
Christchurch City Council AGENDA

Notice of Meeting:

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

Date: Wednesday 3 May 2023
Time: 9.30 am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Mayor Phil Mauer
Deputy Chairperson	Deputy Mayor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Celeste Donovan
	Councillor Tyrone Fields
	Councillor James Gough
	Councillor Tyla Harrison-Hunt
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Andrei Moore
	Councillor Mark Peters
	Councillor Tim Scandrett
	Councillor Sara Templeton

27 April 2023

Principal Advisor

Dawn Baxendale
Chief Executive
Tel: 941 8999

Katie Matheis

Team Leader Hearings & Committee Support
941 5643

katie.matheis@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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Developing Resilience in the 21st Century

Strategic Framework

Whiria ngā whenu o ngā papa,
honoa ki te maurua tāuikiuki

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

Ōtautahi-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

Principles

Being open,
transparent and
democratically
accountable

Promoting
equity, valuing
diversity and
fostering inclusion

Taking an inter-generational approach
to sustainable development,
prioritising the social, economic
and cultural wellbeing of
people and communities
and the quality of the
environment, now
and into the
future

Building on the
relationship with
Te Rūnanga o Ngāi Tahu
and the Te Hononga-Council
Papatipu Rūnanga partnership,
reflecting mutual understanding
and respect

Actively collaborating and
co-operating with other
local, regional
and national
organisations

Ensuring
the diversity
and interests of
our communities
across the city and the
district are reflected in
decision-making

Community Outcomes

Resilient communities

Strong sense of community
Active participation in civic life
Safe and healthy communities
Celebration of our identity
through arts, culture, heritage,
sport and recreation
Valuing the voices of all cultures
and ages (including children)

Liveable city

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

Healthy environment

Healthy water bodies
High quality drinking water
Unique landscapes and
indigenous biodiversity are
valued and stewardship
exercised
Sustainable use of resources
and minimising waste

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

Enabling active
and connected
communities
to own their future

Meeting the challenge
of climate change
through every means
available

Ensuring a high quality
drinking water supply
that is safe and
sustainable

Accelerating the
momentum
the city needs

Ensuring rates are
affordable and
sustainable

Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with
the community and
partners

Strategies, Plans and
Partnerships

Long Term Plan
and Annual Plan

Our service delivery
approach

Monitoring and
reporting on our
progress

TABLE OF CONTENTS

Karakia Tīmatanga	4
1. Apologies Ngā Whakapāha	4
2. Declarations of Interest Ngā Whakapuaki Aronga	4
3. Public Participation Te Huinga Tūmatanui	4
3.1 Public Forum Te Huinga Whānui	4
3.2 Deputations by Appointment Ngā Huinga Whakaritenga	4
4. Presentation of Petitions Ngā Pākikitanga	4

COUNCIL

5. Council Minutes - 5 April 2023	5
6. Council Minutes - 19 April 2023	27

COMMUNITY BOARD MONTHLY REPORTS

7. Monthly Report from the Community Boards - April 2023	33
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COMMUNITY BOARD PART A REPORTS

8. Proposed Unsolicited Property Acquisition by the Crown - Part 502 Ferry Road	91
9. Legal stopping of Avonside Drive between Kerrs Road and Wainoni Road, as well as Kerrs Road north of #144	105
10. Waltham Road Marking of Cycle Lanes Between Moorhouse Avenue and Brougham Street	171

STAFF REPORTS

11. Plan Change 5E Noise sensitive activities near roads and rail corridors - Decision ...	181
12. Plan Change 6 Homebase Extension - Final approval	231
13. Resolution to Exclude the Public	252

Karakia Whakamutunga

Karakia Tīmatanga

Whakataka Te hau ki Te uru

Whakataka Te hau ki Te tonga

Kia makinakina ki uta

Kia mataratara ki Tai

E hi ake ana te atakura

He tio, he huka, he hau hu

Tihei Mauri Ora

1. Apologies Ngā Whakapāha

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

2. Declarations of Interest Ngā Whakapuaki Aronga

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 Te Huinga Tūmatanui

3.1 Public Forum Te Huinga Whānui

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.

3.1.1 Friendship Force

Jan Harrison will speak on behalf of Friendship Force to share information about what the club does and to present two letters of greeting from the Mayors of Brisbane and North Moreton, Queensland, Australia, which were brought by the Friendship Force clubs in those areas.

3.1.2 Anna Mulvenna

Anna Mulvenna will speak regarding the dangers pedestrians are encountering from cyclists and scooters.

3.2 Deputations by Appointment Ngā Huinga Whakaritenga

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 Ngā Pākikitanga

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

5. Council Minutes - 5 April 2023

Reference / Te Tohutoro: 23/517147

Report of / Te Pou Matua: Katie Matheis, Team Leader Hearings & Committee Support
(Katie.Matheis@ccc.govt.nz)

General Manager / Pouwhakarae: Dawn Baxendale, Chief Executive (Dawn.Baxendale@ccc.govt.nz)


1. Purpose of Report Te Pūtake Pūrongo

For the Council to confirm the minutes from the Council meeting held 5 April 2023.

2. Recommendation to Council

That the Council confirm the Minutes from the Council meeting held 5 April 2023.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Minutes Council - 5 April 2023	23/467333	6

Signatories Ngā Kaiwaitohu

Author	Katie Matheis - Team Leader Hearings & Committee Support
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Christchurch City Council MINUTES

Date: Wednesday 5 April 2023
Time: 9.31 am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson
Deputy Chairperson
Members

Mayor Phil Mauger
Deputy Mayor Pauline Cotter
Councillor Kelly Barber
Councillor Melanie Coker
Councillor Celeste Donovan
Councillor Tyrone Fields
Councillor James Gough
Councillor Tyla Harrison-Hunt - via audio/visual link
Councillor Victoria Henstock
Councillor Yani Johanson
Councillor Aaron Keown
Councillor Sam MacDonald
Councillor Jake McLellan
Councillor Andrei Moore
Councillor Mark Peters
Councillor Tim Scandrett
Councillor Sara Templeton

Principal Advisor

Lynn McClelland
Assistant Chief Executive
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Karakia Tīmatanga: Given by all Councillors.

The agenda was dealt with in the following order.

Citizens' War Memorial Letter of Thanks

The Principal Advisor read a letter of thanks from Bishop Peter Carrel and the Church Property Trustees regarding the restoration of the Citizens' War Memorial.

External Recognition Award

The Mayor, on behalf of the Council, acknowledged Brenden Winder, Manager Civil Defence & Emergency Management, who received an Outstanding Contribution Award from Nelson Tasman Emergency Management, for his contributions to the region's community in response to the August 2022 Severe Weather Event.

1. Apologies Ngā Whakapāha

Council Resolved CNCL/2023/00032

That the apologies received from Councillor Johanson for lateness be accepted.

Councillor MacDonald/Deputy Mayor

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Councillor Gough declared an interest in Item 18 – Central City managing noise in mixed use environments.

Councillor Fields declared an interest in Item 19 – Okains Bay New Water Supply Scheme.

Councillor Coker declared an interest in Item 21 – 2022/23 Sustainability Fund Allocations regarding the Summit Road Society funding application (no. 27).

3. Public Participation Te Huinga Tūmatanui

3.1 Public Forum Te Huinga Whānui

3.1.1 350 Ōtautahi Christchurch

Graham Townsend spoke on behalf of 350 Ōtautahi Christchurch regarding the Tarras Airport proposal and greenhouse gas emissions.

Attachments

A 350 Otautahi Christchurch Presentation - 5 April 2023

3.2 Deputations by Appointment Ngā Huinga Whakaritenga

3.2.2 New Tenby Action Group

Heidi Oudemans, coordinator of the New Tenby Action Group (NAG), Elizabeth Forbes, and other NAG members spoke regarding Item 17 and the worsening flooding the community has been experiencing on Tenby Place and Newport Street.

Attachments

- A New Tenby Action Group Presentation - 5 April 2023

3.2.4 Annebel de Kort

Annebel de Kort spoke regarding Item 17 and flooding on Cambridge Tce.

Attachments

- A Annebel de Kort Presentation - 5 April 2023

3.2.5 Te Rūnanga o Koukourārata

Mananui Ramsden, Chair of Te Rūnanga o Koukourārata, spoke regarding Item 19 and the significance of providing water to Okains Bay residents.

Councillor Johanson joined the meeting at 10.09am during item 3.2.5

4. Presentation of Petitions Ngā Pākikitanga

There was no presentation of petitions.

Councillor Fields left the meeting at 10.18am and returned to the meeting at 10.22am during consideration of items 5, 6, and 7.

5. Council - Annual Plan Minutes - 28 February 2023

Council Resolved CNCL/2023/00033

That the Council confirm the Minutes from the Council - Annual Plan meeting held 28 February 2023.

AND

That the Council confirm the Open and Public Excluded Minutes from the Council meeting held 1 March 2023.

AND

That the Council confirm the Open and Public Excluded Minutes from the Council meeting held 14 March 2023.

Mayor/Councillor Keown

Carried

6. Council Minutes - 1 March 2023

Council Decision

Refer item 5.

7. Council Minutes - 14 March 2023

Council Decision

Refer item 5.

Deputy Mayor Cotter left the meeting at 10.20am and returned at 10.23am during consideration of Item 8.
Councillor Gough left the meeting at 10.28am and returned at 10.52am during consideration of Item 8.
Councillor MacDonald left the meeting at 10.58am and returned at 11.00am during consideration of Item 8.

8. Monthly Report from the Community Boards - March 2023

Bridget Williams, Chairperson and Jason Middlemiss, Deputy Chair joined the meeting for presentation of the **Waimāero Fendalton-Waimairi-Harewood Community Board area report**.

Emma Norrish, Chairperson and Simon Britten, Deputy Chair, joined the meeting for presentation of the **Waipapa Papanui-Innes-Central Community Board area report**.

Marie Pollisco, Deputy Chair and Matt McLintock, Manager Community Governance Team joined the meeting for presentation of the **Waipuna Halswell-Hornby-Riccarton Community Board area report**.

Paul McMahon, Chairperson, and Jackie Simons, Deputy Chair joined the meeting for presentation of the **Waitai Coastal-Burwood-Linwood Community Board area report**.

Reuben Davidson, Chairperson and Matt McLintock, Manager Community Governance Team joined the meeting for presentation of the **Te Pātaka o Rākaihautū Banks Peninsula Community Board area report**.

Callum Ward, Chairperson and Keir Leslie, Deputy Chair joined the meeting for presentation of the **Waihoru Spreydon-Cashmere-Heathcote Community Board area report**.

Council Resolved CNCL/2023/00034

Officer Recommendations Accepted Without Change

That the Council:

1. Receive the Monthly Report from the Community Boards March 2023.

Mayor/Deputy Mayor

Carried

Attachments

- A Fendalton-Waimairi-Harewood Community Board Presentation - 5 April 2023
- B Papanui-Innes-Central Community Board Presentation - 5 April 2023
- C Halswell-Hornby-Riccarton Community Board Presentation - 5 April 2023
- D Coastal-Burwood-Linwood Community Board Presentation - 5 April 2023
- E Banks Peninsula Community Board Presentation- 5 April 2023
- F Spreydon-Cashmere-Heathcote Community Board Presentation - 5 April 2023

Council
05 April 2023

Christchurch
City Council 

**Report from Waihoru Spreydon-Cashmere-Heathcote Community Board - 9
February 2023**

9. Road Stopping at 11 Humboldt Street, Sydenham

Council Resolved CNCL/2023/00035

Community Board Recommendation Accepted Without Change

Part A

That the Council:

1. Review the Council's Road Stopping Policy 2020 in light of the proposed Urban Forest Plan, the impact of increasing intensification on public and private greenspace and the potential impact of changes to public greenspace on the wider area.

Councillor Coker/Councillor Scandrett

Carried

Secretarial Note: The meeting noted section 3.5 of the original staff report to the Waihoru Spreydon-Cashmere-Heathcote Community Board (refer p. 90 of the Agenda) and questioned whether any action was being taken to address those instances where properties have incorporated a portion of the legal road land (berm area) adjoining their front boundary, and which have been fenced off.

The meeting requested that staff consider ways in which such encroachment on public spaces might be mitigated alongside its review of the Council's Road Stopping Policy.

**Report from Waipuna Halswell-Hornby-Riccarton Community Board - 9
March 2023**

10. Waterloo Road Improvements - Pavement markings

Council Resolved CNCL/2023/00036

Community Board Recommendation Accepted Without Change

Part A

That the Council approve:

1. That the pathway on the north side of Waterloo Road, commencing at its intersection with Hei Hei Road and extending in an easterly direction for a distance of 394 metres be resolved as a bi-directional shared pedestrian/cycle pathway in accordance with section 11.4 of the Land Transport Act – Traffic Control Devices Rule: 2004, as detailed on Attachment A to the report on the meeting agenda.
2. That the pathway on the south side of Waterloo Road, commencing at its intersection with Smarts Road and extending in a westerly direction for a distance of 295 metres be resolved as a bi-directional shared pedestrian/cycle pathway in accordance with section 11.4 of the Land Transport Act – Traffic Control Devices Rule: 2004, as detailed on Attachment A to the report on the meeting agenda.
3. That a special vehicle (cycle) lane be installed on the north side of Waterloo Road for eastbound cyclists only, from the intersection of Carmen Road and extending in a westerly

Page 5

Item 5
Attachment A

Council
05 April 2023

Christchurch
City Council 

direction for a distance of 105 metres, as detailed on Attachment A to the report on the meeting agenda.

4. That a special vehicle (cycle) lane be installed on the south side of Waterloo Road for westbound cyclists only, from the intersection of Carmen Road and extending in a westerly direction for a distance of 177 metres, as detailed on Attachment A to the report on the meeting agenda.

Mayor/Councillor Peters

Carried

Report from Waipapa Papanui-Innes-Central Community Board - 9 March 2023

11. New Traffic Lights - 171 Main North Road - Pak'n Save access

Council Resolved CNCL/2023/00037

Community Board Recommendation Accepted Without Change

Part A

That the Council:

1. Approves the installation of new traffic signals outside 171 Main North Road in accordance with Attachment A to the report.

Deputy Mayor/Mayor

Carried

Councillor Johanson requested his vote against the resolution be recorded.

The meeting adjourned at 11.20pm and reconvened at 11.43pm. Councillors McLellan, MacDonald and Gough were not present at this time and returned to the meeting at 11.45pm.

12. Christchurch City Council draft Strategic Framework

Council Resolved CNCL/2023/00038

Officer Recommendations Accepted Without Change

That the Council:

1. Adopt the draft Strategic Framework for the purpose of informing development of the 2024-2034 Long Term Plan.

Mayor/Councillor Barber

Carried

Attachments

- A Draft Strategic Framework - 5 April 2023

13. Letter of Expectation for Long-Term Plan 2024-34

Council Resolved CNCL/2023/00039

Officer Recommendations Accepted Without Change

That the Council:

1. Adopt the Letter of Expectation that informs the development of the Long-Term Plan 2024-34.

Mayor/Councillor MacDonald

Carried

Councillor Keown requested that his vote against the resolution be recorded.

Secretarial Note: The meeting requested that the word “indigenous” be added to the fourth Strategic Priority under ‘Part A – Key Themes of the LTP 2024’ (refer to p. 3 of the Letter of Expectation for LTP, bullet point four). Accordingly, this priority was adopted as follows:

Reduce emissions as a Council and as a city, and invest in adaptation and resilience, leading a city-wide response to climate while protecting our indigenous biodiversity, water bodies and tree canopy.

Secretarial Note: The meeting further requested that staff provide additional information about plans for improving and promoting transparency throughout the Long-Term Plan engagement process for public benefit.

Attachments

- A Letter of Expectation for LTP - 5 April 2023

Councillor Gough left the meeting at 12.15pm during consideration of Item 14.

The meeting adjourned at 12.23pm during consideration of Item 14 to allow for the provision of additional Officer advice and reconvened at 12.33pm.

14. Hearings Panel report to the Council on the High Street Improvements

The original Hearings Panel recommendations were Moved by Councillor Coker and Seconded by Councillor Peters.

During debate, Councillor Moore Moved and Councillor Keown Seconded an amendment to increase the speed limit from 10 km/h as provided for in resolution 2.5 below to 20 km/h. The meeting adjourned to allow for Officers to gather additional advice about the implications of increasing the speed limit.

After the meeting reconvened, Councillors Moore and Keown agreed to withdraw their amendment having received Officer advice, noting that such a change would require the matter to be deferred back to the Hearings Panel for further consideration.

At the conclusion of debate, the original Hearings Panel recommendations, as Moved by Councillor Coker and Seconded by Councillor Peters were then put to the vote and declared carried.

Council Resolved CNCL/2023/00040

Hearings Panel Recommendations Accepted Without Change

That the Council:

1. Approves the High Street improvements as amended at the Hearings Panel meeting on 23 February 2023, including the following:
 - a. The scheme design of improvements to High Street: Tuam to St Asaph, as detailed in amended Attachment A to this report.
 - b. The inclusion of the right turn exiting High Street to the south, onto St Asaph Street, as detailed in Attachment A to this report.
2. Approves the following resolutions required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2008 and Part 21 of the Local Government Act 1974:

Revocations: Traffic Controls

2. 1 Approves that any previously approved resolutions on High Street from its intersection with Tuam Street, and extending in a south-easterly direction to its intersection with Madras Street and St Asaph Street, pertaining to traffic controls (including speed limits), made pursuant to any Bylaw or any Land Transport Rule, to the extent that they are in conflict with the traffic controls described in recommendation 2.3 through 2.29 below, be revoked.

Revocations: Parking and Stopping Restrictions

2. 2 Approves that any previously approved resolutions on High Street from its intersection with Tuam Street, and extending in a south-easterly direction to its intersection with Madras Street and St Asaph Street, pertaining to parking and/or stopping restrictions, made pursuant to any bylaw or any Land Transport Rule, to the extent that they are in conflict with the traffic controls described in recommendations 2.3 through 2.29 below, be revoked.

General Traffic Controls

2. 3 Approves all kerb alignments, road surface treatments and road markings on High Street, commencing at its intersection with Tuam Street, and extending in a south-easterly direction to its intersection with Madras Street and St Asaph Street, as detailed on plan TG138401, sheet 1 of 1, and attached to this report as amended Attachment A, including the following amendments:
 - 2.3.1 Addition of texture and colour change at Point B on amended Attachment A where the cycle path and pedestrian path cross.
 - 2.3.2 Addition of tactile pavers adjacent to the cycle path at Points A and B on amended Attachment A.
 - 2.3.3 Addition of tactile pavers adjacent to the shared area at Point C on amended Attachment A along St Asaph and High Streets.
 - 2.3.4 Addition of advisory signs for cyclists that they entering a shared area.

- 2.3.5 *Addition of directional cycle arrow at northern entrance at Point A on amended Attachment A directing cyclists into the sharrow.*
- 2.3.6 *Addition of cycle arrows at the northern exit point of the cycle paths.*
- 2.3.7 *Install appropriate speed signage to ensure it's completely enforceable for all road users.*

One Way Street (for all classes of vehicles – emergency vehicles exempted)

- 2.4 Approves, in accordance with Clause 16 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that High Street, from its intersection with Tuam Street to its intersection with Madras Street and St Asaph Street, be a one-way street, where vehicles must travel in a south-easterly direction only. This restriction does not apply to cycles and emergency vehicles requiring access in an emergency situation.

Speed Limit

- 2.5 Approves that the speed limit be set at 10 km /h, in accordance with Clause 27 of the Christchurch City Council Traffic & Parking Bylaw 2017 on High Street, commencing at its intersection with Tuam Street and extending in a south-easterly direction to its intersection with Madras Street and St Asaph Street.

Special Vehicle Lane (Cycle Lane)

- 2.6 Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of cycles travelling in a north-westerly direction, be installed on the south-west side of High Street, commencing at a point 15 metres north-west of its intersection with Madras Street and St Asaph Street, and extending in a north-westerly direction to its intersection with Tuam Street as detailed on plan TG138401, sheet 1 of 1, dated 01/02/2023 and attached to this report as Attachment A.

Stop Control

- 2.7 Approves that the east approach of High Street at its intersection with Madras Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.

No Right Turn

- 2.8 Approves that the High Street east approach, right turn into Madras Street be prohibited in accordance with Clause 17(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

No Left Turn

- 2.9 Approves that the Madras Street south approach, left turn into High Street be prohibited in accordance with Clause 17(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

Stop Control

- 2.10 Approves that the south approach of High Street at its intersection with St Asaph Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.

No Left Turn

2.11 Approves that the High Street south approach, left turn into St Asaph Street be prohibited in accordance with Clause 17(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

No Right Turn

2.12 Approves that the St Asaph Street east approach, right turn into High Street be prohibited in accordance with Clause 17(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

Cycle Path

2.13 Approves that a path be installed for the use of cycles on High Street commencing at its intersection with Madras Street and St Asaph Street and extending in a north-westerly direction for both uni-directional and bi-directional cycle movements as detailed on plan TG138401, sheet 1 of 1, dated 01/02/2023 and attached to this report as amended Attachment A.

Paid Parking

2.14 Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and subject to payment using Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clauses 7 and 8 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-east side of High Street, commencing at a point 21 metres south-east of its intersection with Tuam Street and extending in a south-east direction for a distance of 37 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.

Paid Parking

2.15 Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and subject to payment using Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clauses 7 and 8 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-east side of High Street, commencing at a point 80 metres south-east of its intersection with Tuam Street and extending in a south-east direction for a distance of 36.5 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.

Paid Parking

2.16 Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and subject to payment using Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clauses 7 and 8 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 19.5 metres (south-east) of its intersection with Tuam Street and extending in a south-east direction for a distance of 26 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.

Mobility Park

2.17 Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, and in accordance with section 12.4 of the

Land Transport Rule: Traffic Control Devices 2004, that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, on the south-west side of High Street, commencing at a point 44.5 metres south-east of its intersection with Madras Street and extending in a south-east direction for a distance of 6.5 metres, as detailed on amended Attachment A. This restriction is to apply at any time.

Paid Parking

2.18 Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and subject to payment using Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clauses 7 and 8 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 51 metres south-east of its intersection with Tuam Street and extending in a south-east direction for a distance of 5.5 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.

Paid Parking

2.19 Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and subject to payment using Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clauses 7 and 8 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 85 metres south-east of its intersection with Tuam Street and extending in a south-east direction for a distance of 12 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.

Mobility Park

2.20 Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, and in accordance with section 12.4 of the Land Transport Rule: Traffic Control Devices 2004, that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, on the south-west side of High Street, commencing at a point 97 metres south-east of its intersection with Madras Street and extending in a south-east direction for a distance of 6.5 metres, as detailed on amended Attachment A. This restriction is to apply at any time.

2.20.1 *The disability car park in this section to be moved to the northern most parking space, swapping with the 60 minutes car park currently directly behind it.*

2.20.2 *Council Officers are given the discretion to amend distances in the resolutions prior to Council adoption to ensure compliance is achievable.*

Loading Zone (all class of vehicles)

2.21 Approves that a Loading Zone be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 103.5 metres south-east of its intersection with Tuam Street and extending in a south-east direction for a

distance of 10.5 metres. This Loading Zone is to be restricted to a maximum loading period of five minutes.

Motorcycle Stand

2.22 Approves that a Motorcycle Stand be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 114 metres south-east of its intersection with Tuam Street and extending in a south-east direction for a distance of 2.5 metres. This restriction is to apply at any time.

No Stopping

2.23 Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north east side of High Street, commencing at its intersection with Tuam Street and extending in a southerly and south-easterly direction for a distance of 21 metres.

2.24 Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north east side of High Street, commencing at a point 58 metres south-east of its intersection with Tuam Street and extending in a south-easterly direction for a distance of 22 metres.

2.25 Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north east side of High Street, commencing at a point 116.5 metres south-east of its intersection with Tuam Street and extending in a south-easterly and easterly direction to its intersection with Madras Street.

2.26 Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at its intersection with Tuam Street and extending in a southerly and south-westerly direction for a distance of 19.5 metres.

2.27 Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 56.5 metres south-east of its intersection with Tuam Street and extending in a south-easterly direction for a distance of 28.5 metres.

2.28 Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 116.5 metres south-east of its intersection with Tuam Street and extending in a south-easterly and easterly direction to its intersection with Madras Street.

Streetscape Layout Scheme Design

2.29 Approves all streetscape layout which includes, but not limited to, footpath treatments, landscaping and new street trees, subject to detailed design and

Council
05 April 2023

Christchurch
City Council 

underground services, as shown on plan TG138401, sheet 1 of 1, dated 01/02/2023 and attached to this report as amended Attachment A.

3. *Give consideration to the location of trees in relation to the heritage buildings in order to allow for the visual amenity of the building.*
4. *Consider the addition of cycle parking in the east side of High Street and at Points A, B, and C on amended Attachment A.*
5. *Request Officers to investigate increasing the length of the cycle phasing across Madras Street.*

Councillor Coker/Councillor Peters

Carried

Councillors Keown, Donovan, Templeton and Johanson requested their vote against the resolution be recorded.

Councillor Moore requested his abstention be recorded.

Attachments

A Hearings Panel Report High Street Improvements Updated Map - 5 April 2023

15. Lichfield Street No Stopping Restriction beside Tram track at Poplar Street

Council Resolved CNCL/2023/00041

Officer Recommendations Accepted Without Change

That the Council:

1. Approves that pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the north side of Lichfield Street, commencing at a point 27 metres east of its intersection with Huanui Lane and extending in an easterly direction for a distance of 39 metres.
2. Revokes any previous resolutions pertaining to parking or stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with the stopping restriction described in recommendation 1.
3. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report, are in place (or removed in the case of revocations).

Councillor Templeton/Councillor Peters

Carried

20. 2022 Triennial Elections

Council Resolved CNCL/2023/00042

Officer Recommendations Accepted Without Change

That the Council:

1. Receive the information in the report on the 2022 triennial elections.

Council
05 April 2023

Christchurch
City Council 

Mayor/Councillor Peters

Carried

The meeting adjourned at 12.52pm and reconvened at 2.04pm.
Councillor Keown joined the meeting via audio/video link at 2.00pm.

3.2 Deputations by Appointment

3.2.1 Christchurch West Melton Water Management Zone Committee

Mike Patchett, Deputy Chairperson of the Christchurch West Melton Water Management Zone Committee, spoke regarding the Committee's recommendations (refer Item 16).

Attachments

A Erosion and Sediment Control Presentation - 5 April 2023

3.2.3 Adrianna Hess

Adrianna Hess, National Ready Mixed Concrete Association (NRMCA) Certified Permeable Concrete Installer, spoke regarding Item 17 and stormwater management and control infrastructure options.

Attachments

A Adrianna Hess Permeable Pavements Presentation - 5 April 2023

3.2.6 Save Our Venues

Feather Shaw and Kendra Walls spoke on behalf of Save Our Venues regarding Item 18.

Councillor Moore left the meeting at 2.46pm and returned via audio/video link at 3.18pm during consideration of Item 16.

Councillor MacDonald left the meeting at 2.52pm and returned at 2.54pm during consideration of Item 16.

The meeting adjourned at 3.21pm during consideration of Item 16 to allow for the provision of additional Officer advice and reconvened at 3.29pm.

The meeting adjourned at 3.35pm during consideration of Item 16 to allow for the provision of additional Officer advice and reconvened at 3.42pm.

Councillor Henstock was not present when the meeting reconvened at 3.42pm.

Councillor Johanson was not present when the meeting reconvened at 3.42pm.

Councillors Keown and Moore left the meeting via audio/video link at 3.39pm and were not present when the meeting reconvened at 3.42pm.

16. Erosion and Sediment Control

Dr Clive Appleton, Council's Healthy Waterways Programme Lead, and Nathan Dougherty, Senior Incident Response Officer at Environment Canterbury, joined the table to present the attached Erosion and Sediment Control presentation and discuss the Officer recommendations outlined below. The Officer recommendations were made in response to the additional Part A recommendations made by the Christchurch West Melton Water Management Zone Committee at its meeting on 25 August 2022 (refer to the Zone Committee Recommendations below).

Following the Officer presentation, elected members asked questions of staff and Buster Wright, Council's Head of Building Consenting, joined the table to provide additional guidance. After

hearing from staff, additional resolutions were put forth by the meeting to address changes to strengthen the erosion and sediment control programme and develop a Port Hills management plan.

The meeting then adjourned to allow for Council Officers to provide guidance around the proposed wording of the additional resolutions and availability of resourcing.

Upon resumption of the meeting, Councillor Coker Moved and Deputy Mayor Cotter Seconded the Officer Recommendations with the addition of resolution 4 (refer below) as agreed to by the meeting at large and in accordance with advice from Council Officers.

The meeting then moved to debate and two amendments were proposed by Councillor Johanson. Brent Pizzey, Senior Legal Counsel, Public, Regulatory & Litigation, joined the table to provide guidance regarding these proposed amendments. The meeting then adjourned to enable Council Officers to provide further procedural advice.

Upon resumption of the meeting, the amendments proposed by Councillor Johanson were not progressed for lack of agreement by the Mover and Seconder to include them in the substantive motion, and for lack of a Seconder.

The meeting then resumed debate and the substantive motion, with the addition of resolution 4, was put by the Chair and declared carried.

Christchurch West Melton Water Management Zone Committee Recommendations to Council

The Christchurch West Melton Water Management Zone Committee recommends to Christchurch City Council and Environment Canterbury:

1. That an independent audit of the environmental effectiveness of the regulatory instruments, arrangements and capacity building applying to erosion and sediment control and contaminated stormwater management, be conducted.
2. That this audit is used to improve the regulatory frameworks, instruments and environmental outcomes for waterways within our Zone.
3. Advocate to central government, the environmental problems associated with erosion and sediment control from developments on highly erodible hillsides and requests that these be subject to tighter requirements or restrictions.

Officer Recommendations

That the Council:

1. Recommend that Council and Environment Canterbury staff continue to work together to improve construction industry compliance with erosion and sediment control matters.
2. Continue exploring other best practicable approaches and business practices to gain better environmental outcomes.
3. Note that if erosion and sediment control issues continue to be a problem, a variation may be sought to the Council's Comprehensive Stormwater Network Discharge Consent in order to allow Environment Canterbury to exercise its powers under the Resource Management Act to enforce industry compliance.

Council Resolved CNCL/2023/00043

That the Council:

1. Recommend that Council and Environment Canterbury staff continue to work together to improve construction industry compliance with erosion and sediment control matters.
2. Continue exploring other best practicable approaches and business practices to gain better environmental outcomes.
3. Note that if erosion and sediment control issues continue to be a problem, a variation may be sought to the Council's Comprehensive Stormwater Network Discharge Consent in order to allow Environment Canterbury to exercise its powers under the Resource Management Act to enforce industry compliance.
4. *Request staff to advise after the conclusion of the Annual Plan consultation whether there are grounds to consider:*
 - a) *a change to the programme to including additional resourcing (such as proactive building site inspections) to improve sediment and erosion control; and*
 - b) *developing a holistic Port Hills management plan with partners to reduce erosion and sediment loss.*

Councillor Coker/Deputy Mayor

Carried

Councillor Scandrett requested his vote against the resolution be recorded.

Attachments

- A Erosion & Sediment Control Presentation- 5th April 2023

Deputy Mayor Cotter left the meeting at 4.14pm and returned at 4.17pm during consideration of Item 17.
Councillor Moore returned to the meeting via audio/video link at 4.16pm during consideration of Item 17.

17. Citywide Surface Water Flooding Update

Council Resolved CNCL/2023/00044

Officer Recommendations Accepted Without Change

That the Council:

1. Consider stormwater management infrastructure through the standard Annual Plan and Long Term Plan processes.
2. Continue to investigate stormwater network and river flooding across the city to increase certainty in floodplain management options and develop a prioritised list of works, with these works to initially be drawn from existing projects and programmes within the current LTP.

Mayor/Councillor McLellan

Carried

18. Central City - managing noise in mixed use environments

Council Resolved CNCL/2023/00045

Council
05 April 2023

Christchurch
City Council 

Officer Recommendations Accepted Without Change

That the Council:

1. Endorse commencement of a plan change process to the District Plan, including evaluation of options for managing effects of noise in the Central City.
2. Endorse commencement of a programme of non-regulatory initiatives focused towards lower cost actions that educate and advise operators and potential buyers on the noise environment.
3. Note that additional non-regulatory mechanisms may be identified in due course, including through engagement processes, and may be subject to further approval processes.

Councillor Scandrett/Councillor Templeton

Carried

Councillor Gough returned to the meeting at 4.22pm during consideration of Item 19.

19. Okains Bay New Water Supply Scheme

Council Resolved CNCL/2023/00046

Officer Recommendations Accepted Without Change

That the Council:

1. Approve the Capital Change Request for CPMS 52902 WS Okains Bay New Water Supply which provides for:
 - a. an increase of \$5,872,979 to the existing budget of \$2,627,021 to provide a budget of \$8,500,000;
 - b. the additional budget to be sourced from the remaining budget against the WS New Small Supplies programme and the Lyttelton Harbour Water Supply Security project (CPMS 60007);
 - c. an extension of time to complete the project by changing the project delivery completion milestone from 30 June 2023 to 20 December 2024 (18 month extension).

Councillor MacDonald/Deputy Mayor

Carried

Having declared an interest in Item 19, Councillor Fields sat back from the table and did not take part in the discussion or voting.

21. 2022/23 Sustainability Fund Allocations

Council Resolved CNCL/2023/00047

Officer Recommendations Accepted Without Change

That the Council:

1. Approve allocations from the 2022/23 Sustainability Fund as follows, subject to any changes made at the Council decision-making meeting:

Page No.	Lead Organisation	Project	Panel Recommendation
1	Ecobulb Limited	Christchurch Home Energy Saver Extension	\$ 40,000
2	Roimata Commons Trust	Pedal Power	\$ 31,190
3	Christchurch Transitional Architecture Trust	Christchurch Conversations 2023: the Regenerative City	\$ 30,000
4	Project Lyttelton	Community Action on Climate change - Carbon Reduction	\$ 26,500
5	Recycle a Device	Recycle a Device	\$ 25,000
6	Conservation Volunteers New Zealand	Donna Lusby	\$ 20,000
7	Te Puna Auaha Lyttelton Trust	ResourceFull	\$ 20,000
8	New Brighton Community Gardens Trust	Propagating Young Gardeners Sustainability Hub	\$ 20,000
9	Ao Tawhiti Unlimited Discovery. And Te Aratai College Technology Centre	Solar power installation for Climate Action Campus , Otautahi and Te Aratai College Technology Centre	\$ 20,000
10	Phillipstown Community Centre Charitable Trust	Phillipstown Community Gardens	\$ 20,000
11	Shirley Community Trust	MacFarlane Park Community Garden	\$ 12,000
12	Bush Farm Trust	Bush Farm Education	\$ 8,000
13	Friends of Morgan's and Sam's Gullies	Purau Bay Reserve	\$ 2,000
14	A Rocha Aotearoa New Zealand	Carbon footprint calculation and emission reduction initiatives with church communities	\$ 15,000
15	Canterbury Community Gardens Association	Community Networker	\$ 10,000

Council
05 April 2023

Christchurch
City Council 

16	Richmond Residents and Business Association	Petrie Park Bowling club remediation	\$ 5,000
17	Styx Living Laboratory Trust	Bethany Baker	\$ 10,000
18	Christchurch Vegan Society	Christchurch Vegan Night Makete	\$ 2,955
19	Superhome Movement Charitable Trust	Superhome Movement Healthy Home Guide and Super Renovations Guide	\$ 10,000
20	Foodbank Aotearoa New Zealand	Innovate to Alleviate : A Climate Change Initiative	\$ 2,000
21	Linwood Resource Centre and Community Gardens	Waste and Consumption Reduction Project including Water Tanks	\$ 1,530
22	Molten Media Trust	James McKellow	\$ 10,000
23	Richmond Community Garden Trust	Richmond Compost Collective & Urban trapping	\$ 15,000
24	Mount Pleasant Community Centre and Residents Association	Mount Pleasant Community Resilience	\$ 5,000
25	St Teresa's School (Riccarton)	Responsible neighbours of Pāterangi - School organic waste, onsite composting and product development project.	\$ 4,960
26	Sustained Fun Limited	World Sustainable Toy Day campaign	\$ 4,200
27	Summit Road Society	Avoca Valley - landslips and climate change	\$ 10,000
28	Avon Otakaro Network INC	Avon Ōtākaro In River Clean up project	\$ 10,000
29	Christchurch Envirohub Trust	Te Tuna Tāone	\$ 15,000
30	Bishop Julius Hall T/A Arcady Hall	Arcady Hall Food Waste to Soil Food Programme	\$ -
31	Food Resilience Network	Ōtākaro Orchard Sustainable Building Project	\$ -
32	Food Resilience Network	Ōtākaro Orchard 333 Urban Farm	\$ -
33	The Mount Pleasant Community Centre Squash Rackets Club (Incorporated)	Insulation Improvement	\$ -
34	Bee Awesome He Pī Miharo	Bee Awesome He Pī Miharo	\$ -

Page 19

Council
05 April 2023

Christchurch
City Council

35	Biological Husbandry Unit	Regenerate Urban Organics Training	\$ -
36	ElecSys Lab (formerly Electronics Limited)	Sustainable Smart Greenhouses for Food Security	\$ -
37	Blue Cradle Foundation	Ocean Literacy Education for Ōtautahi/Christchurch	\$ -
38	Redcliffs Residents' Association	Te Awa Kura - Regreening Barnett Park	
39	Flourish Kia Puawai	No More Waste Network	\$ -
40	Flourish Kia Puawai	Otautahi Patchwork Forest	\$ -
41	Ōtākaro Living Laboratory	Ōtākaro Living Laboratory - Body of Knowledge	\$ -
42	Korimako	Supporting Mission-led Climate Action in Ōtautahi	\$ -
43	The Green Machine NZ Limited	The Green machine	\$ -
44	Design Encounter	Along Bicycle Co	\$ -
45	Water Cremation Aotearoa New Zealand	Deborah Richards	\$ -
46	Waitikiri Golf Club	Solar Power System Installation	\$ -
47	FoodFuse	FoodFuse Home Biodigester Development	\$ -
48	Woolston Development Project	hua rākau rawa	\$ -
49	Upstream Sustainability Ltd	Scope 3 Data-Collection Module	\$ -

2. Approve the transfer of any remaining unallocated budget from the 2022/23 Sustainability Fund to the 2023/24 Sustainability Fund.

Councillor McLellan/Deputy Mayor

Carried

Karakia Whakamutunga: Given by all Councillors.

Meeting concluded at 4.26pm.

CONFIRMED THIS 3rd DAY OF MAY 2023.

**MAYOR PHIL MAUGER
CHAIRPERSON**

6. Council Minutes - 19 April 2023

Reference / Te Tohutoro: 23/574174

Report of / Te Pou Matua: Katie Matheis, Team Leader Hearings & Committee Support
(Katie.Matheis@ccc.govt.nz)

General Manager / Pouwhakarae: Dawn Baxendale, Chief Executive (Dawn.Baxendale@ccc.govt.nz)


1. Purpose of Report Te Pūtake Pūrongo

For the Council to confirm the minutes from the Council meeting held 19 April 2023.

2. Recommendation to Council

That the Council confirm the Minutes from the Council meeting held 19 April 2023.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Minutes Council - 19 April 2023	23/558189	28

Signatories Ngā Kaiwaitohu

Author	Katie Matheis - Team Leader Hearings & Committee Support
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Christchurch City Council MINUTES

Date: Wednesday 19 April 2023
Time: 9.31 am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson
Deputy Chairperson
Members

Mayor Phil Mauger
Deputy Mayor Pauline Cotter
Councillor Kelly Barber
Councillor Melanie Coker
Councillor Celeste Donovan
Councillor Tyrone Fields
Councillor James Gough
Councillor Tyla Harrison-Hunt
Councillor Victoria Henstock
Councillor Yani Johanson
Councillor Aaron Keown
Councillor Sam MacDonald
Councillor Jake McLellan
Councillor Andrei Moore
Councillor Mark Peters
Councillor Tim Scandrett
Councillor Sara Templeton

Principal Advisor
Dawn Baxendale
Chief Executive
Tel: 941 8999

Katie Matheis
Team Leader Hearings & Committee Support
941 5643
katie.matheis@ccc.govt.nz
www.ccc.govt.nz

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Council
19 April 2023

Christchurch
City Council 

Karakia Tīmatanga: Given by all Councillors

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Council Resolved CNCL/2023/00048

That the apology for lateness received from Councillor McLellan be accepted.

Deputy Mayor/Councillor MacDonald

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

There were no declarations of interest recorded.

11. Resolution to Include Supplementary Reports

Council Resolved CNCL/2023/00049

That the reports be received and considered at the Council meeting on Wednesday, 19 April 2023.

Open Items

12. Mayor's Monthly Report

Public Excluded Items

14. Audit and Risk Management Committee: Reappointment of Independent Member

Councillor MacDonald/Councillor Barber

Carried

Councillor McLellan joined the meeting at 9.34am during consideration of Item 3.1.1.

3. Public Participation Te Huinga Tūmatanui

3.1 Public Forum Te Huinga Whānui

3.1.1 Drucilla Kingi-Patterson

Drucilla Kingi-Patterson spoke regarding a Friends of the Multi Arena group, better access for local people to use the Bus Exchange, to promote a fairy, elf and alien festival, and to discuss a new children's play.

3.2 Deputations by Appointment Ngā Huinga Whakaritenga

There were no deputations by appointment.

4. Presentation of Petitions Ngā Pākikitanga

There was no presentation of petitions.

5. Christchurch West Melton Water Management Zone Committee Minutes - 24 November 2022

The meeting block resolved Items 5, 6 and 7, as Moved by the Deputy Mayor and Seconded by Councillor Peters.

Council Resolved CNCL/2023/00050

Committee Recommendation accepted without change.

That the Council receives the Minutes from the Christchurch West Melton Water Management Zone Committee meeting held 24 November 2022.

Deputy Mayor/Councillor Peters

Carried

6. Selwyn Waihora Zone Committee Minutes - 13 February 2023

Council Resolved CNCL/2023/00051

Committee Recommendation accepted without change.

That the Council receives the Minutes from the Selwyn Waihora Zone Committee meeting held 13 February 2023.

Deputy Mayor/Councillor Peters

Carried

7. Banks Peninsula Water Management Zone Committee Minutes - 21 February 2023

Council Resolved CNCL/2023/00052

Committee Recommendation accepted without change.

That the Council receive the Minutes from the Banks Peninsula Water Management Zone Committee meeting held 21 February 2023.

Deputy Mayor/Councillor Peters

Carried

Councillor Gough left the meeting at 9.56am and returned at 9.59am during consideration of Item 8.

8. Triannual Water Management Zone Committee Update

Annabelle Hasselman (Chairperson, Christchurch-West Melton Zone Committee), Les Wanhalla (Chairperson, Selwyn-Waihora Zone Committee) and Jaimee Grant (Zone Facilitator, Environment Canterbury) joined the table to present the Triannual update on the three Water Management Zone Committees.

Council Resolved CNCL/2023/00053

Committee Recommendation accepted without change

That the Council:

Council
19 April 2023



1. Receive the information in the Triannual Report and note the work of each Water Management Zone Committee.

Deputy Mayor/Mayor

Carried

Secretarial Note: The meeting noted that the Zone Committees provided early input to the draft Annual Plan in December 2022 via a letter to the Chief Executive and governance staff, and requested information about what aspects of that input were incorporated into, or contemplated by, the draft Annual Plan as adopted in February.

Councillor Scandrett left the meeting at 10.26am and returned at 10.28am during consideration of Item 9.
Councillor MacDonald left the meeting at 10.36am and returned at 10.38am during consideration of Item 9.

Councillor Moore left the meeting at 10.44am during consideration of Item 9.

9. Three Waters Activities - November and December 2022 and January and February 2023 - Report to Council

Brent Smith, Head of Three Waters, and Tim Drennan, Manager Service Excellence, Three Waters, joined the table to present an update on recent Three Water activities.

Council Resolved CNCL/2023/00054

Officer Recommendation accepted without change

That the Council:

1. Receive the information in the Three Waters Activities – November and December 2022 and January and February 2023 Report to Council

Councillor Barber/Councillor Peters

Carried

Secretarial Note: As aspects of the Three Waters Activities report were technical in nature, the meeting requested a briefing be scheduled to cover those particular items in greater detail (e.g., risks around noncompliance under the new drinking water standards) and provide any additional up-to-date information that may be available.

Councillor Moore returned to the meeting at 10.49am during consideration of Item 10.

Councillor Barber left the meeting at 10.49am and returned at 10.50am during consideration of Item 10.

Councillor Gough left the meeting at 10.50am and returned at 10.54am during consideration of Item 10.

10. Removal of Library fines - one year on

Council Resolved CNCL/2023/00055

Officer Recommendation accepted without change

That the Council:

1. Receive the information in the Removal of Library fines – one year on Report

Councillor Templeton/Councillor Harrison-Hunt

Carried

Council
19 April 2023

Christchurch
City Council 

Item 11- Resolution to Include Supplementary Report(s) - has been moved to another part of the document.

12. Mayor's Monthly Report

Council Resolved CNCL/2023/00056

Officer Recommendations accepted without change

That the Council:

1. Receive the information in this report.
2. Note that Councillor Harrison-Hunt will be stepping down as the appointed representative to the Christchurch West Melton Water Management Zone Joint Committee and will be replaced by Councillor Peters.

Councillor Barber/Councillor MacDonald

Carried

11. Resolution to Exclude the Public

Council Resolved CNCL/2023/00057

That at 10.57am the resolution to exclude the public set out on pages 8 to 9 of the supplementary agenda be adopted.

Councillor MacDonald/Councillor Scandrett

Carried

The public were re-admitted to the meeting at 11.03am.

Karakia Whakamutunga: Given by all Councillors

Meeting concluded at 11.03am.

CONFIRMED THIS 3rd DAY OF MAY 2023.

**MAYOR PHIL MAUGER
CHAIRPERSON**

7. Monthly Report from the Community Boards - April 2023

Reference Te Tohutoro: 23/492168
Report of Te Pou Matua: The Chairpersons of all Community Boards
General Manager: Mary Richardson, General Manager Citizens & Community
Pouwhakarae: (Mary.Richardson@ccc.govt.nz)

1. Purpose of Report Te Pūtake Pūrongo

The purpose of this report is to provide the Council with an overview of initiatives and issues recently considered by the Community Boards. This report attaches the most recent Community Board Area Report included in each Boards public meeting. Please see the individual agendas for the attachments to each report.






Each Board will present important matters from their respective areas during the consideration of this report and these presentations will be published with the Council minutes after the meeting.

