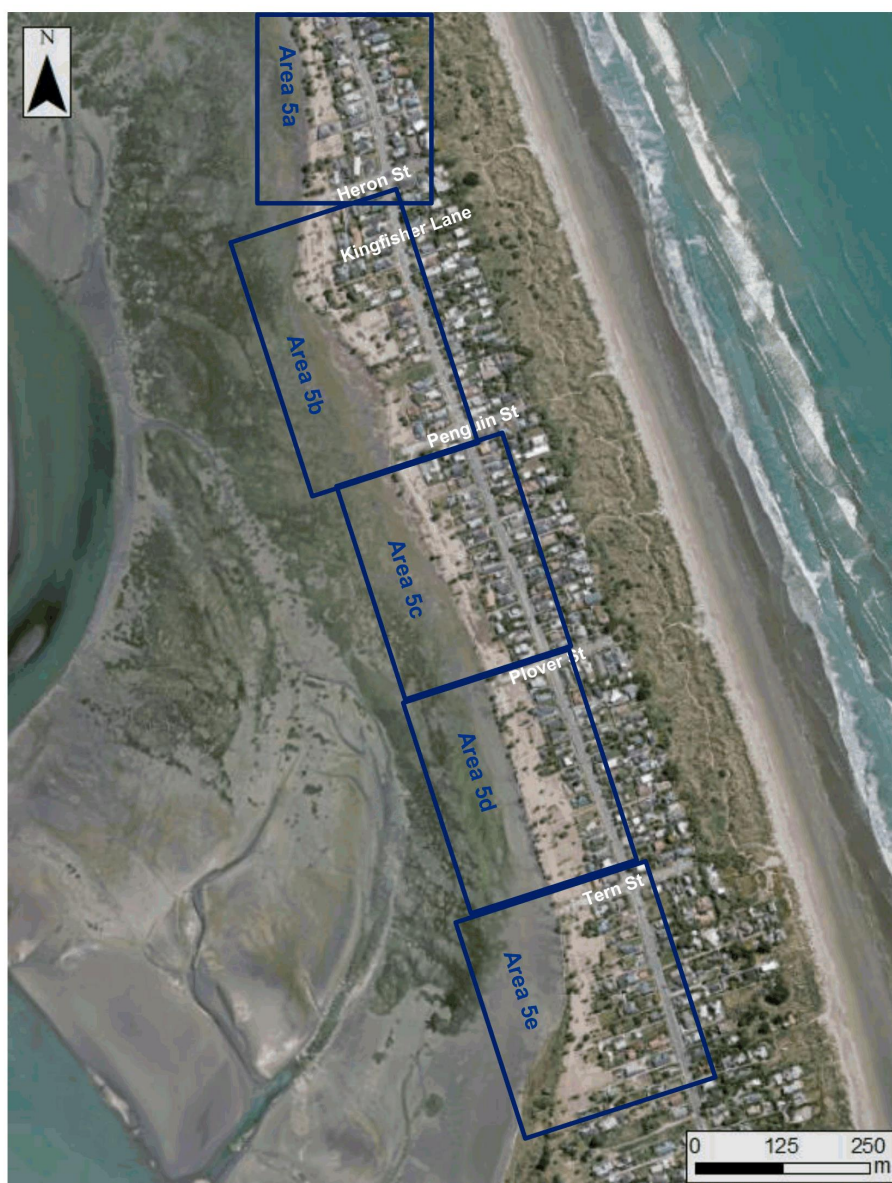


Figure 26: Area 5 Overview map – Southshore.

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The estuary edge along Area 5 is generally orientated to the south west, hence is exposed to winds from the south west through to north-west. Within this general orientation there are local variations, particularly between Heron and Penguin Street where there is small convex section centred on Kingfisher Lane (Area 5a & 5b). Maximum fetch across the estuary to the pre-dominant high south-west winds direction is around 2.5km to Heron Street and reducing fetch to the south to around less than 1km at Tern Street. Waves generated from southerly winds tend to blow alongshore within Area 5, hence have a reduced effect on water levels. The southern sections from Penguin Street to Tern Street (Area 5c, 5d, 5e) have westerly fetch of more than 3km, however, winds from this direction are less extreme than from the south west.

There are isolated areas of salt marsh on the estuary bed fringe of the edge throughout the area, particularly between Heron and Penguin Streets (Area 5b) but are not as extensive as in Areas 1 and 2.

The estuary edge along Area 5 is primarily made up of a collection of 50 former private structures, mainly vertical walls of various design, covering former individual property widths. Most of these former structures are now classed as informal revetment structures. A number of these properties also included private boat ramps, resulting in gaps in the wall structures.

The hinterland is primarily Residential Red Zone cleared following the CES such that the current residential properties are now setback from the estuary edge by 40-60m. It is understood that in clearing the Residential Red Zone, some sections along the edge have further been lowered below CES subsidence effects due to the action of contractors. Some of former private seawalls along the edge have also been knocked over (T Sintes, Resident, pers. comm., 2019). It is also understood that vandalism over the past eight years has further damaged some of the structures. Examples of changes in structure condition from the ECan 2002 inventory to the 2019 condition survey are presented in **Figures 27** and **28**. Photographs of changes at other structures are referenced in the digital database and can be found in the photographic database.

On either side of Penguin Street there are small areas of pebble beach (Areas 5b and 5c), which are assumed to be remnants of previous beach renourishment. The date that these renourishments were carried out is unknown, as no consents for these activities at this location were found.



Figure 27: Structure IS7 -156B Rockinghorse Rd (Area 5e) a) in 2002 showing a seawall with 'Satisfactory' and b) in 2019 with structure condition grading 'E' (Jacobs, 2019 image).

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Figure 28: Structure IS32 – 9 Kingfisher Lane (Area 5b) a) in 2002 showing a “satisfactory” seawall (ECan, 2002), and b) in 2019 with structure condition grading ‘D’ (Jacobs, 2019 image).

#### 7.1.2 Structure History

Historical aerial photographs indicate that the first private structures were constructed between Plover and Tern Streets in the period between 1961 and 1973, with evidence of many involving reclamation of the estuary edge (Figure 29).



Figure 29: 1973 aerial photograph showing reclamation and informal structures along estuary edge between Plover and Tern Streets (photo from CH2M Beca, 2019).

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By 1995 (Walter 1995), the presence of these private structures, mainly vertical walls and informal rubble revetments, extended along the whole of Area 5 except for approximately 120m in isolated areas either side of Penguin Street. Where possible, the age of the individual structures is given in the Appendix A inventory. The 2002 ECan inventory records that most of these structures were in an excellent to satisfactory condition at that time. This inventory also recorded that a large number of these structures were un-authorised under the RMA 1991, and have not been retrospectively consented by the land owners as was the requirement under the Coastal Environment Plan.

Within cleared Residential Red Zone, LINZ as the post-CES land owner, constructed a temporary bund (O1-A) to a general elevation of 11.2m following the March 2014 extreme storm tide event (10.90m) to provide protection from estuary flooding. At the time of construction, the bund was not continuous as it did not include the road ends which were Council land. However, following flooding in these locations in extreme storm tides in July 2017 (10.96m), these gaps were filled by Council as emergency works, such that the bund now provides continuous protection over a 1.6km length from Godwit Street to south of Tern Street. As reported by CH2M Beca (2019) the bund comprises of grassed soil sections (constructed by LINZ) and aggregate or quarry run sections (constructed by Council). Over most of its length the bund is offset in the range of 10m to 20m from the estuary edge and provides no erosion protection function. The exceptions to this are at 44a Rockinghorse Road, Heron Street, and Penguin Street; the first two of which the bund is located on the estuary edge with works being undertaken by Council in July 2019 to place a rock revetment on the estuary side to protect the bund.

#### 7.1.3 Current Structure Condition

The 2019 condition survey determined that within Area 5 there were 50 structures broken into 56 condition sections covering a total length of 1400m (80% of the shoreline of the area). Mapping of the structure footprint conditions is presented in **Appendix B5a to B5e**, and a summary of structure condition by shoreline length is presented in **Table 18**. As can be seen by the footprint mapping the width of the structures is variable, ranging from approximately 6m for informal fill and rubble revetments, to less than 30cm for still standing concrete block seawalls and some former foundations.



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Table 18: Summary of structure condition and shoreline length in Area 5

Area	Total number of structures sections	Total shoreline length	Total length of structures	Total length Condition A	Total length Condition B	Total length Condition C	Total length Condition D	Total length Condition E
5a	10	363.8m	363.8m	0m	40.9m	135.4m	187.5m	0m
5b	8	299.3m	197.0m	0m	37.3m	14.2m	72.9m	72.5m
5c	12	411.2m	338.7m	0m	0m	0m	120.8m	218.0m
5d	15	295.9m	295.9m	0m	3.9m	135.5m	111.5m	45.0m
5e	12	394.0m	211.7m	0m	0m	24.4m	98.7m	88.5m
<b>Total (m)</b>	<b>57</b>	<b>1764m</b>	<b>1407m</b>	<b>0m</b>	<b>82m</b>	<b>310m</b>	<b>591m</b>	<b>424m</b>
<b>Total % of all structures</b>				0%	6%	22%	42%	30%
<b>Total % of shoreline</b>				0%	5%	18%	34%	24%

Note: Does not include LINZ Bund, which has condition grading 'A'

As can be seen from the table, the majority of structures (over 1km) are assessed as being severely damaged - condition 'D' or 'E' status. The difference between these gradings is that condition 'D' structures are still providing a degree of erosion protection function, normally via remaining foundations, compared to condition 'E' structures where the failure/removal of the foundations and remaining collections of loose rubble is providing less erosion protection. As well Figures 27 & 28, further example of condition 'D' and condition 'E' structures are presented in **Figure 30** and **Figure 31** respectively.



Figure 30: Examples of structure condition grading 'D': a) Structure ISIS1 – 126A Rockinghorse Rd (Area 5c); b) Structure ISIS14 -136B Rockinghorse Rd (Area 5d). (Jacobs 2019 images)

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Figure 31: Examples of structure condition grading 'E': a) Structure IS23 – 104A Rockinghorse Rd (Area 5d); b) Structure IS20 – 4 Plover Street (Area 5d). (Jacobs 2019 images)

The Southshore LINZ Temporary Bund (also including the Council temporary works across the road ends) was ranked as 'A' for both structure and land behind structure.

#### 7.1.4 Current Land Condition

Although there is over 1000m of structures ranked condition 'D' and 'E' as shown in **Table 19** there is only 690m of land behind the structures ranked in similar poor condition, of which only around 100m is ranked as condition 'E' (recession greater than 5m, scarping greater than 0.3m and loss of vegetation). This clearly demonstrates the ability of failed erosion edge structures to still provide some degree of protection against erosion. The majority of condition 'E' land with the large erosion scarps behind failed structures are between Penguin and Plover Streets (Area 5c- structures IS23, AS22), with smaller areas between Plover and Tern streets (Area 5d). More details on the elevation and erosion at these structures in included Sections 7.2 and 7.3.

Table 19: Summary of land condition behind the estuary edge for Area 5

Total number of shoreline sections	Total shoreline length	Total length N/A due to Infrastructure	Total length Condition A	Total length Condition B	Total length Condition C	Total length Condition D	Total length Condition E
67	1764m	24m	72m	213m	578m	587m	289m
No structures North of Tern St	140m	0m	34m	0m	0m	88m	18m

As also shown in Table 19, there is only 140m of Area 5 north of Tern street without structures or the remnants of structures along the estuary edge. However, it is noted that around 72m of this length there were former structures that have been totally removed (Area 5c, sections NS6 & NS5), with the land condition now being graded as condition 'D'. Of the remaining length of coast without structures, 34m (Area 5b, sections NS9 & NS10 - **Figure 32**) was graded as land condition 'A' (no evidence of recession or erosion scarps). It is notable that in both of these areas salt marsh was present on the upper estuary bed, providing a buffer to wave energy arriving at the shoreline. Further investigation into the relationship of salt marsh to erosion distances and land condition could be included in Stage Two.

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Figure 32: Section of no structures (NS10, Area 5b) with land condition grading 'A'.

## 7.2 Change in Elevation 2003-2019

Maps presenting a 2003 LiDAR comparison to the 2019 survey data and design flood levels for Area 5 are shown in **Appendix C5a to C5e**. As shown in these maps, the results are complex due to the Residential Red Zone land clearance, the varying degrees of edge structure removal, the way the 2019 'high ground' has been defined (combination of structure remnants and banks/scarps between structures, and the limitations and uncertainty around the 2003 LiDAR elevations at the structures. What can be assessed from the mapping is the elevation of the current structure remnants and 'high ground' in comparison to the current (2018) estuary design flood levels. The results of this assessment are presented in Section 7.2.1 below. However, as pointed out in methodology Section 2.4.1, to overcome this limitation, a second analysis was undertaken comparing the 2019 average structure and 'high ground' elevations to the 1995 elevations of ground level, floor level, bottom of bank, top of bank, and wall height given in Walter (1995). The results of this analysis are presented in Section 7.2.2.

### 7.2.1 Current Estuary Edge Elevations against Design Flood Levels

#### 7.2.1.1 Godwit to Heron Street (Appendix C5a)

Remnant structures on the estuary edge between Godwit Street and Heron Street have a range of elevations, but are generally below the current (2018) 10-year flood level (10.89m) except for standing concrete walls (IS37 & IS35) and rubble revetment in front of the LINZ bund at 44a Rockinghorse Rd (IS34-B) and Heron St (northern part of IS33), all of which are above the current (2018) 100-year flood level (11.14m). The lowest remnant structure elevations along this sub area are 10.46m at section IS34-A (chainage 1770m) with an average elevation over the 58m of concrete rubble revetment (**Figure 33**) being 10.82m. There is some erosion of the land evident behind the structure, resulting in a land condition grading of 'D'. Part of this structure appears to be similar to what was present in 2002.

For the majority of structures, except these listed above as being above the current 100-year flood level, there is 0.2 to 0.5m 'higher ground' present intermediate behind the remnant structures with a range of elevations from a minimum of 10.8 m at IS33-A to the south of Heron Street (chainage 4825-4950) to a maximum level in the order of 11.3-11.4m immediately north of Heron Street (Chainage 4825 to 4850). Despite the low land elevations at IS33, the land condition is graded as 'C' (recession <1m, scarping <0.2m).

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Figure 33: Structure IS34-A north of Heron Street, lowest structure elevation of 10.46m and average of 10.82m. Structure condition grading 'C' and land condition grading of 'D'

7.2.1.2 Heron Street to Penguin Street (Appendix C5b)

Remnant structures on the estuary edge between Heron and Penguin Streets are also generally below the current (2018) 10-year flood level (10.89m) apart from the 40m low concrete wall structure IS30 (chainage 5080 to 5120 -**Figure 34**) with elevations in the order of 11m. This wall appears to be the same structure present at this location in both 1995 and 2002.



Figure 34: Structure IS30-A, Low concrete wall the same as present in 1995 and 2002. Structure elevation 10.9m with land condition 'B'.

Minimum structure elevations along this sub area are in the order of 10.5m for structures IS26 (Concrete wall) and IS28 (single line rock revetment rock revetment) to the north of Penguin Street. For IS28, the rocks fronted

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a former vertical concrete block wall structure that has been removed (**Figure 35**), while the concrete wall appears to have been present in 2002.



Figure 35: Structure IS26. Minimum 2019 structure elevation in Area 5b. a) 2019 condition -single line rock revetment; b) 2002 concrete block wall above rock revetment. Current land condition 'D'.

The lowest section of 'high ground' corresponds to a section of no structures (NS9 chainage 5125 to 5190, **Figure 36**), which has general elevations in the order of 10.6 -10.7m. Despite these low elevations, this section of shoreline has the highest land condition of 'A' with no evidence of recession, scarping or vegetation die back. This may be due to the presence of salt marsh on the upper intertidal bed as shown in Figure 36 reducing wave energy along this section of shoreline. This relationship between estuary edge condition and salt marsh occurrence and abundance could form part of the Stage Two investigations.



Figure 36: Structure NS9-A, No structures. General land elevation at estuary edge of 10.6m. Land condition 'A'.

### 7.2.1.3 Penguin Street to Plover Street (Appendix C5c)

Remnant structures on the estuary edge between Penguin and Plover Streets are generally the lowest in Area 5, being below 10.7m except of isolated sections of IS23-A where concrete walls are still standing (**Figure 37**), and at the concrete wall & revetment structure at Plover Street (IS21-A). **Appendix C5c** also shows a number of locations where remnant structures have elevations less than 10.5m which generally correspond to the locations of greatest erosion behind the remnant structures (e.g. IS23-A at chainage 5450- see Figure 37, IS22-F, and IS22B).

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Figure 37: Structure IS23-A, Variable remnant structure elevations- Wall sections above 11.2m, and low foundation sections 10.25m with 3.5m of erosion behind.

As expected the current 'high ground' is generally above the elevation of the structure remnants, however, it is still below elevations of 10.7m over the majority of the length of the sub area, hence is likely to be overtopped by events greater than the current (2018) 2-year return period flood event, which has been exceeded 15 times since the CES. The exception to this general pattern is to the north of Plover Street (chainage 5575 to 5625), where the high ground is above 11m.

#### 7.2.1.4 Plover Street to Tern Street (Appendix C5d)

As with the other sub areas, **Appendix c5d** shows a range of remnant structure elevations, with some in the range of 10.4 to 10.6m (e.g. IS20, ISIS1 and IS10 – **Figure 38**) so are below the current (2018) 2-year return period design flood level, and others being still standing walls with elevations in the order of 11.4m to above 11.5m (e.g. IS16 – **Figure 39**, and IS14). Former private boat ramps also present gaps in the elevation of edge structures, often resulting in localised scour around the openings.



Figure 38: Structure IS10-A: a) 2019 low elevation foundation remains of former concrete wall (Jacobs 2019); b) Current structure elevation 10.6m, structure condition 'D', land condition 'D' ( A. Crossland 2014).

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Figure 39: Structure IS16-A, remaining concrete block wall to elevation 11.3-11.9m. (Jacobs 2019)

Where former walls have been removed and remnant foundations are below 10.7m, the surveyed 'high ground' immediately behind the structures generally has elevations in the order of 11m, except at structure IS10-A (Figure 38) north of Tern Street, where land elevation is in the order of 10.8m

#### 7.2.1.5 South of Tern Street (Appendix C5e)

Remnant structures south of Tern Street have general elevations of 10.5 to 10.8m, hence are generally below the current (2018) 5-year return period flood levels. High ground elevations immediately behind the structures have similar elevations.

#### 7.2.1.6 LINZ Bund

The elevation of the LINZ temporary bund (including Council temporary bund across road ends) (structure O1) is shown in all **Appendix C5** maps. The average height of the bund along the 1.6km was surveyed in June 2019 to be in the order of 11.2m, with a minimum elevation of 10.97m approximately 50m south of Godwit (although this may now be higher due to July 2019 repairs), and a maximum elevation of 11.53m immediately north of Penguin Street. In general the highest sections of the bund are at the locations of the Council temporary bund across the road ends.

From the 2019 survey, areas where the bund appears to be less than the 11.2m design elevation are for the first 120m south of Godwit Street (although this maybe being addressed in the July 2019 repairs), and around 85m to the south of Tern Street (chainage 5840 to 5925), and for approximately 125m south of Tern Street (chainage 6040 to 6165). In all of these areas the bund has a general elevation of around 11.05m, equivalent to the current (2018) 50-year return period design flood level without freeboard.

Over most of its length the bund elevation is similar or higher than the corresponding 2003 land level along the line of the bund.

#### 7.2.2 2019 Edge Elevation Compared to Walter (1995)

The results of this analysis are plotted in **Figure 40**. The assumptions about the meaning of the descriptors used in Walter (1995) and limitation of the data (limited to only 38 properties) as listed in Section 2.4.1 need to be born in mind when interpreting these results.

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The comparison of structure elevation show that influence of the failure/removal of the vertical walls either in or post the CES, with the average drop in the elevation of the edge by 0.68m across the 38 properties. At only four were the wall elevations similar between 1995 and 2019, or which three had elevations below 11m. Hence the effective edge of the estuary inundation protection on a property by property basis has been considerably reduced. However, the level of inundation protection was not continuous along the whole area, with the Walter (1995) data showing up to 10 properties where the walls were below 11m in elevation, a number of properties recorded as not having walls in the ECan (2002) database, and at least private ramps creating gaps in the walls being recorded in the 2019 survey. It is also noted that the LINZ bund provides a continuous level of inundation protection to a higher level that provided pre-CES. However, the scope of this report does not address the inundation risk to properties and buildings should the bund be overtopped.

For the comparison of 1995 ground level to 2019 'high ground' elevation the results show little trend with 15 of the 32 properties where this comparison was possible showing higher current levels by an average of 0.26m, and 17 properties showing lower current levels by an average of -0.22m. For the properties with higher current levels it is unclear how many and to what magnitude these are due to tectonic uplift and how many are due to difference in the position of the 2019 'high ground' position and the 1995 ground level. For the properties with lower current elevations, it is uncertain how many of these were due to Residential Red Zone land clearance activities compared to the effect of earthquake subsidence.

A further comparison was undertaken between the elevation of the 2019 structure (where not a free-standing wall) and the top of bank in 1995 as an indication of the degree to which the existing remnant structures may be providing erosion protection by increasing elevation above the natural edge. The results showed 20 properties had an increase by an average of 0.4m, suggesting a likely erosion benefit of the remnant structures over the natural edge by reducing overtopping frequency and magnitude. However, there were also 14 properties which have had a decrease in elevation by an average of -0.15m, therefore likely that the erosion benefit of the remnant structures would be less.



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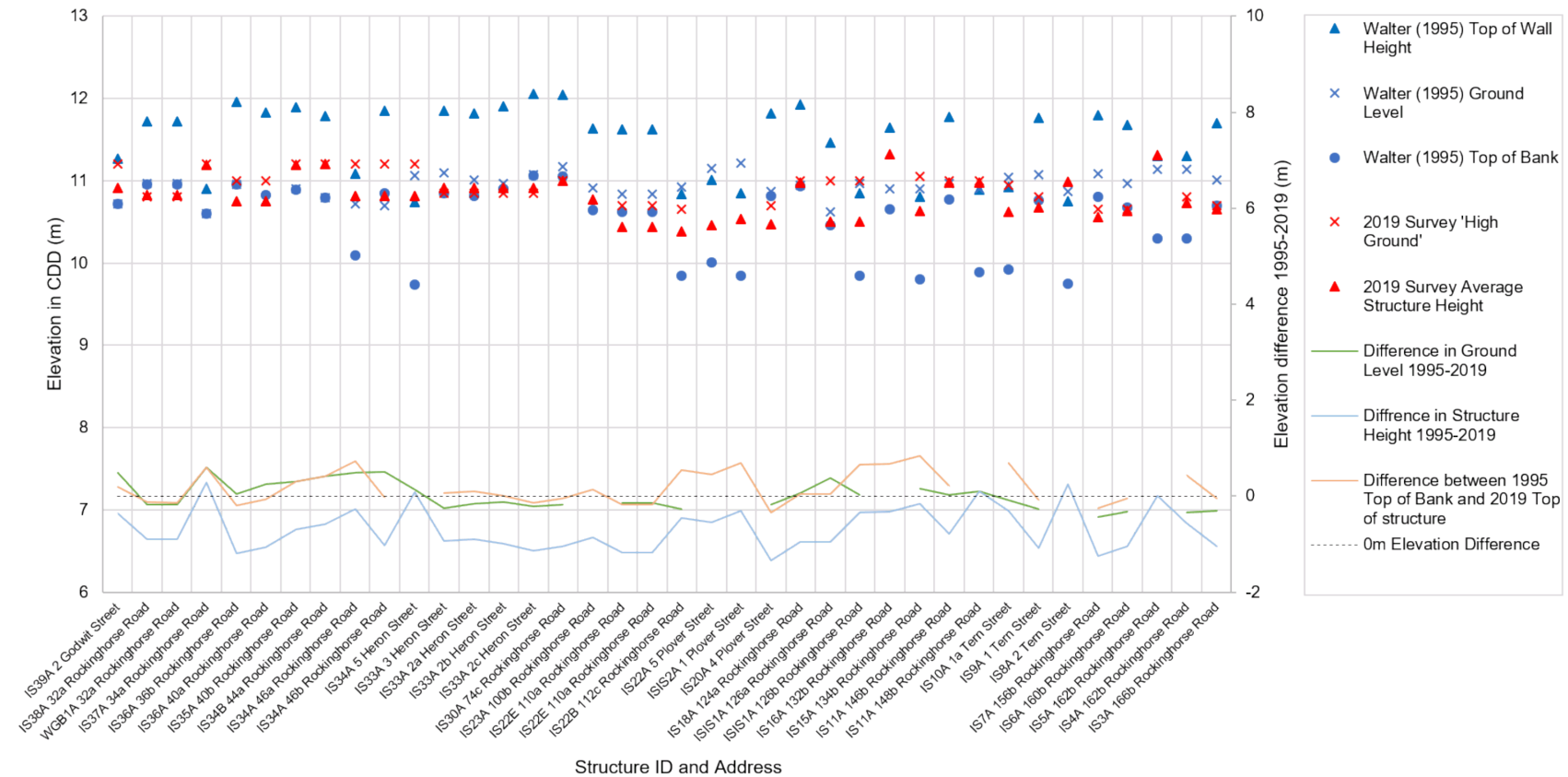


Figure 40: Comparison of structure and estuary edge elevations between 2019 survey and data from Walter (1995)



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### 7.3 Change in Edge Position February 2011 - 2019

Maps for the DSAS analysis shoreline position change between 2011 and 2019 for Area 5 are shown in **Appendix D5a to D5e**, a summary of the results for each sub area is presented in **Table 20**.

**Table 20: Summary of DSAS results for Area 5 shoreline change 2011-2019**

Map	Total shoreline analysed	+8 to +4m advance	+4m to +1m advance	± 1m Change	-1 to -4m erosion	-4 to -8m erosion
5a	380m	0m	20m	220m	120m	20m
5b	230m	0m	0m	110m	100m	20m
5c	340m	0m	0m	140m	200m	0m
5d	310m	0m	0m	240m	70m	0m
5e	340m	10m	10m	260m	60m	0m
<b>Total</b>	<b>1600m</b>	<b>10m</b>	<b>30m</b>	<b>970m</b>	<b>550m</b>	<b>40m</b>
<p>Note: change of ±1 m is within the margin of error for determining change, hence is interpreted as 'no change'.</p> <p>Distances are from the sum of DSAS transects spaced every 10m alongshore, so may not match shoreline distances in previous tables.</p>						

As can be seen in Table 20, change in shoreline position could be determined for over 90% of the edge in Area 5. For these locations where erosion was identified, only 40m was identified as having erosion distances of greater than -4m (e.g. rate of > 0.5m/yr). In relation to the post-CES erosion distances in Area 3, these distances are low, indicating that the remnant structures are providing a degree of erosion protection along this area of shoreline.

The 2019 field survey indicated that there is a relationship between erosion distance and the elevation of the top of the remnant structures. This relationship is discussed further in the following sections for each sub area.

#### 7.3.1 Godwit Street to Heron Street (Appendix D5a)

Only 37% of the length of this sub area (140m) shows erosion, with 58% having no change (e.g. ±1m on DSAS analysis). Shoreline advance of greater than 1m was measured for a 20m length in association with the revetment construction at 44a Rockingshore Rd.

The DSAS analysis only identified two locations with post-CES erosion greater than -4m:

- -4.3m erosion immediately south of Godwit Street (transect 426) where the estuary edge is concrete rubble revetment (IS39-A) (**Figure 41a**) that has been in place since pre-CES and has a minimum elevation of 10.78m and an average of 10.92m. Some erosion behind the structure was noted in 2019 survey, with land condition graded as 'C' – moderate recession up to 1m. No erosion scarping was recorded.
- -4.1m erosion 90m south of Godwit Street (transect 434) at the boundary of a still standing concrete seawall ((IS37-A) and an area of informal fill (IS36-A) (**Figure 41b**) that present since pre-CES and was recorded as being in poor condition in the ECan (2002) inventory. This structure has a minimum elevation of 10.64m and an average of 10.76m. Some erosion behind the structure was noted in 2019 survey, with land condition graded as 'D' – moderate recession up to 5m. No erosion scarping was recorded.

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The setback distance between the LINZ bund (O1) and the estuary edge varies between 0-15m. The two areas where the bund is along the edge (44a Rockinghorse Rd and Heron St) has been protected by Council placed rock revetment.



Figure 41: Locations of informal fill between Godwit and Heron streets (Area 5a) with 2011-2019 erosion >4m a) Structure IS39-A, immediately south of Godwit St, and b) Structure IS23-A approximately 90m south of Godwit St. (images Jacobs, 2019).

### 7.3.2 Heron Street to Penguin Street (Appendix D5b)

The DSAS analysis recorded post-CES erosion along 52% of this sub area, but with only 20m around the stormwater outlet to the south of Kingfisher Lane (transect 467 & 468) being by greater than 4m. As shown in **Figure 42**, the estuary edge at this location is informal fill (IS31-B) that has been present at the site since 1995. The minimum elevation of this structure is 10.77m and the average elevation is 10.90m.

The maximum recorded retreat by DSAS in the sub area was 7m over the eight year period, with average of -3.95m over the 20m either side of the stormwater outfall. Erosion behind the structure was noted in 2019 survey, with land condition graded as 'D' – moderate recession up to 5m. No erosion scarping was recorded.



Figure 42: Location of informal fill between Heron and Penguin Streets (Area 5b) with 2011-2019 erosion >4m. (image a) from ECan Drone, 2019; image b) Jacobs, 2019).

The setback distance between the LINZ bund and the edge structures varies between 10-20m along this sub area.

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7.3.3 Penguin Street to Plover Street (Appendix D5c)

Although the DSAS analysis recorded post-CES erosion along 58% of this sub area, no sections were identified as having erosion greater than 4m since February 2011. Maximum retreat over the eight year period was recorded as being -3.4m at structure IS23-A (transect 514). This is consistent with the location of the most prominent erosion scarp identified in the 2019 survey, which identified the following four substantial erosion scarps resulting in land condition gradings of 'E':

- Structure IS23-A (**Figure 43a**, also shown in **Figure 37**) – Erosion scarp 3.5m landward of structure. Structure is former wall foundation with minimum elevation of 10.25m average of 10.77m, and maximum of 11.35m.
- Structure IS22-F (**Figure 43b**) – Erosion scarp 2.3m landward of structure. Structure is concrete foundation and blocks of former concrete wall with minimum elevation of 10.10m, average of 10.20m and maximum of 10.59m.
- Structure IS22-E (**Figure 43c**)– Erosion scarp 2.7m landward of structure. Structure is concrete foundation and remains of former concrete wall with minimum elevation of 10.31m, average of 10.44m, and maximum of 10.59m.
- Structure IS22-A (**Figure 43d**)– Erosion scarp 2.8m landward of structure. Structure is concrete foundation and remains of former concrete wall with minimum height 10.3m, average of 10.46m, and maximum of 10.59m.



Figure 43: Location of significant erosion scarps behind remnant wall structures between Penguin and Plover Streets (Area 5c) a) IS23-A, erosion 3.5m; b) IS22-F, erosion 2.3m; c) IS22-E, erosion 2.7m; d) IS22-A, erosion 2.8m.

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These structures are all low-lying remnants of former walls graded as being structure condition 'E' due to the extent of the damage and the lack functionality due to their low elevations, being below the current (2018) 2-year design flood level. From the water levels given in Section 1.3, these remnant structures could have been overtopped at least 15 times in the period since the end of the CES. However, the low erosion distances clearly indicate that these low elevation structures are still providing some form of erosion protection.

The setback distance between the LINZ bund and the estuary edge structures is between 10-15m along this sub area.

### 7.3.4 Plover Street to Tern Street (Appendix D5d)

The DSAS analysis recorded post-CES erosion along 23% of the shoreline in this sub area, with no areas being measured as having retreated greater than -4m. Maximum retreat over the eight year period was recorded as -3.8m at structure IS20-A immediately south of Plover Street (transact 535). This is another low elevation informal fill structure of remains of a former wall (shown in **Figure 31b**), which has a minimum elevation of 10.33m, average of 10.48m and maximum of 10.69m. Erosion behind the structure was noted in the 2019 survey and the land condition was graded 'D' (recession up to 5m). However, the presence of a substantial erosion scarp was not recorded at this location.

The following two substantial erosion scarps were identified behind structures in this sub area in the 2019 survey:

- Structure IS10-A – Erosion scarp 2.5m landward of remainders of former wall foundation and concrete blocks (see **Figure 38a**). Structure elevation of 10.58m - 10.67m.
- Structure IS12-A – Erosion scarp 2.8m behind a former boat ramp infilled with rubble. Structure elevation of 10.64m - 10.69m.

Although these low elevation remnant structures are likely to have been overtopped up to 15 times since the end of the CES, the low rates of erosion indicate that these low elevation structures are still providing some form of erosion protection.

The setback distance between the LINZ bund and the estuary edge structures in this sub area is in the range of 8-15m.

### 7.3.5 South of Tern Street (Appendix D5e)

The area south of Tern Street does not have any areas identified by the DSAS analysis as having post-CES erosion greater than 4m, and only 60m (18%) is recorded by the analysis as being erosional, half of which is along the natural coast to south of edge structures. For the structured coast, the greatest erosion recorded over the eight years was -1.5m at structure IS3-A (transect 584), an informal fill structure from the remnants of a concrete block wall. No substantial erosion scarps or recession greater than 2m were identified in the 2019 survey. For the natural coast, the maximum erosion was -1.4m at transect 600. A 20m section of the natural coast (transects 587 & 588) also recorded shoreline advance in the order of 3.5 to 4m since 2011.

The LINZ bund terminates approximately 150m from the southern end of this area, and is setback from the estuary edge around 15m at Tern Street and around 60m at its southern end.

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## 8. Area 6: Natural Coastline South of Tern Street

### 8.1 2019 Condition

#### 8.1.1 Area Description

Area 6 is defined as the eastern estuary edge from approximately 300m south of Tern Street to the shoreline opposite Shag Rock, as shown in **Figure 44**. This area covers a 1km stretch of natural coastline without structures. The shoreline is largely naturalised vegetated banks, as well as dunes around the southern edge. There are isolated areas of salt marsh vegetation on the upper estuary bed, however the presence of salt marsh is not as extensive in this area compared to Areas 1 and 2. The estuary width in this area ranges 600-750m as the estuary channels form a single channel as it approaches the mouth of the estuary. The orientation of the coastline along this area is primarily to the west, however at the south end of the area the coastline curves around until it is orientated to the south, therefore this area of coastline is primarily exposed to westerlies and south westerly winds.

The hinterland in this area is primarily reserve land with walking tracks around the end of the spit. There is a small area of residential land in the northern region of the area, however these houses are set back from the coastline at a minimum of 100m. Historically the spit tip has fluctuated in position by up to 500m, with some historical erosion protection works (concrete filled drums) being placed around the spit tip in the late 1940's or early 1950's.



Figure 44: Area 6 Overview map – Spit Reserve

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### 8.1.2 Current Land Condition

An overview of the location of shoreline sections and table of land condition gradings from the 2019 survey is presented in **Appendix B6**. A summary of the resulting land conditions behind the edge is presented in Table 21.

Table 21 Summary of land condition behind the estuary edge for Area 6

Total number of shoreline sections	Total shoreline length	Total length N/A due to Infrastructure	Total length Condition A	Total length Condition B	Total length Condition C	Total length Condition D	Total length Condition E
6	1002m	0m	223m	284m	201m	154m	141m

As shown in the Table 21, the land condition is variable, ranging from grade 'A' to 'E', with nearly 30% being graded in the two poorest categories, (erosion scarps >2m). The most significant erosion scarps were recorded in section NS1-B as being more than 1m high.

### 8.2 Change in Elevation 2003 - 2019

LiDAR analysis from 2003 to 2019 is presented in **Appendix C6**. The results of this mapping indicate a variable pattern, with the northern (250m from chainage 6400 to 6650) and central (300m from chainage 6800 to 7100) areas showing the current 'high ground' being around 0.2m lower than the corresponding 2003 elevation, and the southern area (chainage 7100 to 7400) showing wide fluctuations with differences greater than 1m. Some of these patterns are consistent with tectonic uplift in the southern estuary and Brighton Spit areas (see **Figure 4**), while others are not.

### 8.3 Change in Edge Position from 2010/11 to May 2019

The DSAS analysis in Area 6 presented in **Appendix D6** is in two parts: the northern part being the comparison of May 2019 aerial photography to the September 2011 aerial photography (e.g. the same as for Areas 1 to 5), and the southern part being the comparison of the May 2019 aerial imagery and the shoreline surveyed by ECan in April 2010. For this southern area, the analysis also looked at the differences in erosion patterns from 2010 to 2016, and 2016 to 2019. The summary of these analysis is presented in **Table 22**.

The DSAS results indicate that in the northern area the majority of the shoreline has been stable, with low magnitude erosion occurring on only 14% of the 200m analysed. The maximum retreat measured was -1.9m at transect 623.

In the southern area, there is more variability in the shoreline position change with the most northern transects (transect 659 – 683) displaying erosion over the nine year period with a maximum retreat of 20m, and the southern transects (transects 684 – 708) displaying shoreline advance over the nine year period with maximum accretion of 25m.

In breaking this data into two time periods revealed that both rates of erosion and accretion have increased in the last three years compared to the previous six years. Due to the complex nature of tidal inlets and the ends of sand spits, there are numerous possible reasons for this trend. Any further analysis to determine these reasons is beyond the scope of this project.



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Table 22: Summary of DSAS results for Area 6 shoreline position change 2010/11 to 2019

Location	Time period	Total shoreline analysed	Net Shoreline Change 2010/11-2019 (m)								
			Shoreline Advance					Shoreline Erosion			
			> +12m	+8 to +12m	+4 to +8m	+1 to +4m	± 1m	-1 to -4m	-4 to -8m	-8 to -12m	> -12m
Northern Area 6	2011-2019	200m					130m	70m			
Southern Area 6	2010-2016	500m	80m	100m	90m	20m	40m	70m	50m	50m	0m
	2016-2019	500m	30m	40m	20m	30m	80m	50m	140m	100m	10m
	2010-2019	500m	100m	30m	100m	20m	10m	50m	40m	60m	90m

Note: Change of ±1m is within the margin of error for determining change, hence is interpreted as 'no change'. Distances are from the sum of DSAS transects spaced every 10m along shore, so may not match shoreline distances in previous table.

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## 9. Summary of Results

### 9.1 Estuary Edge Structure Condition

A summary of the structure condition gradings from each area are presented in **Table 23**, and by structure type in **Table 24**. In total the 7.1km of shoreline surveyed was categorised into 144 sections, of which 117 were structures covering a length of 4.5km (64% of total shoreline). Note that sections represent lengths of similar condition, hence an individual structure could have multiple sections covering different conditions.

Table 23: Summary of estuary edge structure condition by area

Area	Number of structures sections	Total shoreline length	Total Structure length	Total length Condition A	Total length Condition B	Total length Condition C	Total length Condition D	Total length Condition E
1	13	1699m	1615m (95%)	1117m (66%)	458m (27%)	0m (0%)	38m (2%)	0m (0%)
2	1	1061m	3m (0.3%)	0m (0%)	3m (100%)	0m (0%)	0m (0%)	0m (0%)
3	42	1115m	1078m (97%)	98m (9%)	491m (44%)	189m (17%)	32m (3%)	268m (25%)
4	5	483m	468m (97%)	0m (0%)	445m (94%)	23m (3%)	0m (0%)	0m (0%)
5	56	1764m	1407m (80%)	0m (0%)	82m (5%)	310m (18%)	591m (34%)	424m (23%)
6	0	1002m	0m (0%)	0m (0%)	0m (0%)	0m (0%)	0m (0%)	0m (0%)
<b>Total (m)</b>	<b>117</b>	<b>7124m</b>	<b>4571m</b>	<b>1215m</b>	<b>1479m</b>	<b>522m</b>	<b>661m</b>	<b>692m</b>
<b>Total % of all structures</b>				27%	32%	11%	14%	15%
<b>Total % of shoreline</b>			64%	17%	21%	7%	9%	10%

Notes: Percentages in the areas are of shoreline length  
Area 3 excludes the stopbank (SB3) around the back of Jellicoe Marsh, and Area 5 excludes the LINZ bund (O1) as these are not estuary edge structures.

Approximately 2.7km of the edge is made up of structures with a condition ranking of 'A' or 'B' (good condition, no or limited evidence of damage). These structures are predominantly Council stopbanks that have had repairs post-Canterbury Earthquake Sequence (CES) north of Bridge Street (Area 1) and at Ebbitide Street (Area 4). These stopbanks were surveyed to have been built to design level of 11.4m (current 50-year Annual Recurrence Interval flood level plus 0.35m freeboard), except for the southern end of Ebbitide Street which was surveyed at an elevation in the order of 11.2m reducing the freeboard to 0.15m above the current 50-year ARI flood level. However, this level is still above the current 100-year ARI flood design level (11.14m).

Approximately 1.35km of the shoreline, making up 29% of the total length of structures, were given a condition ranking of 'D' or 'E' (severe or extensive damage). These structures were predominantly found in Area 3 (300m) and Area 5 (1km), which make up a significant portion of the shoreline in those areas (Area 3 – 28%; Area 5 – 57%). 40m of the stopbank in Area 1 (fronting Kibblewhite Street) was also given a condition 'D' rating

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due to the significant erosion occurring on the front edge of the stopbank. No structures with 'D' or 'E' rankings were found in Areas 2, 4 or 6.

Table 24: Summary of structure condition by type.

Structure Type	No. of structure sections	Total length of structures	Total length Condition A	Total length Condition B	Total length Condition C	Total length Condition D	Total length Condition E
Boat Ramp	9	32.6m	13.9m (43%)	2.4m (7%)	5.9m (18%)	7.6m (23%)	2.8m (9%)
Bund	1	1589m	1589m (100%)	0m (0%)	0m (0%)	0m (0%)	0m (0%)
Detached breakwater	5	167.4	0m (0%)	167.4m (100%)	0m (0%)	0m (0%)	0m (0%)
Gabion Baskets	8	97.9m	85.8m (88%)	12.1m (12%)	0m (0%)	0m (0%)	0m (0%)
Informal structure - Revetment	11	323.5m	0m (0%)	2.9m (0.8%)	45.7m (14%)	236.9m (73%)	38.0m (12%)
Informal structure – Informal fill	11	342.7m	0m (0%)	24.3m (7%)	119.4m (35%)	38.2m (11%)	160.8m (47%)
Informal structure – Wall	28	690.6m	0m (0%)	55.5m (8%)	141.3m (20%)	271.4m (40%)	222.4m (32%)
Jetty	1	2.2m	2.2m (100%)	0m (0%)	0m (0%)	0m (0%)	0m (0%)
Revetment	3	75.7m	0m (0%)	0m (0%)	25.8m (34%)	49.9m (66%)	0m (0%)
Reno Mattress	21	721m	0m (0%)	270.7m (38%)	163.2m (23%)	20m (2%)	267.9m (37%)
Stopbank	18	2409.8m	1100.3m (46%)	1270.6 (53%)	0m (0%)	38.9m (1%)	0m (100%)
Other	1	17m	17m (100%)	0m (0%)	0m (0%)	0m (0%)	0m (0%)

Gabion baskets and reno mattresses make up majority of the shoreline in South New Brighton Park (Area 3). All of the gabion baskets (approximately 100m) have been repaired post-CES and are ranked as condition 'A' or 'B'. Some areas of reno mattress have been repaired or constructed following the CES around the Pleasant Point Yacht Club and the Jellicoe Marsh boardwalk, in total 120m, have been graded condition 'B'. However, there is approximately 600m of unrepaired reno mattress between the Yacht Club and Jellicoe Marsh, of which half has been ranked condition 'D' and 'E'. The worst section RM2-I, covering a length of 186m to the north of the South Brighton Holiday Park, has slumped down onto the estuary bed and has experienced the greatest post-CES erosion for structures over the whole study area (average -8.5m, maximum -13.4m).

