

**Waipuna/
Halswell-Hornby-Riccarton Community Board
MINUTES ATTACHMENTS**

Date: Tuesday 2 February 2021
Time: 5pm
Venue: Horoeaka Room, Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

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Community Board

Feb. 2021.

Good afternoon.

I am speaking today as a private citizen, and not as part of the GHRA executive. The reason for that is that I feel I may be able to get a different point of view across. More that the way people, themselves, feel about the treatment, or lack thereof by Council, that the residents around the general Hornby feel.

That is to put it quite plain, totally let down!

Thank you for the new mega complex. That is about the only thing this Council has actually done for us, since taking over from the Paparua County Council, and that is 70 years after it was originally promised.

Actually on reflect that is not the only thing. We have had the gift of quarries thrust on us complete with excessive dust, with commissioners saying it has a less than minor effect. That is because they don't live here, and have their wives complaining about having to dust one or two times a day. (Dust photo's available.) We are the only City in the South Island to have quarries in our residents back yards. Are staff too weak to stand up to the operators and simply roll over and kick their feet in the air. I have also included Majors Earth Bund photo's in here.

Then we have our shopping centre; you know the one Council can't supply a footpath in.

We have many traffic related issues, not least Gilberthorpes Rd and Waterloo Rd intersection. Truck drivers travelling west along Waterloo have just 68m of view for oncoming traffic at the stop. By the time they start to move cars are coming over the rail line and they have to stop suddenly to avoid a crash. See Map. Some don't

make it. In spite of this safety issue Council still refuse to take the matter seriously and install traffic lights. Traffic is due to increase significantly within the next few months with work starting on the mega centre and will only get worse when it opens.

The proposal I put to Megan Woods yesterday, to take back to her committee, to electrify rail using Tiwai's power, and bringing in increased rail freight and passenger service, including commuter rail, may see a future rail connection on Kyle Park. Again increased traffic. Shands Rd. and Aymies Rd. flooding! What are we to do. After roughly 20 years 3 Waters haven't been able to fix this. Should we ask Phil Major to have a look, or should our traffic engineers be asked to install permanent signs. Wording could be WARNING WET WEATHER FORD AHEAD or perhaps a bridge could be installed to allow mothers to negotiate safely with their prams instead of having to wade through the water.

We have a cycle way that has been dictated to us, as to where it is going, without proper and full consultation, before approval as shovel ready by Council when it is far from it. Four of us had a meeting at Xmas with Lynette Ellis and Steffan Thomas. It was virtually admitted the rail corridor was ruled out as being in the too hard basket, without enquiring. A lot safer option than clogging up Waterloo Rd. They seemed to know nothing about the proposed road from Hei-Hei Rd to Chalmers St., despite it being on the board's list of things it would like to see done. Clearly about as much thinking has gone into this as Harewood Rd. They admitted they do no surveys before and after cycle ways are put in. After our discussion they agreed to meet again in February this year, but have had a further email "What is this about the new road". They saw the plans.

This is just the tip of the iceberg when it comes to issues around our community, and it is time to stop sinking money into the inaccessible inner city sink hole and start putting ratepayer money back into the suburbs.

Thank you.

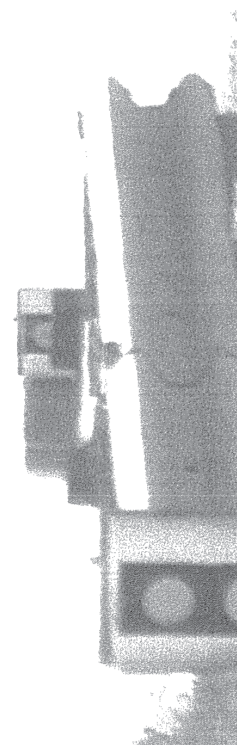
Ross Houliston.