2. Community Board Recommendations

That the Council:

1. Receive the Monthly Report from the Community Boards April 2023.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Waipapa Papanui-Innes-Central Community Board Area Report April 2023	23/492310	34
B  	Waipuna Halswell-Hornby-Riccarton Community Board Area Report April 2023	23/492311	46
C  	Waitai Coastal-Burwood-Linwood Community Board Area Report April 2023	23/492312	56
D  	Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report April 2023	23/492313	70
E  	Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report April 2023	23/492314	76
F  	Waimāero Fendalton-Waimairi-Harewood Community Board Area Report April 2023	23/492315	82

Waipapa Papanui-Innes-Central Community Board
13 April 2023



13. Waipapa Papanui-Innes-Central Community Board Area Report - April 2023

Reference / Te Tohutoro: 23/316369

Report of / Te Pou
Matua: Emma Pavey, Community Governance Manager Papanui-Innes-Central (Emma.Pavey@ccc.govt.nz)

General Manager /
Pouwhakarae: Mary Richardson, General Manager Citizens & Community (Mary.Richardson@ccc.govt.nz)

1. Purpose of Report Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receive the Waipapa Papanui-Innes-Central Community Board Area Report for April 2023.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Downstream Effects Management Plan (DEMP)	Since the opening of the Christchurch Northern Corridor (CNC), the Council has monitored the impact of the works as part of the DEMP Stage 2. The St Albans, Edgware and Mairehau transport projects site details traffic improvements made in these areas aimed at managing the traffic from the CNC and improving pedestrian and cycle connections.	Ongoing	Liveable city
Community Pride Garden Awards 2023	The awards are a Council initiative started in 1991, and have been a joint venture between the Community Boards and the Christchurch Beautifying Association since 1997. The awards encourage civic pride and acknowledge those who have contributed to maintaining the image of Christchurch as the Garden City by beautifying their streets and gardens.	Judging results have been received. Closing date for returned cards has passed and the cards and judging results are being correlated with certificates to be printed by the end of April.	Resilient Communities Strengthening Communities Together Strategy

Waipapa Papanui-Innes-Central Community Board
13 April 2023



Edible and Sustainable Garden Awards 2023	A partnership between the Waipapa Papanui-Innes-Central Community Board and the Canterbury Horticultural Society provides an opportunity to celebrate all types of food gardens. 14 applications have been received this round.	Certificates have been printed by the Horticultural Society.	Resilient Communities Strengthening Communities Together Strategy
Summer with Your Neighbours 2022-23	Summer with your neighbours is about bringing people closer together and celebrating the unique and diverse mix of each neighbourhood. The guidelines and application form for funding towards neighbourhood gatherings, and gathering suggestions, are all available at this link .	This year's events can be held from 22 October 2022 to 31 March 2023. Reimbursements continue to trickle in.	Resilient Communities Strengthening Communities Together Strategy
Proposed School Award – Rangitahi Achievement	This Board Project was discussed at the Board's last liaison meeting with Ward School Principals on 3 March 2023.	The feedback received will be drawn on to further develop the project.	Resilient Communities Strengthening Communities Together Strategy

3.2 Community Funding Summary

The balance of the Board's funding pools at the time of writing is currently as follows subject to subtraction of the grants proposed through the reports to this meeting as shown:

2022/23 Waipapa Papanui-Innes-Central Discretionary Response Fund (DRF)	
Approved Board Projects:	Allocated:
• Summer with your neighbours	\$3,500
• Youth Recreation	\$9,000
• Community Pride Garden Awards	\$500
• Edible and Sustainable Garden Awards	\$2,000
• Community Liaison	\$4,000
• School Civic Award	\$3,500
BALANCE (at time of writing):	\$39,799
Proposed DRF Grants (subject to approval at this meeting):	Recommended:
• Nor'west Bass Inc. – for travel to Brass Band Championships	\$4,000
• Birthright – funding to cover social worker wages	\$9,000
• Papanui RSA – ANZAC Day Service and Street Parade 2023	\$2,000
Prospective remaining balance (if all recommendations accepted):	\$24,799

Waipapa Papanui-Innes-Central Community Board
13 April 2023

2022/23 Waipapa Papanui-Innes-Central Youth Development Fund (YDF)	
Approved under delegation since last report:	Allocated:
Grant to Max Christopher Garry Hammett (detailed in Attachment A)	\$300
BALANCE (at time of writing):	\$1,825.00
There are no proposed recipients for approval at this meeting	

3.3 Upcoming Community Events and Activities

• **FRESH Events 2023**

Youth & Cultural Development (YCD) have activated their events for 2023, with information on current events available at [this link](#).



• **Eid Al Fitr Festival 2023**

The Eid Al Fitr Festival 2023 festival will be held Sunday 23 April 2023 between 4pm and 8pm at Hagley Park Entertainment Triangle. Whilst being a Muslim community festival in its content and delivery, the event is open to everybody with the aim of building bridges through greater understanding and better relationships.

This is a community-led project with a multicultural organising team of mainly youth volunteers from across the ethnic Muslim communities. The focus is on building the strengths of the Muslim communities to plan and deliver a significant event for the people of Christchurch. This is a family friendly event that will include the following:

- A range of Ethnic food/drink vendors from our Muslim communities
- Free entertainment and treats for children including bouncy castles, candy floss and popcorn
- Stalls selling ethnic, traditional Muslim wares
- Live ethnic musicians
- Stalls showcasing various Muslim community initiatives
- Storytellers/interviewers from within our Muslim communities, who will explain what Eid Al Fitr is all about and interviewing people at the festival

• **The Walking Festival**



The Walking Festival is back from Saturday 8 April to Sunday 23 April 2023 with 55-plus amazing walks in Ōtautahi, Selwyn and Waimakiriri. The Walking Festival booklet can be found at [this link](#) or at Libraries or Recreation and Sport Centres.

The Walking Festival is coordinated by the Council, in partnership with over 30 walking host groups, with further information available at [this website](#).

Waipapa Papanui-Innes-Central Community Board
13 April 2023

- **Volunteer Events**

Visit [this link](#) for the variety of volunteer events held around the city. Activities vary, but may involve general clean ups, planting, weeding and mulching. Some planting events are family-friendly and [eligible for Children's University \(CU\) credits](#).

- **Other upcoming community events and festivals in the city**

Visit [this link](#) for the variety of community events and festivals held around the city. This also links to the [What's On](#) site, where can found one-off and regular events like:



- **Dogs Day Out in the Zone 2023** – An opportunity on the morning of 15 April 2023 to walk the red zone with dog-friendly vendors and activities dotted around the loop.



- **Adventure Avenue Wander** - a short walk on 18 April 2023 through a child-led outdoor play project called Adventure Avenue. Created in the red zone by Pareawa Banks Avenue students, with the support of Avon Ōtākaro Network. There are forest huts, forest, open areas, soccer goals, and a child-sized bike track. People are also invited to bring their own picnic.
- **Kā Pūtahi Creek and Styx River Adventure** - A guided walk taking place on 22 April 2023 through native restoration plantings and other key features along Kā Pūtahi Creek and Styx River, followed by a BBQ at the Styx Living Laboratory Field Centre.

3.4 Participation in and Contribution to Decision Making

3.4.1 Report back on other Activities contributing to Community Board Plan

- **Summer with Your Neighbours**

Cherrywood Place

Feedback received that this event went really well after the first date had to be cancelled due to rain, with two thirds of the street participating and new residents welcomed.



Waipapa Papanui-Innes-Central Community Board
13 April 2023

Stapletons Road

It's the first time for this applicant and it was "a hit" with nine families in the area getting together on a perfect day.

A big thank you to the Board for making this possible.



Moa Place

Christchurch Central Moa Neighbourhood Group enjoyed their get together in the Moa Reserve in February and made the most of the day. With a barbeque and Sports Canterbury activities for the children there were 75+ attendees.



• ***Nau Mai Shirley Community Reserve Fiesta – 3 March 2023***



The Nau Mai Shirley Community Reserve Fiesta was hosted by a small committee made up of community members, supported by the Papanui-Innes-Central Recreation Advisor. The event was initially scheduled for 24 February but had to be postponed due to adverse weather conditions. The aim of the event was to celebrate the community's diversity and to activate the park.

Despite the drizzly weather conditions, the Fiesta was a resounding success. Approximately 300 to 400 people turned up to enjoy the children's activities, food vendors, and

performances. The event had something for everyone, and the highlight was the Shirley Primary School performance, which was well received by the attendees.

The children's activities included face painting, bouncy castle, and games, while the food vendors provided an excellent variety of food options.

Waipapa Papanui-Innes-Central Community Board
13 April 2023



The event organisers were grateful for the support of local businesses, Bunnings and Hells Pizza, who generously provided their time and resources to help make the event a success. Their contributions were instrumental in making the event a memorable one for all who attended.

The Nau Mai Shirley Community Reserve Fiesta was an excellent example of community engagement and collaboration. Despite the weather conditions, the turnout was excellent, and the event achieved its aims of celebrating the community's diversity and activating the park.

- **Ward School Principals Liaison Meeting – 3 March 2023**

The Board held a productive liaison meeting with Board School Principals on 3 March 2023, facilitating it to better understand issues and initiatives related to schools in the Board area. An update received on the construction of Marian College to achieve a green start rating reflecting its sustainability standard was especially well received.

- **Community Board Plan Engagement – 7 March 2023**

Board Members supported by Community Governance staff held a drop-in session at Kohinga St Albans Community Centre on 7 March 2023. It went well with lots of discussion between attendees around the Board Plan and other points of interest.



- **Phillipstown Community Market – 18 March 2023**

Hundreds of people attended the Phillipstown Community Market Day on Saturday 18 March 2023.

Waipapa Papanui-Innes-Central Community Board
13 April 2023



The event hosted 58 stalls, boot sales, bouncy castles, Jabba Waka, musicians, including the West African Drumming group, continuous Pizza from the new oven and the Neighbourhood Policing Team. Board members also attended with information around the draft Community Board Plan.



• **Richmond Gala – 18 March 2023**



The Richmond Gala was also held on 18 March, celebrating all things Richmond as a collaborative event between Avebury House and Richmond Community Garden.

The Community Garden's meadow was activated with a carboot sale, and there were demonstrations and activities by the playground, with fun things for the kids to do, loads of food vendors, local craft stalls, and live entertainment. Board members also managed to attend to promote their draft Community Board Plan.



Waipapa Papanui-Innes-Central Community Board
13 April 2023

- **Shirley Shine – 19 March 2023**



Shirley Community Trust held the annual neighbourhood event Shirley Shine on Sunday 19 March 2023.

The event provided lots of activities for children and adults including food stalls, live entertainment, pony rides, water rollers, bouncy castles, Pedal Mania and numerous community organisations such as Shirley Toy Library, the COVID Vaccination Centre, Shirley Rugby League to name a few. The mobile Libraries van was also in attendance.

The fine weather ensured that the event was enjoyed by all.

There was also a Board presence at this event with information promoting the engagement on the draft Community Board Plan.



3.4.2 Council Engagement and Consultation.



- **Draft Community Board Plan**

The draft 2023-25 Community Board Plans, including for Waipapa Papanui-Innes-Central were open for feedback from 8 to 26 March 2023, which the Board promoted and engaged with its community on at events as described above. Information on the draft Board Plan, including the Board's proposed priorities it asked for community feedback on can be found at [this link](#).

Waipapa Papanui-Innes-Central Community Board
13 April 2023

- **Draft Annual Plan 2023/24 – open for feedback till 10 April 2023**
The Council's Draft Annual Plan sets out how it proposes to manage ratepayers' money and assets for the next 12 months. The Have Your Say page is at [this link](#).
The Community Board submission on the Annual Plan can be found as **Attachment B** to this report.
- **Proposed Heritage Plan Change (PC13) – open for feedback till 3 May 2023**
Eleven new residential heritage areas across the city are identified for protection in the District Plan to recognise Ōtautahi Christchurch's special identity and around 60 buildings, items and building interiors are being added to the Schedule of Significant Historic Heritage. The Have Your Say page is at [this link](#).
- **Proposed Housing and Business Choice Plan Change (PC14) – open for feedback till 3 May 2023**
This proposed plan change creates a range of residential and commercial zones in Christchurch, which enable more development to happen at different heights, with the highest development enabled in the central city and suburban commercial centres.
The Have Your Say page is at [this link](#). As outlined there, changes in the Housing and Business Choice Plan Change, which was publicly notified on 17 March 2023, are directed by government legislation. Early public feedback on draft changes in April last year helped shape the notified plan changes (in respect of the proposed heritage plan change also). The Council welcomes submissions on these proposed plan changes, helping implement what is necessary to bring the District Plan in line with government direction.
The [interactive map](#) is provided again to help people find out what it means for their property.

3.5 Governance Advice

3.5.1 Shirley Community Reserve – new fence

The new fence installation around the Shirley Community Reserve is now complete. Its clean, modern lines and black coating blends into the background so the park is very viewable from the surrounding streets.



Waipapa Papanui-Innes-Central Community Board
13 April 2023

The main park entrance off Shirley Road sports new signage and has the gate as requested to keep children using the playground safe.

The bus shelter is modern and matches the new fence.



3.5.2 **Customer Service Request (CSR) Report for the Papanui-Innes-Central Wards**

Refer to **Attachment C** for the 1 February – 28 February 2023 statistics, providing an overview of the number of CSRs that have been received, including the types of requests being received and a breakdown of how they are being reported.

3.5.3 **Planned roadworks and closures**

Planned roadworks and closures are indicated on the map at [this link](#), which includes those related to contractors as well, while Start Work Notices (SWN) as noted in the following section relate to work being carried out by the Council.

4. Advice Provided to the Community Board

4.1 **Start Work Notices (SWN)**

SWN relating to the Board area are separately circulated to the Board. All Board area and city-wide start work notices can be found at [this link](#). Recent SWN relating to the Board area are:

- Lichfield Street – pavement upgrade
- Papanui West – slow speed neighbourhood
- Matsons Ave – mains water supply renewal

Waipapa Papanui-Innes-Central Community Board
13 April 2023



- Redwood Park – pathway renewals
- Trent Street – wastewater renewals
- Hereford Street (Linwood) - wastewater renewals
- St James Avenue - sub mains renewal

4.2 **Graffiti Snapshot**

The Graffiti Snapshot for February 2023 can be found as **Attachment D** to this report.



The Graffiti Programme recently “snapped” up a couple of awards in Snap Send Solves inaugural Solver of The Year Awards for 2022.

They were recognised with the Innovation Award for the way the programme uses the app and also the Snappers Choice Award by impressing our snappers the most.

The team extend their thanks to the volunteers and stakeholders who work closely with them – noting that these awards are a reflection of the work they do together.

4.3 **Memoranda**

Memoranda related to matters of relevance to the Board have been separately circulated for the Board’s information and are listed below.

- CCC: Canal Drain Reserve Renewal (circulated 3 March 2023)
- CCC: Sabina Playground - Play Space Renewal (circulated 13 March 2023)
- CCC: Linwood Village Streetscape Monitoring (circulated 29 March 2023)
- CCC: Fitzgerald Ave – Signalised Intersection Issues (circulated 31 March 2023)

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Youth Development Fund Grant under Delegation for Max Christopher Garry Hammett	23/436959	
B	Waipapa Papanui-Innes-Central Community Board Submission on the Christchurch City Council Annual Plan 2023-24	23/465603	
C	Customer Service Request Report - February 2023	23/402516	
D	Graffiti Snapshot - February	23/402517	

Waipapa Papanui-Innes-Central Community Board
13 April 2023



Signatories Ngā Kaiwaitohu

Authors	Mark Saunders - Community Board Advisor Lyssa Aves - Support Officer Trevor Cattermole - Community Development Advisor Stacey Holbrough - Community Development Advisor
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Waipuna Halswell-Hornby-Riccarton Community Board
13 April 2023



11. Waipuna Halswell-Hornby-Riccarton Community Board Area Report - April 2023

Reference / Te Tohutoro: 23/118656

Report of / Te Pou
Matua: Matthew Pratt, Community Governance Manager,
matthew.pratt@ccc.govt.nz

General Manager /
Pouwhakarae: Mary Richardson, General Manager Citizens & Community
(Mary.Richardson@ccc.govt.nz)

1. Purpose of Report Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the Waipuna Halswell-Hornby-Riccarton Community Board Area Report for April 2023.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Community Pride Garden Awards 2023	An awards function to acknowledge Halswell-Hornby-Riccarton Community Pride Garden Award recipients will now be held on Wednesday 17 May 2023.	May 2023	Strengthening Communities Strategy
2023 Community Profiles	The 2023 Community Profiles for each of the three wards have been completed and are now available on the Council's website or by clicking the following links: Halswell Hornby Riccarton The profiles are compiled by the Community Governance team and provide an overview of demographics, facilities and amenities, community infrastructure and key issues.	Completed	Strengthening Communities Together Strategy Resilient Communities
Summer with your neighbours	Funding was allocated towards 33 Summer with your neighbours events that were held from 22 October 2022 to 31 March 2023.	Completed	Strengthening Communities Together Strategy

Waipuna Halswell-Hornby-Riccarton Community Board
13 April 2023

	Benefits of having a gathering, as identified by the participants include meeting and welcoming new neighbours, building connections and being able to catch up with each other.		Resilient Communities
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Summer with your neighbours event at Talbot Reserve, Halswell and Oakhampton Reserve GHRA event poster

3.2 Community Funding Summary

3.2.1 For information, a summary is provided on the status of the Board's 2022-23 funding as at March 2023 (refer **Attachment A**).

3.2.2 Funding Accountability Report

The Halswell-Hornby-Riccarton funding accountability report for the 2021-2022 Strengthening Communities Fund is attached (refer **Attachment B**).

3.2.3 **Youth Development Fund** – Under authority delegated by the Board the following allocations were made in March 2023:

- \$300 to Ocean Simard towards participating in the Ultimate Frisbee Under 24 training camp to be held in Auckland.
- \$300 to Amber Hill towards participating in the Girls Brigade Awesome Leadership Course to be held in Auckland.
- \$995 to Hillmorton High School on behalf of Keegan Macklin and Holly Brown towards participating in the Vex Robotics World Championships to be held in Texas, USA.

3.2.4 **Off the Ground Fund** – Under authority delegated by the Board the following allocations were made in March 2023:

- \$400 to Halswell Community Project towards the Adoptee Support Group project.
- \$400 to Andrew Yip towards the Oaklands Primary School Guardians Meet and Greet event.

Waipuna Halswell-Hornby-Riccarton Community Board
13 April 2023



3.2.5 **Summer with your neighbours** – The following Summer with your neighbours application has been approved by the Manager Community Governance under authority delegated by the Board, following the decision to extend the application timeframe for the duration of the summer:

- \$75 to Jacqueline Brown towards a neighbourhood BBQ for approximately 25 people. The event will be held in Halswell and is scheduled to be held in March 2023.

3.3 **Community update**

3.3.1 **ANZAC Day Services**

Local services being held on Tuesday 25 April include:

- **20th Battalion Association Commemoration ANZAC Service**, Jane Deans Close, Riccarton, 9am.
- **Halswell ANZAC Service**, Halswell Memorial site adjacent to the Halswell Domain, Halswell Road, 9am.
- **Hornby ANZAC Service**, War Memorial site in the grounds of Hornby Primary School, 190 Waterloo Road, 9am.
- **UCSA hosted ANZAC Service**, Quad between Matariki Building and Puaka-James Hight Building, University Of Canterbury, 10am.
- **Templeton RSA ANZAC Service**, 38 Kirk Road, Templeton, 11am.
- **Wigram ANZAC Service**, Wigram Air Force Museum, 45 Harvard Avenue, 12noon.

3.3.2 **0800 Hornby Covid Support Line**

The 0800 Hornby Support Line was initially set up by collaborating agencies in the local community to support households isolating with covid. Hornby organisations are now pleased to be able to continue the 0800 Hornby Support Line and are extending this service to be a general support line. The 0800 phone line can be freely accessed by anyone in the community, with Hornby organisations providing a listening ear, social connections and a wide range of community based support by calling 0800 407 629.

The organisations involved are Te Whare Awhero, 126 On the Corner, Salvation Army, Citizens Advice Bureau, Greater Hornby Residents' Association and the Hornby Community Care Centre.

Waipuna Halswell-Hornby-Riccarton Community Board
13 April 2023



3.3.3 **Connect**

The Connect event was hosted on 10 March by Oak Community Development Trust, supported by local Community Governance staff. The event was initially scheduled for 26 February but had to be postponed due to weather conditions. The event aims to unite the community and break down any possible barriers, creating a sense of unity and togetherness.

Connect was a great success. Approximately 200-300 people turned up to enjoy the children's activities, food and information. The event had something for everyone, and the highlight was the Crazy bikes which were well-received by the attendees.

Waipuna Halswell-Hornby-Riccarton Community Board
13 April 2023



3.3.4 Hello Hornby

The fifth Hello Hornby, Our Community Party in the Park was held on 11 March 2023 at Wycla Park between 12 and 3pm. The event was organised and hosted by the Hello Hornby Community committee and supported by local businesses and the Council.

The weather was great, and there was a steady flow of people throughout the day. The double-decker bus ran every 20 minutes, picking up people in the local area. The event attracted a range of attendees, including families, community groups, and individuals.

The event offered a variety of free activities for families, ranging from archery to bouncy castles. The highlight of the event was the talented tamariki from the Hornby community. The event provided a platform for showcasing the local community's diverse range of talents and skills.

While most activities and offerings were free, local organizations were fundraising, and monies from charity baking/preserves auction went towards supporting local youth. The event allowed the community to come together, have fun, and contribute to a worthy cause.

Overall, the event was a resounding success and provided a fun-filled day for families and individuals while raising funds for local youth. The Hello Hornby Community Committee deserves commendation for their hard work and dedication in organizing this event.

Waipuna Halswell-Hornby-Riccarton Community Board
13 April 2023



3.3.5 Oak Development Trust Arts and Crafts for Migrant Women

Oak Development Trust is providing migrant women in the Riccarton area with ongoing opportunities to gather in a welcoming and comfortable setting. Following their sewing programme, the organisation has launched arts and crafts sessions on Friday mornings. During the first session, participants created a wreath using ti kouka leaves.



3.4 Participation in and Contribution to Decision Making

3.4.1 Council Engagement and Consultation.

- Ōtautahi Christchurch Urban Forest Plan

Waipuna Halswell-Hornby-Riccarton Community Board
13 April 2023



Consultation on The Urban Forest Plan was open for feedback from 2 February 2023 until 6 March 2023.

At its meeting on 15 December 2022 the Board resolved to delegate authority to the Community Board Chairperson and Deputy Chairperson to, in consultation with Board members, consider submission opportunities and decide whether to lodge submissions on behalf of the Board and to approve, finalise, and lodge submissions.

Pursuant to this process a Board submission on The Urban Forest Plan was drafted and lodged by the closing date 6 March 2023 (refer **Attachment C**).

- **The Draft Waste Management and Minimisation Bylaw 2023**

The Draft Waste Management and Minimisation Bylaw 2023 was released for consultation and open for submissions until 26 February 2023. Pursuant to a delegation from the Board the Chairperson and Deputy Chairperson, in consultation with Board members, drafted and approved the attached submission (see **Attachment D**) that was lodged by the closing date.

- **Draft Community Board Plan**

Consultation for the Board's Draft Community Board Plan was open for feedback from 8 March 2023 to 26 March 2023. A total of 80 Submissions were received.

- **Draft Annual Plan 2023/24**

The Draft Annual Plan 2023/24 was open for feedback between 10 March 2023 and 10 April 2023.

- **Proposed Housing and Business Choice Plan Change**

The Proposed Housing and Business Choice Plan Change (PC14) that addresses population growth, housing issues has been released for consultation. The plan is open for feedback from 17 March 2023 until 3 May 2023.

The Plan will bring the District Plan in line with the government direction that has been given via the National Policy Statement-Urban Development and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act to enable more development in the city's existing urban footprint.

- **Heritage Plan Change**

Heritage Plan Change (PC13) provides for eleven new residential heritage areas across the city identified for protection in the District Plan to recognise Ōtautahi Christchurch's special identity and about 60 buildings, items and building interiors to the Schedule of Significant Historic Heritage.

The plan is open for feedback from 17 March 2023 until 3 May 2023.

- **Start Work Notices** – Various Start Work Notices have been sent to the Board throughout the month. All city-wide start work notices can be found at: <https://ccc.govt.nz/transport/works>.

4. Advice Provided to the Community Board

4.1 Christchurch Kart Club update

Staff recently provided a memorandum giving an update on the Christchurch Kart Club (see **Attachment F**). The Club established its track and facilities at Carrs Reserve, Halswell in the

Waipuna Halswell-Hornby-Riccarton Community Board
13 April 2023



early 1960s and have leased Council land since 1988. The term of this lease arrangement, including rights of renewal, expires on 31 January 2054.

In 2011, land to the southwest of Carrs Reserve was rezoned for residential use (plan change 5) but, due to noise issues, urban development was delayed until the Kart Club ceased motor sport activities on Carrs Reserve. Staff advise that although 11 sites have been investigated since 1995 the search for a relocation site has so far been unsuccessful and residential development remains a non-complying activity within Area 2 of the Awatea Outline Development Plan below. Most of Area 2 has subsequently been developed with the construction of noise barriers around the kart track. An area of land closest to the kart club remains unconsented.

Investigations into two possible alternative sites are currently underway.

4.2 Dog signage and regulation in Te Kuru stormwater basin

At its meeting on 9 February 2023 Board members noted that no signage has been erected at Te Kuru restricting access to only dogs on leashes and requested staff advice on signage being erected as soon as possible. Staff have provided a memorandum in response, see **Attachment G**.

Staff advise that the Council prohibits dogs from an area or requires leashing by specifying the area in the Dog Control Policy. The restriction can then be enforced using the Dog Control Bylaw. Te Kuru is not currently specified in the Council's Dog Control Policy 2016 so there is no enforceable leashing requirement in place.

To change the policy or add an area, the Dog Control Act 1996 requires the use of the Special Consultative Procedure, which takes time. The policy and bylaw are scheduled for review over 2023-24. Areas such as Te Kuru will be assessed during the review, and incorporated as appropriate. During the review process, the public (and Boards) will have the opportunity to make a submission.

In the absence of immediate changes to the policy and bylaw, the focus is on education. Informational signs can be installed around Te Kuru to encourage dog walkers to leash their dogs to protect wildlife. These signs need to be distinct from regulatory signs, which are used in areas where leashing is a legal requirement (i.e. in areas specified in the Dog Control Policy).

Work is underway to develop a signage plan for Te Kuru, and to install informational signs.

4.3 Upper Riccarton Library temporary closure

The Upper Riccarton library and café on Main South Road will be closed from Tuesday 11 April until Sunday 30 April as work to replace the bathrooms and upgrade the air conditioning, lighting systems and paintwork takes place. The doors to the learning centre will also be replaced.

The upgrade is part of a rolling programme of renewal work across the libraries network. During the three week closure, reserved items will be made available to collect from

Fendalton Library unless otherwise requested. Items cannot be returned to Upper Riccarton Library during this period, but can be returned to any other library across the city network.

The mobile library will visit Upper Riccarton Tuesdays 10.30am–11.30am and Fridays 3.30pm – 4.30pm throughout the closure period.

4.4 Hornby Community Patrol

Waipuna Halswell-Hornby-Riccarton Community Board
13 April 2023



Hornby Community Patrol is a volunteer organisation operating as the “Eyes and Ears” of the community for the Police and citizens. The organisation patrols the areas of Sockburn, Templeton, Prebbleton, Halswell, Broomfield, Hei Hei, Islington, Wigram, Park House and Hornby.

For the Board's information, below are the Hornby Community Patrol statistics for February 2023:

Vehicle related :	56	Special service:	115	Graffiti:	33
Com service hrs:	38	Property damage:	12	People related:	16
Number of 3ws:	126	Schools patrolled :	40	Property related:	39
No. patrol hours:	268	Km's:	1635	No. patrols:	29

4.5 Graffiti Snapshot

For the Board's information, attached is a Graffiti Snapshot, an update on graffiti as of February 2023 (refer **Attachment H**).

4.6 Customer Service Requests/Hybris Report

For the Board's information, attached is a copy of the February 2023 Hybris Report (refer **Attachment I**).

The report provides an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Waipuna Halswell-Hornby-Riccarton Community Board Funding Update - March 2023	23/435227	
B	Halswell-Hornby-Riccarton 2021-22 Strengthening Communities Fund End of Project Report	23/423493	
C	Board Submission - Ōtautahi Christchurch Urban Forest Plan	23/330398	
D	Board Submission - Draft Waste Management and Minimisation Bylaw 2023	23/330400	
E	Internal or External Memos Christchurch Kart Club update March 2023 Report	23/248764	
F	Update on dog signage and regulation in Te Kuru stormwater basin	23/207290	
G	Graffiti Snapshot - February 2023	23/328308	
H	Halswell-Hornby-Riccarton Hybris Report February 2023	23/353453	

Waipuna Halswell-Hornby-Riccarton Community Board
13 April 2023

Signatories Ngā Kaiwaitohu

Authors	Noela Letufuga - Support Officer Marie Byrne - Community Development Advisor Faye Collins - Community Board Advisor Bailey Peterson - Community Development Advisor Helen Miles - Community Recreation Advisor Matthew Pratt - Community Facilities and Activation Manager
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Waitai Coastal-Burwood-Linwood Community Board
13 April 2023



13. Waitai Coastal-Burwood-Linwood Community Board Area Report - April 2023

Reference / Te Tohutoro: 22/1765213

Report of / Te Pou Christopher Turner-Bullock, Community Governance Manager
Matua: christopher.turner@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens & Community
Pouwhakarae: (Mary.Richardson@ccc.govt.nz)

1. Purpose of Report Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the Waitai Coastal-Burwood-Linwood Community Board Area Report for April 2023.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Woolston Safety Project	<p>The Friday Night Market idea was trialled on 3 March at Woolston Library activating the hall space. Community Governance staff supported a local resident with event planning and Health and Safety for the inaugural market which consisted of 7 stalls, free BBQ and an information table with an array of pamphlets on local services.</p> <p>This first market provided an opportunity to kōreroero with a couple of the homeless people residing there who were invited to share the kai. It also gave an opportunity for volunteers to do a litter sweep of the car park area prior to set up to try and smarten the area outside the hall up.</p> <p>Feedback on the alcohol-ban trial was also gathered from stall</p>	On-going	

Waitai Coastal-Burwood-Linwood Community Board
13 April 2023

	holders, participants and local businesses with mixed reviews. It has now been reported that the homeless couple have moved on. The Friday Night Market continues to run with a growing number of stall holders week on week.		
Youth week in the East	Plans for a plethora of youth events across the Waitai Community Board area as part of Youth Week 2023 are taking shape. Around 10 different groups have submitted their plans for events including 4 big events which are a collaboration of 3 or more groups. Once all the events have been confirmed, staff will work on promotional material which will display all the events taking place that week to celebrate Youth Week and the youth scene in the East.	15 to 21 May 2023	

3.2 Community Funding Summary

3.2.1 For the Board's information, a summary is provided (refer **Attachment A**) on the status of the Board's 2022-23 funding as at March 2023.

3.2.2 A summary of End of Project accountability reports from recipients of the Board's 2021-22 Strengthening Communities Fund is attached (refer **Attachment B**).

3.2.3 Youth Development Fund

Board members with the delegation for the Waitai Coastal-Burwood-Linwood Community Board Youth Development Fund (Jo Zervos, Paul McMahon and Greg Mitchell) made two decisions under delegation:

- A grant of \$250 from the 2022-23 Waitai Coastal-Burwood-Linwood Youth Development Fund to Tiaki Hauora-Maia Aaron Wikatene towards the costs attend the 2023 Maadi Cup from the 27 March to the 1 April to be held at Lake Karapiro Cambridge as part of the Shirley Boys High School team in the under 15 age group.
- A grant of \$250 from the 2022-23 Waitai Coastal-Burwood-Linwood Youth Development Fund to Kieran Abraham towards the accommodation and entry fee costs for him to attend the New Zealand Secondary Schools Canoe Polo Champs from 24 to 26 March 2023 . Noting that the funds are to be used towards the costs for Kieran to attend only and that if the tournament is cancelled or postponed beyond 30 June 2023 the funds are required to be returned. The granted funds cannot be used towards any supervisory staff / coaches / parents costs or towards the costs of other athletes attending.

Waitai Coastal-Burwood-Linwood Community Board
13 April 2023



- A grant of \$500 from the 2022-23 Waitai Coastal-Burwood-Linwood Youth Development Fund to Lenuschke Taube towards the costs attend the 2023 Junior World Roller Derby from the 23 July to the 3 August 2023 to be held in France.
- A grant of \$314 from the 2022-23 Waitai Coastal-Burwood-Linwood Youth Development Fund to Rico Lemalie towards the costs attend the 2023 National Rugby League 9s Tournament from the 7 to 10 April to be held in Auckland.

3.2.4 **Koru Fund**

Board members with the delegation for the Waitai Coastal-Burwood-Linwood Community Board Koru Fund (Alex Hewison, Tim Baker and Jackie Simons) made two decisions under delegation:

- A grant of \$500 from the 2022-23 Waitai Coastal-Burwood-Linwood Koru Fund to Joanna Naomi Brown on behalf of the Kainga Residents Association towards the costs of delivering a community get together for the suburbs of Kainga, Stewart's Gully and Riverlea Estates.
- A grant of \$500 from the 2022-23 Waitai Coastal-Burwood-Linwood Koru Fund to the He Waka Tapu towards the costs of a mobile farm for a Easter Whānau Day event.
- A grant of \$500 from the 2022-23 Waitai Coastal-Burwood-Linwood Koru Fund to Parklands United Sports Club towards the costs of Friday Sports Fest programme venue hire and sports equipment.
- South Brighton Play Centre reported back on their Christmas Party they held on the 17th December 2022 to acknowledge all the parent volunteers who help out at the kura. They had 20 parents and 28 tamariki in attendance along with 48 tangata from the community. With the grant the Centre was able to book the ponies and bunnies for the tamariki to enjoy and purchase kai to share for the event. The grant enabled the small cooperative to put on the event and make it special. They report back that their numbers are back up to pre-COVID times which is a big relief to the small group of volunteers who have been keeping the centre going since.



Waitai Coastal-Burwood-Linwood Community Board
13 April 2023

3.2.5 Waste Water Treatment Plant Fire Fund

- A grant of \$ 1,680 from the Waste Water Treatment Plant Fire Fund to the Linwood Rugby Club towards the cost of transport for 250 tamariki Primary Rugby Tournament Have a go Day on Friday 17 March at Linfield Park.

3.3 Participation in and Contribution to Decision Making

3.3.1 Report back on other Activities contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]

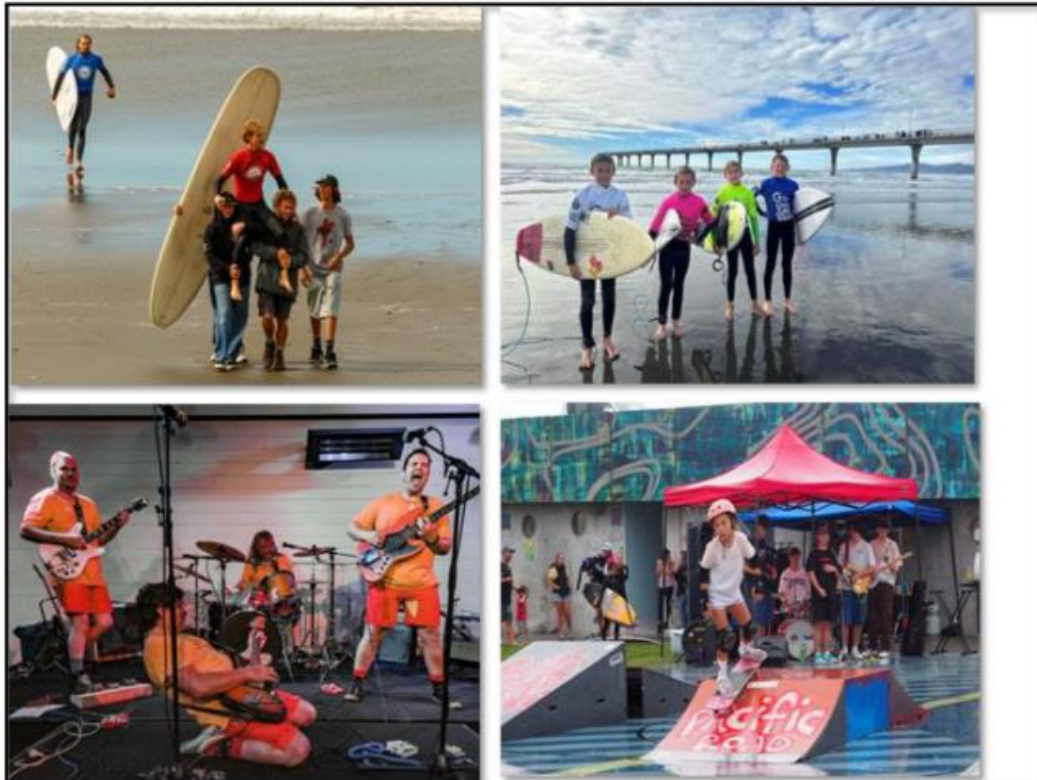
- **Bromley renovations** – As of 13 March, the old hall floor has been removed and the new hall floor has been completed, with only the skirting boards left to go back on. New windows have been installed in the toilets, kitchen and west side of the health and wellbeing room (Tui room). New butynol has been installed on the flat roof and the kitchen has been stripped of all cabinetry and benchtops, ready for a complete makeover. A hot water cylinder has been installed in the cleaner's cupboard.



- **The Walking Festival** Saturday 8 April to Sunday 23 April – the Festival is in full-swing with 55+ walks across two weeks for people of all ages and abilities to hōpara, ako me hono, explore, learn and connect across Ōtautahi, Selwyn and Waimakiriri. The Walking Festival is coordinated by the Christchurch City Council, in partnership with over 30 walking host groups, who are with us every step of the way!
- **Unstoppable 3x3 Mashup** - a new event for rangitahi connecting community, whānau and support was held on Saturday 25 March at Wainoni Park and Community Centre from 1-5pm. There was an opportunity to take on local police and other agencies in the area at a game of basketball. This was a free event for the whole whanau with heaps of giveaways! Including free food, entertainment, haircuts, Fusu Fit and Zumba session, bouncy castles for the kids. Spot prizes, performances from upcoming local artists and more.

Waitai Coastal-Burwood-Linwood Community Board
13 April 2023

- **The Ray White New Brighton Duke Festival of Surfing** was held from Friday 24 to Sunday 26 March. This included a variety of surf related events including Good Vibes Makete on Friday 24 March, Beachside Blowout Skate Comp at New Brighton Ampitheatre on Saturday 25 March, Salty Sessions music event at The Bridge South Brighton on Saturday 25 March, Stoked Art exhibition on Friday 24 March and Surf Competition on Friday 24 to Sun 26 March. Kids Learn to Surf lessons was also provided.



Waitai Coastal-Burwood-Linwood Community Board
13 April 2023

- **Fresh Pool Party** was held at Te Pou Toetoe on Saturday 25 February. After securing Tū Manawa Funding from Sport Canterbury, Youth and Cultural Development (YCD) have established their FRESH Pool Parties, which they regularly deliver at Te Pou Toetoe. Providing this trusted brand where participants can enjoy a youth specific free swim session, haircuts, pizzas and DJ, the events are engaging an increasing amount of rangatahi who might otherwise be disenfranchised. Staff are working with YCD to secure more funding to ensure the continuation of these regular events and to expand to other locations within the ward area and build on their successes.



Waitai Coastal-Burwood-Linwood Community Board
13 April 2023

- **Annual Bromley Fair** - The annual Bromley Fair was held on 25 February 2023. Over 800 people attended and a great time was had by all. With a range of activities on offer ranging from the mini jeep rides as well as bouncy castle, face painting, Zorb Balls, Archery and the free sausage sizzle. With the weather on side plenty of shaded seating was offered as people were in no rush to leave instead taking time to connect and enjoy the event with their neighbors. From surveys conducted during and after the event it received very positive feedback, with a number of those surveyed keen to see more community events like the Fair.



- **Linwood Community Gardens Autumn Seedling Sale** took place on 25 March at Te Whare Taonga o Nga Iwi Katoa. Focusing on seasonal appropriate vegetables for the coming autumn and winter, Linwood Community Gardens had plenty of plants and seeds on sale along with tips and advice on how to grow at home for participants. Events like this that help residents learn how to be more self-sufficient will enable hāpori to be more resilient as the price of kai increases.

For just \$2 a tray, attendees were able to pick up organic seedlings of brassicas, onions, lettuces, leeks and many more seasonal vegetables to keep producing nutritious food all year round.



Waitai Coastal-Burwood-Linwood Community Board
13 April 2023



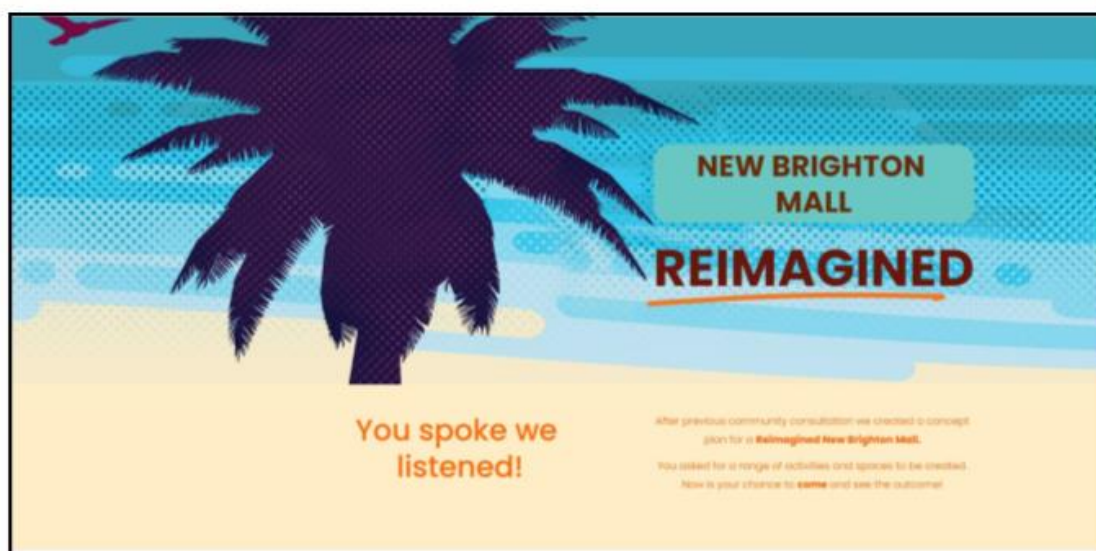
- **Up-coming Events**

Op shop Shopping Tour, Thursday 27 April from 10am to 2:30pm. Te Whare Taonga O Nga Iwi Katoa (Linwood Resource Centre) have organised a bus to tour ops shops across the city for gold coin donation.

- **Greater New Brighton** have now held a series of three community hui giving the residents of Coastal Brighton and stakeholders lots of opportunities to view the concept plans for New Brighton Mall. The group have also been down at New Brighton Seaside Market two weekends in a row to capture feedback from the wider community and ran an online survey, which received an impressive 580 responses. This is in addition to their regular posts on their Facebook Page and a U-tube presentation for those who could not get to the hui.



Next steps are for the Greater New Brighton team to collate all the feedback and make any adjustments to the concept plans according to what they heard. In general the feedback has been very positive in favour of the idea with many comments asking to get it started.



Waitai Coastal-Burwood-Linwood Community Board
13 April 2023



- **Woolston Development Project** have appointed their new Whanau Support Worker, Cath. This role is to provide wrap-around support for whanau in Woolston to access the right support through Government agencies and advocating for them where required, giving mātua (parents) behaviour management strategies and empowering them to build their confidence and mana to support the health and well-being of their tamariki. Cath will also give support to the OSCAR after-school program at Woolston Development Project building relationships with whanau who attend the programme and providing a mentorship role for the OSCAR staff.
- **MHERC Workshop** on *Understanding the Mental Health Sector* was one of the ideas that came up through the New Brighton Well-Being Hui to support the volunteers and staff in the Coastal Brighton area who regularly interact with vulnerable people often exhibiting mental health issues. The workshop was held on 22 March, and organised by Community Governance staff and hosted at New Brighton Union Church.

The workshop was attended by a range of groups and agencies including staff from Christchurch City Council Libraries, the Ministry of Social Development, Youth Alive Trust, and Christchurch Methodist Mission among others. It was aimed at giving an overview of the agencies in the mental health sector and which ones would be most appropriate to direct to in different situations. The key message however was the realisation that all those in the room (and all the groups who operate in the Coastal Brighton area) play their part in the mental health sector, simply through their mahi they do, connecting with vulnerable tangata on a daily basis. After the workshop there was some good kōrero around this point and how groups can work together to support one another with this mahi going forward.



Waitai Coastal-Burwood-Linwood Community Board
13 April 2023



- **Le Maota** is a newly established community hub for Pacific and Māori people. Based at 77 Brighton Mall, Le Maota opened its doors on 17 February after a revamp inside and out.

La Maota translates to 'The Palace' representing a place where those who come through the doors feel welcomed, valued and important. The vision is to raise up people, enhance their mana by providing a special place and platform to learn about and restore identity, culture and language.

La Maota are building momentum as they go. Starting with youth drop-in sessions Fridays 6 to 8pm, their numbers went from 12 rangatahi on the first day to now 30 attending weekly. The team also found a space for tamariki to play separately from the youth group so that families also got some down time.

From these first few sessions the team learnt of a few whānau in need and liaised with Christchurch Methodist Mission at New Brighton Union Church to organise blankets for them. The volunteers at Le Maota have also received a number of residents from Point Break Backpackers as well as a few homeless people who have wandered through the doors and been able to welcome them in and liaising with the staff at New Brighton Project either to offer them some assistance or point them in the right direction.

They have also hosted two information evenings so far from the Pacific Energy Talanoa on 1 March and then the Pacific Business Collective who held a Panipopo (Samoan coconut buns) and networking session the evening after.

Working towards their vision of being a thriving and busy hub, La Maota are welcoming more groups to visit and use the space. They envisage filling the space with traditional dance, music, art and language sessions. Having made a strong start in connecting with the other agencies and community groups in the area they are now aiming to complete the renovations to the floor and working with the young people who attend their youth group, create a community mural. They are also planning for the upcoming 2023 Pacific Language Weeks to support this mahi in the restoration of indigenous languages.