Private structures, being a collection of still standing concrete walls, informal revetments (many from collapsed former walls), and informal fill, make up 1.35km of the estuary edge, being 28% of the total structure length and covering 20% of the total study area. Most of these structures are located in Area 5 from Godwit Street to Tern Street, having been constructed by the former individual property owners of the Southshore Residential Red

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## Avon-Heathcote Ihutai Estuary Edge Condition Inventory

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Zone. Of these structures, 70% (970m) have been graded as being condition 'D' or 'E'. Conversely, none of these structures have been graded condition 'A' and only 6% (83m) have been graded condition 'B'.

### 9.2 Condition of Land Behind Structures

A summary of the land condition grading from each area and across the whole study area is presented in **Table 25**.

**Table 25: Summary of land condition behind structures**

Area	Total Shoreline Length	No of shoreline sections	Total length Condition A	Total length Condition B	Total length Condition C	Total length Condition D	Total length Condition E	Land condition N/A due to infrastructure
1	1699m	15	729m	430m	0m	0m	10m	529m
2	1061m	3	1031m	3m	28m	0m	0m	0m
3	1115m	45	96m	147m	59m	83m	384m	346m
4	483m	6	23m	0m	38m	0m	0m	422m
5	1764m	67	72m	213m	578m	587m	289m	24m
6	1002m	8	223m	284m	201m	154m	141m	0m
<b>Total</b>	<b>7125m</b>	<b>144</b>	<b>2174m (31%)</b>	<b>1077m (15%)</b>	<b>904m (13%)</b>	<b>824m (12%)</b>	<b>824m (12%)</b>	<b>1321m (19%)</b>

Note: Number of shoreline sections includes both structure and non-structure sections.

The analysis only includes sections on the edge, so does not include sections stopbank SB5 north of Bridge Street, stopbank SB3 around the back of Jellicoe Marsh or the LINZ bund (O1).

The 2019 survey assessed 46% of the 7.1km surveyed as having a land condition behind the edge as being condition 'A' or 'B' (no or mirror evidence of erosion or vegetation die back), while 24% (1.65km) was ranked as condition 'D' or 'E' (significant to extensive erosion, scarping and vegetation dieback). Approximately 1.3km of the land behind the edge was not assessed for condition due to the presence of roads (Areas 1 and 4) or salt marsh (Area 3) being located immediately behind the structures.

Areas 3 and 5 have the greatest lengths of poor condition land behind the edge (e.g. condition 'D' and 'E'), with 467m and 876m respectively, which is 42% and 50% of the total shoreline length in these areas. In Area 3, some of this poor condition land is behind reno mattresses which have better condition gradings, suggesting that although the structures are in reasonable condition, they are not providing effective protection against erosion due to being at too low elevations to prevent overtopping and back scour. However, both areas also include over 200m of condition 'A' and 'B' land behind the edge.

Area 2 has the least evidence of erosion scarps or vegetation dieback along the edge, with 97% (1031m) of the edge in this area being graded condition 'A'.

### 9.3 Elevation Changes

The analysis of elevation changes from pre to post-CES is complex. However, the following points have been identified for each area:

## Avon-Heathcote Ihutai Estuary Edge Condition Inventory



- For Area 1, the comparison of pre-CES to current stopbank elevations shows that the current stopbank elevations are higher than the pre-CES elevations.
- For Area 2, the change in elevation, assumed to be a result of subsidence in the CES, has generally lowered in the order of -0.2m across the whole area, however in some locations it has lowered in the order of -0.5m.
- In Area 3, for the northern part of the area the 'high ground' feature is higher in 2019 than 2003 by up to 0.2m due to the construction of new structures. However, for the 600m of unrepaired reno, the combination of subsidence and lateral spread has resulted in the current elevations being on average 0.25m lower than in 2003, with the maximum change in the order of -0.5m.
- For Area 4, the whole length of the rebuilt stopbank except for the southern section is generally the same or slightly higher elevations than pre-CES levels.
- For Area 5, a combination of Residential Red Zone land clearance, the varying degrees of edge structure removal, the way the 2019 'high ground' has been defined and the limitations and uncertainty around the 2003 Light Detection and Ranging (LiDAR) elevations at the structures made the analysis of pre to post-CES level very complex. However, comparison of structure and ground levels against the corresponding information presented by Walter (1995), indicated the following points:
  - Although the removal of seawalls has resulted in an average drop in effective edge elevation in a number of locations, there were gaps where former walls were below 11m and boat ramps, which did not produce a continuous level of inundation protection pre-CES.
  - Nearly equal numbers of properties have lower 'high ground' elevations than ground levels in 1995 as have higher levels. It is uncertain how much these levels have been influenced by Residential Red Zone land clearance activities and how much is due to CES effects.
  - At a number of the properties the remnant wall structures are higher than former natural banks, therefore still provide a greater level of erosion protection that would occur with the natural banks alone.
- For Area 6, there is a variable pattern, with the northern and central areas showing the current 'high ground' being around 0.2m lower than the corresponding 2003 elevation, and southern area showing wide fluctuations in the relationship with differences greater than 1m.

### 9.4 Shoreline Position Change

A summary of the range of shoreline position changes from the Digital Shoreline Analysis System (DSAS) are presented in **Table 26**. These results show that 40% of the shoreline (2.3km) is stable (changes  $\pm 1$ m), and 34% (1.9km) has eroded over the eight year period since 24<sup>th</sup> February 2011. The majority of this erosion has been by less than 4m (e.g. rate of  $< 0.5$ m/yr), with only 330 m having erosion distances greater than 4m.

The greatest erosion distances (e.g.  $> 12$ m,  $> 1.5$ m/yr) have occurred in Area 1 at Bridge Reserve (-32.5m), Area 3 in the centre of the un-repaired reno mattress section (9-13.4m), and on the spit reserve natural shoreline in Area 6 (-20m).

Shoreline advance has been recorded in Area 1 and Area 5 in relation to shoreline repairs and revetment construction respectively, and along the natural shoreline at the tip of the South Brighton Spit in Area 6.

Excluding the natural shoreline in Area 6, the areas with structures that have suffered the greatest spatial extent of erosion are Area 3 (75%), and Area 5 (37%). For Area 3 this erosion includes 400m of the unrepaired reno mattress, with an average retreat of -3.5m and a maximum of -13.4m. This is the worst erosion found in an area of structures within the study area.



Avon-Heathcote Ihutai Estuary Edge Condition Inventory



In Area 5 the erosion distances are less, predominantly being limited to under 4m, due to the remnant structures still providing some degree of erosion protection along this shoreline. This is an important consideration in any decision to remove or modify the existing remnant structures.

There also appears to be a relationship between the presence of extensive salt marsh on the upper estuary bed and the magnitude of erosion experienced, particularly at locations without edge structures. This relationship should be examined further for evaluating further edge erosion protection options.

Table 26: Summary of shoreline change from DSAS analysis

Area	Shoreline Advance					Shoreline Erosion				Total shoreline analysed
	>+12m	+8 to +12m	+8 to +4m	+4 to +1m	±1m	-1 to -4m	-8 to -4m	-12 to -8m	<-12m	
1			300m	570m	320m	160m	30m	20m	80m	1480m
2				20m	200m	60m	30m	10m		320m
3					190m	370m	130m	60m	10m	760m
4				10m	470m	10m				490m
5			10m	30m	970m	550m	40m			1600m
6	100m	30m	100m	20m	140m	120m	40m	60m	90m	700m
Total (m)	100m	30m	410m	650m	2290m	1270m	270m	150m	180m	5350m
Total (%)	2%	1%	8%	13%	42%	24%	5%	2%	3%	

Note: Change of ±1 m is within the margin of error for determining change, hence is interpreted as 'no change'.

Distances are from the sum of DSAS transects spaced every 10m alongshore, so may not match shoreline distances in previous tables.

Area 6\* includes 2011 shoreline from aerial photographs and 2010 shoreline from Environment Canterbury Topographic Survey

## 9.5 Relationship of Erosion Distance to Structure Elevation

The results from the condition assessment and survey data have indicated a relationship between the elevation of a structure, and the magnitude of erosion behind the structure. This relationship is examined further in **Table 27**. For this analysis, shoreline change is from the DSAS analysis, therefore some very short structures such as boat ramps, are excluded since they do not intersect with a DSAS transect. Elevations are banded in the current (2018) estuary ARI flood design levels. The key points from the results are:

- Of the seven structure sections which have minimum elevations below the MHWS, approximately 85% had erosion behind their structures
- The occurrence of larger erosion distances was highest for low elevation structures below MHWS elevation, with 187m (42%) of shoreline erosion behind these low elevation structures being by more than 8m.
- Although the occurrence of larger erosion distances decreased with higher structure elevations, erosion was still experienced over all structure elevations.
- The likelihood of any erosion occurring decreased with increasing structure elevation.

Avon-Heathcote Ihutai Estuary Edge Condition Inventory



Table 27: Summary table of minimum elevation of structures (of the highest elevated edge) compared to the DSAS analysis results of shoreline change behind the structure.

Elevations	Total length	Total structure sections	Net Shoreline Change 2011-2019 (m)					
			Shoreline Advance		±1m	Shoreline Erosion		
			+4 to +8m	+1 to +4m		-1 to -4m	-4 to -8m	-8 to -12m
< MHWS (10.257m)	446.5m	7	0m (0%)	0m (0%)	63.9m (14%)	195.8m (44%)	0m (0%)	186.8m (42%)
Up to 10.68m (2-yr ARI)	993.3m	35	0m (0%)	0m (0%)	723.3m (73%)	270m (27%)	0m (0%)	0m (0%)
Up to 10.88m (10-yr ARI)	321.8m	12	0m (0%)	0m (0%)	141.5m (44%)	170.9m (53%)	0m (0%)	9.4m (3%)
Up to 10.96m (20-yr ARI)	97m	3	0m (0%)	0m (0%)	10.6m (11%)	86.4m (89%)	0m (0%)	0m (0%)
Up to 11.06m 50-yr ARI)	386.8m	5	0m (0%)	0m (0%)	377.5m (98%)	9.3m (2%)	0m (0%)	0m (0%)
< MHWS (10.257m)	1388.6m	20	247.8m (18%)	816.2m (59%)	223.8m (16%)	100.8m (7%)	0m (0%)	0m (0%)
Total	3616m	82	247.8m (7%)	816.2m (22%)	1540.6m (43%)	833.2m (23%)	0m (0%)	196.2m (5%)



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Since 2009, in addition to the Oxidation Pond No 3 gauge which is understood to have been operated by Council since September 1993, MetService has operated a gauge at New Brighton Pier<sup>12</sup>. Wind speed and direction is available since October 2009, although there may be gaps in the record around the time of the Canterbury Earthquake Sequence.

CH2M Beca (2019) cite previous studies which have found that the largest 'normal' waves in the estuary have periods of 1.4 s and amplitudes of 0.3 m (i.e. a wave height of 0.6 m). To represent waves in severe storm conditions, CH2M Beca (2019) calculated a 0.9 m significant wave height with a 2.6s period is generated from the south west for a 1 in 50 year wave event. However, it is noted that this did not consider depth limitation of waves on the estuary.

In summary, whilst the predominant wind to generate waves causing erosion at South New Brighton Park is south-westerly, further analysis of appropriate wind data is required to calculate significant wave height at the park shoreline.

#### 2.2.4 Ground Settlement

During the Canterbury Earthquake Sequence, the southern part of the estuary lifted whilst the northern part subsided. The Park area (including the land, the estuary and therefore the reno mattress) suffered lateral spread, liquefaction and settled between 0.3 and 1.0m (Figure 2.3). This has exposed the land more frequently to high water levels and reduced the effectiveness of the existing erosion control structures. Whilst the shoreline system may still be finding a new equilibrium position in terms of erosion as a result of the Canterbury Earthquake Sequence, the physical response of the shoreline to this settlement can be taken as a proxy for what would occur with similar magnitudes of sea level rise.

Comparison of the vertical elevation change along the shoreline of the Park in Figure 2.3 and the current approximate elevation of the reno mattress in Appendix A suggest that the lowest elevations of the reno mattress do *not* coincide with the area of greatest Canterbury Earthquake Sequence-induced subsidence, suggesting that settlement in the earthquakes may not be wholly responsible for the current elevations of the mattress. Indeed, it is not known (Section 2.1) whether the crest level of the reno mattress was uniform at the time of construction.

<sup>12</sup> Personal Communication with Robert Hamilton MetService. 19 February 2019

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## **South New Brighton Park Erosion**

Christchurch City Council

### **Strategy and Options Report**

IZ123600-NW-RPT-0001 | Final

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Strategy and Options Report



South New Brighton Park Erosion

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Document history and status

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Draft B	01/04/2019	Draft revised following client comment	D Cobby	D Todd, I Wiseman	C Redmond
Draft C	08/05/2019	Minor changes following community board presentation	I Wiseman	D Todd	C Redmond
Final	14/08/2019	Updating revision of document to final from Draft C	I Wiseman	D Todd	C Redmond

Cover photo taken at South New Brighton Park, looking towards Redcliffs, on 15 February 2019

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## Executive Summary

Christchurch City Council commissioned this study to identify the mechanisms of erosion operating along the shoreline of South New Brighton Park, Christchurch, and present options for their management. The study area comprises a 625m length between the South New Brighton boat ramp and the Jellicoe Marsh boardwalk. The Park is valued by the local community for its opportunities for recreation, its cultural importance adjacent to the Ihutai Avon-Heathcote Estuary as a source of mahinga kai (food and resource gathering), its ecological value as a unique estuarine and land-based wildlife habitat.

The primary mechanisms of shoreline erosion are (i) high water levels combined with enhanced wave energy, particularly during south-westerly storms, (ii) settlement of the ground and existing reno mattress due in part to the 2010-11 Canterbury Earthquake Sequence, and (iii) failure of some sections of the existing reno mattress. The existing reno mattress could be nearing the end of its 35 year expected lifetime, and has probably settled at least 0.3 m as a result of the Canterbury Earthquake Sequence. Analysis of aerial photography indicates that net erosion of between 0.7 m and 9.2 m has occurred in the 5 years between 2011 and 2016. The maximum erosion (average 1.9 m / year) has occurred along the section of shoreline most facing south west, and at the same location where the reno mattress is lowest. Sea level rise with climate change could further raise storm water levels by between 0.3 m and 0.6 m from current levels over the next 50 years and these higher water levels are likely to increase the rate of erosion. Whilst there is uncertainty with these various estimates, it appears reasonable to suggest that within the next 50 years, and without further intervention, erosion of the shoreline of the Park will result in erosion in the order of 10-24 m from its current position.

The following four overall strategies for achieving standards of protection of *do minimum*, *restore to pre-earthquake*, *protect to current water levels* and *enhance for future protection* have been proposed:

- **Do Minimum** would leave the existing reno mattress in place, removing broken wire as necessary. Erosion along the shoreline of the Park should be monitored to understand how the rate changes. This strategy offers a reducing standard of protection with rising sea level, such that the shoreline will erode at varying magnitudes, but is unlikely to be more than 15 m from its current position within 50 years.
- **Restore to Pre-earthquake** could offer a return to a similar standard of erosion protection that existed at pre-earthquake land and water levels, but with sea level rise this standard of protection would steadily diminish. The shoreline will erode at varying magnitudes but is likely to be in the order of 15 m from its current position within 50 years. This standard of protection would be challenging to achieve however as the original design level is not known and would have to be assumed. It is also likely that the protection would be regularly overtopped by high water events in the estuary. A range of options are presented below which could be designed to achieve this standard of protection.
- **Protect to Current Water Levels** could provide protection to currently expected high water levels in the estuary for a given design event. This would allow for protection against today's risk for that design event but not provide future proofing against sea level rise. A range of options are presented below which could be designed to achieve this standard of protection.
- **Enhance for Future Protection** would maintain a standard of protection that accommodates future rises in sea level and increases in wave attack. The same options as for *restore to pre-earthquake* and *protect to current water levels* are applicable, but would need to be higher, have a wider footprint, and use more materials.

A high-level qualitative assessment of each of the following options, to achieve either *Restore to Pre-earthquake*, *protect to current water levels* or *Enhance for Future Protection*, against multiple criteria has been undertaken:

- (a) Raise and repair existing reno mattress;
- (b) Add loose cobbles on top of existing reno mattress;
- (c) Vertical gabion wall;
- (d) Estuary bed renourishment; and

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(f) Set back earth bund.

Adaptive planning is recommended in the MfE (2017) coastal hazard and climate change guidance as appropriate when considering the uncertainty in timing of future sea level rise and its impacts. Two key principles of adaptation are to (i) defer large investment until an appropriate degree of certainty is reached and (ii) prefer options which do enable moving to other options in the future. The presented range of options are all adaptable such that they can be raised in height, footprint, volume of material etc to keep pace with future risk.

This report does not make a recommendation on the strategy to be adopted or any specific options which is in accordance with our scope. Decisions on the strategy would likely be informed by both the content of this report and wider decisions to be made on the future protection of the estuary and lower Avon River from erosion and inundation.

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### Important note about this report

The sole purpose of this report and the associated services performed by Jacobs is to assess why shoreline erosion is occurring at South New Brighton Park and identify potential options for erosion management in accordance with the scope of services set out in the contract between Jacobs and Christchurch City Council ('the Client'). That scope of services, as described in this report, was developed with the Client.

In preparing this report, Jacobs has relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client and/or from other sources. Except as otherwise stated in the report, Jacobs has not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this report may change.

Jacobs derived the data in this report from information sourced from the Client (if any) and/or available in the public domain at the time or times outlined in this report. The passage of time, manifestation of latent conditions or impacts of future events may require further examination of the project and subsequent data analysis, and re-evaluation of the data, findings, observations and conclusions expressed in this report. Jacobs has prepared this report in accordance with the usual care and thoroughness of the consulting profession, for the sole purpose described above and by reference to applicable standards, guidelines, procedures and practices at the date of issue of this report. For the reasons outlined above, however, no other warranty or guarantee, whether expressed or implied, is made as to the data, observations and findings expressed in this report, to the extent permitted by law.

This report should be read in full and no excerpts are to be taken as representative of the findings. No responsibility is accepted by Jacobs for use of any part of this report in any other context.

Jacobs have undertaken the scope of work consistent with Appendix A of the Christchurch City Council Contract (No. 4600002643); where the primary purpose of the services and report is to evaluate the background (reasons why erosion is occurring), and assess (up to 4) protection and restoration of natural defence management options with the range of approaches, including hard or soft engineering options, or a combination of options, and the option of reinstating the estuary edge to pre-earthquake conditions. The assessment of options includes the advantages and disadvantages of each option and is informed by the Avon-Heathcote estuary Ihutai Trust and those other consulted stakeholders. Council will ultimately determine the selected options, based on the report's assessments and findings, and inputs from all stakeholders. It is recognised that further work needs to be undertaken following this commission, that will take this project from an options assessment into consenting/permitting, concept-detailed design and costings.

This report has been prepared on behalf of, and for the exclusive use of, the Client, and is subject to, and issued in accordance with, the provisions of the contract between Jacobs and the Client. Jacobs accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party.



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## 1. Introduction

### 1.1 Purpose of the Study

This study identifies mechanisms of erosion operating along the *shoreline* of South New Brighton Park, Christchurch, and presents options for their management. As shown in Figure 1.1, the study area comprises a 625m length of the estuary of the Heathcote and Avon Rivers/Ihutai, between the South New Brighton boat ramp and the Jellicoe Marsh boardwalk.

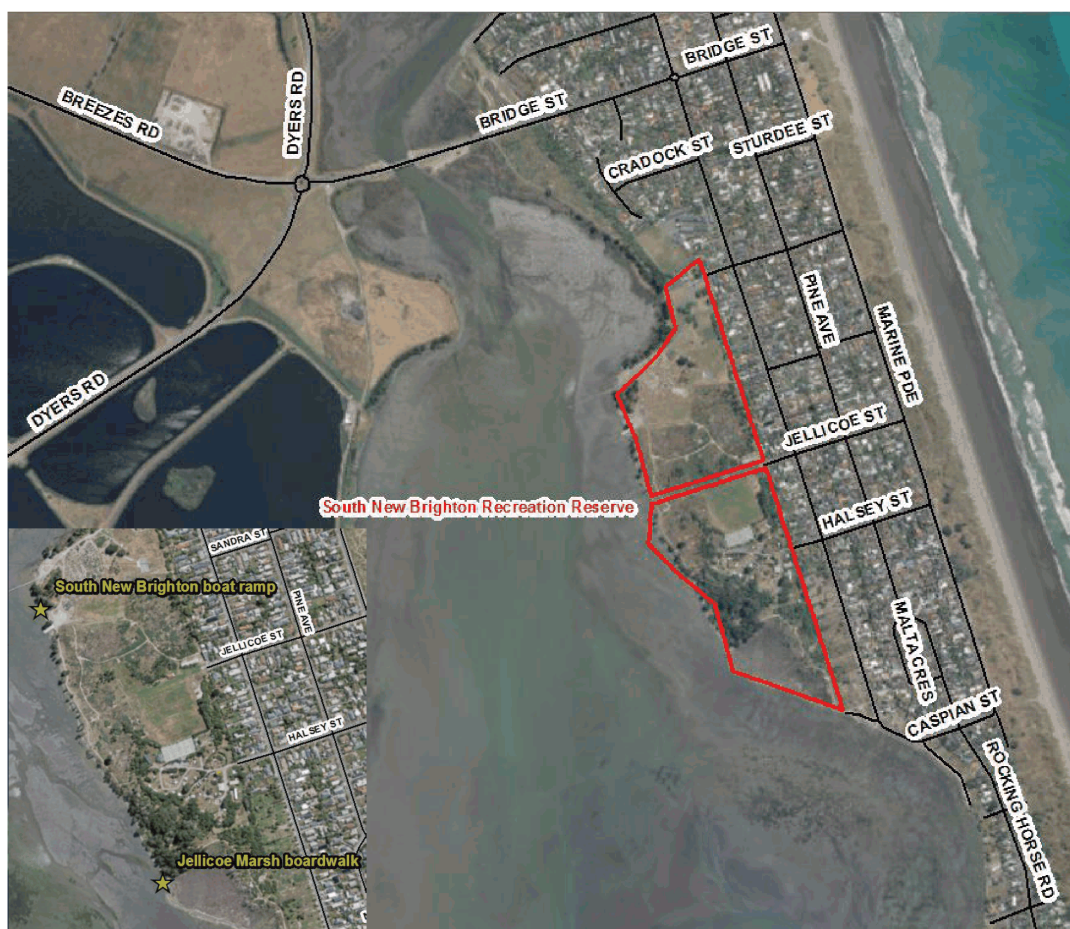


Figure 1.1: South New Brighton Park (red outline) and the extents of this study erosion management area (yellow markers on inset map)

### 1.2 Methodology

The following approach has been taken to deliver this study:

- ☐ Analysis of existing data to identify mechanisms of erosion (Section 2)
- ☐ Review of existing information (Section 3);
- ☐ Site walkovers with Council and stakeholders (Section 4); and
- ☐ Identification of potential options to manage erosion (Section 5).

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No new data have been collected as part of this study and no consultation with the public has been undertaken.

### 1.3 Overview of the Study Area

The South New Brighton Park (Figure 1.1) is valued by the South New Brighton and wider community for its opportunities for recreation, its cultural importance adjacent to the Ihutai Avon-Heathcote Estuary as a source of mahinga kai (food and resource gathering), its ecological value as a unique estuarine and land-based wildlife habitat and, historically, its strong sense of place (Sections 3.1.2 and 3.5). For example, the land edge of the Park contains a popular walking track with access to the estuary bed at low tide, boat ramps, trees and access to the campground. The estuary itself is an Area of Significant Natural Value which recognises its importance as an area, site and habitat of high natural, physical, heritage or cultural value (Section 3.1.2). The shoreline of the Park is subject to erosion (Section 2.2), which has been mitigated in recent decades by reno mattress (Figure 1.2). However, land damage and likely slumping of the reno mattress as a result of the 2010 – 11 Canterbury Earthquake Sequence (Section 2.2.4), as well as periods of high estuary water levels (Section 2.2.2) and wave attack (Section 2.2.3), has caused some parts of the reserves to be regularly inundated and erosion is accelerated in some areas (Section 2.1).

This study has identified the likely mechanisms of erosion (Section 2.2) along the shoreline and presents a range of management responses (Section 5) for consideration by Council together with stakeholders. The options consider how climate change could impact erosion (Section 2.2.2), good principles of adapting to climate change (Section 5.4.3) and how options at this site could fit in with the wider context of erosion and inundation management along the estuary and lower Avon River (Section 3.8).



Figure 1.2: South New Brighton Park lies adjacent to the estuary, and is important to the community for its recreation, cultural, ecological, historic and business values. Reno mattress (cobbles within wire mesh) currently runs the majority of the shoreline of the Park from the South New Brighton Boat Ramp to the Jellicoe Marsh boardwalk



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## 2. Process Environment

### 2.1 Existing Reno Mattress

Historically, the wider Southshore Spit area was a dune and wetland swale environment. However, in recent decades, the Park shoreline has had an almost continuous line of reno mattress. Published references to the approximate year of their installation have been difficult to find; with a 1993 Christchurch City Council plan mentioning the reno mattress as already in place. Anecdotal evidence indicates that they were most likely installed in the early 1990's, possibly following the 1992 high estuary water level events. It is noted that the anticipated lifetime for reno mattresses in coastal environments is around 35 years.

The approximate location of the reno mattress, as digitised from aerial photographs where visible through tree cover, is mapped in Appendix A. The approximate chainage along the line of the mattress, from zero at the boat ramp, is indicated. The original design crest level of the mattress – and whether this was consistent along its length – is not known, but the map in Appendix A indicates estimates of the current elevations (in Christchurch Drainage Datum; CDD<sup>1</sup>) as obtained from the 2015 LiDAR data. This indicates a range in elevations of approximately 1.5 m along the length. Broadly, elevations at the northern and southern extents of the Park are high and decrease to their lowest elevations in the most south-westerly facing shoreline sections in the middle of the park. Note that the elevations of the mattress under tree cover (i.e. not visible in the aerial photographs) have not been estimated.

Where the reno mattress has failed (slumped, broken apart), there is increased exposure to erosion in the unprotected areas. According to the South New Brighton Reserves Management Plan (March 2014) and views expressed during the site visits (Section 4), coastal erosion has increased since the Canterbury Earthquake Sequence, and vegetation composition and wildlife habitat have been significantly altered.

Providing a consistent standard of protection along the whole shoreline of the Park is therefore important, although this could be achieved by a mix of options to a consistent crest level.

### 2.2 Mechanism of Erosion

#### 2.2.1 Estimated Rate of Erosion

Erosion in this study is defined as the removal and loss of land typically resulting in a setback vertical land edge. Appendix A maps the position of the vegetated edge of the shoreline, as digitised from aerial photography taken on 24 February 2011 and 1 January 2016. There are a number of gaps in the mapped shoreline position due to the position being undeterminable due to the presence of trees. The GIS Digital Shoreline Analysis System (DSAS)<sup>2</sup> was used at 35 transects to determine net erosion estimates of between 0.7 m and 9.2 m had occurred in the 5 years following the Canterbury Earthquake Sequence (2011 - 2016). The greatest erosion, at average rate >1.5 m / year, has occurred along a 50 m section of shoreline which faces south west approximately 300 - 350 m south of the Pleasant Point Yacht Club boat ramp, which is the same location as where the reno mattress is at the lowest elevation (see Section 2.1). Elsewhere, the average annual rate of erosion has been between 0.2 m / year and 1.0 m / year, with the average rate across the whole study frontage being 0.66 m / year.

Continuation of the maximum rate of erosion (1.9 m / year) for a further 3 years since 2016, suggests that the estuary edge at this location could have eroded by up to about 15 m since the Canterbury Earthquake Sequence. This magnitude of erosion is significant and is likely to represent an adjustment of the natural system to the land subsidence of around 0.4 m which occurred during the earthquake sequence (see Section 2.2.4). Indeed, applying the subsidence as a proxy for a 0.4 m rise in sea level, then theoretical beach retreat calculations (Komar's simplified beach equilibrium equation)<sup>3</sup> suggests that between 12 and 16 m of erosion

<sup>1</sup> The LiDAR data is in NZVD2016 (New Zealand Vertical Datum) but the elevations of the reno mattress have been presented in CDD (Christchurch Drainage Datum). An overall conversion between NZVD and CDD of +9.4 m has been applied.

<sup>2</sup> DSAS 4.0 Installation Instructions and User Guide updated for version 4.4. U.S. Department of the Interior U.S. Geological Survey

<sup>3</sup> From analysis undertaken by Justin Cope (ECan, pers com): Komar's simplified beach equilibrium equation as applied in Tonkin & Taylor (2017); where the upper foreshore estuary slope is approximately 1:30 – 1:40 and with 0.4 m of sea level rise.

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could result at the Park. Therefore, using this as an indicative guide it is possible that the majority of the erosion due to subsidence expected to follow the Canterbury Earthquake Sequence may have already occurred.

However, it is equally important to note that the sea level *is* itself predicted to rise in the order of 0.3 to 0.6 m within the next 50 years, and therefore a *further* 10-24 m of erosion could occur from the current location of the shoreline. It is noted that this would be a greater degree of erosion than the 5 – 10 m predicted by Tonkin & Taylor (2017) to occur around the estuary over the next 100 years due to sea level rise (see Section 3.3).

Whilst there is uncertainty with these various estimates, it appears reasonable to suggest that within the next 50 years, and without further intervention, erosion of the shoreline of the Park in the order of 15 m could occur from its current position.

Following on from previous studies of the area by Walter (1995)<sup>4</sup> and CH2M Beca (2019)<sup>5</sup>, the primary mechanisms for the ongoing erosion are summarised in the following subsections.

### 2.2.2 Extreme Water Levels

During storm events which raise estuary levels, larger waves overtop estuary edge erosion control structures and banks, resulting in erosion on the landward side. As indicated by the chart of recorded high water levels at Bridge Street in Figure 2.1, high estuary water levels appear to have been more frequent since approximately 2014; the highest water level on record<sup>6</sup> (RL 11.08 m) occurred on 2 February 2018, the second highest (RL 10.96 m) occurred in the July 2017 storms, and the third highest (RL 10.9 m) occurred during the March 2014 storms. There have also been two other events over RL 10.8 m and, on 23 January 2019, a level of 10.74 m was recorded. This high frequency of events can be linked to the natural 18.6 year nodal lunar tidal cycle, which we are currently towards the peak of, therefore result in the highest possible astronomical tides.

Importantly, these extreme tides (including March 2014, July 2017 and February 2018) are also influenced by storm surge events from low atmospheric pressure and high south westerly winds across the estuary which raise water levels. In the March 2014, July 2017 and February 2018 events, water levels were raised above predicted tidal components by between 0.6 and 1.0 m (shown as non-tidal in Figure 2.1).

Council has recently recalculated extreme tidal event probabilities using the additional water level data which has become available since the previous update in 2011 (Mulgor, 2018<sup>7</sup>). As shown in Figure 2.1, this has resulted in the 50 year ARI tidal level at Bridge Street being revised upwards by 0.15 m and the 100 year tidal level being revised upwards by 0.19 m. Based on these revised statistics, the highest recorded water level in February 2018 would now be considered an approximate 60 year ARI event and the high level recorded on 23 January 2019 would be a two to three year ARI event. The re-calculated 100 year tidal level of RL 11.14 m is shown on the plot of existing reno mattress elevations in Appendix A, and highlights that, even at its current highest elevation, the 100 year tide levels will overtop the reno mattress and likely result in erosion.

Figure 2.2 indicates how sea level rise is projected to influence estuary levels in the future. Whereas the rise has been 2 mm / year on average (or 0.06 m in total) since 1990, the rate of future change is predicted to increase. Whilst the timing of the predicted rises is dependent on global emissions<sup>8</sup>, the MfE (2017)<sup>9</sup> coastal hazard guidance suggests that sea levels could be:

- +0.3 m higher than current by 2045 – 2060, at which point MHWS in the estuary would be above the current Highest Astronomical Tide;
- +0.5 m higher than current by 2060 - 2090, when MHWS will be equivalent to a current 3 - 4 year ARI event, and a 5 year ARI event will be greater than a current 200 year event; and
- +1 m higher than current by 2100 – 2170, when MHWS will be greater than a current 200 year ARI event.

<sup>4</sup> Walter, J. (1995) Estuary Eastern Foreshore Erosion. May 1995

<sup>5</sup> CH2M Beca (2019) LDRP525 Southshore and South New Brighton. Short Term Floodplain Management – Bund Erosion Management Plan. 29 January 2019. Draft.

<sup>6</sup> Bridge St recorder 1996-2019, synthetic record from PS205 1960-1995

<sup>7</sup> Mulgor (2018) Extreme Sea Levels at Christchurch Sites: EV1 Analysis. 24 Jul 2018

<sup>8</sup> Different global emission scenarios are known as RCP's (Representative Concentration Pathways).

<sup>9</sup> MfE (2017) Coastal Hazards and Climate Change: Guidance to local government.

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It is also widely accepted that groundwater levels in shallow unconfined aquifers near the coast (which describes South New Brighton) will rise at approximately the same rate as sea level rise. These higher groundwater levels will result in more saturated estuary beaches, which in turn will result in greater wave run-up to higher elevations via reduced beach percolation, and also increased wave back wash, thus increasing the potential for offshore sediment transport. Hence increased groundwater levels are also likely to result in increased estuary edge erosion.



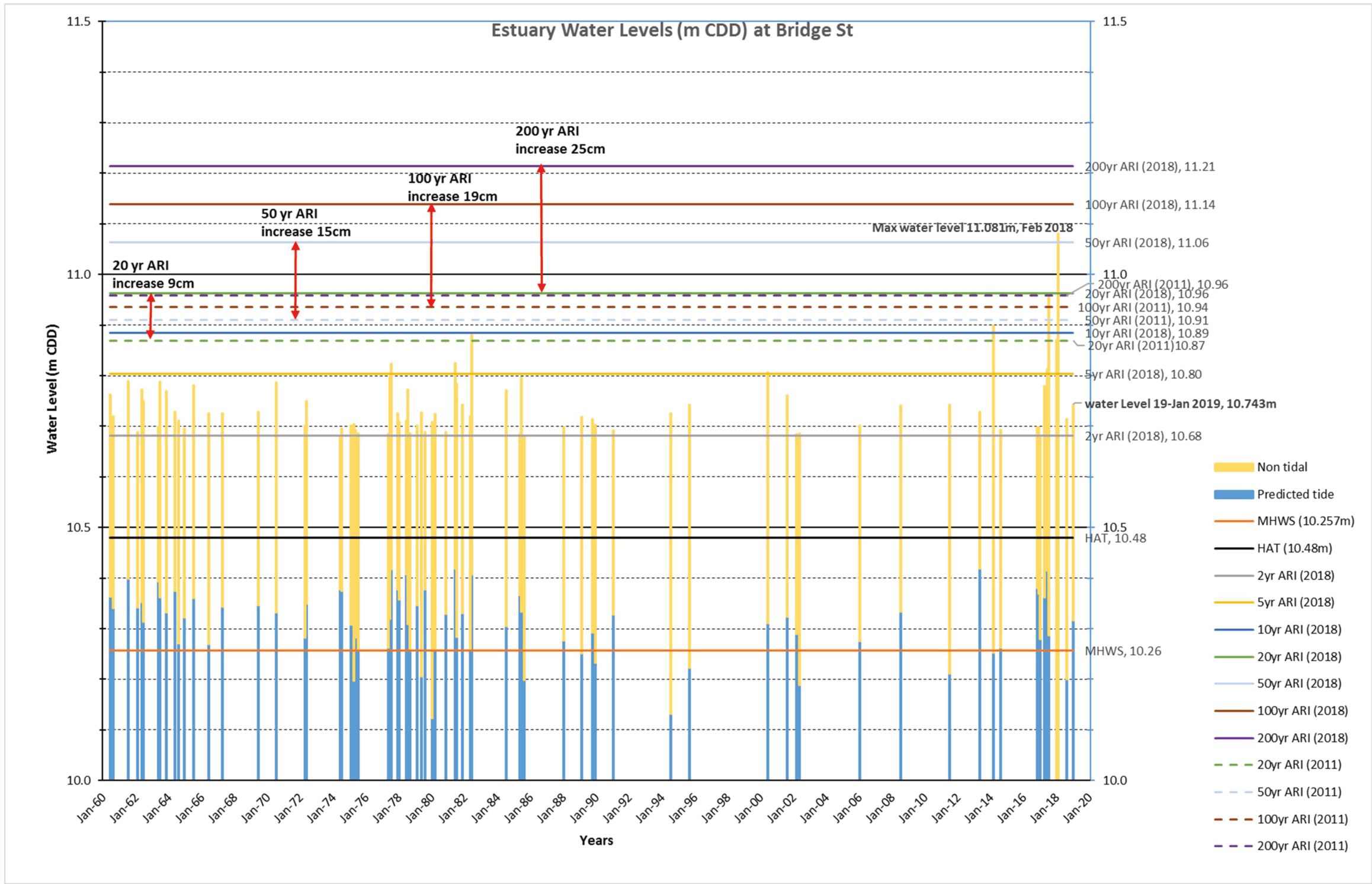


Figure 2.1: Chart of past extreme water levels at Bridge Street compared with recently updated (Mulgor, 2018) design storm levels at Bridge Street. All levels stated are m CDD.

Note: ARI is Annual Recurrence Interval; MHWS is Mean High Water Springs; HAT is Highest Astronomical Tide

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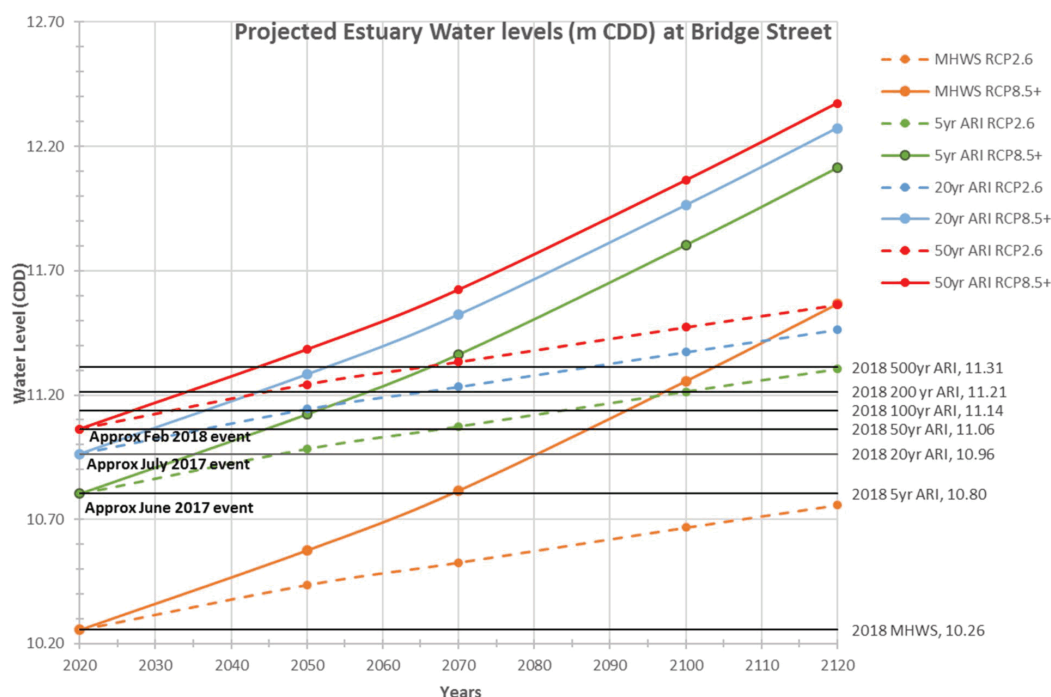


Figure 2.2: Projected extreme water levels at Bridge Street, with sea level rise

### 2.2.3 Wave Attack

Storm surge events also generally have larger waves which attack the shoreline through higher wave run-up and have more energy to erode the shoreline. Whilst coastal inundation is not the focus of this study, the increase in frequency of high water levels as a result of sea level rise will increase wave energy due to greater water depths, and will allow waves to more frequently over top natural beaches and coastal protection works and, thus, increase the rate of erosion.

Wave energy is a direct result of wind speed and direction. The predominant winds in the estuary are understood to be north-easterly, north-westerly and south-westerly. Unpublished analysis<sup>10</sup> on the correlation of water level differences between Ferrymead and Bridge Street with south westerly wind speeds, resulted in Avon hydraulic modelling using a design wind of 10 m/s from the southwest. It is estimated that this produces a 0.11 m difference in water level between Ferrymead and Bridge Street during storm events. This highlights the influence of wind set up on the estuary in south west winds, which operate across the longest length of water on the estuary, from Ferrymead to South New Brighton Park.