Attachment A Item 4.2



2







Attachment A **Item 4.2**











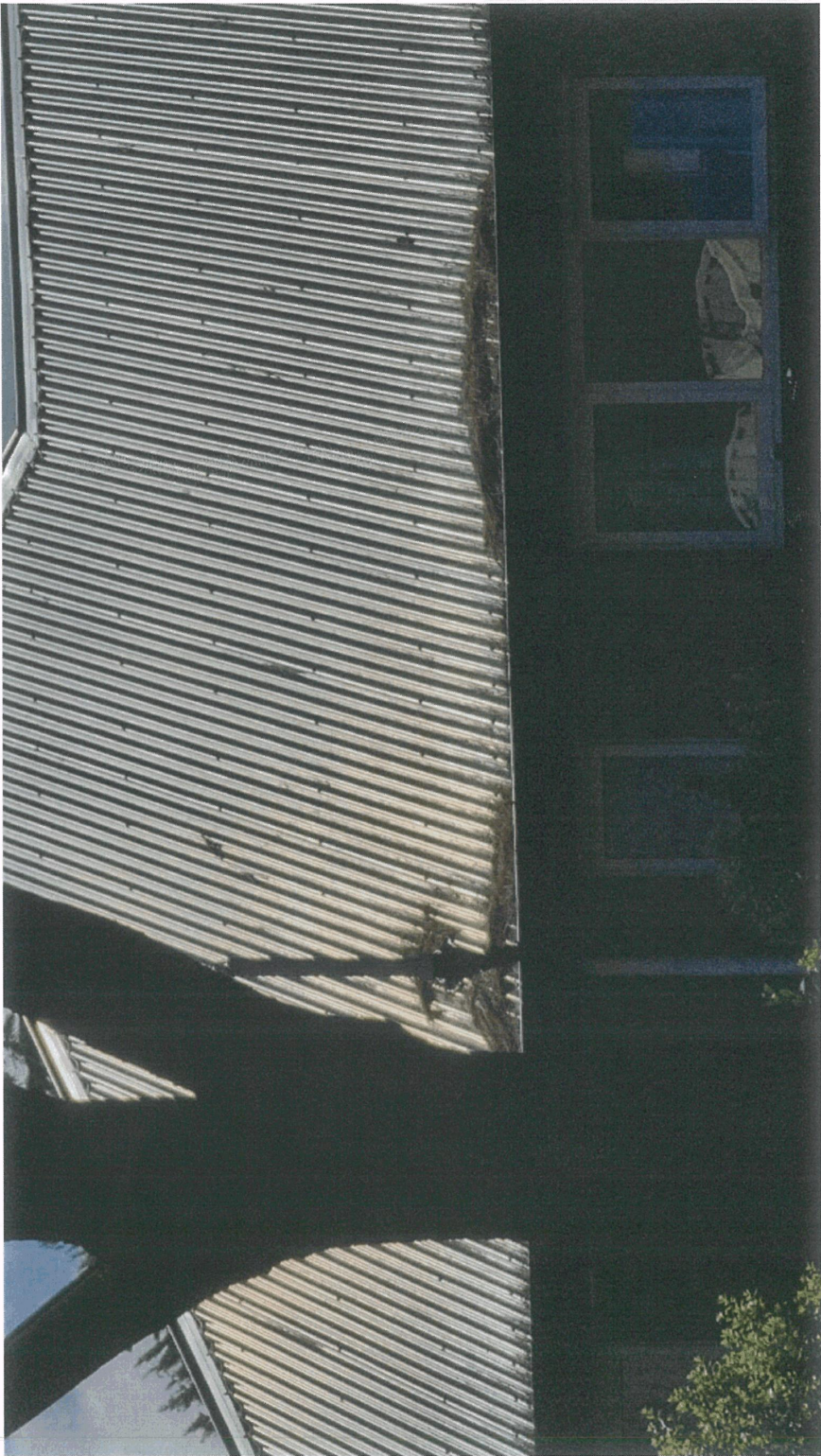
2021 – DRAFT PLAN OF EVENTS

- ✓ Assist with Hello Hornby (Baking and Photography)
- ✓ Mitre 10 BBQ's – one on Valentine's Day
- ✓ Easter Hunt x 3 – thanks for Funding
- ✓ Opawaho Heathcote River Project – with Hornby High School.
- ✓ Tree Planting Days with Hornby High School
- ✓ Hornby CAN !! Drives
- ✓ Slogan for Greater Hornby Residents Assn
- ✓ Mid Christmas Dinner (June 2nd)
- ✓ Christmas Party in the Park
- ✓ Carols in the Park
- ✓ Beautify the Railway Line along Carmen Road and also the Traffic Islands at the Main South Road Lights and Carmen Road.
- ✓ Start planning for a Butterfly Sanctuary in Kyle Park
- ✓ Hydrotherapy Pool Fundraising
- ✓ Commence planning for a Men's Shed.

BRANSTON PIT – EARTH BUN



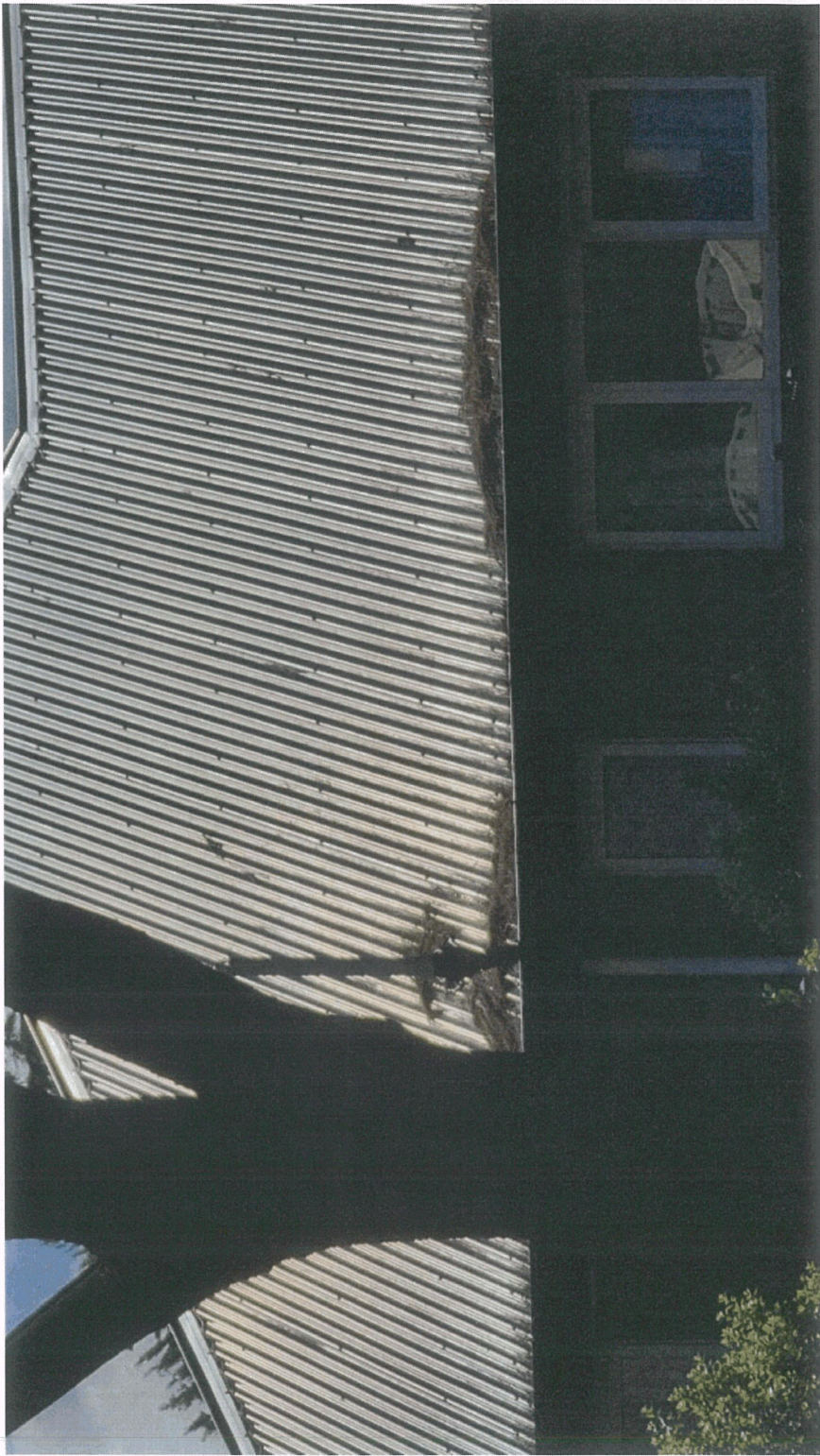
TREE IN SHANDS ROAD



TREE IN SHANDS ROAD



TREE IN SHANDS ROAD





Waipuna/ Halswell-Hornby-Riccarton Community Board AGENDA

Notice of Meeting:

An ordinary meeting of the Waipuna/Halswell-Hornby-Riccarton Community Board will be held on:

Date: Tuesday 2 February 2021
Time: 5pm
Venue: Horoeka Room, Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

Membership

Chairperson	Mike Mora
Deputy Chairperson	Helen Broughton
Members	Jimmy Chen
	Catherine Chu
	Gamal Fouda
	Anne Galloway
	Andrei Moore
	Debbie Mora
	Mark Peters

27 January 2021

Matthew Pratt
Manager Community Governance, Halswell-Hornby-Riccarton
941 5428
matthew.pratt@ccc.govt.nz
www.ccc.govt.nz

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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4



CONCERNS: Members of the Boat Safety at Naval Point, Lyttelton James Ennor, Roger Allen and Eden Husband are hoping for a long breakwater connected to the existing spit, to be put in place with the new developments. PHOTO MONTAGE: GEOFF SLOAN

Group worried that further problems would develop

from page 1

The Boat Safety at Naval Point, Lyttelton group expressed concern over why this idea was presented when there was unanimous support and feedback for option two with the fixed breakwater.

"We decided on the best option and then this came out as something we'd never seen," Roger Allen, who has 35 years of sailing experience, said.

"We give credit to the council because the consultation process was quite good and they did have options," member Eden Husband said.

"But then they proposed their own venture with a reduced breakwater."

The group, which has been campaigning in 20 years for development of the public boat moorage and surrounding marine area, strongly argued for the fixed breakwater during the consultations.

"The critical thing with boating is to protect the area that you launch and retrieve your vessels, and to have an area for boats to congregate safely while they are waiting to get off the water," Husband said.

They are worried that if the draft plan design is chosen for the final plan to be modelled off, it will only create more problems.

Allen explained that having two entry and exit points may result in dangerous traffic issues and congestion, aggravated by those who do not fully understand boating rules.

The proposed area would be smaller, meaning less boats would be sheltered from the bad weather and the launching area would not receive sufficient

coverage from the winds. It would also be further for larger sailing boats to launch safely.

"The general concern of the public is modelling of the shorter structure is inadequate for the needs of the environment," member James Ennor said.

Hank Peninsula Community Board chairwoman Lori Pedon told *Bay of Islands News* that what was passed as the draft plan would not be the final design, hoping to reassure the likes of Boat Safety and other concerned groups.

"What was passed by the board is not set in concrete and we are now consulting with engineers," she said.

"The draft plan was just one step in the process and it shows roughly where everything will go. We are still yet to finalise aspects such as the number of car parks and the breakwater

length."

However, Boat Safety are concerned around why the majority supported option one the longer breakwater had not been included in any engagement from the council since.

They are worried that a sticking plaster approach will be taken to the project, having seen many failures since they first started campaigning.

"We would like to see more design and modelling around the second option, which is what everyone supported. The community using the facilities needs to feel safe and secure," said Ennor.

Anthony Windy, who has worked as deputy and regional harbour master for eight years, also supported a new longer breakwater connected into the spit currently in place.

"This gives more protection from the winds for vessels in the area of the slipway and allows for more room to manoeuvre," he said.

"Our argument as always been before you build the asset, protect it," Husband said.

Pedon confirmed that further testing of the proposed breakwater layout will be carried out ensuring the best possible option is chosen and safety of the facility users being paramount.

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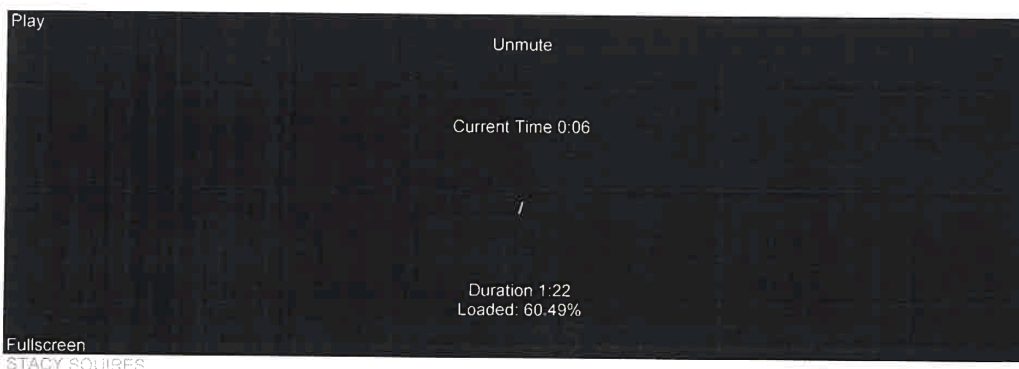
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Work to do before Christchurch port transforms into international sailing hub

Amber Allott 05:00, Jan 30 2021



- X Deputy mayor and local councillor Andrew Turner says the Christchurch City Council will fast-track improvements to Naval Point at Lyttelton Port to be ready for SailGP races.

A port town on the outskirts of Christchurch is readying itself for a throng of sailing fans, but there is a lot to do before it is ready for them to come ashore.

Last week, it was announced Christchurch had beaten other New Zealand cities out to host a major international sailing event in Lyttelton Harbour next January.