Waitai Coastal-Burwood-Linwood Community Board
13 April 2023



- **Woolston Safety Hui:** In response to some of the safety concerns raised around crime and anti-social behaviour in Woolston, key stakeholders met on Friday 24 March at the Office of MP Tracey McLellan to discuss the issues, what has been done so far and ideas for further initiatives to help Woolston residents and businesses feel safer.

Among the stakeholders were representatives from Kainga Ora, Ara Poutama Corrections, MSD housing, Community Patrol, Police and CCC Elected Members Councillor Yani Johanson, the Board Chair Paul McMahon and Deputy Chair Jackie Simons.

It was great to hear of all the mahi each of the agencies were doing behind the scenes, working together to support some of the most vulnerable residents in Woolston and help make Woolston safer for everyone.

Waitai Coastal-Burwood-Linwood Community Board
13 April 2023



3.3.2 Council Engagement and Consultation.

- The Waitai Coastal-Burwood-Linwood Community Board Submissions Committee held a meeting on Monday 20 February 2023. Presented for record purposes (refer **Attachment C**) is the Board's Submissions Committee Minutes and Submissions to the Council on the Ōtautahi Christchurch Urban Forest Tree Policy and Draft Waste Management and Minimisation Bylaw 2023.

Topic	Date	Link
Draft Annual Plan 2023/24	Open for feedback until 10 April 2023	https://www.ccc.govt.nz/the-council/haveyoursay/show/582
Heritage Plan Change (PC13)	Open for feedback until 3 May 2023	https://www.ccc.govt.nz/the-council/haveyoursay/show/532
Housing and Business Choice Plan Change (PC14)	Open for feedback until 3 May 2023	https://www.ccc.govt.nz/the-council/haveyoursay/show/531

Waitai Coastal-Burwood-Linwood Community Board
13 April 2023



3.4 **Governance Advice**

3.4.1 On 23 February 2023, the Waitai Coastal-Burwood-Linwood Community held a briefing at the Araniu-Wainoni Community Centre where they received three Public Forum presentations from local community groups:

- **WACST**

Betty Chapman and David East provided the Board with background of the Trust and an update on the programmes and services the Trust offers.

- **Anglican Parish of Linwood-Aranui**

Patty Nieuwenhuize provided the Board with an update and a handout on the services provided in the Linwood and Aranui areas (refer **Attachment D**).

- **Parklands Youth Audit**

Hannah Dunlop and Andrew Mondea on behalf of ReVision provided the Board with a presentation on their finding of a Youth Friendly Spaces and Places Audit for Parklands Reserve (refer **Attachment E**).

3.4.2 **Woolston Neighbourhood Policing Team – Correspondence**

At its meeting on 9 February 2023, the Waitai Coastal-Burwood-Linwood Community Board resolved:

4. Noting the concerns at the lack of a local police presence in Woolston, that the Community Board write to the Minister of Police, copying in the local MP, and the National and Regional Police Commissioners seeking the establishment of a permanent police station and a neighbourhood policing team in Woolston.

For the Board's information, attached is a copy of the letter the Chairperson wrote to Minister Nash, Commander Coster and Superintendent Malthus (refer **Attachment F**).

4. Advice Provided to the Community Board

4.1 **Customer Service Requests/Hybris Report**

For the Board's information, attached is a copy of the February 2023 Hybris Report (refer **Attachment G**).

Attachments Ngā Tāpirihanga

Waitai Coastal-Burwood-Linwood Community Board
13 April 2023

No.	Title	Reference	Page
A	Waitai Coastal-Burwood-Linwood Community Board - Funding Update as at 27 March 2023	23/436244	
B	Coastal-Burwood 2021-22 Strengthening Communities Fund End of Project Report including Linwood	23/377619	
C	Waitai Coastal-Burwood-Linwood Community Board Submissions Committee 20 February 2023 Minutes and Submissions	23/263969	
D	Waitai Coastal-Burwood-Linwood Community Board 23 February 2023 Public Forum - Anglican Parish of Linwood Handout	23/260824	
E	Waitai Coastal-Burwood-Linwood Community Board 23 February 2023 Public Forum - Parklands Reserve Youth Audit	23/260825	
F	Waitai Coastal-Burwood-Linwood Community Board letter to Minister Nash, Commissioner Coster and Superintendent Malthus	23/305481	
G	Waitai Coastal-Burwood-Linwood Community Board - Hybris Report - February 2023	23/354804	

Signatories Ngā Kaiwaitohu

Authors	Cindy Sheppard - Community Board Advisor Emily Toase - Community Development Advisor Jacqui Miller - Community Recreation Advisor Rory Crawford - Community Development Advisor Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Te Pātaka o Rākaihautū Banks Peninsula Community Board
11 April 2023



10. Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report - April 2023

Reference / Te Tohutoro: 23/208082

Report of / Te Pou

Matua:

Penelope Goldstone, Community Governance Manager

General Manager /

Pouwhakarae:

Mary Richardson, General Manager Citizens & Community
(Mary.Richardson@ccc.govt.nz)

1. Purpose of Report Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations Ngā Tūtohu

That Te Pātaka o Rākaihautū Banks Peninsula Community Board:


1. Receive the Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report for April 2023.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Diamond Harbour Village Plan	Staff met with the Diamond Harbour Community Association who are keen to progress implementation of the Concept Plan developed with considerable community consultation in 2017. Initial meetings with staff are being convened and the DHCA may want to attend a Public Forum session soon to update new Board members about this work.	Initial meeting to reignite this project held on 28 Feb 2023.	2020-22 Board Plan Priority - Advocate for better social and economic conditions in our communities.
Allandale Hall	Staff are working with the Allandale Reserve Committee to determine the best way forward for managing booking, progressing repairs etc. Smaller bookings will still be accepted but larger functions will be declined until the Hall is in a better state of repair.	Ongoing	2020-22 Board Plan Priority - Our communities are strong, connected and foster a sense of belonging.
Lyttelton Earthquake Memorial Orchard	In 2020 Life in Vacant Spaces (LiVS) helped develop an area of land in Lyttelton that was red zoned into an Earthquake Memorial Orchard. This land has now passed into the ownership of Christchurch City Council. LiVS works to broker projects then pass them on. They are therefore	Ongoing	

Te Pātaka o Rākaihautū Banks Peninsula Community Board
11 April 2023

Activity	Detail	Timeline	Strategic Alignment
	looking for a group to sign a lease with Christchurch City Council for the ongoing kaitiaki of the land.		
Cass Bay Community Facility	Cass Bay Community Association are working with Council and TS Steadfast Sea Cadet Corp to find an appropriate site for the development of a community facility.	Progressing.	
Te Ana Marina Walkway	A group of locals approached Christchurch City Council about cleaning up this walkway and beautifying with planter boxes. Staff organised a tidy up of the area in March 2023.	Tidy-up completed March 2023.	
Hunters Road Outline Development Plan	In response to community feedback on the consultation to identify future uses, development, disposal, retention and management strategies for the Hunters Road site a Spatial and an Outline Development Plan will be developed for the site which will be incorporated into the District Plan. These plans will incorporate: <ul style="list-style-type: none"> community views and preferences about the future use of the site any site constraints (e.g. geotechnical) any features/natural vales that may require protection (e.g. landscape, biodiversity) technical advice (e.g. infrastructure networks including transport, stormwater facilities). Local staff will help support the community engagement.	A Spatial Plan Now to December 2025.	
The Walking Festival	<p>The Walking Festival is back from Saturday 8 April to Sunday 23 April 2023 with 55-plus amazing walks. The Walking Festival booklet can be found at this link or at Libraries or Recreation and Sport Centres.</p> <p>The Walking Festival is coordinated by the Council, in partnership with over 30 walking host groups, with further information available at this website.</p> <p>(Please note this event is not part of the Banks Peninsula Walking Festival)</p> 	Completed 23 April 2023	

3.2 Community Funding Summary

3.2.1 Community Board Discretionary Response Fund (DRF) 2022/23 – as at 30 January 2022:

Te Pātaka o Rākaihautū Banks Peninsula Community Board
11 April 2023



Te Pātaka o Rākaihautū Banks Peninsula Community Board Discretionary Response Fund has unallocated balance for 2022/23 of \$48,106. The Board's Youth Development Fund is allocated directly from Discretionary Response Fund. Information and Application forms are available online [here](#).

- 3.2.2 The 2022/23 Discretionary Response Funding Spreadsheet is **attached** for record purposes. (**Attachment A**).
- 3.2.3 **2023/24 Strengthening Communities Fund** – This fund is open for applications until mid-night on Monday, 14 April. This fund supports community-focused organisations whose projects contribute to the strengthening of community wellbeing in Christchurch city and Banks Peninsula.
- Applications are to be completed on line at: <https://ccc.govt.nz/culture-and-community/community-funding/scfund>
- 3.2.4 A summary of End of Project accountability reports from recipients of the Board's 2021-22 Strengthening Communities Fund are attached (refer **Attachment B**).

3.3 Participation in and Contribution to Decision Making

3.3.1 Report back on other Activities contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]

- **Draft Community Board Plan** - At the time of writing this report, the Community Board's Draft Board Plan priorities are out for community consultation. Feedback closes on 26 March 2023 and a further workshop with the Board will be held on 11 April 2023 to consider the feedback and finalise the plan. It is planned for the Board to formally approve the plan at its 8 May 2023 meeting.
- **2023 Community Profiles** – are now available on the Council's website. Te Pātaka o Rākaihautū Banks Peninsula Community Board profile is available at: <https://www.ccc.govt.nz/assets/Documents/Culture-Community/Stats-and-facts-on-Christchurch/2023-Community-profiles/2023-Community-Profiles-Banks-Peninsula.pdf>

3.3.2 Council Engagement and Consultation.

- The Board did not provide any feedback/submission on:
 - Ōtautahi Christchurch Draft Urban Forest Plan.
 - The Draft Waste Management and Minimisation Bylaw 2023.
- **Have your Say** – at the time of writing the report the following consultations were open within the Community Board Area and city-wide consultation:

Te Pātaka o Rākahautū Banks Peninsula Community Board
11 April 2023



Topic	Closing Date	Link
Our proposed Housing and Business Choice Plan Change (PC14)	3 May 2023	https://www.ccc.govt.nz/the-council/haveyoursay/show/531
Our proposed Heritage Plan Change (PC13)	3 May 2023	https://www.ccc.govt.nz/the-council/haveyoursay/show/532
Little River Wairewa dog exercise area trail	8 May 2023	https://ccc.govt.nz/the-council/haveyoursay/show/554

- **Start Work Notices** – Various Start Work Notices have been sent to the Board throughout the month. All Board area and city-wide start work notices can be found at: <https://ccc.govt.nz/transport/works>.

3.4 Governance Advice

3.4.1 Public Forum – The Board received the following public forum presentations at its 6 March 2023 meeting:

- Akaroa Civic Trust.
- Stanbury Reserve Toilets.
- Akaroa Wastewater Project – Sawmill Road, Robinsons Bay.

3.4.2 Hui a Hapori Community Open Forum – The Board held its first Hui a Hapori Community Open Forum on 20 February 2023 at Little River and the second Hui a Hapori Community Open Forum was held at Lyttelton on 20 March 2023. **(Attachments C and D)**. The Board received the following Hui a Hapori Community Open Forum presentations on 20 February and 20 March 2023:

- Akaroa Treated Wastewater Irrigation Scheme – Pavitt Cottage.
- Pest Free Banks Peninsula.
- Cass Bay Residents' Association – Steadfast Reserve and Community Space.
- Project Lyttelton.

3.4.3 Board Requests – The Board made the following requests at its 20 February and 20 March 2023 Hui a Hapori Community Open Forum, 20 February 2023 Briefing and 6 March 2023 meeting.

- Confirmation of the area required for the Akaroa Treated Wastewater Irrigation Scheme at 11 Sawmill Road, Robinsons Bay Valley;
- The Council's position and process for gifting land to the community that is adjacent to the Pavitt Cottage at 11 Sawmill Road, Robinsons Bay Valley, that contains associated archaeological sites relevant to Pavitt Cottage;
- Other options for the community to manage the superfluous land that is not required for the Akaroa Treated Wastewater Irrigation Scheme.
- Convenes the Board's Submission Committee to formulate the Board's submission to the Christchurch City Council's 2023-24 Draft Annual Plan.
- The Board agreed to request staff to include local community groups in the vicinity of Cosair Bay to be involved in the installation of the CoastSnap equipment.

Te Pātaka o Rākaihautū Banks Peninsula Community Board
11 April 2023



- The Board agreed to include in the Board's 2023/24 Draft Annual Plan submission to request that Akaroa and the Eastern Bays be included earlier in the Coastal Hazards Adaptation Planning Programme.
- The Board agreed to consider the draft Parks Rolling Renewal Programme – Banks Peninsula and advise staff of the Board's consideration to defer or advance any projects.
- The Board agreed to submit on the Council's Draft Annual Plan 2023/24 the need to increase the future budget for the repair and maintenance on retaining walls with Te Pātaka o Rākaihautū Banks Peninsula Community Board area.
- The Board agreed to work with New Zealand Police to identify "hot spots" with Te Pātaka o Rākaihautū Banks Peninsula Community Board area to get more Kōtuitui Smart Poles installed and seek future budget for the installations through the Board's submission on the Draft Annual Plan 2023-24.
- The Board agreed on the proposed Annual Plan 2023/24 properties for disposal list, however wish to confirm that the Board does not support the Council-owned land in Hunters Road, Diamond Harbour being disposed of in the Board submission.
- The Board requested the Little River and Le Bons Flooding Group notes be sent to the Board.

4. Advice Provided to the Community Board

- 4.1 **Drummonds Jetty Renewal and Temporary Use During Akaroa Wharf Rebuild –** Memorandum providing an update on the renewal of Drummonds Jetty and the update on the temporary use of Drummonds Jetty during the Akaroa Wharf Rebuild. **(Attachment E).**
- 4.2 **Graffiti Report –** the Graffiti Snapshot Report for February 2023 is attached. **(Attachment F).**
- 4.3 **Customer Service Requests Report –** providing an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported from 1 February 2023 to 28 February 2023 is attached. **(Attachment G).**

Attachments Ngā Tāpirihanga

Te Pātaka o Rākaihautū Banks Peninsula Community Board
11 April 2023

No.	Title	Reference	Page
A	2022/23 Banks Peninsula Discretionary Response Fund	23/427860	
B	2021/22 Banks Peninsula Strengthening Communities Fund End of Project Report	23/195207	
C	Te Pātaka o Rākaihautū Banks Peninsula Community Board Hui a Hapori Community Open Forum Notes - 20 February 2023 Notes	23/212833	
D	Te Pātaka o Rākaihautū Banks Peninsula Community Board Hui a Hapori Community Open Forum Notes - 20 March 2023 Notes	23/386995	
E	Memorandum: Drummonds Jetty Renewal and Temporary Use During Akaroa Wharf Rebuild - 9 March 2023	23/339865	
F	Graffiti Report - February 2023	23/412660	
G	Customer Service Requests - February 2023	23/355877	

Signatories Ngā Kaiwaitohu

Authors	Liz Beaven - Community Board Advisor Jane Harrison - Community Development Advisor Philipa Hay - Community Development Advisor Rym Lamrani - Community Development Advisor Natasha McDonnell - Banks Peninsula Governance Advisor Trisha Ventom - Community Recreation Advisor Andrea Wild - Community Development Advisor
Approved By	Penelope Goldstone - Manager Community Governance, Banks Peninsula Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Waihoru Spreydon-Cashmere-Heathcote Community Board
13 April 2023



16. Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report - April 2023

Reference / Te Tohutoro: 23/255514

Report of / Te Pou Arohanui Grace, Community Governance Manager – Spreydon-Cashmere-Heathcote, arohanui.grace@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens & Community
Pouwhakarae: (Mary.Richardson@ccc.govt.nz)

1. Purpose of Report Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

1. Receive the Waihoru Spreydon-Cashmere-Heathcote Community Board Area Report for April 2023.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Summer with your neighbours	Summer with your neighbours is about bringing people closer together and celebrating the unique and diverse mix of each neighbourhood.	22/10/22 – 31/03/23	Resilient communities – strong sense of community.
Edible & Sustainable Garden Awards	The Board has partnered with the Canterbury Horticultural Society to celebrate all types of food gardens in the Spreydon, Cashmere, and Heathcote wards. The Board received 47 entries this year and will be hosting an awards celebration in April.	Ongoing	Sustainable suburban and rural centres. Strong sense of community. Safe and healthy communities. Sustainable use of resources and minimising waste.
Community & Youth Service Awards	The Community & Youth Service Awards 2023. Nominations could be entered online from 3 March through until 31 March 2023.	Ongoing	Resilient communities – strong sense of community.

Waihoru Spreydon-Cashmere-Heathcote Community Board
13 April 2023

Waltham School Fair	<p>The fair was held on Saturday 11th March at Waltham School.</p> 	11/03/23	Strong sense of community. Safe and healthy communities.
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3.2 Community Funding Summary

3.2.1 Community Board Discretionary Response Fund 2022/23 – as at 23 March 2023:

- Discretionary Response Fund balance for 2022/23 is \$9,913.66
- Youth Achievement and Development Fund balance is \$2,100.00
- The Off the Ground Fund balance is \$1,544.18
- The Shape Your Place Toolkit Fund balance is \$1,161.00

3.2.2 The 2022/23 Discretionary Response Funding Spreadsheet is **attached** for record purposes.

3.2.3 **Youth Development Fund Applications** - At the Board's 10 November 2022 meeting the Board resolved that the Waihoru Spreydon-Cashmere-Heathcote Community Board Youth Development Fund allocations process be assessments are emailed to all members of the Community Board for their individual decision to support or not support, with the final decision determined by a majority vote by



Waihoru Spreydon-Cashmere-Heathcote Community Board
13 April 2023

email, until the end of the Board's 2022-25 term. The following Youth Development Fund applications have been approved:

Name	Event	Amount
Angus Sevier	Australian Junior Track and Field Championships in Brisbane	\$350
Cameron Fairhall	National Junior Provincial Tournament in Auckland	\$200
Luke Street	2023 World Irish Dancing Championships in Montreal Canada	\$500
Oliver Clark	Earth Space Science educational trip to the North Island	\$200

The Youth Development Fund Decision Matrices are **attached** for record purposes.

3.2.4 Youth Development Fund – Reporting back to Community Board:

Name Event	Photos
<p>Alexander Braun, Adventure Racing, Hillary Challenge National Finals, Mt Tongariro</p> <p>Five days of competition in Tongariro National Park, my highlights were meeting students from all around the country, getting closer with my own team, and the overnight expedition around the side of Mt Ngauruhoe, where we spent most of the time away from trails, and got to explore areas where that most tourists would never see.</p> <p>This trip has inspired me to keep racing, I have signed up for more adventure racing events. As a team, we managed to achieve Cashmere High School's best-ever place (4th).</p>	 

3.2.5 Off the Ground Fund – Reporting back to Community Board:

Name Event	Details
<p>Cumbria Green Residents' Association, Barbeque Working Bee.</p>	<p>Cumbria Green Residents' Association in Westmorland had a barbeque after a working bee on the Green on 11 March. The barbeque was held after 3-4 hours of working on the Green, with 17 people in attendance.</p>

Waihoru Spreydon-Cashmere-Heathcote Community Board
13 April 2023

- 3.2.6 **2021-22 Strengthening Communities Fund - End of Project Accountability Report** (including Heathcote Ward applications) is **attached**.

3.3 **Participation in and Contribution to Decision Making**

3.3.1 **Report Back on Other Activities Contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]**

- The Board is in the process of developing its Community Board Plan.
- The draft plan was open for consultation from 8 March to 26 March 2023.
- The Board will approve the plan at its May 2023 meeting.

3.3.2 **Council Engagement and Consultation**

- **Consultation** – The Council is consulting on various proposals. You can view more details on the Have Your Say website [here](https://www.havesaysay.govt.nz/).
- **Start Work Notices** – Various Start Work Notices have been sent to the Board throughout the month. All city-wide start work notices can be found at: <https://ccc.govt.nz/transport/works>.

3.4 **Governance Advice**

3.4.1 **Public Forum** – The Board received the following public forum presentations at its 9 March 2023 meeting:

- The Christchurch City Mission spoke to the Board about its purpose and future plans.
- Project Esther Trust spoke to the Board about its purpose and future plans.
- A resident spoke to the Board about traffic safety and parking concerns on Aynsley Terrace, and the Board asked for advice from staff.
- A resident spoke to the Board about traffic safety concerns at the Bernard Street / Lincoln Road intersection, and the Board asked for advice from staff.
- Environment Canterbury spoke to the Board about its Draft Annual Plan 2023/24.

3.4.2 **Deputations** – There were no deputations at the Board's 9 March 2023 meeting.

3.4.3 **Correspondence** – The Board received the following correspondence at its 9 March 2023 meeting, and referred it to staff for advice:

- Traffic safety at the Hoon Hay Road / Rose Street intersection
- Vandalism at Mt Pleasant Tennis Courts
- Drinking fountain and seat on upper Worsleys Road
- Damage to Darley Street
- Entranceway to Ultimate Care Bishop Selwyn.

3.4.4 **Briefings** – The Board received the following briefings/workshops in February and March 2023:

- Development of Community Board Plan

Waihoru Spreydon-Cashmere-Heathcote Community Board
13 April 2023



- Participatory democracy workshop
- Simeon Park update
- Update on Orion's Bromley to Milton Street underground cable project
- Residential red zone update
- Introduction to Council bylaws and upcoming review of Cruising and Prohibited Times on Road Bylaw
- Preparing submissions on the Ōtautahi Christchurch Urban Forest Plan, Draft Waste Management and Minimisation Bylaw and Annual Plan
- Coronation Reserve update
- Local Government Official Information and Meetings Act training
- Cashmere / Centaurus / Dyers Pass / Colombo roundabout proposed safety improvements
- Properties proposed for disposal in the Council's Annual Plan
- Bowenvale Avenue developments update
- Community Parks rolling renewal programme

3.4.5 **Board Requests** – The Board did not make any requests during Elected Members' Information Exchange at its 9 March 2023 meeting.

4. Advice Provided to the Community Board

- 4.1 **Ticket Report** – A report on open and completed tickets (requests for service) in February 2023 is **attached**.
- 4.2 **Memo – Advice on Whether Department of Conservation Can Ban Dogs from Avon-Heathcote Estuary** – At its 9 February 2023 meeting, the Board asked for advice on whether the Department of Conservation has jurisdiction to ban dogs from the Avon-Heathcote Estuary to protect wildlife. A memo from staff is **attached**.
- 4.3 **Memo – Renaming of Reserves Associated with Marylands** – The previous Waihoru Spreydon-Cashmere Community Board received requests from the public to change the names of Marylands Reserve, Marylands Place, Magdala Place and Nazareth Reserve due to links with Marylands School, where cases of historic abuse in care occurred. A memo providing an update on the potential renaming is **attached**.
- 4.4 **Memo – Safety at Howard / Simeon Streets Intersection** – At its 13 April 2022 meeting, the previous Waihoru Spreydon-Cashmere Community Board heard from a resident with a series of recommendations to improve safety at the Howard / Simeon Streets intersection. A memo from staff is **attached**.
- 4.5 **Memo - Remuera Reserve Play Ground Equipment Renewal** – A memo about the renewal of the play space in Remuera Reserve is **attached**.
- 4.6 **Memo - Character and Heritage Areas - Roker Street and Redruth Avenue** – At its 10 November 2022 meeting, the Board asked for staff advice on the District Plan status of Roker Street and Redruth Avenue. A memo is **attached** about whether the streets are deemed appropriate as Character and Heritage Areas.

Waihoru Spreydon-Cashmere-Heathcote Community Board
13 April 2023

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Spreydon-Cashmere-Heathcote Community Board 2022-23 Discretionary Response Fund as at 23 March 2023	23/420987	
B	Decision Matrix 00065099 - 2022-23 YDF Spreydon-Cashmere-Heathcote - Angus Sevier - U18 Track and Field	23/245959	
C	Decision Matrix 00065127 - 2022-23 YDF Spreydon-Cashmere-Heathcote - Cameron Fairhall - Junior Provincial Cricket	23/249775	
D	Decision Matrix 00065062 - 2022-23 YDF Spreydon-Cashmere-Heathcote - Luke Street - 2023 World Irish Dance Champs	23/245900	
E	Decision Matrix 00065106 - 2022-23 YDF Spreydon-Cashmere-Heathcote - Oliver Clark - Earth Space Science	23/247421	
F	SPREYDON-CASHMERE 2021-22 STRENGTHENING COMMUNITIES FUND - END OF PROJECT ACCOUNTABILITY REPORT (including Heathcote Ward applications)	23/99185	
G	Ticket Report - February 2023	23/408748	
H	Memo - Advice on Whether Department of Conservation Can Ban Dogs from Avon-Heathcote Estuary	23/200735	
I	Memo – Renaming of Reserves Associated with Marylands	22/1030131	
J	Memo – Safety at Howard / Simeon Streets Intersection	23/414844	
K	Memo - Remuera Reserve Play Ground Equipment Renewal	22/1714880	
L	Memo - Character and Heritage Areas - Roker Street and Redruth Avenue	23/415278	

Signatories / Ngā Kaiwaitohu

Authors	Arohanui Grace - Manager Community Governance, Spreydon-Cashmere-Heathcote Amy Hart - Community Board Advisor Heather Davies - Community Development Advisor Shanelle Temaru-Ilalio - Community Recreation Advisor Jane Walders - Support Officer
Approved By	Arohanui Grace - Manager Community Governance, Spreydon-Cashmere-Heathcote Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Waimāero Fendalton-Waimairi-Harewood Community Board
11 April 2023



16. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - April 2023

Reference / Te Tohutoro: 23/353714

Report of / Te Pou Maryanne Lomax, Community Governance Manager,
Matua: (Maryanne.Lomax@ccc.govt.nz)
General Manager / Mary Richardson, General Manager Citizens & Community
Pouwhakarae: (Mary.Richardson@ccc.govt.nz)

1. Purpose of Report Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receive the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report for April 2023.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
2023 Community Profiles	The Ward profiles are compiled each year and provide an overview of demographics, facilities and amenities, community infrastructure and key issues. The 2023 profiles are now available on the Council's website or by clicking the links below: Fendalton Waimairi Harewood	Completed	<ul style="list-style-type: none">• Strengthening Communities Together Strategy• Resilient Communities
Waimāero Fendalton-Waimairi-Harewood Community Liaison Meeting	The last meeting was held on 22 February 2023 with a good turnout of 27 attendees, including community groups, elected members, and staff. Guest speaker Steve Jones Poole discussed the importance of community-led development and networks, and the Community Led Development Network's support in	Ongoing	<ul style="list-style-type: none">• Strengthening Communities Together Strategy• Resilient Communities

Waimāero Fendalton-Waimairi-Harewood Community Board
11 April 2023

	<p>providing training opportunities to groups.</p> <p>Staff provided information on upcoming capacity-building training opportunities, including mental health and funding hui, and sought feedback on connecting with funders and offering more flexible training options.</p> <p>CCC funding information was also shared, including an overview of the Strengthening Communities Fund, Discretionary Response Fund, and Youth Development Fund.</p> <p>The next meeting will take place Wednesday, 26 April 2023.</p>		
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3.2 Waimāero Fendalton-Waimairi-Harewood Edible Garden Awards 2023

The inaugural Waimāero Fendalton-Waimairi-Harewood Edible Garden Awards ceremony was held at Mona Vale Homestead on Friday 17th March 2023.

There were 12 awards winners, with most of these electing to attend the ceremony to receive their award.

It was an informal occasion with the opportunity for gardeners to share stories. Some of the highlights included Aimee McQuillan-Reese from Orana Wildlife Park speaking about their edible garden to feed the wildlife at the park and Ivan Hibberd from Belfast sharing his vast knowledge as well as seeing him connect with a close neighbour he had not meet before who also received an award.



Ivan Hibberd in his garden and receiving his award

Waimāero Fendalton-Waimairi-Harewood Community Board
11 April 2023



Aimee McQuillan-Reese and Catherine Roughton from Orana Park

3.3 **Fendalton-Waimairi-Harewood Summer with Your Neighbours**

The Waimāero Fendalton-Waimairi-Harewood Community Board allocated money towards 32 Summer with your Neighbours events at their Community Board meeting held on 12 September 2022.

The Summer with your Neighbours period ran from 22 October 2022 to 31 March 2023.

Some of the benefits of having a gathering, as identified by the participants include:

- Getting to know new faces
- Connecting neighbours, welcoming newcomers, and promoting Neighbourhood Support
- Getting to connect with neighbours in the whole street
- Knowing your neighbours better, interacting and welcoming new neighbours
- Socialisation, inclusion

Quotes from participants:

- "We are grateful to the FWH Board for the subsidy which enables us to have a lovely gathering and support each other and strengthen neighbourly relationships." Vilna Gough-Jones
- "Thank you for supporting our community event. It is a great investment in strengthening the neighbourhood." Jeffrey Ross
- "This is a very well received and appreciated event." Peter Boock



Photos from event held in Natalie Reserve, Harewood

Waimāero Fendalton-Waimairi-Harewood Community Board
11 April 2023

3.4 **Waimairi Tennis Club update**

We have had another busy year at the club with lots of great events and fun coaching activities for all our junior members. We hosted a great junior Xmas party and breakup and ran tennis hotshots in our local primary schools before the summer holidays.

Over the remainder of this month we will be building up for our end of season activities and club championships for all our juniors. Our 40 junior interclub teams are into the playoff stages of their seasons and we look forward to seeing how they all go.

On Tuesday 7 March the club was delighted to deliver an introduction to tennis programme to the wonderful students from Papanui High School Adult ESOL classes and their teachers Rebekah, Megan and Janine.

Andrew and Huk, our coaches, did a great job entertaining the 50 students from Taiwan, South Korea, China, Japan, Malaysia, Vietnam, Afghanistan and India, who loved the trip to the club and the new skills they learnt.

The club is very grateful for all the support we get from the Council and the Boards and we look forward to developing this great relationship.



Participants from the ESOL class

3.5 **NorWest Sport and Community Hub**

The NorWest Sport and Community Hub Inc is a newly established sport, recreation and community hub based in the northwest of Christchurch. The organisation is a partnership of six sporting clubs covering the sports of football, rugby, netball and bowls. They also work in partnership with the YMCA.

Local Council staff are working to support the group and the Fendalton-Waimairi-Harewood and Papanui-Innes-Central Community Governance Teams provided a small amount of funding towards their establishment costs and setting up a website.

To read more about the group you can visit their website at www.nwsch.org

The group had an information stall at Celebrate Bishopdale and are keen to get work together with the Community Board and other local organisations.



The NWSCH team at Celebrate Bishopdale

Waimāero Fendalton-Waimairi-Harewood Community Board
11 April 2023

3.6 Community Funding Summary

3.6.1 A status report on the Board's 2022-23 Discretionary Response Fund and Youth Development Fund as at 13 March 2023 is attached (refer to **Attachment A**).

3.6.2 Anglican Parish of Burnside Harewood

On 7 November 2022, the Board made a Discretionary Response Fund grant of \$1,000 to the Anglican Parish of Burnside Harewood towards the purchase and installation of an Automated External Defibrillator (AED) at St Tim's, Kendal Avenue. This life-saving device provides 24/7 access to anyone in the community and has been registered with St Johns and added to the AED location app, ensuring easy and quick access in an emergency.

In addition to the installation, St John's will be providing training to members of the Church, key users, and the MenzShed to ensure the proper use of the AED.

The Parish of Burnside-Harewood and Bishopdale Men's Shed would like to express their deep appreciation to the Waimāero Fendalton-Waimairi-Harewood Community Board for their invaluable support in making this device available to the community. A plaque acknowledging their support has been placed next to the cabinet.



Richard Rendle from the Bishopdale MenzShed and Chris Ponniah from St Tims

3.6.3 Burnside Squash Rackets Club

On 7 November 2022, the Board made a Discretionary Response Fund grant of \$6,500 to the Burnside Squash Rackets Club to replace their squash court lighting with LED lights. The project involved replacing the lighting on all four of their courts as well as the common area lighting.

The club has reported that for their players (particularly high level players) it has been very advantageous to have good quality lighting with minimal shadows on the court. There is also no flickering or blown bulbs, which was often an issue with their old fluorescent lights. The club are also looking forward to savings in power costs.



New court lighting

Waimāero Fendalton-Waimairi-Harewood Community Board
11 April 2023

3.6.4 Youth Development Fund grants made under staff delegation:

- Zara Goodman - 2023 Australia and NZ Drilldance and Marching Tattoo on the Gold Coast (\$250 approved 31 January 2023)
- Emily Prebble - Rhythmic Gymnastics Nationals in Tauranga (\$250 approved 31 January 2023)
- Soeren Wells - NZ National Age Group Swimming Championships in Hawkes Bay (\$150 approved 22 February 2023)
- Anna Lee School of Dance - Lily Wells - Hip Hop International Nationals in Auckland (\$150 approved 22 February 2023)
- Erin Yamada - Aotearoa Academy Choir (\$200 approved 10 March 2023)
- Shona Beedie - Girls' Choir Otautahi Camp (\$95 approved 10 March 2023)
- Olivia Zeng - Girls' Choir Otautahi Camp (\$50 approved 10 March 2023)

3.7 Participation in and Contribution to Decision Making

3.7.1 Report back on other Activities contributing to Community Board Plan

- At the time of writing this report, the Community Board's Draft Board Plan priorities are out for community consultation. Feedback closes on 26 March 2023 and a further workshop with the Board will be held on 11 April 2023 to consider the feedback and finalise the plan.

3.7.2 Council Engagement and Consultation

- **Draft Annual Plan 2023/24**

Like all local councils, every three years we prepare a Long Term Plan (LTP), including a 30-year infrastructure plan, outlining what we plan to achieve over the next 10 years, and how we'll pay for it. Our last LTP covers 2021–2031.

In the years between Long Term Plans, we develop an Annual Plan that sets out what we want to achieve, and funding for the year ahead.

An annual plan has two main purposes:

- It sets out our budget for the next financial year, providing information about how much our activities will cost and how we'll fund them, including the setting of rates.
- It highlights any key changes from the Long Term Plan for that year.

This Draft Annual Plan covers financial year 3 of the Long Term Plan (LTP), from 1 July 2023 to 30 June 2024.

Consultation closes on 10 April 2023. You can provide feedback on the Council's Have Your Say website or by clicking [here](#).

- **Proposed Housing and Business Choice Plan Change (PC14)**

Population growth, housing issues – including housing affordability – and climate change are prompting a re-think of some of Ōtautahi-Christchurch's planning rules.

Waimāero Fendalton-Waimairi-Harewood Community Board
11 April 2023



The purpose of this proposed change is to bring our District Plan in line with government direction that has been given via the National Policy Statement-Urban Development (NPS-UD) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (The Act) to enable more development in the city's existing urban footprint.

Feedback is open from 17 March 2023 to 3 May 2023. You can make a submission on the Council's Have Your Say website or by clicking [here](#).

- **Proposed Heritage Plan Change (PC13)**

The Council is proposing changes to our District Plan to provide for our continued growth and prosperity.

Eleven new residential heritage areas across the city are identified for protection in the District Plan to recognise Ōtautahi Christchurch's special identity and we're adding around 60 buildings, items and building interiors to the Schedule of Significant Historic Heritage.

Feedback is open from 17 March 2023 to 3 May 2023. You can make a submission on the Council's Have Your Say website or by clicking [here](#).

- **Draft Ōtūkaikino Stormwater Management Plan**

The Ōtūkaikino Stormwater Management Plan has three key purposes:

- To propose targets for lowering stormwater contaminants
- To describe the ways stormwater discharges will be improved over time to meet environmental objectives.
- To discuss how flooding risks will be dealt with, if there are any.

Feedback on the draft plan is open from 7 March to 2 May 2023. To view the draft plan and make a submission, you can visit the Council's Have Your Say website or click [here](#).

- **Recently closed consultations** (Fendalton-Waimairi-Harewood):

- Waimāero Fendalton-Waimairi-Harewood 2023-25 Community Board Plan Draft Priorities - consultation closed 26 March 2023
- Heaton Street School Crossing - consultation closed 16 March 2023
- Safety Improvements for Avonhead Road and Withells Road – consultation closed 29 March 2023

4. Advice Provided to the Community Board

- 4.1 Customer Service Request Report - Hybris monthly report for February 2023 attached, providing an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported (refer to **Attachment B**).
- 4.2 Fendalton-Waimairi-Harewood Graffiti Report – February 2023 (refer to **Attachment C**).
- 4.3 Chateau Drive and Pasadena Reserve Tree Planting Plans (*circulated 23 February 2023*)
- 4.4 Huihui Mai Greater Christchurch - community engagement on a plan for our future (*circulated 24 February 2023*)

Waimāero Fendalton-Waimairi-Harewood Community Board
11 April 2023



- 4.5 Arundel Gate and Hadfield Place - tree removals and replacement planting plans (*circulated 28 February 2023*)
- 4.6 SWN - Elmwood Park - sports surface upgrade and irrigation renewal (*circulated 28 February 2023*)
- 4.7 SWN - Tullet Park - footpath renewals (*circulated 2 March 2023*)
- 4.8 SWN - Styx Mill Road - stormwater facility construction (*circulated 14 March 2023*)

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Fendalton-Waimairi-Harewood Board Funding Update - March 2023	23/353715	
B	Fendalton-Waimairi-Harewood Hybris Ticket Report - February 2023	23/353878	
C	Fendalton-Waimairi-Harewood Graffiti Report - February 2023	23/399122	

Signatories Ngā Kaiwaitohu

Author	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Report from Waitai Coastal-Burwood-Linwood Community Board – 13 April 2023

8. Proposed Unsolicited Property Acquisition by the Crown - Part 502 Ferry Road

Reference Te Tohutoro:	23/541187
Report of Te Pou Matua:	Barry Woodland, Property Consultant, Sustainable City Growth & Development (barry.woodland@ccc.govt.nz)
General Manager Pouwhakarae:	Mary Richardson, General Manager Citizens & Community (Mary.Richardson@ccc.govt.nz)

Nature of Decision or Issue and Report Origin

- 1.1 The purpose of this report is to consider the potential acquisition of land at 502 Ferry Road from the Council by the Crown/ Ministry of Education (the Crown). The land (Part 502 Ferry Road) has been leased to the Te Waka Unua School (formerly Woolston School) for school grounds purposes since 2010. The Crown now wish to purchase the land for the Te Waka Unua School (the School) to future proof its ability to respond to future roll growth predictions and to ensure the provision of quality educational services and activities to the local school community. This report has been written to seek a recommendation from the Waitai Coastal-Burwood- Linwood Community Board to the Council that it agrees to deal unilaterally with the Crown, and agrees to the sale of the land to the Crown at market value subject to public consultation.
- 1.2 This report arose from a Decision Report to the Waitai Coastal-Burwood-Linwood Community Board 13 April 2023 meeting.

1. Waitai Coastal-Burwood-Linwood Community Board Recommendation to Council

Original Officer Recommendation accepted without change




Part A

That the Council:

1. Approves the acquisition by the Crown of approximately 950m² of land at 502 Ferry Road (described as Pt RS 32 and held in Record of Title CB204/99 and shown as Section 1 on the plan at paragraph 5.3) for educational purposes, subject to;
 - a. Public consultation in accordance with Section 138 Local Government Act 2002,
 - b. The sale to be at market value as determined by an independent registered valuer,
 - c. The Crown being responsible for securing any and all required resource, building or other statutory consents required to operate from the Land.
2. Resolves to depart from policy and deal unilaterally with the Crown.
3. Authorises the Manager Property Consultancy to negotiate, conclude and administer all the agreements necessary to facilitate the recommendations above on terms and conditions acceptable to him, and in doing so make any decisions necessary to give effect to this.

Attachments Ngā Tāpirihanga

No.	Report Title	Reference	Page
1	Proposed Unsolicited Property Acquisition by the Crown - Part 502 Ferry Road		93

No.	Title	Reference	Page
A ↓ 	Council Resolution CNCL/2022/00049	23/213804	101
B ↓ 	Crown's Unsolicited Request to Acquire Land	23/213806	102
C ↓ 	Factors to Consider When Dealing Unilaterally	23/315699	103

Proposed Unsolicited Property Acquisition by the Crown - Part 502 Ferry Road

Reference / Te Tohutoro: 23/200272

Report of / Te Pou
Matua: Barry Woodland, Property Consultant, Sustainable City Growth &
Development (barry.woodland@ccc.govt.nz)

General Manager /
Pouwhakarae: Mary Richardson, General Manager Citizens & Community
(Mary.Richardson@ccc.govt.nz)

1. Nature of Decision or Issue and Report Origin

- 1.1 The purpose of this report is to consider the potential acquisition of land at 502 Ferry Road from the Council by the Crown/ Ministry of Education (the Crown). The land (Part 502 Ferry Road) has been leased to the Te Waka Unua School (formerly Woolston School) for school grounds purposes since 2010. The Crown now wish to purchase the land for the Te Waka Unua School (the School) to future proof its ability to respond to future roll growth predictions and to ensure the provision of quality educational services and activities to the local school community. This report has been written to seek a recommendation from the Waitai Coastal-Burwood- Linwood Community Board to the Council that it agrees to deal unilaterally with the Crown, and agrees to the sale of the land to the Crown at market value subject to public consultation.
- 1.2 The report is staff generated and originates from a formal unsolicited request from the Crown to the Council to purchase the land for educational purposes for Te Waka Unua School.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by an assessment determining that the matter is of a local nature, the land has been leased to the School for school grounds use for over 10 years and supports the School contributing to the continued educational empowerment and strengthening of the local Woolston community. The land is not categorised as a strategic asset. Its disposal will not affect current levels of service.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board recommends that the Council:

1. Approves the acquisition by the Crown of approximately 950m² of land at 502 Ferry Road (described as Pt RS 32 and held in Record of Title CB204/99 and shown as Section 1 on the plan at paragraph 5.3) for educational purposes, subject to;
 - a. Public consultation in accordance with Section 138 Local Government Act 2002,
 - b. The sale to be at market value as determined by an independent registered valuer,
 - c. The Crown being responsible for securing any and all required resource, building or other statutory consents required to operate from the Land.
2. Resolves to depart from policy and deal unilaterally with the Crown.
3. Authorises the Manager Property Consultancy to negotiate, conclude and administer all the agreements necessary to facilitate the recommendations above on terms and conditions acceptable to him, and in doing so make any decisions necessary to give effect to this.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The parcel of land has been leased to, and developed by, the School since 2010. Acquisition of the land by the Crown will transfer full responsibility and cost liability for maintenance, rates and other outgoings to the Crown.
- 3.2 Given the land's extended and established use for school ground purposes and its landlocked nature, its acquisition by the Crown, as incumbent occupier, represents an appropriate, effective and efficient use of a Council asset which is no longer required for operational purposes.
- 3.3 Advantages:
- Transfers ownership of an under-utilised (by Council) asset to the Crown where it will be valued.
 - Enables and contributes to the ongoing educational empowerment and strengthening of the local Woolston community.
 - Enhances the partnership relationship between the Council and the Crown.
 - Builds on the Council's recent initiative to transfer ownership of the adjacent former Woolston community building to the School.
 - Provides greater certainty and autonomy for the School.
 - Provides greater flexibility for the School to develop appropriate facilities in response to roll-growth projections.
 - Ownership of the land provides improved access for programme delivery and funding sources.
- 3.4 Disadvantages:
- Loss of potential public open space.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 *Retain the Status Quo:* The land will continue to be leased to and occupied by the School for school grounds purposes. The Council would retain ownership of the land asset. The Parks Unit do not have an operational use for the land as the balance of Woolston Park and other nearby parks adequately service public parks provision in the immediate area.
- As there is no Council operational use for the land the option to dispose of the land for a valuable educational/community purpose is considered a more effective and efficient use of an under-utilised Council asset.*
- 4.2 *Council declares the land surplus for sale:* In the unlikely event of the existing ground lease to the School being terminated (either by default or at the request of the School) the Council could declare the land surplus for sale (subject to public consultation and offer-back to the Crown). Potential uses for the site (aside from Council / open space park / school use) would be limited given its proximity to the park and the former Woolston Community Centre building and restricted access to Ferry Road.
- Not considered a practical option.*

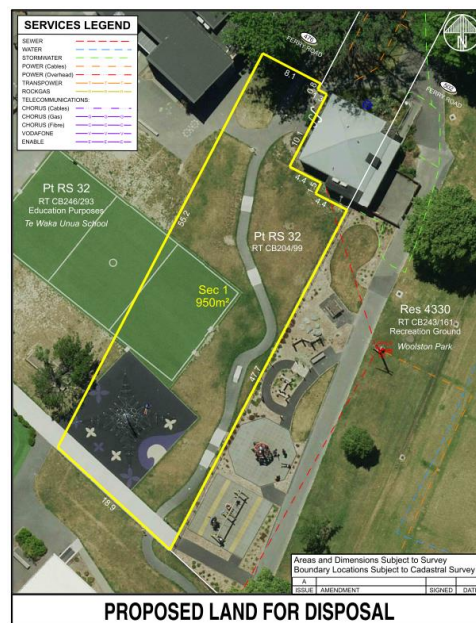
5. Detail Te Whakamahuki

The Land

- 5.1 502 Ferry Road comprises ten separate parcels which collectively form Woolston Park, outlined in red below.



- 5.2 The parcel which is the subject of this report is referred to as Pt RS 32 in the plan above. It is held in Record of Title CB204/99, extends to some 1392m², is administered as a park pursuant to Section 138 Local Government Act (LGA) 2002, and is currently leased to the School.
- 5.3 That part of Pt RS 32 which is subject to the proposed acquisition by the Crown is referred to as Section 1 in the plan below and has an area of around 950m² ("the Land").



- 5.4 Section 1 is essentially landlocked by the school to the west and south and Woolston Park to the east and north. The existing pedestrian access (for the school) from the northern end of the Land across Woolston Park to Ferry Road is preserved as is access around the perimeter of the former Woolston Community Centre building (located to the north-east of Section 1 in the plan above).
- 5.5 The Land has been occupied and developed by the School for 'school grounds' since 2010 on a lease which expires in 2045.
- 5.6 There are no encumbrances registered against the title and the Land is not subject to the Ngāi Tahu Claims Settlement Act 1998.

- 5.7 The Land is currently zoned Open Space Community Parks which provides for formal and informal recreation activities.
- 5.8 With regard to the former Woolston Community Centre building, the Council recently resolved to deal unilaterally with the School in gifting them the ownership of this building on the basis that it:

*“is better utilised by Te Waka Unua School as a meeting place to support the varied needs and priorities across the local school community by providing a separate space to engage with parents, children, support services, agencies and the wider community and making it available for members of the public to utilise when not in use for school purposes”. A copy of the Council resolution (CNCL/2022/00049) is appended as **Attachment A**.*

- 5.9 The School’s ownership and use of this building is subject to a ground lease from the Council which expires in 2055. The Council has a first right of refusal to take the building back should the School no longer require it for their services.