Mulgor (2008)<sup>11</sup> assessed the appropriateness of different wind gauges for the estuary. The report concluded that:

*The available record of winds over the Avon/Heathcote estuary is patchy and comes from several different sources. The only continuous record of wind is from Christchurch Airport, but the southerly winds recorded there are much smaller than those experiences over the estuary, so it is not a suitable surrogate in the analysis of wind set-up in the lower Avon. Similarly, the winds recorded at Bottle Lake Forest are considerably less than those recorded elsewhere and are not useful for this project.*

<sup>10</sup> Personal communication Tom Parsons 18 February 2019

<sup>11</sup> Mulgor (2008) Winds for the Avon/Heathcote Estuary. 25 March 2008

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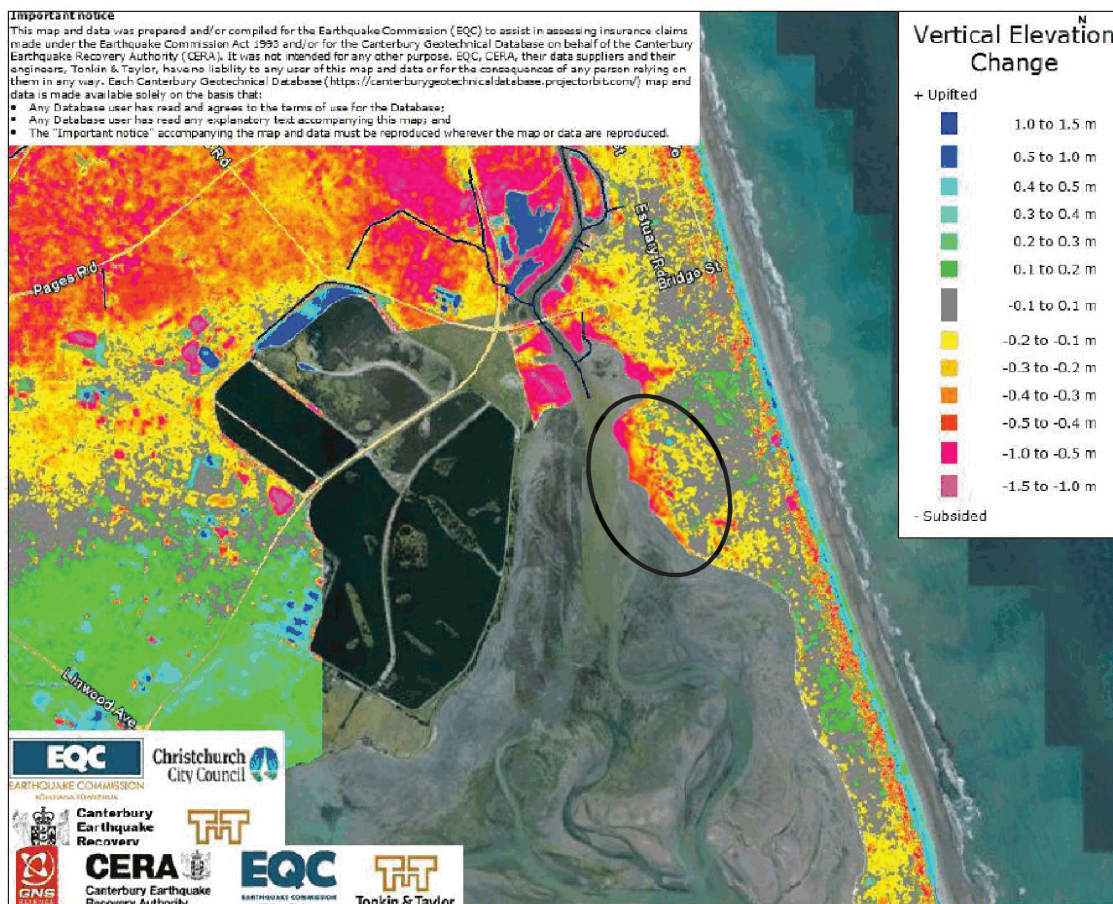


Figure 2.3: Vertical land movement pre Sept 2010 to post Dec 2011, showing overall subsidence in SNB Park of up to 1m. South New Brighton Park is outlined by the black ellipse.



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### 3. Review of Relevant Reports

#### 3.1 Planning Context of the Park

##### 3.1.1 The Coastal Marine Area

The Coastal Marine Area (CMA) is defined as being the area below the Mean High Water Spring (MHWS) elevation. The MHWS elevation within the estuary has recently (2018) been updated to a level of RL 10.257 m by ECan<sup>13</sup>, and this is mapped in Appendix A for the Park using 2015 LiDAR data. However, this position should not be taken as being definitive, with the Regional Coastal Environment Plan (RCEP) stating that “*Since the position of the MHWS has not been mapped for the Canterbury coast, the position shown on any maps is indicative, and Environment Canterbury (ECan) will establish the precise position based on topographical survey in any dispute*”.

Coastal Permits for activities in the CMA are required from ECan under the RCEP, and Land Use consents for coastal structures within defined Coastal Hazard Zones above MHWS. But, the RCEP does not define Coastal Hazard Zones around the estuary, therefore no Land Use consents for coastal structure above MHWS are required from ECan. However, consent for any works on the landward side of MHWS maybe required by Christchurch City Council under the District Plan.

Since Appendix A shows the existing mattress crosses the MHWS position, consent from both ECan and Christchurch City Council is likely to be required for any works involving the reno mattress or other coastal protection structures.

##### 3.1.2 Designations

As identified in Schedule 1 of the RCEP, the CMA in the estuary (i.e. seaward of MHWS) is designated as an Area of Significant Natural Value. This identifies it as an area, site and habitat of high natural, physical, heritage or cultural value that has been identified as requiring protection and, where appropriate, enhancement. As a result, any of the coastal management works and activities required are most likely to be non-complying activities under either Rules 8.4(c), 8.9, or 8.14 of the RCEP.

The Christchurch City Council District Plan (Figure 2.3) designates South New Brighton Park as Open Space Community Parks, along with the following relevant designations:

- ☐ Large proportion of the site is a High Flood Hazard Management Area;
- ☐ Natural Character in the Coastal Environment and Area of at least High Natural Character in the Coastal Environment
- ☐ The coastal strip is a Site of Ecological Importance
- ☐ The estuary is an Outstanding Natural Feature

<sup>13</sup> Based on Goring (2017) MHWS in the Avon-Heathcote Estuary/Ihutai. Unpublished report prepared for Environment Canterbury. 14pp

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Figure 3.1: District Plan overlays for northern section (map 34) of South New Brighton Park. Southern section (map 41 – not shown) contains same detail

### 3.1.3 Iwi Management Plan

The Mahaanui Iwi Management Plan (2013) is a manawhenua planning document which provides a values based policy framework for the protection and enhancement of Ngāi Tahu values. The document is endorsed by Te Rūnanga o Ngāi Tahu as the iwi authority, and is applicable to policy and planning processes under the Resource Management Act (1991). The plan is a tool for tangata whenua to proactively apply Ngāi Tahu values and policies to natural resource and environmental management, and protect taonga and tangata whenuas relationship to these by ensuring the management of land and water resources achieves meaningful environmental and cultural outcomes.

The plan states that Te Ihutai and the surrounding coastal environment is of immense cultural and historical importance to tangata whenua, where it was a place of significant settlement and food gathering for Waitaha, Ngāti Māmoë and Ngāi Tahu for over 600 years. Erosion surrounding the estuary is not noted in the plan as a significant issue, however there are policies within the plan which inadvertently have a direct impact on erosion around the estuary (e.g. Planting native vegetation and restoring indigenous habitats).

Relevant issues of significance stated in the plan include IH7 “Widespread loss and degradation of indigenous ecosystems, habitat and species and effects on the cultural and ecological health of the catchment” and IH9 “Urban pressures on Te Ihutai, the coastal environment and Ngāi Tahu values and associations”.

The policies provided in the plan regarding issue IH7 largely focus on the recognition of indigenous biodiversity as having a positive effect on cultural and ecological health, as well as advocating for the enhancing and restoration of indigenous biodiversity. Regarding issue IH9, relevant policies include establishing appropriate environmental monitoring programmes, and supporting groups that are working to maintain, restore and enhance the natural value of Te Ihutai.

Under the RMA these relevant policies would need to be considered when implementing any changes in the South New Brighton Park.

### 3.2 Southshore Shoreline Condition Assessment

In October 2017, Council undertook an assessment of the condition of erosion control structures along the estuary edge, including South New Brighton Park<sup>14</sup>. The Park is Zone 4 of the overall assessment area, comprising individual section numbers 59 (Jellicoe Boardwalk) – 67 (South New Brighton Boat Ramp) as shown in Figure 3.2. The assessment was high level only, but provides the following useful indication for our study area:

- ☐ the reno mattresses are generally in very poor condition (corrosion and failure of the steel mesh, loss of stone fill);

<sup>14</sup> Beca (2018) Southshore Condition Assessment – North. Memorandum to Jo Golden. 5 March 2018



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- ☐ large portions of the Park shoreline are receding;
- ☐ erosion will continue since the reno mattress offers limited protection.

Figure 3.2 summarises the shoreline condition as predominantly between Moderate and Very Poor. An accompanying summary of estuary edge erosion control structures indicates that, for the majority of Sections 59 – 67, over 50% of the reno mattress has reached the end of its design life. No elevation survey of the reno mattress was undertaken as part of this assessment.

### 3.3 Coastal Hazard Assessment for Christchurch and Banks Peninsula

Tonkin & Taylor (2017) identified areas susceptible to coastal erosion and inundation, approximately 50 years (2065) and 100 years (2120) into the future. The areas were identified by considering the range of emissions scenarios and sea level rise projections which may occur within these timescales. The report concludes:

*Due to the largely modified shoreline around the Avon-Heathcote estuary, a nominal 5 m is recommended around the coast to characterise the erosion hazard to 2065, increasing to 10 m by 2120 recognising that existing structures and hard edges will need to be maintained and managed to avoid future erosion hazard effects.*

Therefore, the report conclusion is that if the existing estuary edge erosion control structures continue to offer limited protection, the estuary edge can be expected to recede between 5 and 10 m from the current vegetation line within the next 100 years at average rates of retreat of 0.1 m / year. However, it is noted that this predicted rate is significantly lower than the 0.2 to 1.9 m / year retreat that has been observed between 2011 and 2016 (Section 2.1), therefore suggesting that the total erosion over the next century will be greater than 5 – 10 m.

### 3.4 Southshore and South New Brighton Short Term Floodplain Management – Bund Erosion Management Plan (Draft)

The focus of the draft CH2M Beca (2019) report is short term management of the earth bund which extends along the estuary edge between Ebbside Street and the southern end of Spit Reserve, which is outside the South New Brighton Park area. However, an additional section of bund has been constructed to reduce flood risk to a section of the South New Brighton Park, and the report considers options for the Park (Zone 4) for completeness. The options proposed in the report to manage erosion of the bund, have been modified in Table 3.1 to be more relevant for shoreline protection of the Park.

For Zone 4 – and remaining focussed on the earth bund - the report recommended do nothing and monitor, to better understand the current rate of erosion and how the reno mattress is deteriorating. No triggers for further action on the bund were set at this stage. This recommended approach was also made for the other Zones between Ebbside Street and the southern end of Spit Reserve.



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Table 3.1: Erosion management options for Southshore, modified from CH2M Beca (2019)

Option	Description	Advantages	Disadvantages	Considered in Current Study?
Do nothing and monitor	No further intervention, but impact of natural processes is recorded	<input type="checkbox"/> Minimal cost <input type="checkbox"/> Information can inform future action	<input type="checkbox"/> Erosion will continue <input type="checkbox"/> Assets may continue to be at risk	Yes
Land use change	Removal or relocation of existing assets	<input type="checkbox"/> Adaptive to natural processes <input type="checkbox"/> Relocating assets secures their future	<input type="checkbox"/> Erosion will continue	Yes
Maintenance and repair of existing structures	Short-term works to reinstate and/or raise control structures to function as originally intended	<input type="checkbox"/> Maximises use of existing design and control structures <input type="checkbox"/> Returns to accepted level of protection in the short term	<input type="checkbox"/> Limited protection against longer term sea level rise	Yes
Re-grade and plant	In areas of low wave energy, re-grading the bed can promote vegetation growth which reduces wave energy	<input type="checkbox"/> Minimal environmental disturbance and promotion of natural process <input type="checkbox"/> Good access to shoreline	<input type="checkbox"/> Not suitable for high wave energy environment	No – wave energy typically too high
Beach nourishment	Importing suitable bed material to advance the shoreline seaward and buffer land from storms	<input type="checkbox"/> Promotion of natural process <input type="checkbox"/> Good access to shoreline	<input type="checkbox"/> Some near-shore habitat disturbance <input type="checkbox"/> Requires periodic renourishment	Yes
Groynes	Perpendicular structures to reduce longshore drift	<input type="checkbox"/> None applicable	<input type="checkbox"/> Only suitable where sediment is transported along the shoreline <input type="checkbox"/> Significant downstream impact <input type="checkbox"/> Large footprint which may pose navigation hazard	No – minimal longshore drift in the estuary
Rubblemound breakwaters	Raised mounds of rip rap located offshore to dissipate wave energy	<input type="checkbox"/> Suitable for all wave energy environments <input type="checkbox"/> Withstand minor damage	<input type="checkbox"/> Large footprint which may pose navigation hazard <input type="checkbox"/> Does not protect coastal edge from direct wave energy	No – no direct protection of shoreline
Seawall	Raised structure (mudcrete, concrete, riprap etc) to reflect wave energy and protect land behind	<input type="checkbox"/> Suitable for high wave energy environments <input type="checkbox"/> Effective at preventing further shoreline retreat	<input type="checkbox"/> Loss of environment on the seaward side <input type="checkbox"/> Limits shoreline access <input type="checkbox"/> Higher cost	Yes
Backstop wall	Buried wall set back from the shoreline as a last line of defence	<input type="checkbox"/> Suitable for high wave energy environments <input type="checkbox"/> Allows natural processes to continue until wall location <input type="checkbox"/> Good access to shoreline	<input type="checkbox"/> No protection of land on the seaward side <input type="checkbox"/> Will be as seawall once exposed in the future	No – may not fit with longer-term and wider plans for the area

### 3.5 South New Brighton Reserves Management Plan (March 2014)

The management plan for South New Brighton Park also covers Blighs Garden and Bridge Reserve, and was updated following the Canterbury Earthquake Sequence and was anticipated to remain valid for 20 years. The plan emphasises the following values of the reserves:

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- Ecological: unique estuarine and land-based wildlife habitat;
- Recreation: walkways and open space, housing community facilities for events;
- Cultural: significant mahinga kai (food and resource gathering), different kainga (settlements) and important trade route
- Landscape: a significant feature at the gateway to South New Brighton
- Heritage: strong sense of place and historical significance

The purpose of the plan is to realise the vision for the reserves which is *people benefiting from a range of recreation, sporting, cultural and environmental opportunities compatible with a unique and protected estuary edge environment*. Specific provisions in the plan:

*"include the Christchurch City Council's commitment to work with Ngai Tahu to develop an area of cultural and historical significance within South New Brighton Park, to establish a stand of coastal native forest, to restore estuary edge riparian margins..."*

The plan contains the policies listed in Table 3.2 which are relevant to erosion protection.

**Table 3.2: Selected Management Plan policies relevant to erosion protection**

Policy	Description
3.1.1	Manage the river and estuary margin to facilitate natural environmental processes where possible
3.1.2	manage the salt marshes ...and allow for their inland migration in response to changing environmental conditions
3.2.1	Plan for the effect of Climate Change and predicted Sea Level Rise in all reserve developments in accordance with Christchurch City Council plans and policies
3.2.2	Ensure reserve facilities are located away from the river and estuary margin where they can be sustained without flood and erosion protection and to allow space for natural environmental processes to occur.
3.2.3	Allow for essential flood and erosion protection of facilities that must be located near the river and estuary margin to function, e.g. boat ramps, some stopbanks and drainage utilities.
3.2.4	Facilitate the protection and restoration of natural defences to improve the resilience of the river and estuary margin to the effects of climate change and erosion.
3.3.1	Allow stop banks, retention basins, or other flood protection measures to be raised, extended, and maintained as necessary for flood protection in accordance with legal requirements, and Christchurch City Council policies, plans, and levels of service.
3.3.2	Locate any required stopbanks a distance from the river and estuary margin where they can be sustained without flood and erosion protection and to allow space for natural environmental processes to occur.
3.6.12	If a stop bank is constructed through South New Brighton Park, allow for a formal shared use track on top of it.

Hard and soft engineering options proposed in the plan, as well as the published advantages and disadvantages, are reproduced in Table 3.3. All of these options will be considered further in this present study. The Plan states that:

*"Any new reserve developments must be appropriately located and consider the long term impact of climate change. Natural processes must be allowed to occur to attain a sustainable and more ecologically valuable environment. Space is required to allow the inland migration of salt marsh. Allowances will need to be made, however, for water based facilities such as boat ramps, which will need some protection."*



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Table 3.3: Hard and soft engineering options, including advantages and disadvantages, in the Management Plan

Option	Description	Advantages	Disadvantages
Sea wall	<ul style="list-style-type: none"> <li>A concrete or rock wall built in the space where the land drops away to the water.</li> <li>The existing sea wall near the jetty and ramps has collapsed.</li> </ul>	<ul style="list-style-type: none"> <li>Stops erosion in the short term.</li> <li>Can effectively protect access to the boat ramps and jetty.</li> </ul>	<ul style="list-style-type: none"> <li>Expensive.</li> <li>No ecological value.</li> <li>Increased erosion of the beach</li> <li>Could eventually be overwhelmed by sea level rise and need to be replaced.</li> <li>High environmental, landscape, and cultural impact.</li> <li>Potentially dangerous drop into water and difficult to climb out.</li> </ul>
Gabion baskets	<ul style="list-style-type: none"> <li>Wire or plastic mesh baskets filled with rocks.</li> <li>The existing gabion baskets between the jetty and Jellicoe Marsh have failed.</li> </ul>	<ul style="list-style-type: none"> <li>Stops erosion in the short term.</li> <li>Can absorb energy from the waves.</li> <li>Can be sloped to reduce beach erosion.</li> <li>Could protect stopbanks and utilities where space for natural control structures is not available.</li> </ul>	<ul style="list-style-type: none"> <li>Cheaper than a sea wall but do not last as long - require ongoing maintenance and replacement.</li> <li>Increased erosion of the beach.</li> <li>Will eventually be overwhelmed by sea level rise.</li> <li>Negative environmental, landscape, and cultural impact.</li> </ul>
Beach nourishment	<ul style="list-style-type: none"> <li>Beaches are made higher and wider by importing material to the site and revegetating</li> </ul>	<ul style="list-style-type: none"> <li>Can be cost effective.</li> <li>Retains the natural appearance of estuary edge.</li> </ul>	<ul style="list-style-type: none"> <li>May be expensive and difficult to establish.</li> <li>Likely to require ongoing replenishment of beach material.</li> <li>Difficult to establish plants.</li> </ul>
Managed retreat	<ul style="list-style-type: none"> <li>Relocate reserve facilities away from the water's edge and allow areas of the shoreline to erode naturally and salt marsh to colonise.</li> </ul>	<ul style="list-style-type: none"> <li>Retains the natural balance of the coastal system.</li> <li>Eroded material encourages the development of beaches and salt marshes.</li> <li>Significant ecological, cultural, and landscape benefits.</li> <li>Low cost.</li> <li>Sustainable long term protection responsive to the effects of climate change.</li> <li>Creates the "natural" setting desired in the tranquil zone.</li> </ul>	<ul style="list-style-type: none"> <li>Requires space for land and vegetation migration.</li> </ul>

### 3.6 South New Brighton Reserves Development Plan

The accompanying Development Plan (April 2014) proposes a concept design for South New Brighton Park as shown in Figure 3.3. The plan incorporates space for a stopbank, with a shared use track on top, to continue from Bridge Street to beyond Jellicoe Marsh. It is described as:

*"a new stopbank ... at a distance from the river and estuary margin where it can be sustained without erosion protection and to allow space for natural environmental processes to occur along the estuary margin. A shared use track is proposed to be built on top of the stopbank."*

This conceptual plan incorporates many of the aspects deemed important by the community and, in terms of flood and erosion management, could fit into a wider strategy of flood management through the Residential Red Zone (Section 3.8) which currently stops at Bridge Street. However, the potential loss of land over time as the shoreline erodes back to the toe of the stopbank could be viewed as a disadvantage of this concept.



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Figure 3.3: South New Brighton Park Concept Plan

### 3.7 Estuary Eastern Foreshore Erosion (1995)

In 1995, Council considered options to manage increasing sea water inundation and recession of beaches on the estuary side of Southshore, between Godwit and Tern Streets<sup>15</sup>. As noted in Section 2.2 of this report, the primary reasons for the increasing erosion and inundation were determined to be lowering of land levels, rising sea levels and resultant increase in wave climate with more aggressive wave attack. Table 3.4 lists the options proposed, which have been slightly modified for relevance to our study. Of these, the beach rebuilding and revegetation option was implemented, although the success of these has not been measured through monitoring of sediment retention.

Table 3.4: Erosion protection options summarised from Walter (1995)

Option	Description	Advantages	Disadvantages	Considered in Current Study?
Beach rebuilding including revegetation	Replenish beaches using imported material to achieve target slope and top elevation	<input type="checkbox"/> Visually acceptable and natural	<input type="checkbox"/> Could require significant volume of imported material <input type="checkbox"/> Likely to additionally require set back structures to manage inundation	Yes
Raised esplanade walkway	Create raised walkway structure atop a structure acting as a seawall	<input type="checkbox"/> Offers combined erosion and inundation protection <input type="checkbox"/> Community asset is above risk of flooding	<input type="checkbox"/> Loss of land in front of the structure <input type="checkbox"/> Likely higher cost	Yes

<sup>15</sup> Walter, J. (1995) Estuary Eastern Foreshore Erosion. May 1995

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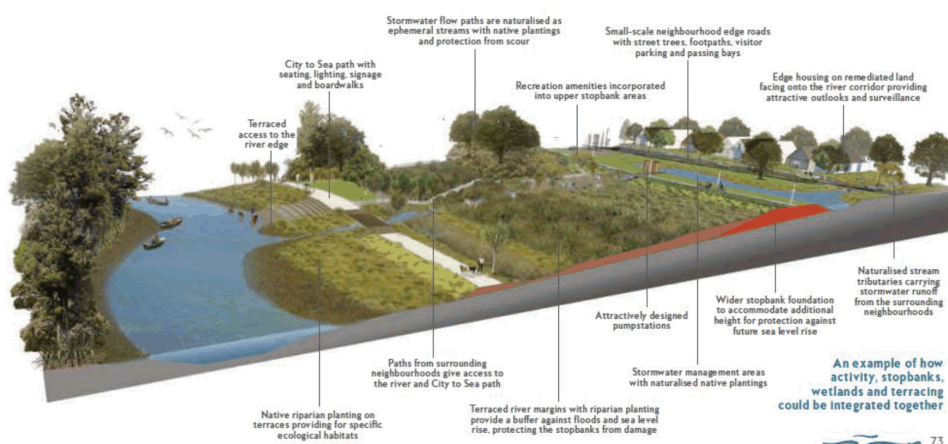
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Groynes	Perpendicular structures to reduce longshore drift	<input type="checkbox"/> None applicable	<input type="checkbox"/> Only suitable where sediment is transported along the shoreline <input type="checkbox"/> Significant downstream impact <input type="checkbox"/> Large footprint which may pose navigation hazard	No – minimal longshore drift in the estuary
Raise and strengthen existing control structures	Maintain and raise structures as required	<input type="checkbox"/> Maximises use of existing design and control structures <input type="checkbox"/> Returns to accepted level of protection in the short term	<input type="checkbox"/> Limited protection against longer term sea level rise unless structures can continue to be raised	Yes
Replace existing control structures	Remove existing control structures and replace with consistent raised structures	<input type="checkbox"/> Consistent design, appearance, level of protection and lifetime <input type="checkbox"/> Can incorporate recreational amenities	<input type="checkbox"/> Likely very high cost <input type="checkbox"/> Hard control structures result in loss of foreshore	Yes

### 3.8 Draft Ōtākaro Avon River Regeneration Plan (2018)

The draft plan was released for comment on 14 November 2018, and stopbanks and associated stormwater infrastructure as per the funding allocation in Council's Long Term Plan (LTP) is one of the key elements. The LTP shows physical work commencing in 2023 for flood management and 2027 for stormwater management. Construction could include wider foundations that allow the stopbanks to be raised over time to adapt to sea level rise.

The proposed stopbanks option<sup>16</sup> has a mid-floodplain alignment down to Bridge Street (Figure 3.5), but does not include any plans to continue the stopbanks further downstream. The proposed crest levels of 12.4 m RL include 400mm of freeboard, and this standard was based on providing protection in a 100y ARI river level of 12.0m RL which included +1m of sea level rise. However, with Council's revised storm tide levels (Table 3.2), the crest height of 12.4 m RL would provide up to a 20y ARI standard with +1.06m of sea level rise (retaining the same 400 mm freeboard). Based on the revised tide levels, crest levels would need to be 12.6 m RL to provide 100y protection with +1.06m sea level rise and retain 400 mm freeboard.



<sup>16</sup> Based on GHD's (2015) Avon Stopbank Refinements Report



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Figure 3.4: Illustration of how activity, stopbanks, wetlands and terracing could be integrated (taken from the Draft Ōtākaro Avon River Regeneration Plan)

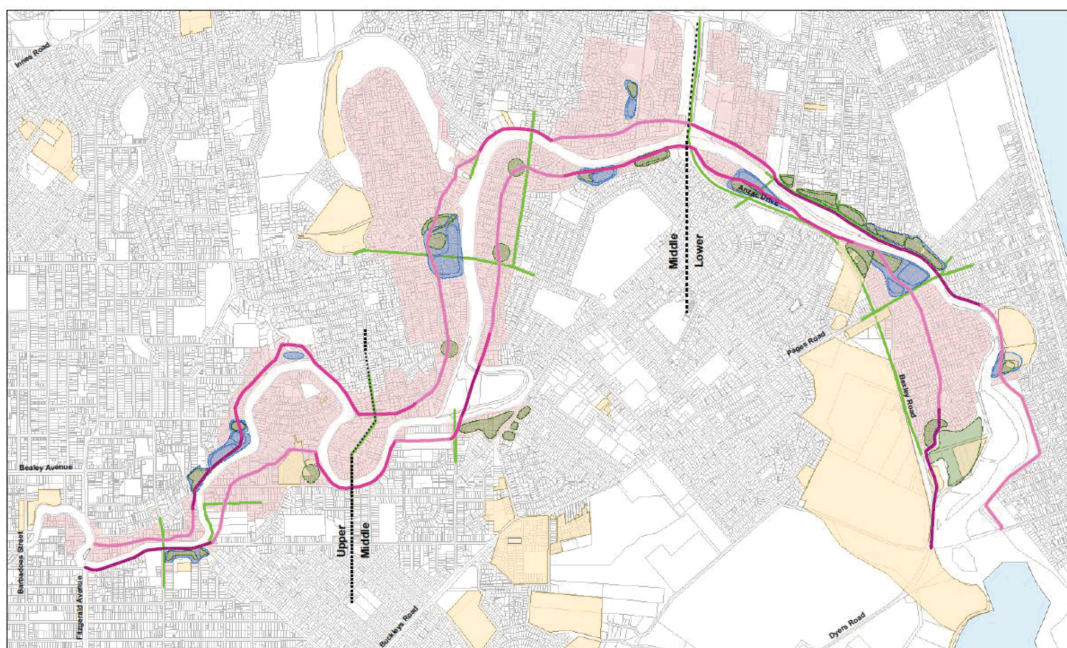


Figure 3.5: Mid-floodplain stopbank alignment which stops at Bridge Street (reproduced from GHD (2015) Avon Stopbank Refinements Report)

### 3.9 Ihutai Management Plan (2013)

The Avon-Heathcote Estuary Ihutai Trust produced this non-statutory plan in 2013, in part, to confirm the values of the Avon Heathcote Estuary/Ihutai and to demonstrate partnership working between the Trust, Council and others:

*Historically Te Ihutai was an extensive and highly valued area, part of a large network of waterways and wetlands around greater Christchurch extending to North Canterbury. It was a major source of mahinga kai for Ngāi Tahu who harvested shellfish, eels and waterfowl on the tidal flats. The estuary was an important trade route for flax and potatoes in exchange for steel adzes, axes, muskets and other goods.... European settlement around the estuary began in the 1840s, and the estuary and rivers were main access routes to Christchurch. The estuary was relied on for trade, food and social contact.*

Key issues of cultural significance are improving water quality, maintaining public access to the frontage, allowing appropriate recreational uses, and maintaining the extent of the habitats (including salt marsh, mudflats) and the linkages between habitats and its wider catchments. Actions in the plan which are relevant to coastal erosion options are:

- ☐ Participate in community revegetation on the estuary margin at South New Brighton Park;
- ☐ Advocate for the removal of intrusive structures;
- ☐ Advocate for access along the estuary edge between Bridge Street and Sandy Point;
- ☐ Support the coastal walkway where environmentally appropriate; and
- ☐ Ensure landscaping of sites is sympathetic to the environment and improves biodiversity values.

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## 4. Site Walkovers

Site walkovers were undertaken on 15 February 2019 with Council and Jacobs staff and 20 February 2019 including the following wider group of stakeholders:

- Coastal Burwood Community Board: Dave East, Kim Money (Chair), Tim Sintes, Linda Stewart;
- South New Brighton Tennis Club: Mark Condon (President);
- South Brighton Motor Camp: Sam Hawkins (Lease holder/operator);
- Avon-Heathcote Estuary Ihutai Trust: Islay Marsden, Bill Simpson, Ann Kennedy;
- Christchurch City Council: Bridie Gibbings (Parks Advisor - North), Eric Banks (Senior Network Planner Parks), Jo Wells (Manager Community Governance (Coastal-Burwood)); and
- Environment Canterbury: Justin Cope (Principal Science Advisor - Natural Hazards)

A key aim of the walkovers was for the study team to understand the views of the stakeholders, and to discuss concepts which could be important when making decisions between options. The following photos taken during the site visit highlight points discussed, illustrate key features of the shoreline and how some of the options in Section 5 have been used previously.





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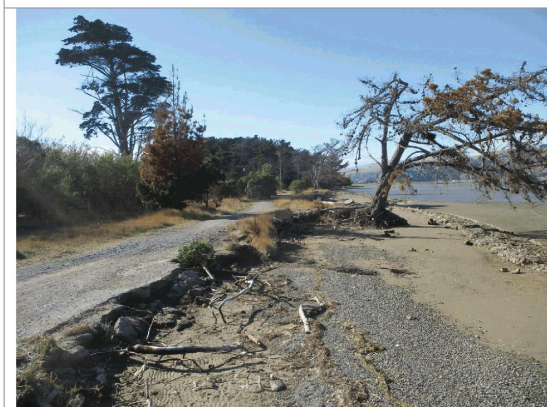
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Reno mattress above loose cobbles. Similar protection is provided by loose cobbles if of sufficiently large size to be stable in storms.



Failed section of reno mattress and subsequent erosion behind. The existing mattress is understood to have been constructed in the early 90s, with an anticipated lifetime of approximately 35 years.



Shared use track has informally moved inland; erosion has left a number of dead or dying trees. A future option is to realign the track inland, potentially on top of an earth bund.



A number of dead or dying trees have been identified for removal; the rise of more saline groundwater with sea level will alter which trees and vegetation are suitable.



Temporary stopbank constructed during July 2017 storm to limit flooding inland. Options in this study are primarily focussed on erosion, but those also managing inundation (e.g. dune or bund) would have wider benefits.



The most exposed section of shoreline faces south-west with the longest fetch across the estuary. These sections have the greatest erosion, lowest elevations and, therefore, risk of inundation.



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The southern sections adjacent to Jellicoe Marsh have suffered less slumping and retained a raised land edge. One option is to reinstate a similar raised land edge along the remaining shoreline of the Park.



Looking north from the bridge to Jellicoe Marsh; the land at the top of the reno mattress requires planting, but typically the mattress is in reasonable condition and is more suited to a 'do minimum' approach to achieving a pre-earthquake standard of protection.



Boardwalk around Jellicoe Marsh is inundated at high tide and the shared walkway surface is being eroded



Salt marsh as in the Jellicoe Marsh will be difficult to establish on the estuary foreshore – particularly in front of a hard edge which promotes higher energy wave reflection - but smaller areas could be landscaped into options.



Both photos above show an example at South New Brighton pier of a dune environment which has been successfully developed using imported material and appropriate planting. Dunes are an option to provide natural erosion and inundation protection at the park.

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## 5. Erosion Strategies and Options

### 5.1 Introduction

This report identifies two separate considerations to be made to potentially address the observed and likely future erosion. These are:

1. Strategy - the overall strategic approach in which you consider what is being protected and to what level of protection and the high-level philosophy of the protection approach.
2. Options – Within the above strategies a range of physical options could be available to address the erosion. Each option may be different in terms of its ability to achieve an above strategy. Therefore, the overall strategy needs to be agreed before a specific option can be chosen.

Based on analysis of past reports and latest information, as well as site walkovers with stakeholders, we have identified four strategies and five options to manage erosion at South New Brighton Park.

### 5.2 Range of Strategies

The four strategies are to obtain different standards of erosion protection and are as follows:

#### 1. Do Minimum (Strategy 1)

This strategy would leave the existing reno mattress material in place, removing broken wire as necessary to maintain a safe environment. No levelling, raising or strengthening of the existing protection would be done. Erosion along the shoreline of the Park should be monitored to understand how the rate changes.

This strategy would be considered best for the shorter term within an adaptive plan as it allows a strategic direction for all coastal and estuarine areas of the city to be determined. This is most relevant for areas close to the park where a consistent strategic approach and level of protection may be beneficial.

As shown in Appendix B, much of the existing reno mattress is below MHWS and, therefore, will be frequently overtopped even in current water levels. In the 5 years since the Canterbury Earthquake Sequence (2011 - 2016), the shoreline has eroded by between 0.2 m / year and 1.9 m / year which has had visible impact on trees and required informal relocation of the walking track. Further, this option offers a reducing standard of protection with rising sea level, such that the shoreline will continue to erode, potentially allowing the area to naturalise. Because of the uneven level and condition of the reno mattress, the degree of erosion will vary along the shoreline, but based on available estimates (Section 2.1), it could be in the range of 10-24 m from its current position without any intervention over the next 50 years. Therefore, as part of an adaptive plan, any other strategy following 'do minimum' would be implemented on a shoreline which has eroded relative to its current position, with the amount of erosion increasing with time before moving to another strategy.

#### 2. Restore to Pre-earthquake (Strategy 2)

Under this strategy, options would seek to return to a similar standard of erosion protection that existed at pre-earthquake land and water levels. The challenge with this strategy is that the pre-existing design level of the existing protection is not known and therefore the design height of any new structure would be difficult to develop. It could be possible to infer levels based on the higher south and north ends of the existing reno that appear more stable, and allowing for documented subsidence at these sites. Given recent high-water level events in the estuary and recalculated return periods for water levels this strategy may still result in regular overtopping of the protection with associated erosion risk.

#### 3. Protect to current water levels (Strategy 3)

This strategy would seek to protect to a specified design period storm event where the level of design protection designed is calculated based on the latest land levels and knowledge of return periods of water level events in



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the estuary. Under this strategy it would be necessary to define storm return period being protected against. As examples a 20 yr ARI = 10.96m, 50yr ARI=11.06, 100yr ARI= 11.14m and there would likely need to be an allowance for freeboard. This strategy would be based on current water levels with no allowance for sea level rise.

#### 4. Enhance for Future Protection (Strategy 4)

Sea level rise and any increase in storminess will increase erosion driven wave energy acting on top of higher water levels. We consider it appropriate to plan for a rise of between 0.3 m and 0.5 m from current levels, which could occur between 30 and 70 years into the future depending on global emissions. Future changes in sea level rise would be addressed through an adaptive planning approach. This strategy would be similar to strategy 3 in terms of needing to define a design event and levels would be higher to allow for the predicted sea level rise.

### 5.3 Range of Options

Within each of these strategies are a number of options, which are works that could be undertaken individually or in combination to achieve the strategy. For each option described below, we identify the mechanism of erosion which the option targets. Illustrations of each option are provided in Figure 5.1. We have also considered where different strategies and options could be applied in different sections of the shoreline of the Park. Section 6.2 summarises the comments below about how these strategies could fit into an overall adaptation plan.

#### 1. Do Minimum (Strategy 1)

This strategy would leave the existing reno mattress material in place, removing broken wire as necessary to maintain a safe environment. No levelling, raising or strengthening of the existing protection would be done. However, this option does provide the opportunity to restore the estuary edge ecosystem within the park with indigenous planting and habitat along the riparian edge. Erosion along the shoreline of the Park should be monitored to better understand how the retreat rate changes in time and space. No further options have been identified to implement this strategy.

#### 2. Restore to Pre-earthquake (Strategy 2) and Protect to current water levels (Strategy 3)

Under strategy 2, the following options could offer a return to a similar standard of erosion protection that existed at pre-earthquake land and water levels. However, we note that the relative and design water levels have since increased so that there would be the risk of erosion driven by wave energy at water levels above the pre-earthquake reno crest level. As shown in Appendix B, the majority of the existing reno is below current 100 year ARI water levels and, therefore, erosion could be expected to occur during major storms. With sea level rise, the future risk of erosion will increase with the increased frequency of high water levels above the pre-earthquake reno mattress crest level. Therefore, as part of an adaptive plan, any other strategy following 'restore to pre-earthquake' would be implemented on a shoreline which has eroded relative to its current position. We also understand from Council that no specific budget is available to undertake works which aim to restore pre-earthquake levels of service.

Strategy 3 has the same options available, but they would be constructed to a higher level of protection for current day water levels. Therefore, they would most likely have a larger footprint, more height and higher cost. As this strategy does not address future sea level rise, designs would need to consider how to adaptively move to higher design levels in the future as sea level rise develops.

Suggested options to implement either strategy 2 or 3 are:

- a. **Raise and repair existing reno mattress:** Additional layers of reno mattress would be laid atop the existing alignment, to a consistent crest level. Where the existing reno mattress has failed as a unit, the material will still be present to provide elevation. The sloping mattress absorbs wave energy by promoting infiltration through the stones, thus reducing erosion at pre-earthquake water levels, with no protection offered for current or future water levels. This option could work well in the

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more exposed south-west facing locations, particularly Sections 60 and 61 as per Figure 3.2. This option is also likely to require some treatment of the land edge behind the raised reno mattress.

- b. **Add loose cobbles<sup>17</sup> on top of existing reno:** Recognising that cobbles would need to be sufficiently sized to withstand movement by waves, the wire mattress would not be required and, instead, the cobbles placed atop the existing mattress to a consistent crest level. As above, where the existing reno mattress has failed as a unit, the material will still be present to provide elevation, and the additional loose cobbles would absorb wave energy and reduce erosion. This option could work well in the slightly more sheltered west-facing locations, including Sections 62 to 67 as per Figure 3.2. Likely to require some treatment of the land edge behind the cobbles.
- c. **Vertical gabion wall:** A vertical wall, most likely comprising gabion baskets, as recently used around the jetty, constructed to a consistent crest level. The gabions absorb wave energy thus reducing erosion of the land edge, but will increase reflection<sup>18</sup> and therefore estuary bed losses as well as result in greater wave splash over the top. This option could work well in the more exposed south-west facing locations, particularly Sections 60 and 61 as per Figure 3.2. This option is likely to be used in combination with reno mattress at the toe of the wall (as around the jetty), and could require some treatment of the land edge behind the gabion wall.
- d. **Estuary bed renourishment:** Import beach-sized material to raise and shape the estuary bed, up to the existing land edge. The bed would slope down into the estuary from a consistent crest level, covering the existing reno mattress in some locations. On its own, this option would reduce wave run up and therefore erosion of the land edge, but material will gradually be eroded from the bed itself necessitating replenishment at intervals. This option would work well in more sheltered locations, for example Sections 62 and 64 as per Figure 3.2, or could be used in combination with other options more widely.

It is noted that good practice, when implementing any of the above options (a) – (d), is to also treat the land edge. This involves building up the land edge to form a mound (as is most evident in Section 59) to a consistent crest level, including appropriate estuary edge vegetation cover. This could include construction of a vegetated estuary edge dune or earth mound, removing any existing hardfill and/or regrading the upper foreshore to a more natural slope to reduce future scarping. Since this itself does not manage either the high water levels or wave energy mechanisms of erosion, it is unlikely to be sustainable as a standalone option as erosion losses in extreme water levels are likely to be large. Land edge treatment could be particularly considered for Sections 60 – 67 as per Figure 3.2. Land edge treatment has the added advantage of providing additional benefits to ecological and aesthetic values of the area.

### 3. Enhance for Future Protection (Strategy 4)

Sea level rise and any increase in storminess will increase erosion driven by wave energy acting on top of higher water levels. We consider it appropriate to plan for a rise of between 0.3 m and 0.5 m from current levels, which could occur between 30 and 70 years into the future depending on global emissions. All options (a) to (d) above which could restore the pre-earthquake standard or design to a current water level are equally able to provide erosion protection with future rises in sea level, but will need to be appropriately higher, have a wider footprint and use more material. For example, the estuary bed would need to be renourished increasingly frequently. A mix of options under this strategy would need to provide consistent protection along the entire shoreline of the Park, and in a manner which is integrated with plans to manage erosion/inundation along the wider estuary shoreline. Future estuary edge options would require protection from direct wave energy driven by the wind and water climate. However, in addition to (a) to (d) above, the following additional option could provide future protection:

- e. **Set back earth bund:** Similar to the concept in Figure 3.3, an earth bund could be set back from the estuary edge. The bund could include protection from wave energy on the estuary side, and would additionally provide protection from tidal inundation and the opportunity for a shared walkway or other recreational use on the crest. Because the bund is set back, it would not mitigate erosion which occurs in front of the bund. This area could then be allowed to naturalise potentially providing ecological

<sup>17</sup> The cobbles will be the same size as those used within the reno mattress

<sup>18</sup> As a relative comparison, reflection from sea walls is greater than from gabions, which is greater than from sloping reno mattress.

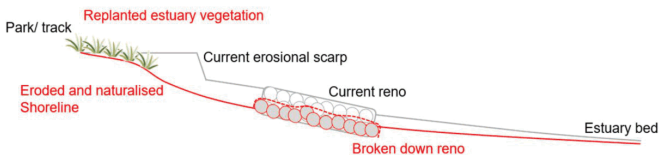

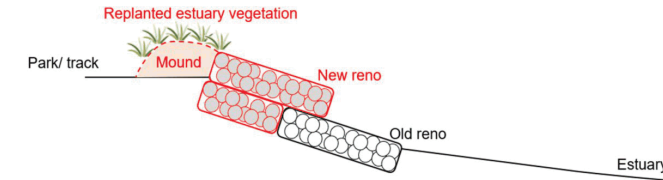

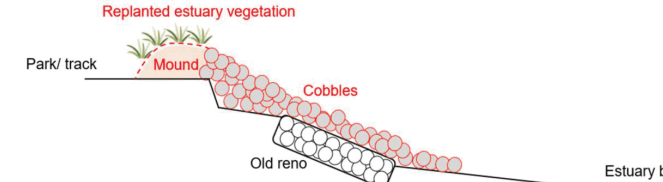

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habitat benefits. Therefore, it could be considered as part of an adaptive plan, which implements estuary edge options to manage erosion in the nearer future.