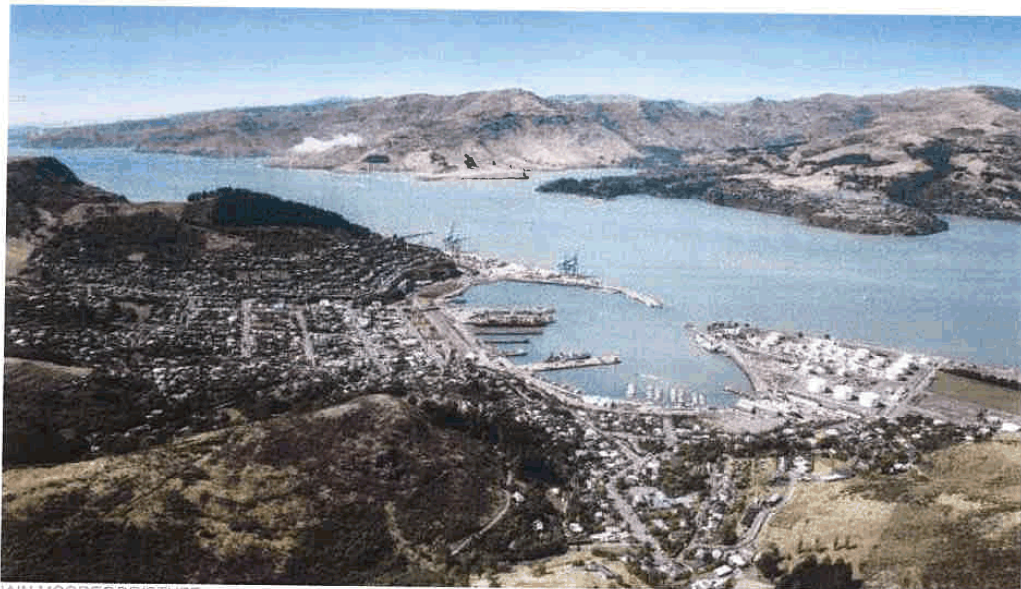
It will be the penultimate leg of the upcoming SailGP season – a league that involves teams racing identical hydrofoiling catamarans at speeds of up to 50 knots (100kmh) and piloted by some of the world's top sailors.

- X Economic development agency ChristchurchNZ helped bring the event to the city. It plans to use Naval Point as the "central fan zone" for the racing, with spectator seats set up to take in the action.

READ MORE:

- * [A colossal 'get' for Christchurch](#)
- * [Christchurch 'jumped out' as New Zealand's best SailGP racing venue - Coutts](#)
- * [Christchurch to host multimillion-dollar global sailing event](#)

But Lyttelton locals have expressed concern about an influx of visitors when there is barely enough spots for regular Saturday morning farmer's market punters to park.



IAIN MCGREGOR/STUFF

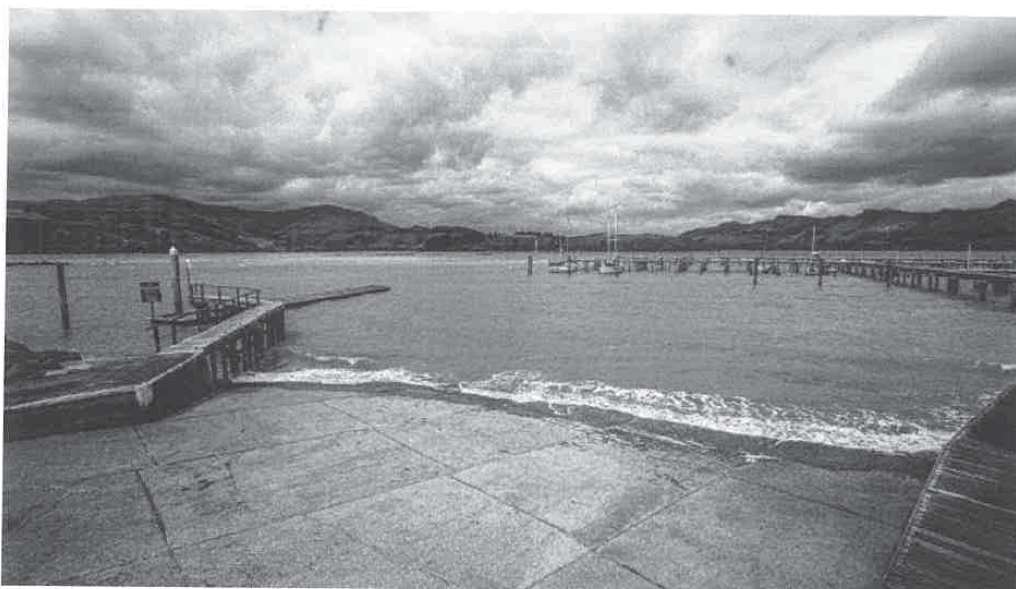
Christchurch's Lyttelton Port will host the penultimate leg of the upcoming SailGP season.

- X Locals also say Naval Point has suffered "years of neglect", and it will take a lot to have it ready within a year.

X Deputy mayor and Banks Peninsula councillor Andrew Turner said the Christchurch City Council adopted a \$27 million redevelopment plan for Naval Point in December, and some work would be fast-tracked.

He said while the full plan involved working with partners on new infrastructure and buildings around the site, there would not be time for all of it to be completed by January.

"Some resurfacing of the car parking and public areas, some landscaping, and some improvements to access are able to be completed before the SailGP event, so the environment that they're working from will be much improved compared to what we see today.



X The slipway at Naval Point is one of the areas expected to benefit from new safety improvements.

X "There will also be preparations like hard surfacing areas the SailGP event's going to be using for their activities. My understanding is that the boats involved in the event are going to be lifted with a crane, so there'll be an area set up for that. There's going to be some temporary structures in place for administration as well."

X Turner said by the time of the event, Naval Point's popular parking and freedom camping spots would look a lot less rough.

"We at council are aware of what needs to happen, we'll be making sure the area is good and ready for the event."



X Deputy mayor and local councillor Andrew Turner says this event is a huge opportunity for Lyttelton, and greater Christchurch.

While an extensive public transport and traffic management plan will be made closer to the time, Lyttelton will not be the only option for parking.

"Lyttelton is an amazing natural harbour, with a large number of natural vantage points," Turner said.

"So all of the clifftops around the harbour, not all of which are in Lyttelton, will allow people to get really close to the action."

X The race will pass within 30 metres of the harbour's shores, and Turner expected spectators would be dispersed all the way to Diamond Harbour – similar to how Aucklanders flock to watch the America's Cup.