Asset – Value and Current Cost to the Council

- 5.10 The market value of, and purchase price for, the Land will be assessed by an independent registered valuer.
- 5.11 The current costs to the Council of retaining the Land are nominal as the ground lease provisions require the School to be responsible for the maintenance of the school grounds.
- 5.12 There are no Council assets or utilities in or on the Land.

The Proposal

- 5.13 The Council has received an unsolicited proposal from the Crown to acquire that part of the Council owned property referred to above for education purposes associated with Te Waka Unua School (refer **Attachment B**).

- 5.14 In support of the proposal the Crown has commented that:

“it is considered that there will be significant roll growth at the school as a result of both anticipated infill / intensification of housing within the local area, along with increases in the share of local students attending the school. There is also a need to expand Bilingual education provision across the network, of which the school is a provider. The additional land is currently already being used by the school as play space and could enable future expansion of classrooms for both English and Maori Medium education at the school”.

- 5.15 The proposed land acquisition by the Crown does not affect the Council’s level of service in terms of park provision. Woolston Park will still extend to some 3.3 hectares and continue to provide the current recreation opportunities. The proposal promotes the effective and efficient use of Council assets and enhances its relationship with the Crown.
- 5.16 Dealing unilaterally with the Crown recognises that the Land has been leased and utilised by the School since 2010 and that there are no other practical users of the Land (internal or external) as the Land is effectively landlocked. Provision exists for the Land to be taken back by the Council if the School no longer require it (refer paragraph 8.3).

Disposal of Council Owned Property – Criteria

- 5.17 Any disposal is to be in a manner as set out in the Council’s policies and normal practices, i.e.:
- Policy: to publicly tender properties for sale unless there is a clear reason for doing otherwise.
 - Practice: in an open, transparent, well-advertised and public manner at market value.

Assessed against:

- Is the property still required for the purpose for which it was originally acquired? *No*
- Does the property have special cultural, heritage or environmental values that can only be protected through public ownership? *No*
- Is there an immediate alternative public use / work / activity in a policy, plan or strategy? *No*
- Are there any strategic, non-service delivery needs that the property meets and that can only be met through public ownership? *No*
- Are there any identified unmet needs, which the Council might normally address, that the property could be used to solve? And is there a reasonable pathway to funding the unmet need? *No*

Dealing Unilaterally

- 5.18 The Crown's proposal is in effect an unsolicited proposal requesting the purchase of a Parks asset.
- 5.19 Where there is only one logical purchaser of a property the Council may deal unilaterally with that purchaser, subject to undertaking public consultation in accordance with the requirements of Sections 78 and 138 LGA 2002.
- 5.20 There are a number of factors which need to be considered when contemplating a unilateral dealing. Refer **Attachment C**.
- 5.21 The acquisition of the land by the Crown does not affect the Council's current levels of service given that the Land has been leased to the School since 2010. The Parks Unit, as current internal steward of the Land, fully support the acquisition by the Crown.
- 5.22 In context, the proposed Crown acquisition is also consistent with, and complements, the previous Council decision to gift ownership of the adjacent former Woolston Community Centre building to the School for education and community purposes.
- 5.23 This proposal does not depart from the considerations outlined in Attachment C. As such, staff consider it is appropriate for the Community Board to recommend the acquisition of the Land by the Crown from Council.

Community Views and Preferences

- 5.24 Assuming the Council resolve to accept the Board's recommendation a subsequent section 138 LGA consultation process will be undertaken to establish the views and preferences of the community. If any sustainable objections to the acquisition by the Crown are received these will be reported back to the Council for consideration and, if necessary, a Hearings process may be convened to consider those objections.
- 5.25 The decision affects the following wards/Community Board areas:
Waitai-Coastal-Burwood-Linwood.

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This decisions aligns with the Council's vision to enable active and connected communities to own their future.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

6.2.1 Activity: Facilities, Property and Planning

- Level of Service: 13.4.10 Acquisition of property right projects, e.g. easements, leases and land assets to meet LTP funded projects and activities. - At least 90% projects delivered to agreed timeframes per annum

Policy Consistency Te Whai Kaupapa here

6.3 The decision is consistent with Council's Plans and Policies.

- Promotes effective and efficient use of Council assets.
- Through the School's activities, supports active citizenship and connected communities by providing venues to support community engagement with the Council, Community Boards and community organisations in order to grow community participation in civic life.
- Builds community resilience, social capital and community capacity to support a response to major stressors such as climate change, terror attacks and the effects of Covid-19.
- Enables the celebration of local identity and diversity by providing venues for education, arts, culture, heritage, sport and recreation.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.4 The decision 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 Mana Whenua, their culture and traditions.
- 6.5 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.6 Following consultation with the Council's Principal Advisor Treaty Relationships and Strategic Advisor Te Tiriti Partnership we have been advised that "*Ngai Tuahuriri has no interest in this property*".
- 6.7 As an aside, the Crown has expressed their desire to develop an enduring relationship with local iwi, with particular reference to increasing bilingual development at Te Waka Unua School. With the assistance of the Council's advisors we have provided the Crown with a contact at Ngāi Tūāhuriri who is keen to facilitate this process.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.8 Disposal of the land will not require additional resources. The intended use of the Land by the School may involve the development of additional classrooms in the future.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.9 The Crown will be responsible for ensuring the Land meets all regulatory requirements for its particular use including any Ministry of Education requirements for use as a school facility. Any subsequent improvements will need to comply with current Resource Management and Building Act regulations and any other relevant statutory / consenting requirements.
- 6.10 The Crown will also be required, at its cost, to establish an easement over the power line which traverses the north-east corner of the site (providing power to the former Woolston Community Centre building).

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement – nil. Purchase price, legal, valuation, survey, subdivision and any other costs related to the disposal will be the responsibility of the Crown.
- 7.2 Maintenance/Ongoing costs – nil. Ownership and responsibility transfers to the Crown.
- 7.3 Funding Source – operational budgets for any nominal incidental Council costs.

Other He mea anō

- 7.4 The sale of this asset is not contemplated in the current LTP.

8. Legal Implications Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 The general powers of competence set out in section 12(2) “Status and Powers” of the LGA 2002.

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.2 The legal considerations are the Local Government Act 2002 and the Council’s Disposal of Council Property’ policy, referred to in paragraph 5.17 above.
- 8.3 The Council’s Legal Services Unit have been consulted and have confirmed that the acquisition of the land by the Crown from Council should be actioned pursuant to section 50 of the Public Works Act 1981 (PWA) which provides for the disposal of land held for a public work. On this basis the Crown will take on any section 40 PWA obligations and, if they no longer require the land for educational purposes at some stage in the future, will be required to address section 40 PWA offer-back requirements should the Council or the Crown not require the land for any other further public work.

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 If the School ceases to operate from this neighbourhood or no longer has a need for the Land, the Council would have an option to resume ownership of the Land. If the Council did resume ownership of the Land, the School would be required to remove any of its improvements from the Land.
- 9.2 There may be some residual community feedback regarding the Council’s decision to deal unilaterally with the Crown.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Council Resolution CNCL/2022/00049	23/213804	
B	Crown's Unsolicited Request to Acquire Land	23/213806	
C	Factors to Consider When Dealing Unilaterally	23/315699	

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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 Ngā Kaiwaitohu

Author	Barry Woodland - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Kelly Hansen - Manager Parks Planning & Asset Management Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizens & Community

Resolution From Council Meeting on 12 May 2022

Report from Linwood-Central-Heathcote Community Board - 30 March 2022

8. Woolston Community Centre (former) - Gift of Building and Granting of Ground Lease to Te Waka Unua School

Council Resolved CNCL/2022/00049

Community Board recommendations adopted without change

That the Council:

1. Supports that the future use of the former Woolston Community Centre located at 502 Ferry Road is better utilised by Te Waka Unua school as a meeting place to support the varied needs and priorities across the local school community by providing a separate space to engage with parents, children, support services, agencies and the wider community and making it available for members of the public to utilise when not in use for school purposes.
2. Agrees to depart from policy and deal unilaterally with Te Waka Unua school;
3. Agrees to gift the former Woolston Community Centre at 502 Ferry Road to Te Waka Unua school for the sum of \$1 (the gift being conditional on Council having a first right of refusal option to take back the building from Te Waka Unua school at the sum of \$1) and;
4. Authorises the Manager Property Consultancy to negotiate, conclude and administer all the agreements necessary to facilitate recommendations 2 and 3 above on terms and conditions acceptable to him, and in doing so make any decisions necessary to give effect to this.

Councillor Johanson/Councillor McLellan

Carried



14 November 2022
Our Job no. 713100

The Property Group Limited
Christchurch Office
PO Box 7240 Christchurch 8240
Level 2, Lion House
169 Madras Street
Christchurch 8011

Kelly Hanson and
Manager Parks Planning & Asset Mgmt.
Kelly.Hansen@ccc.govt.nz

Barry Woodland
Facilities, Property and Planning Unit.
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Christchurch City Council

Dear Kelly and Barry,

Te Waka Unua School and land adjoining 502 Ferry Rd – Acquisition of Land for Education Purposes

Thank you for your time meeting with myself and Laveena Samson from the Ministry of Education (**Ministry**) on 9th November 2022. This letter seeks to confirm the Crown's interest in the acquisition of 970m² (subject to survey) being part of Part Rural Section 32 contained in Certificate of Title CB204/99 and marked A on the attached plan (**Land**).

We note that the school has occupied a portion of the Land since 2010 which is subject to lease dated 27 October 2010, between the Board of Trustees and Christchurch City Council.

The Ministry wishes to complete acquisition of the land in order to secure the site for future development which will cater for the school's current and expected on-going role growth.

I look forward to hearing from you in due course.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Chris Leech', written over a faint, larger version of the same signature.

Chris Leech
Senior Property Consultant

03 363 5901 / 027 226 3164
CLeech@propertygroup.co.nz

ATTACHMENT C

Part 502 Ferry Road (Section 1 RPS 4958) – Proposed Unsolicited Disposal

FACTORS TO CONSIDER WHEN DEALING UNILATERALLY

- 1.1 The Council must consider and meet the requirements of section 14 of the Local Government Act 2002 (LGA) in particular:
 - (1)(a) Conduct its business in an open, transparent, and democratically accountable manner,
 - (1)(f) Undertake any commercial transactions in accordance with sound business practices.
 - (1)(g) Ensure prudent stewardship and the efficient and effective use of its resources in the interests of its district or region, including planning effectively for the future management of its assets.
- 1.2 The relevant Council policies as recorded in the Council's Policy Register are:
 - 1.2.1 Property – Leasing Council Property - "where the Council recognises there is only one logical lessee for a public property, the Council will unilaterally deal with that lessee." This includes facilities linked to contracts including but not limited to buildings on parks and reserves and not for profit organisations.
 - 1.2.2 Property – Disposal of Council Property – to publicly tender properties for sale unless there is a clear reason for doing otherwise.
- 1.3 In addition it is useful and supportive to consider the Ministry of Business, Innovation and Employment 'Unsolicited Unique Proposals - How to deal with uninvited bids'; guidance for government entities dated May 2013 that recommends when evaluating an unsolicited proposal it needs to be ensured that there is a sound business case to support the decision to accept the unique unsolicited proposal.
- 1.4 The purpose of the MBIE Guidance on Unsolicited Proposals is to provide a methodology for considering unsolicited proposals in a way that:
 - is transparent and fair to everyone;
 - encourages the supplier community to put forward good ideas;
 - promotes objectivity; and
 - supports decisions based on sound fact and evidence.
- 1.5 Based on the above factors, it is considered that the request from the Crown constitutes a unique unsolicited proposal and that there are sound reasons to support dealing unilaterally with the Crown, including:
 - The proposal is a continuation of the use of land as school grounds which has been in effect (by way of the existing ground lease to Te Waka Unua School) since 2010.
 - It will provide the school with the ability to plan for roll growth with certainty and support their contribution to the continued educational empowerment and strengthening of the local Woolston community, and;
 - It supports effective and efficient use of resources and the prudent management of the Council's assets.

Considerations – Accepting the Proposal and the Sale of the Land

- 1.6 There are a number of relevant legal considerations when making a decision about the proposal received and the future use of the property:
- 1.7 Decision Making sections 76 – 82 LGA

- Section 76 provides that “Every decision made by a local authority must be made in accordance with such of the provisions of sections 77, 78, 80, 81 and 82 as are applicable”. In summary those sections provide:
- Section 77 a local authority must, in the course of the decision-making process, seek to identify all reasonably practicable options for the achievement of the objective of a decision and in doing so assess the options in terms of their advantages and disadvantages.
- Section 78 the views and preferences of persons likely to be affected by, or to have an interest in, the matter must be considered.
- Section 79 provides that in considering how to achieve compliance with sections 77 and 78 they must consider the significance of the matter in accordance with its Significance and Engagement Policy.
- Section 80 sets out the matters that need to be clearly identified when making a decision that is inconsistent i.e. the inconsistency, reason for it and any intention of the local authority to amend the policy or plan to accommodate the decision.
- Section 81 provides contributions to decision making by Maori.
- Section 82 sets out the principles of consultation.

Section 78 does not require the Council to undertake a consultation process of itself but the Council must have some way of identifying the views and preferences of interested and affected persons.

- 1.8 There are further considerations under Section 97 LGA which provides that if the Council is proposing to transfer the control of a ‘strategic asset’ to or from the Council, the Council must not make that decision, unless:
- The decision is explicitly provided for in its LTP; and
 - The proposal to provide for the decision was included in a consultation documents in accordance with section 93E.
- 1.9 The Significance and Engagement Policy sets out the list of “strategic assets”. In particular, the Policy lists as “strategic assets”, community facilities as follows:
- Community Facilities*
- (i) Christchurch Town Hall;*
 - (j) Christchurch Art Gallery and its permanent collection;*
 - (k) all land and buildings comprising the Council's social housing portfolio;*
 - (l) all public library facilities;*
 - (m) all parks and reserves owned by or administered by the Council;*
 - (n) all public swimming pools;*
 - (o) all waterfront land and facilities owned or operated by the Council, including wharves, jetties, slipways, breakwaters and seawalls;*
 - (p) cemeteries and listed heritage buildings and structures.*
- “All” or “its” means the asset as a whole.*
- 1.10 In this context the land (part 502 Ferry Road) is not categorised as a ‘Strategic Asset’ and thus section 97 does not apply.
- 1.11 The Council’s “Disposal of Council Property” policy adopted 10 December 2015 was developed to ensure that the Council was “consistent with the principles of legislation and the behaviours expected to prudently manage public property”.

Report from Waitai Coastal-Burwood-Linwood Community Board – 13 April 2023

9. Legal stopping of Avonside Drive between Kerrs Road and Wainoni Road, as well as Kerrs Road north of #144

Reference Te Tohutoro:	23/541132
Report of Te Pou Matua:	Rob Shelton, Project Manager Residential Red Zone Angus Smith, Manager Property Consultancy Swantje Bubritzki, Senior Engagement Advisor
General Manager Pouwhakarae:	Mary Richardson, General Manager Citizens & Community (Mary.Richardson@ccc.govt.nz)

Nature of Decision or Issue and Report Origin

- 1.1 For the Council to consider the legal stopping of Avonside Drive between Kerrs Road and Wainoni Road, as well as Kerrs Road north of #144.
- 1.2 This report arose from a decision report to the Waitai Coastal-Burwood-Linwood Community Board 13 April 2023 meeting.

1. Waitai Coastal-Burwood-Linwood Community Board Recommendation to Council

Original Officer Recommendation accepted without change





Part A

That the Council:

1. Commence the road stopping process under the Local Government Act 1974 procedure for:
 - a. Avonside Drive between Kerrs Road and Wainoni Road, and
 - b. Kerrs Road north of #144
2. In the event that there are no objections received through the road stopping procedure authorise staff to complete the road stopping.
3. In the event there are objections, authorise staff to manage those in accordance with the Local Government Act procedures.
4. Delegate authority to the Property Consultancy Manager to do all things necessary at his sole discretion to manage and conclude any of the actions required from resolutions 1 to 3 above.
5. Reduce the speed limit to 30km/h along Torlesse Street, Braemar Place and Kerrs Road north of Wainoni Road at the same time (or before) the closure.
6. Install traffic counters on Torlesse Street following the closure.
7. Request that officers re-engage with residents around suitable mitigation measures if traffic counts on Torlesse Street are found to be higher than reasonable for a local road, and report back to the Waitai Coastal-Burwood-Linwood Community Board.

Attachments Ngā Tāpirihanga

No.	Report Title	Reference	Page
1	Legal stopping of Avonside Drive between Kerrs Road and Wainoni Road, as well as Kerrs Road north of #144		107

No.	Title	Reference	Page
A ↓ 	Avonside Drive Partial Closure Stopbank Impacts	23/451667	116
B ↓ 	Avonside Drive Partial Closure Traffic Modelling	23/451668	119
C ↓ 	Avonside Drive Partial Closure Consultation Summary	23/452576	126
D ↓ 	Avonside Drive Partial Closure Full Submissions Table	23/483798	130

Legal stopping of Avonside Drive between Kerrs Road and Wainoni Road, as well as Kerrs Road north of #144

Reference / Te Tohutoro: 23/428080

Report of / Te Pou Matua:	Rob Shelton, Project Manager Residential Red Zone Angus Smith, Manager Property Consultancy Swantje Bubritzki, Senior Engagement Advisor
General Manager / Pouwhakarae:	Mary Richardson, General Manager Citizens & Community (Mary.Richardson@ccc.govt.nz)

1. Nature of Decision or Issue and Report Origin

- 1.1 The purpose of this report is to update the Waitai Coastal-Burwood-Linwood Community Board on the results of consultation regarding the partial stopping of Avonside Drive and Kerrs Road, in order to allow the Board to formulate their recommendation to Council on this matter.
- 1.2 This report has been staff generated.
- 1.3 The decision in this report is of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined based on the likely high public interest, but moderated by low actual impacts (based on modelling) and broader economic, ecological and cultural benefits.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Commence the road stopping process under the Local Government Act 1974 procedure for:
 - a. Avonside Drive between Kerrs Road and Wainoni Road, and
 - b. Kerrs Road north of #144
2. In the event that there are no objections received through the road stopping procedure authorise staff to complete the road stopping.
3. In the event there are objections, authorise staff to manage those in accordance with the Local Government Act procedures.
4. Delegate authority to the Property Consultancy Manager to do all things necessary at his sole discretion to manage and conclude any of the actions required from resolutions 1 to 3 above.
5. Reduce the speed limit to 30km/h along Torlesse Street, Braemar Place and Kerrs Road north of Wainoni Road at the same time (or before) the closure.
6. Install traffic counters on Torlesse Street following the closure.
7. Request that officers re-engage with residents around suitable mitigation measures if traffic counts on Torlesse Street are found to be higher than reasonable for a local road, and report back to the Waitai Coastal-Burwood-Linwood Community Board.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 This report forms part of the process to implement Council's resolution below, from the meeting held on 12 October 2021.

Council Resolved CNCL/2021/00160

That the Council:

4. *Requests that, as part of the land titles reconfiguration process being undertaken in the Otakaro Avon River Corridor pursuant to the Global Settlement Agreement, Land Information New Zealand use the powers of the Greater Christchurch Regeneration Act 2016 to legally stop the following portions of the road (thereby revoking the public legal road status) for the following:*
- a. from 748 Avonside Drive to 836 Avonside Drive (Kerrs Road intersection) as detailed in the Ōtākaro Avon River Corridor Regeneration Plan.*
 - b. from 842 Avonside Drive to Bickerton Reserve (Wainoni Road intersection), following appropriate public notice.*
 - c. from 144 Kerrs Road to the intersection Avonside Drive, following appropriate public notice.*
5. *Request staff report back to Council the outcome of the consultation process for recommendations 4b & 4c before making any requests to Land Information New Zealand seeking the legal stopping of those roads.*
- 3.2 We have now completed consultation on 4b and 4c as above, and are reporting results and recommendations.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 **Status quo.** Due to earthquake subsidence, the portion of Avonside Drive between Kerrs Road and Wainoni cannot drain for portions of the day. This means that flooding is common after rain, presenting a safety hazard and increasing operating costs due to reactive traffic management. Flooding also increases maintenance costs as the surface deteriorates more quickly due to the regular standing water. The road surface is in poor condition, meaning that resurfacing will likely be required soon under the status quo option.
- 4.2 **Lift road to fix drainage issues.** To fix the current issues and futureproof for sea level rise, another option would be to lift the road. This would be in the order of one metre if separated from the stopbank, or over two metres if the stopbank were built into the road. High level estimates put the cost of these works (over and above baseline stopbank costs) at around \$8-9 million, with more detail in Section 5.

5. Detail Te Whakamahuki

5.1 The current status of these roads is shown in **Figure 1** overleaf.



Figure 1: Current status of roads affected by this proposal.

- 5.2 The section of Avonside Drive that runs from 748 Avonside Drive to the Kerrs Road intersection (noted as 4a in the Council Resolution) has been legally stopped.
- 5.3 This stopping formed part of the Regeneration Plan, and was subsequently reflected in the District Plan, however our experience with its temporary closure for the Snell Bridge construction was that it resulted in detouring traffic from the eastern portion of Avonside Drive along Torlesse Street (a local road).
- 5.4 This report deals with the proposed stopping of the eastern portion of Avonside Drive out to Wainoni for financial, ecological and cultural reasons, as well as reducing the traffic impacts of a partial closure on Torlesse. It also proposes a stopping of the northern portion of Kerrs Road (beyond the last house) to allow for overnight gating to reduce illegal activity.

Avonside Drive (Kerrs to Wainoni)

- 5.5 This section of Avonside Drive runs adjacent to the Avon Ōtākaro River, and its stormwater system discharges directly into the waterway, with the outlet pipes below the high tide level.
- 5.6 When rainfall coincides with mid to high tide levels in the river, the road floods as it cannot drain. This situation will worsen over time as the sea level rises. Due to the regular flooding, the road surface is in poor condition and requires ongoing maintenance.



Figure 2: Avonside Drive. Looking West towards Kerrs Road

- 5.7 Maintenance and replacement of the road and stopbank are costs that could be either avoided or reduced by removing the road.
- 5.8 The value of stopbank cost avoidance has been estimated at \$5.8 million should this road be stopped and eventually closed, as it is cheaper to build stopbanks further from the river's edge.
- 5.9 There would be a further \$2-3 million involved in rebuilding the road, although this sum is indicative as work has not been done to accurately determine the required level that this road would need to be build up to and what engineering would be required to achieve this.
- 5.10 Additionally, removal of the road would allow the stopbanks to be pushed back which would increase space available for the future Stormwater Management Area immediately to the south. The Three Waters team have assessed the broader engineering benefits of this, which is attached as **Attachment A**.
- 5.11 Ecological and cultural benefits associated with removing the road and pushing the stopbank back have also been assessed, and they include:
 - 5.11.1 A reduction of road runoff pollutants (oil, heavy metals, brake pad material and the like), improving local water quality.
 - 5.11.2 Ability for the riverbank to be naturalised and planted. As saltwater moves into this reach over time, this would allow inanga habitat along the margin, which would be impossible if the stopbanks were to run along the river's edge.
 - 5.11.3 Ability for tree planting along the river margin, which would shade the water, lowering its temperature and subsequently increasing ecological habitat.
 - 5.11.4 Resultant improved mahinga kai opportunities, which is the primary cultural driver for the River Corridor. Further detail on this aspect is included in Section 6.
- 5.12 The Transport team have reviewed the proposal and their advice (including modelling) forms **Attachment B**. A summary is:
 - 5.12.1 Traffic speeds are high on this portion of the road, but volumes are relatively low.
 - 5.12.2 If this road were to be stopped, traffic would divert down Wainoni Road, which is an arterial and designed to handle high flows. The increase in traffic would not result in significant impacts on travel times.
 - 5.12.3 Changes to traffic on other parts of the road network are not expected to be significant.
- 5.13 While modelling does not indicate significant increases, staff recommend the following mitigations be implemented to reduce concerns noted by some residents of Torlesse Street:
 - 5.13.1 Reduce speed limit to 30km/h along Torlesse Street, Braemar Place and Kerrs Road north of Wainoni Road. This is already proposed as part of the *Safe Speed Neighbourhoods* project, but would be brought forward to align with the closure.
 - 5.13.2 Install traffic counters on Torlesse Street following the closure.
 - 5.13.3 If counts are found to be higher than reasonable for a local road, re-engage with residents around further mitigation measures. These could include exploring options for traffic calming or full or partial cul-de-sacs.

Kerrs Road (north of #144)

- 5.14 Stopping of this portion of road is linked to the Avonside Drive decision, as this would effectively become a long cul-de-sac at night. Our experience is that cul-de-sacs in the red zone attract a range of undesirable activities, many of which incur costs of clean-up to Council.
- 5.15 Stopping the road would allow a gate to be installed past access to the last house (#144), which would be locked at night to prevent this behaviour. At other times, the road would remain open to service Porritt Park and the flatwater clubs domiciled there.

6. Community Views and Preferences Ngā mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

- 6.1 Public consultation on this proposal was completed in conjunction with the consultation on the redevelopment of Avon Park. A detailed summary of submissions and staff responses to the issues raised is available in **Attachment C**, with an overview provided below.

Summary of Submissions Ngā Tāpaetanga

- 6.2 Regarding the legal road stopping, 111 groups and individuals made submissions. The majority of submitters – both local and from the wider community – supported the proposed road stopping (64, 58%). Submitters thought closing the road, would have the following positive outcomes:
- Improved safety and limited speeding/racing (19)
 - Protection/restoration of nature and recreational space (17)
- 6.3 Submitters also felt that there were satisfactory alternative routes (10), that the current use of the road did not warrant it's staying open (7), and that the road is prone to flooding (6).
- 6.4 A smaller proportion of submitters expressed neither support nor opposition (24, 21%), but raised issues and concerns.
- 6.5 The remainder of submitters – again local and from the wider community – did not support the proposed road closure, (23, 21%), for varying reasons. The issues raised were shared among supporters and non-supporters of the road stopping, so the following table outlines issues raised across all submitters, grouped by preference:

Raised issues and concerns	Supportive	Neutral	Opposed	Total
Reducing access/parking for the water sports clubs / Kerrs Reach to daylight hours	6	11	6	23
Increasing traffic on surrounding streets, particularly Torlesse St / Kerrs Rd	3	5	6	15
Losing direct route/thoroughfare for cars and cyclists	1	2	7	10
Management of the gate at Kerrs Rd to prevent access at night	1	1	4	6
Increased risk at intersections, such as Kerrs Rd/Wainoni Rd or Avonside Drive/Gloucester St/Retreat Rd	1	0	4	5

- 6.6 We have reviewed the issues and concerns with the Transport team.

- 6.7 The access/gate issues can be dealt with operationally, and previous modelling has checked the intersection safety. While this is a direct route to some locations, there are suitable alternatives available.
- 6.8 The most salient point identified is the risk of increased traffic on Torlesse Street. Our modelling is not showing significant increases, however to alleviate the concerns raised by respondents, we are recommending the mitigation measures described in 2.5 to 2.7 above.
- 6.9 A table of all submissions received is available in the second column of **Attachment D**.

7. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

7.1 :

7.1.1 Activity: Otakaro Avon River Corridor

- Level of Service: 6.8.12.1 Implementation of the Otakaro Avon River Corridor Regeneration Plan (Green Spine). Council-led capital investment - Progress integrated Green Spine programme (Parks, Water and Transport) as per the Implementation Plan.
- Target: 90 % of approved work programmes delivered in the year funded Policy Consistency Te Whai Kaupapa here

- 7.1 The decision is consistent with Council's Plans and Policies, and any stopping process would follow the requirements of the Council's Road Stopping Policy (The Policy).
- 7.2 The Policy provides for the stopping of a road initiated by a Council business unit to meet Council policies or strategies.
- 7.3 Road Stopping is the legal process to change the status of road to fee simple land. Once a road is legally stopped the land can be retained, sold or transferred for an alternative use. The road stopping process is governed by either the Local Government Act 1974 or the Public Works Act 1981. The statutory process used in relation to a particular application is governed by the Policy.
- 7.4 The Policy provides that The Local Government Act 1974 road-stopping procedure will be adopted if one or more of the following circumstances apply:
- 7.4.1 Where any public right of access to any public space could be removed or materially limited or extinguished as a result of the road being stopped; or
- 7.4.2 If it is found through the review process that the road stopping could injuriously affect or have a negative or adverse impact on any other property; or
- 7.4.3 The road stopping is, in the judgment of the Council, likely to be controversial; or
- 7.4.4 If there is any doubt or uncertainty as to which procedure should be used to stop the road; or
- 7.4.5 The Public Works Act 1981 process is not able to be used, or is not used.
- 7.5 It is considered given the circumstances this road stopping should be undertaken using the Local Government Act 1974 procedure rather than the Public Works Act 1981.
- 7.6 Section 342 of The Local Government Act 1974 provides the power for councils to stop roads and sets out in schedule 10 of the Act the manner in which that is to be undertaken.
- 7.7 The process in schedule 10 is prescriptive. In summary that sets out a notification period of 40 days with specific associated undertakings. If no objections are received the council may by

public notice declare that the road is stopped. If objections are received those together with the plans and description of the proposed alterations will be referred to the Environment Court for determination.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 7.8 The decision involves a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does specifically impact Mana Whenua, their culture and traditions.
- 7.9 The decision involves a matter of interest to Mana Whenua and could impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 7.10 Mana Whenua have made it clear that their primary outcome sought for the Ōtākaro Avon River Corridor is its return to a viable mahinga kai gathering space. To achieve this, significant ecological improvements to the river margins and waterbody itself are required.
- 7.11 Removal of this portion of road would reduce pollutants and allow the riverbank to be naturalised, with habitat benefits as noted earlier.
- 7.12 Accordingly, the Ngāi Tahu rūnanga kaitiaki committee are supportive of removing the road.
- 7.13 Road stopping in this area was also presented to the Ōtākaro Avon River Corridor Co-governance Establishment Committee at workshops in February and March 2023, receiving favourable feedback for the reasons noted above.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 7.14 Water levels in this portion of the river are influenced by the tide, meaning that over time the drainage issues will become worse. It also means that any lifting of the road will need to be futureproofed for further rises and will require significant fill and engineering.
- 7.15 With flood events predicted to become more common, the general approach in the corridor is to push the stopbanks away from the river, allowing the greatest possible floodplain. Rebuilding the road and stopbank at the river's edge here would limit the area's ability to 'soak up' flooding.
- 7.16 The engineering required to rebuild this road and add a river edge stopbank would have a significant carbon footprint, which could be avoided.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 7.17 This portion of Avonside Drive is not particularly accessible – with no functional footpaths, and the only 'non-car' access being a narrow gravel track at the top of the temporary stopbank.
- 7.18 Removal of the road would allow space for a walking/cycling connection here out to Wainoni Road.

8. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 8.1 **Cost to Implement.** As this report seeks a legal stopping only, there is no specific cost for Council to implement the physical works. There would be relatively minor survey and legal costs.
- 8.2 **Maintenance/Ongoing costs.** There are no specific ongoing costs associated with the legal stopping. Closure and removal of the road would save ongoing OPEX, as noted earlier.
- 8.3 **Funding Source.** Surveying costs associated with stopping the road would be covered out of Parks Red Zone CAPEX budgets, following the Council resolution to progress this aspect.

Future removal costs (and any Environment Court process) would likely be included in the future stopbank and Stormwater Management Area project, as closure of this road benefits that project.

Other He mea anō

8.4 There are no other aspects to consider.

9. Legal Implications Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

9.1 In respect of the road stopping the powers and procedures set out Section 342 and schedule 10 of the Local Government Act 1974 will be used.

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

9.2 The legal consideration is referred to above and as set out above in sections 7.1 to 7.7.

10. Risk Management Implications Ngā Hīraunga Tūraru

10.1 As this decision relates to the legal road stopping process, there is a risk that if there are objections, thereby having the determination referred to the Environment Court, that the final determination will be out of Council's control.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Avonside Drive Partial Closure Stopbank Impacts	23/451667	
B	Avonside Drive Partial Closure Traffic Modelling	23/451668	
C	Avonside Drive Partial Closure Consultation Summary	23/452576	
D	Avonside Drive Partial Closure Full Submissions Table	23/483798	

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

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 Ngā Kaiwaitohu

Authors	Rob Shelton - Project Manager, Residential Red Zone Swantje Bubritzki - Senior Engagement Advisor Angus Smith - Manager Property Consultancy
Approved By	David Little - Manager Residential Red Zone Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizens & Community

Memo

Date: 07 July 2021
From: Robbert-Jan Lenselink
To: Dave Little
Cc: Kevin McDonnell
Reference: 21/967349

Avonside Drive Stopbank Alignment - Potential for stopbank resilience following road closure

Purpose of this Memo

This memo provides context related to the potential advantages for flood protection, gained by a road closure of Avonside Drive between Wainoni Rd and Avon Park.

The advice of this memo only applies to the specific section of potential road closure.

Context

As part of their work in the Ōtākaro Avon River Corridor (OARC), Parks is looking at areas where road closures improve the quality of areas in the corridor. One of these potential road closures is along Avon side drive between Wainoni Rd and Avon Park. Figure 1 shows the area for which this advice is valid.

Figure 1 - Proposed Road Closure



The OARC Regeneration Plan provides direction of the future use of the corridor. Appendix One is referred to in Council's District Plan. The Appendix shows a couple of features in this particular area, including stopbanks, the city to sea cycle route, pedestrian/cycle linkage and a landing on the river side of the current Avonside Drive. A snap shot of this area is presented below in

Figure 2.

For this memo the assessment is focussing on the effects of a road closure on the flood protection works and the stormwater facility related works. It is assumed that other aspects are dealt with by

other disciplines. The scope and mandate for 3-Waters is realising flood protection and a stormwater facility in the area.

Figure 2 – Snap shot of OARC Regen Plan showing proposed features in the area of interest



Flood Protection

In the current situation, the temporary stopbank is located on the riverside of Avonside Drive. This temporary stopbank has been designed for a 20 year design life and has no seismic resilience built in. The location of the stopbank, close to the river edge, raises the risk for significant damage or even complete failure as a result of a seismic event. The main reasons for this are caused by the geotechnical instability of the river bank and the liquefiable material that likely will cause cracks and slumping of the bank.

With the current arrangement, Avonside Drive is located on the landward side of the temporary stopbank. The temporary stopbank currently provides protection of the road against flooding from the river. In the future the road is likely to be inundated more regularly as a result of stormwater and groundwater issues that are driven by climate change. It is highly unlikely that Council will invest in water management to protect a low lying road.

Changing the location away from the river has two advantages. Firstly it reduces the risk related to seismic damage to the stopbank, not having a free face that influences the stability of the bank. Secondly the land away from the river is naturally higher than the current natural surface close to the river edge. This provides the advantage that a potential new flood protection structure will be less high and therefore reducing the cost of the structure. From a landscape point of view, the lower structures will be easier to blend in and providing more space for other features due to the reduced footprint.

Currently, the stopbanks are built on top of HV cables, owned and managed by Orion. At this stage it is unclear whether new flood protection works will interfere with these cables, but at least it is very likely that a new structure will negatively impact the HV cables, causing additional costs and effort.

As an indication of potential cost saving due to a landward shift of future flood protection, a high level calculation has been made based on cost per linear meter. The costs are based on input into the LTP earlier this year. The length assessed is 800m.

Scenario	Cost per m1	Construction Cost	20% Design Cost	Total Cost
Stopbank close to river	\$16,667	\$13,300,000	\$2,660,000	\$15,960,000

Stopbank away from river	\$3,788	\$3,000,000	\$600,000	\$3,600,000
			Difference	\$12,360,000

Stormwater Facility

Currently, no stormwater facility is present for this local catchment. Stormwater is discharged directly into the Avon River. As part of the regeneration plan, a new stormwater facility is proposed on the north side between Kerrs Road and Wainoni Road.

The footprint of the facility greatly depends on surrounding infrastructure. The stormwater ponds are creating a free-face between neighbouring assets and the pond, increasing the risk of damage to those assets, unless otherwise mitigated. Currently these risks are mitigated by increasing the distance between an asset like a road and the facility or by providing ground improvements that improve the stability. Not having a public road on the north side of the facility will contribute to an optimum use of the available area and reduce the associated costs. It is important to utilise areas like these in order to comply with our global stormwater consent conditions.

Conclusion

Closing Avonside Drive poses a number of advantages and potential cost savings for both future flood protection and stormwater management in this area.

Besides the cost savings of roughly \$12M, not having the public road in this area will greatly reduce the risk profile for the design, construction and safety of the future area's facilities.

Attachments Ngā Tāpirihanga

There are no attachments to this report.

Signatories Ngā Kaiwaitohu

Author	Robbert Lenselink - Principal Surface Water Engineer
Approved By	Kevin McDonnell - Team Leader Asset Planning

Christchurch City Council
City Services Team
Planning & Delivery (Transport)

Memorandum

Date: 20th May 2021

From: Hamid Mirbaha, Senior Transport Network Planner - Specialist

To: Richard Holland, Team Leader - Transport Asset Planning

CC: Dave Little, Senior Planner Residential Red Zone

Title: Avonside Drive closure – transport modelling

1. EXECUTIVE SUMMARY

This memo summarises the assumptions and highlights the findings of a transport modelling undertaken for a proposed street closures on Avonside Drive between 748 Avonside Drive (Red Zone by Avon Park) and Kerrs Rd, and Kerrs Road to Wainoni Road.

The assumptions in relation to the modelling are as below:

- Kerrs Road remains fully open to access the current rowing facility at Kerrs Reach over the bridge. The Bridge remains open for vehicles cycling and walking.
- Avonside Drive remains open for cycling and walking to connect to the new bridge at Snell Place and Kerrs Reach in the meantime. It is acknowledged that this path may be part of the Avon-Otakaro Major Cycleway route. Snell Bridge is right on the bend of Avonside Drive.

A summary of the current road network is provided below:

- Avonside Drive is classified as a Collector Road in the District Plan. The function of a Collector Road is to provide access between the adjacent local streets and arterial network. Providing an access to cater for long distance trips is not a desired function of a Collector Road.

CITY ENVIRONMENT - ASSET & NETWORK PLANNING - TRANSPORT

- The current daily traffic flows on Avonside Drive are around 2,500 vehicles per day. Considering the emptiness of the adjacent residential lands and closure of majority of the connected local streets the road is seemingly catering mainly to long distance trips between north-eastern suburbs and the central city.
- While traffic volumes along Avonside Drive are in the lower end of the range of traffic volumes for Collector Roads, vehicle speeds are high with average speeds around 55kph and 85th percentile speeds over 60kph. That is mostly due to the fact that the road looks like a rural road as a result of demolitions of the residential lands along it.

A summary of the transport model findings is presented below:

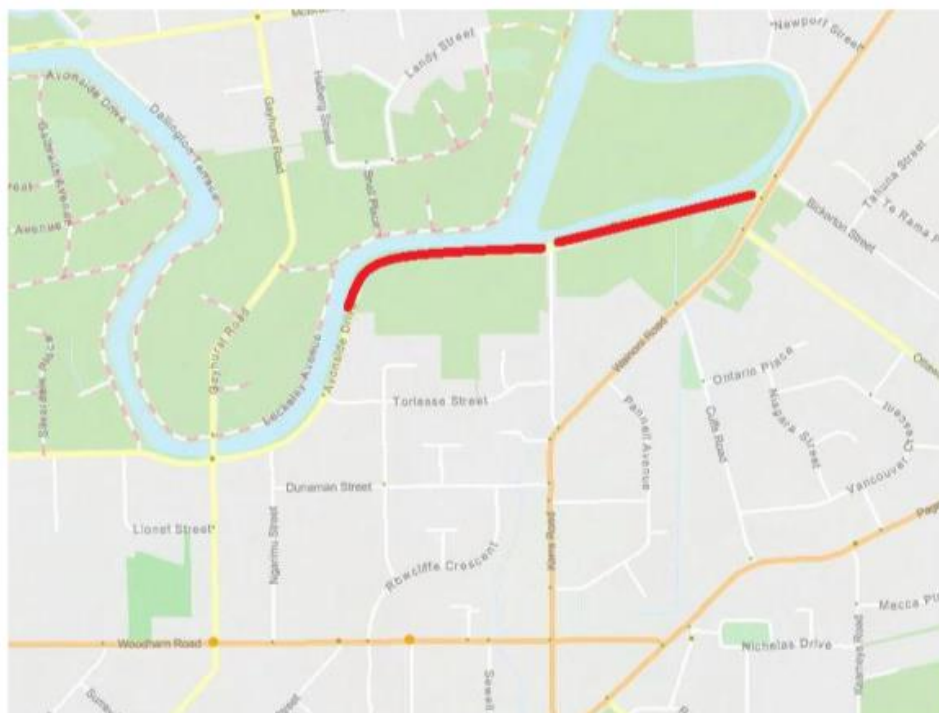
- The alternative alignment of Woodham-Kerrs-Wainoni is classified as Minor Arterial and provides a more direct route suitable for the longer distance trips.
- The volume of traffic on Woodham Road is currently 10,900 vehicle per day, which would increase to possibly 13,000 per day. This traffic volume is within the average range for a minor arterial road in Christchurch.
- The volume of traffic on Kerrs Road north of the Woodham Road roundabout is 14,500 vehicles per day which would increase to approximately 16,500 vehicles per day. This traffic volume is within the average range for a minor arterial road in Christchurch.
- The volume of traffic on Wainoni Road east of Avonside Drive is 15,200 vehicle per day. This traffic volume is unlikely to change noticeably as a result of the proposed Avonside Drive closure.
- Re-routing of traffic from Avonside Drive towards Woodham-Kerrs-Wainoni alignment would in-turn reduce the traffic flows on Retreat Road as well. This would mitigate the risks associates with double turns at the intersection of Avonside Drive/Gayhurst Road/Retreat Road.

Council would need to ensure signage is clear that Avonside Drive is now a cul-de-sac and at Gloucester Street (Gayhurst Bridge) the traffic is directed onto Woodham Road, and at Woodham Road/Kerrs Road roundabout towards Kerrs Road and Wainoni Road.

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2. THE PROPOSAL

This report highlights the traffic modelling findings of a proposal to close Avonside Drive between 748 Avonside Drive (Red Zone by Avon Park) and Kerrs Road, and Kerrs Road to Wainoni Road to facilitate the implementation of the Avon River corridor regeneration plan. A map of the road network in the area including the sections of Avonside Drive subject to closure under this proposal is shown on the map below.



- Avonside Drive is classified as a Collector Road in the District Plan. The function of a Collector Road is to provide access between the adjacent local streets and arterial network. Providing an access to cater for long distance trips is not a desired function of a Collector Road.
- The current daily traffic flows on Avonside Drive are around 2,500 vehicles per day. Considering the emptiness of the adjacent residential lands and closure of majority of the connected local streets the road is seemingly catering to long distance trips between north-eastern suburbs and the central city.
- While traffic volumes along Avonside Drive are in the lower end of the range of traffic volumes for Collector Roads, vehicle speeds are high with average speeds around 55kph and 85%ile speeds over 60kph. That is mostly due to the fact that the road looks like a rural road as a result of demolitions of the residential lands along it.
- The alternative alignment of Woodham-Kerrs-Wainoni is classified as Minor Arterial and provides a more direct route suitable for the longer distance trips.

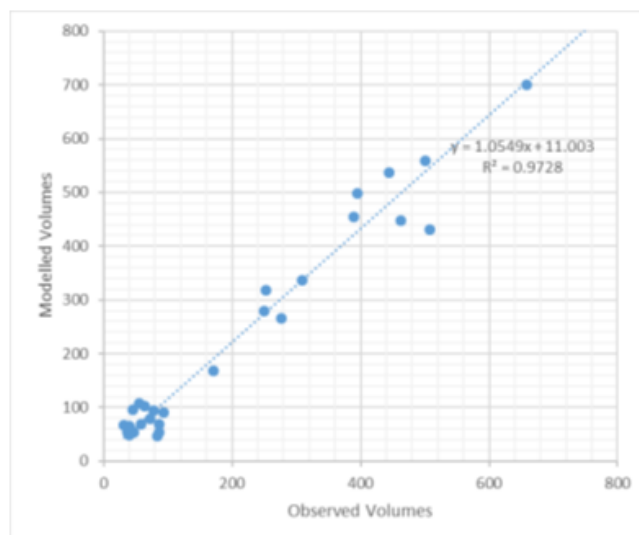
CITY ENVIRONMENT - ASSET & NETWORK PLANNING - TRANSPORT

3. MODEL CALIBRATION & VALIDATION

For the purpose of traffic modelling of the proposed Avonside Drive Closure, CAST model V18a for the design year of 2021 is used. Using the most recent traffic counts at 5 below road sections in the area, the transport model is validated and calibrated.

- Retreat Road (west of Patten Street)
- Retreat Road (east of Patten Street)
- Avonside Drive (west of Kerrs Road)
- Gayhurst Road (North of bridge)
- Wainoni Road (North of Avonside Drive)

Validation results of the base model is exhibited in the below graph.



The graph indicates the base model overall over-estimates the traffic volumes by around 5%. The over-estimation puts the model in a more conservative range where effects are slightly exaggerated. Modelling guidelines specify a range of targets for validation of local area transport models.

GEH	≤ 5	≤ 7.5	≤ 10
Target	90%	95%	100%
Base model	90%	100%	100%

On this basis, this is confirmed that the base model has an appropriate match to the reality of traffic environment in the local area network.

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4. KEY FINDINGS

To investigate the medium terms impacts of the proposal on the network, the design year of 2028 is chosen.

The initial modelling suggested that if the sections of Avonside Drive are closed, the local streets of Torlesse Street and Dunarnan Street between the open section of Avonside Drive and Wainoni Road would become attractive for the traffic which otherwise uses Avonside Drive. Both Torlesse Street and Dunarnan Street, however, already have some traffic calming devices and raised platforms to reduce speeds and discourage rat-running through these residential streets. Hence the increased attractiveness of the streets is deemed unlikely and mostly due to simplifications in the transport model's assumptions. The inconvenience of driving on raised platforms, the need for making additional turns and the lower overall speeds along Torlesse Street and Dunarnan Street would most likely discourage the long-distance traffic away from those alignments and keeps them on the arterial network.