For completeness, options we have not proposed include:

- Concrete revetment: this is relatively expensive, more intrusive (and less in keeping with the environment) and is not justified due to limited wave energies;
- Rock rip rap: similarly is more intrusive (less in keeping with the environment), and is not justified due to limited wave energies; and
- Groynes: would be ineffective in the estuary due to a lack of longshore transport

<p><b>Strategy 1: Do minimum</b></p>  <p>*Schematic not to scale</p>	
<p><b>Do Minimum Strategy:</b> Leave existing reno mattress at current undulating level, without any repairs or level raising. Monitor rates of erosion.</p>	
<p><b>Option A: Raise and repair reno mattress</b></p>  <p>*Schematic not to scale</p>	
<p><b>Raise and repair existing reno mattress:</b> Additional layers of reno mattress would be laid atop the existing alignment, to a consistent crest level.</p>	
<p><b>Option B: Add loose cobbles on top of existing reno mattress</b></p>  <p>*Schematic not to scale</p>	
<p><b>Add loose cobbles on top of existing reno mattress:</b> Place loose cobbles on top of the existing reno mattress, to a consistent crest level, using a sufficiently large stone size.</p>	



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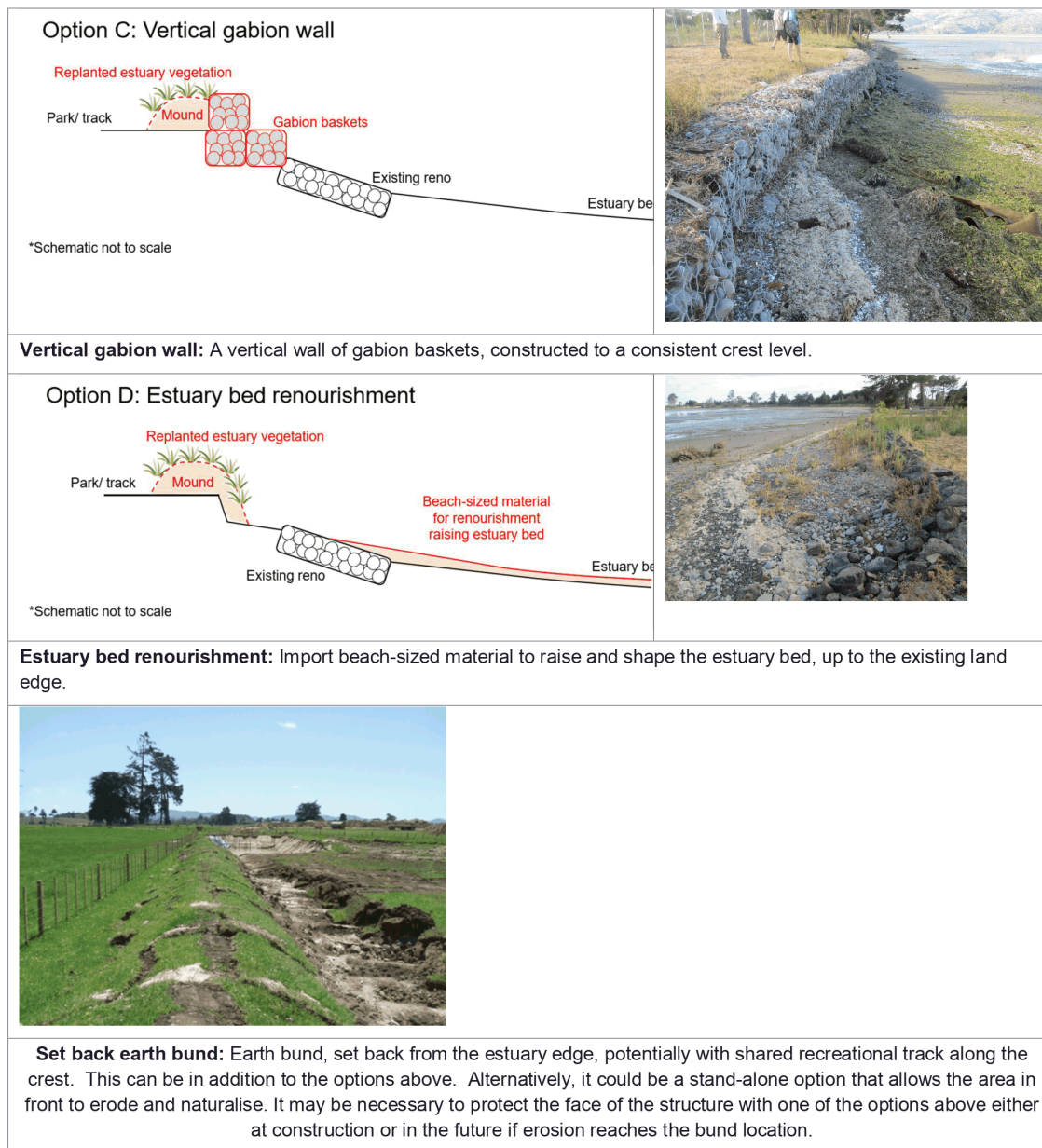


Figure 5.1: Examples of proposed estuary edge erosion control options. Schematic's of options and photos of broadly similar current features

## 5.4 Multi-Criteria Analysis

### 5.4.1 Introduction

Table 5.1 presents a high level qualitative appraisal of each option (including the *do minimum* strategy) against multiple values of the area. This provides information on how the above options interact with other values of the area, as different options have different impacts on the landscape, ecology, cultural, recreational values. This MCA is not intended to be used to choose between options but is provided from a technical perspective to

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assist in identifying other issues relevant to each option that decision makers can then develop further. In addition, these same other values can be used when considering between the strategies. No consultation has been undertaken on this MCA with either Council or other stakeholders. The key for the MCA shading is provided adjacent to the table, where greens denote positive impacts, yellow is neutral and reds are negative. As in Section 5.23, the options in Table 5.1 could be used to implement either the *restore to pre-earthquake*, *protect to current water levels*, or the *enhance for future protection* strategies. However, the option would need to be higher, wider and use more material if used to provide current or future protection. The criteria could be weighted by Council, and the options scored using the provided information, if a quantitative assessment is required.

Further detail on the relative costs and planning implications is provided in the following subsections, whereas the following are applicable to all options and are therefore not included in the table:

- Any option which requires works on the landward side of the existing reno mattress is likely to require removal of some trees; and
- All options will have similar construction impacts of importing materials and heavy machinery requiring access to the shoreline.

### 5.4.2 Indicative Construction Cost Estimates

Indicative construction costs to implement each of the options requires upfront agreement on the design level to achieve. This requires agreement on which of the strategies (Do Minimum, Restore to Pre-Earthquake, protect to current water levels or Enhance for Future Protection) is to be followed. It also may require full survey of the existing reno mattress to determine the starting level. Hence, we have provided very high level indicative costs below only as actual costs require further consideration of the levels of the existing reno and an understanding of the new design heights which affects the size and footprint of structures and amount of materials that may be required. Since the design levels are not known at this stage, Table 5.1 provides a relative indication (High, Medium or Low) of the likely option costs based on the following sources, representing similar work in the area:

- Do minimum (Low): assumed to be covered in existing Christchurch City Council maintenance budget.
- Reno mattress (Medium): Unit cost estimated<sup>19-20</sup> at \$350 / m<sup>3</sup> of reno mattress, excavated and laid. Typically laid 0.4m high and 2m wide rectangles. Geotextile underlay an additional \$5 / m<sup>2</sup>. Assume similar cost for loose cobbles. For comparative purposes, a 100 m length of 1m high reno mattress could cost in the order of \$35,000. It is likely that whatever design level is chosen as a minimum a 2m wide reno mattress would be required costing in the order of \$70,000 for a 100m length.
- Gabion walls (Medium): Based on same reference studies as for reno mattress, \$350 / m<sup>3</sup> gabion wall, excavated and laid. Typically laid in 1m high and 1m wide cubes. Geotextile underlay \$5 / m<sup>2</sup>. For comparative purposes, a 100 m length of 1m high gabion wall could cost in the order of \$35,000. It is likely that whatever design level is chosen as a minimum a 2m high gabion wall would be required costing in the order of \$70,000 for a 100m length.
- Loose Cobbles (Medium): While no reference studies have been sources, is assumed that would be a lower cost than reno or gabion options as not paying for the wire bags or time involved in fulling or placing them. However, still considered a medium relative cost in relation to the "do minimum" option due to cost of sourcing, transport and placement.
- Renourishment (Medium): Costs could vary widely depending on where material can be sourced. Local sources could include uncontaminated excavated material from lower Heathcote River for the cost of transport and spreading only. Higher cost alternatives would require specific excavation, transport and spreading of material, where costs could be similar to those for cobbles. The frequency of renourishment will be influenced by the material selected.

<sup>19</sup> Jacobs (2017) South Brighton Domain Shore Coastal Protection Assessment. 17 June 2017

<sup>20</sup> Unit rates based on budget estimate by Small Contracting Ltd Quotation for shoreline protection works at South New Brighton Domain to David East and provided to Jacobs by email 5 March 2019. Costs were for a 2 high (1.0m x 1.0m x 2.0m long) gabion wall from the boat ramp to the timber foot bridge area at the start of the timber boardwalk and a single layer of 2.0m wide x 400mm high x 6.0m long Reno mattresses in front of the gabion wall. We have allowed for backfilling with gravel behind the gabions as required and then to soil and sow the final surface. We have assumed the top of the wall will be the same height as the timber jetty by the new carpark

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- Set back bund (High): based on unit costs taken from stopbank studies along the Heathcote, Avon and estuary<sup>21-22</sup>. These represent a range of heights, lengths and overheads and range from \$2,000 to \$15,000 per metre. The average unit cost from these is \$6,000 per metre which is used here as a high level estimate. For comparative purposes, a 100 m length of set back bund could cost in the order of \$600,000. This cost does not allow for any protection of the face of the bund that may be required now or in the future.

Where unit costs are quoted above, they are capital present day values, no allowance is made for design, consenting and other overheads which are typically 15% of capital costs, or contingency which is typically an additional 15%.

<sup>21</sup> NIWA and GHD (2015) Avon-Heathcote Tidal Barrier Pre-Feasibility Study. July 2015

<sup>22</sup> GHD (2015) Avon Stopbank Refinements Report. March 2015



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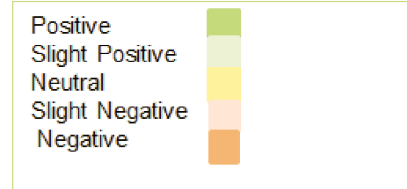


Table 5.1: Options to achieve erosion protection under the strategies of do minimum, restore to pre-earthquake or enhance for future protection

Option	Description	Multi-Criteria Analysis						Potential for Adaptation	Anticipated Consent Implications	Relative Cost Estimate
		Site of cultural significance	Coastal natural character	Ecological	Recreational	Landscape	Sustainability			
<b>Do Minimum</b>	Leave existing reno mattress at current undulating level, without any repairs or level raising. Monitor rates of erosion. Does not include any specific ecological enhancements in this assessment.	No long-term impact on Mahinga Kai, water quality or recreational uses of the estuary. Erosion could limit public access to the frontage. Does not preclude opportunities to restore lost Mahinga Kai values.	Shoreline would retain its present diverse but highly modified character, with differential rates of erosion and natural processes. Current natural character is compromised by reno mattress.	Little impact on existing ecology which is already compromised; but natural processes allowed to continue, with felled logs and smaller debris accumulating to provide invertebrate habitat. New salt marsh unlikely to develop.	No impact on recreational uses of the estuary itself, but erosion could limit public access to the frontage. Shared use track will need to be realigned over time.	Existing frontage will retreat, along with continued loss of trees and vegetation. Landward encroachment of estuary bed.	Erosion is a natural process which will occur faster under this strategy, but assets (e.g. walking track) could potentially be relocated over time to continue its use.	Do minimum could be followed by other options (a) to (e) as part of a future strategy for the wider shoreline, although the frontage may have retreated to some degree within this period.	None	Low
<b>(a) Raise and repair existing reno mattress</b>	Additional layers of reno mattress would be laid atop the existing alignment, to a consistent crest level.	No long-term impact on water quality or recreational uses of the estuary, and further compromise Mahinga Kai values. Reno mattress could marginally limit public access to the frontage.	Shoreline would largely retain its present diverse but highly modified character, although with more visual evidence of hard protection	Little impact on existing ecology which is already compromised; but natural processes allowed to continue, with felled logs and smaller debris accumulating to provide invertebrate habitat. New salt marsh unlikely to develop.	No impact on recreational uses of the estuary itself, but reno mattress could marginally limit public access to the frontage	Increased height of reno mattress will result in harder edged landscape.	Expected lifetime of mattress is 35 years after which upgrade to a higher level likely to be required. This will increase landward footprint.	Additional layers of mattress could be used to raise crest level in line with sea level. Increasing community expectation may 'lock in' a protection future using a hard edge which could require higher and wider layers of mattress.	Will require joint consent from ECan (seaward of MHWS) and Christchurch City Council (landward of MHWS). Possibility that could be partly viewed as repairs to an existing structure.	Medium
<b>(b) Add loose cobbles on top of existing reno mattress</b>	Place loose cobbles on top of the existing reno mattress, to a consistent crest level, using a sufficiently large stone size.	No long-term impact on water quality or recreational uses of the estuary, and further compromise Mahinga Kai values. Loose cobbles could marginally limit public access to the frontage.	Shoreline would largely retain its present diverse but highly modified character, although with visual evidence of hard protection, although less than those involving reno mattress	Little impact on existing ecology which is already compromised; but natural processes allowed to continue, with felled logs and smaller debris accumulating to provide invertebrate habitat. New salt marsh unlikely to develop.	No impact on recreational uses of the estuary itself, but loose cobbles could marginally limit public access to the frontage	Increased height of added cobbles will result in harder edged landscape.	Without steel mesh, expected lifetime of loose cobbles could exceed 35 years, although some replenishment anticipated and upgrade to a higher level likely to be required. This will increase landward footprint.	Additional height of loose cobbles could be used to raise crest level in line with sea level. Increasing community expectation may 'lock in' a protection future using a hard edge which could require higher and wider mounds of loose cobbles.	Will require joint consent from ECan (seaward of MHWS) and Christchurch City Council (landward of MHWS).	Medium
<b>(c) Vertical gabion wall</b>	A vertical wall of gabion baskets, constructed to a consistent crest level.	No long-term impact on water quality or recreational uses of the estuary, and further compromise Mahinga Kai values. Gabion baskets could limit public access to the estuary bed.	Shoreline would lose some of its present diverse but highly modified character, with more visual evidence of hard protection	Greater reflection of wave energy back into the estuary will reduce habitat creation and new salt marsh unlikely to develop.	No impact on recreational uses of the estuary itself, but vertical face of gabions could limit public access to the estuary bed.	Increased height of vertical wall will result in harder edged landscape.	Expected lifetime of gabion baskets is 35 years after which upgrade to a higher level likely to be required. This will increase landward footprint.	Additional layers of gabion baskets could be used to raise crest level in line with sea level. Increasing community expectation may 'lock in' a protection future using a hard edge which could require higher and wider layers of gabion baskets.	Will require joint consent from ECan (seaward of MHWS) and Christchurch City Council (landward of MHWS).	Medium

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Option	Description	Multi-Criteria Analysis						Potential for Adaptation	Anticipated Consent Implications	Relative Cost Estimate
		Site of cultural significance	Coastal natural character	Ecological	Recreational	Landscape	Sustainability			
(d) Estuary bed renourishment	Import beach-sized material to raise and shape the estuary bed, up to the existing land edge.	Minor extension to tidal mud flats (positive). No long-term impact on Mahinga Kai, water quality, recreational uses or access to the estuary.	Shoreline would retain its present diverse but highly modified character, with reduced differential rates of erosion and natural processes.	Could help maintain low tide estuary bed environment which is important to wading bird habitat. Importing and placing material on the estuary bed could set back habitat creation. New salt marsh unlikely to develop.	No impact on recreational uses of the estuary itself.	No impact on landscape	Frequency of replenishment will increase with time to keep pace with sea level rise, requiring increasing volumes of material over time.	Increasingly frequent renourishment could be superseded by other options as part of a future strategy for the wider shoreline.	May only require ECan (seaward of MHWS) consent	Medium
(e) Set back earth bund	Earth bund, set back from the estuary edge, potentially with shared recreational track along the crest.	No long-term impact on Mahinga Kai, water quality or recreational uses of the estuary. Recreational track realigned on set back bund could marginally limit public access to the frontage.	Shoreline would retain its present diverse but highly modified character, with differential rates of erosion and natural processes on the seaward side of the bund. Set back raised bund may not be viewed as 'natural' to the Park	Little impact on existing ecology which is already compromised; but natural processes allowed to continue, with felled logs and smaller debris accumulating to provide invertebrate habitat. New salt marsh unlikely to develop.	No impact on recreational uses of the estuary itself, but erosion could limit public access to the frontage. Realigned shared use track could promote recreational use of the park.	Raised bund would impact the landscape, although would be appropriately vegetated	Bund sets the maximum extent of erosion/inundation which will become the hard edge in time, whilst allowing natural erosion of shoreline to this point.	Implementing this option early will 'lock in' the bund alignment and therefore the maximum extent of erosion/inundation, although the height could potentially be raised if required. This option cannot obviously be followed by any other option.	Will require only Christchurch City Council consent as wholly landward of MHWS.	High



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### 5.4.3 Planning Considerations

High level comments are provided in Table 5.1 on consenting considerations. Broadly, any works within the existing footprint of the reno mattress would not require a new consent as they may be viewed as repairs, which could apply to some of the options to restore pre-earthquake standards. Any works to enhance standards for future protection are likely to require a greater footprint and therefore will require a consent.

For a number of options, and particularly any involving reno mattress and bed renourishment, works above and below MHWS are likely required. As per Section 3.1, such works would fall partly in the CMA and partly outside it and therefore both ECan and Christchurch City Council consents would be required.

Constraining these works to be fully landward of MHWS would not achieve design requirements. Further, construction activities above MHWS are still likely to require coastal permits for the discharge of sediment to the CMA (discretionary activity under Rule 7.2) and disturbance of the seabed within an Area of Significant Natural Value (Non-complying activity under Rule 8.9).

Due to the designation as an Area of Significant Natural Value (ASNV), construction of reno mattress or gabion structures would be non-complying activities under Rule 8.4(c). Such a consent would also cover any discharge of sediment into the CMA, disturbance of the seabed, and use of a motorised vehicle on the CMA, making these permitted activities under Rules 7.1(e)(i), 8.6(c)(i), and 8.20(e)(i). While the scale of effects from any of these activities will need to be addressed in an Assessment of the Environmental Effects (AEE) to accompany a consent application, they are all considered to be temporary (limited to construction), minor, or able to be adequately mitigated.

Under Rule 8.6(c)(iv) of the RCEP, permitted disturbance of the foreshore or seabed within an ASNV is restricted to no more than 2 m<sup>3</sup> of material within a 12-month period. Therefore, the disturbances required for renourishment or placement of rock material will most likely be treated as a Non-Complying activity pursuant to Rule 8.9, as it meets the criteria for all three parts of this rule, being:

- (a) is in an ASNV
- (b) is not maintenance dredging or permitted activity, and
- (c) involves more than 100 m<sup>3</sup> of material (but not more than 50,000 m<sup>3</sup>) within a 12-month period).

The only exception to Rule 8.9 is if the disturbance is for the purpose of maintaining, repairing or protecting network utility infrastructure, which is not the case.

If considering the existing reno mattress as a structure rather than as a disturbance of the seabed, an argument could be made that the activity is for the purpose of repairing a former structure, therefore is a permitted activity under Rule 8.1(b). However, this requires the reno mattress to have been an authorised structure which has not been tested with ECan.

If the existing reno is a non-authorised structure, its repair would most likely fall under a Non-complying activity in an ASNV under Rule 8.4(c) (construction of a structure) or Rule 8.14 (deposition of more than 100 m<sup>3</sup> of material). This would also cover the deposition of any new rock into the reno mattress, as well as any sediment discharge under Rule 7.1(e)(i), and disturbance of the sea bed under Rule 8.6(c)(i).

Under Rule 8.20, any operational of a motorised vehicle on the bed of the estuary, such as a digger to relocate material, would only be allowed if the primary activity was permitted or allowed by a resource consent under any of the above rules.

It is recommended that the requirement for Coastal Permits should be discussed further with ECan, along with how potential adverse effects could be mitigated.

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## 6. Summary and Next Steps

### 6.1 Summary

A review of relevant plans, strategies and studies, along with site walkovers involving Council staff and a number of stakeholders has emphasised that the South New Brighton Park is valued by the local community for its opportunities for recreation, its cultural importance as a source of mahinga kai (food and resource gathering), its ecological value as a unique estuarine and land-based wildlife habitat. There is a strong desire from some stakeholders to mitigate further erosion of the shoreline of the Park, which has been observed to have increased since the 2010 – 11 Canterbury Earthquake Sequence.

The primary mechanisms of shoreline erosion at South New Brighton Park are high water levels combined with enhanced wave energy, particularly during south-westerly storms, settlement of the ground and existing reno mattress due in part to the Canterbury Earthquake Sequence, and the failure of some sections of the existing reno mattress which concentrates wave energy in the failed sections. Anecdotal evidence suggests that the existing reno mattress could be nearing the end of its 35-year expected lifetime, and has probably settled at least 0.3 m as a result of the Canterbury Earthquake Sequence (design crest level is unknown). Aerial photography of the shoreline from 2011 and 2016 has been analysed to indicate that net erosion of between 0.7 m and 9.2 m has occurred in the 5 years following the Canterbury Earthquake Sequence (2011 - 2016) which has had visible impact on trees, and required informal relocation of the walking track. The maximum erosion (average 1.9 m / year) has occurred along the section of shoreline most facing south west, and at the same location where the reno mattress is lowest. Without further intervention, and if these rates of erosion were to continue, it is likely that the erosion will vary along the shoreline at a greater magnitude than the 5 – 10 m within 100 years suggested by Tonkin & Taylor (2017). Whilst there is uncertainty with these various estimates, it appears reasonable to suggest that within the next 50 years, and without further intervention, erosion of the shoreline of the Park most likely be in the range of 10-24 m from its current position.

Revised storm tide statistics in 2018 now indicate that the reno mattress crest lies largely below Mean High Water Springs and entirely below the 100 year ARI tidal storm level. Projected sea level rise with climate change could further raise storm water levels by between 0.3 m and 0.5 m from current levels between 30 and 70 years into the future depending on global emissions, and by over 1.0 m within 100 years. These higher water levels, together with associated increased wave energy, are likely to increase the rate of erosion under a 'do minimum' strategy.

A range of possible options to manage erosion has been developed, which are best considered within the possible overall strategies for achieving standards of protection of *do minimum*, *restore to pre-earthquake*, *protect to current water levels* and *enhance for future protection*:

- ☐ **Do Minimum** would leave the existing reno mattress in place, removing broken wire as necessary. Erosion along the shoreline of the Park should be monitored to understand how the rate changes. This strategy offers a reducing standard of protection with rising sea level, such that the shoreline will erode at varying magnitudes, but is unlikely to be more than 15 m from its current position within 50 years.
- ☐ **Restore to Pre-earthquake** could offer a return to a similar standard of erosion protection that existed at pre-earthquake land and water levels, but with sea level rise this standard of protection would steadily diminish. The shoreline will erode at varying magnitudes, but is likely to be in the order of 15 m from its current position within 50 years. This would be challenging to achieve however as the original design level is not known and would have to be assumed and it is likely that the protection would be regularly overtopped by high water events in the estuary. A range of options are presented below which could be designed to achieve this standard of protection.
- ☐ **Protect to Current Water Levels** could provide protection to currently expected high water levels in the estuary for a given design event. This would allow for protection against today's risk for that design event but not provide future proofing against sea level rise. A range of options are presented below which could be designed to achieve this standard of protection.
- ☐ **Enhance for Future Protection** would maintain a standard of protection that accommodates future rises in sea level and increases in wave attack. The same options as for *restore to pre-earthquake* and *protect to*

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*current water levels* are applicable, but would need to be higher, have a wider footprint, use more material etc.

The options are to:

- (a) Raise and repair existing reno mattress;
- (b) Add loose cobbles on top of existing reno mattress;
- (c) Vertical gabion wall;
- (d) Estuary bed renourishment; and
- (e) Set back earth bund.

A high level qualitative assessment of each option against multiple criteria supplied by Council has been undertaken to identify how the options may interact with other values of the area and assist in decisions around the strategies and options.

## 6.2 Adaptive Planning

Adaptive planning is recommended in the MfE (2017) coastal hazard and climate change guidance as appropriate when considering the uncertainty in timing of future sea level rise and its impacts. Two key principles of adaptation are to (i) defer large investment until an appropriate degree of certainty is reached and (ii) prefer options which do enable moving to other options in the future. The following should be considered when making decisions to select an appropriate strategy and option:

- **Do Minimum:** This strategy makes it easy to move to other options in the future, although some land may have been lost to erosion in the meantime. Moving from *do minimum* to a *pre-earthquake* standard of protection would not be appropriate since water levels have already risen above the pre-earthquake crest level, and will continue to do so. However, moving to an *enhance for future protection* strategy could be appropriate when funding and/or wider Council decisions on protection for the estuary are available.
- **Restore to Pre-Earthquake:** This strategy should only be considered appropriate if implemented in the near future using existing funding, which we understand is not available. In addition, it would be technically challenging as the original design levels of the existing protection is not known and hence the design level for replacement protection is uncertain. Moving from *restore to pre-earthquake* to either *do minimum*, *protect to current water levels* or *enhance for future protection* strategies could be appropriate once wider Council decisions on protection for the estuary is available, with a move to *do minimum* effectively signalling a degree of managed retreat for the wider area, whereas a move to *protect to current water levels* or *enhance for future protection* will require additional funding to be available.
- **Protect to Current Water Levels:** This strategy would involve more investment than *restore to pre-earthquake strategy* but has the advantage that a design water level could be chosen appropriate to today's level of risk. It would not allow for protection as risk changes with sea level rise but could be used as part of an adaptive strategy to move in the future to a strategy of *enhance for future protection* if that is an approach taken for the wider estuary or to a *do minimum* strategy if there is a degree of managed retreat decided in wider Council decisions. Moving to *do minimum* would lose some of the earlier investment.
- **Enhance for Future Protection:** This strategy would require the greatest capital investment if implemented in the near future, and would likely result in a greater standard of protection for the Park than is currently available elsewhere around the estuary. The risk is that similar protection is not offered elsewhere and the investment at the Park is somewhat isolated. Moving to this strategy from either *do minimum* or *restore to pre-earthquake* could be appropriate when funding and/or wider Council decisions on protection for the whole estuary are available. A move to *do minimum* would effectively signal a degree of managed retreat and some of the earlier investment would be lost.

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This report does not make a recommendation on the strategy to be adopted or any specific options which is in accordance with our scope. Decisions on the strategy would likely be informed by both the content of this report and wider decisions to be made on the future protection of the whole estuary and lower Avon River from erosion and inundation.

### 6.3 Recommendations to Inform Further Design Work

While decisions are being made on the preferred strategy it would be sensible to consider ongoing monitoring of the rate of erosion. This could involve ground survey or updated aerial imagery/LiDAR, which we understand was flown in January 2019 and will be made available in the very near future. In addition a walk over reno condition assessment could be undertaken at the same time to assess changes in observations presented in report. This would only be required if there were to be a longer time between this report and future decisions and designs.

Once a strategy has been agreed and further consideration is being made of the available protection options the following tasks are recommended to inform future analysis and design:

- ☐ The approximate location and elevations of the reno mattress have been digitised from aerial photographs and intersected with the 2015 LiDAR data. However, the location and elevations of the mattress under tree cover (i.e. not visible in the aerial photographs) have not been estimated. It is recommended that a crest level survey of the existing mattress is undertaken to inform future design.
- ☐ Wind speed and direction at the New Brighton Pier is generally available for purchase from MetService since October 2009. To inform further option design, this wind data should be purchased and used to calculate wave setup.
- ☐ Seek a determination from ECan whether the existing reno mattress is an authorised structure or not. This will inform the consent strategy.

Once the survey of existing reno mattress alignment and level has been done (see Section 6.3) and critical design parameters are agreed (particularly the crest level for estuary edge erosion control structures), the preferred option(s) can be designed and costed.

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## Appendix A. Shoreline Movement 2011 - 2016

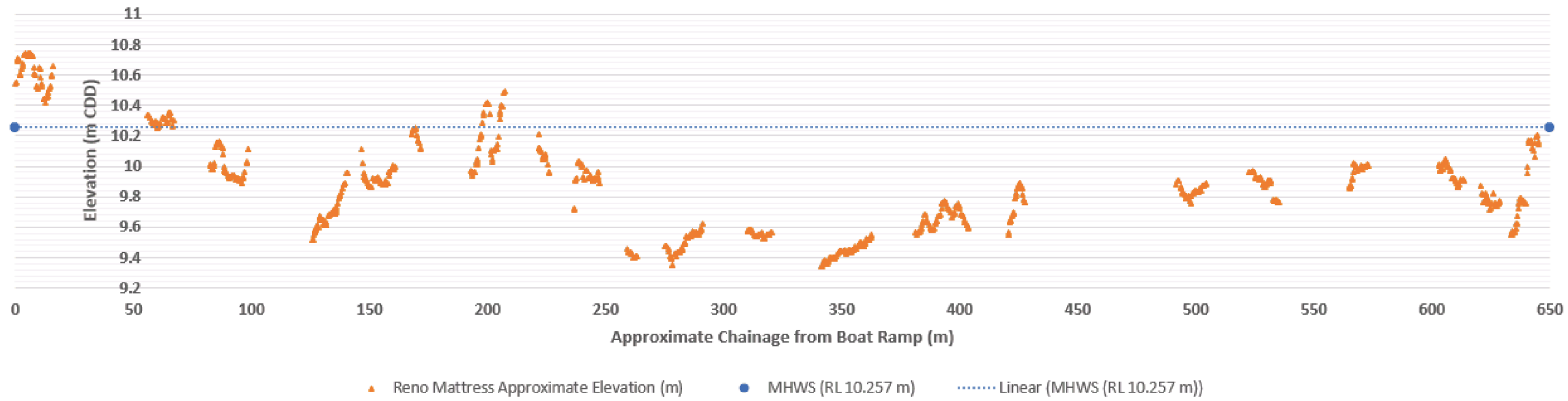
Item 26

Attachment E





Elevation Profile of Existing Reno as Visible from Aerial Photography



Imagery, Cadastral: Sourced from the LINZ Data Service and licensed for re-use under the Creative Commons Attribution 4.0 New Zealand licence

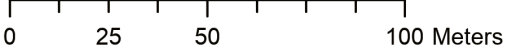
J:\IE\Project\02 New Zealand\12360001 Design\SWB Reno Mattress.mxd

CLIENT Christchurch City Council	
PROJECT South New Brighton Park Erosion	
SCALE 1:1,686 @ A3	PROJECT CODE 12123600
PROJECT MANAGER IW	DRAWN DC
PROJECT DIRECTOR VVB	DATE 8/03/2019

Legend

- Existing Reno Mattress Approximate Location
- Mean High Water Springs (MHWS)

South New Brighton Park Erosion  
Existing Reno Mattress



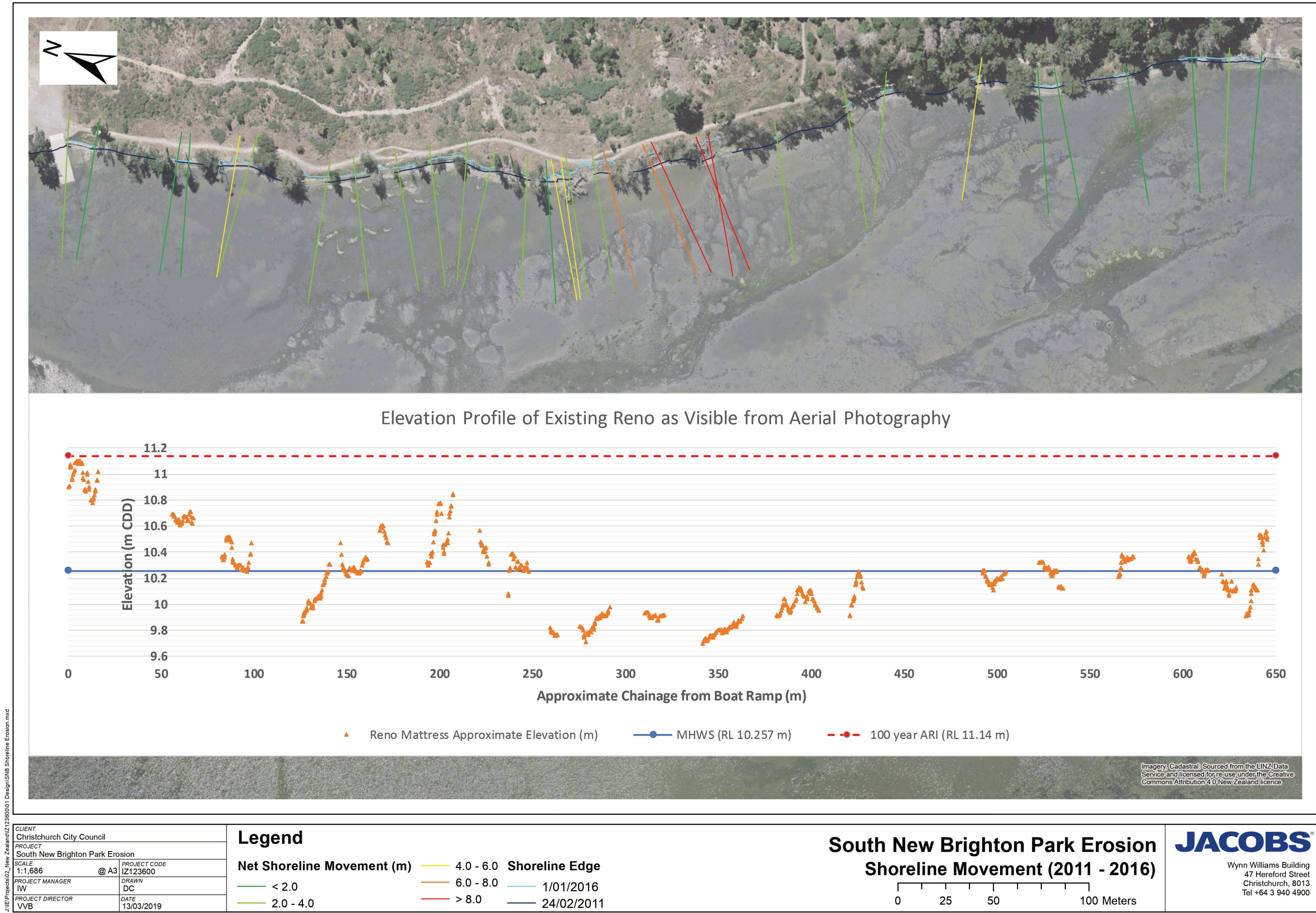
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## Appendix B. Existing Reno Mattress Approximate Elevations





## General location of flood and erosion management options for earthquake legacy project





## 27. Hagley Oval proposed amendments to District Plan - Council response to Regenerate Christchurch

Reference: 19/825766

Presenter(s): David Falconer - Team Leader City Planning

### 1. Purpose of Report

- 1.1 The purpose of the report is for the Council to consider the proposed amendments to the Christchurch District Plan for the use of Hagley Oval and to approve the draft staff feedback letter to Regenerate Christchurch, which is included as **Attachment A**. Regenerate Christchurch is seeking that the Minister uses section 71 of the Greater Christchurch Regeneration Act 2016 (GCR Act) to amend the District Plan. The Council has an opportunity to provide its views to Regenerate Christchurch, as the proponent of these changes, under section 66 of the GCR Act and will have another chance to provide written comments following public notification of the proposal, if the Minister decides to process the request.

### 2. Executive Summary

- 2.1 The Council received a proposal under section 65 of the GCR Act from Regenerate Christchurch on 24 July, to amend the District Plan to provide for the use of Hagley Oval as a major sports facility with provision for permanent floodlights. The Proposal is being put forward under the GCR Act, as Regenerate Christchurch considers that the amendments would support the regeneration of greater Christchurch, meet the purposes of the Act, and that the Minister can reasonably consider the use of the GCR Act necessary in the face of any alternative processes. The Council has 30 working days to provide its views on the proposed changes, from the time it receives the Proposal. The draft Proposal is included as **Attachment B**.
- 2.2 Regenerate Christchurch is taking this Proposal forward on behalf of the Canterbury Cricket Trust. A resource consent was granted in 2013 after direct referral to the Environment Court, for development at Hagley Oval. A subsequent variation in conditions was granted in 2016. The 2013 decision and the variation can be found in **Attachment C**. The Trust considers that the current consent imposes a number of constraints on the use of Hagley Oval, which limit its use particularly for international cricket matches. The Trust is particularly concerned about Christchurch's ability to bid to host later-stage games in the Women's Cricket World Cup in January and February 2021, under the current consent conditions.
- 2.3 Constraints identified in the Proposal include the permitted lighting fixtures; the number of major fixtures, match days and times of play; and the pack-in and pack-out requirements for major fixtures. The proposed amendments would create more permissive rules relating to these issues. Notably, the changes would allow for six permanent lighting towers at a height of 48.9 metres.
- 2.4 The effects of the Proposal must be considered in the context that the Environment Court has already granted consent for four lights up to 48.9m high, which need to be retracted when not in use, and the head frames removed during the off season. The Christchurch Central Recovery Plan (CCRP) anticipates that a domestic and international purpose-built cricket venue, with sports lighting to international broadcast standards, will be provided at Hagley Oval. This Proposal is based on the current consented lights not meeting the latest international broadcast standards.



- 2.5 Concerns regarding the effects of the Proposal (for example, environmental impacts) need to be weighed against the benefits. It is likely to make Christchurch a more viable venue for international cricket matches, which could increase the City's profile and visitors to the City – although this is likely to be a small increase, it would still be welcome. However, staff consider there is currently a divergence between the intended effects of the proposed amendments, and what the actual effects would be under the rules as currently drafted. It is therefore important that the current proposed rules package is amended as requested, otherwise the scale of activities permitted at the Oval is likely to be well beyond what could reasonably be considered acceptable.
- 2.6 Staff are also concerned about the use of the GCR Act for this purpose. The questionable regeneration outcomes, timing, lack of provision for robust public consultation, and the presence of viable alternatives are highlighted in the draft feedback, which expresses the view that the use of section 71 is inappropriate. A workshop has been held with members of the Waikura/Linwood-Central-Heathcote Community Board, which voiced some concerns about using the GCR Act for this purpose. Staff recommend that the Council approves the draft feedback to Regenerate Christchurch (**Attachment A**), which provides high level comments and requests amendments to mitigate the potential negative effects of the proposed amendments to the District Plan.

### 3. Staff Recommendations

That the Council:

1. Approves providing the attached feedback to Regenerate Christchurch on the Proposal to change to the District Plan (**Attachment A**), including the amendments to the Proposal recommended in Attachment A.
2. Delegates to staff the ability to provide Regenerate Christchurch with any additional technical comments that support the Council's feedback

### 4. Context/Background

#### Current resource consent

- 4.1 The Environment Court issued the resource consent on direct referral (no Council-level hearing first), to the Canterbury Cricket Association in November 2013. The application and consenting process were dealt with urgently to enable a bid to be submitted for Hagley Oval to host matches for the Men's Cricket World Cup in 2015. The consent allows for the construction of an embankment, pavilion and lights, and imposes conditions for running domestic and international matches at Hagley Oval. The Environment Court decision and a subsequent variation in conditions granted in 2016 can be found in **Attachment C**.
- 4.2 The consent was subject to a number of conditions and constraints. The Trust claims that in many cases these were the result of limited consultation and compromise, and that "the resource consent over time proved to not be fit for purpose" for the hosting and broadcasting of international cricket matches at Hagley Oval. The Proposal from Regenerate Christchurch is based on the assumption that the consent conditions do not allow Hagley Oval to operate in the manner envisioned in the CCRP.
- 4.3 The main constraints that the Trust has highlighted are:
  - Lighting – limit of four lights at 48.9 metres at fully-extended height, which must be retracted to 30.9 metres when not in use, and the head frames removed during the off season.

- Limitations on major fixtures - match numbers, days and timeframes.
  - Pack-in and pack-out timeframes for temporary infrastructure (though this was partly addressed through a 2016 variation to the original consent).
  - Car parking requirements and limitations on signage.
  - Resulting operational difficulties and additional costs not incurred at other venues in NZ, and health and safety issues.
- 4.4 The lighting arrangements at the Oval are central to this Proposal. In order to be able to host and televise major international matches, lighting to international standards is increasingly becoming a requirement as matches are scheduled later in the day and into the evening, in order to suit overseas audiences.
- 4.5 The conditions under the current consent aim to maintain the amenity of the area by ensuring the lights do not exceed the heights of the surrounding trees, apart from when they are extended to their full height (no earlier than two hours prior to the scheduled start of a major fixture). The Proposal states that these lights are prohibitively expensive, that the technology is outdated (and does not meet international broadcasting standards), and that the process of installing and removing the head frames (involving trucks and cranes) would cause damage to surrounding trees and the ground. As a result, while the embankment and pavilion were constructed, the consented lights have never been installed.
- 4.6 The Trust is under a time constraint in that it wishes to bid to host semi-final and final games for the Women's Cricket World Cup in January and February 2021. The current consent conditions would need to be amended in order for such a bid to be submitted later this year.

### **Christchurch Central Recovery Plan**

- 4.7 The CCRP was written after the Canterbury earthquakes, to guide the recovery of Christchurch's central city. The Vibrant City chapter of the CCRP identified Hagley Oval as an Anchor Project for the City, and provides that it will, "be enhanced, providing central Christchurch with a venue capable of hosting domestic cricket matches and international tests" while "the essential village green character of Hagley Park will also be kept."
- 4.8 Under the CCRP, the Cricket Oval is to provide:
- A domestic and international purpose built cricket venue.
  - Grass embankments with spectator capacity of 15,000 with ability to expand to 20,000 using temporary seating.
  - Training and coaching facilities with indoor and outdoor nets.
  - Sports lighting to international broadcast standards.
  - Pavilion with lounge and media facilities.
- 4.9 The Proposal from Regenerate Christchurch is to amend the District Plan in a manner that Regenerate Christchurch considers is consistent with the CCRP. This is because the implementation of the 2013 consent has identified issues with the ability of the Oval to host some international matches, as outlined above, which Regenerate Christchurch considers inconsistent with the CCRP. In particular, that the consented lights are not 'to international broadcast standards.' The Proposal argues the case that the District Plan changes achieve Earthquake regeneration based on the CCRP's provision for an international purpose-built venue. Christchurch's previous venue for international cricket was lost as a result of the Earthquakes.