STACY SQUIRES/STUFF

X

Turner says the council will fast-track resealing work.

"People are going to be able to get an amazing view of the event. People will be able to get really close to the action."

X

Turner said while there had been concerns around cultural issues, the SailGP organisers were working closely with the local Rāpaki rūnanga, a relationship that had been "really positive" so far.

P

People are also worried around the impact the event could have on native wildlife like Hector's dolphins, which live around the harbour, but he said organisers were working with regional council to make sure they were not negatively affected.



STACY SQUIRES/STUFF



Locals say Naval Point has suffered “years of neglect”.

Feedback so far had been positive, Turner said.

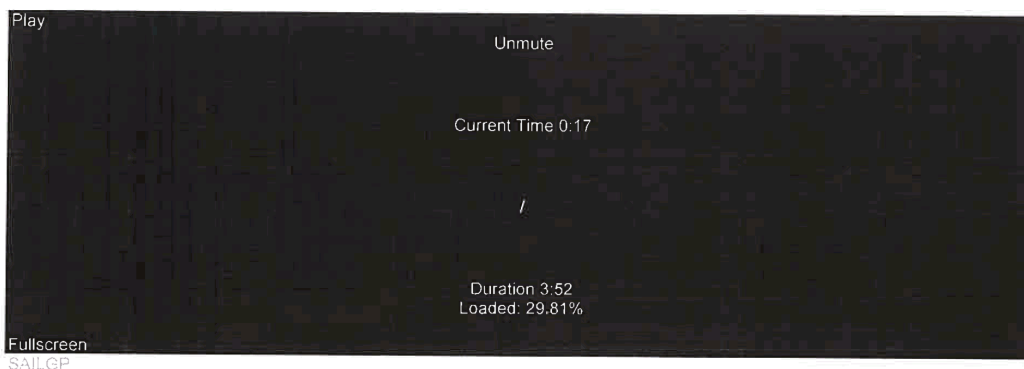
“Clearly there are going to be economic benefits to Lyttelton, to Christchurch, to Canterbury, and in fact to the whole of New Zealand.

“[But] socially, this is going to be really exciting for Lyttelton as well. People are really excited about it.”

Accommodation and hospitality businesses would be the big winners, he said – a much-needed boost after Covid-19.



Lyttelton Port Company’s engagement and sustainability general manager Phil de Joux said they were looking forward to hosting a number of SailGP team’s chase and support boats at Te Ana Marina, “which we think will create a real buzz on the waterfront”.



X - A look at the increasing appeal of foiling catamaran racing on a global circuit initiated by Sir Russell Coutts.

They will work closely with event organisers to adjust shipping schedule for the races.

"Given the short duration of the races we do not believe there will be any material impact on the supply chain."

X The company was thrilled to have an event of this magnitude held in Whakaraupō Lyttelton Harbour, de Joux said.

"We see SailGP as a fantastic opportunity to showcase what Lyttelton and the Banks Peninsula has to offer.

"From beautiful harbour views on the west side of the waterfront at Te Ana Marina to the excellent cafés and bars and retail in Lyttelton, we're excited to show the world our backyard, and proud to support the event."



STACY SQUIRES/STUFF

Spectators are expected to watch the racing from vantage points around Lyttelton Harbour.

Excitement is building in the community, too.

Lyttelton SuperValue supermarket owner Rob de Thier said for businesses in the town, "it's pretty huge".

"If you've got crews here for five weeks around that period it's going to be massive.

"That's a lot of people coming to Lyttelton, not to mention the crowds that'll come over for the actual racing itself."

An event of this scale would help put Lyttelton on the map, he said.

"We had a downhill racing cycle event here about five years ago, and you couldn't move in town ... it was absolutely huge. I suspect this will be very much the same."



Lyttelton SuperValue owner Rob de Thier says the event will be huge for the town.

Kate McRae, who owns used clothing boutique Ladybird, said while locals were looking forward to it, there was still a hint of doubt.

"If it makes the town busier, it'll be good for everyone. It'll certainly be good for the town, [but] it'll be great for Christchurch in general.

"It was a bit of a coup getting a race like this here, and it'll get a lot of people through the tunnel."

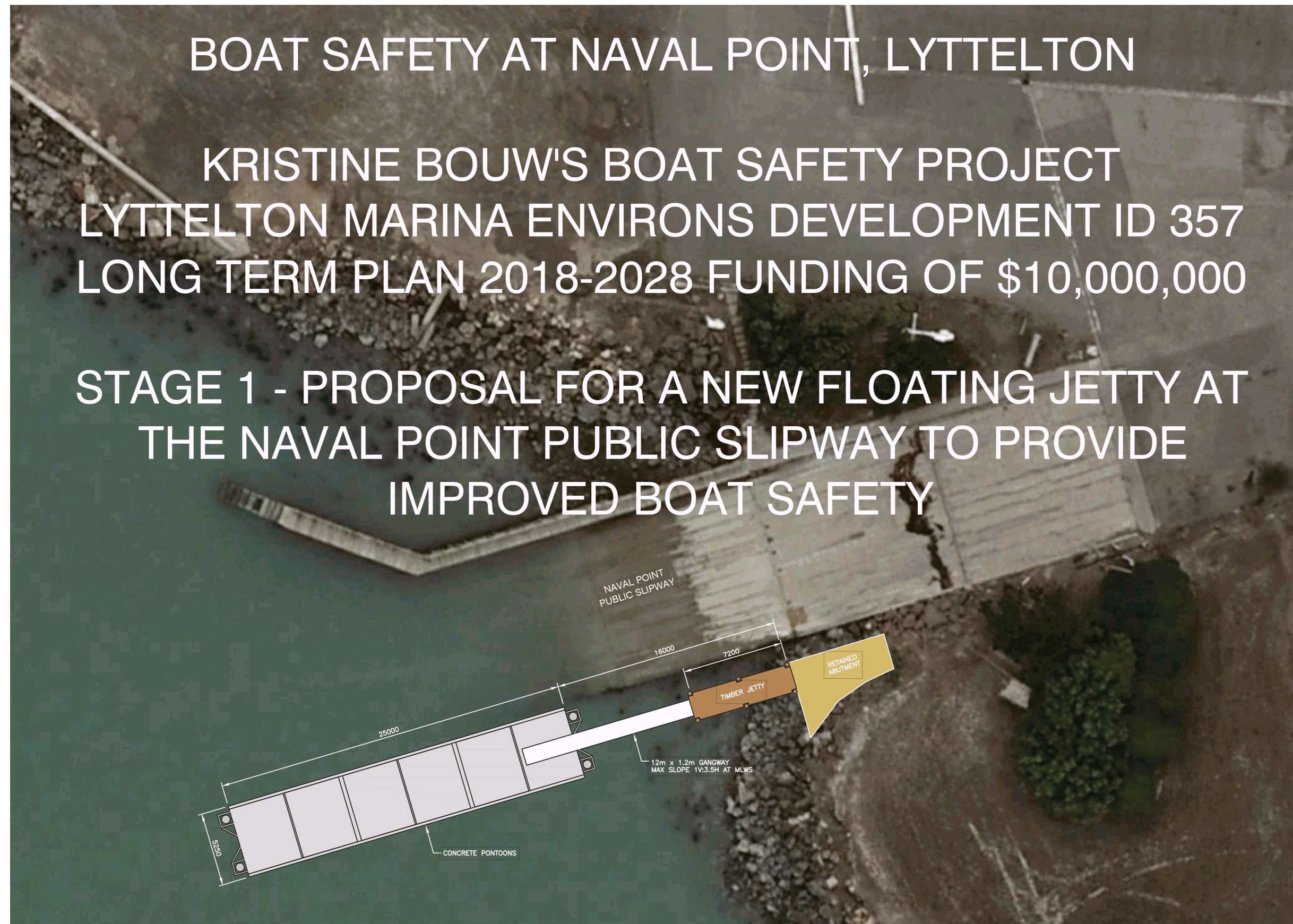
But she said with the event still a long way off, people were trying not to get too excited.