To address this anomaly, the travel time effects of the existing traffic calming devices are coded into the model as Scenario 2. Volume difference plots between the base model and Scenario 2 for AM, IP and PM peak hours are presented below. In the following plots green colour indicates a reduction in traffic volumes while a red colour represents an increase. Thickness of the lines indicate the intensity of the hourly volume change compared to the base conditions which is also presented as numbers of vehicles per hour.



AM peak 2028 – volume differences

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IP 2028 - volume differences



PM 2028 - volume differences

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The revised model suggests the following:

- Majority of the Avonside Drive traffic would move onto Wainoni-Kerrs-Woodham alignment. This is a positive move which relocates long-distance traffic from Collector Roads back onto arterial roads.
- No considerable additional delays are likely as a result of the road closure at the intersections along the Wainoni-Kerrs-Woodham alignment.
- The volume of traffic on Woodham Road is currently 10,900 vehicle per day, which would increase to possibly 13,000 per day. This traffic volume is within the average range for a minor arterial road in Christchurch.
- The volume of traffic on Kerrs Road north of the Woodham Road roundabout is 14,500 vehicles per day which would increase to approximately 16,500 vehicles per day. This traffic volume is within the average range for a minor arterial road in Christchurch.
- The volume of traffic on Wainoni Road east of Avonside Drive is 15,200 vehicle per day. This traffic volume is unlikely to change noticeably as a result of the Avonside Drive closure.
- Re-routing of traffic from Avonside Drive towards Woodham-Kerrs-Wainoni alignment would in-turn reduce the traffic flows on Retreat Road as well. This would mitigate the risks associates with double turns at the intersection of Avonside Drive/Gayhurst Road/Retreat Road.

5. CONCLUSION

Results of the traffic modelling suggests that the proposal is feasible and is not likely to create a noticeable traffic impact on the local area network. The alternative alignment of Wainoni-Kerrs-Woodham is likely to have enough capacity to accommodate the low volume of traffic in Avonside Drive.

The proposal has the side benefits or reducing traffic volumes at the high risk intersection of Avonside Drive/Gayhurst Road/Retreat Road. It would also reduce the risk of speeding along Avonside Drive and Retreat Road and could contribute to a higher level of pedestrian cycle safety along those roads.

Overall, the findings of this study supports the proposed closure of the sections of Avonside Drive between 748 Avonside Drive (Red Zone by Avon Park) and Kerrs Rd, and Kerrs Road to Wainoni Road and assesses the negative effects arising from it as minor.

Council would need to ensure signage is clear that Avonside Drive is now a cul-de-sac and at Gloucester Street (Gayhurst Bridge) the traffic is directed onto Woodham Road, and at Woodham Road/Kerrs Road roundabout towards Kerrs Road and Wainoni Road.

Submission summary and analysis

Legal stopping of Avonside Drive between Kerrs Road and Wainoni Road, as well as Kerrs Road north of #144

Overview

Between 10 February and 10 March 2023, consultation on the legal stopping of Avonside Drive between Kerrs Road and Wainoni Road, as well as Kerrs Road north of #144 was completed in conjunction with the consultation on the redevelopment of Avon Park.

A link to the Have Your Say webpage <https://ccc.govt.nz/the-council/haveyoursay/show/569> was emailed to 42 key stakeholders and advertised via the Ōtākaro Avon River Corridor e-newsletter (305 subscribers at the time). Consultation documents were delivered to residents in close proximity of Avon Park. 400 flyers were delivered to the wider area potentially affected by the proposed road stopping of Avonside Drive in areas surrounding Avonside Drive. The consultation was posted on Newsline (on 10 February) and on the council Facebook page (on 10 February and 7 March) and reported on by various media outlets. The road closure was also discussed at the Dallington Landing drop-in session.

Regarding the legal road stopping, 111 groups and individuals made submissions. One additional submission was received late, and is not included in the analysis, but captured in the submission table (Attachment D).

Submitter profile

Submissions on the legal road stopping were made by three recognised organisations, namely the Disabled Persons Assembly, Dallington Residents Association and Life Education Trust, one business and 107 individuals.

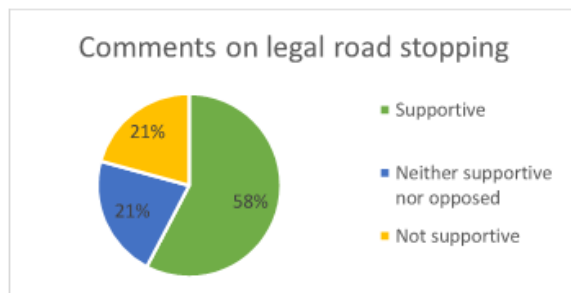
All but nine individual submissions were from Christchurch residents. Of those;

- Five live in Selwyn District
- Three live in Waimakariri District
- One lives in Hurunui District

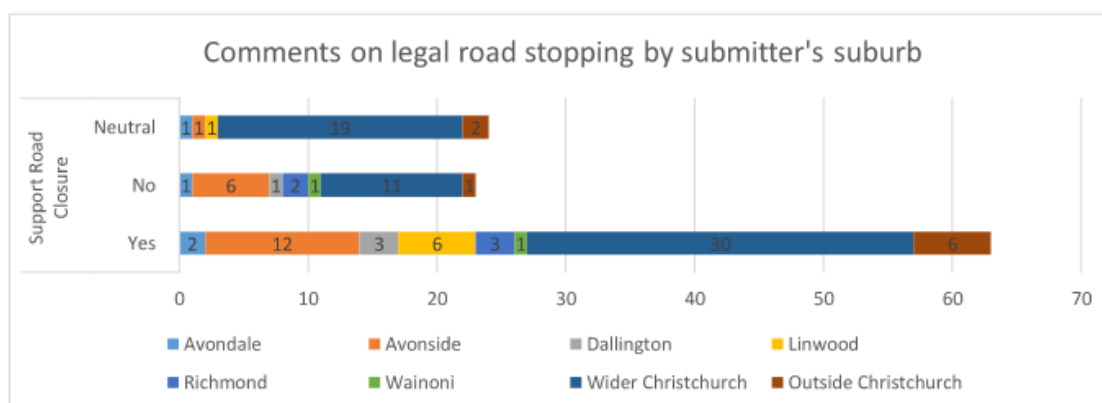
Feedback on the legal stopping of Avonside Drive between Kerrs Road and Wainoni Road, as well as Kerrs Road north of #144.

Of the 111 submissions received:

- 64 supported the proposed road stopping, 23 did not support it, and 24 did neither express support nor opposition.
- 104 provided comments on the proposal and 7 did not provide comments.

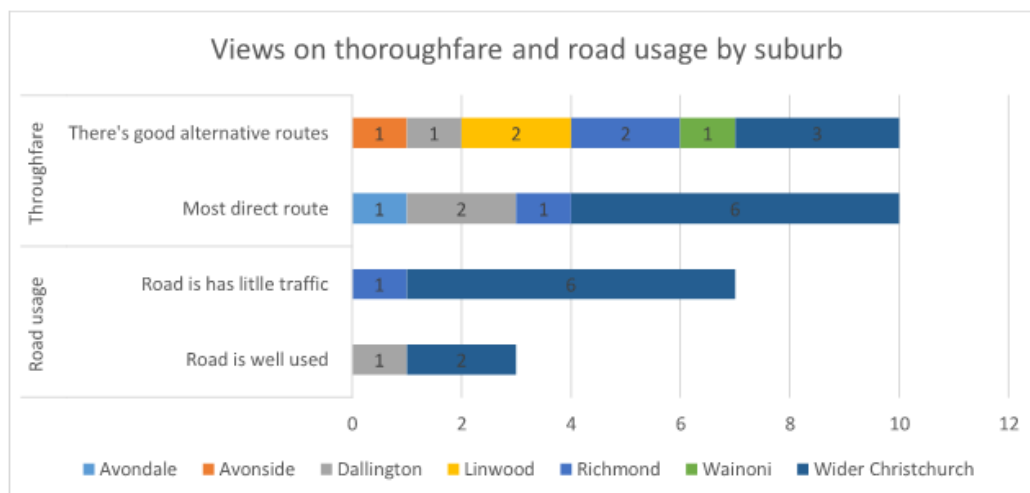


The distribution of submitters supporting, opposing or not expressing a clear preference on the proposed road stopping was spread across the local community in Avonside directly surrounding Avon Park, those from adjacent suburbs including Avondale, Dallington, Linwood, Richmond and Wainoni, as well as submitters from wider Christchurch and from outside, as shown below.



Feedback on current usage of the road

Submitter feedback and perceptions on the current road usage were mixed. Those opposed to the legal road stopping commented that it's a well-used road (3) and the most direct route (7) – the latter point was also commented on by one supporter of the road stopping and two submitters with neutral views. In comparison, those in favour of the road stopping, commented that the current use of the road did not warrant it staying open (7), with satisfactory alternative routes available (10). A more detailed breakdown of those opposing views by submitter suburb is shown below.



Key submitter issues raised and staff responses

Throughout the consultation process, staff considered and responded to the key issues raised by submitters as summarised below.

Issue raised by submitter(s)	Staff response
Issues raised that led to change	
Reducing access/parking for the water sports clubs / Kerrs Reach to daylight hours. Club users access the area from as early as 5am and well into the evening.	<p>We will seek to work to these hours for the gate opening/closing.</p> <p>We are in the process of preparing a plan change to relocate the flatwater facilities to the other side of the river, which will eliminate parking issues in the long-term. Find out more here: https://ccc.govt.nz/parks-and-gardens/regenerationareas/otakaro-avon-river-corridor/changes-to-kerrs-reach/.</p> <p>In the interim (about a year) we will investigate allowing overflow parking in red zone land nearby for events.</p> <p>The conversion of the northern end of Kerrs Road to a park road with a gate would allow us to quickly increase parking in this area, if the proposed new car park at the Western end as part of the Avon Park redevelopment proves to be insufficient.</p>
Increasing traffic on surrounding streets, particularly Torlesse St / Kerrs Rd	<p>We found with the temporary closure for the bridge construction that closing the portion of Avonside Drive adjacent to Avon Park only does increase traffic on Torlesse. The current consultation on closing the additional eastern portion between Kerrs and Wainoni was planned partly to</p>

	<p>address this issue. With the whole section closed, our traffic modelling indicates that traffic will divert to Wainoni Road (the arterial route, avoiding Torlesse) rather than Avonside - Kerrs - Torlesse, if the closure is only partial.</p> <p>We have heard concerns on potential impacts on Torlesse St via the consultation process and will consider temporary measures to avoid impacts on Torlesse as people get used to the change. Accordingly, in our report to the Community Board we recommended:</p> <ul style="list-style-type: none"> • That a speed reduction to 30km/h along Torlesse and Kerrs Road north of Wainoni Road be included and implemented as part of the road closure. • Follow-up traffic counters on Torlesse after the closure of Avonside Drive. • If counts are found to be higher than reasonable for a local road, re-engage with residents around further mitigation measures, which could include exploring options for traffic calming or full or partial culdesacs. <p>Increased traffic impacts to Kerrs Rd will be short term, due to plans to relocate clubs - then in medium to long term there will be significantly less traffic.</p>
Other issues raised	
Management of the gate at Kerrs Rd to prevent access at night.	The access to the northern part of Kerrs road would be gated - this is to reduce antisocial behaviour in an area with poor passive surveillance after dark. This will become a red zone asset and we will make sure it gets locked.
Loss of direct route/thoroughfare for cars and cyclists	Rerouting along Woodham-Wainoni is a similar distance, but is on an arterial route set to handle higher traffic flows.
Increased risk at surrounding intersections, such as Kerrs Rd/Wainoni Rd or Avonside Drive/Gloucester St/Retreat Rd	Previous modelling has checked the intersection safety, and while this is a direct route to some locations, there are suitable alternatives available.

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

Organisations / Businesses

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name/Organisation
49766	<p>Think its great projects happening and it doesn't have to happen overnight but with the right future thought for preliminary services for future ideas would be great. Artesian well filtered and accessible for the public.</p> <p>Some BBQ areas around the instalments like the Groyne used to have would be amazing to see.</p> <p>I would like to talk to you about a future archery range temporary with containers and outdoor area for archery tag. Close to birchfield ave area or any areas for lease</p>	<p>It makes sense to close the road and have only access for rowers. A possible camp ground could be placed in an area as well to look after the masses of freedom camper vans with accessible council hire bikes in the area.</p> <p>A taller pedestrian bridge to view the rowing races could be great</p>	Tyler Ashcroft - Tropicana outdoor & Sculptured Landscape Owner operator
49782	<p>Love it looks amazing definitely would be great to include a flying fox it's such a big part of kiwi childhoods, also I love the idea of a place where trees, real or man made can be climbed and sat on or in like tree huts or climb up a tree then walk across a wee something to another tree doesn't have to be high, also have you considered anything fun for people with intellectual disabilities I volunteer on the board of Avonside Housing Trust who house adult men with disabilities most of physically capable of doing almost anything they just need guidance but they would love to come down and spend time in the local area exploring a fun space like this. Could be good to consult with such places to see what parts of your plan would already meet their needs otherwise well done it looks incredible overall.</p>	<p>Not opposed to this if you have researched the levels of traffic using this and when and feel it's possible then great</p>	Renee Jones - Life Education Trust Funding and Events Manager
50724	Submission attached (A)		Chris Ford - Disabled Persons Assembly NZ Regional Policy Advisor
50725	Submission attached (B)	Submission attached (B)	Nardia Yozin - Kāinga Ora – Homes and Communities Senior Development Planner
50545	<p>The Dallington Residents Association is overall supportive of this proposal. It provides new amenity to an area that was badly affected by the earthquakes and has ongoing issues with flooding.</p> <p>Avon Park Sports Fields</p> <p>We note that the sports field will be much reduced - they are currently used for football. Have</p>	<p>The closure of Avonside Drive is of concern for some local residents, who will lose easy access to local shops along Wainoni Road. This is outweighed by the positive benefits that the road closure will have - it will resolve the flooding issues on the road, allowing the river to encroach and create wetlands. The high level design of this area provides for the river to 'breathe' and for people to engage with and enjoy the area via walkways and platforms. The closure of the road also addresses local resident concerns about flooding of the road - parts of the road are typically under water for most of the winter. Another concern that</p>	Bebe Frayle

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

<p>the sports clubs that currently use the fields be consulted. Will they be offered an alternative nearby space to move to?</p> <p>We note that a smaller kick-a-ball area will remain - have you considered how we can keep the Canada geese out of this area? They create a lot of mess that is likely to discourage people from using the area.</p> <p>Comments on designs</p> <p>The overall design of the area is great - there is a variety of amenities that should draw people into the area to enjoy the place. We love the combination of active spaces (playground and exploration areas, basketball half-court, kick-a-ball lawn) and reflection spaces (resting platforms).</p> <p>The viewing tower is a great idea, but of concern is the impact on privacy of close neighbours (mainly Braemar Place). Will visitors be able to see into homes in a way they are not currently able to? Have neighbours been consulted specifically about the viewing platform?</p> <p>The boardwalks will be a great asset to the area. The boardwalks through Horseshoe Lake were well used and are sorely missed.</p> <p>It is good to see that the design incorporates elements already in the area, for example work already being undertaken by Whitau School, and the bowling club. It would be great to provide access to the area from Mabel Howard Place for those residents.</p> <p>We are pleased to see that there is a BBQ area, and assume that this means there will be a permanent fixed BBQ for public use? It would be good to see more of these along the river corridor (for example at the Dallington and Wainoni Landings) as they encourage visitors to use the area, making it a destination for families and community groups to gather.</p>	<p>should be dealt with by the closure is speeding - cars travel very fast down Avonside Drive, using it as a 'rat run' between Wainoni Road and Gloucester Street. With the new bridge in place, we've raised the concern that pedestrians and cyclists coming off the Snell Place bridge are at risk due to speeding cars. This would be resolved by the proposal.</p> <p>The stoppage also has the potential knock-on effect of improving traffic management at the Gloucester Street - Retreat Road intersection. This intersection is very difficult to navigate when traveling across Gloucester Street from Avonside Drive to Retreat Road. We hope that we will see reduced traffic flow along this road, improving the safety at this intersection for pedestrians and cyclists.</p> <p>The turnaround area indicated in the General Arrangement Plan illustration (#1) is of some concern. We have observed that the creation of cul-de-sacs adjacent to red zone areas attracts anti-social behaviour - rubbish dumping and cars using it for joy-riding.</p> <p>Please note that the Snell Place Bridge has been referred to as Snells Bridge in Attachment E: Road Stopping Proposal. We ask that Council consistently applies its own bridge naming policy when referring to this bridge (naming bridges in reference to the road they are aligned to). If Council wants to call the bridge Snell's Bridge, then it should have a possessive apostrophe i.e. Snell's not Snells). The road was named for Peter Snell, and is an important part of Dallington history. As the roads will eventually disappear, it is important that we retain these small pieces of history to connect the current and the future to the past.</p>	
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Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

Individuals

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
49743	I think the council would be better of spending the money on fixing the roads in the East.	I think it's a joke	Jamile Whyte
49744	I think this is an excellent plan. I would just hope that we try to plant as many trees and other plants as we possibly can in order to let nature thrive first for us to enjoy after. As well as native trees, fruit trees could maybe be a good addition to extend the foraging seen in the red zone, possibly also space for a community garden?	It is necessary to close these roads in order for it to not be used as a race track. This is a special area to Christchurch that we need to protect - cars are not compatible with that.	Jack Halliday
49745	My friends and I use the cricket net quite a lot. So I'd like that moved/retained thanks. It is very handy as there is no cricket club based at Avon Park so you don't have to worry about it be in use by club teams in the evenings.	I've got no problem with this.	Richard Derham
49746	The proposal to develop an International standard rowing venue in this area? Why is this not mentioned in these plans?	Answer the above first.	Rae Mills
49748	I strongly support this project, including the road stopping. We need more ideas like this - quickly!	Fine. Very little traffic, and the closure will make the area much nicer.	Dr Bonnie Miller Perry
49749	Wonderful idea especially the creation of the wetlands and the removal of the road.	Great idea to close the road. I suggest you also fully close the northern section.	Hunter Curd
49750	It's great. Do it all. Love it	Great idea. Will make our river walks a lot safer.	Steph Haskell
49751	A clear, commutable path along the southern bank of the river. To connect Porritt Park/ Wainoni Landing to Avonside dr. To force all bicycle commuter traffic over the bridge to Locksley Ave is a poor inefficient and would make cycling along this beautiful part of the river from the East into the CBD largely inconvenienced by having to cross the river going north away from direction of travel.	It's an important alternative route but could be more beneficial as a wildlife area. A continuous flowing trail should be maintained from Avonside dr to the boat sheds to aid city bicycle commuters	D Baldwin
49752	I think this is a great idea. The roads and park are constantly prone to flooding during winter and this suggests natural wetland tendencies anyway. Listen to mother nature - she's definitely saying something.	My concern is the amount of increased traffic to Kerrs road the current road is prone to creating shaking to properties when there is a lot of traffic since the earthquakes. It's not designed for it. Also what would stop traffic at night?	Jacqueline Wyse
49754	We are facing future climate change extremes such as floods and droughts. The intensification of housing and tree loss in Otautahi will create more stress on the rivers, and drains. Sponge cities, permeable surfaces will be vital. This would serve a useful purpose to absorb excess water and provide a sanctuary for wildlife if kept dog free and predator free. We have built roads and houses on and through wetlands with our local wildlife getting pushed out of their habitat, road kill, cars, cats and dogs add to the loss of our wildlife. 90 % of wetlands has been destroyed in Aotearoa. Enough is enough. Time to restore areas to their natural state to give wildlife a sanctuary.	Very important to keep vehicles out of green corridors especially wetlands. There is a risk of the area becoming a playground for motorbikes, quadbikes and racers or 4 wheel drives Travis Wetlands should never have had a road put through it or nearby	Claire Coveney
49755	Looks great. I love the lower floodplain area being planted out. Nice to see all of the kids play areas too. This aligns well with the vision to increase tree canopy in the city. Looking forward to seeing the River trail getting underway and glad it goes through this area. Would it not make sense to keep the pathway closer to the current river edge to make it more direct?	Very logical as the road no longer services houses. Proceed.	Matthew Vannoort

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
49756		<p>I disagree with closing the section of Avonside Drive. It is currently the most direct route connecting Richmond to the Wainoni Pak n Save.</p> <p>It will also cut off access for many cyclists, high school students cycle from CGHS etc to the rowing hub.</p> <p>Even looking at the walking track, access should be maintained as a connection around the river.</p>	Jaimee Leach
49760	I support the plan and think it shows a good mix of spaces for various activities. I would personally prioritise native planting and wetland restoration and nature play over typical playground apparatus. In any case I would like to see this plan considered with respect to the rest of the corridor — so the end result is cohesive, champions native bush and wetland, and doesn't duplicate itself all the way along — e.g. we don't just want a line of parks/playgrounds, but a stunning natural reserve that houses opportunities for rest, relaxation, recreation and play.	I support this. I have always thought it a shame that the road followed the river banks so closely when there are better ways to enjoy the Ōtākaro/Avon.	Renee Blackburn
49762	Great idea. Wetlands make sense for the lower part of the river and redevelopment to attract people to the park will be a benefit to the area.	Not heavily trafficked currently so I don't think we would see any issues.	Lance Woods
49763	I think this looks great, I bike through here often when heading to the city, people often drive very fast around here. Has lighting been considered? I think the path would have to be very well lit for me to consider biking through here when its starting to get dark because its out of the way and there has been a history of people exposing themselves in the red zone area. There's also a lot of cars dumped in the red zone area so I would be very weary of people if the areas aren't well lit.	With the new park down the end it makes this section of road less of a through fare. The boat club still needs access but in the future it could be really nice to extend the park and nature area through the rest of the red zone, and narrow the road to the boat club so people treat it less like a racing road.	Sarah Hamzah
49764	Good plans.	Don't close this section of road, it is a handy through Road to Wainoni Road, saves a detour. Also closing this section would not allow easy access for the disabled to Avon Park.	Ross Williamson
49767	I do not agree with the closing of the Avonside Drive/Avon park section, but I see that this is mentioned as not being up for negotiation. I do not believe a proper survey of traffic volume on this road has been done. I do not remember any traffic counters being across this road section in the last 3 years and believe that all sectors of the use of this area can be accommodated with better planning. From what I see when I daily travel this area is that Porritt park area has turned into a swamp area and can be utilized for marshland and flood protection/overflow area. The current Avonside dr/kerrs rd/wainoni section is the area that floods the most with high tides and rain events so encouraging flow back towards the Porritt marshland makes better sense. The ORAC area marked (between avonside rd and Wanoni area) is basically already a marshland when rain occurs, suggesting that the corner of Kerrs and Avonside road could be turned into a potential carpark would be a waste of funds as this is often underwater. My suggestion is that the presently marked cycle lane up on the 'hill' needs to be widened for better shared use between cyclists and those on foot. But the road is currently wide enough to accommodate this and you could remove the footpath on the Avon park side of the road and create a new one on the other side of the trees within the park as a naturalized walkway. This would do away with the wish by designers to greatly impact those that need to use this route	I travel this section at least five days of the week (sometimes four times a day) and some evenings and there is always a good volume of traffic using this road, even when flooding occurs. At times when the road has been unusable the alternative routes towards Glouster street becomes gridlocked especially around school times on Woodham road. I do not agree with the closing of any part of this section of Avonside Drive. I do not believe a proper survey of traffic volume on this road has been done. I do not remember any traffic counters being across this road section in the last 3 years and believe that all sectors of public can use this area and can be accommodated with better planning. My suggestion is that the presently marked cycle lane up on the 'hill' needs to be widened for better shared use between cyclists and those on foot. But the road is currently wide enough to accommodate this and you could remove the footpath on the Avon park side of the road and create a new one on the other side of the trees within the park/nature section as a naturalized walkway. This would do away with the wish by designers (who seem to not travel this area) to greatly impact those that need to use this route for essential vehicle travel and still enable nature to be developed without sacrificing any sector of community needs.	Jill Reesby

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
	for essential vehicle travel and still enable nature to be developed without sacrificing community needs. I don't see a carpark marked near the #1Avonside entrance but presume there would be an area between areas #2/4/5 for carparking from that direction or you are going to end up with frustrated residence sick of the public parking in front of private properties. There is such a larger area of already red zone that can be used for development into nature areas without compromising and potentially adding to traffic gridlocks in other areas, by taking away roads that are well used by community members.		
49768	<p>I love the upgrade to the playground and making this a much more engaging, family oriented space.</p> <p>I think the things to consider for Kerrs road are:</p> <ul style="list-style-type: none"> - road access along torlesse st. People use this as an alternative when Avonside dr is closed and with the narrowing along it, it becomes one way and a real pain when busy. I think this might be more prevalent with the proposed road closures - the housing on Mabel Howard pl: at present some of the residents do prevent the park being used by more families. Sometimes people camp in the back park (12 on the proposal). Maybe having plantings to create more of a boundary between the two spaces? - whitebaiters? Behaviour has improved in the last couple of years and less 'campsites' created. But the road is a common spot for whitebaiters so not sure if they would still try to use the space (I love shutting it off for them just noting a possible point of contention) - traffic on Kerrs road: I expect this will increase a lot with Avonside dr closing and directing all rowing club users down kerrs rd, as well as a lot of park users if the proposed car parking is established. Is the road fit for purpose for that? - I love the incorporation of natural elements in the family areas and a bbq (presume tables would be included?) 	<p>Avonside dr is a terrible road at the moment - floods when there is any rain, so I think it's great to close. Just need to consider the impacts on other roads, esp with the rowing club.</p> <p>I like Kerrs rd being focused on daylight use - how does this impact residents of that part of the road?</p>	Leeann Ellis
49772	The Idear is great more trees more bird life would be great. Make the hole off redzone into nature reserve plant it out in trees and let the birds come back	What ever you have to do to get this up and running. All good	Jason Loader
49774	Please return all land back to nature. Full support	Yes close avonside drive and return the land to nature	Jake Owen
49776	Yes to everything that is being proposed. This is such a fantastic vision for the future generations of our beautiful city.	Yes to this too. Fantastic suggestion.	Rachel Du Val
49779	I think it's a great idea! Wetlands are a vital part of our ecosystem and supports lots of bird/aquatic life. It would be an innovative way to repurpose otherwise unusable land. And would draw more tourists in to visit and see native wildlife. And more nature will help relieve stress from locals, and maybe even encourage them to get out more.	It's a price I'd be willing to pay. I'm sure many others would feel the same	Lachlan Dean
49784	A waste of money and unnecessary.	Please leave the road open, I like many uses it weekly and it is a good short cut through to that part of town.	Sam Manson

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
	<p>Please do not remove the English trees and field at the lower part of the park, The park now is used by many and it is a lovely setting.</p> <p>A simple path for your path to the sea would be fine leave the park as it has been for generations and turn red zone back to wetlands.</p> <p>We all love NZ wetlands and Bush but Christchurch needs to retain its English trees and parks.</p>	<p>You are all ready making it harder to get around as the closing of river road at midway street has been a inconvenience already.</p> <p>You want us to lower our C02 emissions but then make us drive right around to get places</p>	
49785		Alternative road access for vehicles in and out of the rowing facilities will ABSOLUTELY need to be created if Kerrs Rd and Avonside Drive access from Wainoni Rd is closed. This alternative access has not been discussed or sketched in your plans.	Toni Hawkyard
49786	I think it is a great idea. Would be great to see upgrades to the Rowing Facility Area	<p>There must be 24/7 access to the Kerrs Reach Rowing facility for all vehicles. This is a must and cannot be overlooked.</p> <p>Northern Section of Kerrs Road cannot be limited to daylight hours as the ROWing Facility is used during nighttime hours.</p>	Lewis Hawkyard
49787	The more the green the better. Connected paths to sea for bicycle and foot traffic. Yes!	No comment	Keith Burgess
49788		What has been put in place for the rowing clubs. Have they or will they be consulted on the changes in the area. Our boys are at training from 6am, will the access be open for them from then on?	Abby Savage
49792	<p>I think this proposal is brilliant. Actions like this support the restoration of the environment and ecology of Ōtautahi.</p> <p>I used to cycle the red zone every day from the city to Burwood. 100% I would cycle through a wetland! That would be brilliant as a connection. It will also increase the appeal of the area for recreationally running and cycling.</p>	From the perspective of a cyclist commuter, no concerns. I no longer live in this area. It would increase my chances of recreationally cycling and running in the area.	Ben Dickie
49795	It sounds like a good idea, as long as it doesn't have the native planting and the weeds and grass etc left to grow knee to waist high like down Gayhurst Road, it looks absolutely disgraceful and a fire hazard, feel embarrassed to say I live in dallington, and some tourists thought it looked like a tip		Sheila Hume
49798	People in wheel chairs and have walking disabilities	We protect the people and wildlife	Chaz Livermore
49801	I cycle through the proposed development from Wainoni Road. It's the best footbridge to use, and I currently like to use Avonside Drive to cycle to it because it is sealed. I would like a nice sealed path through the area that I can cycle, rather than a gravel path that punctuates tyres, and is not great for cycling.	I don't have to drive through the road per se, so I personally wouldn't mind the road to be closed, as long as there remains a good sealed path for cycling to access the bridge.	Stephanas Rigby
49802	New plan looks great other than the road closing between Kerrs Road and Wainoni Road.	<p>Absolutely love the Avonpark Redevelopment but do not like the idea of closing Avonside Drive between Kerrs Road and Wainoni.</p> <p>I have witnessed so many near missing of right hand turns in and out of Kerrs Road from Wainoni Road. Turning right on the sweeping bend is very dangerous because there is next to no view of the traffic ahead around the corner.</p>	Gilda Harpur

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
		It's hard enough getting out on to Gayhurst Road now that the lights had been removed.	
49806	I like the look of this plan. Regarding the plants planned have you thought about bee friendly types?	I agree with the stopping of the road. With the changes since 2010 the road is no longer a major through way.	Stephen Ridder
49807		I can't understand how the rowing sheds are to be accessed? How do vehicles access this in particularly the large boat trailers to get in and out when loading the boats for away regattas? A regular occurrence in the summer months? By the looks of your map, you will close Avonside Drive from Wainoni Rd, Kerrs Rd will not go through to the rowing sheds and Avonside Drive from the other side appears to stop on the bend just before the new bridge or where the pathway starts? Can you explain to me how vehicles access the rowing sheds. Thank you	Nicola Skelton
49809	The Avon Park treatment looks good. Although there is nothing proposed currently that would interfere with the main river flow note that the Avon is used for kayaking through this section so please ensure the main flow continues without building shallows, planting reeds etc	Absolutely not!! The rowing clubs and Arawa canoe club operate year round from early morning until well into the evening. For most of the year this means people are arriving and leaving outside of daylight hours. This is probably hundreds of people every day during winter and spring. If Kerrs Road was closed at night this would create huge disruption to the clubs and many many people. Any suggestion that they park at the proposed parking on Kerrs Road at night would create a significant safety hazard for those walking from there in the dark, which includes many school aged kids. Closing the section of Avonside Drive from Kerrs to Wainoni is less an issue but seems to achieve very little. It currently creates an additional access way to the rowing & canoe clubs which reduces the traffic on Kerrs Road. Please keep it open unless there is a compelling reason to close it.	Richard Dove
49814	park plans looks and provide a good link to the river.	I would like to see access via Kerrs Road and the eastern end of Avonside drive to be maintained as this routes still provides good access to Porritt Park. Closing the eastern road access will create increase traffic on Kerrs Road and the sightlines and turning opportunities into and out of Wainoni Road is poor.	Nathan Punton
49818	Great idea, as a local I fully support anything that will tidy the area, and encourage recreational use.	About time. I am sick of asking police to monitor speeds and dangerous driving. People think it is a race track and drive utes when it floods like they are in the back country crossing a river. It's an area rife with rubbish dumping and other disrespectful behaviors.	Rohan McNaughtan
49820	Love it, but please ensure there are carparks for visitors to use the area, so as not to push parking on to local residential streets.	Great idea	Ali Plunket
49821	I drive around that area multiple times every week . It is so rare to see anyone there walking or being interested in using that land recreationally.that won't change regardless of features. It would be more useful to use the land for self contained tiny homes on trailers with land lease going back to the CCC. Gives more cred to sustainability and home ownership and can be towed off easily should a new disaster happen .	No opinion at this stage	Lisa Kelleher

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
49822	Great Go Ahead	Excellent. At the moment this is just a racetrack for bogans. Kerr's, Wainoni Rd is more that and adequate thoroughfare	David Marra
49823	Great proposal	Good idea, but need to ensure access to Kerr's Reach isn't restricted.	Hayden Bowen
49824	This project is in the "nice to have" group but ratepayers cannot afford to fund this group at this stage with cost of living increases already at such a high level. We are already being told to expect very high rate increases and this proposal will just make matters worse. It is time CCC scrapped its planning method whereby every project possible is included in the plan and then rates fixed according to the cost estimates. Instead the rates should be fixed at affordable levels and the number of projects selected to fill the funding available by selecting them according to priority. At present it appears that Council spending is based on the need to keep Council staff employed instead of laying off staff not required. Much of the Council spending is on grossly overpaid staff and numbers of staff. Time to weed out the hefty lumps off fat in the payroll.	As this project should be deferred for some years, closing the roads is a moot point.	Francis Sharpley
49825	Good idea to create a wetland		Rebecca Cannan
49826	<p>This redevelopment is on the wrong side of the river. There are many reasons why this development is not a good idea.</p> <p>a) Closing Avonside Drive will send traffic down Torlesse Street (see comments below).</p> <p>b) There is a high stop bank that currently limits the flooding potential on the south side of the river. Flooding risk will increase if water is allowed to freely flow to the south side of the stop bank.</p> <p>c) There are other places where a wetlands area (similar to Travis Road Wetlands) could be created. Suggestions:</p> <p>i) Use the north side of the river for the proposed Naturalised Wetlands. Or better</p> <p>ii) Use Porritt Park. It would require digging to create water filled areas with the spoils used to create islands. Currently the old riverbed that goes around Porritt Park is neglected and would benefit from a tidy-up by the council.</p> <p>d) The cycleway needs to (also) come alongside the Avon River going towards the Gayhurst bridge. Many school aged cyclists use Avonside Drive to go to the Kerrs Reach rowing clubs. Forcing them to use a narrow road without a dedicated cycle path would be a bad idea.</p> <p>I have another concern, that being the proposal is presented as if it has already been decided that this will go ahead (construction start dates etc). Is this "consultation" being done merely to allow a box to be ticked to say that the community was consulted?</p>	<p>Closing Avonside Drive is a bad idea. The traffic that currently moves between the Gayhurst Bridge and Wainoni Rd via Avonside Drive would consequently go down Torlesse Street / Kerrs Road. Torlesse Street is not suitable for taking an increased number of vehicles.</p> <p>Efforts have been made in the past to limit the traffic using Torlesse Street as a through-route. These are a) the stop signs on Torlesse Street at the Holland Street intersection (even though Holland Street has about 1/5 the number of cars) and b) the speed bump in what used to be a cul-de-sac turning circle.</p> <p>Finally, restricting the northern end of Kerrs Road to daylight hours would not suit the people who live in houses in this part of Kerrs Road.</p>	Brian Goulter

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
49827	I think this proposal is a brilliant idea, it's been discouraging to see this park be neglected over the last couple of years. But knowing this is the plan is a great step forward for this area.	I understand why Torlesse St residents wouldn't want extra traffic. I'm happy for that section of Avonside Dr to be closed.	Sarah Blackler
49828	Update the children's playground only . Please consider the infrastructure in the east and spend the money on that. 4 to 5 million will make a difference.	No leave open It's an important thoroughfare. Thankyou for the opportunity to submit my thoughts5	Jennifer Cooper
49829	The main aspect that concerns me is the city to sea pathway, as I am already a regular user of this route. What is important to me is that it is: -Direct. It's a long route, and is used by commuters. It needs to be as direct as possible, avoiding detours and meandering. -Safe. Good lighting, wide sightlines. Including places of activity on the way, like playgrounds and sports fields increase passive surveillance and make it feel safer.	I fully support this. This should be a recreational area and the is no longer a need for roads there.	Michael Clemens
49830	In simple terms, my submission is just plant trees. Get the carbon sequestration and create a wonderful nature reserve in the city at the same time. I can't understand a Council, that declared a climate emergency in 2019, coming out for public consultation on another designer public park plan. Surely, there is a sense of urgency around getting decent native trees planted throughout the old red zone and regenerating the whole area back to an urban wetland/ native forest. There seems to be so much time taken consulting and coming up with expensive ideas, when planting trees is the easy solution. Nature can then provide the rest. On a broader level, over on the developing side of the city (South East) we have new subdivisions going in on old farmland, with hundreds of mature trees being felled to make way for housing on 450-600m2 sections. There is little chance of large mature trees being replenished here. Use the money saved on the expensive design process and hard landscaping at Avon Park (and other areas) to purchasing more land to plant out in large tree species.	No thoughts here.	Walt Friedel
49832	"Access to Kerrs Road between 144 Kerrs Road and Kerrs Reach (where it passes through the regeneration area) will also be limited to daylight hours" What does daylight hours mean? The existing rowing and kayaking clubs that are situated at Kerrs Reach require access beyond daylight hours. For instance, Arawa Canoe Club has access to its cluebrooms (for members) from 5.30am.	How will continued access for rowing and kayak clubs be allowed for when closing Kerrs Rd outside of daylight hours?	Matt Harris
49833	Great Idea, strongly agree with the ecological aspect and presume it could potentially help with mitigation of increasing frequency of adverse weather impacts from climate change.	It makes sense	Paul Hamilton
49835	I think this is a great idea to extend the facilities. More recreation activities and areas would increase numbers of people visiting.	I think this is a great idea of the area. I don't like the speed of cars and it can be flooded. This would make it safer for the high numbers of students who bike to their rowing. Whilst I both drive and bike along that route, I can drive an alternative and I would appreciate a better bike way.	Annette Milne
49836	It's a good idea to close Avonside Drive Between Wainoni Road & 742 Avonside Drive because it can really help the enviroment	Reasonable	Rohan van Soest

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
49837	Is there any off road parking ,if so where is it located, also is the culdersac proposed on avonside drive near the new foot bridge still going ahead	Good idea	Tony Marker
49847	It is wonderful to see some movement into developing our red zone. As a paddler and one of 1000's of users of the river based out of Porritt Park I have concerns that part of Avonside Drive to Wainoni road is being proposed to being closed - this has massive impacts on the many river users that are there daily, if not twice a day most days. Access is vital to our recreation areas. I have also concerned about the park being closed outside of daylight hours. Athletes train at hours outside of this all year around and this is not feasible for the 1000's of craft and paddlers that use this river.	As per above I am concerned about the road closures limiting access to the many users who currently use the river to train - rowing clubs, kayak club and Waka Ama - they have been a fixture for many decades and it is incredibly busy. To cut off access and limit this is not best serving to the community. Thanks so much for reading and listening.	Rosie Shakespeare
49849	Wounderful plans. As long it help to prevent flooding in area as well.	Happy for this to happen. If the current plants aren't going to kept I would the plants to be sold at a cheap price to locals they can transplanted. The council to take the big plants out.	Anna Smith
49850	When stopping Avonside Dr, please carefully plan traffic measures to strongly discourage people from turning into Avonside Rd from the Gayhurst/Gloucester bridge and strongly encourage them to continue to Woodham Rd before turning left. I would imagine such measures would include narrowing the entrance to Avonside Dr, and traffic calming measures along Avonside Dr and Ngarimu & Torlesse Sts. You must listen to locals about the effect on traffic - we have witnessed how people drive when they're using this shortcut! Also, please make sure the park is accessible to those with mobility issues, especially in terms of mobility parking. One of the very valid criticisms of the Dallington Landing is that it is virtually off-limits to people with mobility issues because of the lack of integrated mobility parking. Don't make the same mistake here.	I love the plan, including the proposed stopping of Avonside Dr between Kerrs Rd and Wainoni Rd, and turning a portion of Kerrs Rd into a park road. Just get the traffic calming and mobility access right, and it will be perfect :)	Ashley Campbell
49853	I think it looks like a great use of otherwise unused land	Closing the road will disrupt peoples regular driving habits. Care will need to be taken the ensure that there are good and viable alternatives for those otherwise using Avonside Drive, some of the surrounding roads will need upgrades/repairs to manage the increased traffic. I have concerns around limiting the northern section of Kerrs Road to daylight hours. This will have a significant impact on those who use the rowing and kayaking facilities for training. This ranges from school students, beginners, reactional, social and elite athletes alike. Parking outside the gate and carrying gear, kayaks etc into the club rooms is also not realistically a feasible option. While I appreciate the motivation for having locked gates to reduce antisocial behaviour, consideration needs to go into what is considered daylight hours. During winter especially	Nicole Owen

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
		when athletes can have started and finished their session (on water, in gym or on rowing/kayaking ergs) in the dark. Daylight hours will need to look something like 5am-10pm.	
49854	Consider how I access Arawa club to go paddling. We train at all time but specifically from 6am-9am with headlights on. And also evenings from 4pm to 8pm.	How do I get to my kayak club? Arawa.	Anne Fray
49855	The proposal for Avon Park sounds fantastic. It is wonderful to see some more development in our area. We love the idea of the revamped playground for the children in the area, especially the nature play area. The kids would love a wide slide incorporated such as the slide at the Margaret Mahy Playground in town. It's great that the existing basketball court is being renewed. There are a lot of young people in the area that use the courts. We are happy to see the low lying land to be transformed into a wetland area. This is often flooded after a lot of rain or high tide. This development will be such an asset to the area.	Closing Avonside Drive is a great idea and we as a family welcome this idea. We can easily drive via Torlesse or Ngarimu Street to do our shopping or going to New Brighton. Many cars speed through Avonside Drive and at night it is often used as a race track. The road is also used as a dump by fly tippers. Some of this antisocial behaviour may be reduced by closing the road.	Claudia Edwards
49856		Specifically what times would this section be closed and how would the closure be controlled. The kayak and rowing facilities are used from the early hours and well into the evening with gym sessions taking place at the club houses. I am a member of the Arawa club and store my kayak at the club. We have a Tuesday morning session on the river running all year round and we are still on the river in the dark with head torches. A lot of other participants travel with their kayaks on their cars to each session as boat storage is limited at the club. Members training for Coast to Coast often pick up their boats early in the mornings and return them late in the evening after completing day trips. I feel simply closing the road during "daylight hours" is not achievable for the busy use of the kayak and rowing clubs.	Hugh Tutton
49858	Hi there. I think you need to propose this plan to the residents of this area as I live in on Torlesse street and we do NOT want our street being the main route if you choose to close of Avonside Dr. during flooding and when you close Avonside Dr the traffic down our tiny street absurd. Please advise what you are proposing to the residents as we live here and should have the right to have our say. I won't be the only resident questioning this? All the time and money put into the pathway is great but you can't stomp through our neighbourhoods changing things and not let us have the right to choose if this is what's best for the residents and families. Too many road closures causes congestion around other parts of the city.	Nope. Think you need to ASK the homeowners before you can change things like this. There is far more other issues in our neighbourhood and having more traffic down our tiny street is not going to ease any of those problems.	Erica Salazar
49859	I am a second year Conservation and Ecology student at Lincoln University and I think it is very important for the biodiversity of the community that this wetland and wildlife refuge goes ahead.	I have no issues with this happening.	Katelyn Crafts

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
49860	I am a Lincoln university student, with a passion for the environment. I think it is crucial that this wildlife refuge and wetland restoration goes ahead. I see this as essential, not just for native biodiversity, but for the well-being and future health of the community. Healthy wetlands can serve as permanent carbon sinks, which is crucial in the fight against climate change.	No comment	Alice McCormick
49861	The park looks great! I am a river user at Kerrs Reach so access is my only issue.	As someone who works full time, having access to Kerrs Reach before dawn and after dark is the only way we can fit in any training. This is even more true during the winter when daylight hours are reduced. Access from as early as 5am and up until 9pm would be reasonable for us.	Anna Wood
49862	Kia ora, My team mates and I use the cricket nets at Avon Park weekly. Other people use the nets at other times, including a softball on a Thursday evening. I would like to strongly request that alternative cricket nets be provided should the current one located at Avon Park become affected by the proposed changes. Thank you.	Fine.	Tim Corry
49960	Approve of the proposal. Especially the restoration of wetland/native area. Approve of the link with the cycle route.	Approve. No need for access to be retained. Removes the cost of upkeep for what is an essentially useless section of road.	Patrick Kennedy
49961	I think the plan is awesome! Very excited to see how this turns out. I love the idea of the nature-play areas, community forage gardens and an area for cultural games. And support this strongly, along with the upgrading of the basketball court. But I do have some concerns regarding traffic implications for the surrounding streets.	I live on Torlesse street and I am a little concerned about the traffic implications for our road. When Avonside Drive has been blocked off due to floods and when the bridge was being built we saw a huge increase in traffic coming down Torlesse Street to get to Kerrs Road. It's quite a narrow street with two speed humps. I would like to know if there are any measures being taken to help with traffic flow down Torlesse street and surrounding streets? What are the results of your traffic assessment? I understand this section is part of the district plan but would still like to know what/if any considerations have been made for this? I'm regards to the closure of Avonside Drive from Kerrs Road to Wainoni Road this would probably make sense if the rest of Avonside Drive is closed.	Sam Savage
49984	Generally happy. Full submission attached (C), briefly: 1. Outdoor activity areas for older demographics 2. The importance of not straightening any of the Otakaro-Avon River - maintain or increase the meandering aspects. 3. Expand nature play areas. Submission attached (C).	Good idea. Plenty of car access to Wainoni Road eg, down Woodham Road. Biking access is available.	Sue Parkes
49987	This is fantastic! This area needs more attractions to bring people back! I think taking out that section of avonside drive is essential! It is barely used and it very dangerous to bike or walk down. Wetland restoration and areas for people and kids to play, relax and enjoy the natural environment are so important.	It is so important this road closure goes ahead. It doesn't get used and it is dangerous. We must protect and restore our wetlands and by doing so we attract more people back to the east. I think it should be permanently closed to cars and open the cyclists and pedestrians 24/7 with lighting and safe cycle and walkways the show the beauty of the wetlands.	Stephen East
50002		It appears that people have forgotten that there are boat sheds and rowing clubs at Kerrs reach.	Corina Jordan