### Hagley Park Management Plan and relevant legislation

- 4.10 The Hagley Park Management Plan (HPMP) provides a tool to mitigate and avoid negative effects on the Park environment, to protect the Park's value to the community. The HPMP envisions an 'iconic, inner-city open space area' that, relevantly:
- retains a landscape character that reflects the central city's open space heritage but also is in harmony with the contemporary urban environment; and
  - is managed effectively for a variety of public recreational uses, with access and facilities provided to a level that is acceptable in terms of environmental impact.
- 4.11 Relevant objectives under the HPMP include:
- To protect the English heritage style landscape character, atmosphere and scenic amenity of Hagley Park, and promote this as a major objective of the plan.
  - To protect the open spaces of Hagley Park and the visual amenity of the road users. To promote Hagley Park as a major feature of the open space system of the inner city.
  - To maximise the recreational potential for Hagley Park but limit ancillary developments such as buildings and car parking, which detract from the park's landscape value.
  - To keep to a minimum the number of new buildings and structures on Hagley Park and to coordinate and integrate the existing Park buildings and structures into the Park environment.
- 4.12 Hagley Park is classified as a Recreation Reserve under the Reserves Act 1977, which sets down the purpose of these reserves as, "providing areas for the recreation and sporting activities and the physical welfare and enjoyment of the public, and for the protection of the natural environment and beauty of the countryside, with emphasis on the retention of open spaces and on outdoor recreational activities..." This requires the Council to manage the Park according to this purpose by balancing the need to cater for the public use of the Park, with appropriate management of environmental effects.
- 4.13 If the Proposal to amend the District Plan to insert permitted activities related to the operation and use of Hagley Oval is approved, these activities would still need to comply with obligations under the Reserves Act. This means that activities would be required to be consistent with the Recreation Reserve classification of Hagley Park and the Hagley Park Management Plan. In the case of new permanent floodlights, this could involve either a new lease or a variation to the existing lease, which would require Council approval and potential public notification. The Council must consider the proposed amendments and their effects within the statutory context outlined above.

### Proposed amendments – summary of main points

- 4.14 *Major sports facility* - The proposed amendments would allow for a 'major sports facility limited to the use of Hagley Oval and facilities for sporting events' through new permitted activity rules. We understand that the aim of the proposed rule is to provide for sporting events with 2,000 or more viewers, permanent floodlights, and temporary facilities associated with these events.
- 4.15 *Lighting* - The Proposal is that the permanent installation of six, non-retractable lighting towers at 48.9 metres is permitted. Under the existing consent four retractable lighting towers are allowed up to 48.9 metres high.
- 4.16 *Number of match days* - Under the existing resource consent, the venue can only be used for a maximum of 13 match days for major fixtures each season (and for no more than two major fixtures exceeding 12,000 spectators in any three-year period). The amendments would

increase the number of match days allowed for events with over 2,000 spectators to a maximum of 20 per annum (with a maximum of five event days per annum for events with over 12,000 spectators within this 20 days), with an additional five event days per annum for world cup events administered by the International Cricket Council.

4.17 *Match times and days*

4.17.1 The amendments would allow for increased hours of operation, with any event able to occur between 7am and midnight, Monday to Sunday (currently, any major fixture exceeding 12,000 spectators can only be scheduled on Fridays from 7pm, or on weekends).

4.17.2 Noise limits to be amended to be between 7am and midnight, Monday to Sunday (currently, the music on the PA system shall not extend beyond 10pm), with the exception of three occasions each cricket season for this to be extended to 10.30pm. This is in order to be consistent with the above amendment regarding match times.

4.17.3 It is proposed that the pavilion be managed as part of the overall event space for major fixtures and outside of such events, that it closes no later than 11pm Sunday to Thursday, and 12am Friday or Saturday (currently restricted to no later than 10pm Sunday to Thursday, and 12am Friday or Saturday).

4.18 *Pack-in and pack-out* – The proposal revises the pack-in and pack-out requirements for temporary structures, increasing the days allowed due to health and safety concerns (a lot of activity occurs in a relatively tight space, including heavy vehicle and crane movements). The proposal also excludes days of inclement weather and statutory holidays from the timeframes. It would allow for television scaffolding towers to be in place for the entire cricket season.

4.19 *Public exclusion* - Under the proposed amendments, the public are to be excluded during the pack-in and pack-out periods from areas where this activity is occurring, for health and safety reasons. Public access to the site shall otherwise be maintained to the fullest extent practicable during these periods (this is to be included in the operations management plan).

4.20 *Number of people in Hagley Park* – Currently, no major fixture can take place when another event is proposed within Hagley Park, if the cumulative attendance is anticipated to exceed 20,000. The amendments revise this restriction to a limit of 20,000 in South Hagley Park only.

4.21 *Car parking* – Currently, 2,000 alternative car parks must be arranged in the event that the Polo Grounds become unavailable. The proposed amendments remove the requirement to provide car parking, but provide for a transport management plan to be implemented for events at the Oval.

4.22 *Signage* – Amendments are proposed to the provisions on signage, including explicitly allowing signage on the sight screens, broadcast towers, other temporary infrastructure, and the pavilion and marquees.

4.23 The Proposal is accompanied by a number of expert technical assessments on the changes sought. The attached draft feedback includes comments on these reports.

### Section 71 GCR Act Process

- 4.24 Under section 71 of the GRA Act, the Minister can exercise her powers to suspend, amend, or revoke a Resource Management Act 1991 (RMA) document. Regenerate Christchurch is a proponent under the GRA Act and can therefore initiate this process. This means the Council will not be the decision maker in this process, which under the GCR Act includes the following steps:
- 4.24.1 Regenerate Christchurch seeks the views of strategic partners on the draft Proposal, including Christchurch City Council – this is the stage we are currently at. Regenerate Christchurch sent the proposal to Christchurch City Council on 24 July 2019. Christchurch City Council has 30 working days to provide its view (i.e. by 4 September 2019).
- 4.24.2 Regenerate Christchurch then summarises the strategic partners' views and may amend the draft Proposal and proposed changes to the District Plan provisions as a result of feedback.
- 4.24.3 Regenerate Christchurch then submits the proposal for Ministerial approval to proceed.
- 4.24.4 If the Minister decides to proceed she must then by public notice invite written comments. Any member of the public or organisation may provide comment.
- 4.24.5 The Minister then must decide whether to exercise her powers under section 71 (within 30 working days of the closing date for written comments). The Minister can only accept or reject the proposal - no amendments can be made at this stage.

### Use of the GCR Act – purposes and necessity

- 4.25 In order to undertake a process under section 71 of the GCR Act, the draft section 65 proposal must illustrate to the Minister that:
- her exercise of powers will meet one or more purposes of the Act; and
  - the exercise of power is necessary and preferable to any alternatives to the exercise of power.
- 4.26 Regenerate Christchurch argues that the Proposal meets four of the five purposes of the Act. In relation to the regeneration purposes of the GCR Act, the Proposal is that the exercise of power would enable Hagley Oval to be improved, developed and enhanced, to operate consistently with the CCRP. This would increase the economic, social and cultural benefits to the community in a faster manner than any alternative processes could achieve.
- 4.27 The proposed amendments could be argued to fall under the very broad definition of regeneration in the GCR Act. However, our analysis of the economics technical report provided illustrates that the economic benefits to greater Christchurch are of a relatively small scale. The projected guest nights for 2020/21 would constitute just under one percent increase in the total guest nights in Christchurch, based on the year ended May 2018. If such an increase were to materialise, it would contribute a little to the economic regeneration of the city but is very unlikely to be the regeneration driver or catalyst that would be expected from a proposal made under the GCR Act.
- 4.28 Regenerate Christchurch also argues that that the exercise of the power is necessary in light of any alternatives, based on the role of Hagley Oval as set out in the CCRP and the specific outcomes sought by the CCRP. This argument is based on the assumption that the intentions of the CCRP have not been fulfilled, and that its fulfilment is necessary. The outcomes-based argument is that the GCR Act allows the Proposal to be considered through a regeneration lens that includes environmental, economic, social and cultural wellbeing, and that a normal



RMA decision-making process would not provide for this. As outlined in paragraphs 4.32-33 below, staff do not consider this to be a compelling argument.

- 4.29 The Proposal considers the following alternatives to the exercise of power:
- Private or Council-initiated plan change request under Schedule 1, Part 1 of the RMA 1991.
  - Streamlined process under section 80C of the RMA.
  - Resource consent application or an application to vary the current consent.
  - Regeneration Plan or amendment to the Land Use Recovery Plan 2013, under the GCR Act.
- 4.30 The Proposal concludes that the use of the section 71 process is the most appropriate and efficient method to make these amendments to the District Plan due to the quicker and more certain process it allows, and the perceived wider outcomes it allows the decision maker to consider.
- 4.31 In the opinion of Council staff, the argument that the exercise of powers can be reasonably considered necessary in light of all alternatives is questionable. Overall it is likely that this is the most efficient and certain process, however that does not mean it is necessary.
- 4.32 The outcomes-based argument is particularly at issue. Paragraph 7.17 of the Proposal states that the use of the GCR Act decision-making framework “can include a much broader consideration than the narrower sustainable management focus of the RMA and consequently the Christchurch District Plan. For example, the GCR Act framework can take into account the extent to which the proposal will help address the challenges that Christchurch is currently facing in attracting events, visitors, investment and expenditure into the central city.” Staff do not agree that the alternative processes would not consider these factors.
- 4.33 Under the RMA framework, sustainable management includes the use, development and protection of natural and physical resources, and a wide range of considerations can be taken into account and balanced. However, this does not preclude regeneration being considered. The strategic objectives in the District Plan include enabling recovery and facilitating the future enhancement of the district, through considering economic development, infrastructure, transport, social and cultural wellbeing, and environmental sustainability (Objective 3.3.1). The District Plan also has the objective of revitalising the Central City, focusing on all aspects of such revitalisation (Objective 3.3.8).
- 4.34 Staff consider that there are available alternatives under the RMA that could achieve the same or similar amendments to what is being sought, namely a standard or streamlined plan change process or a resource consent application with direct referral to the Environment Court. An RMA process was previously used for the development of Hagley Oval, so RMA processes could be as effective as the use of a section 71 process. A streamlined planning process could also be efficient. Council staff consider that the criteria for a streamlined planning process under section 80C(2)(c) could be met, as the proposed planning instrument is required to meet a significant community need, which is to enable the hosting of world cup matches in Christchurch. However, as the section 71 process has already been initiated by Regenerate Christchurch, there is a risk that restarting the process under the RMA may not allow enough time to for the process to be complete before a bid needs to be submitted for the Women’s World Cup games.

*General comments*

- 4.35 It is notable that while from the Canterbury Cricket Trust’s perspective, it has been apparent since 2015 that the current consent does not suit its purposes, this process has only recently been initiated. The timing raises questions as to why a more appropriate standard plan

change process could not have been initiated much earlier, especially as New Zealand was awarded the Women's World Cup as early as 2013.

- 4.36 Another consideration is that under the section 71 process the public are only invited to provide comment, rather than make submissions as under the RMA. Hagley Oval, and Hagley Park in general, is an area of high public interest. The public only has an opportunity to express its views at the end of the process, and the proposal cannot be amended as a result of this (the Minister must simply decide to approve or not approve). No appeals to the Environment Court can be made under this process.
- 4.37 For the above reasons, staff do not support the use of the section 71 process to achieve the amendments to the District Plan. This position is reflected in the draft feedback.

**Other key issues and requested changes to the proposed rules package**

- 4.38 Under the current drafting of the proposed rules package the description of the proposed activity at Hagley Oval is as a major sports facility. Whilst it is acknowledged that Hagley Oval is an important sports facility for the City, the term 'major sports facility' has a specific definition in the District Plan that includes permanent stadiums and grandstands. The Proposal from Regenerate Christchurch is not for a stadium or additional seating and buildings at Hagley Oval. Therefore if the 'major sports facility' wording was to remain in the final rules package in the District Plan there is a risk of future development to an unacceptable scale. It could be considered that a stadium or additional seating and buildings is anticipated at Hagley Oval. This would be contrary to the District Plan's Open Space objectives and policies, which seek distinctly different outcomes for open spaces serving as community parks, and those providing for large built sports facilities.
- 4.39 The proposed permanent floodlights will inevitably impact the surrounding environment. The benefits to the Oval include the updated technology of the proposed lights and the reduced requirements for putting up and taking down the retractable heads of the lights. This would lessen the impact on the surrounding trees and the ground, and eliminate the risk of oil spill that exists with the retractable poles. However, the permanent installation of six lighting towers at 48.9m metres will have a significant impact on the amenity and landscape of Hagley Park.
- 4.40 The Umpires Pavilion and Setting and Hagley Park are iconic heritage places that make a strong contribution to the Christchurch District's sense of place and identity. The Council's assessment of the heritage technical report provided by the Trust concludes that: *The proposal respects and provides for maximum retention of heritage values in as far as it practically can, considering the limitations of the technical requirements of the design, location, height and form of the lights necessary for the desired use. The colour of the lights, and to some extent their location have been carefully considered so as to minimise obstruction of visibility of the heritage item, and the contrast of the colour in the landscape, in as far as possible.*
- 4.41 Regardless, the new lights will have an impact on the heritage value of the Umpires Pavilion and Setting. The staff assessment of the Proposal includes some recommendations if the proposed new lighting was to be installed. These have been included in the draft feedback to Regenerate Christchurch.
- 4.42 The Council's assessment of the landscape technical report agrees that the six proposed light masts and headframes will detract from the natural character of the Hagley Park setting. It considers that the greatest impact on visual amenity will be when they are viewed at their full height, against the skyline, rather than from within the Oval or surrounding park and Botanic Gardens. The masts and headframes will be visible from other parts of Christchurch, notably the Port Hills, and particularly evident at night, at times when the lights are illuminated.

- 4.43 The Council's preliminary review of the lighting technical report states that six solid light poles would be appropriate, and that the use of six poles will slightly reduce glare and spill light when compared to the four pole proposal previously consented, because the light from each pole has to cover a lesser area, making lower floodlight tilt angles possible. However, the review states that with a six pole option there could be a decrease in the height of the poles to 38-40 metres rather than 48.9m, and the 380-400 luminaires previously consented for the four poles could be distributed over the six poles instead, producing the same amount of light while reducing the potential size of the headframes. This means the maximum headframe size described in the proposal of 6 metre height and 14 metre width, with a maximum of 92 lights per pole, could be reduced to around two thirds of this size and number of lights per pole.
- 4.44 The review finds that this arrangement of lights could still achieve the lux levels that are required by the ICC. It recommends that to confirm this, a high level lighting design study (an estimated 20-30 hours of preliminary lighting design) should be undertaken. Regenerate Christchurch has now agreed to commission this design study. If such a redesign can be adopted, the visual effects of the floodlighting poles and headframes may be able to be significantly reduced.
- 4.45 The increase in the number of match days allowed for events with over 2,000 spectators would likely have an impact on public access to the Oval, particularly with the accompanying increase in pack-in and pack-out days required and allowed for. The number of match days being allowed for in the amended rules package could be more than Christchurch will obtain in terms of major events per annum. However, if there are two or more test matches of five days each in a year, plus some other one-day events, a 15 day limit could easily be reached. Accordingly the draft feedback agrees that the proposed maximum number of match days allowed for major fixtures is appropriate, with a limit within this of five days allowed for events with over 12,000 spectators. The extra five days per annum for any International Cricket Council-administered tournament events is unlikely to be needed, but the Council has no issues with this remaining given that it cannot be used for any events that are not world cup events.
- 4.46 The proposed amendments in relation to noise and lighting and hours of operation would likely impact on the surrounding areas, particularly on sensitive zones e.g. the Specific Purpose (Hospital) Zone. The amendments would allow games to be played later in the evening and the restrictions on noise and lighting would be relaxed accordingly. Events would be exempt from maximum noise limits, with only an average noise level limit. The limit on lighting days of use has also been deleted, and the midnight cut off for lighting has been adjusted to be flexible to adapt to match finish time.
- 4.47 The proposed hours of operation for the Oval, and the revised noise limits, are inconsistent with the corresponding rules in the District Plan set to control the effects of activities generating noise in the Central City. These standards were introduced by the CCRP, which the District Plan is required to be consistent with, and in this capacity the Proposal is inconsistent with the CCRP. Therefore, the draft feedback requests that the noise levels and associated hours of operation are amended to be more consistent with the current standards in the District Plan. This includes that the proposed exception for Hagley Oval from Chapter 6.1 Noise limits in the Central City is deleted.
- 4.48 The proposed omission of parking conditions that were in the 2013 resource consent formalises what has been the practical reality in recent years, where parking has not been permitted on the grassed areas of Hagley Park.
- 4.49 The effects of the Proposal must be considered in the current planning context. The Environment Court has already granted consent for four lights up to 48.9m high. Whilst they

must be retracted when not in use, they would still have an impact on the environment. Therefore what needs to be considered is the effect of having six (two additional) lights permanently, over and above the effects that have already been allowed for. Another consideration is what is anticipated by the CCRP and whether the District Plan is consistent with this. This Proposal is to amend what is permitted in relation to floodlights, to meet the latest international broadcast standards, and enables the lights to be in place permanently to mitigate the damaging effects to the Park of retracting the lights.

- 4.50 The effects also need to be weighed against the benefits of the Proposal. The Proposal is likely to make Christchurch a more viable venue for international cricket matches, which could increase the City's profile and visitors to the City. There is also the benefit of local residents being able to attend international cricket matches in Christchurch.

### **Summary of the key amendments sought to proposal and rules package**

- 4.51 A table containing further detailed comments on the proposed rules package will be provided to Regenerate Christchurch along with the letter of feedback. The requested changes to the proposed rules package are focused on creating more certainty and clear parameters within the conditions. As currently drafted, the rules are unclear and permissive, and do not place adequate limits or standards on activities – they would permit a wide range of activities that would not be limited to those instigated by the Canterbury Cricket Trust.
- 4.52 Removing reference to “major sports facility” in relation to Hagley Oval in the District Plan.
- 4.53 Resolving the question of whether the light poles can be reduced in height and the headframe size reduced, and amending the relevant rules if appropriate.
- 4.54 Amending the proposed noise levels and associated hours of operation to be more consistent with the current standards in the District Plan, including deleting the proposed exemption for Hagley Oval from Noise limits in Chapter 6.1 of the District Plan.
- 4.55 Amending the activity specific standards referring to operations and event management plans to require that these plans are approved by the Council. This is appropriate because the activities will be taking place on Council land, and on a public reserve managed by the Council.
- 4.56 Adding a limit on the total number of days that temporary facilities and structures may occupy the site. The proposed rules package does not contain a limit, which is not acceptable in light of the impact on public access to the Oval. The limit would be more relaxed than the current consent condition.
- 4.57 More detailed comments on the full package of proposed rules can be found as an Appendix to the draft feedback at **Attachment A**.

### **Strategic Alignment**

- 4.58 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):

#### **4.58.1 Activity: Strategic Planning and Policy**

- Level of Service: 17.0.1.7 Advice to Council on high priority policy and planning issues that affect the City. Advice is aligned with and delivers on the governance expectations as evidenced through the Council Strategic Framework. - Policy advice to Council on emerging an

### **Decision Making Authority**

- 4.59 Council is not the ultimate decision maker under this process, rather Council can provide feedback as a strategic partner. Staff are therefore seeking the approval of Council to send feedback on the draft proposal to Regenerate Christchurch, under section 66 of the GCR Act.

### Previous Decisions

- 4.60 There have been no previous Council or Committee decisions on this matter, as the proposal has only been received within the past few weeks.

### Assessment of Significance and Engagement

- 4.61 The decision in this report is of high significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.62 The level of significance was determined by the fact that the decision could indirectly affect a wide range of people, including users of Hagley Park, residents, and visitors to Christchurch. There are potential wellbeing effects on these people arising from the impacts of noise and lighting, amenity and the visual landscape. The level of community interest is likely to be high due to the sensitive and valued nature of Hagley Park and the variety of groups with interest in the operation of the Park and the Oval. Environmental, social and cultural impacts of the proposed amendments to the District Plan are likely to be high, as they would significantly change the way Hagley Oval is operated, and its uses.
- 4.63 The financial cost to the Council is likely to be low, as is the impact on the capacity of the Council to carry out its role and functions. The economics benefits to Christchurch would be of a medium level.

### Impact on Mana Whenua

- 4.64 Hagley Park is a site of cultural and spiritual significance to Tangata Whenua. The amendments are likely to impact them and consultation should be undertaken.

## 5. Options Analysis

### Options Considered

- 5.1 The following reasonably practicable options were considered and are assessed in this report:
- Option 1 – Approve the attached feedback to Regenerate Christchurch
- 5.2 The following options were considered but ruled out
- Do not provide feedback to Regenerate Christchurch – although the Council is not required to provide views, the high significance of this issue and its potential implications for the Council mean that this is not a viable option.

### Options Descriptions

- 5.3 **Preferred Option: Option 1** - Approve the attached feedback to Regenerate Christchurch.

5.3.1 **Option Description:** Feedback will be sent to Regenerate Christchurch, which will contain high-level comments on the process and outcomes sought, and suggest a number of amendments to the proposed rules package, as outlined above.

#### 5.3.2 Option Advantages

- The Council will have the chance to influence the process and comment on the amendments to ensure they are fit for purpose and align with the objectives and policies in the District Plan.
- The Council will be fulfilling a statutory duty as a strategic partner under the Greater Christchurch Regeneration Act.

#### 5.3.3 Option Disadvantages



- The feedback will not state an overall Council position, and therefore could lack some clarity.

## 6. Community Views and Preferences

- 6.1 The Hagley Park Reference Group has been informally consulted on this proposal; its representation includes Sport Canterbury; ChristchurchNZ; Hands off Hagley; Christchurch Civic Trust; Ngāi Tahu; Canterbury Horticultural Society; Heritage NZ; Department of Counservation; Age Concern; Disability NZ, and the Waikura/Linwood-Central-Heathcote Community Board. The views expressed at this meeting were mixed in terms of support for the proposed amendments.
- 6.2 There has not yet been engagement with the wider community by Regenerate Christchurch. The section 71 process requires the Minister to seek public comment at a later stage in the process. In light of this and of the relatively few consultation requirements under this process, staff believe that requesting that Regenerate Christchurch takes extra steps to engage key stakeholders is appropriate. This is therefore included in the draft feedback.
- 6.3 A workshop has been held with members of the Waikura/Linwood-Central-Heathcote Community Board and they have indicated that they support the proposal in principle, but some have concerns about using the GCR Act for this purpose. The Council has also held a further meeting of the Hagley Park Reference Group since receiving the Proposal, in order to provide an update on developments.

## 7. Legal Implications

- 7.1 There is a legal context, issue or implication relevant to this decision.
- 7.2 This report has been reviewed and approved by the Legal Services Unit.
- 7.3 The legal considerations are described throughout this report.

## 8. Risks

- 8.1 The Council has little to no control over the process under which the proposed amendments are being taken forward, and is limited in its involvement to providing comments as feedback to Regenerate Christchurch prior to their submission of the Proposal to the Associate Minister. This in itself is a risk as the Council will have to make changes to the District Plan that have been initiated, and ultimately decided upon, by other parties.
- 8.2 The reduced level of public consultation required under a section 71 process presents the risk that members of the community will feel they have not had adequate chance to have their say on the issue. To mitigate this risk, it is recommended that further community engagement is carried out before a finalised proposal is sent to the Associate Minister.

## 9. Next Steps

- 9.1 Regenerate Christchurch seeks the Council's views on its draft proposal under section 66 of the GCR Act. The Council must provide feedback to Regenerate Christchurch within 30 working days of receiving the proposal, by 4 September 2019. Following receiving feedback from strategic partners, Regenerate Christchurch will, as per statutory process:
  - 9.1.1 Depending on the feedback received, finalise the Proposal and submit it to the Associate Minister.
  - 9.1.2 The Minister must decide whether to proceed with the Proposal within 30 working days of receiving it, and if she does decide to proceed, must publish a notice inviting written comments.

- 9.1.3 The Minister will then make a decision on the Proposal no later than 30 working days after the date specified in the published notice, having taken into account written comments and having particular regard to the views of strategic partners.



## Attachments

No.	Title	Page
A <a href="#">↓</a>	Draft CCC feedback on Proposal	548
B <a href="#">↓</a>	Hagley Oval GCRA s65 DRAFT Proposal	555
C <a href="#">↓</a>	Environment Court decision on Hagley Oval Resource Consent 2013, and 2016 consent variation	601

## Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories

<b>Authors</b>	Katie McFadden - Senior Policy Analyst David Falconer - Team Leader City Planning
<b>Approved By</b>	Andrew Rutledge - Head of Parks David Griffiths - Head of Planning & Strategic Transport Brendan Anstiss - General Manager Strategy and Transformation



[DATE]

Ivan Iafeta  
Chief Executive  
Regenerate Christchurch  
Level 1, Building 2  
181 High Street  
CHRISTCHURCH 8011

Dear Ivan

**Re: Hagley Oval – draft Proposal to amend the District Plan for the operation and use of Hagley Oval**

The Council would like to thank you for the opportunity to consider and provide views on the draft Proposal to amend the Christchurch District Plan in relation to the operation and use of Hagley Oval. The Council has also appreciated the opportunities offered to feed into the process and provide comments on an ongoing basis. We acknowledge that a considerable amount of work has been undertaken to develop this Proposal, particularly by the Canterbury Cricket Trust. This has been useful in helping to inform the Council's consideration of these matters.

The Council understands that this Proposal is likely to convey a number of benefits on the cricket community and supporters, and on Christchurch in a wider sense. However, we also have strong reservations regarding the process that is being used under the Greater Christchurch Regeneration Act (GCR Act), and would like to request amendments to various elements of the draft rules package, to ensure greater certainty of outcomes and mitigate the risk of negative impacts on the surrounding environment. The Council considers that the proposed rules package as currently drafted could allow for activities well beyond what is acceptable and what is envisioned by the Christchurch Central Recovery Plan, and that the permitted activity rules must therefore change as requested. This feedback summarises the above and attaches a table outlining in more detail the changes requested to the proposed rules package.

The Hagley Oval plays a significant role in the wider environs of Hagley Park, which in itself is an important part of the culture, landscape and heritage of Christchurch. The Oval has a long and valued history, and is used by a variety of different groups including community and youth cricket and other users. The ability of the public to access and enjoy the Hagley Oval is integral to its operation, as is its village green nature, the maintenance of which is provided for in the Christchurch Central Recovery Plan. There are likely to be a range of strong community views, and high public interest, in the proposed amendments, which has been a key consideration for the Council. The planning context in which Hagley Oval operates under the current consent granted by the Environment Court in 2013 has also been an important factor in the Council's consideration of this matter.

The Council must have regard to the statutory context in which Hagley Park operates. We are required to manage Hagley Park, and Hagley Oval as part of it, in accordance with the Hagley Park Management Plan (HPMP) and the purpose of the Park as a Recreation Reserve, as laid out in the

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Reserves Act 1977. The Reserves Act describes such reserves as, “providing areas for the recreation and sporting activities and the physical welfare and enjoyment of the public, and for the protection of the natural environment and beauty of the countryside, with emphasis on the retention of open spaces and on outdoor recreational activities...” The Council must balance the need to cater for the public use of the Park, with appropriate management of environmental effects. Similarly, the HPMP emphasises protection of open spaces and keeping new buildings and structures to a minimum.

The draft Proposal and the accompanying technical reports have been reviewed by Council technical staff, and in the case of the lighting report by external consultant Beca, due to a lack of suitable expertise within the Council. This feedback incorporates comments on these technical reports. We request further discussion regarding the conclusions of the lighting report in terms of the specifics of the Proposal itself, in particular the height of the lighting poles and the size of the headframes.

The Council would like to note that providing comments on such a detailed and complex set of rule changes within the tight timeframe has been particularly difficult. We would therefore appreciate ongoing discussion on the proposed rule changes, so that they can be considered in the most robust manner possible. In particular, we would appreciate a further chance to comment on the finalised set of proposed rules, in the event that they are significantly different from those we have seen in the draft Proposal.

#### **Use of the section 71 process under the Greater Christchurch Regeneration Act**

The Council does not consider it appropriate to use the GCR Act to make the proposed amendments to the District Plan, for the reasons outlined below.

The Council agrees that this Proposal fulfils the requirements of the use of section 71 of the GCR Act in terms of meeting ‘one or more purposes of the Act’. This is a broad test that includes the purposes of recognising local leadership, enabling community input into decisions on the exercise of powers under section 71, enabling a focused and expedited regeneration process, and facilitating the ongoing planning and regeneration of greater Christchurch.

It is plausible that this Proposal falls under the permissive definition of regeneration in the GCR Act, however in the stricter sense and understanding of regeneration, the Council does not consider that this is an appropriate application. The Council’s analysis of the economics technical report provided highlights that the economic benefits to greater Christchurch are of a relatively small scale. The projected guest nights for 2020/21 would constitute just under one percent increase in the total guest nights in Christchurch, based on the year ended May 2018. This small contribution estimated to the economic regeneration of the city is unlikely to be the regeneration driver or catalyst that would be expected from a proposal under the GCR Act.

The Council is not certain that the exercise of power is necessary and preferable to any alternatives. The requirement under the GCR Act is that the Minister’s exercise of powers can be reasonably considered necessary to achieve the desired outcome, *rather than desirable or expedient*, taking into account all possible alternatives. Overall, in light of the alternatives it is likely that this is the most efficient and certain process, however that does not mean it can be reasonably considered necessary.

Alternative processes include a plan change process under Schedule 1, Part 1 of the Resource Management Act 1991 (RMA), a streamlined process under section 80(c) of the RMA, and a resource consent application (potentially with a direct referral to the Environment Court). The Council considers that an RMA process was previously used for the development of Hagley Oval, and so could be used again, and could be just as effective as the use of a section 71 process. The criteria for a streamlined planning process under section 80C(2)(c) could potentially be met, as the proposed planning instrument is required to meet a significant community need - to enable the hosting of world cup matches in Christchurch. Although these processes could be efficient, the Council understands that as the section 71 process has now been initiated by Regenerate Christchurch, there is a risk that restarting the process under the RMA would not allow enough time before a bid must be submitted for the Women's World Cup games.

The Proposal also argues necessity on the basis that the GCR Act decision-making framework allows for a broader consideration of factors than the RMA does, with its sustainable management focus. The Council does not agree that this is the case. Under the RMA framework, sustainable management includes the use, development and protection of natural and physical resources, and a wide range of considerations can be taken into account and balanced. However, this does not preclude regeneration being considered. The strategic objectives in the District Plan include enabling recovery and facilitating the future enhancement of the district, through considering economic development, infrastructure, transport, social and cultural wellbeing, and environmental sustainability (Objective 3.3.1). The District Plan also has the objective of revitalising the Central City, focusing on all aspects of such revitalisation (Objective 3.3.8).

The Council notes that the public are only invited to provide written comment under the section 71 process, rather than make submissions as in a plan change process under the RMA. The latter is a more robust process for providing feedback. Under a section 71 process, the public only has an opportunity to express its views at the end of the process, and the proposal cannot be amended as a result of this; the Minister must simply decide to approve or not approve the Proposal. No appeals to the Environment Court can be made. Hagley Oval, and Hagley Park in general, is an area of high public interest and it is therefore important to carry out due consultation whether this is required by law or not.

If Regenerate Christchurch proceeds with the section 71 process, the Council recommends that more meaningful engagement with the community is undertaken than what is required under the section 71 process, before a finalised Proposal is sent to the Minister.

#### **Comments on key issues and technical assessments**

##### *Major sports facility*

The Council opposes the use of the term 'major sports facility' to describe the activity proposed for the Hagley Oval. The term 'major sports facility' has a specific definition in the District Plan that includes permanent stadiums and additional seating and buildings. If this wording was to remain in the amended rules package, it would risk future development of a scale that is completely contrary to the village green and community park character of Hagley Park. This kind of development would also be open to anyone (i.e. not only the Canterbury Cricket Trust), and could include activities other than cricket.

Permitting a major sports facility at Hagley Oval would be contrary to the District Plan's Open Space Community Parks Zone policies, which seek distinctly different outcomes for open spaces serving as community parks and those providing for large built sports facilities i.e. major sports facilities.

The planning assessment for the Proposal states that the use of Hagley Oval for local and international cricket matches falls under the definition of 'major sports facility', and therefore constitutes a non-complying activity under the Open Space Community Park zone (OCP) provisions. However, this is not the case, as the proposed use of Hagley Oval is provided for under 'recreation activity', and the same rule provides for 'recreation facilities' subject to the applicable built form standards controlling the scale of buildings. It is considered that it is inappropriate to provide for a major sports activity/facility as this also provides for types of facilities not anticipated in the OCP zone.

This is consistent with the Hagley Park Management Plan (HPMP), and the Christchurch Central Regeneration Plan (CCRP) and ensures that the essential 'village green' character of Hagley Oval is maintained, as described the Vibrant City section of the CCRP and in the HPMP. The CCRP recognises that permanent built facilities beyond those provided for, e.g. permanent grand stands, would detract from the character and historic values of the Oval and Hagley Park, and emphasises low building height outside the CBD (note that the definition of building in the District Plan includes structures and masts and poles of more than 6m in height).

The Minister cannot amend the HPMP and cannot approve amendments to the District Plan that are inconsistent with the CCRP (GCRA s71(3)(a)), which these proposed amendments would be. The Council therefore requests amendments to the proposed rules package to remove the term 'major sports facility', as outlined in the table attached.

#### *Lighting*

The proposed permanent floodlights will inevitably affect the surrounding environment. The benefits to the Oval include the updated technology of the proposed lights and the reduced requirements for putting up and taking down the retractable heads of the lights. This would lessen the impact on the surrounding trees and the ground, and eliminate the risk of oil spill that exists with the retractable poles. However, the permanent installation of six lighting towers at 48.9m metres will have a significant impact on the amenity and landscape of Hagley Park.

The Council's assessment of the landscape technical report finds that the six proposed light masts and headframes will detract from the natural character of the Hagley Park setting. The greatest impact on visual amenity will be when they are viewed at their full height, against the skyline, rather than from within the Oval or surrounding park and Botanic Gardens. The masts and headframes will be visible from other parts of Christchurch, notably the Port Hills, and particularly evident at night, at times when the lights are illuminated.

The Umpires Pavilion and Setting and Hagley Park are iconic heritage places that make a strong contribution to Christchurch's sense of place and identity. The Council's assessment of the heritage technical report provided by the Trust concludes that 'the proposal respects and provides for maximum retention of heritage values in as far as it practically can, considering the limitations of the technical requirements of the design, location, height and form of the lights necessary for the desired use. The colour of the lights, and to some extent their location have been carefully

considered so as to minimise obstruction of visibility of the heritage item, and the contrast of the colour in the landscape, in as far as possible.' Regardless, the new lights will have an impact on the heritage value of the Umpires Pavilion and Setting.

To minimise the impacts on heritage of the permanent floodlights if they were to be installed, the Council recommends the following:

- A digital photographic record of the affected areas of the heritage setting before, during and after works such as earthworks and floodlighting installation;
- Temporary protection measures during construction, if required, to be agreed with the Council's Heritage Team Leader before works commence; and
- Consultation with Heritage New Zealand (HNZPT) given that there is recorded human activity on the site prior to 1900.

The Council's preliminary review of the lighting technical report states that six solid light poles would be appropriate, and that the use of six poles will slightly reduce glare and spill light when compared to the four pole proposal previously consented, because the light from each pole has to cover a lesser area, making lower floodlight tilt angles possible. However, the review states that with a six pole option there could be a decrease in the height of the poles to 38-40 metres rather than 48.9m, and the 380-400 luminaires previously consented for the four poles could be distributed over the six poles instead, producing the same amount of light while reducing the potential size of the headframes. This means the maximum headframe size described in the proposal of 6 metre height and 14 metre width, with a maximum of 92 lights per pole, could be reduced to around two thirds of this size and number of lights per pole.

The review finds that this arrangement of lights could still achieve the lux levels that are required by the ICC, in accordance with the IES AS/NZS:2015 document "Guidance Note 04 Floodlighting". It recommends that to confirm this, a high-level lighting design study should be undertaken. We understand that Regenerate Christchurch is taking steps to commission this design study. If such a redesign can be adopted, the visual effects of the floodlighting poles and headframes may be able to be significantly reduced.

#### *Match days allowance*

The Council has concerns about the increase in the number of days allowed for major fixtures in so far as this increases the amount of time that temporary facilities and structures are in situ, and pack in and pack out timeframes. This is likely to affect public access to the Oval. The Council therefore supports the rule that requires the maintenance of public access during pack in and pack out days, to the fullest extent practicable, with temporary fencing around the areas needed for pack in and pack out.

There is only a certain amount of cricket that can be played at the Oval due to constraints with the pitches, and this Proposal will likely modify the type of cricket that the Oval hosts. It is difficult to estimate the likely number of matches and match days that will be required for major fixtures going forward. The Council considers that 20 match days is a very generous allowance. In addition, five extra days for world cup tournaments would not be required every year. The Council is, however, willing to support the rule change in the understanding that it is not likely that Christchurch's allowance of major fixtures will reach this for most years.



*Pack in and pack out and temporary facilities*

The Council supports the increased allowance for the commissioning and decommissioning periods for temporary facilities and structures. We consider that this would address current health and safety concerns associated with the constrained timeframes. We also support maintaining public access to the fullest extent practicable during these periods.

The Council requests that the total number of days that temporary facilities and structures associated with sporting events may occupy the site is limited to 60 days per year and 15 consecutive days (apart from in years when International Cricket Council events are scheduled, when the limit would be 75 days), in order to introduce measures to further ensure public access as far as possible, and to maintain the open space character of the Oval. Currently the consent conditions limit this to 40 days per cricket season, while the proposed amended rules package does not contain a limit. The Council considers that the requested limits would provide an appropriate compromise between the consent conditions and a complete lack of constraint, and would be consistent with the proposed new timeframes allowed for the pack in and pack out of temporary facilities.

We understand that with the provision to allow for television scaffolding towers to remain in place for the duration of the cricket season, as necessary, the pack in and pack out requirements for individual events for other temporary facilities may become less onerous. The Council would welcome this.

*Noise and hours of operation*

The proposed increased hours of operation for the Oval, and the accompanying revised noise limits, are inconsistent with the corresponding rules in the District Plan set to control the effects of activities generating noise in the Central City. These standards were introduced by the CCRP, which the District Plan is required to be consistent with, and in this respect the Proposal is inconsistent with the CCRP. The hours of operation proposed are considered to be unacceptable because of the potential noise effects, as is the proposed exception to the Noise limits in the Central City, in rule 6.1.5.2.2.

The Council requests that the noise levels and associated hours of operation are amended to be more consistent with the current standards in the District Plan. This includes that the proposed exemption for Hagley Oval from Chapter 6.1 Noise limits in the Central City is deleted, and the hours of operation for all events at Hagley Oval are 7am to 11pm, except for five event days per annum, where hours would be extended to 7am to midnight.

For more detail on the Council's consideration of this issue, see the attached table of amendments sought to the proposed rules package.

*Management Plans*

The Council requests that the activity specific standards referring to operations and event management plans are amended to require that these plans are approved by the Council, and that Transport Management Plans are approved by the Christchurch Transport Operations Centre. This is appropriate because the activities will be taking place on Council land, and on a public reserve managed by the Council. This will also provide adequate public assurance that the Council has





oversight, and that the management plans will be workable and effective in limiting the potential for adverse effects, or mitigating those effects.

*Layout Plan*

The Council requests an amendment to the Layout Plan in Rule 18.4.1.1 to that proposed by Council. This will ensure it does not include any land that cannot be legally or practically included, such as Christ's College land and open drains.

**Conclusion**

This letter provides a summary of the Council's views, as a strategic partner under section 66, of the draft Proposal to exercise section 71 to amend the District Plan for the operation and use of Hagley Oval. Our requested changes to the detailed rules package are attached, and we are happy to discuss this further with you. Thank you again for the opportunity to consider and provide views on the draft Proposal.

Yours sincerely

**Mary Richardson**  
**ACTING CHIEF EXECUTIVE**

Encl

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- ii. Ensuring that all temporary facilities and structures (excluding sight screens) are stored off- site or internally out-of-sight within a building when not in use.
- iii. Providing for the following commissioning, use and decommissioning periods and associated restrictions for temporary facilities and structures:

<u>Temporary structure</u>	<u>Restrictions</u>
<u>Sight screens</u>	<u>No restriction.</u>
<u>Picket fence no more than 1.2m high and positioned within the interior of the embankment</u>	<u>May remain in place for all of the cricket season.</u> <u>When games are not being played, public access is to be maintained through the picket fence and signage shall be erected on the fences to communicate this to the general public.</u>
<u>Television scaffolding towers</u>	<u>May be established four days prior to the first televised match of the cricket season, and shall be removed no later than three days after the last televised match of the cricket season.</u>
<u>Temporary grandstands</u>	<u>Five days either side of an event.</u>
<u>Advertising signage</u>	<u>Three days either side of an event.</u> <u>Signage shall be restricted to on and within the embankment, on temporary infrastructure, and on the Pavilion.</u>
<u>Perimeter fencing around the edge of the site as shown in the Hagley Oval Layout Plan in Appendix 18.11.6</u>	<u>Three days either side of an event.</u> <u>Public access to the site shall be restricted for sports events exceeding 2,000 spectators on the day of the event only.</u> <u>Signs shall be erected on the perimeter fencing advising that the public have access to the site on non-event days.</u>
<u>Security and safety fencing within Hagley Oval</u>	<u>Three days either side of an event, or five days either side of an event for fencing required for the commissioning and decommissioning of temporary grandstands, provided that:</u>  a. <u>Fencing shall be limited in extent and duration to that which is required for security purposes and/or in order to comply with Health and Safety regulatory requirements; and</u>  b. <u>Public access to the site shall otherwise be maintained to the fullest extent practicable.</u>
<u>All other temporary facilities and structures (i.e. portable toilets, food and beverage outlets etc).</u>	<u>Three days either side of an event.</u>
<u>Note: 'Day' excludes any statutory public holidays or days of inclement weather which preclude the commissioning, or decommissioning of facilities or structures in accordance with Health and Safety regulatory requirements.</u>	

# Hagley Oval

Proposal to exercise section 71 of the Greater Christchurch Regeneration Act to provide for the operation and use of Hagley Oval (South Hagley Park, 57 Riccarton Avenue) in a manner consistent with the Christchurch Central Recovery Plan

*July 2019: Draft proposal seeking the views of strategic partners and DPMC in accordance with section 66(1)*



1. INTRODUCTION

- 1.1 This proposal (**Proposal**) is provided to the Minister for Greater Christchurch Regeneration (**the Minister**) in accordance with section 66(2)(b) of the Greater Christchurch Regeneration Act 2016 (**the GCR Act**).
- 1.2 The Proposal relates to the existing Hagley Oval cricket ground, embankment, the cricket pavilion, and curtilage, which is situated in South Hagley Park (57 Riccarton Avenue), Christchurch.
- 1.3 Hagley Park is one of Christchurch's most distinctive natural features, making a significant contribution to the shape and character of Christchurch's urban form and identity. Renowned for its extensive area, its wide open spaces and mature woodlands, it offers a diverse range of entertainment and recreational opportunities within close proximity to the city centre<sup>1</sup>.
- 1.4 Hagley Park is set aside as public reserve land and is managed by the Christchurch City Council (**the Council**) in accordance with the Hagley Park Management Plan 2007, prepared under the Reserves Act 1977.
- 1.5 Cricket has been played at the Oval in Hagley Park for over 150 years. While the land is owned by the Council, the Canterbury Cricket Trust (**CCT**) owns the Pavilion building and holds a lease for the footprint of this building and related buildings and structures such as floodlights.
- 1.6 Hagley Oval as a cricket venue in its current form was authorised by resource consent granted by the Environment Court in 2013<sup>2</sup> (**Resource Consent**). That consent enabled the construction of an embankment, pavilion and lighting<sup>3</sup> and set out conditions relating to the establishment of temporary facilities, the number of allowable games and the terms of the Oval's operation. To date, the embankment and pavilion have been constructed but the lights have not been built.
- 1.7 Regenerate Christchurch considers that the current constraints on the operation of the Hagley Oval results in a venue that fails to meet the specified outcomes directed in the Christchurch Central Recovery Plan (**CCRP**). This is particularly the case given it is unable to satisfactorily meet the requirements of New Zealand Cricket (**NZC**) and

<sup>1</sup> Hagley Park Management Plan, page 1.