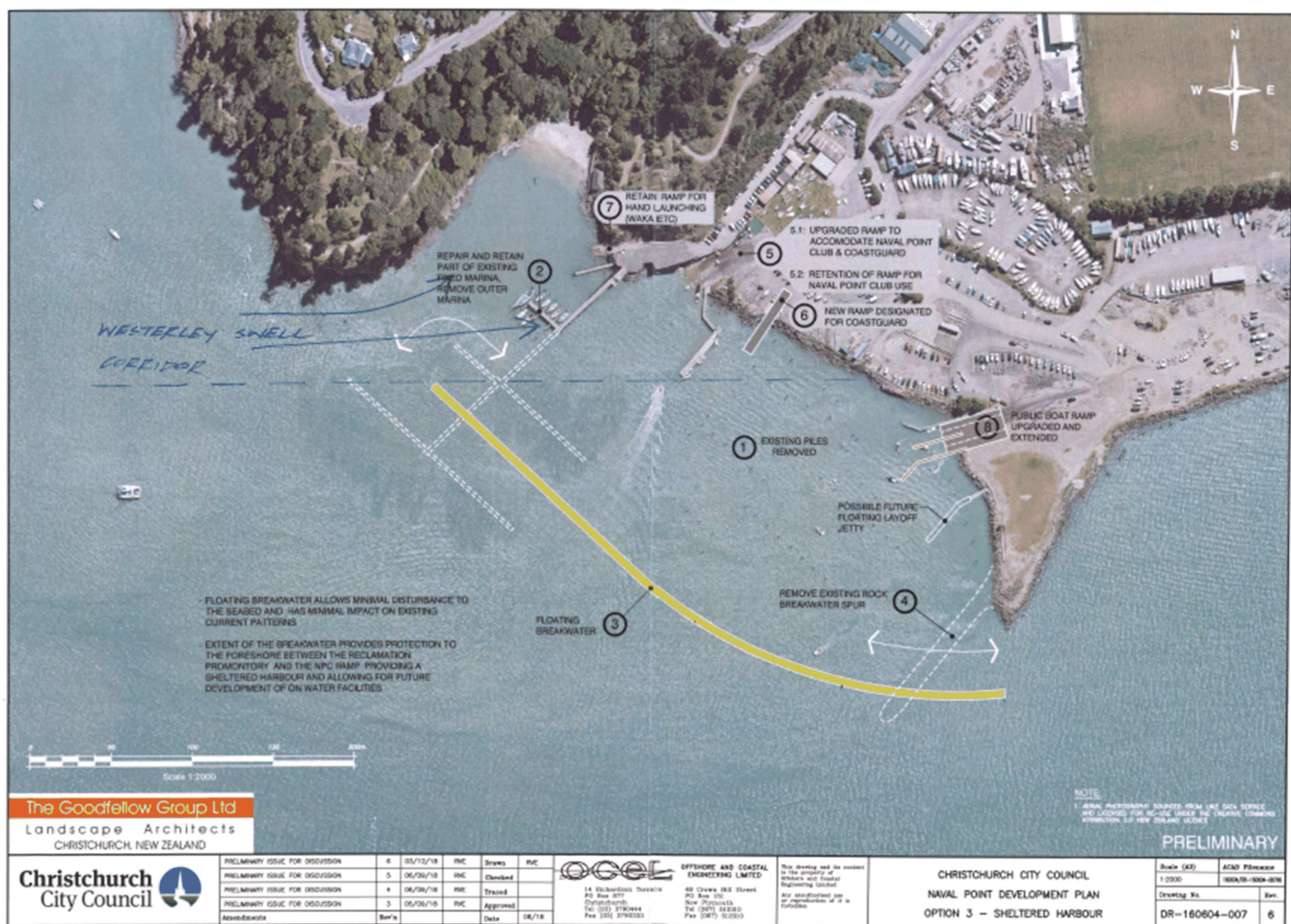
"We don't know many details, and given the year we've had ... anything could happen."