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
		<p>If the northern section has its usage limited to daylight hours, how are the rowers meant to access the club in the early hours of the morning for their training sessions? These are next generation athletes that could go on to represent Canterbury or their country yet you are limiting their access affecting their training.</p> <p>By closing Avonside drive will mean that the traffic that would normally be going to Kerrs Reach will now have to go through residential areas, and when the heavy vehicles with trailers loaded with boats leave in the mornings or anytime for that matter will have to go past residents homes, which will affect their livelihoods and increasing traffic past their homes will make the roads less safe for them.</p> <p>Wouldn't it make more sense to keep this section of the road open to keep the traffic access Kerrs Reach away from residential areas. With the other end of Avonside closed the traffic you wont have the cars cutting and speeding as it would only be people accessing Kerrs Reach or people coming to walk the their dogs through the red zone.</p>	
50035	Safety of users. Encourage recreational cyclists- families at weekends. Not just commuting cyclists.	I like the drive from Wainoni Road to Gayhurst Road and use it often. It would be sad to see it go entirely.	Judith Stephens
50044	<p>I am very happy with all details of the plan, especially the slow removal of exotic tress to transition the area without leaving it barren for a prolonged period.</p> <p>I would like to see the inclusion of access point down to the main flow of the river.</p>	This is a diverting road with no housing impacted by it's removal I cannot foresee any negative impact to traffic flows. Nighttime closing of the Kerrs road section seems appropriate to deter antisocial behavior around this area	kimberley Evans
50055	The proposal looks great, love the channel cut to allow an authentic ecosystem to be re-establish particularly the island, ensuring that human interaction there is highly discouraged would be great for the target species.	As long as public access to the area is available then having the road closed and no roading within the park area would be great	Bethany Millar
50069	i have major concerns about restricting access to daylight hours on Kerrs road and closing Avonside drive.	As a member of Arawa kayak club i have grave concerns about restricting access, club members frequent the club boat storage area before dawn and after dusk year round for training purposes. I would strongly support a reconsideration of the current proposal to limit access .	Ruth Tramschek
50073	Overall I like what I see.	Currently it is accessed by our rowers. I would hope they still have access to the rowing clubrooms? Also I use this section to bike to work, and usually come back on smells bridge. Is this still accessible under the proposal?	Helen van Zanten
50309	<p>I think this is a great idea.</p> <p>We live on [REDACTED] and closing the road will mean that we will have to take a different route to the Pak n Save and other various trips in that direction. This is absolutely no problem at all as there are plenty of other routes available to us. This will also help stop the problem with cars speeding through from Gloucester street to Wainoni Road which some days seems like a raceway. Also the intersection of Avonside Drive, Gloucester Street & Retreat Road is a mess with traffic constantly cutting the corner when travelling from Retreat Road to Avonside Drive. It is a miracle that no one has been seriously</p>	Fantastic idea	Graeme Edwards

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
	injured there at this intersection, especially a child or teenager who who is travelling to or from rowing as there are plenty of them.		
50317	I think that this proposal is an excellent idea as the effects that wetlands have on the environment and wellbeing of communities is very beneficial. Wetlands provide many ecosystem services including mitigation of negative effects from other anthropomorphic activities. Additionally, the ability of local communities to access a recreational area in proximity to protected ecosystems would increase the appreciation of local community members for the environment, a crucial factor in the current state of environmental distress facing New Zealand and the world.	I believe that the closing and/or restriction of road use will be beneficial in conjunction with the development of a regeneration area and recreation facilities. The local wildlife that would hopefully repopulate the reserve will be protected by the decrease in vehicular traffic. Additionally, local recreational resources such as the renewed basketball court, play areas, and foraging gardens can be expected to increase the popularity of the park, particularly among younger residents. The closure of Avonside Dr. and Kerrs Rd., alongside the restoration initiative, will improve the safety of locals that utilise the new facilities.	Heidi Allan
49988	<p>The overall intent of the plan appears good. I assume that consideration has been given to the sports teams which currently practice on Avon Park and they will be offered suitable alternatives nearby?</p> <p>My family are frequent users of the river in this area for kayaking (twice a day, six or seven days per week). One concern is that the provision of wetland areas and the promotion of a habitat for water birds will increase the volume of such birds in the area. In my opinion, there are already far too many birds here. The volume of bird poo on the rowing and kayak club pontoons is phenomenal. It is cleaned off daily and by the following day is back. Studies have shown that Canada Geese can poop up to 2kg each per day, and there are hundreds of geese, ducks and swans that hang out in Kerrs reach and the river downstream of there. The water quality is consequently abysmal. Therefore, anything that might increase the number of such birds in the area will only make the problem worse. The refurbished park will not be a pleasant place for recreation if there is too much bird poo everywhere.</p>	<p>The closing of Avonside Drive between Kerrs Road and Wainoni Road will not directly affect us, as we travel to and from the other direction, however, there are many users who will be affected and a reasonable volume of extra traffic will be pushed out to other routes. I am more concerned about the proposal to limit use of the northern section of Kerrs Road to daylight hours. My daughter is a NZ representative kayaker, and trains on the river and in the Arawa Club gym, twice a day, generally at from 6am for her morning session (before university), and until 7pm for her evening session. During half of the year, it is dark at these times and presumably, under the new proposal, we would not be able to access the club. I paddle with a group of around 30 other kayakers once a week at 6.30am. Similarly, for much of the year, it is dark at this time. Paddlers also arrive up to 30 minutes before the session starts. In addition to our groups, there are many other users, including lots of rowers, who are on the river in the dark, using lights. There will be hundreds of users who access the rowing and kayaking clubs before and after school and work, when it is dark, who would be negatively affected. The kayak club stores hundreds of kayaks for club members, who regularly want to access the club late in the evening to collect their kayak, if the weather and river conditions on the Waimak are suitable for paddling the next day. A more workable solution, in my opinion, would be the closure of this section of the road from 11pm to 5am.</p> <p>Submission attached (D).</p>	Bruce Garrett
50381	<p>I live in [REDACTED] in principle support the changes to Avon Park and the stopping of the road from 740 Avonside Drive and Kerrs Road.</p> <p>However, I have serious concerns with what will be increased traffic flows & parking issues.</p> <p>The stopping of Avonside Drive between Kerrs Road and Wainoni Road, would leave lower Kerrs Rd as the only access to Kerrs Reach/Wainoni Landing.</p> <p>There are only 25 homes on this section of road.</p> <p>• Currently Kerrs Reach has 150 carparks (approx.) when rowing is in full swing the carpark is full and overflows into Kerrs Rd and down Avonside Drive so that would be a minimum of 300 car movements down Kerrs Rd this is a huge amount of traffic, pollution, noise and general</p>	<p>The stopping of Avonside Drive between Kerrs Road and Wainoni Road, would leave lower Kerrs Rd as the only access to Kerrs Reach/Wainoni Landing. There are only 25 homes on this section of road.</p> <p>• Currently Kerrs Reach has 150 carparks (approx.) when rowing is in full swing the carpark is full and overflows into Kerrs Rd and down Avonside Drive so that would be a minimum of 300 car movements down Kerrs Rd this is a huge amount of traffic, pollution, noise and general disruption for our small section of Kerrs Rd, not to mention higher probability of accidents especially involving biking and walking children.</p> <p>With Kerrs being the only way back onto Wainoni Rd the increase in traffic would just be a major accident waiting to happen especially with traffic turning right out of lower Kerrs back on to Kerrs Rd proper.</p>	Deborah Thomson

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
	<p>disruption for our small section of Kerrs Rd, not to mention higher probability of accidents especially involving biking and walking children.</p> <ul style="list-style-type: none"> • There is a small lane way between 39 & 41 Torlesse St that leads into Avon Park, if this remains open then will be a massive increase of people parking on Torlesse St with traffic parked on both sides of the road movement especially for emergency vehicles will be difficult. Naturally parking would overflow into Kerrs Rd, causing issues for residents and their friends and whanau. • There is a very high probability that Torlesse & Kerrs would end up with the roads being used as a “rat run” as drivers tried to beat the rush hour traffic on Woodham Rd. with Kerrs being the only way back onto Wainoni Rd the increase in traffic would just be a major accident waiting to happen especially with traffic turning right out of lower Kerrs back on to Kerrs Rd proper. • Currently the rowing & water sports are accessing Kerrs Reach as early as 0530 so having a gate that is only open during daylight hours is already a non-starter, Kerrs Reach it's self is supposed to be locked from 0700-1900 each day but it has never been locked in all the time I have lived here, so I have absolutely no faith that the gate would be locked. <p>Kerrs Rd should be cul-de-sac'd at 144 Kerrs Rd, leave Avonside Drive between Kerrs Road and Wainoni Road open with traffic calming measures and no parking on either side of the road, there are no residents on the stretch of road that will be impacted. This would eliminate the need for gates being closed, which would never happen anyway.</p> <p>Torlesse St should be cul-de-sac'd at the Kerrs Rd intersection to stop the rat runners with resident only parking allowed.</p>	<ul style="list-style-type: none"> • Currently the rowing & water sports are accessing Kerrs Reach as early as 0530 so having a gate that is only open during daylight hours is already a non-starter, Kerrs Reach it's self is supposed to be locked from 0700-1900 each day but it has never been locked in all the time I have lived here, so I have absolutely no faith that the gate would be locked so if the access was via Avonside gates wouldn't be needed. <p>Kerrs Rd should be cul-de-sac'd at 144 Kerrs Rd, leave Avonside Drive between Kerrs Road and Wainoni Road open with traffic calming measures and no parking on either side of the road, there are no residents on the stretch of road that will be impacted. This would eliminate the need for gates being closed, which would never happen anyway.</p>	
50392	<p>I live [REDACTED] and I don't allow my children to play at the park by themselves because of the amount of bad experiences they've had with people from the council flats immediately behind where the current playground is.</p> <p>From the park, I myself have seen gang members threaten children, smelt Marijuana coming from the flats while sitting on the swings with my baby, listened to swearing and arguments and several times had to leave because of old men sitting by themselves on the park bench in the playground watching the children play and being visibly aroused by it and when confronted they return to the flats.</p> <p>My neighbours and other parents on this street have always thought that the play area should be moved away from there as it's hidden from view from the public. I would suggest bringing it to the opposite side or atleast well away from the council flats.</p> <p>My other concern is parking.</p>	<p>The road is basically flooded all the time in winter and let's face it the council are not going to spend money on fixing it as the land has dropped too much. I think you should close from the smells bridge all the way to Wainoni road and let it be wetland BUT you would have to seriously address the lack of parking for the rowing club. They fill up most of that section of avonside drive and then all up Kerrs road which impacts those of us who live on Kerrs rd as there is nowhere for our visitors/family to park let alone emergency vehicles if they are needed by one of us.</p>	Samantha Blackwell

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
	<p>When the rowing club has events on our entire street from avonside drive to wainoni road is packed with parked cars and if we have whanau come to see us they have nowhere to park. If you close that section of Avonside drive (which also gets packed with parked cars) then how will you make up for the lack of parking that already impacts us as residents?</p> <p>This plan will make things worse for us. You need to consider making more car parking whether it be at Porrit park or in the redzone opposite Avon park(still on Kerrs)</p> <p>Closing that part of Avonside drive will also turn our street into the main thoroughfare for traffic as the majority of the rowing community come from the west side of town which will make our street congested with the parking issues which narrows the street down and then high traffic in and out of the rowing club, bowling club and Avon park.</p> <p>I think you need to consider making Kerrs road a cul-de-sac with a driveway off the end to the rowing club that has its gates locked at night and they actually need to be locked because for the nearly 7 years I've lived here they aren't.</p> <p>I also think that it is taking away from our community by removing the use of the park by local sportsclubs. The park is used ALOT and I think that will impact on us as a community.</p> <p>You need to think about the long term and plan for the visitors who you want coming to these areas, if you have a lack of parking and access to the area then it won't be used and will be a waste of time, like the park/bbq area you made up by the bridge that has no parking area but if it did so many more people would use it and if that links on to the pathway to the snells bridge and then the updated avon park then you need to plan for people wanting to visit which means mum's with kids and prams, people in wheelchairs who need access to park larger vehicles, elderly visiting from care homes in vans etc. Plan it out properly and I think it could be truly amazing.</p>		
50396	My little family lives very close to the area so this development will be occurring directly across from our property. We are very very excited about this idea and want to communicate how strongly we support the proposal of closing both the Kerrs road section and the Wainoni road section. Currently the area has major flooding issues and is used by kids almost every night for burn outs and racing. We also have people dumping rubbish along that section of the road regularly. Making it a culdesac would decrease the number of cars through here and increase the family feel of our neighbourhood, forcing these less than desirable behaviour elsewhere.	We support complete road closure of both sections. I'm unclear on how the process would work of limiting the use of nth kerrs road to daylight hours. Would there be a gate that closes? How will that be enforced? It would make more sense to close the section of road completely and join the two sections of redzone on each side of the road together.	Rose Foster-Dyer
50430	I am a New Brighton resident and want to keep the avonside drive road open for access through from waimari rd to gayhurst bridge etc as it is a convenient road to use and avoids the waimari rd/woodham rd roundabout etc which can be congested at the best of times. Also it is an alternative route when there are roadworks etc. I do not speed through there and if any cars are surely a radar or speed camera can be set up and it sounds like a good source of revenue if		Daniel Brabet

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
	<p>that is the case. I feel we have enough green spaces (miles of it) and to say this space is needed for cycles and child friendly seems a bit odd as the road will still be close by albeit the beginning of the road near wainoni rd.!! Access to Kerrs Reach etc, walking paths, etc from this side of town means miles extra (more petrol - more carbon emissions etc) As for fire and emergency access etc It doesnt make sense to me. I use that route frequently, i used to drive that route to work. I'm sure a lot of people use it. If speeding is the excuse? Ticket the speeding drivers who aren't keeping the community safe.</p> <p>Id be unhappy and slightly confused as to why that section of road would be blocked off.</p>		
50496	<p>I went your Dallington meeting recently, viewed the plans. It's a huge area. Surely there has to be a way although difficult surely use some of the land for cheaper housing at it is really needed, the Avon rowing sheds idea is a great idea, the pavilion surely a dream for the future? Leave the roads as they are at the moment, not many people use the cycle paths, leave them as they are.</p>	<p>A lot of money has already been spent in this area, the bbq area could have done to a much simpler design for example</p>	Andrew Sprouse
50503	<p>I am in favour of the plans for Avon Park, generally speaking.</p> <p>Firstly, I would like to emphasize my opinion on the importance of replacing the sports grounds and facilities (football, athletics etc.) to somewhere else which has the same capacity, if not more (in terms of space and facilities). I am someone who has personally used the athletics track for training in the past and found it a useful local space for summer athletics training. I would like to emphasize that this track is kept when the new sports park is announced. I would also like to know of where this will be as soon as possible.</p> <p>I think it's great to convert the lower areas of this park into a wetland as it often floods in heavy rain events from my personal observations. This includes the Avon Park section of the road, which I see will be closed. Unless invasive, I believe the large trees of the park should be kept for the soon future as they will provide shelter to the emerging wetland plants and cool the area - as well as providing aesthetical value. I think it's fantastic that birds such as bittern and crakes are considered in this proposal as they are very rare in Christchurch - providing habitat should help and would be great to have these birds along the Avon.</p> <p>Finally, I would like the council to consider reserving suitable habitat spaces for the New Zealand Blue (Zizina oxleyi) butterfly population of the Avon Residential Red Zone, which from my personal observations has become a very prolific species in the Red Zone area. This is an endemic species of butterfly which is most common in the mid-eastern South Island. Biological invasions of the introduced Australian Blue (Zizina otis) have undermined the endemic populations in North Island, posing a threat to South Island NZ blues with climate change allowing invading species to colonise formerly inhospitable areas. The butterfly, which I have observed in many Avon Red Zone sites, is likely living on one or multiple species of introduced clover (Fabaceae, legumes), but they also be living on wild alfalfa or Lotus sp.. These clovers are often found on road-side lawns, with the butterflies often using the nearby road or stones to sunbathe.</p>	<p>I support closure of all the roads you have proposed.</p>	Noah Fenwick

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
	The Avon Park redevelopment could potentially include small butterfly habitat plots (could be as small as 4x4m) with clovers (<i>Trifolium</i> sp.), native broom (<i>Carmichaelia</i> sp.) and large stones and boulders to encourage this species to persist in the Avonside area. It would be great to conserve this species in the area for the future as I consider it a significant population-- and it will likely not survive if all of the red zone is converted into wetland/forest. It is also a very beautiful insect and could help as a flagship species. Other butterflies could be introduced using similar plots to increase biodiversity. Thank you for your considerations.		
50513	I am strongly in favour of reducing car access to this location in favour of a safer and more walkable area. I am in favour of having only a small amount of car parking, but with a large fraction of this parking restricted to people with disability permits. I am strongly in favour of planting native trees and trees that require less ongoing maintenance in this area.		Richard Abey-Nesbit
50530	I think this is a great proposal - reclaiming the land next to the river as wetlands as well as providing facilities for active and relaxing community activities is positive. For me, the wetlands are really important as both a carbon AND water sink - given increased propensity for extreme weather events, having the ability to absorb more water is super important to Christchurch, given it's such a low lying city.	Yes, close Avonside drive between Kerrs Road and Wainoni Road. There are no houses on that section now, and the only destination there is the rowing club (and associated facilities). People going there could just use Wainoni Road -> Kerrs Road. It'll save road/streetlight maintenance, and provide for a more cohesive design to the Avon Park proposal. Kerrs road closing at night - I think this depends on the utilisation of the rowing club area in the evenings. It could be a safety issue to require people to park away from the club at night, and walk over the Avon park area. I'm personally not leaning either way on this, but the safety is the thing that jumps out to me.	Hamish Rickerby
50542	No objection to plans for Avon Park aside from the prospect of losing two rows of mature chestnut trees. I hope this is not the case. Full submission attached (E).	Strongly disagree that no plan exists to deal with increased traffic in streets that are at their design limits now. Please see included Word document for all concerns. Full submission attached (E).	Anthony Cant
50545	The Dallington Residents Association is overall supportive of this proposal. It provides new amenity to an area that was badly affected by the earthquakes and has ongoing issues with flooding. Avon Park Sports Fields We note that the sports field will be much reduced - they are currently used for football. Have the sports clubs that currently use the fields be consulted. Will they be offered an alternative nearby space to move to? We note that a smaller kick-a-ball area will remain - have you considered how we can keep the Canada geese out of this area? They create a lot of mess that is likely to discourage people from using the area.	The closure of Avonside Drive is of concern for some local residents, who will lose easy access to local shops along Wainoni Road. This is outweighed by the positive benefits that the road closure will have - it will resolve the flooding issues on the road, allowing the river to encroach and create wetlands. The high level design of this area provides for the river to 'breathe' and for people to engage with and enjoy the area via walkways and platforms. The closure of the road also addresses local resident concerns about flooding of the road - parts of the road are typically under water for most of the winter. Another concern that should be dealt with by the closure is speeding - cars travel very fast down Avonside Drive, using it as a 'rat run' between Wainoni Road and Gloucester Street. With the new bridge in place, we've raised the concern that pedestrians and cyclists coming off the Snell Place bridge are at risk due to speeding cars. This would be resolved by the proposal. The stoppage also has the potential knock-on effect of improving traffic management at the	

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
	<p>Comments on designs</p> <p>The overall design of the area is great - there is a variety of amenities that should draw people into the area to enjoy the place. We love the combination of active spaces (playground and exploration areas, basketball half-court, kick-a-ball lawn) and reflection spaces (resting platforms).</p> <p>The viewing tower is a great idea, but of concern is the impact on privacy of close neighbours (mainly Braemar Place). Will visitors be able to see into homes in a way they are not currently able to? Have neighbours been consulted specifically about the viewing platform?</p> <p>The boardwalks will be a great asset to the area. The boardwalks through Horseshoe Lake were well used and are sorely missed.</p> <p>It is good to see that the design incorporates elements already in the area, for example work already being undertaken by Whitau School, and the bowling club. It would be great to provide access to the area from Mabel Howard Place for those residents.</p> <p>We are pleased to see that there is a BBQ area, and assume that this means there will be a permanent fixed BBQ for public use? It would be good to see more of these along the river corridor (for example at the Dallington and Wainoni Landings) as they encourage visitors to use the area, making it a destination for families and community groups to gather.</p>	<p>Gloucester Street - Retreat Road intersection. This intersection is very difficult to navigate when traveling across Gloucester Street from Avonside Drive to Retreat Road. We hope that we will see reduced traffic flow along this road, improving the safety at this intersection for pedestrians and cyclists.</p> <p>The turnaround area indicated in the General Arrangement Plan illustration (#1) is of some concern. We have observed that the creation of cul-de-sacs adjacent to red zone areas attracts anti-social behaviour - rubbish dumping and cars using it for joy-riding.</p> <p>Please note that the Snell Place Bridge has been referred to as Snells Bridge in Attachment E: Road Stopping Proposal. We ask that Council consistently applies its own bridge naming policy when referring to this bridge (naming bridges in reference to the road they are aligned to). If Council wants to call the bridge Snell's Bridge, then it should have a possessive apostrophe i.e. Snell's not Snells). The road was named for Peter Snell, and is an important part of Dallington history. As the roads will eventually disappear, it is important that we retain these small pieces of history to connect the current and the future to the past.</p>	
50582	<p>This truly is a great idea especially for the Eastside community. Wetland walkways where possible would be a great idea i think just as rickarton bush uses in part of their walking track though if this idea was to be implemented I think it would be ideal for the walkway to be wide enough to accommodate two lanes of traffic and consider wheelchair/ pram friendly widths and layers or lookouts. As we all know the world is changing and it is becoming what some may consider dangerous on the streets and in the community with an increase in anti social behavior. I believe in order for this space to thrive and be a safe haven for the community and its members that ample measures are taken to ensure the safety of all who would use the area. Cctv cameras to monitor carparks green spaces and the city to sea trail. Ample lighting in all areas to make it feel safe to move through in the night. Perhaps even loudspeakers could deter said unsocial behaviours if such persons knew they were being watched via cctv and that message could be put across to them.. regular security walks by guards, wardens or even police patrols. Active community engagement would be key to ensuring this wonderful idea can be upheld to the integrity that it aims towards and to discourage unsocial and violent behaviors from occurring as opposed to it being an afterthought. I hope this all makes sense as I'm terrible with words ! My greatest concern is the safety of everyone using the park. Personal safety and vehicle safety as well.</p>	<p>I think closing the road would be a good idea. The road is barely maintained and most likely has a fairly low aadt since the quakes. Closing the road would add but a minute or 2 extra to a commuters car journey and could provide the space for ample carparking</p>	Jasmine Macgregor

Submissions received on proposal of Avon Park redevelopment and partial Avonside Drive road stopping, March 2023

	Avon Park redevelopment – Waitai Coastal-Burwood-Linwood Community Board decision	Avonside Drive partial road stopping – Waitai Coastal-Burwood-Linwood Community Board recommendation to Council	
ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
50583	I think it is good to use the natural flow of the river historical and in future environmental changes. We should return more river margins to wetlands	This makes sense when flooding and management is considered. If access to parks and walkways are priority. Let's not have a road servicing no need. There is plenty of access routes on higher and more readily services roads parallel	Hugh Mould
50584	I like that this caters for different ages and abilities, and different levels of formality/structured/unstructured activities. I also like that it takes into account variable water levels and provides for native vegetation along a waterway where it is very important, while retaining existing vegetation.		Ursula Dougherty
50585		I live on [REDACTED] and agree with all the suggestions but when Avonside road is closed to Wainoni rd in the past, all the traffic comes through Torlesse Street instead which is normally a quiet, narrow road when cars are parked on both sides. This preventing cars from passing each other. It created a lot more traffic especially at peak times and bottle necks of queueing cars having to take turns to pass down what is effectively a single lane when cars are parked on both sides	Denise Ruck
50586	I believe its a necessary option and beat use of the space its time to utilize it in a way that is positive for the community and the ecology.	I agree with this decision. Smarter safer option.	Bradley Forward
50587	I think it is a great idea! I would hope that if it is going to have similarities to Travis Wetlands, that dog walkers will not be banned. I love the idea of community forage gardens, and believe this would be a very fitting and appropriate development of an area that many of us have fond memories of.	I can't see a Problem with it, traffic can easily access Avonside Drive from other side streets, and it would be great to have attractive safe biking and walking spaces	Kim Button
50588	I think it's a good proposal and better for the environment. If you take into consideration the amount of foot traffic in the area and apply walkways and fun things to do within the reserve, it can be successful.	I'd say is for the best. The area is prone to flooding and the road is mainly used as a throughfare, so you don't have to go on the main surrounding roads. It's probably for the best.	John Doe
50589	I strongly support turning as much of the park as possible into a wetland, with as much flood attenuation as possible. With increasing rainfall, this is perhaps the best use of redzoned land and I hope to see more of this in the future. Flood attenuation benefits everyone in the city by reducing Christchurch's high flood potential.	This road is the most direct link between Shirley / St. Albans / Edgeware and the Wainoni / Aranui area. Closing the road would likely result in significantly increased traffic on Torlesse and Dunarnan Streets which could be unsafe given the residential nature of these roads. Significant traffic calming measures would likely be needed to redirect traffic from these streets to Woodham Road.	David Delagarza
50595	I do not like proposal. I use the lower fields every summer for cricket practice and running the track. I see a lot of other families using this facility too. Where will this facility be relocated to? Instead of destroying a sports field could you move the proposed site to directly across the river in the red zone?	How would enforcement of the daylight restrictions work? I think closing the road is limit peoples access to a sports ground and the rowing club. I disagree with this proposal. The money could be spent on fixing the road.	Megan Tuapawa
50598	how about soil density , is it clay as that would stop it right in it's tracks , and also why not keep it a park and promote that park , would be more the "best practice " i would have thought.	this will disrupt bus services , put them on detour thus costing the tax and rate extra amount of dollars , seems kind of silly to do that really :)	Craig Dance
50617	Stop wasting money ffs!! Roads and housing need fixing!!	Bloody waste of money. Stupid idea.	El Smith
50619	I support this proposal because I think it will help deal with flooding events and improve our community (market gardens) and connection with our native wildlife.	I imagine nocturnal pedestrians and animals will benefit more than nocturnal motorists will lose.	Christopher Spall
50621	Has there been any consideration for carparking. I enjoy visiting this area quite regularly and carparking is a bit tricky ... if this area is indeed going to be this awesome then more people will come and therefore carparking will become even more difficult.	That should be ok ... just make sure there are carparks for people visiting in the weekends.	Jacqui Freeman

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ID	What do you think of this proposal for Avon Park? Is there anything we need to consider? Please be as specific as possible to help us understand your views.	What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?	Name
50622	Looks like a great idea. Fully support.		REUBEN Campbell
50624	Overall I am strongly in support of how this plan is developing. I strongly encourage as much native planting and creation of new habitat as possible. This should include every area of the plan, even medians around parking lots and playing fields, as even small patches of native plants make a big difference in bringing in and supporting native birds. I strongly support designating large areas of the plan to support natives and wildlife, including the creation of an island refuge for wildlife as I so appreciate what the one at Travis Wetland has supported. I strongly support building in ways for people to see and appreciate the wildlife, such as bird hide and viewing tower.	I strongly support closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours.	Henry Roe
50635	I think the proposal is a very positive one. I like that it takes an existing, fairly one dimensional community space and reworks it to provide more diversity and places for community play and recreation as well as quiet spaces - and that it works to restore the natural ecology of the river and adjacent land, allows space for the river to flow and rise and fall as it needs to, and provides a habitat to foster the return of local native species. It seems a natural fit with the City to Sea Pathway.	Closing the roads does not affect me personally, so I have no comment.	Barbara Moorhouse
50673	Some lovely ideas here, clearly presented. well done! It will create a fantastic asset for the local and wider community and an important node on the city to sea pathway. Great to see an emphasis on giving the river more space 'to breathe', enhancing the ecological value of the area, and providing active and play spaces which celebrate the local context and sense of place.	Great idea. Go for it. Important to create more space along the river edge for natural habitat and processes + stormwater capacity. The closure of the road will also benefit pedestrians and cyclists.	Paul Roper-Gee
50685	I like the plans put forward. The redevelopment looks positive.		Geoff Sugden
50689	I attended a talk about the Otakaro Avon River Corridor redevelopment on Friday March 3 at Canterbury WEA. I am from Canada and have seen flooding and extreme storms both in Ottawa, Ontario and their impacts in BC (no earthquakes but some serious forest fires). It makes so much sense to allow your River Corridor to be renaturalized! Wetlands are such an important buffer in times of climate change. And so many species are threatened by loss of habitat. I was impressed that the Bar-tailed Godwits nest in Christchurch and then migrate to Alaska. Overall, this project seems to be a great exemplar that more cities will need to follow in the next decade. Please keep up the great work!		Kathryn Currie
50691	I think it is good so the next generation will have a very fun playground without going all the way to town to play at Magaret Mahy. I would like a big wide slide like at Magaret Mahy and a zipline	Its good to have some space for native bushes and trees. It will also stop people speeding because we often go to the park and it is hard to see round the corner and people might go fast round the corner.	Bradley Edwards
50692	I like the idea of the wetlands because the animals get more space. I would like a basket swing and a flying fox. I love the nature trail.	I like the idea of closing the road because no speedy cars will drive fast.	Frieda Edwards
50695	I am excited by this proposal. As a resident near the Red Zone I have been waiting for upgrades to the surrounding areas. I regularly cycle the City to Sea route sometimes using the upper terrace with the Wednesday Wheelers. I love the new Snell bridge and this project will definitely enhance the area for native and introduced birdlife. The viewing tower will prove an attraction to bring more people to the area and hopefully increase their appreciation of our	The closure of the roadways in this area will affect very few people as the traffic is extremely light these days in comparison with the past. There are readily available alternative routes. However there still needs to be easy access to Avon Park and the Kerrs Reach rowing area for all the current and future users of the area so keeping the northern section of Kerrs Rd open	Joy Burt

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	natural environment. With climate change now a reality, the river needs more space to cope with high flows to avoid flooding homes and roads.	in daylight hours to enable this makes sense. It will also provide parking spaces if the current provision proves inadequate.	
50698	I fully approve of these changes and think it will be great for the people living in the area and also for people to visit from other areas of the city. Is there anyway to get some adult playground equipment in the park also? Are there going to be bicycle stands? as the city to sea share path goes through this area.	I think this is a great idea to close Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours. As it will create a safer and quieter neighborhood for the people living on Kerrs Road, and one less intersection to worry about on Wainoni Road.	Dave Gardner
50700	I support the proposal as designed. It will provide better play facilities for children and families, greater ecological value, and improved flood management.	I support closing this section of road, as it is no longer needed.	Isaac Freeman
50708	Improving Avon Park is fantastic however the closing of roads forcing traffic down small residential streets is dangerous and will not work long term. Another solution which does not force cars down small streets is required.	Closing Avonside Drive and limited hours to Kerrs Rd will redirect traffic down Torlesse Street which can not handle increased traffic, this has been proven when the roads are closed due to flooding and all cars are forced down Torlesse. Torlesse Street is a narrow residential street, to permanently increase traffic it will create an unsafe environment for residents and the foot traffic from the nearby school.	Tayla King
50711	I support the proposed redevelopment of Avon Park and surrounding area. I support the work by tamariki from Whitau school on a plot of land adjacent to Avon Park and hope to see their connection with this part of the OARC evolve with the new developments. I want to see the higher ground land put towards growing community food, fruit and nut trees specifically.	Although this will impact me significantly, I do support the proposed closure and the development of wetland area.	Sarah Butterfield
50718	Submission attached (F).	Submission attached (F).	Barry Livermore
Late submissions – not included in analysis			
50934	Overall I love the rest of the plan - and I'm excited to see you make it happen. I did want to ask a few other questions: <ul style="list-style-type: none"> How long will it take? How long you planned on using the Redzone as a carpark? If you closed off all of Avonside Drive could you use that as a carpark? The reason I ask is because our son plays over the park often and I want to make sure it's still safe for him. 	I am writing to express my concern about the proposal to change Kerrs Road into one that opens in the morning and closes at night. I would like to request that you consider turning it into a cul-de-sac and closing it off completely. Myself and my neighbours are in agreement that this would be the best course of action. One of our biggest concerns is how unattractive it will be with a gate rather than just a cul-de-sac. We believe that this would make our neighbourhood safer and is more fitting with the rest of the proposal you made. Additionally, Avonside drive (the side currently not planned for closure) floods every time it rains. Just yesterday it was completely flooded and no one could use it. Maintaining that road is an unnecessary expense for CHCH council and those resources are better spent on other things.	Menilik Henry Dyer



March 2023

To Christchurch City Council

Please find attached DPA's submission on Avon Park Redevelopment

For any further inquiries, please contact:

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Introducing Disabled Persons Assembly NZ

We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

We drive systemic change through:

- **Leadership:** reflecting the collective voice of disabled people, locally, nationally and internationally.
- **Information and advice:** informing and advising on policies impacting on the lives of disabled people.
- **Advocacy:** supporting disabled people to have a voice, including a collective voice, in society.
- **Monitoring:** monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

The Submission

DPA welcomes the proposal to re-develop Avon Park. We see much opportunity in this re-development, particularly in relation to improving accessibility for disabled people to this natural area.

We welcome the statement contained within the spatial principles that the plans are designed to *'give space to the river, for the benefit of all.'*

We have recommendations on how to make the re-development fully accessible and inclusive of everyone.

DPA also recommends that further engagement is undertaken with disabled people and our Disabled People's Organisations [DPOs] around this re-development.

General arrangement plan and Character zones

DPA supports the general principles behind the re-development plan layout in that it creates separate dedicated activity areas.

DPA supports the division of the park into different character zones as a means of ensuring that the dedicated activity areas can be suitably placed. We feel that this will alleviate the potential for conflict between different park users.

DPA welcomes the creation of the quiet reflective space as this would benefit neurodiverse people (including autistic people), people with psychosocial disability and anyone who wants to sit and quietly contemplate this beautiful area.

DPA recommends that the steppingstone element to access the reflective space be re-evaluated so that it incorporates accessibility features, particularly for people with physical impairments and older people who find it difficult to navigate steps.

DPA supports the creation of a rest and BBQ area under the oak trees. We recommend that all BBQ equipment (including the barbeques themselves) be accessible to disabled people and that any picnic tables have open spaces so that both wheelchair and mobility aid users can access them.

DPA also supports the creation of a viewing tower looking out to Kerr's Reach Cut. Again, DPA recommends that any viewing tower have accessibility features incorporated into it either via a ramp or lift system to enable disabled and older people to access it.

DPA recommends that walking tracks and trails (including the City to Sea Pathway) be accessible to everyone, be of sufficient width to enable safe ease of navigation (especially on busier days) for people using wheelchairs and mobility aids and for people pushing children's strollers.

DPA also recommends that there be tactile strips placed along any walkways and trails within the park to enable safe, accessible navigation by blind and low vision people.

DPA recommends that all car parks (including the proposed temporary parks) have sufficient mobility parking spaces available for disabled drivers and passengers to access the park from.

DPA also recommends that there be sufficient pick up and drop off points for people, including those who are coming to and from the park in mobility taxis/passenger vehicles which are commonly used by disabled people for transport.

DPA recommends that there be sufficient, accessible bus stops to enable people to access the park via public transport.

Avon Park Play Elements

DPA would like to see all Christchurch playgrounds transition towards being built on universal design principles and with all equipment being fully accessible and inclusive to everyone, including disabled children and young people.

DPA recommends that inclusive play equipment be installed in the new Avon Park play areas, to give every child the opportunity to participate in play.

This should be achieved through installing equipment, which is universally designed, inclusive and usable with features including sufficient width, space and elevation, enabling the parents/caregivers/support people of disabled children the ability to navigate and play with equipment easily.

The accessible playground built by the CCC in Halswell Domain as a great example of what could be done in the new Avon Park.

Community and River Zones

DPA welcomes the proposal to create natural community and river zones throughout the re-development. These will add to the natural beauty and ecological character of the site.

All tracks and walkways, including the City to Sea Pathway, need to be fully accessible, well-signed and regularly monitored for safety reasons.

We are not clear as to whether there will be any cycle ways created or any provision for cyclists to use the park. DPA recommends that if there are any cycle ways or shared spaces created as part of the re-development that these be safely separated through the erection of safety barriers, clear signage and parallel pathways/cycleways to ensure the safety of both pedestrians and cyclists.

Other natural hazards will also need to be managed on the re-developed park. This includes the risk of tree roots damaging walking tracks/paths which would impede access for everyone, including disabled people.

To mitigate this, DPA recommends that the CCC regularly monitor for the emergence of any safety and accessibility hazards in the Avon Park re-development over time, including the emergence of tree roots.

Recommendations

Recommendation 1: that the steppingstone element to access the reflective space be re-evaluated so that it incorporates accessibility features, particularly for people with physical impairments and older people who find it difficult to navigate steps.

Recommendation 2: that all BBQ equipment (including the barbeques themselves) be accessible to disabled people and that any picnic tables have open spaces so that both wheelchair and mobility aid users can access them.

Recommendation 3: that any viewing tower have accessibility features incorporated into it either via a ramp or lift system to enable disabled and older people to access it.

Recommendation 4: that walking tracks and trails (including the City to Sea Pathway) be accessible to everyone, be of sufficient width to enable safe ease of navigation (especially on busier days) for people using wheelchairs and mobility aids and for people pushing children's strollers.

Recommendation 5: that there be tactile strips placed along any walkways and trails within the park to enable safe, accessible navigation by blind and low vision people.

Recommendation 6: that all car parks (including the proposed temporary parks) have sufficient mobility parking spaces available for disabled drivers and passengers to access the park from.

Recommendation 7: that there be sufficient pick up and drop off points for people, including those who are coming to and from the park in mobility taxis/passenger vehicles which are commonly used by disabled people for transport.

Recommendation 8: that there be sufficient, accessible bus stops to enable people to access the park via public transport.

Recommendation 9: that inclusive play equipment be installed in the new Avon Park play areas, to give every child the opportunity to participate in play.

Recommendation 10: that if there are any cycle ways or shared spaces created as part of the re-development that these be safely separated through the erection of safety barriers, clear signage and parallel pathways/cycleways to ensure the safety of both pedestrians and cyclists.

Recommendation 11: that Council monitor for the emergence of any safety and accessibility hazards in the Avon Park re-development over time, including the emergence of tree roots.

Recommendation: for longer submissions you may choose to include recommendations along the way, indented like this, which are then in a numbered list at the end.

Recommendation: for shorter submissions, just list the recommendations in a numbered list at the end.

To check which headings are being used, click on 'View' in the toolbar, then tick the box 'Navigation Bar'. This will make a Navigation column appear, in which you can see the nested headings in a list. Make sure all your headings are there as this is what screen reader users use to navigate between sections.

DPA's Recommendations

DPA strongly recommends that you:

1. Ensure
2. Enable
3. Develop



Avon Park Redevelopment Plan

Kāinga Ora Feedback

Kāinga Ora thanks the Christchurch City Council for the opportunity to provide feedback on the Avon Park Redevelopment Plan (APRP).

Background to Kāinga Ora

1. Kāinga Ora was established in 2019 as a Crown Entity established under the Kāinga Ora - Home and Communities ("KOHC") Act 2019, and brings together Housing New Zealand Corporation, HLC (2017) Ltd and parts of the KiwiBuild Unit. Under the Crown Entities Act 2004, Kāinga Ora is listed as a Crown Entity and is required to give effect to Government policies.
2. Kāinga Ora is now the Government's delivery entity for housing and urban development and therefore works across the entire housing spectrum to build complete, diverse communities that enable New Zealanders from all backgrounds to have similar opportunities in life. As a result, Kāinga Ora has two core roles:
 - a) being a world class public housing landlord; and
 - b) leading and co-ordinating urban development projects.
3. Kāinga Ora's statutory objective requires it to contribute to sustainable, inclusive, and thriving communities that:
 - a) provide people with good quality, affordable housing choices that meet diverse needs;
 - b) support good access to jobs, amenities and services; and
 - c) otherwise sustain or enhance the overall economic, social, environmental and cultural well-being of current and future generations.
4. Kāinga Ora owns or manages a number of properties within the Avonside/ Kerrs/ Woodham Ngarimu block. These properties range from older homes, to multi-unit developments. There are also a number of sites within this area which are in the process of being redeveloped. This redevelopment is reflective of the increased demand for housing within Christchurch (from 459 in 2017 to 1,926 in 2022)¹ and Kāinga Ora's reconfiguration of its housing stock within Christchurch over time to provide for public housing that is aligned with current and future residential demand in the area.

¹ Ministry of Social Development Housing Register 2021, [Housing Register - Ministry of Social Development \(msd.govt.nz\)](https://www.msd.govt.nz/housing-register/)

Scope of Feedback

5. Feedback is provided in respect to Kāinga Ora being both a public housing provider, as well as a lead agent in facilitating and undertaking urban development throughout New Zealand.

The general Feedback is:

6. Kāinga Ora is generally supportive of the overall direction of the Avon Redevelopment Plan and sees the proposal as a positive use of land adjacent to the river providing multiple opportunities for the surrounding community. Kāinga Ora sees the proposal as offering a variety of passive and active recreation opportunities for all ages which will be beneficial to the surrounding community, while also being an attractive destination for the wider area. However, Kāinga Ora does have some practical concerns around road closures, need for increased street parking, and the effects of the stop bank alterations.
7. Proposed road closure – Kāinga Ora is concerned with the proposed road closure due to the potential flow on impacts this could have on surrounding residential streets and intersections.
8. Need for increased parking – the APRP proposes to close majority of the public roads which front the park. There is concern that this could result in a higher number of park users parking along Torlesse Street, which may cause issues for local residents. The APRP does identify a 'potential temporary car park' at the top of Kerrs Road, opposite the eastern edge of the Park. It is not clear what other options for larger scale parking may be available if this car park was not to go ahead. Kāinga Ora seeks more clarity on what the Council is proposing in relation to car parking for park users.
9. Potential top bank alteration/ development of Islands – Kāinga Ora is concerned with how the proposed alterations to stop banks/ island creation may impact flood hazards in area. To better understand these effects, Kāinga Ora requests to review the updated flood modelling for the area, which takes into account the proposed works. Kāinga Ora would be concerned if changes were made to the stop bank system/ design this could further exacerbated flooding issues within the area particularly for vulnerable residents that may occupy homes nearby..
10. Should you have any questions in relation to the matters outlined above, please do not hesitate to contact the Development Planning team via developmentplanning@kaingaora.govt.nz.

Dated this 10th day of March 2023

Submission - Plans to redevelop Otakaro-Avon Park

What do you think of this proposal for Avon Park? Is there anything we need to consider?

Generally happy.

See the attachment for detail on my recommendations. Briefly:

1. Outdoor activity areas for older demographics
2. The importance of not straightening any of the Otakaro-Avon River - maintain or increase the meandering aspects.
3. Expand nature play areas.

What are your thoughts on closing Avonside Drive (between Kerrs Road and Wainoni Road) and limiting use of the northern section of Kerrs Road to daylight hours?

Good idea. Plenty of car access to Wainoni Road eg, down Woodham Road.

Biking access is available.

Background:

My ideas are probably relatively futuristic for Aotearoa – New Zealand and for Ōtautahi – Christchurch. We can either be an ‘early adopter’ or be part of the ‘late majority’ or even a ‘laggard’. <https://files.eric.ed.gov/fulltext/ED501453.pdf>. Often, we Kiwi’s perceive ourselves to have an innovative early adopter approach – but my experience having worked overseas – we are not, and what we have had, I see that this is slowly in degradation. We need to reverse this perception. I have travelled extensively, lived and worked abroad and seen my suggestions in operation, or talked to people who work, research in these areas.

1. New Zealand population demographics are changing with increasing numbers and proportions of the population at the older ages. For example: the proportion of the population aged 65+ (16% in 2022) has a 90% probability of increasing to between 21% – 25% percent in 2048 and between 24 and 32 percent in 2073 along with population growth slowing as Aotearoa - New Zealand’s population ages and the gap between the number of births and deaths narrows.
2. Aotearoa – New Zealand has a health epidemic eg: The New Zealand Health Survey 2020/21 found that: around 1 in 3 adults (aged 15 years and over) were classified as obese* (34.3%). This links to our high cancer, heart disease etc numbers.

Recommendations:

- I. That extensive /multiple outdoor activities/areas are provided for the older population. They are provided for children and teenagers. Having lived, worked in several countries and travelled extensively abroad outdoor activity areas “gymnasiums” are provided in parks for the (older) generations to be active on. I have seen them in Europe and in Asia. Apparently there is one in Nelson.

Benefits:

- I. Assists the growing aging population with well-being. Exercise is one of the three fundamentals for healthy aging (sleep and good nutrition being the other two). It is recognised internationally as being essential.
- II. Exercise helps to maintain strong bones and muscles.
- III. Reduces or prevents health issues such as obesity, heart disease, cancer, broken bones and so on.
- IV. Can be a social meeting point. Loneliness is a growing mental health issue within our communities.
- V. Remaining healthy is a positive for reduction in healthcare costs. (This not part of the CCC budget, but part of the bigger picture of Aotearoa- New Zealand life.

Background:

Our climate is changing with more extreme climates being predicted eg Cyclone Gabrielle and other recent weather systems that have smashed parts of the North Island. River systems are part of this management system. They absorb, slow down the excess water that is the result of heavy rainfall.

The vegetation that is associated with these river systems absorb carbon and give out oxygen.

Recommendations:

1. Avoid any, added, straightening (compress and decompress) of the Otakaro-Avon river. Reduce some of the already straightening ie re-meander.

Why?

- I. Meandering rivers slows river speed when at peak flows eg floods.
- II. Meandering increases water capacity.
- III. It allows for greater, ecological functioning, increased ecological/micro-environments – both flora and fauna
- IV. http://nwrn.eu/sites/default/files/nwrn_researches/n4_-_re-meandering.pdf
- V. There is much research and millions of Euros being invested in Europe by the EU for the re-meandering of rivers.
- VI. Evolve towards an 'authentic ecosystem'. Surely the flora and fauna comes, first with some recreational opportunities. My question; are islands natural for the Otakaro-Avon River? Why create them in a river that has never had them?
- VII. Is there any science for compress and decompress? Is this happening abroad this concept? My inclination is, that a meandering river does not behave naturally like this.
- VIII. Stop banks – are these really the answer? Surely, allowing parts of the red zone to be a storm ponding area, is more beneficial than stop banks that forces the water, is this really the answer? I would like a science evidence debate on this that has been well researched, beyond the shores of Aotearoa-New Zealand.

2. Nature Play areas

Science, maths and technology are fundamental to any society. "Kaore he mutanga o tenei nea, te ako" "There is no such thing as an ending to learning".

Expand nature play areas to incorporate learning across generations.

3. Plenty of picnic tables and seating including in the designated quiet areas to encourage people to come and visit and stay.
4. Reduce car parks and increase bike stands – to encourage nothing leaves the site.

My thinking and considerations are in systems, complex systems and not in isolation or linear way. Everything operates as a system, as one part is adjusted, impacts somewhere else.