<sup>2</sup> Resource consent decision [2013] NZEnvC 281 dated 29 November 2013, which was subsequently varied by the Christchurch City Council on 25 August 2016

<sup>3</sup> Not yet given effect to



international broadcasters nor host all international cricket fixtures within its current operating parameters.

- 1.8** Specifically, CCT has advised that the Resource Consent lacks flexibility, has a high cost of compliance, does not provide for fit for purpose lighting, constrains pack in pack out times such that health and safety issues are raised and constrains the number of matches and times of play such that domestic and international requirements cannot be met. This results in Hagley Oval failing to operate in a manner consistent with the CCRP.
- 1.9** A review of the Christchurch District Plan (CDP) provisions relating to Hagley Oval indicates that the constraints imposed by the Resource Consent are unable to be remedied by the current provisions.
- 1.10** CCT therefore wishes to amend the provisions of the CDP to remedy the operational constraints currently facing Hagley Oval, better facilitating the ongoing use of Hagley Oval for domestic and international cricket matches in a manner consistent with the CCRP. To that end, CCT has sought the assistance of Regenerate Christchurch in facilitating a change to the CDP using section 71 of the GCR Act.
- 1.11** As described below, the alternative options to a section 71 process are a private or council initiated plan change or obtaining either a variation to the existing resource consent or a new resource consent under the CDP (through the streamlined or regular process) to enable the operation of Hagley Oval in a manner consistent with the CCRP. Analysis of these options<sup>4</sup> has indicated they will entail significant time, cost and uncertainty. In the interim, significant opportunities to host domestic and international matches will likely be foregone. Of specific concern in this regard is the ability to successfully bid for games related to the International Cricket Council (ICC) Women's World Cup 2021.
- 1.12** Foregoing the opportunity to host international fixtures, and in particular key fixtures during the Women's World Cup 2021 due to uncertainty over consenting, would result in a corresponding loss of potential economic, social and cultural benefits to the city which are assessed to be significant<sup>5</sup>. Importantly with reference to the provisions of the GCR Act, significant opportunities to support regeneration of the central city<sup>6</sup> and

<sup>4</sup> Paragraphs 42 to 69 of the Planning Assessment

<sup>5</sup> Paragraph 55 of the Economic Analysis

<sup>6</sup> Unless the context requires otherwise, "central city" refers to the "Christchurch central city" as defined in the GCR Act

greater Christchurch are identified to be lost. It is against this background that the Proposal is issued.

**1.13** This Proposal accordingly sets out the matters required by the GCR Act for the lawful exercise of the section 71 powers (including specifically the matters set out in section 65 of the GCR Act) based on relevant supporting analyses, including:

- (a) a planning assessment by Incite dated 24 July 2019 (the Planning Assessment);
- (b) a memorandum produced by the Canterbury Cricket Trust, dated 24 July 2019 (the CCT Memorandum);
- (c) a landscape assessment by Andrew Craig, dated 24 July 2019 (the Landscape Assessment);
- (d) a noise assessment by Jeremy Trevathan, dated 24 July 2019 (the Noise Assessment);
- (e) a heritage assessment by David Pearson, dated 24 July 2019 (the Heritage Assessment);
- (f) a lighting assessment by Steve Muir, dated 24 July 2019 (the Lighting Assessment);
- (g) a traffic assessment by Nick Fuller, dated 24 July 2019 (the Traffic Assessment); and
- (h) an economic assessment by Mike Copeland, dated 24 July 2019 (the Economic Assessment).

## **2. THE PROPOSAL**

**2.1** The Proposal seeks to amend the CDP to enable the use and operation of Hagley Oval in a manner which fulfils the intentions of the CCRP, supports the regeneration of greater Christchurch and is consistent with the wider objectives and policy of the Christchurch District Plan<sup>7</sup>.

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<sup>7</sup> See paragraph 70 of the Planning Assessment

- 2.2** At a broad level, the changes permit the same types of activities that were authorised through the Resource Consent, subject to standards that largely reflect those matters currently managed through the Resource Consent conditions. However, the key difference is that the proposed rule framework expands the scale of activities permitted from those authorised under the Resource Consent, and the standards are in some cases less restrictive than the equivalent Resource Consent conditions. These differences are intended to address the issues that have been identified with the current consent conditions which restrict the full utilisation of the facility and consequent realisation of the related regeneration benefits, while still appropriately managing the effects intended to be managed under the Resource Consent. The Proposed Changes are set out in more detail at paragraph 3.17 below and in the draft Planning Framework attached as Appendix 1.

**3. PLANNING CONTEXT**

- 3.1** A full assessment of the relevant planning framework for Hagley Oval is set out in the Planning Assessment and summarised below.

The Christchurch Central Recovery Plan

- 3.2** The Vibrant City chapter of the CCRP identifies Hagley Oval as an Anchor Project for Christchurch City and provides for Hagley Oval as follows:

## Cricket Oval

### Papa Kirikiti

*The existing Cricket Oval on Hagley Park will be enhanced, providing central Christchurch with a venue capable of hosting domestic cricket matches and international tests.*

Additions will include a grass embankment, lighting and a replacement pavilion. Full public access to the cricket oval will be maintained during non-event days. The essential village green character of Hagley Park will also be kept.

The regeneration of the Cricket Oval will stimulate activity in the area. International events will bring a demand for hotel accommodation and other services for visitors.

The Cricket Oval will provide:

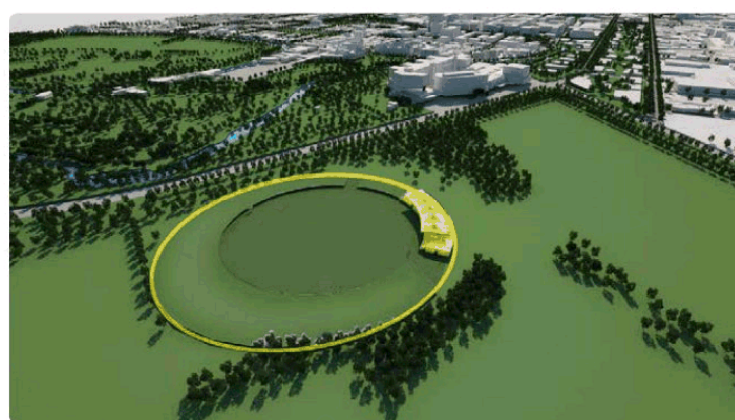
- A domestic and international purpose built cricket venue
- Grass embankments with spectator capacity of 15,000 with ability to expand to 20,000 using temporary seating
- Training and coaching facilities with indoor and outdoor nets
- Sports lighting to international broadcast standards
- Pavilion with lounge and media facilities



Adelaide Oval, Australia



Basin Reserve Wellington



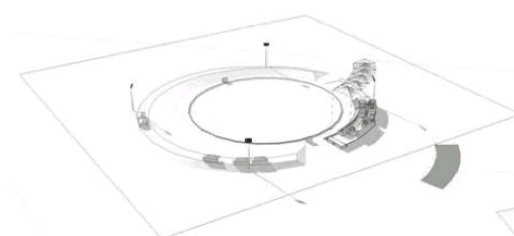
Context Axonometric

#### Implementation

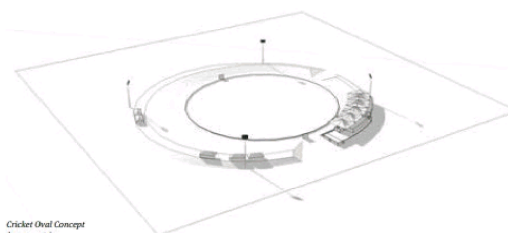
##### Partners:

CERA, CCC, New Zealand Cricket, private sector, other government agencies as necessary

Indicative design start date: 2012



Cricket Oval Concept  
Exploded Axonometric



Cricket Oval Concept  
Axonometric

- 3.3 Section 60 of the GCR Act states that the CDP cannot be “inconsistent” with the CCRP.

#### The Christchurch District Plan

- 3.4 Under the provisions of the CDP, Hagley Oval is located within the Open Space Community Parks Zone (OSCPZ). This zone is described as “spaces that enable formal and informal recreation activities, while complementing and enhancing neighbourhood and Central City amenity values”.<sup>8</sup> As further articulated in the explanation to the zone, this includes a range of spaces, including small public open spaces for the local community, neighbourhood parks and well as large parks that include sports field and recreation facilities. Hagley Park is also specifically mentioned as a “Heritage and urban park” which has important heritage values,

<sup>8</sup> Table 18.2.2.1.



scenic, botanical, educational, cultural and/or recreational values and provides for entertainment.

- 3.5** Under the rule framework applying to this zone, a number of activities are permitted, including recreation activities, park management, conservation activities and public amenities.<sup>9</sup> An activity defined as a “Major Sports Facility” is only permitted where it is a golf course.<sup>10</sup> Major sports facility is defined as a “large single or multi-purpose recreation facility used for the purposes of participating in or viewing sports, active recreation and/or entertainment, whether indoor or outdoor, public or private, and whether a charge is made for admission or not”.
- 3.6** Hagley Oval is considered a Major Sports Facility under the CDP through its use as a venue for local and international cricket matches. Under the provisions of the OSCPZ, the use of Hagley Oval in this manner and the associated development under the Proposal is considered a non-complying activity under the CDP.
- 3.7** Rule 1.5.2 of the CDP states that non-complying activities ‘are specified as noncomplying because the District Plan has anticipated that they would normally be inappropriate. Non-complying proposals require careful justification as to why they should be approved. Resource consent applications are likely to cost more, take longer and have a greater chance of being refused consent’.
- 3.8** There are also a number of district-wide rules that apply to activities within the Hagley Oval, including noise limits, lighting restrictions, and heritage provisions. In relation to the latter, Hagley Park as a whole is identified as a Highly Significant heritage item, as well as the Cricket Pavilion and Setting. There are a number of rules that apply to these areas under section 9.3.4 of the District Plan, that largely relate to activities that directly relate to heritage items (such as maintenance, alteration, reconstruction and demolition) as well as activities that may affect the heritage item, for example, buildings within a heritage setting<sup>11</sup>.
- 3.9** The CDP planning framework for Hagley Oval described above is ‘inconsistent with’ the CCRP. The existing Oval cannot be described as having been “enhanced” and “regenerated” so as to “provide for a domestic and international purpose built cricket venue” because some significant domestic and international games cannot currently

<sup>9</sup> Rule 18.4.1.1 P1, P2, P3 and P5 respectively.

<sup>10</sup> Rule 18.4.1.1 P7.

<sup>11</sup> Rule 9.3.4.1.3 RD2.

be played there without changes to the CDP. Critically the current CDP does not authorise the Oval to “provide sports lighting to international broadcast standards”.

- 3.10** The CCT Memorandum indicates that this inconsistency has only recently come to light as the opportunity to bid for Women’s World Cup games has emerged and the requirements related to operational matters such as broadcast times and lighting parameters have been fully understood by all parties. CCT specifically advise that the inconsistency was not recognised in August 2014, when the first stage of the Proposed Christchurch Replacement District Plan was notified<sup>12</sup> and although the Canterbury Cricket Association participated in that process, CCT did not. Critically, the time for appeals from the decisions of the Independent Hearings Panel on the grounds of breach of Section 60 has passed and as such that process cannot be used to remedy the inconsistency.

Resource Consent Authorisation for Hagley Oval

- 3.11** In 2013, Resource Consent was granted to the CCA, following direct referral to the Environment Court, to allow for the development of facilities at Hagley Oval. The consent was intended to allow Hagley Oval to be developed to a suitable standard to host domestic and international cricket matches. Of particular importance at the time the consent was sought, was enabling the venue to be used for the ICC Men’s Cricket World Cup in 2015.
- 3.12** The development authorised through the consent included the construction of permanent facilities, namely an embankment, pavilion, and lights. The pavilion and embankment were completed and opened in 2014 however the four consented retractable lights were not fit for purpose and were never constructed.
- 3.13** Although the consent provided for the use of the facility for cricket matches, including a range of temporary facilities, it was subject to a number of conditions which constrained its use. Critically, the CCT Memorandum sets out that subsequent to the Environment Court hearing, CCA and CCT identified that the conditions failed to enable the use of Hagley Oval for the ICC Men’s Cricket World Cup fixtures. This resulted in such games in 2015 being separately authorised as permitted temporary

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<sup>12</sup> With the proposed plan subsequently heard and determined by an Independent Hearings Panel, culminating in the plan becoming operative in December 2017.

activities through a Certificate of Compliance under the provisions of the Christchurch City Plan in force at the time<sup>13</sup>.

- 3.14** In late 2015 a variation to the Resource Consent was sought in relation to the location of, and pack in and pack out restrictions for, temporary facilities and structures. This was primarily intended to alleviate health and safety risks and reduce damage to the ground associated with pack in and pack out during adverse weather. These amendments were granted by Council in August 2016.

Issues identified with the Resource Consent

- 3.15** The CCT Memorandum sets out in detail the specific issues that CCT have identified with the Resource Consent (as varied by the 2016 decision). At a broad level, CCT summarise these as falling into three categories: operational difficulties; additional excessive costs; and significant health and safety issues, arising from the conditions. A number of these issues are stated as giving rise to increased operational costs which in turn make Christchurch a less attractive venue to NZC, when compared to other venues thus affecting Christchurch's ability to bid competitively against other grounds.

- 3.16** The issues set out in the CCT Memorandum are summarised below:

(a) Lighting poles

- (i) The Resource Consent provides for four, retractable, lighting poles<sup>14</sup>, with demountable headframes. These are not suitable to meet the broadcasting standards required, will require the frequent use of heavy machinery potentially damaging roots and surfaces of Hagley Park and are cost prohibitive from an installation and maintenance perspective.
- (ii) Cricket is increasingly being played under lights, meaning that without fit-for-purpose lighting that meets international broadcasting standards, Christchurch is not able to bid for a number of games.

(b) Number of match days, times and spectator numbers

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<sup>13</sup> These temporary provisions are not a feature of the operative CDP

<sup>14</sup> 48.9m in height when extended

- (i) The current limit of 13 match days for fixtures of 2,000 spectators or more is too restrictive to accommodate potential demand for the ground and does not provide for the expected increase in popularity of the women's game.
- (ii) The limits on days that matches can be played removes the ability to host a range of international games.
- (iii) The limits on the times games can be played do not reflect the increasing trend towards later game times as required by broadcasters to accommodate international viewership.
- (iv) The requirement for major fixtures not to take place when another major event is proposed in Hagley Park restrict the ability to host international cricket fixtures and is difficult to plan for and administer particularly in respect to international fixtures determined more than 12 months in advance.

These restrictions inhibit the ability of CCT (and Christchurch as a city) to bid competitively for game allocation, resulting in the venue being underutilised.

- (c) Pack in and Pack Out Timeframes, including Public Access
  - (i) Practical application of the short timeframes for pack in and pack out has identified that they risk the health and safety of contractors and the public and provide insufficient contingency for adverse weather.
  - (ii) The requirements to pack television scaffolding towers in and out after each game is a particularly expensive exercise which contributes to the significant cost of hosting fixtures and makes the venue less competitive relative to other venues.
  - (iii) The exclusion of the public from Hagley Oval only on those days where major fixtures are played results in the venue being accessible to the public during pack-in and pack out. This results in significant health and safety legislation issues.

- (iv) The different timeframes for packing in and out test matches compared with one day games and T20 games are not consistent with the workload required (which is not different based on the type of game being played).
- (d) Event area and parking
  - (i) The size of the event area authorised by the resource consent does not allow for additional activities to be undertaken in a concourse area. Such activities are increasingly part of international cricket venues (for example children's activation zones and village green type areas) and contribute to the attractiveness of any venue bid.
  - (ii) The current consent requires parking in the Polo Grounds, which was found to cause damage to turf and trees, or to provide 2000 alternate car parks in another location. This is no longer considered necessary given the proximity of the venue to car parking buildings within the CBD, and the approach taken to other stadiums and venues in the city.
  - (iii) The current limitations on signage do not provide for signage on sight screens, broadcast towers, the pavilion or marquees. The use of signage on such facilities is common to other venues for domestic and international cricket matches and again undermines the attractiveness of the venue in any competitive bidding environment. The consent conditions regarding signage are also considered to be unclear and difficult to administer.

Proposed changes to the District Plan

- 3.17 In order to utilise the venue in a manner more consistent with the CCRP and accrue regeneration benefits to Christchurch and the region, Regenerate Christchurch proposes the following proposed changes to the CDP:
- (a) Providing for six, permanent lighting poles up to 48.9m that do not need to retract or have removable headframes. The use of these lights would be subject to various controls intended to balance the need to meet international broadcasting standards whilst also appropriately controlling the effects of the lighting.



- (b) Increasing and rationalising the controls on the number of fixtures to provide for a maximum of 20 event days for sporting events with 2,000 or more spectators, with a further limit on those of 12,000 or more to 5 per annum, and a cumulative event limit across South Hagley Park of 20,000 people. An exception is proposed to allow for a further 5 days per annum for any International Cricket Council administered tournament. Such events would be subject to controls, including a specific noise limit.
- (c) Increasing the hours of operation to 0700 to 2400, and allowing games on any day of the week.
- (d) Generally increasing the timeframes for the pack in and pack out of temporary structures and facilities, while maintaining public access where reasonably practicable from a health and safety standpoint.
- (e) Requiring the preparation of an operations management plan and events management plan, with details of what these plans must include.
- (f) Requiring activities to comply with a Layout Plan that forms part of the Proposal.

**3.18** These proposed changes to the CDP are set out in the proposed rules package included as Appendix 1 to this Proposal.

## GCR ACT ASSESSMENT

### 4. What the exercise of power is intended to achieve (section 65(2)(a))

- 4.1 The exercise of section 71 of the GCR Act is intended to enable the use and operation of Hagley Oval in a manner which is consistent with the CCRP, supports the regeneration of greater Christchurch and is consistent with the wider objectives and policy of the Christchurch District Plan. The specific matters that the use of the powers under section 71 of the GCR Act seeks to achieve are set out in 3.17 above.
- 4.2 These changes would enable Christchurch to bid for, and if successful ultimately host, major fixtures including the 2021 Women's Cricket World Cup event and attract other prominent international and domestic fixtures that cannot be accommodated under the existing framework.
- 4.3 The analysis shows that associated economic, social and cultural benefits would accrue to Christchurch and the region. From an economic and social perspective, this is particularly compelling in the context of the current lack of suitable venues to host international events, and the perceived impact of that on the vibrancy and momentum of the central city. From a cultural perspective, there may be benefits from increased utilisation of the venue which, in turn, could support protection and allow a greater number of people to experience the heritage features at the Hagley Oval.
- 4.4 The exercise of the power will expedite changes to the CDP such that additional regeneration benefits for the city and region are secured. Under normal RMA processes, if a resource consent process is undertaken it is unlikely that Hagley Oval will be the venue envisaged in the CCRP for 12-18 months from the date of initiation, although as noted in the Planning Assessment this is subject to uncertainty of timing and outcome.
- 4.5 Technical analyses confirm that the changes are limited to the issues that have been identified with the current consent conditions and which restrict appropriate utilisation of the facility and the consequent regeneration benefits, while still appropriately managing the effects identified in the original resource consent hearing. These matters are assessed in more detail in the Planning Assessment and the other technical reports.
- 4.6 As a summary the key conclusions of that analysis is as follows:
- (a) Planning Assessment:

*“To address the current limitations associated with the resource consent and give effect to the CCRP, it is considered appropriate to amend the CDP to facilitate the increased use of Hagley Oval. While there are options for amending the CDP under the RMA, when compared to the use of Section 71 of the GCR Act, these processes are likely to take longer, cost more, and do not provide the opportunity to consider the full regeneration benefits associated with this Proposal.*

*An assessment of the Proposal against a range of statutory and non-statutory documents has identified that it is consistent with the outcomes sought in these documents pertaining to:*

- Facilitating a range of economic benefits that will contribute towards the economic development and prosperity of the City, help to improve investment certainty, and contribute towards the revitalisation of the Central City.*
- Attracting more visitors to Christchurch, with flow-on economic benefits to the City and region, and enhancement of the City’s profile.*
- Providing for a more optimised use of existing facilities.”<sup>15</sup>*

(b) Economic assessment:

*“Having Hagley Oval as a domestic and international purpose built cricket venue with sports lighting to international standards will stimulate economic activity within Christchurch, as a consequence of increased demand for accommodation and other services for visitors attracted to the City for cricket matches at the ground. Television coverage of matches at the ground is also likely to have the additional spin-off benefit of stimulating interest in Christchurch City as a place to visit.”<sup>16</sup>*

(c) Landscape assessment:

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<sup>15</sup> Paragraph 74 and 75 of the Planning Assessment

<sup>16</sup> Paragraph 48 of the Economic Assessment

The proposed regeneration activity associated with the Hagley Oval “...will result in the acceptable retention of landscape and amenity values in Hagley Park and Greater Christchurch more generally as the proposed amendments provide for the enhancement of community facilities and the appropriate use of open space.”<sup>17</sup>

- (d) Lighting assessment: The Proposal provides for the most appropriate number, type and height of lighting masts to enable all of the broadcasting standards and best practice guidelines to be met. In particular, the installation of six, fixed lighting masts, with angled headframes, at a maximum height of 48.9m is expected to allow a more uniform lighting installation to meet international broadcast standards, improved player/spectator safety as well as improved spill and glare requirements.
- (e) Noise assessment: Events with less than 2,000 spectators are expected to comply with the current CDP limits and therefore have minimal adverse effects. For events with more than 2,000 spectators, the daytime noise limit in the Proposal is lower when compared with both that authorised by the Resource Consent and the currently applicable CDP limits. In relation to the night-time noise limit, the Proposal provides for higher noise levels on up to 20 days per year (plus an additional 5 for any ICC tournament days) between 2200 and 2400 hours. The effects of this on noise anticipated at various receivers is as follows:
  - (i) For the hospital, the noise is not expected to be noticeable and would in any case not expected to disturb the sleep of patients, and therefore the effects would be minimal.
  - (ii) For residential properties, the effects are also considered to be minimal because of the existing elevated noise environment and due to noise from the Oval of over 45dB L<sub>Aeq</sub> only being expected in particularly unusual circumstances, for limited periods and very infrequently.
  - (iii) For other properties that do not require sleep protection, the additional noise during the night-time period is expected to have minimal effects.

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<sup>17</sup> Paragraph 34 of the Landscape Assessment

- (f) Heritage architecture assessment: The regeneration activity associated with the Hagley Oval that is facilitated by the Proposal:

*...is compatible with the retention and protection of the heritage features at that site, as the proposed amendments to the District Plan will not have a significant impact on the Umpires' Pavilion or its setting and may in fact serve to enhance the profile of the building and setting which, in turn, will promote protection and allow a greater number of people to experience the heritage features at the Hagley Oval.*<sup>18</sup>

- (g) Transport assessment: The potential transportation effects of the Proposal are acceptable, as the approach to parking is consistent with parking arrangements for other events or activities in the Central City, and there will be appropriate measures in place to manage transport related effects of activity at Hagley Oval, including in conjunction with other events in the area.

**5. Which instrument the exercise of the power will apply to, and for how long (section 65(2)(b))**

**5.1** The exercise of power under section 71 would apply to the CDP. The CDP would be amended to make the changes outlined above in paragraph 3.17 and shown in the Proposed Rule Framework attached in Appendix 1, as well as any necessary consequential amendments to the planning maps and schedules in the District Plan.

**5.2** The changes will remain in the CDP until the CDP is changed.

**6. How Regenerate Christchurch expects the exercise of power to meet the purposes of the Act (section 65(2)(c))**

**6.1** The Act supports the regeneration of greater Christchurch through five specified purposes as set out in section 3(1). These purposes are:

- (a) Enabling a focused and expedited regeneration process;
- (b) Facilitating the ongoing planning and regeneration of greater Christchurch;
- (c) Enabling community input into decisions on the exercise of powers under section 71 and the development of Regeneration Plans;

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<sup>18</sup> Paragraph 21 of the Heritage Report



- (d) Recognising the local leadership of Canterbury Regional Council, Christchurch City Council, Regenerate Christchurch, Selwyn District Council, Te Rūnanga o Ngāi Tahu, and Waimakariri District Council and providing them with a role in decision making under the Act;
- (e) Enabling the Crown to efficiently and effectively manage, hold, and dispose of land acquired by the Crown under the Canterbury Earthquake Recovery Act 2011 or the Act.

**6.2** Section 3(2) of the GCR Act provides a definition of 'regeneration' as follows:

***regeneration means—***

*(a) rebuilding, in response to the Canterbury earthquakes or otherwise, including—*

*(i) extending, repairing, improving, subdividing, or converting land:*

*(ii) extending, repairing, improving, converting, or removing infrastructure, buildings, and other property:*

*(b) improving the environmental, economic, social, and cultural well-being, and the resilience, of communities through—*

*(i) urban renewal and development:*

*(ii) restoration and enhancement (including residual recovery activity)*

***urban renewal means the revitalisation or improvement of an urban area, and includes—***

*(a) rebuilding:*

*(b) the provision and enhancement of community facilities and public open space.*

**6.3** In relation to the definition of 'regeneration', the exercise of power will enable Hagley Oval to be **improved, developed and enhanced** to operate in the manner intended by the CCRP.

**6.4** As set out in more detail below, the exercise of power will support the regeneration of greater Christchurch by meeting four of the five purposes of the Act:

- (a) Enabling a focused and expedited regeneration process
- (b) Facilitating the ongoing planning and regeneration of greater Christchurch
- (c) Through the process in the GCR Act, community input into decisions on the exercise of power under section 71 is enabled; and

- (d) Through the process in the GCR Act, the local leadership of the Canterbury councils and Te Rūnanga o Ngāi Tahu is recognised via the process of decision making.

Enabling a focused and expedited regeneration process

- 6.5 Exercising the power under section 71 would contribute to the expedited regeneration and enhancement of a significant sporting facility in central Christchurch and bring benefits to the wider community by facilitating its intended use for domestic and international cricket fixtures, with positive flow on benefits to the city.
- 6.6 As set out above, the use of section 71 of the GCR Act is considered necessary to support a focused regeneration process by enabling the amendments to the CDP in a significantly faster manner than alternative processes that are normally available under the RMA. It is considered that facilitating the improvement of Hagley Oval will increase economic, social and cultural benefits to the community and the use of section 71 of the GCR Act is preferable to the additional delays the use of other processes would create.

Facilitating the ongoing planning and regeneration of greater Christchurch

- 6.7 The ongoing regeneration of greater Christchurch will be provided for by enabling the use and operation of Hagley Oval in a manner which fulfils the intentions of the CCRP and is consistent with the wider objectives and policy of the Christchurch District Plan.
- 6.8 These changes would enable Christchurch to bid for, and if successful ultimately host, major fixtures including the 2021 Women's Cricket World Cup event and attract other fixtures, with associated economic, social and cultural benefits to Christchurch and the region.

Enabling community input into decision on the exercise of powers under section 71

- 6.9 The section 71 process enables community input by allowing the public to provide written comments which the Minister must take into account before the Minister makes a final decision on exercising the power.

Recognising the local leadership of the Canterbury councils and Te Rūnanga o Ngāi Tahu in decision making under section 71

- 6.10 The Act recognises and provides a role to local leadership of the Canterbury councils and Te Rūnanga o Ngāi Tahu in decision making under section 71. Regenerate

Christchurch also has a strong mandate to consult and collaborate, and therefore it is expected that it would undertake consultation with those entities beyond the minimum requirements of the Act.

**7. Why Regenerate Christchurch considers the exercise of the power is necessary and preferable to any alternatives (s65(2)(d))**

**7.1** Section 11(2) provides that a Minister or a chief executive may exercise or claim a power, right or privilege under this Act where he or she reasonably considers it necessary.

**7.2** There are two parts to this inquiry:

- (a) Is the exercise of power necessary or required in the circumstances to support regeneration?
- (b) If the decision maker considers that is so, is that conclusion “reasonable”, taking into account the nature of the particular decision, its consequences and the alternative powers available?

**7.3** In Regenerate Christchurch’s opinion the following factors are relevant to whether the exercise of power under section 71 of the GCR Act is necessary and preferable to any alternatives:

- (a) Recognised role - as set out in the CCRP;
- (b) Outcomes – the Proposal supports the regeneration of greater Christchurch; and
- (c) Alternatives – section 71 is the most appropriate and efficient mechanism.

Recognised role

**7.4** Through identification of the development of Hagley Oval as an Anchor Project, the CCRP already recognises the importance of an enhanced Hagley Oval in contributing towards the recovery and regeneration of greater Christchurch. To that end, Regenerate Christchurch considers that actions to fulfil the intentions of the CCRP have already been deemed to be “necessary”.

Outcomes

7.5 As set out above, Regenerate Christchurch considers that the Proposal supports the regeneration of greater Christchurch. This is particularly compelling in the context of the current lack of suitable venues to host international events, and the perceived impact of that on the vibrancy and momentum of the central city.

7.6 While it is inevitable that there will be some adverse effects of the Proposal on the environment, the GCR Act provides the ability for these to be considered through the definition of “regeneration” which includes “environmental wellbeing”. However critically, the decision making framework for the Minister’s consideration of those matters alongside the contribution that the Proposal will make to the hauora of greater Christchurch as an integrated whole. Through the GCR Act, that assessment can and should be responsive and influenced by Christchurch’s current context, including the challenges it is experiencing with attracting events, building momentum and vibrancy, and encouraging residents, businesses, visitors, investment and expenditure into the central city. These challenges are detailed in Regenerate Christchurch’s Central City Momentum advice.

Alternatives

7.7 A number of alternative mechanisms have been considered that can be used to achieve the desired outcomes of the Proposal. These are:

- (a) a private plan change request under Schedule 1, Part 1 of the Resource Management Act 1991 (RMA);
- (b) Council-initiated plan change request;
- (c) a streamlined process to prepare or change a planning instrument under Section 80C of the RMA;
- (d) CCT to lodge resource consent applications or a variation application to the current consent to provide for activities not complying with the CDP provisions; and
- (e) under the GCR Act, the alternatives are preparing a full Regeneration Plan or an amendment of Land Use Recovery Plan 2013 (LURP).

- 7.8 A full assessment of these alternative mechanisms has been undertaken in the Planning Assessment<sup>19</sup>, with the conclusions set out below.

*RMA, Schedule 1. Part 2 – Private Plan Change Request*

- 7.9 The RMA Schedule 1, Part 2, Clause 21 provides for requests from any person to change a district plan provided such requests are made no earlier than two years after the plan becomes operative. As the CDP has now been operative for two years the restriction on private plan changes has now been lifted. The Planning Assessment notes that:

- (a) plan change process “would take a minimum of six months, but is more likely to take up to or beyond a year to complete”.
- (b) in addition to limited certainty around the timeframe for a plan change process, there is limited certainty of outcome. Until a decision is released, it would not be known what aspects of the Proposal will be endorsed and what aspects might be foregone.
- (c) Any decision on a plan change is also subject to appeal to the Environment Court.

- 7.10 In contrast, a section 71 process is estimated by Regenerate Christchurch to take approximately nine months. CCT carried out its own planning assessment and concluded that a private plan change process could take significantly longer than a GCR Act section 71 proposal<sup>20</sup>.

*RMA, Schedule 1 Council initiated plan change*

- 7.11 This process involves largely the same process as the private plan change request with the key difference being that the change to the CDP is prepared and put forward by the Council rather than an applicant. The context and detail of the plan change, as well as the timeframe, would be determined by the Council and as such this option is likely to provide less certainty of timeframe and outcomes compared to an applicant initiated plan change.

*RMA Section 80C streamlined process*

<sup>19</sup> Paragraphs 42 to 69 of the Planning Assessment

<sup>20</sup> Appendix 4 of the Canterbury Cricket Trust Memorandum sets out that a private plan change process is unlikely to be completed before October 2023



7.12 If a local authority considers it appropriate to use the section 80 streamlined planning process to prepare or change a planning instrument, it may apply to the responsible Minister under section 80C for a direction to proceed to do this under subpart 5 (sections 80B and 80C) of the RMA.

7.13 An application to the responsible Minister can only be made if the local authority considers that the application satisfies at least one of the six criteria listed in section 80C(2). None of the matters listed are considered to be applicable and consequently, the Council is unlikely to agree to make an application to use the streamlined process.

*Resource consent or variation based on current Christchurch District Plan provisions*

7.14 CCT could apply for resource consent, for a non-complying activity, to operate Hagley Oval and establish lighting in their preferred manner. However, as noted above, the CDP states that non-complying activities 'are specified as non-complying because the District Plan has anticipated that they would normally be inappropriate'. Non-complying applications are required to meet the 'gateway test' under section 104D of the RMA where an application must either be consistent with the objectives and policies of the relevant plan or have no more than minor effects. An assessment is then made on whether consent can be granted. Therefore more careful justification will need to be provided as to why they should be approved. Non-complying resource consent applications are likely to cost more, take longer and have a greater chance of being refused consent.

7.15 Accordingly, a resource consent application (or variation of consent) to facilitate the use of Hagley Oval is highly uncertain. Whether such an application is appealed, or is directly referred to the Environment Court for determination in the first instance, it is expected to take twelve to eighteen months for a decision, as a minimum<sup>21</sup>. This is well outside any time frames for the making of a bid for the 2021 Women's World cup.

7.16 Further, when undertaking the relevant assessments under all the RMA processes listed above, no provision or explicit recognition of the concept of 'regeneration', as it is defined in the GCR Act, is provided for in the RMA. As set out in the Planning Assessment regeneration is at the core of the GCR Act process, which is focussed on enabling the regeneration process and facilitating the ongoing planning and regeneration of greater Christchurch. This necessarily requires consideration of

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<sup>21</sup> See paragraphs 60 and 61 of the Planning Assessment

effects on environmental, economic, social and cultural well-being, as the definition of regeneration includes the improvement of these aspects of community well-being.

- 7.17 The GCR Act framework in essence allows for consideration of what best delivers regeneration as a whole. In this regard, a proposal can be considered as to how it impacts on well-being, with any negative aspects considered in the round and balanced against the positive aspects. This can include a much broader consideration than the narrower sustainable management focus of the RMA and consequently the CDP. For example, the GCR Act framework can take into account the extent to which the proposal will help address the challenges that Christchurch is currently facing in attracting events, building momentum and vibrancy, and attracting more residents, businesses, visitors, investment and expenditure into the central city.

*Greater Christchurch Regeneration Act 2016: Regeneration Plan or an amendment to the Land Use Recovery Plan (LURP)*

- 7.18 Like the section 71 process, a Regeneration Plan under the GCR Act would enable the Minister to consider amendments to the CDP. A Regeneration Plan, however, is better suited to more complex development interventions, often involving a number of sites in a wider area, and potentially a number of land uses and zones.
- 7.19 The Proposal for changes to the CDP to enable the use of Hagley Oval in a manner consistent with the CCRP is limited to one particular site and is of much more discrete scope than would be expected with a Regeneration Plan. In this instance, therefore, a Regeneration Plan process is not considered necessary.
- 7.20 Section 12(1)(b) of the GCR Act refers to other substantive sections in the GCR Act that contemplate amendments to Recovery Plans, including the LURP. One option is to amend the LURP to direct the Council to amend the CDP. As with a Regeneration Plan, however, it is a two stage process that requires the preparation of a draft outline of amendments and then draft amendments, which is a process more suited to more complex issues or rezoning of a wider area. If approved, the amended LURP would then direct the Council to amend the CDP, in effect a third step. The section 11 necessity tests for the Minister to reasonably consider it necessary to use the GCR Act apply to this process as well. Overall, making CDP amendments through the LURP is considered inefficient and unnecessarily complex.

*The preferred option - GCR Act, Section 71*

- 7.21** As set out above, the Proposal could be authorised through a plan change or a new or varied resource consent under the RMA, through a Regeneration Plan under the GCR Act or through an amendment to the LURP.
- 7.22** Given the extent of the changes required to the CDP in this instance, an exercise of power under section 71 would be more appropriate than a Regeneration Plan which would generally be appropriate for more comprehensive interventions.
- 7.23** In addition to the costs of advancing through any such process, any on-going delay would continue to exacerbate the challenges which has necessitated the Proposal in the first place and would likely result in the loss of international cricket fixtures at Hagley Oval, including key games for the 2021 Women's Cricket World Cup as well as contributing to the further loss of economic, social and cultural opportunities and momentum in the central city.
- 7.24** However, even if the application was not notified or contested in anyway, it would still fall to be considered within a sustainable management framework that would struggle to take account of an objective assessment of Christchurch's progress towards a vibrant, post-earthquake identity. As set out above, the regeneration framework allows the Minister to account for those considerations in determining whether to approve the Proposal. By enacting the GCR Act and utilising that framework and those tools, Parliament has already determined that it is appropriate for the Minister to do so. For these reasons, even if the RMA process was more efficient, the regeneration framework would still be more appropriate and as such reasonably considered necessary because of the wider outcomes it allows the decision maker to consider.
- 7.25** For these reasons it is considered that the exercise of powers under section 71 of the GCR Act is the preferable option as it provides the most appropriate and efficient, method to make the required amendments to the CDP.
- 8. Conclusion – necessary and reasonable**
- 8.1** As a result of this assessment Regenerate Christchurch considers that the Minister for Greater Christchurch Regeneration can reasonably consider it necessary to use her powers under section 71 to amend the District Plan. The Proposal meets four of

five of the purposes of the GCR Act and none of the alternatives explored above are as effective and efficient in these particular circumstances.

**8.2** Granting the Proposal will allow Hagley Oval to be operated and used in a manner consistent with the CCRP and provide social, cultural and economic benefits to Christchurch.

**9. Draft of Notices to be published if the Minister approves the Proposal**

**9.1** A draft of the notice that would be published under section 68 should the Minister decide to proceed with the Proposal is set out in Appendix 2.

**9.2** A draft of the notice that would be published under section 71 should the Minister approve the Proposal is set out in Appendix 3.

APPENDIX 1 – Proposed Amendments to the CDP

Chapter 18 Open Space

Add new permitted activities to Rule 18.4.1.1 as follows:

Activity	Activity specific standards:
P1 Recreation activity and/or recreation facility, other than as provided for under the following rules: a. Rule 18.4.1.3 RD10, and Rule 18.4.1.4 D5 (Major sports facility); b. Rule 18.4.1.1 P7 and Rule 18.4.1.4 D3 (Golf course); c. Rule 18.4.1.1 P14 (Gymnasium); d. Rule 18.4.1.5 NC2 (Motorised sports facility); e. <u>Rule 18.4.1.1 P24-P27 (Hagley Oval).</u>	a. On sites less than 5,000 m <sup>2</sup> in area, parking areas shall be limited to: i. One per site; and ii. A maximum of 6 car parking spaces per parking area. b. For Hagley Park, permanent parking areas are restricted to the existing formed car parks.
...	...
P24 Major sports facility, limited to the use of Hagley Oval (as identified in the Hagley Oval Layout Plan in Appendix 18.11.6) and facilities for sporting events.	a. A maximum of 20 event days for 2,000 or more spectators shall occur per annum, except that: i. For events with 12,000 or more spectators there shall be a maximum of 5 event days per annum; and ii. The limits in clause a and a(i) shall not apply for up to 5 days per annum for any International Cricket Council administered tournament events, including the ICC Cricket World Cup, ICC Women's World Cup, World Twenty20, and/or international age-group events. b. Events for 2,000 or more spectators shall not occur on days where the cumulative attendance at events in South Hagley Park exceeds 20,000 people. c. Events shall occur within 0700 hours to 2400 hours, Monday to Sunday. d. All activities shall be undertaken in accordance with an operations management plan prepared in accordance with Rule 18.4.2.8. e. All events for 2,000 or more spectators shall be undertaken in accordance with an event management plan prepared in accordance with Rule 18.4.2.9.
P25 Construction and use of temporary structures and facilities ancillary to broadcasting or hosting sporting events at Hagley Oval.	a. The structures and facilities shall be limited to: i. Broadcasting and media production facilities, ii. Broadcasting and media technical services and facilities, iii. Broadcasting camera towers and media transmission equipment, iv. Temporary power generators, v. Event, directional wayfinding and/or sponsor signage.



		<p>vi. <u>Event administration or operational facilities.</u></p> <p>vii. <u>Facilities designed to cater for spectators and participants at events (including grandstands, corporate boxes, ticket sales, pedestrian entry structures, changing rooms, toilets, first aid and medical rooms, food and beverage outlets, souvenirs, sporting goods and liquor sales, score boards and officials rooms).</u></p> <p>b. <u>Television scaffolding towers shall not be located within the 'Flood Light and TV Scaffolding Exclusion Zone' as shown on the Hagley Oval Layout Plan in Appendix 18.11.6.</u></p> <p>c. <u>All structures and facilities shall be managed in accordance with an operations management plan prepared in accordance with Rule 18.4.2.8.</u></p> <p>d. <u>All structures and facilities shall be managed in accordance with an event management plan prepared in accordance with Rule 18.4.2.9.</u></p>
P26	<u>Floodlighting for recreation activities at Hagley Oval.</u>	<p>a. <u>The floodlight poles and headframes shall be in general accordance with the Floodlight Plans and Specifications in Appendix 18.11.7.</u></p> <p>b. <u>The floodlight poles shall be located within the 'Embankment' area shown on the Hagley Oval Layout Plan in Appendix 18.11.6.</u></p> <p>c. <u>The floodlight poles shall not be located within the 'Flood Light and TV Scaffolding Exclusion Zone' as shown on the Hagley Oval Layout Plan in Appendix 18.11.6.</u></p> <p>d. <u>The floodlight poles and headframes shall be finished in the colour 'Resene Pumice' (Colour reference: G80-011-123; LRV 56).</u></p> <p>e. <u>The footings for floodlight poles shall not extend above the finished ground level of any part of the Hagley Oval embankment.</u></p>
P27	<u>The use of the Pavilion (identified in the Hagley Oval Layout Plan contained in Appendix 18.11.6) for recreation activities and accessory administrative, social, professional, and retail activities.</u>	<p>a. <u>Excluding opening hours for events, the Pavilion shall close no later than 11.00 pm Sunday - Thursday (inclusive) and 12.00 am on Friday or Saturday.</u></p> <p>b. <u>The Pavilion shall be managed in accordance with an operations management plan prepared in accordance with Rule 18.4.2.8.</u></p> <p>c. <u>The Pavilion shall be managed in accordance with a Pavilion Management Plan prepared in accordance with Rule 18.4.2.10.</u></p>

Amend Rule 18.4.1.3 as follows:

Activity	Activity specific standards:
<p><b>RD1</b></p> <p>Any activity listed in Rules 18.4.1.1 P1-P234 and P26 and Rule 18.4.1.3 RD10 below that does not meet one or more of the built form standards in Rule 18.4.2, unless otherwise specified.</p> <p>Advice note:</p> <p>1. Refer to relevant built form standard for provisions</p>	<p>As relevant to the built form standard that is not met:</p> <p>a. For rules 18.4.2.1, 18.4.2.2 and 18.4.2.3 - Setback from boundaries – Rule 18.10.15.</p> <p>b. Outdoor storage – Rule 18.10.16.</p> <p>c. Building height – Rule 18.10.17.</p> <p>d. Recession planes – Rule 18.10.18.</p> <p>e. Water supply for firefighting – Rule 18.10.19.</p> <p>f. Building footprint, site coverage and impervious surfaces – Rule 18.10.21</p> <p>g. Where the site is within the Akaroa Heritage Area, the matters set out in Rule 9.3.6.3.</p> <p>h. In addition, in the case of Hagley Park, for applications relating to Rule 18.4.2.1 and 18.4.2.6 - Additional matters for Hagley</p>

	regarding notification.	Park - building footprint, site coverage and impervious surfaces - Rule 18.10.20.
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Add new discretionary activity to Rule 18.4.1.4 as follows:

a.