BOAT SAFETY AT NAVAL POINT, LYTTTELTON

KRISTINE BOUW'S BOAT SAFETY PROJECT
LYTTTELTON MARINA ENVIRONS DEVELOPMENT ID 357
LONG TERM PLAN 2018-2028 FUNDING OF \$10,000,000

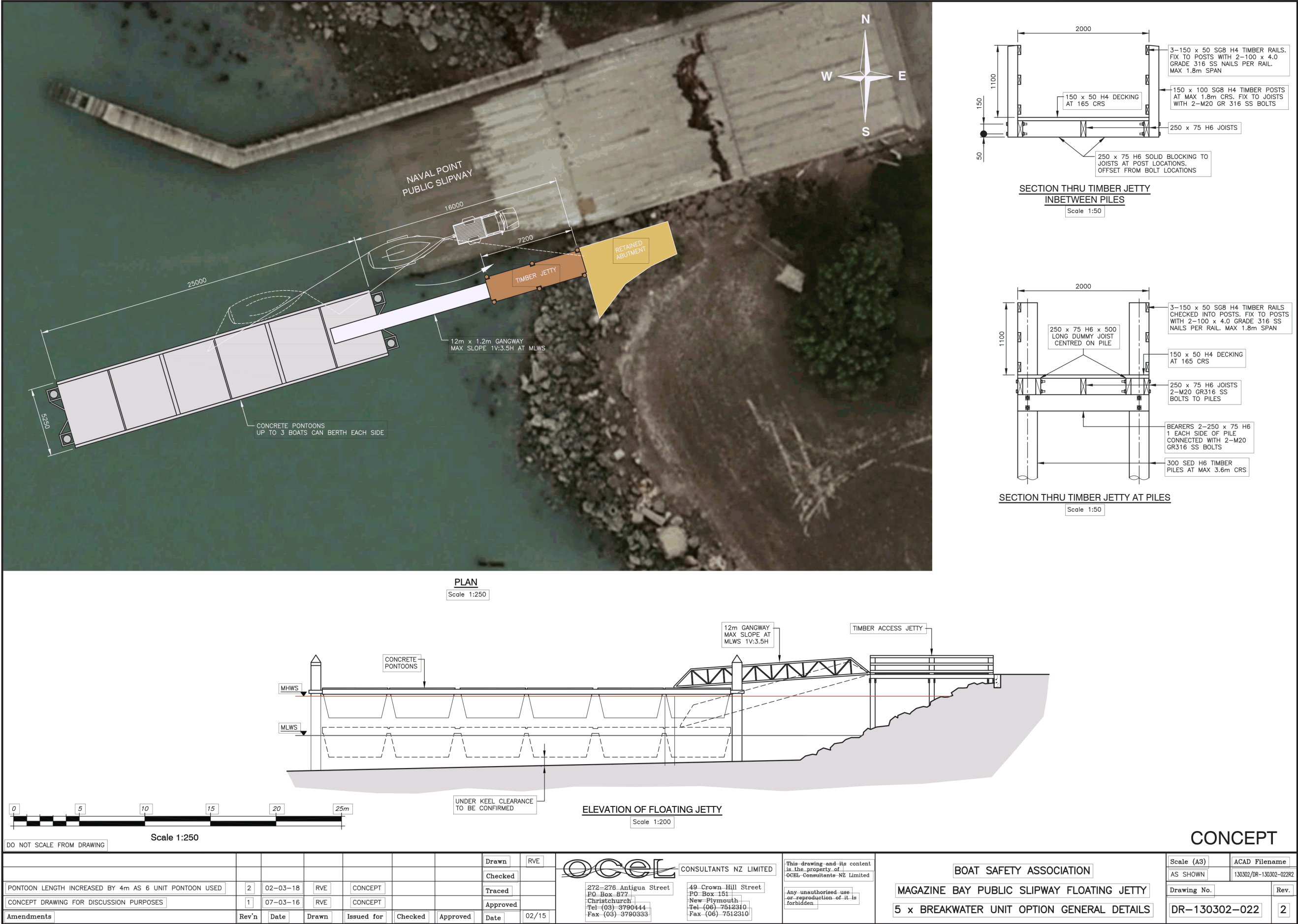
STAGE 1 - PROPOSAL FOR A NEW FLOATING JETTY AT
THE NAVAL POINT PUBLIC SLIPWAY TO PROVIDE
IMPROVED BOAT SAFETY