Also, the World Economic Forum provides some futuristic ideas for parks, the well-being of communities, and ideas on how to address this.

For example: <https://www.weforum.org/videos/21583-2021-rethinking-parks-after-the-pandemic-uplink>

Sue Parkes



From 23 February until 1 June2023 I am abroad and thus only contactable via email.

	
AP #82a Attachment - Pontoon-with-bird-poo-20230226_100501.jpg	AP #82b Attachment - Kayak-club-other-side-6am-20230228_060236.jpg
	
AP #82c Attachment Rowing-club-carpark-6am-20230228_060125.jpg	AP #82d Attachment Kayak-club-6am-20230228_060231.jpg
	
AP #82e Attachment Waka-paddlers-vehicles-6am-20230228_060157.jpg	AP #82f Attachment Kayak-club-0615am-20230228_061723.jpg

Re. Avon Park Redevelopment (ccc.govt.nz/oarc2023)

Regarding the closure of Avonside Drive I have several concerns that I do not see being addressed in this current proposal or in previous communications with the council.

I do not have an objection to upgrading the park and I welcome it though not necessarily at the expense of the two rows of mature chestnut trees. My objection relates to what appears to be no thought or planning as to the traffic currently using Avonside Drive and the impacts that further traffic will have on this street.

This issue was first raised at an initial planning meeting held at the rowing club in September 2021 where I suggested that the traffic would use Torlesse Street. The response to this was that the Council expected no increase in traffic for Torlesse Street.

This is incorrect. When Avonside Drive was closed in autumn 2022 for the construction of the Snell Street bridge traffic, traffic using hit levels seen before in my more than twenty years living on the corner of Avonside Drive and Torlesse Street. So much so that I reported it to the Christchurch City Council (Ticket Number H00898399 - Torlesse Street Traffic) where I reported issues with:

- the volume of traffic
- the speed of the speed of the traffic
- the noise
- and unsafe driving

The response I received stated *"In 2008, which was pre-EQ and the most recent traffic count data we have, there was 750 average daily traffic movements recorded along Torlesse Street."* My own traffic count in the middle of the afternoon were 50 vehicles in 15 minutes i.e. 200 per hour. The question here is how can a plan to close a road be made when there is no recent information on traffic volumes using Torlesse Street?

The response goes on to say, *"Should higher traffic volumes continue, it is considered by our traffic engineers that Torlesse Street doesn't have the infrastructure to support higher volumes."* Given the volumes during the closure then Torlesse Street is clearly an unsuitable route when the closure is made permanent. What steps are going to be taken to ensure no traffic increase? It appears that there is none.

The response also mentions crash data analysis, a site visit, and a follow up with the Otautahi Avon River Corridor project team. It is unknown whether these occurred – there was no follow up as promised. In any case my concerns about Torlesse Street shouldn't be unknown.

My report also mentions unsafe and speeding driving, this is a real problem and so much so that I reported it to the Council (ticket number 736113) in December 2022. In this case longer mow the berm along Torlesse Street because it's unsafe. The issue is the speed of the traffic turning right from Avonside Drive on to Torlesse Street as there are no calming

measures in place to slow the traffic. This is an ongoing problem and will need to be resolved if there is an increase of traffic volumes.

Further questions:

1. Where is the car park to be located? The proposal does not state this. Any parking on Avonside Drive is going to create problems especially when there is no clear pathway from where the stop bank ends close to Torlesse Street and where Avonside Drive will be closed by the park entrance. Vehicles will more than likely be parked on the grass riverbank blocking cyclists and walkers (it happens now).

Is there a plan to complete the pathway a part of this proposal?

2. I note that it is planned to limit the use of the northern section of Kerrs Road to daylight hours. How is going to be enforced when the rowing clubs are active pre-dawn?

I note that this proposal does not mention that the rowing clubs will be relocated which it has been previously.

3. If there is a problem with traffic exceeding Torlesse Street design limits what criteria will be in place for something be done, how quickly will that action take?

What I see is a good plan for a park but no consideration at all has been given to where the traffic will go from what is a busy road. Increased use of Torlesse Street will take it past it's design limits. Dunarnan Street is clearly no different given the narrow road and calming measure in place. The only street suitable for an increase in traffic is Ngarimu Street, and clearly there needs to be measures in place to direct traffic down there or keep traffic on Gloucester Street.

Avon park is a much loved local park in a low socioeconomic part of the city that lost a lot of it's support infrastructure in the Christchurch earthquakes. The park, as well as having playing fields used for Soccer and Cricket has practice nets and a basket ball ½ court, all being used on a regular basis. The play ground is popular and has been loved and used by 3 generations of my own family. It has many old established, mature tress, mainly Oak and Chestnut, by my estimation close to 100 years old.

Council has decided, without consultation, to close Avonside Drive where it borders the park and probably as far as the intersection of Wainoni Rd. and part of Kerrs Rd that leads into the west end of Porrit Park where the Rowing Clubs have been established since 1949 or thereabouts. Avon Park stood up well to the earthquakes, it is not broken. It dose not need fixing.

Council have decided to sacrifice the lower field area to turn into a swamp that it calls a "wetland". Council have established numerous of these areas nearby including the Eastern end of Porrit Park which was severely damaged, pretending they are "native forests with trees, shrubs and grasses". These areas have been neglected and seem to support mainly weeds including gorse, thistle, docks and other noxious weeds. At present there is a volunteer group doing some weeding in the Red Zone north of the new "Landing" it is a daunting task that will need much more than their efforts to contain.

Council seem to have abandoned the area from Dallington bridge to Wainoni Rd/ Avonside Drive intersection. The stopbank, roadside berms and surrounding areas seem to have been abandoned and are no longer mown. This is particularly noticeable at the area at the junction of Wainoni Rd and Avonside Drive opposite the shopping centre where Council has some infrastructure.

The Council have reasoned that it will save money if it dose not maintain the stopbanks and turns this infrastructure into "natural wetlands", but is quite happy to waste millions on unnecessary vanity projects in other parts of the city.

I am no expert but I would imagine that flooding the area, as shown on council provided maps, is not going to be helpful to these beautiful established trees. There are very few significant trees in this part of the city, surely we need to do our best to make sure they are looked after. This aligns with the Councils stated green agenda.

It has taken Council more than 10 years to repair a sink hole that blocked the original course of the river that flows around Porrit Park and remove the invasive weeds that it allowed to take hold. This is the "bend in the river" from which Wainoni takes its name. It has a significant history of early settlement in this part of the city and Christchurch as a whole, Note the position of Bickerton Reserve on the corner of Avonside Drive and Wainoni Rd. Council appears to have made a decision without proper research or consultation to simply abandon the river and its environs from Dallington Bridge through to Wainoni Rd., nor has there been any maintenance on the now cleared river. As this part of the river has been blocked in recent years it has blocked the end of Bickerton Drain that exits in this part of the river causing flooding, at times, to nearby roads. The outfall drains from Avon Park have, also, not been kept clear.

It comes down to we will loose a significant park, that is now less safe since council decided to close the road as there will be no passing traffic, because of poor maintenance and neglect. Council seems to be quite happy to neglect its responsibility to maintain the city infrastructure and invent ways to waste huge amounts of ratepayers money on frivolous follies. It has a responsibility to look after the city's infrastructure. Isn't this what has lead to the "Three Waters" debacle?

The lack of due process over closing Avonside Rd. is appalling. The closure was first noted in the Council's "Newslines" 24 September 2021 "The Council is considering stopping (and eventually closing) a 900 metre section of Avonside Drive between 748 Avonside Drive and Wainoni Rd. and a 100 metre section of Kerrs Rd, between the northern most house and Avonside Drive. We've started talking to the local community about this idea, which we believe will make the area quieter and safer for the communities, improve access to the new Snell St. footbridge and potentially allow us to upgrade the Avon Park facilities in the future". What nonsense and misleading poppycock.

17 days later "Newslines" reported "The Council has today agreed to start the process for formally stopping and eventually closing.....So much for consultation. I pointed this out to Council staff at the time but was stonewalled and lied to.

"Newslines" 10 February 2023 invites the public to "have your say" on the "Plan to redevelop Avon Park. It has a map attached. This map shows Avonside Drive no longer continuing around the river as it does still. It states "We're in the process of formally stopping this section of Avonside Drive" There seems very little point in asking the public to "Have your say" when it has already been done.

A new map was given to me 8 March 2023 by one of my local board representatives that shows Avonside Drive with a portion in red and states "Avonside Drive - closure from 748 Avonside Drive to 836 Avonside Drive (Kerr's Rd intersection) Already in district plan, not part of consultation.

This is no consultation!, this is not democratic!.

To quote Mayor Mauger's comment regarding 3 waters "We're really worried the Government is charging ahead without even acknowledging the glaring issues we've raised....".

The submission process is just a process. Prior to submissions there is an already decided agenda.

I would suggest that if a river flooding outfall pond is needed it can be provided on the opposite side of the river which is abandoned Red Zone well away from the "City to sea pathway". This would also pose less of a risk of a water mishap to children. Flooding ponds have already been planned for in the Red zone 100 metres further along Avon side Drive or they can be formed in the damaged and already partially flooded Porrit Park. This would, perhaps, tidy this present eyesaw.

If, however, the rowing clubs get their way, and it seems Council has already decided this, the widening and deepening of the rowing course will surely provide adequate water overflow capacity

This whole plan seems poorly thought through. We do not need less parks. Avon Park does not need redevelopment, this will save a significant sum. It most certainly does not need the proposed bird watching hide (how much is budgeted for this?).

I note the plan also calls for a gate to restrict night time traffic in the closed section of Kerrs Rd. There are existing gates at the entry to Avon Park and the rowing club area 100 metres along this road. Neither are ever closed as nobody knows when the last person has left the area.

Barry Livermore

**Report from Waihoru Spreydon-Cashmere-Heathcote Community Board – 13 April
2023**

Item 10

10. Waltham Road Marking of Cycle Lanes Between Moorhouse Avenue and Brougham Street

Reference Te Tohutoro:	23/561634
Report of Te Pou Matua:	Michael Ferigo, Transport Planner - Sustainable Transport (michael.ferigo@ccc.govt.nz) Kiran Skelton, Engagement Advisor (kiran.skelton@ccc.govt.nz)
General Manager Pouwhakarae:	Mary Richardson, General Manager Citizens & Community (Mary.Richardson@ccc.govt.nz)

Nature of Decision or Issue and Report Origin

- 1.1 The purpose of this report is for the Waihoru Spreydon-Cashmere-Heathcote Community Board to consider the consulted proposal for cycle improvements, and make recommendations to Council to adopt the supporting lane marking changes.
- 1.2 The Christchurch Transport Strategic Plan recognises and supports measures to improve cycling within Christchurch. This project is identified as a local cycleway within the Plan and within the Long Term Plan capital programme.

This report arose from a Decision Report to the Waihoru Spreydon-Cashmere-Heathcote Community Board 13 April 2023 meeting.

1. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board recommends to Council that it approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:

1. That Special Vehicle Lanes (Cycle Lane) be installed on the west side of Waltham Road from the intersection of Brougham Street and extending in a northerly direction for a distance of 261 metres to the intersection of Wordsworth Street.
2. That Special Vehicle Lanes (Cycle Lane) be installed on the west side of Waltham Road from the intersection of Wordsworth Street and extending in a northerly direction for a distance of 542 metres to the intersection at Moorhouse Avenue.
3. That Special Vehicle Lanes (Cycle Lane) be installed on the east side of Waltham Road from the intersection of Moorhouse Avenue and extending in a southerly direction for a distance of 30 metres.
4. That Special Vehicle Lanes (Cycle Lane) be installed on the east side of Waltham Road from the intersection of Shakespeare Road and extending in a northerly direction for a distance of 275 metres.
5. That Special Vehicle Lanes (Cycle Lane) be installed on the east side of Waltham Road from the intersection of Shakespeare Road and extending in a southerly direction for a distance of 235 metres to the intersection of Brougham Street.

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

6. Approves, pursuant to Section 334 of the Local Government Act 1974, the lane marking changes and road marking changes on Waltham Road as detailed on plan, For Approval - tp356901 in attachment A.
7. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Waltham Road commencing at its intersection with Brougham Street, and extending in a northerly direction for a distance of 18 metres.
8. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Waltham Road commencing at its intersection with Kingsley Street, and extending in a northerly direction for a distance of 655 metres.
9. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Waltham Road commencing at its intersection with Mowbray Street, and extending in a southerly direction for a distance of 427 metres.
10. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Waltham Road commencing at its intersection with Brougham Street, and extending in a southerly direction for a distance of 118 metres.
11. Approves that any previously approved resolutions on Waltham Road, from its intersection with Brougham Street to its intersection with Moorhouse Avenue, pertaining to parking and /or stopping restrictions, made pursuant to any bylaw or any Land Transport Rule, to the extent that they are in conflict with the parking and /or stopping restrictions described in recommendations 6 to 10 above, be revoked.

2. Waihoru Spreydon-Cashmere-Heathcote Community Board Decisions Under Delegation Ngā Mana kua Tukuna

Part C

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

6. Approves, pursuant to Section 334 of the Local Government Act 1974, the lane marking changes and road marking changes on Waltham Road as detailed on plan, For Approval - tp356901 in attachment A.
7. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Waltham Road commencing at its intersection with Brougham Street, and extending in a northerly direction for a distance of 18 metres.
8. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Waltham Road commencing at its intersection with Kingsley Street, and extending in a northerly direction for a distance of 655 metres.
9. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Waltham Road commencing at its intersection with Mowbray Street, and extending in a southerly direction for a distance of 427 metres.
10. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Waltham Road commencing at its intersection with Brougham Street, and extending in a southerly direction for a distance of 118 metres.

11. Approves that any previously approved resolutions on Waltham Road, from its intersection with Brougham Street to its intersection with Moorhouse Avenue, pertaining to parking and /or stopping restrictions, made pursuant to any bylaw or any Land Transport Rule, to the extent that they are in conflict with the parking and /or stopping restrictions described in recommendations 6 to 10 above, be revoked.
12. Request that maintenance staff carry-out work at the same time; to paint the old red cycleway markings on Waltham Road in the new green-style, while the Waltham Road Marking of Cycle Lanes between Moorhouse Avenue and Brougham Street project is carried out.

3. Waihoru Spreydon-Cashmere-Heathcote Community Board Recommendation to Council


Part A

That the Council approve, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:

1. That Special Vehicle Lanes (Cycle Lane) be installed on the west side of Waltham Road from the intersection of Brougham Street and extending in a northerly direction for a distance of 261 metres to the intersection of Wordsworth Street.
2. That Special Vehicle Lanes (Cycle Lane) be installed on the west side of Waltham Road from the intersection of Wordsworth Street and extending in a northerly direction for a distance of 542 metres to the intersection at Moorhouse Avenue.
3. That Special Vehicle Lanes (Cycle Lane) be installed on the east side of Waltham Road from the intersection of Moorhouse Avenue and extending in a southerly direction for a distance of 30 metres.
4. That Special Vehicle Lanes (Cycle Lane) be installed on the east side of Waltham Road from the intersection of Shakespeare Road and extending in a northerly direction for a distance of 275 metres.
5. That Special Vehicle Lanes (Cycle Lane) be installed on the east side of Waltham Road from the intersection of Shakespeare Road and extending in a southerly direction for a distance of 235 metres to the intersection of Brougham Street.

Attachments Ngā Tāpirihanga

No.	Report Title	Reference	Page
1	Waltham Road Marking of Cycle Lanes Between Moorhouse Avenue and Brougham Street		174

No.	Title	Reference	Page
A 	For Approval - Waltham Road cycle lanes, Brougham Street to Moorhouse Avenue	23/231142	180

Waltham Road Marking of Cycle Lanes Between Moorhouse Avenue and Brougham Street

Reference / Te Tohutoro: 23/184718

Report of / Te Pou Matua:	Michael Ferigo, Transport Planner - Sustainable Transport, (michael.ferigo@ccc.govt.nz) Kiran Skelton, Engagement Advisor (kiran.skelton@ccc.govt.nz)
General Manager / Pouwhakarae:	Mary Richardson, General Manager Citizens & Community (Mary.Richardson@ccc.govt.nz)

1. Nature of Decision or Issue and Report Origin

- 1.1 The purpose of this report is for the Waihoru Spreydon-Cashmere-Heathcote Community Board to consider the consulted proposal for cycle improvements, and make recommendations to Council to adopt the supporting lane marking changes.
- 1.2 The Christchurch Transport Strategic Plan recognises and supports measures to improve cycling within Christchurch. This project is identified as a local cycleway within the Plan and within the Long Term Plan capital programme.
- 1.3 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 low level of impact and low number of people affected by the recommended decision.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere-Heathcote Community Board recommend to Council that it approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:

1. That Special Vehicle Lanes (Cycle Lane) be installed on the west side of Waltham Road from the intersection of Brougham Street and extending in a northerly direction for a distance of 261 metres to the intersection of Wordsworth Street.
2. That Special Vehicle Lanes (Cycle Lane) be installed on the west side of Waltham Road from the intersection of Wordsworth Street and extending in a northerly direction for a distance of 542 metres to the intersection at Moorhouse Avenue.
3. That Special Vehicle Lanes (Cycle Lane) be installed on the east side of Waltham Road from the intersection of Moorhouse Avenue and extending in a southerly direction for a distance of 30 metres.
4. That Special Vehicle Lanes (Cycle Lane) be installed on the east side of Waltham Road from the intersection of Shakespeare Road and extending in a northerly direction for a distance of 275 metres.
5. That Special Vehicle Lanes (Cycle Lane) be installed on the east side of Waltham Road from the intersection of Shakespeare Road and extending in a southerly direction for a distance of 235 metres to the intersection of Brougham Street.

That the Waihoru Spreydon-Cashmere-Heathcote Community Board:

6. Approves, pursuant to Section 334 of the Local Government Act 1974, the lane marking changes and road marking changes on Waltham Road as detailed on plan, For Approval - tp356901 in attachment A.
7. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Waltham Road commencing at its intersection with Brougham Street, and extending in a northerly direction for a distance of 18 metres.
8. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Waltham Road commencing at its intersection with Kingsley Street, and extending in a northerly direction for a distance of 655 metres.
9. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Waltham Road commencing at its intersection with Mowbray Street, and extending in a southerly direction for a distance of 427 metres.
10. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Waltham Road commencing at its intersection with Brougham Street, and extending in a southerly direction for a distance of 118 metres.
11. Approves that any previously approved resolutions on Waltham Road, from its intersection with Brougham Street to its intersection with Moorhouse Avenue, pertaining to parking and /or stopping restrictions, made pursuant to any bylaw or any Land Transport Rule, to the extent that they are in conflict with the parking and /or stopping restrictions described in recommendations 6 to 10 above, be revoked.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 Currently there is a gap in the provision of cycle lanes along Waltham Road. This project proposes to address this gap by providing continuous cycle lanes between the main intersections. The proposal will result in providing a more consistent level of comfort and safety for people when travelling along Waltham Road.
- 3.2 Better utilisation of the existing road carriageway layout and supporting sustainable transport modes.
- 3.3 Minimal parking removal that the community has accepted in the interest of improved prioritisation to safe sustainable movement use on the road carriageway.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Maintain the status quo
 - 4.1.1 The advantages of this option include:
 - There is no cost to Council.
 - 4.1.2 The disadvantage of this option include:
 - Does not support safer outcomes for people using this section of Waltham Road.
 - Is inconsistent with the Councils Strategic Framework Priorities of 'Meeting the challenge of climate change through every means possible' and its strategies - Christchurch Transport Strategic Plan and the Road to Zero safety targets.

5. Detail Te Whakamahuki

- 5.1 Waltham Road and Wilsons Road South provide a radial commuting route connecting the inner city with the south eastern residential suburbs, schools and recreational port hills cycle trails, the Waltham outdoor pool and the St Martins shopping centre. Throughout the majority of the three kilometres of Waltham Road and Wilsons Road South's length cycle lanes are provided, however within the 800 metre section of Waltham Road, closest to the inner city, there are sections with no cycle lanes. In these sections there are pinch points and narrow widths that make for uncomfortable and less safe riding conditions within the edge of a shared traffic lane environment.
- 5.2 This project is part of a programme of funding for works within the 2022/23 year under Local Cycleway Connections, Signs and Markings and also with additional resourcing from the wider traffic markings programme listed in the Long Term Plan.
- 5.3 The project involves only paint and pavement markings, with no construction, and if approved is scheduled to be implemented within this financial year.
- 5.4 Waltham Road is identified within the Councils Christchurch Strategic Transport Plan as a local cycleway route. This proposal looks to complete the cycle lane provision within the section from Brougham Street to Moorhouse Avenue. The new cycle lanes will remove pinch points and visually highlight areas where there are higher interactions and potential conflict with other road users, particularly in the approaches and departures at intersections through strategically limited localised use of colour surfacing.
- 5.5 A significant issue reported from cyclists on this route is of drivers encroaching into the existing cycle lane on the western side of Waltham Road in the approach down the bridge to the Moorhouse Avenue intersection. Whilst the left turn traffic lane adjacent to the kerb side cycle lane is wide enough for motorist to queue within, drivers regularly 'drift' into, queue and stop within the existing narrow cycle lane. The main concern - other than the legal issue or convenience - is the lack of safety for cyclists. The bridge, with a built high kerb offers cyclists little option for evasive actions from encroaching motorists. This project applies a series of short blocks of colour surfacing to highlight the existing cycle lane, and where possible slightly widens the narrow cycle lane. The road carriageway width on the bridge is very constrained and this is evidenced in the widths of all the marked lanes, however some marginal gains have been identified by reducing the traffic lane widths to target a cycle lane width of around 1.6 meters. It is expected that these proposed actions will significantly improve this issue.
- 5.6 To fully address this issue of encroachment a future option could be to widen the footpath along the whole of the bridges western side to create a physically separated shared path. This would be similar to the bridges eastern side constructed layout where cyclists use a shared pathway when southbound. This would result in a physically separated cycle facility but as a current option it is outside the budget scope of this project. The option, if still needed after this projects mitigation, can be put forward for Council consideration within the cycle network future budget improvement programme.
- 5.7 Improved connections between intersecting cycle route, through the introduction of hook turn markings at the intersection with Wordsworth and Shakespeare Roads.
- 5.8 The removal of a section of existing unrestricted on-road parking space, on the western side of the departure leg of Waltham Road with Brougham Street. This will provide an improved merge and alignment length at the start of the new cycle lane once crossed from Brougham Street.
- 5.9 The removal of an 18-metre, five minute on-road loading zone marked on the western side of Waltham Road, immediately in front of the property at number 233, to provide enough width

for the new cycle lane. The immediate businesses have expressed that they have adequate parking, customer parking and loading options within their properties. It is evident that the loading zone which dates back twenty years is no longer needed and superfluous to the businesses current needs. It repurpose to support improved provision for cycling is proposed freeing up the complete block to provide a kerb Side cycle lane.

- 5.10 Reduction of the width of adjacent traffic lanes where needed. This will provide enough width for the cycle lanes, and is required alongside the new cycle lanes, and on the western side of the bridge section, to widen the existing narrow cycle lane.
- 5.11 The existing bus stop is scheduled to be reviewed as part of a route wide assessment in the near future. As such this project is not proposing any variations to the existing bus stop position and layout.
- 5.12 The decision affects the following wards/Community Board areas:
 - 5.12.1 The Whaihoru Spreydon-Cashmere-Heathcote Community Board area

6. Community Views and Preferences Ngā mariu ā-Hāpori

- 6.1 Consultation started on 18 October 2022 and ran until 9 November 2022. During this time 62 businesses along Waltham Road were door knocked by staff with a Project Information leaflet explaining the project and inviting them to give feedback.
- 6.2 All businesses that staff engaged with along the road expressed support, were happy with the overall plan and what was proposed on the road adjacent to their property and with the removal of parking on the corner of Brougham Street and Waltham Road.
- 6.3 The business (235 Waltham Road) directly adjacent to the P5 parking, that is proposed to be repurposed into a cycle lane, expressed they were happy with this change as delivery vehicles use their on-site loading bay.
- 6.4 Businesses that were absent were left with a Project Information Leaflet in their mailbox. Staff did not hear from any businesses who were left a letter.
- 6.5 One Project Information Leaflet from a member of the public was received – suggesting several alternative cycle improvements that are outside the scope and budget of this project. They were responded to and are to be considered for future planning or were notified to maintenance or forwarded to Public Transport operations.

7. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 7.1 The project is consistent with the Council's Strategic Priorities.
- 7.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
 - 7.2.1 Activity: Transport
 - Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - >=36% of trips undertaken by non-car modes_Level of Service: 10.5.1 Limit deaths and serious injuries per capita for cyclists and pedestrians.

Policy Consistency Te Whai Kaupapa here

- 7.3 The decision is consistent with Council's Plans and Policies.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

The effect of this proposal upon Mana Whenua are expected to be insignificant.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 7.4 The proposal aims to encourage more trips by cycle resulting in an outcome of minor positive effects when using cycling as an alternative to less polluting forms of transport. This is consistent with the Council's declaration of a Climate and Ecological Emergency and adoption of greenhouse gas emission targets for the district.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 7.5 The proposal improves accessibility for cyclists, drivers and pedestrians by providing safer means of travel for all users along this section of road corridor.

8. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 8.1 Cost to Implement - \$ 95,000
- 8.2 The Council's maintenance programme for the city is forecast to cover standard and minor additions to Maintenance/Ongoing costs. Hence the costs are to be covered under the area of maintenance contract and markings programme, the effects of this magnitude and paint will be minimal.
- 8.3 Funding Source - Local Cycleway Connections, Signs and Markings CPMS # 58545 and the Traffic Road Markings and Signs programme CPMS # 50461.

Other He mea anō

- 8.4 None identified

9. Legal Implications Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 9.1 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 9.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 9.3 The installation of any signs and or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 9.4 There is no legal, issue or implication relevant to this decision.

10. Risk Management Implications Ngā Hīraunga Tūraru

- 10.1 None identified.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	For Approval - Waltham Road cycle lanes, Brougham Street to Moorhouse Avenue	23/231142	

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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 Ngā Kaiwaitohu

Authors	Michael Ferigo - Transport Planner Sustainable Transport Kiran Skelton - Engagement Assistant
Approved By	Lynette Ellis - Head of Transport & Waste Management Mary Richardson - General Manager Citizens & Community



11. Plan Change 5E Noise sensitive activities near roads and rail corridors - Decision

Reference / Te Tohutoro: 23/406927

Report of / Te Pou
Matua:

Abby Stowell, Policy Planner, abby.stowell@ccc.govt.nz

General Manager /
Pouwhakarae:

Mary Richardson, General Manager Citizens & Community
(Mary.Richardson@ccc.govt.nz)

Nature of Decision or Issue and Report Origin

- 1.1 The purpose of the report is for Council to consider the recommendations of the Hearing Panel delegated to hear submissions on Plan Change 5E (Noise sensitive activities near roads and rail corridors) and to make a decision on those recommendations.
- 1.2 Council notified Plan Change 5E in October 2020 which has subsequently been subject to submissions and a hearing. This report details the recommendations on the plan change following consideration by a Hearings Panel.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering: that there is a limited number of people affected; the impact on those affected is a moderate increase in construction costs; the level of interest from the wider community was very limited; and the impact on the current and future social, economic, environmental or cultural wellbeing of the District will be low, albeit positive.

Officer Recommendations Ngā Tūtohu

That the Council:

1. Receive the report and recommendations of the Hearings Panel on Plan Change 5E attached as Attachment A.
2. Accept, accept in part or reject the submissions on Plan Change 5E as recommended by the Hearings Panel for the reasons set out in Attachment A.
3. Adopt, as the decision of the Council, the recommendations of the Hearings Panel that Plan Change 5E be approved as per the Hearing Panel's report as Attachment A, under clause 10 of Schedule 1 of the Resource Management Act 1991.

Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 Plan Change 5E addresses issues arising in respect of the interpretation and application of Rule 6.1.7.2.1 – sensitive activities near roads and railways of the District Plan, which requires the insulation of sensitive activities including residential buildings within defined distances of roads and rail corridors.
- 3.2 The Hearings Panel has considered the evidence presented by Council staff and consultants, alongside submissions from interested parties and has provided its recommendations.
- 3.3 The staff recommendation is to adopt the recommendations of Commissioners Paul Thomas, Andrew Henderson and Alan Matheson (Referred to hereafter as 'Hearings Panel' or 'Panel') on proposed Plan Change 5E. This has regard to the statutory process that the plan change has

been through to this point and the consideration of the submissions and evidence received by the Hearings Panel.

- 3.4 The Hearings Panel have determined that the proposed plan change is appropriate with amendments as outlined in their report (Attachment A). A clean version of the plan change is also included (Attachment B).

Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 The Council can adopt the Panel's recommendation as its own decision, but the adoption must be of the recommendations in their entirety.
- 4.2 The Council cannot reject a recommendation outright or substitute its own decision as it has not heard the submissions and evidence. Legal advice is that natural justice principles would be infringed if the Council were to make a decision on the plan change that differs from the recommendation given by the Panel unless the Council gave the submitter the right to be heard when the Council reconsiders the proposed plan change.
- 4.3 Accordingly, the options available to the Council, if it does not wish to adopt the Panel's recommendation as its decision, are to:
- 4.3.1 Refer the plan change back to the Panel with a direction that they reconsider their recommendation, and then adopt the subsequent recommendation of the Panel – which may be unchanged from the current recommendation. If the Council wishes to refer the matter back to the Panel, it must be satisfied that there are sufficient grounds for doing so. For example, if an issue the plan change is seeking to address has been overlooked. Those grounds do not exist here.
- 4.3.2 Appoint different commissioners or for Council to consider the plan change and supporting reports itself, ensuring that the new decision makers hear from the submitters.
- 4.3.3 Withdraw the plan change.
- 4.4 When considering these options Council should take into account that the plan change has already exceeded the two year limit set under the RMA for issuing a decision. This has been formally extended, through application to the Minister for the Environment, to 31st March 2023. A further application seeking extension until 21st June has been sent to the Minister.

Detail Te Whakamahuki

- 5.1 The proposed plan change, PC5E was publicly notified on 22nd October 2020, as part of a group of plan changes (PC5), following pre-notification consultation in July – August 2020. A summary of submissions was notified for further submissions on 28 January 2020, closing on 12 February 2020.
- 5.2 The plan change attracted 12 submissions and 3 further submissions. Of the submitters 3 were government agencies, 2 were consultancies which offer acoustic engineering services (Acting for themselves), 1 was a community board and the remaining 6 were other companies generally involved in property management or development. There were no submissions from individuals.
- 5.3 Kāinga Ora were the only submitter to completely oppose the plan change. Of the other submitters, 8 supported the plan change, 2 supported it with amendments and 1 requested amendments with no indication of overall support or opposition.
- 5.4 A hearing was conducted and those wishing to speak were heard on 13th February 2023. Those speaking on behalf of council noted that the Kāinga Ora submission proposed a

completely new requirement (mitigating road and railway noise at source) and this would not be efficient at protecting people, is not supported by acoustic evidence and would actually raise costs for the wider community instead of reducing them. Kāinga Ora did not attend the hearing.

5.5 The issues addressed at the hearing are summarised as follows:

- a. Removal of the current façade reduction method (when the noise level is to be reduced by a set level, irrespective of the resulting internal noise level) which experts representing Council and submitters agreed can lead to over or under engineering. The Council's planning officer recommended it be removed and the Hearings Panel concur with the evidence supporting this.
- b. Scope of rule application. The Hearings Panel concur with the reporting officer's recommendation that the rule should apply to the conversion of existing buildings and that the other submissions on scope be rejected.

The other submissions on scope proposed that:

- i. the rule should not include collector roads with traffic levels under a set average annual daily traffic volume (this was superseded by a meeting between noise experts from the council and submitters where it was determined that exempting low noise environments was more effective);
 - ii. the rule should include a minimum acoustic standard for heritage buildings (this was deemed to be unworkable);
 - iii. the list of excluded spaces should be more encompassing (With the agreement of the Hearings Panel, the list was adjusted and clarified in consultation with the submitter);
 - iv. the increase in distance should be rejected;
 - v. land owners should not have to insulate for future effects; and
 - vi. proposed noise levels should not apply in bedrooms during the day time.
- c. The location of the noise assessment. Submitters and Council agreed on minor word changes to clarify where measurements of distance between houses and noise sources are to start and end. The Hearings Panel agreed with these changes.
 - d. Ventilation. Submitters and Council met while the hearing was adjourned to discuss how to require adequate ventilation and thermal control in a building where windows must be closed to meet prescribed noise levels. The agreed outcome was to rely on the standards in the building code and word the rule accordingly. The Hearings Panel concurs with this.
 - e. Financial burden on landowners to mitigate effects generated by others. The Panel stated that the policy direction of the District Plan is that infrastructure is required to **manage** effects and land use activities are required to **avoid** reverse sensitivity effects. The proposal is consistent with this direction and the Panel concurs that this submission be rejected.
 - f. Consistency with the National Policy Statement on Urban Development (NPS-UD). Kāinga Ora suggested that the proposed plan change was inconsistent with the NPS-UD. The Hearings Panel agrees with the planning analysis in the Council officer's S42A report that the plan change is consistent with the NPS-UD. They noted that no evidence was given to the contrary.
 - g. Upper External Noise Limit. A submission seeking an upper external noise limit for application of the rule was given little weight by the Panel, with no evidence given at the hearing. They concluded that this issue does have some merit but raises wider issues than

those considered in the plan change and should therefore be considered later as part of a wider review on the Noise Chapter.

- 5.6 The decision applies across the Christchurch District, excluding the central city. It affects all those intending to develop buildings in which a sensitive activity is to be carried out within 100m of railways and state highways, 40m from the edge of major or minor arterial roads or 20m from the edge of a collector road.

Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

- 6.1 The decision supports the current policies and objectives of the District Plan and does not depart from them.

Strategic Alignment Te Rautaki Tīaroaro

- 6.2 This report supports the Council's Long Term Plan (2021 - 2031):

6.2.1 Activity: Strategic Planning, Future Development and Regeneration

- Level of Service: 9.5.1.1 Guidance on where and how the city grows through the District Plan. - Maintain operative District Plan, including monitoring outcomes to inform changes, and giving effect to national and regional policy statements

Policy Consistency Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's Plans and Policies.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.4 The decision 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 Tāngata Whenua, their culture and traditions.
- 6.5 The decision does not involve a matter of interest to Tāngata Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.6 This decision has no significant impact on climate change considerations.
- 6.7 Enabling sensitive activities to occur near roads and railways supports a more dense urban form, which in turn supports a reduction in greenhouse gas emissions as people do not have to travel so far to access shops, places of employment etc.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.8 This decision does not have a significant impact on accessibility beyond what is described above.

Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Adopting the proposed plan change will not result in additional costs to Council beyond what has been budgeted for except for additional costs associated with monitoring and enforcement.
- 7.2 The costs of staff time on proposed Plan Change 5E have been assumed in the budgets of the Planning and Strategic Transport unit as part of the Annual Plan and Long Term Plan.

Legal Implications Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 Sections 74 and 75 of the RMA set out the Council's obligations when preparing a change to its District Plan. The Panel's report has applied the appropriate considerations under the RMA.
- 8.2 The legal framework for the Council's decision on the Panel's recommendations is set out in Part 4 above.
- 8.3 Submitters have the right to appeal to the Environment Court against the Council's decision on PC5E.



Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.4 This report has been reviewed and approved by the Legal Services Unit.

Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Council is statutorily required to have an operative District Plan at all times. Issues have been identified with the District Plan which will be addressed through this Plan Change. Therefore, the risk of not acting is considered greater than the risk of acting.
- 9.2 Council is required to issue a decision on matters raised in submissions no longer than 2 years after notifying the plan change (RMA Schedule 1, Part 1, clause 10(4(a)). The Minister for Environment extended the timeframe for this plan change from October 2023 to March 31st 2023. A request for a second extension until 21st June 2023 has been put to the Minister. With this in mind, and as part of its duty under the RMA, Council is required to avoid unreasonable delay in issuing a decision.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Attachment A	23/503919	187
B 	Plan Change 5E clean version of rules	23/553946	227

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Nil

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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 Ngā Kaiwaitohu

Authors	Abby Stowell - Policy Planner Mark Stevenson - Manager Planning
Approved By	Brent Pizzey - Senior Legal Counsel Mary Richardson - General Manager Citizens & Community

CHRISTCHURCH CITY COUNCIL

HEARING OF PROPOSED PLAN CHANGE 5E

Report and recommendations by Hearing Commissioners

Paul Thomas

Alan Matheson

Andrew Henderson

20 March 2023

Item 11

Attachment A

Background and purpose

1. Plan Change 5E – Noise ('PC5E') and the supporting s32 evaluation documents, identifies that there have been issues raised in respect of the interpretation and application of Rule 6.1.7.2.1 – Sensitive activities near roads and railways. The matters that have been reviewed are:
 - a. Whether the option of achieving the specified noise reduction between the outside and inside of buildings is sufficient to protect sleep and amenity values of residential and other sensitive activities.
 - b. Whether the distances specified from roads or railways, within which the internal sound levels of buildings must not be exceeded, are sufficient to protect sleep and amenity values of residential and other sensitive activities.
 - c. Whether any alteration of or addition to, an existing building within the specified distances should be required to comply with the noise reduction requirements.
 - d. Whether the two-tiered approach to compliance and certification is appropriate and effective.
 - e. How appropriate and clear the exemptions to compliance with the rule are.
 - f. The current ventilation specifications where alternative forms of ventilation are required.
 - g. How acoustic experts calculate noise and whether this achieves the desired outcomes sought by the objectives of the plan.

Scope of changes

2. Following the review of the matters set out in the section "Background and purpose" of this report, PC5E proposed changes to Rule 6.1.7.2.1, which can be summarised as follows:
 - a. Removing the external to the internal noise reduction method of compliance with the rule;
 - b. Increasing the distances from State Highways and railway lines within which buildings need to comply with the noise reduction requirements;
 - c. Reducing the range of alterations and additions to existing buildings that need to comply with the noise reduction requirements;
 - d. Simplifying the compliance and certification process by reducing it from a two-tiered approach to one;
 - e. Specifying exemptions from the rule by listing the spaces within a building used for a sensitive activity which does not require noise insulation;
 - f. Updating ventilation specifications to ensure alternative forms of ventilation are required to comply with the Building Code;

Christchurch District Plan: Plan Change 5E - Noise - Recommendation Report - Final 20 March 2023

- g. Providing greater specificity on how noise measurements should be determined, and which parts of a building would have to be considered as part of the assessment.

Section 42A Report

3. A comprehensive s42A report was prepared by Ms Abigail Stowell (Policy Planner, Christchurch City Council), noting that she was not the original author of PC5E or the s32 Report. In addition to the appendices providing submissions, district plan amendments and accept/reject tables, the s42A report also included the following appendices that provided additional information or illustration for the Panel:
 - Appendix 2 – Section 32AA evaluation
 - Appendix 7 – Acoustic Engineering Report and Advice
 - Appendix 8 – Christchurch PC5E Noise CBA Economic Assessment
 - Appendix 9 – Advice from Council Mechanical Engineer
 - Appendix 10 – Advice from Council Roading Department
 - Appendix 11 – Notes from Noise Expert’s Meeting
4. It was noted that the s42A report was prepared in December 2022. Mr Pizzey (Solicitor, Christchurch City Council) and Ms Stowell advised that there was only one area of further amendment proposed, as set out in the legal submissions and the summary of evidence presented by Ms Stowell. This was in response to the evidence from Ms Grinlinton-Hancock (KiwiRail), Mr Pearson (Waka Kotahi) and Mr Lewthwaite (Powell Fenwick), being the addition of the word “nearest” in relation to the measuring location for railway tracks and state highways and removing duplication. These are discussed within the relevant sections of this report.

Evidence heard

5. Dr Trevathan provided a statement of evidence on behalf of the Council that summarised the Acoustic Engineering Services (‘AES’) memo and report contained in Appendix 7 of the s42A report and the expert acoustic evidence that was circulated prior to the hearing. He confirmed his overall position that¹:
 - a. the Kāinga Ora submission proposes a completely new requirement that is not efficient at protecting people from noise, does not reduce unnecessary overdesign and cost, and is not supported by acoustic expert evidence; and
 - b. he agreed with the majority of the minor wording revisions suggested in other evidence (elaborated further on in Section 3 of his evidence).
6. Dr Trevathan assisted the Panel with his responses to questions, including the following:

¹ Refer to the evidence of Dr Trevathan, 13 February 2023, paragraph 1.8
Christchurch District Plan: Plan Change 5E - Noise - Recommendation Report - Final 20 March 2023

- a. agreement that a diagram or additional wording could assist in the interpretation of the measurement distances in the rule;
 - b. the measurement distances are 'trigger' distances only, with the purpose of requiring the undertaking of a modelling exercise to determine the actual noise levels;
 - c. if the sensitive activity is within the line that requires acoustic treatment, the 3dB reduction rate would require an acoustic engineer to determine what level of insulation is required to meet the rule;
 - d. the 3dB reduction rate does require a doubling of the mass of insulation;
 - e. the 3dB figure is used elsewhere in New Zealand;
 - f. the measured or predicted noise levels can either be physically measured or predicted by desk top exercise (in formation such as road surfaces, speed limits, make up of traffic are all readily available);
 - g. although the transport fleet will change to hybrid, electric and hydrogen over time, this will be a slow process, with the source of noise (predominantly tyre noise) remaining the same;
 - h. as buildings have a minimum life of 50 years, the likely future traffic noise levels for this minimum timeframe need to be taken into account; and
 - i. the 1 hour average is used for train noise to recognise the specific characteristics associated with this form of transport.
7. Dr Trevathan concluded that he considered the proposed rule provides a moderate outcome with respect to the amount of cost involved in the assessment of potential noise and the insulation/ventilation required to mitigate the noise.
8. Mr D'Arth on behalf of Council provided a summary of his memo included as Appendix 9 to the s42A report. He noted that there is no maximum air temperature inside dwellings specified in the building code, and to prevent overheating a combination of a small mechanical ventilation system with a heat pump would be an energy efficient solution to provide comfortable indoor air temperatures at all times of the year.²
9. Mr D'Arth also set out his agreement with most of the acoustic matters set out in the evidence of Mr Lewthwaite, noting some additional comments with respect to maximum space temperatures, number of air changes per hour and air flows in different rooms.³
10. Mr D'Arth assisted the Panel with explanations of how heat pumps and ventilation systems work in tandem, and the manner in which they reduce outside noise entering a dwelling through the ventilation system. He also confirmed that there is potential duplication between the proposed rule and the provisions of the Building Act / Code.

² Refer to evidence of Mr D'Arth, 13 February 2023, paragraphs 5 & 6

³ Refer to evidence of Mr D'Arth, 13 February 2023, paragraphs 8 - 19

However, he noted that unless a specific and detailed ventilation system was prescribed on building consent plans, the type of ventilation installed would be left to the builder or electrician and it may not perform to the required level.

11. Mr Yeoman on behalf of Council provided a summary of the economic assessment report prepared by Formative Ltd and included as Appendix 8 to the s42A report. He reiterated that the assessment showed that PC5E would generate a better outcome for society as a whole, noting that for some landowners, the costs to mitigate the road or rail noise would be higher.
12. Mr Yeoman set out five points of agreement he had with the evidence presented on behalf of Waka Kotahi and KiwiRail from Dr Chiles, Waka Kotahi from Mr Pearson and KiwiRail from Ms Grinlinton-Hancock. There were no points of disagreement.
13. Mr Yeoman also discussed points of agreement and disagreement he had with the submission from Kāinga Ora (noting that there was no evidence provided by Kāinga Ora). In particular, he agreed that the s32 report did not address the development capacity that could be enabled by the NPS-UD. The subsequent Economic Assessment does provide that information and this report concludes that the impact of the rules on the housing supply are likely to be relatively small. Furthermore, the assessment shows that the additional costs that landholders will bear as a result of the rules are unlikely to impact the feasibility of development in areas subject to road and rail noise.
14. In response to questions from the Panel, Mr Yeoman reiterated that the issue of whether to subsidise a landowner for mitigation costs is a political matter to be addressed, not an economic matter. He also agreed that costs associated with mitigation will to some extent be reflected in land values.
15. Ms Stowell provided a summary of her evidence contained in the s42A report. She noted that due to the late lodging of evidence from Mr Lewthwaite, she had not been able to consult with Council officers and experts on a number of the matters that he had raised, noting that there were a number of points raised which she had 'partial agreement'⁴. The Panel agreed that a number of the matters raised by Mr Lewthwaite appeared helpful and should be considered further. Accordingly, the Panel encouraged the parties to work through those matters and provide an updated response in the Council right of reply.
16. Ms Stowell noted that some of the suggestions in submissions and evidence around adding additional provisions to the proposed rule (such as in relation to ventilation and temperature parameters) appear overly prescriptive, potentially duplicate the Building Act/Code and would be contrary to Strategic Objective 3.3.2.a.i.B in relation

⁴ Refer to evidence of Ms Stowell, 13 February 2023, paragraphs 8 – 10.

to minimising development controls and design standards so as to encourage innovation and choice.

17. Ms Stowell responded to a number of questions from the Panel with respect to the relevance of higher order planning documents, the application of the approach to such documents as set out in the *King Salmon* decisions and the relevance of the objectives and policies of the Christchurch District Plan. She confirmed that:
- a. the objectives and policies of the Christchurch District Plan as set out in paragraph 6.1.1 and Appendix 4 of the s42A report, as well as the additional 12 objectives and policies provided to her from the Panel were the relevant ones;
 - b. in summary, there is a policy direction in the Christchurch District Plan that requires strategic infrastructure to **manage** adverse effects, while land use activities (particularly residential) have to **avoid** reverse sensitivity effects; and
 - c. the use of the word '*including*' in Policy 14.2.3.1 prior to the list of strategic infrastructure means they are examples rather than a restrictive list, which means this includes Collector Roads as well as Major and Minor roads.
18. Ms Stowell agreed that including the words "...outside the Central City" to the heading of Rule 6.1.7.2.1 would be the better location rather than as a NOTE at the end of the rule. She also agreed that the numbering within the proposed rule as contained in Appendix 13 of the s42A report needs to be corrected and that she would reconsider whether there is clarity around the term '*Railways*' in the rule given that a number of different terms are used within this part of the rule. She also would reconsider amending the wording of Rule 6.1.7.2.1.i.a by the addition of '*or similar*' and adding some examples of uninhabitable spaces as suggested by Mr Lewthwaite.⁵
19. The Panel invited Ms Stowell to address the matters raised in questions and information from the Panel in the Council's right of reply.
20. Ms Grinlinton-Hancock presented a statement of evidence on behalf of KiwiRail, focusing on the outstanding matter of where to take the railway measurement. She accepted that the measurement distance can be taken from an aerial photo and that there is no need to physically go into the designated area. Accordingly, the Council officer's recommendation for the measurement to be taken from the centre of the nearest track was accepted.
21. In response to a Panel question, Ms Grinlinton-Hancock agreed that CRPS objective 5.2.2 and Policies 5.3.8 and 5.3.9 are not relevant to KiwiRail as they only apply

⁵ Refer to evidence of Mr Lewthwaite, 8 February 2023, paragraph 26
Christchurch District Plan: Plan Change 5E - Noise - Recommendation Report - Final 20 March 2023

outside the Greater Christchurch area where KiwiRail does not have any railway assets.