Activity	
...	...
D6	Any activity listed in Rule 18.4.1.1 P24-P27 that does not meet one or more of the activity specific standards.

Amend Rule 18.4.2.4 as follows:

#### 18.4.2.4 Building Height

a. The maximum height of any building shall be as follows:

	Applicable to	Standard
i.	All buildings unless specified below	8 metres
ii.	All buildings in the Banks Peninsula area (refer Appendix 2.1)	6 metres
iii.	Central New Brighton Beach Park (adjacent to the New Brighton Pier)	
iv.	Canterbury Museum and Robert McDougall Art Gallery site (9-11 Rolleston Avenue, legally described as Pt Res 25 and Lot 1 DP 45580)	15 metres
v.	Any pole or support structure for flood or training lights accessory to sports facilities in Hagley Park, <u>except where otherwise specified in viii.</u>	30 metres
vi.	For a major sports facility on Lot 1 DP 12727 developed in conjunction with part of the adjacent Heaton Street Intermediate Normal School	12 metres
viii.	Any pole or support structure for flood or training lights accessory to sports facilities in Hagley Oval, <u>up to a maximum of six poles.</u>	48.9m

Amend Table 1 (under Rule 18.4.2.6 Building footprint, site coverage and impervious surfaces) as follows:

#### 18.4.2.6 Building footprint, site coverage and impervious surfaces

Table 1

	Size of Community Park	A (Single building)	B (Site coverage)	C (Impervious surfaces)
...	...	...	...	...
h.	Hagley Park (excluding Botanic Gardens) <u>unless specific in k. below</u>	300 m <sup>2</sup>	1%	10%
i.	Botanic Gardens	500 m <sup>2</sup>	6%	10%
j.	That part of Elmwood Park located at 83D Heaton Street (Lot 1, DP 12727)	1500 m <sup>2</sup>	60%	20%
k.	<u>Temporary seating and associated temporary structures for sporting events in Hagley Oval.</u>	<u>No maximum</u>	<u>No maximum</u>	<u>No maximum</u>

Insert new standards (under Rule 18.4.2 Built form standards – Open Space Community Parks Zone) as follows:

**18.4.2.8 Operations management plan**

- a. All activities shall be undertaken in accordance with an operations management plan (OMP) that has been prepared in accordance with Rule 18.4.2.8 (b)-(h). The OMP shall be made available to the Council on request.
- b. The OMP shall:
  - i. Set out the practices and procedures to be adopted to meet the following objective:
    - a. that venue managers have a full and clear understanding of the District Plan and/or resource consent requirements associated with operations and facilities at Hagley Oval.
  - ii. Include the following methods, measures and techniques to achieve the above objective:
    - a. assigning roles and responsibilities, including appointment of a representative to be the primary contact person in regard to the management of Hagley Oval;
    - b. a complaints procedure that specifies actions to be taken following receipt of a complaint, including records to be kept and responses to any complaints including remedial action taken;
    - c. a monitoring regime to evaluate compliance with the objectives of the OMP; and
    - d. methods for reviewing and amending the OMP.
  - iii. Be made publicly available at all times on the Hagley Oval venue website.
- c. **Public access-** the OMP will specifically include a section providing for the maintenance of general public access to Hagley Oval (excluding during sporting events for 2,000 or more spectators). This shall include identifying specific areas and times where it is necessary to exclude the general public to specific, limited areas, for the purpose of maintaining the health and safety of staff, contractors or members of the public during the commissioning and decommissioning of facilities for sporting events, and how, during these times, access to remaining areas will be maintained.
- d. **Lighting** - the OMP will specifically include a section on floodlighting which includes provisions related to:
  - i. The initial commissioning and testing of floodlighting on installation.
  - ii. The re-testing of floodlighting following luminaire replacement or general maintenance cleaning.
  - iii. Maximum standards and times of operation for the floodlighting, including the process and any applicable timeframes for warming up and shutting down the lighting.
  - iv. A monitoring regime.
- e. **Noise** - the OMP will specifically include a section on noise which includes provisions related to:
  - i. Where and how noise will be measured, monitored and assessed.
  - ii. How any sound system(s) will be calibrated.
  - iii. How noise from mechanical plant associated with the site will be managed.
  - iv. Procedures for noise complaint recording and action, including liaison and cooperation with Council Noise Control Officers.
- f. **Facilities (including Temporary Facilities and Structures)** - the OMP will specifically include a section on the provision and operation of facilities, which includes provisions related to:
  - i. Ensuring facilities for the storage, collection and disposal of refuse and recycling are provided on site at all times.

- g. **Tree protection** - the OMP will specifically include a section on tree protection, including provisions related to:
- i. The methods for controlling and avoiding adverse effects from construction activity, events, and car parking on trees and remediating any damage caused to the Park, trees, and accessways; including:
    - A. The establishment of temporary fencing or other measures to ensure that the storage of heavy equipment, machinery and materials does not occur within the drip lines of trees surrounding Hagley Oval;
    - B. The exclusion of any refuelling of plant and machinery within 50 metres of any tree.
    - C. The appointment of an independent, suitably qualified and experienced arborist to supervise works or recommend measures to maintain tree health and amenity values, in respect of:
      - i. The OMP or Event Management Plan referred to in Rule 18.4.2.9;
      - ii. Any works that require the scraping of topsoil;
      - iii. Construction of foundations for buildings or structures;
      - iv. The transportation of the lighting tower components; and
      - v. Temporary or service vehicle access or parking in proximity to trees.
- h. **Construction Management** - the OMP will specifically include a section on the way in which any construction works shall be undertaken, including specific details addressing:
- i. Ingress and egress to the construction site for construction, delivery, trade and worker vehicles and machinery during the construction period.
  - ii. Measures to be adopted to minimise impacts on visual and aural amenity, including any screening proposed, and to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities.
  - iii. The management of construction noise in accordance with NZS 6803:1999 Acoustics – Construction noise Table 2 and Annex E.
  - iv. Temporary construction lighting and directing of such lighting away from adjacent properties and roads.
  - v. Measures to provide local residents and businesses information about the construction activity and timeframes.
  - vi. Procedures for complaints recording and actioning.
  - vii. Location of off-street parking sufficient for site workers and contractors.
  - viii. Hours of operation and days of the week for construction activities.
  - ix. Means of ensuring the safety of the general public.
  - x. Procedures for controlling sediment runoff, contamination of stormwater drains, dust and the removal of soil, debris and demolition and construction materials from adjacent properties, public roads or places.

#### **18.4.2.9 Events management plan**

- a. All events shall be undertaken in accordance with an events management plan (EMP) that has been prepared in accordance with rules 18.4.2.9 (b)-(g). The EMP shall be made available to the Council on request.
- b. The EMP shall:
- i. Set out the practices and procedures to be adopted to meet the following objectives:
    - a. that event managers have a full understanding of the management requirements associated with events on Hagley Oval;
    - b. that information relating to forthcoming events is communicated to nearby

- landowners/occupiers, by providing them at least two weeks advance knowledge of when events are to be held, and their related arrangements;
    - c. that information on travel and parking options to facilitate non-car modes of travel is effectively communicated to spectators (at a minimum such communication is to be included as part of the ticket purchase process);
    - d. to ensure contractors engaged in the provision of temporary facilities and structures comply with pack-in and pack-out times stipulated in the OMP referred to in Rule 18.4.2.8;
    - e. to ensure contractors engaged in the provision of temporary facilities and structures maintain public access to Hagley Oval and to the temporary hospital car park;
    - f. to ensure food and beverage facilities are efficiently managed;
    - g. to provide waste facilities that are adequate to cope with the numbers of spectators expected to attend the fixture;
    - h. that rubbish is picked up throughout South Hagley Park and that portion of North Hagley Park between Riccarton Avenue and the Avon River by 10am of the day following an event;
    - i. to ensure crowd behaviour is effectively managed at all major fixtures through the provision of security personnel and marshals;
    - j. to ensure there is safe and orderly access to and from the Hagley Oval for officials, media, players, staff, contractors, and spectators; and
    - k. to protect trees within the Park from potential damage caused by event activities.
  - ii. Include the following methods, measures and techniques to achieve the above objectives:
    - a. assigning roles and responsibilities, including appointment of a representative to be the primary contact person in regard to the management of Hagley Oval;
    - b. a complaints procedure that specifies actions to be taken following receipt of a complaint, including records to be kept and responses to any complaints including remedial action taken;
    - c. a monitoring regime to evaluate compliance with the objectives of the EMP; and
    - d. methods for reviewing and amending the EMP.
  - iii. Address at least three typical event scenarios including:
    - a. events of more than 12,000 capacity;
    - b. events of up to 12,000 capacity combined with spectator activity nearby e.g. an event at North Hagley Park; and
    - c. events of up to 12,000 capacity.
  - iv. Outline a process for representatives of the Hagley Oval venue operator, Canterbury Cricket Trust, Canterbury Cricket Association, Hagley Park Reference Group and the Council to be consulted on the preparation or amendment of the EMP and recording the findings from and response to any consultation.
  - v. Be made publicly available at all times on the Hagley Oval venue website.
- c. **Coordination of all relevant agencies** - the EMP shall:
- i. Outline a process for convening and documenting, prior to each event, a briefing meeting of all key agencies to confirm arrangements for the particular event (including confirmation of the number and contact details of personnel involved from each agency). The agencies involved may include:



- a. Police
  - b. Security companies (in ground and street security patrol)
  - c. Council parking, traffic and roading operations
  - d. CDHB (Christchurch hospital)
  - e. Environment Canterbury and Transport companies (bus and train)
  - f. St John (first aid, ambulance)
  - g. Fire service (if required)
  - h. Taxi operators
  - i. Tow truck operators
  - j. Department of Labour occupational safety and health (if considered appropriate by the venue operator)
  - k. Media
  - l. Caterers and merchandisers
  - m. Cleaning contractors
  - n. Traffic management contractor
  - o. Venue users.
- d. **Facilities (including Temporary Facilities and Structures) for events** - the EMP will specifically include a section on the provision and operation of facilities for events, including provisions related to:
- i. Providing additional temporary public toilet facilities external of Hagley Oval at the conclusion of every event.
  - ii. Preparing a litter management plan and identifying an area within the vicinity of Hagley Oval that shall be cleaned of rubbish and litter attributable to the activities at the Oval between the hours of 08:00 and 14:00 on the day following any event. (The litter management plan will need to address how to limit any adverse effects of this operation).
  - iii. Ensuring that there is no sale or supply of alcohol within car parking areas or other open areas outside of the Hagley Oval perimeter.
  - iv. Taking all reasonable and practical steps to prevent the consumption of alcohol in public areas in the immediate vicinity of Hagley Oval after events finish and shall, through the use of security staff or other means actively encourage patrons to leave the area as soon as practicable.
- e. **Communication** - the EMP will specifically include a section on communication, including provisions related to:
- i. Ensuring ongoing community liaison to inform each household and business within the vicinity of Hagley Oval of forthcoming events and related arrangements. The timing, manner and extent of distribution of information shall be undertaken after consultation with the Council.
  - ii. Providing a telephone "Hotline" to be maintained and advertised by the venue operator for the purposes of enabling residents to contact the appropriate authorities or gain assistance. The Hotline shall operate for two hours prior to any event and shall continue to operate until midday (12:00 hrs) the following day. The Hotline shall be implemented in such a way that ensures all callers can make contact with event organisers without delay.
  - iii. Developing a protocol to effectively and promptly deal with any complaints arising, including, but not

limited to, noise, lighting, litter, the actions of spectators and concerns over the management of night time events.

f. **Transport Management** - the EMP will specifically include a section on transport, including provisions related to:

- i. Establishment and functioning of a Transport Management Group ("TMG") comprising representatives of the Venue Operator, Canterbury Cricket Trust, Canterbury Cricket Association, the CDHB, the Council, and the traffic management contractor as well as where possible representatives of appropriate transport agencies, organisations and service providers. These should include NZ Police, bus, coach, and taxi operators and others as considered appropriate by the Council. The TMG will provide input into the preparation of the various Transport Management Plans and meet at least annually to review and modify the Transport Management Plans.
- ii. The requirement for a Transport Management Plan (TMP) to be finalised at least one month prior to an event and to be operational for every event. The TMP shall show how transport and traffic aspects of events will be managed to reduce or mitigate any adverse effects.
- iii. The goal of the TMP is to avoid, mitigate and/or manage the adverse effects of event-related traffic on the wider neighbourhood and to manage the overlapping transport effects that could result from events occurring at Hagley Park on the same day. The objectives of the TMP and any future modifications shall be:
  - A. to manage the potential impact of events at Hagley Oval and/or at South Hagley Park occurring at the same time period;
  - B. to ensure that emergency service vehicles and other vehicles travelling to or from Christchurch Hospital do not experience any delay or disruption as a result of event related activity;
  - C. to ensure emergency vehicle access, both to the ground and the surrounding neighbourhood, is maintained at all times;
  - D. to ensure access to properties and on street permitted parking at all times during events days;
  - E. to ensure that Arterial and Main Distributor roads continue to function and do not experience excessive congestion as a result of event related activity;
  - F. to strongly encourage patrons and staff to make increasing use of passenger transport to access Hagley Oval for events and to provide passenger transport information and to promote passenger transport services and Information;
  - G. to maximise pedestrian safety particularly immediately before and after the event;
  - H. in the immediate vicinity of the ground, to separate the different modes to achieve safe and efficient traffic flow;
  - I. to provide for the movement of passenger transport, so as to encourage this form of transport and assist efficient traffic movement before and after events;
  - J. to manage traffic flows around Hagley Oval so as to facilitate efficient clearing of people and vehicles after events;
  - K. to ensure the TMP is reviewed on a regular basis;
  - L. that contingency plans are developed, to ensure that solutions are available to accommodate foreseeable deviations from the expected operation of the TMP;
  - M. provide for a communication strategy to include the following for events with greater than 2,000 spectators:
    - a. media promotion that provides details of travel options available; and

- #### 18.4.2.10 Pavilion management plan

- c. The Pavilion Management Plan shall include the following methods, measures and techniques to achieve the above objectives:

records to be kept and responses to any complaints including remedial action taken;

iii. a monitoring regime to evaluate compliance with the objectives of the Pavilion Management Plan; and procedures for the use of the Pavilion by the community, including the private hire of the venue for events that are unrelated to recreation activity; and

iv. methods for reviewing and amending the Pavilion Management Plan.

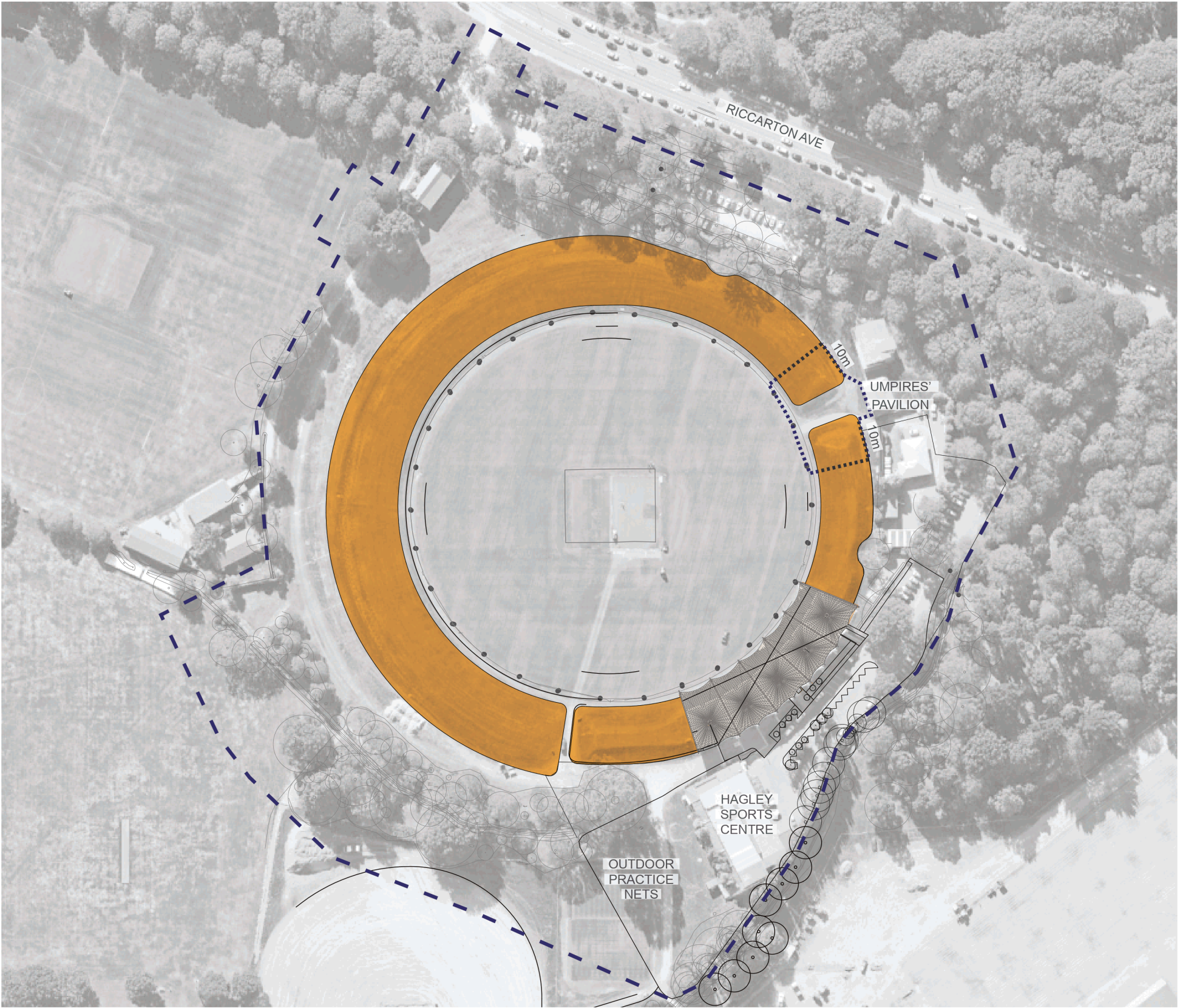
d. A copy of the Pavilion Management Plan shall be made publicly available at all times on the Hagley Oval venue website.



APPENDIX 18.11.6. HAGLEY OVAL LAYOUT PLAN.

10.22  
Hagley Oval

Page 4  
Scale 1:1000 @ A3



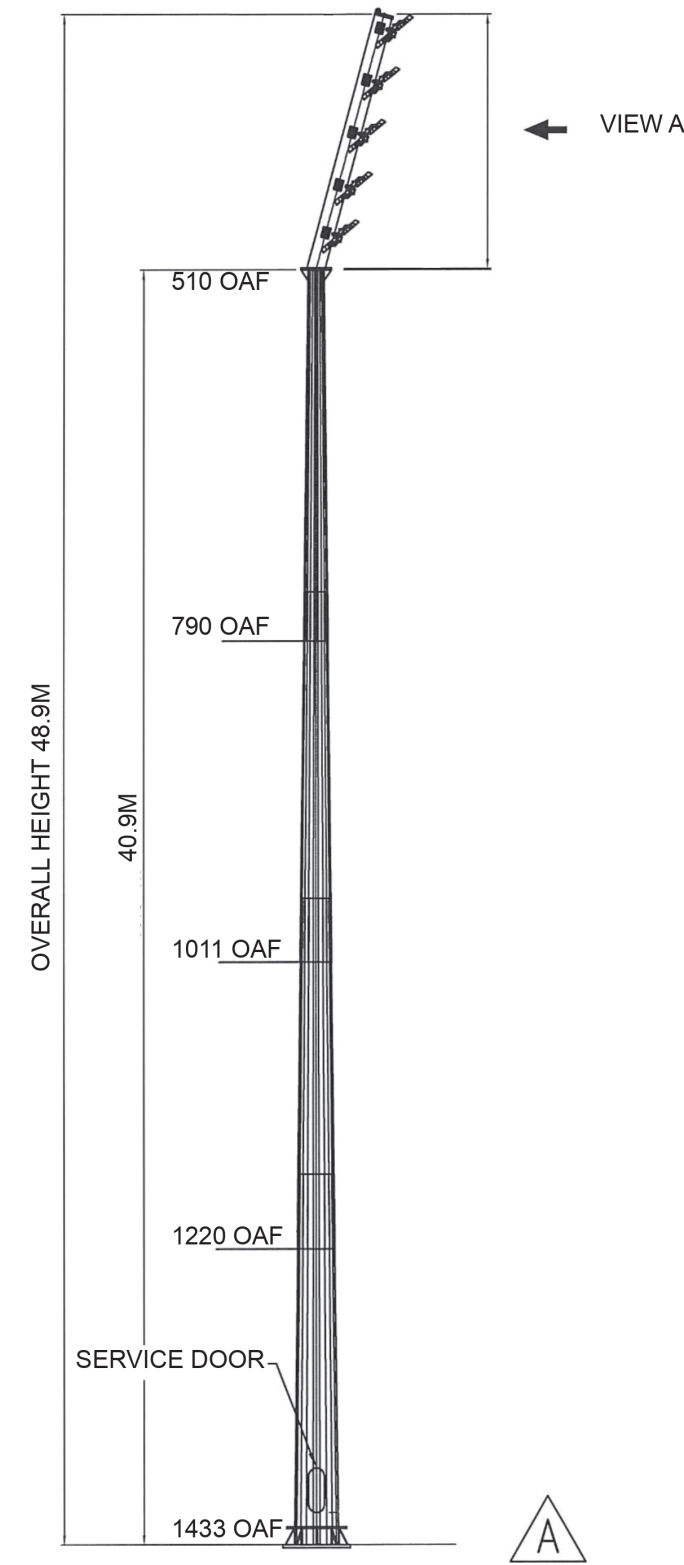
- EMBANKMENT
- PAVILION
- AREA TO WHICH RULE 18.1.1.1 P24-P28 APPLIES
- FLOOD LIGHT AND TV SCAFFOLDING EXCLUSION ZONE



OPEN SPACE COMMUNITY PARKS ZONE (HAGLEY OVAL)  
APPENDIX 18.11.7. FLOODLIGHT SPECIFICATIONS

10.22  
Hagley Oval

Page 2

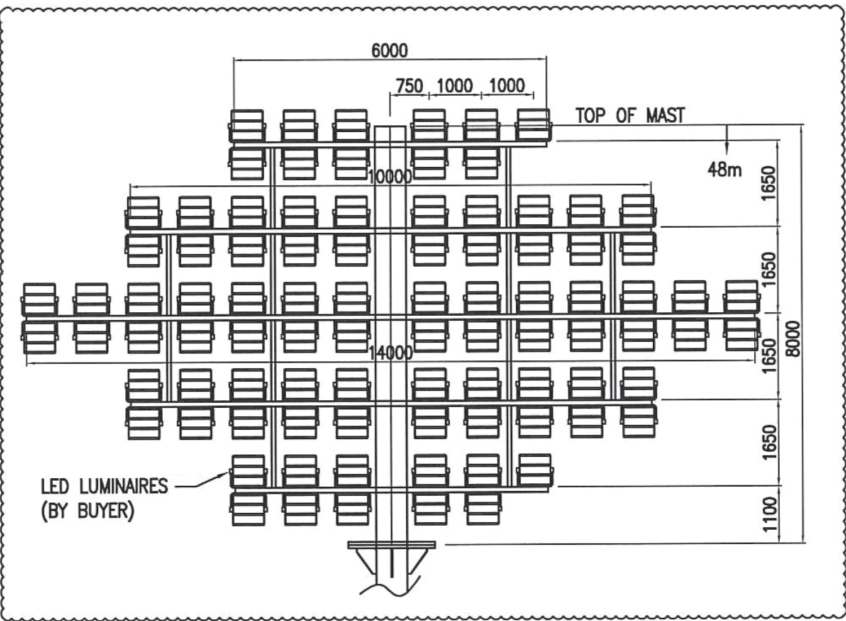


NOTE:

VIEW A INDICATES A POSSIBLE HEADFRAME ARRANGEMENT AND NOT A LUMINAIRE SPECIFICATION. HOWEVER, EACH HEADFRAME SHALL NOT EXCEED MAXIMUM DIMENSIONS OF 8000MM (HEIGHT) AND 14000MM (WIDTH) AND/OR A MAXIMUM OF 92 LUMINAIRES.

NOTE:

MAST AND HEADFRAMES SHALL BE FINISHED IN RESENE PUMICE (G80-011-123) (LRV SG)



VIEW A

## Chapter 6 General Rules and Procedures

### Chapter 6.1 Noise

Amend Rule 6.1.5.2.2 Noise limits in the Central City as follows

#### 6.1.5.2.2 Noise limits in the Central City

- a. In the Central City, any activity that generates noise shall meet the Noise standards in Table 2 below at any site receiving noise from that activity, as relevant to the Category of Precinct in which the site receiving the noise is located (as shown on the Central City Entertainment and Hospitality Precinct Overlay planning map), except as specified in b. below.
- b. For sporting events for 2,000 or more spectators in Hagley Oval, the noise generated by the events (excluding crowd noise) shall not exceed 50 dB LAeq at the boundary of any Special Purpose or Residential zone.

### Chapter 6.3 Outdoor Lighting

Amend Rule 6.3.4.1 Permitted activities as follows

Activity		Activity specific standards
P1	Any activity involving artificial outdoor lighting, other than activities specified in <u>Rule 6.3.4.1 P2</u> or Rule 6.3.4.5 NC1 or NC2.	<p>a. All fixed exterior lighting shall, as far as practicable, be aimed, adjusted and/or screened to direct lighting away from the windows of habitable spaces of sensitive activities, other than residential units located in industrial zones, so that the obtrusive effects of glare on occupants are minimised.</p> <p>b. Artificial outdoor lighting shall not result in a greater than 2.5 lux spill (horizontal or vertical) into any part of a major arterial road or minor arterial road or arterial route identified in Appendix 7.5.12 where this would cause driver distraction.</p> <p>Advice note:</p> <p>1. See Appendix 6.11.13 for guidance on lighting design to reduce light spill and glare.</p>
P2	<u>Floodlighting for recreation activities in Hagley Oval</u>	<p>a. <u>Floodlighting shall be directed towards the pitch.</u></p> <p>b. <u>Spill light from floodlighting shall comply with the vertical illuminance levels specified in Table 3.4 AS/NZ4282.</u></p> <p>c. <u>The aiming and intensity of all luminaires for floodlighting shall comply with Table 3.3 AS/NZ4282 and the control direction for luminaires shall be 10° below the horizontal.</u></p> <p>d. <u>Use of floodlights:</u></p> <p>i. <u>At full illumination level shall be confined to the duration of training events between the hours of 0700-2100, sporting events, or for testing purposes.</u></p> <p>ii. <u>Shall not exceed 300 lux (measured on the field) for a period of up to 30 minutes after the conclusion of the training event or sporting event;</u></p> <p>iii. <u>Shall not exceed 50 lux for that period 30 to 60 minutes after the conclusion of the training event or sporting event; and</u></p> <p>iv. <u>Shall cease within 60 minutes of the conclusion of the training event or sporting event.</u></p> <p>e. <u>All floodlighting shall be subject to an operations management plan prepared in accordance with Rule 18.4.2.8.</u></p>

Amend Rule 6.3.5.1 Permitted activities as follows

Activity	Activity specific standards
<b>P1</b> Any activity involving outdoor artificial lighting other than activities specified in Rule 6.3.5.1 P2.	a. Any outdoor artificial lighting shall comply: <ul style="list-style-type: none"> <li>i. with the light spill standards in Rule 6.3.6 as relevant to the zone in which it is located, and;</li> <li>ii. where the light from an activity spills onto another site in a zone with a more restrictive standard, the more restrictive standard shall apply to any light spill received at that site.</li> </ul> Advice Note: 1. See Appendix 6.11.13 for guidance on lighting design to reduce light spill and glare.
<b>P2</b> Floodlighting for recreation activities in Hagley Oval	a. Floodlighting shall be directed towards the pitch. b. Spill light from floodlighting shall comply with the vertical illuminance levels specified in Table 3.4 AS/NZ4282. c. The aiming and intensity of all luminaires for floodlighting shall comply with Table 3.3 AS/NZ4282 and the control direction for luminaires shall be 10° below the horizontal. d. Use of floodlights: <ul style="list-style-type: none"> <li>i. At full illumination level shall be confined to the duration of training events between the hours of 0700-2100, sporting events, or for testing purposes.</li> <li>ii. Shall not exceed 300 lux (measured on the field) for a period of up to 30 minutes after the conclusion of the training event or sporting event;</li> <li>iii. Shall not exceed 50 lux for that period 30 to 60 minutes after the conclusion of the training event or sporting event; and</li> <li>iv. Shall cease within 60 minutes of the conclusion of the training event or sporting event.</li> </ul> e. All floodlighting shall be subject to an operations management plan prepared in accordance with Rule 18.4.2.8.

## Chapter 9 Natural and Cultural Heritage

### 9.3 Historic heritage

Amend Section 9.3.3 How to interpret and apply the rules as follows:

#### 9.3.3 How to interpret and apply the rules

- m. The following exemptions apply in relation to Rule 9.3.4.1 - Activity Status Tables
  - i. For the Annandale Woodshed heritage setting (12 Starvation Gully Road) Rule 9.3.4.1.3 RD1 and RD2 shall not apply to the modification of, or new stockyards within, the heritage setting shown on Heritage Aerial Map 476.
  - ii. For the Elmwood Park heritage item, the rules for heritage items shall not apply to the hatched area shown on the Heritage Aerial Map 672.
  - iii. For the Hagley Park heritage item (HID 1395) as identified on the planning maps and in Appendix

- 9.3.7.2, the rules for heritage items shall not apply to Hagley Park other than to heritage items and heritage settings within Hagley Park individually scheduled in Appendix 9.3.7.2.
- iv. For the Hagley Oval Cricket Pavilion Setting (HID 242), the rules for heritage items and heritage settings shall not apply to activities that are permitted by Rule 18.4.1.1 P25 and P26.

APPENDIX 2 – Draft section 68 Notice

## Public Notice: Greater Christchurch Regeneration Act 2016

**Proposal to amend the Christchurch District Plan to provide for the operation and use of Hagley Oval in a manner consistent with that set out in the Christchurch Central Recovery Plan – open for written comment.**

Pursuant to section 68 of the Greater Christchurch Regeneration Act 2016 (the GCR Act) the Minister for Greater Christchurch Regeneration invites written comment on the Proposal to amend the Christchurch District Plan to:

- Insert site specific rules for Hagley Oval into the Open Space Community Parks Zone provisions in Chapter 18 – Open Space, including:
  - Four new permitted activity rules that provide for use of Hagley Oval and facilities as a major sports facility; the construction and use of specified temporary structures and facilities; floodlighting for recreation activities; and the use of the Pavilion, subject to meeting a range of activity specific standards.
  - Two new appendices that: spatially identify the areas where the rules and related standards apply; and specify requirements for floodlighting.
- Insert site specific rules for Hagley Oval into Chapter 6.1 Noise
- Insert site specific rules for Hagley Oval into Chapter 6.3 Outdoor Lighting
- Exempt specified activities in Hagley Oval from the rule framework in Chapter 9.3 Historic Heritage.

The Proposal may be inspected on the Department of the Prime Minister and Cabinet's website at [\[website\]](#) and is available for inspection at: [\[Location\]](#)

Written comments on the Proposal may be made to the Greater Christchurch Group of the Department of the Prime Minister and Cabinet by no later than [\[date\]](#) and should be emailed to [\[email address\]](#) or posted to [\[postal address\]](#). Attention: [\[name\]](#).

Dated this [\[ \]](#)th day of [\[month\]](#) 2019.

HON [\[XX\]](#), Minister for Greater Christchurch Regeneration.



APPENDIX 3 – Draft section 71 Notice

## Gazette Notice: Greater Christchurch Regeneration Act 2016

### Proposal to amend the Christchurch District Plan to provide for the operation and use of Hagley Oval in a manner consistent with that set out in the Christchurch Central Recovery Plan.

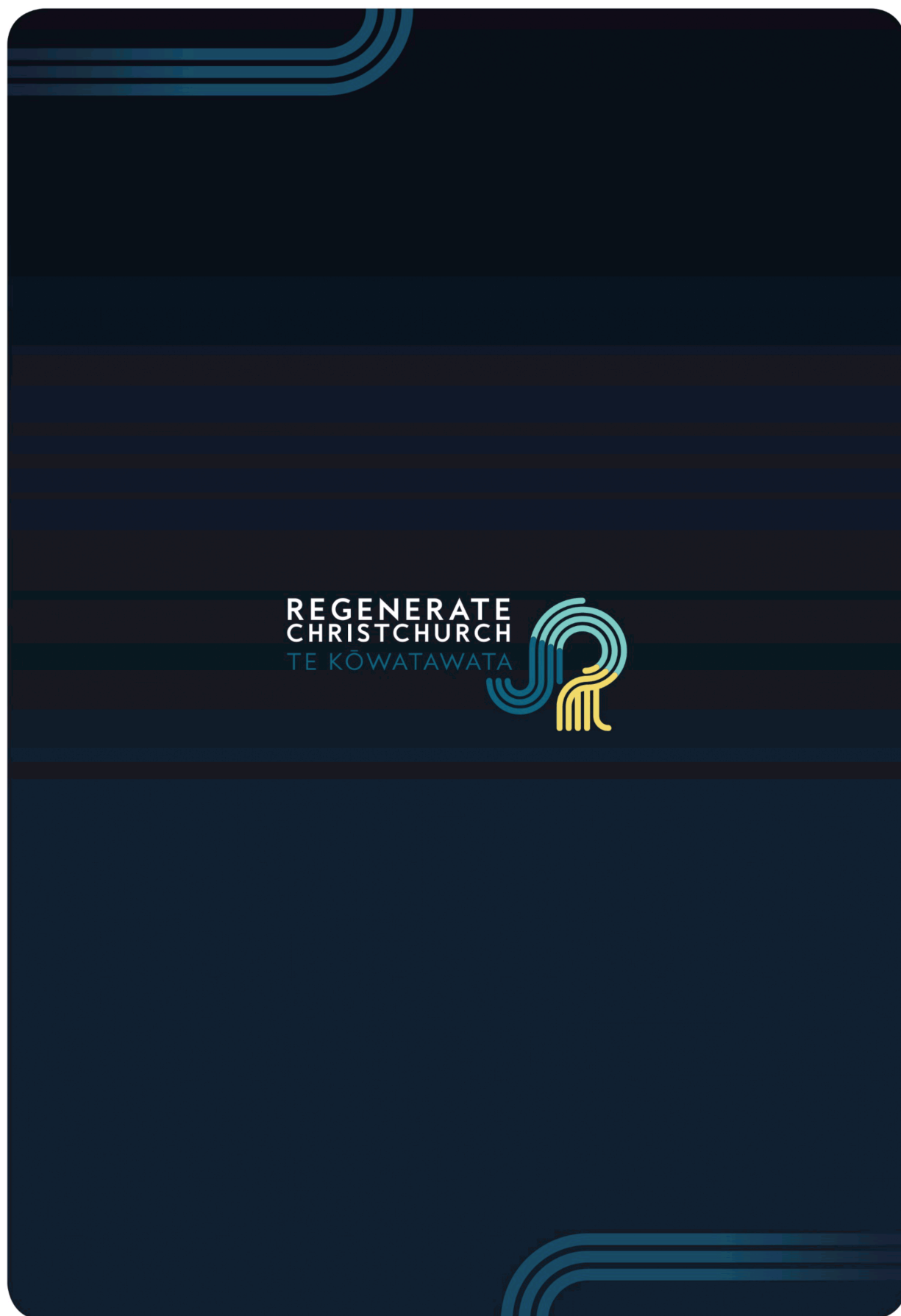
Pursuant to sections 69 and 71 of the Greater Christchurch Regeneration Act 2016, the Minister for Greater Christchurch Regeneration has exercised her powers to approve the Proposal to amend the Christchurch District Plan as it applies to Hagley Oval in the Open Space Community Parks Zone, generally bounded by or adjacent to South Hagley Park at 57 Hagley Avenue to:

- Insert site specific rules for Hagley Oval into the Open Space Community Parks Zone provisions in Chapter 18 – Open Space, including:
  - Four new permitted activity rules that provide for use of Hagley Oval and facilities as a major sports facility; the construction and use of specified temporary structures and facilities; floodlighting for recreation activities; and the use of the Pavilion, subject to meeting a range of activity specific standards.
  - Two new appendices that: spatially identify the areas where the rules and related standards apply; and specify requirements for floodlighting.
- Insert site specific rules for Hagley Oval into Chapter 6.1 Noise
- Insert site specific rules for Hagley Oval into Chapter 6.3 Outdoor Lighting
- Exempt specified activities in Hagley Oval from the rule framework in Chapter 9.3 Historic Heritage.

The full text of the amendments can be viewed on the Department of the Prime Minister and Cabinet's website at [\[website\]](#) and is available for inspection at: [Location]

The date on which the exercise of this power took effect was on the xxth day of [month] 2018

HON [XX], Minister for Greater Christchurch Regeneration.



BEFORE THE ENVIRONMENT COURT

Decision No. [2013] NZEnvC 28 \

**IN THE MATTER** of the Resource Management Act 1991 and  
of a direct referral pursuant to section 87G  
of the Act

**BETWEEN** CANTERBURY CRICKET  
ASSOCIATION INCORPORATED  
(ENV-2013-CHC-0019)  
Applicant

Hearing: In Chambers at Christchurch (on the papers)

Court: Environment Judge J E Borthwick  
Environment Commissioner D J Bunting  
Environment Commissioner A C E Leijnen

Date of Decision: 29 November 2013

Date of Issue: 29 November 2013

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FINAL DECISION OF THE ENVIRONMENT COURT

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A: The resource consent application is granted subject to the conditions marked "Annexure 1" and the Access Management Strategy marked "Annexure 2" – attached to and forming part of this decision.

B: Subject to the directions given in this decision, costs are reserved.

REASONS

[1] Further to the court's directions in the Third Interim Decision<sup>1</sup> Canterbury Cricket Association Inc (CCA) filed on 19 November 2013 a memorandum, amended conditions of consent and amended Access Management Strategy. The amendments

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<sup>1</sup> *Canterbury Cricket Association Incorporated* [2013] NZEnvC 264 dated 8 November 2013.



2

made were to give effect to the court's previous decisions. On 22 November 2013, the Christchurch City Council filed a memorandum confirming that in its view the amendments proposed met the requirements of the Third Interim Decision. We have considered all of the documentation filed.

[2] The conditions of consent have been amended as per the Third Interim Decision. In addition we have made two grammatical changes to conditions 17 and 23 which are tracked. The footnote to condition 72 has been deleted. On this basis the conditions are confirmed.

[3] Turning next to the Access Management Strategy, the front cover of the Access Management Strategy has been amended to delete "Proposed" and to add the date "29 November 2013".

[4] Clause 5.3 of the Access Management Strategy has been amended as per the Third Interim Decision, and is now consistent with condition 12 of the consent. In a comment box to the Access Management Strategy,<sup>2</sup> CCA has queried the inclusion of this clause but it is not clear whether CCA has a concern with the clause or condition 12 of the consent, or both. We anticipate that before Canterbury Cricket submits its draft Schedule of Major Events to the Christchurch City Council for approval it would have obtained and taken into account any information on events scheduled for Hagley Park in the relevant period.

[5] Clauses 5.11 and 5.14 are identical and so Clause 5.11 is to be deleted.

[6] Clause 5.13 has been amended to remove superfluous words.

[7] Clauses 13.43 – 13.47 have been repeated to apply to all major fixtures, including the World Cup tournament. This gives effect to the directions given in the Third Interim Decision at paragraph [43](a) and is in accordance with the expert advice of Mr A Carr of CCA that the provisions are of general application.<sup>3</sup>

[8] Otherwise, all other changes made to the Access Management Strategy accord with the directions of the court and are approved.



<sup>2</sup> Comment box AC8.

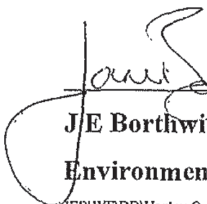
<sup>3</sup> Transcript dated 4-5 November 2013 at 198-199.

**Costs**

[9] It is the court's expectation that costs will be able to be resolved directly between the parties. Should that not prove to be the case, then I direct:

- (a) any application for costs is to be filed by **Friday 20 December 2013**, with replies to be filed by Canterbury Cricket Association Inc by **Friday 24 January 2014**. Any applicant may respond to Canterbury Cricket Association's reply by **Friday 31 January 2014**; and
- (b) submissions are not to exceed ten pages. (This does not include attachments such as invoices produced to support the application).