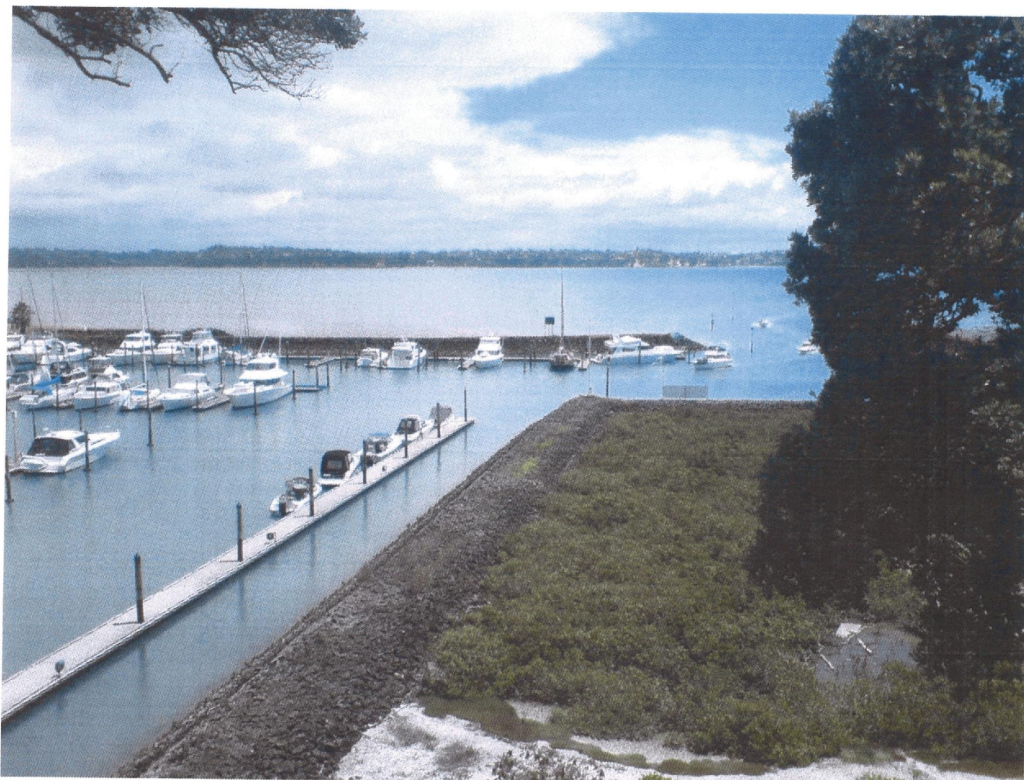




Pine Harbour

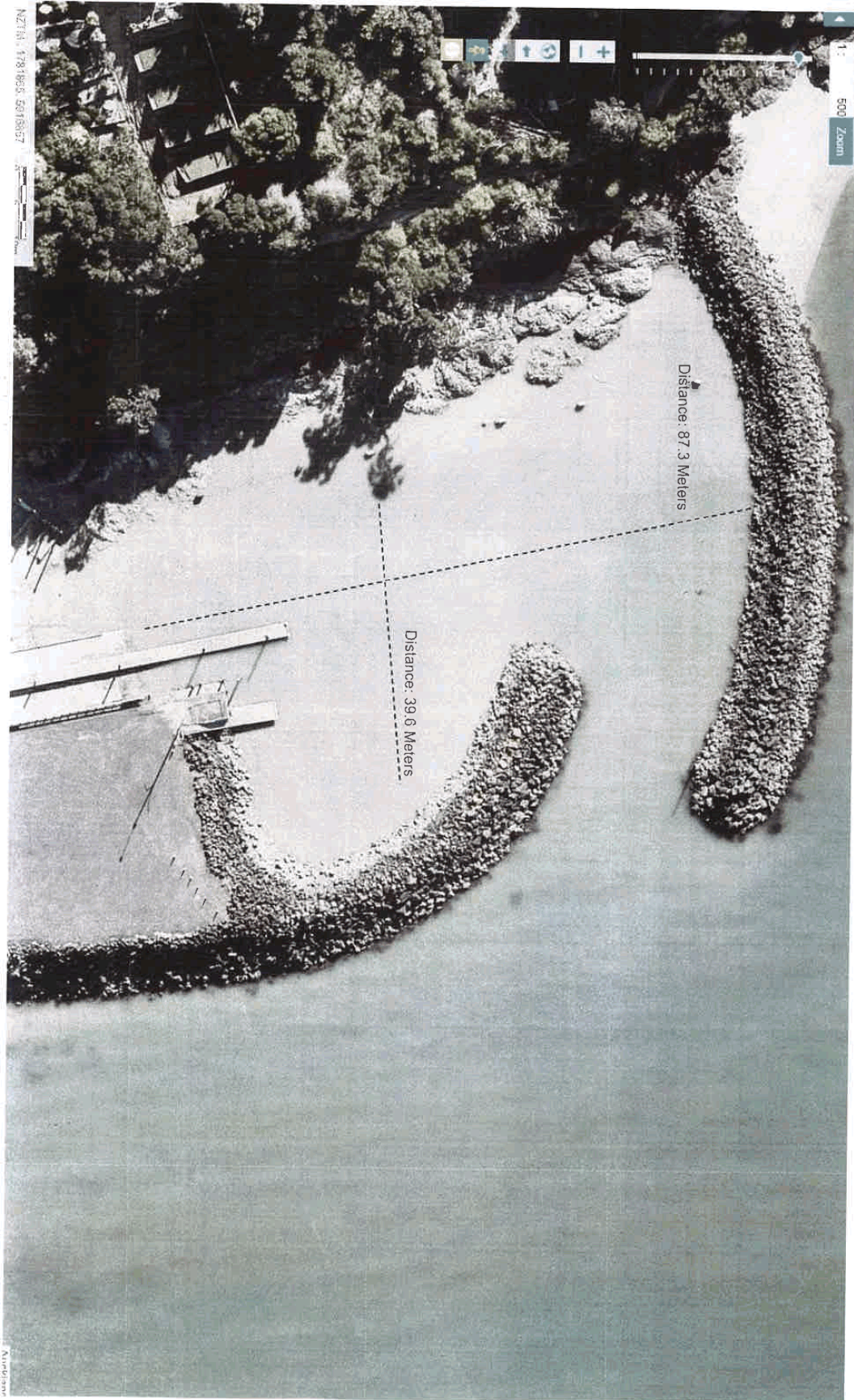


The ramp is top Middle and entrance is middle left (2nd copy)



Exit /entrance to Pine Harbour





Maraetai Beach boating club ramp

Presentation by Boat Safety on the Naval Point development Plan

(boatsafetyatnavalpoint.org.nz)

Community Board Monday 30 November 2020

We would like to commend the Council for appointing Kristine Bouw as the project manager of this major project. (The Boat Safety project team; James, Roger, and Eden.)

The Boat Safety Group are concerned that the new plans do not fully address the requirements to make this facility safe in all conditions. Primarily these requirements are to be able to launch and retrieve boats in all conditions.

Council options and issues:

1. The spit rock breakwater was scientifically designed to meet these requirements. The design was developed from careful observation, including the use of buoys to monitor the easterly and north easterly winds. The design of the angle and critical length of the structure was based on this information. The construction was developed to prevent waves from rolling in around the corner to both ramps.
2. All marinas and launching facilities in New Zealand have one entry/exit access way. (International law covers the rules of the "road" at sea in all situations.)
3. The breakwater must be of rock construction as are all New Zealand breakwaters. (they are of low maintenance and of exceedingly long life e.g. Lake Brunner see above example.)

Construction: All one structure

1. A one-piece breakwater has several advantages which includes better wave protection and ease of maintenance.
2. Three hundred boats have used this facility on Waitangi Weekend, and it is common to have over one hundred and fifty launching in suitable conditions.

Summary:

A robust breakwater structure as shown in Boat Safety Option 1 is the only safe design. This is the most important improvement to the whole Naval Point Development project.

The Boat Safety Option 1 is the only realistic design.

We would like to thank the Council and the Community Board for considering our proposals.

Boat Safety Working Group