For the court:

  
**J/E Borthwick**  
**Environment Judge**  
JEB\WP\DD\Hagley Oval - Final Decision - November 2013.doc





1

# Annexure 1

## CONDITIONS OF CONSENT

Consent Holder:	Canterbury Cricket Association Incorporated
Lapsing of Consent:	In accordance with section 125 RMA, this consent shall lapse five (5) years after the date on which it was granted unless it has been given effect to before the end of that period.
Purpose of Consent:	<p>To allow the development of facilities at Hagley Oval to enable domestic and international cricket matches to be undertaken including Tests, One Day Internationals, and Twenty/20 fixtures.</p> <p>The consent is to enable the Consent Holder to:</p> <ul style="list-style-type: none"> <li>construct an embankment with a maximum height of 2.5m and average height of 2.2m sufficient to accommodate 12,000 spectators;</li> <li>construct and operate a two-storey cricket Pavilion;</li> <li>install and operate four lighting towers being 30.9m in height when retracted, and 48.9m in height when fully extended;</li> <li>install temporary grandstands to accommodate up to 8000 spectators;</li> <li>install temporary scaffolding for televised events;</li> <li>install other temporary facilities and structures in the form of toilets, ticketing booths, signage, food and beverage and merchandising outlets, replay screen, PA system and cycle parking;</li> <li>install two movable temporary sight screens one at each end of the playing field;</li> <li>install a temporary picket fence a maximum of 1.2m in height around the inside of the embankment;</li> <li>install temporary fencing around the outside of the Oval site for the purposes of excluding public access during major fixtures;</li> <li>to use the Polo Grounds in South Hagley Park for car parking up to a maximum of 2,000 cars during major fixtures, with the access from Deans Avenue;</li> <li>the use of the Venue for a maximum of up to 13 match days for major fixtures each cricket season, with a maximum ground capacity of 20,000 spectators;</li> <li>to demolish the Christchurch Old Boys Collegians Pavilion and a storage building (with a combined floor area of 296m<sup>2</sup>).</li> </ul>



## General

### *Definitions of terms:*

- the term '**cricket season**' means the period from September 15<sup>th</sup> to the following April 15<sup>th</sup> (inclusive);
- the term '**major fixture**' means any cricket match at Hagley Oval where more than 2,000 spectators are present;
- the term '**World Cup Fixtures**' means up to five (5) cricket matches, including warm-up matches, held as part of the 2015 ICC Cricket World Cup series event;
- the term '**Schedule of Major Fixtures**' means the schedule of major fixtures approved by the Christchurch City Council under conditions of this resource consent;
- the term '**match day**' means the actual day the fixture is scheduled to be played;
- the term '**match group**' means two or more major fixtures that are scheduled to be played within the same week;
- the term '**temporary facilities and structures**' means those facilities and structures brought onto the site for a limited number of days which are required to support a major fixture including scaffolding for television towers, all forms of temporary fencing, temporary grandstands, match replay screen, PA system, television cameras and related equipment, toilets, ticketing booths, signage, food and beverage and merchandising outlets, cycle parking and the like;
- the organisation '**City Council**' means the Christchurch City Council;
- the site is that defined in the diagram 'Site Plan of the Hagley Cricket Oval' Issue ITP331601 dated 13/11/12 attached as '**Appendix 1**'.



### The consented activity

1. Except where varied by the conditions of this consent, the proposal shall be carried out in accordance with the information and details submitted with the application for resource consent numbered RMA 92021389 by the City Council and including:
  - the Application prepared by Planz Consultants Ltd dated December 2012 and attachments and appendices (Project number 13382);
  - the information provided in a response to section 92 RMA request for further information, dated 8 March 2013; and
  - the location, dimensions, materials and colours indicated in the application and as shown on:
    - 'Resource Consent Drawings, 30<sup>th</sup> November 2012 pages 10-22'; and
    - Lighting plan 'TEL-48.9-GA1', Revision A dated 13/2/2013;
    - Light contour drawings 'LS20332/4c Horizontal Light Spill', dated 21 May 2013' and 'LS20332/4d Vertical Light Spill' dated 24 May 2013;
    - the Polo Grounds parking and access plan dated 3 July 2013;
  - all attached as 'Appendix 2'.

### Operational Conditions

2. Subject to Condition 8 there shall be no more than 13 match days scheduled for major fixtures during any cricket season. Fixtures may be played on consecutive days, provided that there shall be no more than 5 consecutive match days played in any one period.
3. The total number of days that temporary facilities and structures associated with major fixtures may occupy the site shall not exceed 40 days per cricket season. This condition is to be read in conjunction with condition 14.
4. No more than two major fixtures may be scheduled within the same week (the match group), provided that on each occasion this occurs the total number of days that temporary facilities and structures may occupy the site shall not exceed 14 consecutive days.



5. Subject to Condition 8 no more than two major fixtures exceeding 12,000 spectators may be scheduled in any three year period.
6. Major fixtures involving more than 12,000 spectators shall only be scheduled on Fridays from 7.00 pm, or on weekends.
7. By way of exception Conditions 2-6 shall not apply to the ICC 2015 World Cup Fixtures held at the Hagley Oval. Three World Cup fixtures may be scheduled Monday-Thursday inclusive, otherwise the fixtures are to be scheduled Friday-Sunday inclusive.
8. If five World Cup fixtures are played then one of these fixtures shall:
  - (a) be counted within the 13 match days scheduled for major fixtures otherwise provided for under Condition 2; and
  - (b) be counted within the allocation of two major fixtures exceeding 12,000 spectators that may be scheduled in any three year period otherwise provided for under Condition 5.

#### **Scheduling of Major Fixtures**

9. Prior to submitting a draft Schedule of Major Fixtures to the City Council, the Consent Holder shall consult with the following organisations to determine whether the proposed match days will coincide with other significant events or activities which can also be expected to affect traffic volumes in the area surrounding Hagley Park and/or the displacement of other activities planned for the use of the Polo Grounds:
  - i. Canterbury District Health Board;
  - ii. Canterbury Horticultural Centre;
  - iii. Christchurch City Council Transport and Greenspace Unit;
  - iv. The Director of the Schools Sports Programmes;
  - v. Christchurch Transport Operations;
  - vi. The proposed Traffic Management Contractor; and
  - vii. Stronger Christchurch Infrastructure Rebuild Team (or its successor).



10. The Consent Holder shall keep records of all correspondence and meetings with persons consulted under condition 9 and shall provide these records to the Resource Consents Manager at the City Council when submitting the draft Schedule of Major Fixtures.
11. If it is established that the School Sports' Programme cannot find a suitable alternative to the Polo Grounds on the day(s) of a proposed major fixture, then the Consent Holder will reschedule the proposed fixture.
12. No major fixture shall take place on a day and at a time when another event is proposed within Hagley Park if the cumulative attendance at those events is anticipated to exceed 20,000 people, as determined in advance by the Resource Consents Manager at the Christchurch City Council.
13. The Consent Holder shall submit a draft Schedule for major fixtures for the forthcoming cricket season (including the World Cup fixtures in the 2014/2015 season), together with the anticipated spectator numbers for each fixture, for certification by the Resource Consents Manager for the City Council that the schedule complies with Conditions 2-12 (inclusive) of this consent. The draft Schedule for Major Fixtures shall also describe the type of major fixtures scheduled together with anticipated spectator numbers for each fixture.

#### Management of temporary facilities and structures

14. Temporary facilities and structures shall be accommodated on site in accordance with the following table and with the conditions of this consent.

Temporary structure	Maximum days for pack-in and pack-out	Restrictions
Picket fence no more than 1.2m high and positioned within the interior of the embankment.	May remain in place for all of the cricket season.	When games are not being played, public access is to be maintained through the picket fence. The fence is to be removed and stored out of sight outside of cricket season.





		Signs shall be erected advising that the public have access to the site on days major fixtures are not being played.
Sight screens.	As required.	No restriction.
Advertising signage.	One day either side of major fixture.	To be restricted to within the embankment area and not readily visible outside of embankments.
Perimeter fencing around the edge of the site as shown in the Match Management Plans.	One day either side of major fixture.	Major fixtures only.  Public access to the site is restricted on the day of the major fixture only.
Television scaffolding towers.	Two days either side of fixture or group match as the case may be.	Maximum of 40 days in season in accordance with Condition 3.  Pack out to commence at the western end of the Oval (adjacent to the Christ's College Grounds) and to continue around the Oval in a clockwise direction.
Temporary grandstands with a maximum spectator capacity of 8,000 persons.	Three days either side of a major fixture exceeding 12,000 spectators.	Not to be used for any test match.  Except for World Cup Fixtures and as provided for in Condition 8, any use of grandstands is restricted to two major fixtures every three seasons.



		Pack out to commence at the western end of the Oval (adjacent to the Christ's College Grounds) and to continue around the Oval in a clockwise direction.
All temporary facilities and structures not otherwise controlled (i.e. portable toilets, food and beverage outlets etc).	One day either side of major fixture.	Major fixtures only.

15. The location of all temporary facilities and structures shall be generally as shown on the three Match Management Plans attached as 'Appendix 3'.
16. Except for the sight screens all temporary facilities and structures shall be stored off-site when not in use, or internally out-of-sight within a building.

#### Management Plans – General (Preparation and Review)

17. Each Management Plan and the Access Management Strategy (AMS), and review thereof, shall be certified by an independent suitably qualified and experienced person, who is approved of in writing by the City Council, to confirm that the activities undertaken in accordance with the Management Plan or AMS will achieve compliance with the relevant consent conditions. Copies of the certification, along with any reviews of the Management Plans, and AMS shall be provided to the City Council. The Consent Holder shall meet the costs of the production, certification, monitoring and review of and compliance with these documents.
18. Unless otherwise stated at least 3 months prior to undertaking any activities authorised by this consent, the Consent Holder shall provide to the Resource Consents Manager of the City Council for review acting in a technical certification capacity the following management plans:
  - a. Events Management Plan;
  - b. Pavilion Management Plan;
  - c. Construction Management Plan; and
  - Access Management Strategy.



19. All activities shall be undertaken in accordance with the latest version of the certified Management Plans and the certified Access Management Strategy.
20. The Event Management Plan, Pavilion Management Plan and Access Management Strategy shall be reviewed by the Consent Holder at least once every two years for the first eight years, and thereafter at least once every five years.
21. The review by the Consent Holder shall assess whether management practices are resulting in compliance with the conditions of these consents, and whether the objectives of the management plans and Access Management Strategy are being met through the actions and methods undertaken. The Consent Holder shall amend the Management Plans and the Access Management Strategy where this is necessary to better achieve the conditions of this consent and to respond appropriately to actions identified as a result of monitoring under the conditions of this consent. The Consent Holder shall provide any amended documents to the City Council for certification that it will achieve compliance with the relevant consent conditions. The Management Plans and Access Management Strategy shall not be amended in any way that contravenes the objectives set out for the respective documents.
22. Copies of the Management Plans and the Access Management Strategy shall be made publicly available at all times on the Consent Holder's website.

**Events Management – General Conditions**

23. All licences, permits and consents for liquor, food, trading, building consents and so forth are to be obtained at least six weeks prior to any major fixture in accordance with conditions three of the Council's "Standard Terms of Conditions for the use of Christchurch City Council Parks, Reserves Squares and Streets for Events".

***Events Management Plan***

24. The overall objective of the Events Management Plan shall be to set out the practices and procedures to be adopted to ensure compliance with consent conditions and also to meet the following particular objectives:

- (a) that event managers have a full understanding of the management requirements associated with major fixtures on Hagley Oval;



- (b) that information relating to forthcoming major fixtures is communicated to nearby landowners/occupiers, by providing them at least two weeks advance knowledge of when major fixtures are to be held, and their related arrangements;
- (c) that information on travel and parking options to facilitate non-car modes of travel is effectively communicated to spectators. (At a minimum such communication is to be included as part of the ticket purchase process);
- (d) to ensure contractors engaged in the provision of temporary facilities and structures comply with pack-in and pack-out times stipulated in the conditions of this consent;
- (e) to ensure contractors engaged in the provision of temporary facilities and structures maintain public access to Hagley Oval and to the temporary hospital car park;
- (f) that temporary facilities and structures are located generally in accordance with the Match Management Plans attached;
- (g) to ensure food and beverage facilities are efficiently managed;
- (h) to provide waste facilities that are adequate to cope with the numbers of spectators expected to attend the fixture;
- (i) that rubbish is picked up throughout South Hagley Park and that portion of North Hagley Park between Riccarton Avenue and the Avon River by 10am of the day following a major fixture;
- (j) to ensure crowd behaviour is effectively managed at all major fixtures through the provision of security personnel and marshals;
- (k) to ensure there is safe and orderly access to and from the Hagley Oval for officials, media, players, staff, contractors, and spectators;
- (l) to protect trees within the Park from potential damage caused by event activities; and



- (m) to maintain the grassed surface of the Polo Grounds to the standard required for hosting sports activities both during and following the cricket season.

25A. The Events Management Plan shall include the following methods, measures and techniques to achieve the above objectives:

- (a) assigning roles and responsibilities, including appointment of a representative to be the primary contact person in regard to the management of events held at Hagley Oval;
- (b) a complaints procedure that specifies actions to be taken following receipt of a complaint, including records to be kept and responses to any complaints including remedial action taken; and
- (c) a monitoring regime to be employed for each major fixture for the purpose of evaluating compliance with the objectives of the Events Management Plan.

25B. The cost of compliance with Conditions 24 and 25A shall be borne by the Consent Holder.

#### **The Pavilion – General Conditions**

26. The opening hours for the Pavilion shall be restricted so that the Pavilion will close no later than 10.00 pm Sunday – Thursday (inclusive) and 12.00 am on Friday or Saturday.

#### ***Pavilion Management Plan***

27. The overall objective of the Pavilion Management Plan shall be to set out the practices and procedures to be adopted to ensure compliance with consent conditions and also to meet the following particular objectives:

- (a) the Pavilion is only to be used for recreation activities and accessory administrative, social, professional, and retail activities, unless a resource consent for other activities is obtained;





- (b) the Pavilion is managed so that it is not used for functions which exceed more than 300 people;
  - (c) deliveries and glass recycling are to occur during business daytime hours and noise and disturbance associated with these activities is to be minimised;
  - (d) to ensure noise emissions associated with use of the Pavilion comply with the conditions of this consent. Such measures shall include a requirement that in order to minimise noise emissions all external windows and doors are to be closed after 10.00pm hours except for the timely entry and exit of patrons;
  - (e) the operation of the Pavilion shall be carried out in accordance with any conditions of a lease granted by the City Council for use of the Pavilion; and
  - (f) the parking management regime ensures the safe and orderly arrival and departure of visitors.
28. The Pavilion Management Plan shall include the following methods, measures and techniques to achieve the above objectives:
- a) assigning roles and responsibilities, including appointment of a representative to be the primary contact person in regard to the management of the Pavilion;
  - b) a complaints procedure that specifies actions to be taken following receipt of a complaint, including records to be kept and responses to any complaints including remedial action taken;
  - c) a monitoring regime to evaluate compliance with the objectives of the Pavilion Management Plan; and
  - d) procedures for the use of the Pavilion by the community, including the private hire of the venue for events that are unrelated to cricket.



**Pavilion environs**

29. Utility areas associated with the Pavilion are to be integrated into the design of the building so that they are not visible to the public.

**Landscape Plan**

30. The Consent Holder shall prepare and submit to the City Council, a Landscape Plan for the existing car park to address the integration of the Pavilion and its access and to make good any damage caused during construction. The design of the planting proposed as part of this plan shall ensure views of the historic Umpires Pavilion are not obscured from any public place.
31. The Landscape Plan is to be certified by the Resource Consents Manager of the Christchurch City Council as meeting the requirements of conditions 28 and 29 prior to the implementation. The certified plan shall be implemented and the works completed in accordance with the certified plan prior to the occupation of the Pavilion.

**Noise – General Conditions**

32. For the purposes of achieving compliance with the conditions of this consent, measurements shall be undertaken as follows:

- (a) in accordance with NZS 6801:2008 Acoustics – Measurement of Environmental Sound and assessed in accordance with NZS 6802:2008 Acoustics – Environmental Noise;
- (b) where an activity is located within the Central City (bounded by Harper, Moorhouse, Fitzgerald, and Bealey Avenues), and adjoins the boundary of a site included in another zone grouping outside the central City, the noise standards applicable at the boundary of the sites shall be those which apply under the Christchurch City District Plan of the zone grouping that has the lower (more restrictive) specified noise standard; and

where the site on which the activity is located adjoins a Special Purpose (Road) Zone in the Christchurch City District Plan, any site in another zone grouping



on the other side of the road that is directly opposite the activity site shall be regarded as the adjoining site.

### *Cricket Fixture Noise*

33. Noise emissions from cricketing fixtures on Hagley Oval (excluding noise from vehicles using the Polo Grounds access) shall not exceed the projected 55 dB  $LA_{eq}$  noise contours shown on Figure 3.3 in the report by Acoustic Engineering Services Limited dated 4 February 2013 and 85 dB  $LAF_{max}$ . Except that on three occasions each-cricket season up until 10.30pm noise levels shall not exceed 55 dBA  $LA_{eq}$  and 85 dB  $LAF_{max}$  when measured at the boundary of the Special Purpose (Hospital) Zone and any Living Zone. On all other occasions the playing of music on the PA system shall not extend beyond 10.00 pm.
34. Noise monitoring shall be undertaken by an independent qualified expert approved by the City Council for at least two major fixtures (the events in each year are to be selected by the independent monitoring expert in consultation with the City Council) and the results shall be submitted to the City Council, with further monitoring being carried out as required by the City Council to confirm compliance with the conditions of this consent. The monitoring report shall include all measured noise levels and details of measurement equipment and calibration. The cost of such monitoring shall be borne by the Consent Holder.

### *Pavilion Noise*

35. Except during times when cricket is being played on Hagley Oval any activities undertaken within the Pavilion shall comply with the following noise standards:
  - (a) Noise emitted shall not exceed the following levels when received at any other premises or site that is not within a Category 1 or 2 Entertainment and Hospitality Precinct:

	$LA_{eq}$ (15min)	Daytime	Night-time
		55 dB	45 dB
		(1 hour assessment period)	(1 hour assessment period)
	$LAF_{max}$	85 dB	75 dB



36. No activities shall be undertaken within the outdoor areas after 10:00 pm Sunday to Thursday (inclusive) and 12:00 am Friday and Saturday.
37. Prior to the uplift of a Building Consent, the Consent Holder shall submit to the Resource Consents Manager at the City Council a report prepared by a qualified and experienced acoustic engineer confirming that the design of the Pavilion building, including all proposed external plant installations, is capable of ensuring any noise emissions from activities within the building and external plant will meet Condition 35.

*Council Groundsman's house*

38. Prior to any major fixture the Consent Holder shall make an offer to the occupant of the City Council Groundsman's house to provide alternative accommodation on the occasion of that fixture at the Consent Holder's expense.

*Noise Management Plan (NMP)*

39. Before every major fixture the Consent Holder shall have in place a specific NMP tailored to address the scale of that fixture.
40. The overall objective of each NMP shall be to set out in the practices and procedures to be adopted to ensure compliance with conditions of this consent. The Noise Management Plan shall include the following methods, measures and techniques to achieve this objective:
- a) a complaints procedure that specifies actions to be taken following receipt of a complaint, including records to be kept and responses to any complaints including remedial action taken;
  - b) a monitoring regime to evaluate compliance with the objectives of the Pavilion Management Plan;
- c) the process to manage noise from traffic, spectators, Public Address (PA) and music from the activity to ensure compliance with Condition 35;



- d) the method for testing the PA system including the set-up, speaker location, and operation;
- e) the locations of all measurement/monitoring sites and the noise measurements that are to be undertaken at those sites; and
- f) the process to review each successive NMP in order to respond to any specific issues that arise.

*Certifying requirements*

- 41. Prior to the commencement of the fixture the NMP is to be certified by the Resource Consents Manager at the Christchurch City Council as meeting the requirements of the conditions of this consent.

**Lighting Management**

- 42. The lighting shall be installed and operated in accordance with the manufacturer's specifications.
- 43. At the start of each cricket season and before any major fixture is played in that season, light spill levels (in lux, horizontal and vertical) shall be measured and adjustments made so that the levels of light spill are consistent with the predictions in drawings LS20332/4c and LS20332/4d. The vertical light spill contours have been prepared for a height of 3m above ground level and all compliance monitoring is to be undertaken at this height.
- 44. The top of the lighting tower footings shall not extend above the finished ground level of any part of the embankment.
- 45. The use of the lights is confined to a maximum of 13 match days per cricket season. When in use for major fixtures:
  - a. the lights shall be extended to their full height no earlier than two hours prior to the scheduled start of a major fixture;





- b. as soon as practicable following the conclusion of an evening match, the floodlights shall be reduced to 50% power for a period of up to one hour to allow spectators to leave the ground safely. They are then to be reduced to 10% power to enable final security checks to be undertaken with the lights to be switched off no later than midnight.

46. At all other times when the lights are not in use, the headframes shall be retracted so that the light tower structures do not exceed 30.9m in height.
47. The floodlights may be switched on and/or the towers extended for short periods on non-match days for testing and maintenance purposes.
48. Within two weeks following the date of the last major fixture of each cricket season the lighting tower headframes shall be removed and stored out-of-sight and shall not be erected until two weeks before the date of the first major fixture of the following season.
49. The Consent Holder shall appoint an independent suitably qualified expert approved by the Resource Consents Manager of the City Council, to prepare a monitoring methodology to test whether the operation of the lights meets the conditions of this consent. The monitoring shall be undertaken at the start of each cricket season and then as required by the City Council. The monitoring methodology and subsequent report which shall be presented to the City Council and shall be agreed with the City Council prior to implementation. The cost of such monitoring shall be borne by the Consent Holder.

#### Construction – General Conditions

50. Construction activity shall be confined to the hours of 7:00 am to 6:00 pm. Heavy Goods Vehicles shall only access the site between the hours of 7:00 am to 7:30 am, and 9:30 am to 4:30 pm Monday to Friday, and 7:00 am to 6:00 pm Saturday and Sunday.
51. Heavy Goods Vehicles associated with the construction of the Pavilion shall enter/exit the site from Riccarton Avenue using the Horticultural Hall accessway and with "left turn in" and "left turn out" movements only.



52. Heavy Goods Vehicles associated with the construction of the embankment and lighting towers shall enter/exit the site from Riccarton Avenue using the Christ's College accessway and with "right turn in" and "left turn out" movements only.
53. All construction noise shall comply with NZS 6803:1999 Acoustics – Construction Noise so that construction noise does not exceed the limits in Table 2 of the Standard which are set out in Tables 3a and 3b of City Plan noise rule Volume 3, 11-1.3.4.
54. Prior to any construction activity commencing the Consent Holder shall engage a suitably experienced and qualified arborist approved by the City Council, to advise on measures to be implemented for the protection of trees during the construction work. The arborist shall be present on site to monitor and supervise works associated with: (a) the scraping of topsoil for the construction of the embankments; (b) works associated with constructing foundations for the lighting towers and the foundation of the Pavilion building and (c) the transportation of the lighting towers components onto the site. As a minimum there shall be no use of heavy machinery or the storage of equipment and materials within the drip lines of trees surrounding Hagley Oval.
55. The refuelling of plant and machinery shall not be undertaken within 50 metres of any tree or 20 metres of the Addington Drain.
56. The Umpires Pavilion shall be protected from damage from the effects of construction including vibration, and the placement and operation of construction plant and equipment.

***Construction Management Plan***

57. The overall objective of the Construction Management Plan shall be to set out the practices and procedures to be adopted to ensure compliance with consent conditions and also to meet the following particular objectives:
  - (a) construction activities shall be managed so that no sediment escapes from the site and into adjoining waterways from areas of exposed soil, excavated soil or stockpiled soil or from soil that is deposited on the site as part of the construction of the embankment, pavilion, and lighting towers;



- (b) construction activities shall be managed so that dust nuisance does not arise beyond the boundaries of the site;
- (c) the Consent Holder shall ensure that sediment/debris are not transported on to Riccarton Avenue;
- (d) any damage to the Park accessways caused by construction traffic is to be repaired by the Consent Holder;
- (e) the Consent Holder shall ensure that any part of the site subject to construction activity is securely fenced to protect public safety;
- (f) the Consent Holder shall ensure that the movement of heavy vehicles to and from the site is managed so as to avoid conflict between heavy vehicle movements entering and leaving the site, and with other vehicles accessing or leaving the car-parking area adjacent to Hagley Oval, the Horticultural Hall and the temporary hospital car park;
- (g) the Consent Holder shall ensure that access is maintained through the access point from Riccarton Avenue serving the Horticultural Hall through to the temporary hospital car park;
- (h) temporary fencing shall be installed to ensure that heavy machinery does not intrude within the drip line of surrounding trees, and that vehicles and that the use and storage of vehicles and equipment does not cause damage to the Umpires Pavilion;
- (i) all temporary fencing is to be removed within one week of the completion of construction or when a hazard to public safety no longer exists; and
- (j) any machinery or materials associated with the construction of the embankment, lighting towers or pavilion shall be contained within the site of the Oval itself and not obstruct access-ways or formed car parking areas. Space shall be made available within the Oval for the parking of all staff vehicles associated with construction activity.



58. The Construction Management Plan shall include the following methods, measures and techniques to achieve the above objectives:

- (a) assigning roles and responsibilities, including appointment of a representative to be the primary contact person in regard to construction management;
- (b) a complaints procedure that specifies actions to be taken following receipt of a complaint, including records to be kept and responses to any complaints including remedial action taken;
- (c) a monitoring regime for evaluating compliance with the objectives of the Construction Management Plan;
- (d) measures to prevent nuisance from dust from construction activity;
- (e) measures for ensuring that sediment/debris are not transported by construction vehicles on to Riccarton Avenue;
- (f) measures for the ensuring the security of any fuel storage and the provision of emergency spill kits at all times during construction;
- (g) methods for controlling and avoiding adverse effects from construction activity on trees and structures including the Umpires Pavilion;
- (h) methods for the remediation of any damage caused to the Park, trees, car parking areas and to the Park accessways;
- (i) procedures for the safe and efficient management of heavy vehicle movements to, from, and within the site including a communications regime to manage truck driver behaviour;
- (j) procedures for the management of the movement of heavy construction vehicles to and from the site to avoid conflict between these vehicles and other vehicles using the Park accessways;
- (k) specifications and placement for secure fencing to be provided around the perimeter of the construction site for the protection of public safety;



- (l) methods for the protection of trees including:
  - i. temporary fencing to ensure that heavy machinery does not intrude within the drip line of surrounding trees; and
  - ii. methods, and timing for works to be supervised by an independent, suitably qualified and experienced arborist (works associated with the scraping of topsoil for the construction of the embankments, works associated with constructing foundations for the lighting towers the Pavilion building and the transportation of the lighting tower components);
- (m) methods for the protection of the Umpires Pavilion including:
  - i. temporary fencing to be installed around the Umpires Pavilion throughout the construction period; and
  - ii. the washing down of the exterior of the Umpires Pavilion at the completion of construction;
- (n) provisions for the reinstatement of the site at the completion of the construction works;
- (o) procedures for complaint recording, resolution and feedback; and
- (p) procedures for the review and updating of the Construction Management Plan to address any effects issues.

**Access Management - General Conditions**

- 59. The Consent Holder shall ensure that traffic associated with major fixtures does not impede the passage of emergency services vehicles travelling to or from Christchurch Hospital.
- 60. The Consent Holder shall maintain and promote a cricket fixture website. No later than four weeks prior to the start of each major fixture the website is updated to include details of travel options to the venue. This is to include any restrictions and





information for facilitating travel and crowd management so as to minimise adverse effects on the street network and public places.

61. The Consent Holder shall have contingency arrangements in place at the start of each cricket season to ensure that alternative car parking for up to 2,000 cars is available in the event of the Polo Grounds becoming unavailable at short notice prior to a major fixture (e.g. because of severe weather conditions). If contingency arrangements have not been put in place then the affected fixture shall not be held at the Oval.

*Polo Grounds temporary parking and access*

62. All parking within the Polo Grounds shall be confined to the holders of pre-purchased tickets except where parking is required for a test match when the requirement for pre-purchased tickets shall not apply.
63. The Polo Grounds are not to be used for car parking for any Domestic T20 fixtures held on Friday evenings or weekends.
64. Access to the parking area within the Polo Grounds shall be located off Deans Avenue approximately 370 metres north of the centre of the intersection of Deans Avenue and Moorhouse Avenue and shall be designed to provide for safe and efficient access to and from Deans Avenue. The design shall include a non-mountable kerb in keeping with the character of the existing kerb line.
65. Vehicles shall not be parked within the drip line of any trees or on any cricket wicket/block.
66. During the cricket season the Consent Holder shall, in consultation with the City Council, regularly monitor the condition of the grass surface within the Polo Grounds, and shall undertake such remedial measures as directed by the City Council.
67. The Consent Holder shall appoint an independent, suitably qualified and experienced arborist approved by the City Council, who shall advise the traffic management expert on the layout of the car park including the alignment of its accessways for cars and pedestrians so as to ensure that vehicles are not parked within the drip line of any trees and to protect tree roots from damage.



*Certification requirements*

68. Prior to the use of the Polo Grounds for car parking the Resource Consents Manager at the City Council shall certify that the Consent Holder has met the requirements of the consent conditions as they pertain to:

- (a) the location and design of the proposed access reconstruction; and
- (b) the layout of the car park and the alignment of the access and egress.

69. The access shall be constructed in accordance with the City Council certified design at the expense of the Consent Holder.

**Temporary Traffic Management Plan (TTMP)**

70. The Consent Holder shall not hold a major fixture or a World Cup fixture unless the City Council has approved a TTMP for that fixture.

71. The objective of each TTMP shall be to set out the practices and procedures to be adopted to ensure compliance with consent conditions and the objectives of the AMS which are to:

- (a) minimise the use of Riccarton Avenue as far as is practical, in order to ensure that the passage of vehicles associated with the hospital (including but not limited to emergency services, staff and out-patients) are not adversely affected by match-related traffic;
- (b) support a choice of transport modes for spectators, and thereby minimise the effects of match-related travel as far as is practicable on travellers not associated with the match;
- (c) minimise disruption to the surrounding community immediately before, during and immediately after a match;
- (d) adhere to all relevant Acts, Regulations and Bylaws;
- (e) reflect best practice in managing spectator travel associated with a major fixture;



- (f) ensure the orderly and efficient movement of traffic entering and exiting the Polo Grounds car parking area (if used) without unduly affecting passing traffic;
- (g) integrate the requirements of the AMS with the emerging traffic and transportation management plans of the District Health Board;
- (h) ensure the optimum efficiency and safe operation of the roading network immediately before, during and immediately after a match;
- (i) provide for a TTMP to be prepared for each major fixture which is expected to attract more than 2,000 spectators and for all World Cup fixtures;
- (j) provide for the monitoring, reporting and review of the TTMPs so that these Plans are continually refined and adapted to address any specific issues that arise. This to be undertaken by an independent expert with traffic management qualifications and technical experience. The extent of the monitoring, reporting and review is to be agreed with the City Council in advance of certification of the TTMP. The cost of meeting this condition is to be borne by the Consent Holder; and
- (k) provide for a communications strategy to include:
  - (i) paid media promotion for major fixtures and World Cup fixtures which is to provide details of travel options available to spectators; and
  - (ii) for all spectators who pre-purchase tickets for major fixtures to be provided with details of transport options to the Oval, including a request to avoid the use of Riccarton Avenue and including (but not limited to) information regarding park and ride facilities, public transport and car parking arrangements.

*Access Management Strategy*

72. The management of traffic and parking for each major fixture and the World Cup fixtures shall be undertaken in accordance with the draft AMS attached as **Appendix 4**. The TTMP shall include the following methods, measures and techniques to achieve the above objectives:



(a) not less than one month prior to the lodgement of the draft TTMP for each major fixture and the first World Cup fixture, with the City Council, the Consent Holder shall consult with the following:

- Emergency service providers (Fire Service, St John Ambulance and Police);
- Canterbury District Health Board;
- University of Otago School of Medicine;
- Canterbury Horticultural Centre;
- City Council Transport and Greenspace Unit (with regard to effects on roads, timing of other major events, and use of Hagley Park by other organisations);
- The Directors of the Schools Sports Programmes (with regard to the use of Hagley Park and the Polo Grounds);
- Christchurch Transport Operations Centre (with regard to any other TTMP in place in the immediate area);
- Deans Avenue Mosque and Islamic Centre;
- Stronger Christchurch Infrastructure Rebuild Team (or its successor); and
- Adjacent Residents' Associations

- with the purpose of this consultation being to identify any issues and concerns held with respect to traffic and parking for the purpose of informing the draft TTMP.

73. If consultation identifies that additional parking and public transport provision is necessary, then the Consent Holder shall consult with the following persons for the purpose of providing additional parking and public transport:

- Hagley Community College, in respect of the potential use of their car parking area;
- Environment Canterbury, for the arrangement of additional scheduled bus services and park and ride buses;
- Taxi companies, with regard to the drop-off and pick-up arrangements;



- Business owners in the immediate area, to identify whether any private car parking areas could be made available; and
- Netball Centre, to identify whether any private car parking areas could be made available.

The Consent Holder shall keep records of all communications and will provide these to the Resource Consents Manager of the city Council and upon request to persons consulted under the conditions of this consent.

74. Every TTMP shall include a communications programme in accordance with the provisions of the Access Management Strategy.
75. The Consent Holder shall keep records of all communications relating to monitoring, including with persons who have been consulted, and will provide these to the Resource Consents Manager of the City Council and upon request to persons consulted under the conditions of this consent.

#### **Certification requirements**

76. The Consent Holder will submit the draft TTMPs for each major fixture and the first World Cup fixtures to the City Council for approval, together with a complete record of all communications between the Consent Holder and persons consulted under the conditions of this consent, no later than 12 weeks prior to the major fixture or World Cup fixture being held or as otherwise agreed between the Consent Holder and the City Council.
77. Within one month of a major fixture ending, the Consent Holder shall provide a summary of the monitoring exercise to the Traffic Management Contractor, in order to inform development of any subsequent TTMP.
78. The monitoring requirements for the World Cup fixtures shall be as set out in the AMS.

#### **Public access**



General public access shall only be restricted to the Hagley Oval on those days when major fixtures are being played. On these occasions restricted entry shall only apply



to the area of the site shown as the red dashed line on the Match Management Plans attached as 'Appendix 3'.

#### Contaminated soil

80. Prior to any excavation of the site or commencement of construction of any buildings, the Consent Holder shall obtain expert advice on soil contamination with regard to the Resource Management (National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ('NES') from a suitably qualified and experienced practitioner, and either:

- (a) submit a preliminary site investigation report to the City Council which conforms to the Ministry for the Environment Guideline No. 1 and establishes that more likely than not there was no HAIL activity on the land or that levels of priority contaminants are below NES standard values;

or if that cannot be established, then:

- (b) apply separately to the City Council for resource consent under the NES to excavate the land and treat or manage any contaminants in accordance with MfE guidelines for contaminated soil.

#### Heritage

- 81. No advertising hoardings shall be erected on the Umpires Pavilion or picket fence directly in front of the Umpires Pavilion.
- 82. No temporary facilities and structures (e.g. stands, tents, or stalls) shall be erected in front of the Umpires Pavilion.

#### Accidental Discovery Protocol

- 83. The Consent Holder shall follow the requirements of the Accidental Discovery Protocol appended to these conditions as **Appendix 5**, which sets out the procedures that must be followed in the event that taonga (Māori artefacts), burial sites/kōiwi (human remains), or Māori archaeological sites are accidentally discovered. Prior to the commencement of any works, a copy of the Accidental Discovery Protocol shall be made available to all contractors working on the site.



84. This condition shall apply irrespective of whether an Archaeological Authority pursuant to the Historic Places Act 1993 has been obtained from the New Zealand Historic Places Trust prior to the construction activities commencing.

**Review condition**

85. Pursuant to section 128 of the Resource Management Act, the City Council may, at any time, serve notice on the Consent Holder of its intention to review the conditions of consent in order to:
- (a) respond to any adverse effect on the environment which may arise from exercise of the consent which, because of the redevelopment of the central city including the Health Precinct, the Metro Sports Facility and the Justice and Emergency Services Precinct, it is appropriate to deal with at a later stage. The effects include those that arise in relation to any changes to the road network and parking supply and access;
  - (b) to deal with any unanticipated adverse effects on the environment which may arise from the exercise of the consent, which is appropriate to deal with at a later stage;
  - (c) to require the Consent Holder to adopt the best practicable option to mitigate any adverse effect on the environment; and
  - (d) to ensure that the conditions are effective and appropriate in managing the effects of activities authorised by this consent including:
    - (i) the Access Management Strategy; and
    - (ii) the Management Plans.

**Advisory Notes:**

86. All TTMPs are to be submitted for review and approval by the Road Controlling Authority (the Christchurch City Council).




In the event that a proposed signage system has been developed as part of Objective 26 in the Hagley Park Management Plan 1997 before any permanent way-

finding or naming signage associated with the new Hagley Oval Cricket Pavilion and Oval is installed, then such signage is to be designed in accordance with that system.

88. In the event that a proposed design specification for furniture has been developed as part of Objective 26 in the Hagley Park Management Plan 1997 before any park furniture associated with the new Hagley Oval Cricket Pavilion is installed, then such furniture is to be designed in accordance with that design specification.
89. This site is likely to be an archaeological site pursuant to the Historic Places Act 1993. The Consent Holder is encouraged to contact the New Zealand Historic Places Trust in this regard prior to commencing construction activities as an archaeological authority from the Trust may be required.
90. The consent of the City Council for the use of the Hagley Oval for any of the activities described in this consent is required under the Reserves Act 1977. Under the Reserves Act, the City Council may cancel the use of Hagley Oval and the Polo Grounds.
91. The Health and Safety in Employment Act 1992 (or its legislative replacements), and any regulations such Acts may apply when giving effect to certain conditions of this consent.
92. The approval of the City Council is required for the removal of any trees in order to facilitate access from Deans Avenue into South Hagley Park.



Resource Management Act 1991	Christchurch City Council 
<b>Approved Consent Variation Conditions</b> (Section 127)	

**s.127 application number:** RMA92031462  
**Original application number:** RMA92021389  
**Applicant:** Canterbury Cricket  
**Site address:** Hagley Oval, South Hagley Park, 445 Hagley Avenue  
**Legal description:** RS 41182 Canterbury Dist  
**Zoning:** Christchurch City Plan: Open Space 2 (District Recreation and Open Space)  
**Proposed Replacement District Plan:** Central City Community Park

**Activity Status:** Discretionary activity

**Description of Application:** Change of conditions pursuant to Section 127

**Approved Consent Variation Conditions**

Resource consent was granted by Commissioner Milne on 25 August 2016 for a variation of conditions to resource consent RMA92021389. The original consent provided for the development of Hagley Oval facilities such that it was of a suitable standard for hosting international cricket matches and was granted by the Environment Court [2013] NZEnvC 281 on 29 November 2013.

In accordance with the substantive decision of independent Commissioner Philip Milne dated 25 August 2016 resource consent was granted to vary conditions 14 and 15 of RMA92021389 as follows:

**Management of temporary facilities and structures**

14. Temporary facilities and structures shall be accommodated on site in accordance with the following table and with the conditions of this consent.

Temporary structure	Maximum days for pack in and pack out *	Restrictions
Picket fence no more than 1.2m high and positioned within the interior of the embankment.	May remain in place for all of the cricket season.	When games are not being played, public access is to be maintained through the picket fence. The fence is to be removed and stored out of sight outside of cricket season.  Signs shall be erected advising that the public have access to the site on days major fixtures are not being played.
Sight screens.	As required.	No restriction.
Advertising signage	One day either side of major fixture.	To be restricted to within the embankment area and not



Temporary structure	Maximum days for pack in and pack out *	Restrictions
	<u>Three days pack in and two days pack out for major fixtures of more than one day duration and two days pack in and two days pack out for other fixtures.</u>	readily visible outside of embankments.
Perimeter fencing around the edge of the site as shown in the Match Management Plans.	One day either side of major fixture. <u>Three days pack in and two days pack out for major fixtures of more than one day duration and two days pack in and two days pack out for other major fixtures</u>	Major fixtures only.  <u>Maximum of 40 days in season in accordance with Condition 3.</u>  Public access to the site is restricted on the day of the major fixture only.  <u>Public access may be restricted to parts of the site during pack in and pack out, but only for the duration and to the extent necessary to ensure public safety.)</u>
Television scaffolding towers	<del>Two days either side of fixture or group match as the case may be.</del> <u>Four days pack in and two days pack out.</u>	Maximum of 40 days in season in accordance with Condition 3.  Pack out to commence at the western end of the Oval (adjacent to the Christ's College Grounds) and to continue around the Oval in a clockwise direction.
Temporary grandstands with a maximum spectator capacity of 8,000 persons	<del>Three</del> <u>Five</u> days either side of a major fixture exceeding 12,000 spectators.	Not to be used for any test match.  Except for World Cup Fixtures and as provided for in Condition 8, any use of grandstands is restricted to two major fixtures every three seasons.  Pack out to commence at the western end of the Oval (adjacent to the Christ's College Grounds) and to continue around the Oval in a



Temporary structure	Maximum days for pack in and pack out *	Restrictions
		clockwise direction.
All temporary facilities and structures not otherwise controlled (i.e. portable toilets, food and beverage outlets etc).	<del>One day either side of major fixture.</del> <b><u>Two days pack in and two days pack out.</u></b>	Major fixtures only.

**\*The maximum pack in and pack out periods exclude any statutory public holidays days that fall within the pack in pack out period.**

15. The location of all temporary facilities and structures shall be generally as shown on the three Match Management Plans attached as 'Appendix 3' to the original Environment Court decision. If amendments to the location of temporary facilities and structures within the boundary of the area shown in Appendix 3 are, in the opinion\* of a qualified arborist (nominated by or acceptable to the Council's Resource Consent Manager) considered to be necessary to maintain tree health, then the amended Match Management Plans are to be provided to the Council prior to the start of the cricket season to be certified by the Council's Resource Consent Manager as to whether those amendments meet the requirements of the conditions of this consent.

The arborist when making recommendations and the consent holder when proposing amendments to the Match Management Plans, shall take into account and so far as is practicable comply with any directions or recommendations arising out of any review by Christchurch City Council, of the effects of the consent holder's activities on tree health and amenity values.

**\*(such opinion to be attached to the amended Match Management Plans)**

Prepared by: Aaron Edwards - Consultant Planner

Date: 26 August 2016

## 28. 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 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)

### 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.”

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:

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PLAIN ENGLISH REASON	WHEN REPORTS CAN BE RELEASED
29	PUBLIC EXCLUDED COUNCIL MINUTES - 25 JULY 2019			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
30	PUBLIC EXCLUDED COUNCIL MINUTES - 8 AUGUST 2019			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
31	PUBLIC EXCLUDED INNOVATION AND SUSTAINABLE DEVELOPMENT COMMITTEE MINUTES - 26 JULY 2019			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
32	PUBLIC EXCLUDED REGULATORY PERFORMANCE COMMITTEE MINUTES - 3 JULY 2019			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
33	CHRISTCHURCH HOUSING INITIATIVE	S7(2)(B)(II)	PREJUDICE COMMERCIAL POSITION	THE DEED OF PARTICIPATION REMAINS SUBJECT TO COUNCIL APPROVAL. THAT BEING THE CASE, IF THE AGREEMENT WAS NOT APPROVED BY COUNCIL (EITHER GENERALLY OR IN ITS CURRENT FORM) OR ULTIMATELY NOT SIGNED BY ONE OF THE OTHER TWO PARTIES AND COUNCIL THEN NEEDED TO GO BACK TO OTHER POTENTIAL COUNTERPARTIES OR TO RENEGOTIATE TERMS, THEN	1 SEPTEMBER 2019 COMMENCEMENT DATE OF THE DEED

				HAVING THE TERMS OF THIS AGREEMENT (PARTICULARLY THE REMUNERATION OF THE PARTIES) IN THE PUBLIC DOMAIN WOULD LIKELY PREJUDICE ANY FINAL NEGOTIATIONS WITH THE CURRENT PARTIES OR ANY NEGOTIATIONS WITH NEW PARTIES THAT MAY BE REQUIRED.	
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