22. Dr Chiles presented evidence on behalf of Waka Kotahi and KiwiRail and he confirmed his opinion that the proposed rule (with recommended amendments) is a moderate requirement to manage road and rail noise. He noted that while barriers and bunds could be cost effective for larger new developments, such options were not physically practical or cost effective for individual smaller developments.
23. With respect to the matter of ventilation and temperature control, Dr Chiles confirmed his opinion that specifying an inside temperate range to be achieved by air conditioning was required.
24. In response to a question from the Panel, Dr Chiles confirmed his support for the 3dB addition to predicted sound levels as it accommodated both growth in traffic volumes and provides an allowance for the high level of uncertainty.
25. Mr Pearson spoke to his evidence on behalf of Waka Kotahi and confirmed that he was comfortable with respect to the proposed location of the road measurement.
26. Mr Lewthwaite, on behalf of Powell Fenwick Ltd, presented his evidence and provided responses to questions from the Panel. Mr Lewthwaite also advised of the following:
 - a. the existing rule is wide open to different interpretations and needs to be rewritten to provide certainty;
 - b. the proposed ventilation and temperature provisions were not a duplication of matters that would be addressed through the building consent process, as although the consent plans may show ventilation required, the electrician or builder would put in their choice (which may just be a fan), the matter would not be subject to building consent compliance and hence road or rail noise would not be addressed;
 - c. a mechanical analysis is required where noise is an issue to confirm the ventilation requirements. For a small scale analysis (such as for a dwelling) this could add costs up to around \$5,000.00;
 - d. testing for internal noise compliance is difficult and expensive to measure, so need to rely on the modelling;
 - e. he was not aware of any complaints being made to Council with respect to noise from ventilation systems;
 - f. the measurement of air changes/hour will vary depending on a number of factors including wind direction/velocity, whether curtains or doors are open or closed; and

- g. a standard 2.5kw heat pump would be sufficient to achieve the necessary temperature.

Scope of Submissions

27. At Section 3 of our previous Recommendation Report on PC5 dated 17 June 2022, we addressed in some detail the legal issues relating to whether a submission is on the Plan Change. We identified, and in later sections applied, a series of tests to determine our jurisdiction to determine specific submissions. The Panel has had regard to these tests in relation to parts of the submissions from Kāinga Ora and Marshall Day Ltd.
28. Mr Pizzezy also referred to these matters in his legal submissions.
29. With regard to the submission point on noise mitigation at source from Kāinga Ora, the Panel agreed with Mr Pizzezy's assessment that it contained some ambiguity and possibly sought a decision that was outside the power of the Panel to recommend to Council⁶. The situation of there being no evidence provided by Kāinga Ora meant that clarification on its submission was not available to the Panel. However, having regard to the eight tests, the Panel was satisfied that the submission did not raise any matters related to Tests 1, 2, 3, 4 or 5 that had not been addressed in the s32 report, was out of left field or completely novel (such as noise reduction measures in the road corridor⁷). Accordingly, the Panel accepted the submission was in scope, but it was a matter of the relative weight to be attached to the submission.
30. The Panel considered the submission point from Marshall Day Ltd as to whether there should be an upper noise limit where the noise sensitive development should be avoided. No evidence was provided by Marshall Day, and as a result no clarification on its submission was available to the Panel. However, having regard to the scope tests, the Panel was satisfied that the submission did not raise any matters that put it out of scope. This issue is considered further under Issue 8 below.

Principal issues

31. Council's s42A report⁸ and the legal submissions⁹ addressed eight issues that were subject to submissions. This report addresses each of these issues in the same order as the s42A report, noting those that were/were not subject to either legal submissions or evidence at the hearing of PC5E.

Principal Issue 1: Approve PC5E

⁶ Refer to paragraph 19 of the CCC legal submissions, 8 February 2023

⁷ Refer to the table in Section 5.3, Issue 4, Option 2: *The roading authority, including noise reduction measures in the road corridor*

⁸ Refer to Section 8 of the s42A report, pages 17 - 38

⁹ Refer to paragraphs 16 and 21 - 42 of the CCC legal submissions, 8 February 2023

Christchurch District Plan: Plan Change 5E - Noise - Recommendation Report - Final 20 March 2023

32. The s42A report¹⁰ sets out the seven submissions that support the plan change as proposed. No specific evidence was produced with respect to these submissions and the Panel concurs with the officer recommendation to accept the submissions in whole or part to enable amendments to be made.

Principle Issue 2: Removal of the façade reduction method option

33. The s42A report¹¹ notes that the meeting of the acoustic experts agreed to the removal of the façade reduction method as the internal noise level method provides certainty from an acoustic perspective.
34. The Panel generally concurs with the planning evidence of Ms Stowell on behalf of Council. The Panel indicated that the reference to the rule not applying in the Central City is better placed in the heading of the rule rather than as a 'Note' and Ms Stowell accepted that preference. The Panel noted that amended wording of the rule to remove duplication and to clarify other provisions will be provided in the Council right of reply.

Principle Issue 3: Scope of rule application

35. The s42A report¹² notes the only area of agreement with the submissions is in relation to applying the rule to the conversion of existing buildings to sensitive uses. The Panel concurs with that amendment and also concurs with rejecting the other amendments sought for the reasons set out in the s42A report, noting that no additional evidence was presented by the submitters in respect of these matters.

Principle Issue 4: Location of Noise Assessment

36. The s42A report¹³ notes the areas of agreement with submitters where rule clarity and user friendliness of the rule has led to recommended changes. The matter of the measurement location in relation to railways was addressed in the evidence of Dr Trevathan¹⁴ on behalf of Council and from Ms Grinlinton-Hancock on behalf of KiwiRail who accepted the Council position¹⁵.
37. The Panel concurs with that amendment and also concurs with rejecting the other amendments sought for the reasons set out in the s42A report.

¹⁰ Refer to Section 8.3 of the s42A report

¹¹ Refer to Section 8.4 of the s42A report

¹² Refer to Section 8.5 of the s42A report

¹³ Refer to Section 8.6 of the s42A report

¹⁴ Refer to paragraph 3.1 of Dr Trevathan's evidence, 13 February 2023

¹⁵ Refer to paragraph 20 of this Report

Principle Issue 5: Ventilation

38. The s42A report¹⁶ discusses the differences of opinion with respect to temperature control and air flow rules between the experts (including the noise standards associated with mechanical ventilation). The Panel questioned the experts with regard to this matter as it was concerned that the proposed rules were potentially duplicating the provisions of the Building Act/Code, were imposing significant additional cost (with respect to professional assessment, compliance, administration/monitoring and operation) or were prescribing a level of rule detail (rather than an outcome) that was potentially contrary to *Strategic Objective 3.3.2 – Clarity of language and efficiency*.
39. As noted in Paragraph 16 of this Report, the Panel invited Council to undertake further discussions with submitters with respect to this matter and to provide the Panel with an update in its Right of Reply.
40. The Council response relating to ventilation is set out in the Reply Planning Assessment of Ms Stowell and addresses the following matters:
- (a) The need for “...appropriately qualified and experienced designer...” clause. The Panel notes that the parties have agreed that this clause is not necessary and that the provisions of clause G4 of the Building Code can be relied on. The Panel concurs with this agreement and the proposed wording¹⁷; and
 - (b) The need for stating minimum air flows. The Panel notes that Ms Stowell has discussed this matter with Mr Lewthwaite and they have agreed that the provisions of clause G4 of the Building Code or any amendments or replacement of the clause can be relied on. The Panel concurs with this agreement and the proposed wording¹⁸.

Issue 6: Financial burden on landowners to mitigate effects generated by others

41. The s42A report¹⁹ notes that there was only the one submission from Kāinga Ora with respect to this matter. All of the evidence presented to the Panel was from Council experts in support of the Council position, with no evidence being provided by Kāinga Ora.

¹⁶ Refer to Section 8.7 of the s42A report

¹⁷ Refer to paragraphs 3 – 8 of the Council Right of Reply – Planning Assessment of Abigail Stowell, 24 February 2023

¹⁸ Refer to paragraphs 9 - 14 of the Council Right of Reply – Planning Assessment of Abigail Stowell, 24 February 2023

¹⁹ Refer to Section 8.8 of the s42A report

Christchurch District Plan: Plan Change 5E - Noise - Recommendation Report - Final 20 March 2023

42. As discussed in Paragraph 17 of this Report, the policy direction set out in the Christchurch District Plan can be summarised as being that strategic infrastructure is required to **manage** the adverse effects arising from its operation, while land use activities (particularly residential activities) are required to **avoid** reverse sensitivity effects on strategic infrastructure. This is most succinctly set out in Residential Policy 14.2.3.1 – *Avoidance of adverse effects on strategic infrastructure*.
43. The Panel is of the opinion that none of the policy situations set out in the *King Salmon* decision arise (such as ambiguity, conflict or void), that would require any recourse to or reliance on higher order documents. No changes to the Canterbury Regional Policy Statement ('CRPS') have been made (especially with respect to Chapter 6 – *Recovery and rebuilding of Greater Christchurch*) and the only new higher order document that is relevant and has been introduced is the National Policy Statement on Urban Development (2020) ('NPS-UD'). Consideration and analysis of the higher order statutory and other instruments has been undertaken in both the s32 Report and the s42A Report²⁰. The Panel concurs with and adopts that analysis of the relevant higher order planning documents.
44. The Panel understands that Council is currently preparing Plan Change 14 to meet the requirements of the NPS-UD, but that is some months away. No evidence was presented that the provisions within PC5E were in any way contrary to or did not give effect to the policy direction in the NPS-UD with respect to contributing to "...well-functioning urban environments..." (refer in particular to Policies 1, 6 and 8 of the NPS-UD).
45. The Panel considers that Chapter 6 of the CRPS represents the most up to date expression of what a well-functioning urban environment means for Christchurch. The Panel also considers that the Christchurch District Plan is a recent planning document that has been prepared to give effect to the CRPS, along with other recovery plans and strategies prepared following the Canterbury Earthquakes.
46. The Panel concurs with the planning evidence of Ms Stowell and the legal submission from Mr Pizzey²¹ on behalf of Council that the submission from Kāinga Ora should be rejected.

Issue 7: Consistency with the National Policy Statement on Urban Development (NPS-UD)

47. The matter is addressed in the s42A report²² noting the further planning analysis and economic assessment that has been undertaken to address this submission. The

²⁰ Refer to part 5 of the s42A report

²¹ Refer to paragraph 19 of the Council legal submissions, 8 February 2023

²² Refer to Section 8.9 of the s42A report

Panel's consideration is set out in paragraphs 42 – 47 previously and we concur with the planning evidence of Ms Stowell.

Issue 8: Upper external noise limit

48. The s42A report²³ notes that there is only one submission from Marshall Day on this issue. No evidence was provided to the Panel from the submitter. Accordingly, the Panel gave little weight to the submission. The Panel agrees with Ms Stowell that the matter does have some merit. However, as noted in the previous decision recommendation report, the Panel is of the opinion that PC5 is in the form of a “mid-term tidy up”. However, it considers the issue raised, while being within scope, raises wider issues than the specific matters contained in PC5E and should be considered later alongside a wider and more in-depth review of the Noise Chapter.

Section 32AA Report

49. As discussed in this report, comprehensive s32 and s42A reports were prepared by the Council. The s42A report also contained a s32AA²⁴ report and included a s32AA assessment within each relevant section throughout Section 8 of the s42A report.
50. Following the hearing of submissions, the Council continued with further discussions with submitters and provided a s32AA analysis in the form of an additional planning assessment by Ms Stowell, to support any further changes as part of the Council Right of Reply.
51. The Panel has adopted the 32AA assessment provided and this is attached at **Appendix 3**.

Recommendation

52. It is recommended that the Christchurch City Council make the following decisions as set out in **Appendix 1** – Recommended Decision:
- a. Delete current Rule 6.1.7.2.1 – *Sensitive activities near roads and railways* and replace with new Rule 6.1.7.2.1– *Sensitive activities near roads and railways outside the Central City*;
 - b. Insert new matters of discretion to Rule 6.1.8 – Matters of discretion; and
 - c. Insert new Rule 6.1.7.2.3 – Sensitive activities near roads in the Central City.


²³ Refer to Section 8.10 of the s42A report

²⁴ Refer to Appendix 2 of the s42A report

53. It is recommended that the Christchurch City Council accept and reject the submissions as set out in **Appendix 2** – Table of Submissions with Recommended Decisions and Reasons.



Appendix 1 - PC5E Noise Recommended Decision

	<p>Resource Management Act 1991</p> <p>Christchurch District Plan</p> <p>Proposed Plan Change</p>	<p>5E</p>
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DISTRICT PLAN AMENDMENTS

Note: For the purposes of this plan change, any unchanged text is shown as normal text, and text proposed to be added by the plan change as notified is shown as **bold underlined** and text to be deleted as ~~**bold strikethrough**~~.

Text in **green** font identifies existing terms defined in Chapter 2 – Definitions. Where a term is defined in the newly added bold text, it will show as **bold underlined green** text.

Text in **blue and underlined** font shows links to other provisions in the e-plan or to external documents. These have pop-ups and hyperlinks, respectively, in the on-line Christchurch District Plan.

Changes recommended by the Independent Hearings Panel is shown as **bold underlined in red** for additional text and ~~**bold strikethrough in red**~~ for text to be deleted. Where the additional text includes a defined term, this is shown as **red bold dotted underline**.

Amend the District Plan as follows:

1. Insert new rule 6.1.7.2.1 – Sensitive activities near roads and railways **outside the central city**.

6.1.7.2.1 – Sensitive activities near roads and railways **outside the central city**

- ~~i.~~ **a. Any part of an addition of a whole room to an existing building, or any part of a new building, intended for a Sensitive Activity, or the conversion of an existing building so that it may be used for a sensitive activity within the distances specified from a road or a railway network, shall be designed and constructed so that noise from road or railway sources will not exceed internal sound design levels specified in the table Table 1. below, except where:**
 - i. the space is one of the following non-habitable and only able to be occupied in a transient manner such as – plant rooms, lift shafts, storage spaces, stairwells, bathrooms, laundry rooms, toilets, pantries, walk-in wardrobes, corridors, clothes drying rooms, or entrance areas;**
or
 - ii. the nearest façade of the building is at least 50 metres from all state highways, and railways tracks, and rail sidings, and there is a solid building, fence, wall or landform that blocks the line-of-sight from all parts of all windows and doors to all parts of any state highway road surface or all points 3.8 metres above railway tracks.**



APPENDIX 1

[Note: The following is for information only and is not part of the plan change. Exceptions i. and ii. above have been transferred (with wording changes) from the end of Table 1 to the beginning of Table 1]

Table 1: Internal sound design levels near roads and railways

Measurement point for road or railway	Distance (metres)	Internal design sound levels (i)	
		Bedrooms	Other habitable spaces and spaces used for other sensitive activities;
Centre of the nearest railway track including railway sidings on private property	100	35dB LAeq (1h)	40dB LAeq (1h)
Nearest Boundary edge of the nearest marked traffic lane of any State Highway, or the nearest sealed edge of the road where there is no marking.	100	40dB LAeq (24h)	
Nearest edge of the nearest Marked-marked traffic lane of any Major or Minor Arterial road, or the nearest sealed edge of the road where there is no marking.	40		
Nearest edge of the nearest Marked-marked traffic lane of any Collector Road, or the nearest sealed edge of the road when there is no marking.	20		

Except where:

- a. the space is one of the following—storage spaces, stairwells, bathrooms, laundry rooms, toilets, pantries, walk-in wardrobes, corridors, clothes drying rooms, or entrance areas; or
- b. the sound incident on the most exposed part of the proposed façade of the affected space is less than 55 dB LAeq (1h) for rail noise or 57 dB LAeq (24h) for road traffic noise.
- c. the nearest façade of the building is at least 50 metres from all state highways, railways, and rail sidings, and there is a solid building, fence, wall or landform that blocks the line of sight from all parts of all windows and doors to all parts of any state highway road surface or all points 3.8 metres above railway tracks.

- ii. b. Compliance with this Rule 6.1.7.2.1.i a shall be demonstrated by either:
 - i. providing the Council with a design report before construction at the same time as the building consent application, which is prepared by a suitably qualified acoustics specialist, stating that the design proposed is capable of meeting the required internal noise levels; or

APPENDIX 1

- ii. providing Council with a report at the same time as the building consent application, which is prepared by a suitably qualified acoustics specialist, stating that the sound incident on the most exposed part of the proposed façade of the affected space is less than 55 dB $L_{Aeq}(1h)$ for rail noise or less than 57 dB $L_{Aeq}(24h)$ for road traffic noise.
- c. ~~Compliance with Rule 6.1.7.2.1.a. and Rule 6.1.7.2.1.b. is not required if the exceptions in Rule 6.1.7.2.1 a. i. or ii. apply.~~
- iii. ~~d. Determination of the internal design sound levels, including any calculations, shall be based on the following considerations in accordance with the following requirements:~~
- ~~a. i. Railway noise shall be deemed:~~
- ~~A. to be 70dB $L_{Aeq}(1h)$ at a distance of 12 metres from the edge of the nearest railway track or the centre of the track where it is a rail siding; and~~
- ~~B. to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres;~~
- ~~b. ii. Road noise is to be based on either: -~~
- ~~A. measured or predicted noise levels plus 3 dB added to predicted sound levels; or~~
- ~~B. based on calculated from forecast traffic in 20 years' time.~~
- ~~c. Where no traffic lane is marked, the distances shall be measured from 2m on the roadward side of the formed kerb measured from the nearest edge of the road. The classification of roads is shown in Appendix 7.5.12 Road Classification System.~~
- ~~d. iii. Any external noise levels shall be assessed at the location of the most exposed part of the each proposed façade of the affected space(s).~~
- ~~e. iv. Any calculations of noise for the purpose of determining internal noise levels shall take into account all of the relevant external elements of a habitable space at the same time, including roof areas and walls.~~
- ~~f. v. Internal design sound levels shall be achieved in conjunction with the ventilation requirements of the New Zealand Building Code, or an amendment to or replacement of the Building Code. If windows are required to be closed to achieve the internal design sound levels, then a mechanical ventilation system is and an air conditioning unit are required.~~
- iv. ~~e. Mechanical ventilation systems shall meet the following specifications when running:~~
- ~~a. i. Mechanical ventilation must satisfy clause G4 of the New Zealand Building Code, or any amendment to or replacement of that clause, as if the windows and external doors cannot be opened; and~~
- ~~b. Achieve a minimum of 7.5 litres of air per second per person; and~~
- ~~c. ii. 35 dB L_{Aeq} (30s) at night time in bedrooms when measured 1 metre away from any grille or diffuser; and~~
- ~~d. iii. 40 dB L_{Aeq} (30s) in any other space when measured 1 metre away from any grille or diffuser.~~
- ~~f. Air conditioning units shall meet the following specifications when running:~~
- ~~a. i. 35 dB L_{Aeq} (30s) at night time in bedrooms when measured 1 metre away from any grille or diffuser; and~~
- ~~b. ii. 40 dB L_{Aeq} (30s) in any other space when measured 1 metre away from any grille or diffuser.~~

APPENDIX 1

2. Insert new matters of discretion.

6.1.8 Rules – Matters of discretion

(...)

- xii The extent to which achieving the standard may give rise to adverse effects on the heritage values associated with a building listed in Appendix 9.3.7.2 (Schedule of Significant Historic Heritage) that outweigh the benefits of noise insulation.

Advice note: Specialist heritage advice may help determine the appropriateness of any building solutions to manage the adverse effects of noise from roads and railways.

3. Delete current rule 6.1.7.2.1 Sensitive activities near roads and railways.

6.1.7.2.1 Sensitive activities near roads and railways

- a. ~~The following activity standards apply to new buildings, or alterations or additions to existing buildings, intended for a sensitive activity:~~
- i. ~~External sound insulation—Any new building intended for a sensitive activity, and any alteration or addition to an existing building intended for a sensitive activity, located within 80 metres of the boundary of any state highway or railway designation, or within 20 metres of the edge of the nearest marked traffic lane of a collector road, or within 40 metres of the edge of the nearest marked traffic lane of a Main Distributor, Local Distributor or arterial road, shall either:~~
- A. ~~be designed and constructed to achieve a minimum external to internal noise reduction of 30 dB $D_{tr,2m,nT,w} + C_{tr}$ to any habitable space; or~~
- B. ~~be designed and constructed to meet with the following indoor design sound levels:~~
- I. ~~Rail noise inside bedrooms between 22:00 hours and 07:00 hours—35 dB $L_{Aeq}(1h)$;~~
- II. ~~Rail noise inside habitable spaces excluding bedrooms—40 dB $L_{Aeq}(1h)$;~~
- III. ~~Road traffic noise inside all habitable spaces—40 dB $L_{Aeq}(24hr)$; and~~
- IV. ~~Rail and road traffic noise within any other building intended for a sensitive activity—maximum value recommended in AS/NZS2107:2000,~~
- except where either:
- I. ~~the sound incident on the most exposed part of the outside of the building is less than 55 dB $L_{Aeq}(1h)$ for rail noise or 57 dB $L_{Aeq}(24h)$ for road traffic noise; or~~
- II. ~~the nearest façade of the building is at least 50 metres from all state highway and railway designations and there is a solid building, fence, wall or landform that blocks the line of sight~~

4

APPENDIX 1

from all parts of all **windows** and doors to all parts of any state highway **road** surface or all points 3.8 metres above railway tracks.

ii. Compliance with **Rule 6.1.7.2.1** can be achieved by either:

- A. providing the **Council** with a design report (prior to construction) and a design certificate (prior to occupation) prepared by a suitably qualified acoustics specialist stating the design proposed is capable of meeting activity standard a.i.; and/or
- B. conforming to the acceptable solutions listed in **Appendix 6.11.4 Noise Attenuation Construction Requirements**.

iii. For the purposes of ventilation systems, compliance with **Rule 6.1.7.2.1** shall be confirmed by providing the product specifications; or a design certificate (prior to occupation) prepared by a suitably qualified acoustics specialist, stating the design proposed is capable of meeting the activity standards.

iv. Rail noise shall be deemed to be 70 **L_{Aeq}**(1h) at a distance of 12 metres from the edge of the track, and shall be deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres;

v. Compliance with **Rule 6.1.7.2.1** a.i.B. shall be confirmed by providing the **Council** with a design report prepared by a qualified acoustic engineer demonstrating compliance, prior to any **sensitive activity** or alteration occurring. The design shall take into account future permitted use of the **collector roads** and **arterial roads**, and railway and state highway designations outside the **Central City**, either by the addition of 2 dB to predicted sound levels or based on forecast traffic in 20 years' time.

vi. The indoor design sound levels in **Rule 6.1.7.2.1** a.i.B shall be achieved at the same time as the ventilation requirements of the **New Zealand Building Code**. If **windows** are required to be closed to achieve the indoor design sound levels then an alternative means of ventilation shall be required within bedrooms.

vii. Where no traffic lane is marked, the distances stated shall be measured from 2 metres on the roadward side of the formed kerb. The classification of **roads** is shown in **Appendix 7.5.12 Road Classification System**.

viii. Ventilation systems where **installed** shall:

- A. generate sound levels not exceeding
 - I. 35 dB **L_{Aeq}** (30s) at night time in bedrooms; and
 - II. 40 dB **L_{Aeq}** (30s) in any other **habitable space** (excluding bedrooms) when measured 1 metre away from any grille or diffuser; and
- B. provide an adjustable airflow rate of up to at least 6 air changes per hour.

4. Insert new rule 6.1.7.2.3 Sensitive activities near roads in the Central City

6.1.7.2.3 Sensitive activities near roads in the Central City

- a. **The following activity standards apply to new buildings, or alterations or additions to existing buildings, intended for a sensitive activity:**
 - i. **External sound insulation - Any new building intended for a sensitive activity, and any alteration or addition to an existing building intended for a sensitive activity, located**

APPENDIX 1

within 40 metres of the edge of the nearest marked traffic lane of a Main Distributor, Local Distributor or arterial road, shall either:

- A. be designed and constructed to achieve a minimum external to internal noise reduction of 30 dB $D_{tr,2m,nT,w} + C_{tr}$ to any habitable space; or
 - B. be designed and constructed to meet with the following indoor design sound level:
 - I. Road traffic noise inside all habitable spaces – 40 dB L_{Aeq} (24hr); and
- ii. Compliance with rule 6.1.7.2.3.a.i is not required where the sound incident on the most exposed part of the outside of the building is less than 55 dB L_{Aeq} (1h) for rail noise or 57 dB L_{Aeq} (24h) for road traffic noise, and this is confirmed in a report which is prepared by a suitably qualified acoustics specialist and is provided to Council at the same time as the building consent application.
- iii. Compliance with Rule 6.1.7.2.3.a.i shall be demonstrated by either:
- A. providing the Council with a design report (prior to construction) and a design certificate (prior to occupation), which is prepared by a suitably qualified acoustics specialist stating the design proposed is capable of meeting activity standard a.i.; and/or
 - B. conforming to the acceptable solutions listed in Appendix 6.11.4 Noise Attenuation Construction Requirements.
- iv. For the purposes of ventilation systems, compliance with Rule 6.1.7.2.3 shall be confirmed by providing the product specifications; or a design certificate (prior to occupation) prepared by a suitably qualified acoustics specialist, stating the design proposed is capable of meeting the activity standards.
- v. Compliance with Rule 6.1.7.2.3 a.i.B. shall be confirmed by providing the Council with a design report prepared by a qualified acoustic engineer demonstrating compliance, prior to any sensitive activity or alteration occurring.
- vi. The indoor design sound levels in Rule 6.1.7.2.3 a.i.B shall be achieved at the same time as the ventilation requirements of the New Zealand Building Code. If windows are required to be closed to achieve the indoor design sound levels then an alternative means of ventilation shall be required within bedrooms.
- vii. Where no traffic lane is marked, the distances stated shall be measured from 2 metres on the roadward side of the formed kerb. The classification of roads is shown in Appendix 7.5.12 Road Classification System.
- viii. Ventilation systems where installed shall:
- A. generate sound levels not exceeding
 - I. 35 dB L_{Aeq} (30s) at night time in bedrooms; and
 - II. 40 dB L_{Aeq} (30s) in any other habitable space (excluding bedrooms) when measured 1 metre away from any grille or diffuser; and
 - B. provide an adjustable airflow rate of up to at least 6 air changes per hour.

APPENDIX 2

PROPOSED PLAN CHANGE 5E - NOISE

TABLE OF SUBMISSIONS WITH RECOMMENDED DECISIONS AND REASONS

Submitter	Submission No.	Decision No.	Request	Decision Sought		Recommendation and Reasons
Marshall Day Acoustics	S25	S25.1	Oppose in part	<i>Retain an option for a façade reduction method and updated acceptable solutions for compliance.</i>		Reject Acoustic experts agreed that the internal noise level method provides certainty and is the preferable method.
			Further submission No.	Further Submitter	Support / Oppose	
			FS11.13	Kāinga Ora	Support	Reject
	S25.2		Amend	<i>Amend clause (i) of 6.1.7.2.1 to clarify the application of the rule to existing buildings with changed use to a sensitive activity.</i>		Accept The rule should apply equally to new and conversions to buildings where sensitive activities are to be undertaken.
			Further submission No.	Further Submitter	Support / Oppose	
			FS11.14	Kāinga Ora	Support	Accept

Appendix 2

Submitter	Submission No.	Decision No.	Request	Decision Sought		Recommendation and Reasons
		S25.3	Amend	Amend rule 6.1.7.2.1 to include a <i>further qualification such as 'Collector Roads with a traffic volume greater than XXXX vehicles per day (AADT)'. The actual number of vehicles will require further analysis to confirm.</i>		Reject The noise experts agreed that the 57 dB exemption was an adequate way to filter out low noise collector roads.
			Further submission No.	Further Submitter	Support / Oppose	
			FS11.15	Kāinga Ora	Oppose in part	Reject
		S25.4	Amend	Amend the wording in clause iii.d. to read <i>"External noise levels shall be assessed at the location of the most exposed part of each proposed façade of the affected space(s)."</i>		Accept All façades need to have noise protection.
		S25.5	Amend	Amend the rule (6.1.7.2.1) to provide clarity of the requirements. Specifically, the rule should include features/ specifications for a ventilation system such as the need to maintain the façade sound insulation and achieve suitable internal temperatures while windows are closed. In addition, the reference to Building Code G4 is irrelevant.		Accept in part Compliance with clause G4 of the Building Code was agreed by the noise experts as the best method for achieving mechanical ventilation and a specific additional rule was required for air conditioning. While the final wording is different to that proposed following the noise experts meeting, it has been agreed following the hearing.
		S25.6	Amend	Amend the rule to <i>"consider an upper external noise limit above which the overall design of the noise-sensitive development must be considered."</i> This is in the absence of a requirement in the plan to consider external		Reject Setting an outdoor noise level is impractical as uses for outdoor areas and associated tolerances vary widely.

Submitter	Submission No.	Decision No.	Request	Decision Sought		Recommendation and Reasons
				noise levels in 'external amenity spaces' (outdoor spaces).		This matter could be considered as part of a wider ranging review of the noise provisions at a later date.
			Further submission No.	Further Submitter	Support / Oppose	
			FS11.16	Kāinga Ora	Oppose in part	Reject
		S25.7	Amend	To "consider including a minimum acoustic standard (that may be relaxed compared to the new building standard) for noise-sensitive activities in heritage buildings to avoid significant adverse noise effects on occupants." [Rule 6.1.7.2.1 and Matters of discretion 6.1.8(xii)]		Reject A practical minimum standard for heritage buildings will vary between buildings and their use. The matter of discretion will address this variability.
Powell Fenwick	S41	S41.1	Amend	Questions the clarity of the wording in i. of the notified provisions, particularly whether it might be better to replace "measurement point for road or railway" in i. with "datum"		Reject The datum is not specific and the noise experts agreed that the proposed measurement locations are the better ways in which to measure noise.
		S41.2	Amend	Questions the clarity of the wording in i. of the notified provisions, particularly whether or not "Marked traffic lane..." is the centre of or closest edge of?" and "are all classified roads are marked?"		Accept The rule has been amended to make the edge of the road the measuring point.
		S41.3	Amend	Points out that "iii.c. could be moved to an earlier position in the rule."		Accept

Submitter	Submission No.	Decision No.	Request	Decision Sought	Recommendation and Reasons
					The rule has been deleted as it is not required with the amendments to the measuring locations.
		S41.4	Amend	PF asks to include <i>“the words “or similar” or “such as” or “typically briefly occupied spaces”</i> in i.a.	Accept The rule has been amended to refer to ‘non-habitable’ spaces along with examples which satisfies the intent of the submission point.
		S41.5	Amend	To improve clarity, PF suggests amending wording in ii. <i>“... before construction”</i> and making it clear that the relevant documentation is required with the building consent application.	Accept The rule has been amended to clarify when a report is required which satisfies the intent of the submission point.
		S41.6	Amend	PF is concerned with the wording in point iii.d. of the notified provisions and states <i>“each façade has different exposure levels, and these should be able to be assessed separately.”</i>	Accept The rule wording has been amended to refer to each exposed façade which satisfies the intent of the submission point.
		S41.7	Amend	PF considers iv.b. to be an <i>“unnecessary duplication with iv.a. and only is correct for double bedrooms – other spaces will have other requirements in NZBC”</i> and <i>“suggests deleting this.”</i>	Accept The rule has been amended to require mechanical ventilation in accordance with the Building Code and with an air conditioning standard.
Kāinga Ora	S42	S42.1	Oppose	Kāinga Ora asks that PC5E be withdrawn.	Reject No other submitter sought rejection of PC5E and Kāinga Ora provided no evidence in support of its submission

Submitter	Submission No.	Decision No.	Request	Decision Sought	Recommendation and Reasons
		S42.2	Oppose	Kāinga Ora opposes in particular <i>“Rule 6.1.7.2 in so far as i. requires landowners to manage effects generated by other parties;”</i>	Reject The policy direction in the Christchurch District Plan requires strategic infrastructure to manage adverse effects, while land use activities (particularly residential) have to avoid reverse sensitivity effects. The plan change does not seek to alter this policy direction nor did Kāinga Ora provide any evidence in support of its submission.
		S42.3	Oppose	Kāinga Ora opposes in particular <i>“Rule 6.1.7.2 in so far as it increases the distance required to provide noise insulation incorporating an additional 2,832 properties.”</i>	Reject The acoustic experts agreed on the distance requirements and only some properties would be undertaking major changes that would also require additional noise insulation.
		S42.4	Oppose	Kāinga Ora opposes in particular <i>Rule 6.1.7.2 in so far as it applies the 35dB LAeq (1h) limit for bedrooms at all times of day, not just at night time.”</i>	Reject People sleep at different times of the day (such as shift workers, children, sick) and working from home requires quiet working space.
		S42.5	Oppose	Kāinga Ora opposes in particular Rule 6.1.7.2 because it is <i>“not accompanied by detailed maps with site-specific assessment considering topography and natural features.”</i>	Reject The rule takes into account the mitigation effect of topography and other buildings if they block the line of sight.
		S42.6	Oppose	Kāinga Ora opposes in particular Rule 6.1.7.2(ii) in so far as it requires <i>“all development within the setback distance to provide an assessment by an acoustics specialist;”</i>	Reject It is accepted that there is an additional step and assessment required in the building process, but the additional cost is outweighed by the significant amenity benefits accruing to residents

Submitter	Submission No.	Decision No.	Request	Decision Sought		Recommendation and Reasons
						living in a house that for a minimum is likely to be there for 50 years.
		S42.7	Oppose	Kāinga Ora opposes in particular Rule 6.1.7.2(iii)(b) so far as it requires “ <i>potential future effects generated along the corridors to be mitigated.</i> ”		Reject The rule provides for future traffic volumes to be forecast which does not preclude there being a reduction in traffic volumes.
KiwiRail	S27	S27.1	Supports	Supports the changes outlined in the Proposed Plan Change 5E as proposed and support that the rule includes private sidings to ensure consistent mitigation approaches.		Accept The rule has been amended to refer to ‘nearest railway track’ removing any distinction between main and siding tracks.
				Further submission No.	Further Submitter	Support / Oppose
				FS11.19	Kāinga Ora	Oppose
		S27.2	Amend	KiwiRail suggest an alternative wording as follows: <i>Boundary to any railway designation, or the centre of the railway track where this is located on private property.</i>		Accept The rule has been amended for measurements to be taken or deemed a specific distance from the track which does not require physically entering any property.
				Further submission No.	Further Submitter	Support / Oppose
				FS10.2	Lyttelton Port Company	Support
				FS11.20	Kāinga Ora	Oppose
		S27.3	Amend	KiwiRail suggest the following amendment: ‘to be 70 laeq(1h) at a distance of 12 metres from the edge of the track; and’...		Accept The acoustic experts agreed with this amendment.

Appendix 2

Submitter	Submission No.	Decision No.	Request	Decision Sought		Recommendation and Reasons
			Further submission No.	Further Submitter		Support / Oppose
			FS10.3	Lyttelton Port Company	Support	Accept
			S27.4	Amend	KiwiRail suggest a minor correction to change 'diffuse' under 6.1.7.2.1.(iv)(c) to 'diffuser'.	Accept This is a spelling correction
Lyttelton Port Company	S7	S7.5	Support	The rule captures rail sidings on private properties. Internal design measures better manage reverse sensitivity effects. Agrees with aim to simply certification process, provided the process is still robust.		Accept The submission supports the proposed rule, which is more efficient and effective in its administration following the recommended amendments
Carter Group Ltd	S15	S15.22	Support	Retain provisions in PCSE as notified		Accept The submission supports the proposed rule, which is more efficient and effective in its administration following the recommended amendments
AMP Capital Palms Pty Limited	S16	S16.11	Support	Retain provisions in PCSE as notified		Accept The submission supports the proposed rule, which is more efficient and effective in its administration following the recommended amendments
TEL Property Nominees Ltd (TEL)	S17	S17.8	Support	Retain provisions in PCSE as notified		Accept The submission supports the proposed rule, which is more efficient and effective in its administration following the recommended amendments

Appendix 2

Submitter	Submission No.	Decision No.	Request	Decision Sought		Recommendation and Reasons
Peebles Group Ltd	S30	S30.16	Support	Agree with supporting the amendments proposed within PC5E and also agree with seeking to retain the provisions in PC5E as notified		Accept The submission supports the proposed rule, which is more efficient and effective in its administration following the proposed amendments
			Further submission No.	Further Submitter		Support / Oppose
			FS14.22	Hospitality Zealand Limited	New Support	Accept
Waka Kotahi	S32	S32.4	Support	PC5E is retained in its entirety		Accept The submission supports the proposed rule, which is more efficient and effective in its administration following the proposed amendments
			Further submission No.	Further Submitter		Support / Oppose
			FS11.22	Kāinga Ora	Oppose	Reject
Halswell Hornby Riccarton Community Board	S40	S40.15 and S40.16	Support	Retain distances from roads and railways and include matter of discretion around historic heritage buildings		Accept The submission supports the proposed rule, which is more efficient and effective in its administration following the proposed amendments

Appendix 3 - PC5E Noise S32AA Report

Council Right of Reply – Planning Assessment of Abigail Stowell

24 February 2023

**BEFORE THE HEARINGS PANEL
CHRISTCHURCH DISTRICT PROPOSED PLAN CHANGE 5E**

IN THE MATTER

of the Resource Management Act 1991

AND

IN THE MATTER

of Proposed Plan Change 5E to the Christchurch
District Plan: Noise sensitive activities

COUNCIL RIGHT OF REPLY - PLANNING ASSESSMENT OF ABIGAIL STOWELL

24 FEBRUARY 2023

Christchurch City Council
53 Hereford Street, Christchurch, 8011
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Solicitor: BK Pizzey
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1. My full name is Abigail Stowell. I have prepared the section 42A report on PC5E – Noise Sensitive Activities near Roads and Railways dated 14th December 2022.
2. I here respond on matters raised at the hearing on Plan Change 5E – Noise Sensitive Activities near Roads and Railways. I confirm that I am complying with the Environment Court Practice Note 2023 in preparing this further assessment.

Installer qualifications for mechanical ventilation systems

3. In his evidence at paragraphs 14 - 16¹ Mr Mark Lewthwaite of Powell Fenwick raised the point that the proposed rule does not specify qualifications or experience of mechanical ventilation or air conditioning designers but only requires specific noise and airflow criteria be met. Mr Lewthwaite noted that this raises the questions of who designs the ventilation systems and if they are competent to do so and later in his paragraph 19 how compliance would be assessed. Mr. Lewthwaite's suggestions are to add an *"appropriately qualified and experienced designer..."* clause or *"deemed to comply"* options.
4. I have considered this evidence and have discussed it with relevant Council staff and Mr Lewthwaite. Following this I have formed the opinion that an *"appropriately qualified and experienced designer..."* or *"deemed to comply"* clause as suggested by Mr. Lewthwaite is overly prescriptive and contrary to the District Plan Objective 3.3.2a.i.B *The District Plan, through its preparation, change, interpretation and implementation: Minimises the number, extent and prescriptiveness of development controls and design standards in the rules, in order to encourage innovation and choice.*
5. However, I do support the essence of Mr. Lewthwaite's concern, that there should be some level of certainty that the system provided will be fit for purpose.
6. Following discussions with Council building specialists, Mr. Lewthwaite, Dr Trevathan and Dr. Stephen Chiles (who expressed an opinion on this matter at the Noise Experts' Meeting) we have agreed that the rule should be amended to state that:

Mechanical ventilation systems shall meet the following specifications while running: Satisfy clause G4 of the New Zealand Building Code, or an amendment to or replacement of that clause, as if the windows and external doors cannot be opened; and achieve a minimum of 7.5l of air per person per second
7. The reasoning for the addition of the words *"as if the windows and external doors cannot be opened"* is that when an application for building consent is lodged with the Building Consent Authority (BCA), the BCA assesses whether that application complies with the rules in the District Plan. The building consent application will need to clearly state what mechanical ventilation system is going to be installed and that the specifications of that

¹ Ibid pp.2-3

system ensure that the rule's standard will be met. This provides some assurance that the appropriate mechanical ventilation system will be properly identified in the building consent documents.

8. Without this amendment the BCA would assess whether the openable elements of the building comply with the Building Code. If the windows and external doors provided sufficient ventilation then that would be the end of the check.
9. The reason for removing the requirement to *achieve a minimum of 7.5l of air per person per second* is threefold.
10. First, Council's building consent specialists advise that the set airflow is one current, acceptable solution for the Building Code requirement in Clause G4.3.1 "*Spaces within buildings shall have means of ventilation with outdoor air that will provide an adequate number of air changes to maintain air purity*". It is possible for the Building Code to be satisfied in other ways. District Plan objective 3.3.2a.i.B quoted above requires prescriptiveness be minimised. Preventing full use of the Building Code would be prescriptive.
11. Secondly, 7.5 l of air per person per second is a lower airflow than that required in some buildings including hospitals and education facilities. Those buildings are subject to the proposed rule. This may confuse users who are developing such facilities as although that section of the rule requires only 7.5 l of air per person per second more would be required to meet the Building Code referred to in the first part of the clause.
12. Lastly, acceptable solutions to the Building Code may change and it would be unwieldy to have old solutions required by the District Plan and new ones required by the amended Building Code.
13. I have discussed and agreed these three points with Mr Mark Lewthwaite of Powell Fenwick. This supersedes earlier discussions about prescribed flow rates.
14. I propose to add the words "*or an amendment to or replacement of that clause*" because counsel informs me that this is required by the "Incorporation by Reference" clause 31 in Schedule 1 of the Act if the Plan intends that a change to the Building Code is incorporated by reference into the District Plan.

Cumulative noise levels

15. During our discussions Mr. Lewthwaite also raised a concern that noise limits are only placed on air conditioners and mechanical ventilation systems individually. However, two complying devices if placed closer than two metres together may cumulatively produce noise above the acceptable limit.

16. I have discussed this with Council staff and consultants and with Dr. Stephen Chiles who gave evidence for Waka Kotahi and KiwiRail. They agree that the cumulative noise levels may exceed the limits imposed by the rule by up to 3dB.
17. However, I have agreed with Mr. Lewthwaite, Dr. Chiles and advisors for Council that I will not be advising inclusion of a clause limiting cumulative noise levels on the following grounds:
 - a. The cumulative noise would only exceed the noise limit if the air conditioning and mechanical ventilation were placed within 2m of each other. This is not common practise.
 - b. Cumulative noise levels would be 3dB at most but could also be lower.
 - c. The inconvenience and cost to the developer of complying with this clause could be significant.

Rule 6.1.7.2.3 applying to Distributor Roads only

18. Mr Lewthwaite, in paragraph 33 of his evidence², notes that rule 6.1.7.2.3 applies to *distributor roads only. As the Four Avenues border the Central City and are classified as major arterial roads there would seem to be a gap in acoustic insulation coverage for sensitive activities on the perimeter of the Central City.*
19. I agree with Mr Lewthwaite. That is an unintended gap. I propose the following amendment to 6.1.7.2.3

a.i. External sound insulation - Any new building intended for a sensitive activity, and any alteration or addition to an existing building intended for a sensitive activity, located within 40 metres of the edge of the nearest marked traffic lane of a Main Distributor~~or~~, Local Distributor or arterial road, shall either:
20. Mr Lewthwaite, in his evidence³, raises concerns about the operation of the rule for the parts of dwellings which are essentially unoccupied but do not fit into the list of excluded spaces in the rule and may, as a result, require acoustic insulation.
21. In my evidence at the hearing I acknowledged that the definition does not fully address all possible scenarios; however, I considered that his proposal to add “or similar” would introduce the risk of users changing the way they classify the purpose of rooms so as to avoid insulation requirements, for example bedrooms being named “storage rooms”.

² Ibid p.5

³ Statement of Evidence of Mark Douglas Lewthwaite on behalf of Powell Fenwick Consultants Ltd Acoustic and Mechanical, 8th February 2023, p.4

22. Commissioner Matheson suggested that I consider whether Mr Lewthwaite's concern could be addressed by altering what is an exhaustive list to one that has the potential to include other unoccupied or non- habitable spaces.
23. I agree with using the term "non- habitable" because it removes the possibility of occupants reclassifying their use of potentially habitable spaces to avoid insulation requirements, but allows the addition of spaces that the list overlooks.
24. The term "non-habitable" is not defined in the District Plan and so will carry its ordinary meaning.
25. However, non-habitable only addresses the issue for residential activities and there are other, non- residential activities subject to the rule. Commissioner Matheson raised the possibility of using the word "unoccupied"; however, I consider that this does not address the "reclassifying" risk that I described above as it relates only to the current state of the space i.e. a space can be unoccupied at the time of assessment and occupied at a later date.
26. I therefore recommend the following:

non-habitable and only able to be occupied in a transient manner such as...

27. This wording excludes spaces such as pantries and toilets which can be occupied but only in transient manner. The use of "such as" rather than "including" indicates that the items following help to define what is meant by the phrase "*non-habitable and only able to be occupied in a transient manner*".

When design reports from acoustic experts are needed

28. There was discussion at the hearing about whether the drafting intent was that a design report from an acoustic specialist was required to establish compliance with the three exceptions to the noise insulation standard, being (a) about non-habitable spaces; (b) extent of external noise; and (c) distance and landform. In particular, it was reasonably queried whether an acoustic specialist report should be required to establish compliance with exceptions (a) and (c).
29. My intent, and the Council's intent, is that compliance with exemptions a. and c. do not need a report from an acoustic engineer. However, an acoustic specialist should be required for exemption b. to demonstrate that the sound incident on the exposed part of the house is less than the prescribed level.

30. As a solution I propose to separate exemption (b) from the list of exemptions and include it as a separate option under section ii. of the rule, which states how compliance with the rule is to demonstrated so that it reads as follows:

ii. *Compliance with this rule shall be demonstrated by either:*

- a. *providing the Council with a design report before construction at the same time as the building consent application, which is prepared by a suitably qualified acoustics specialist, stating that the design proposed is capable of meeting the required internal noise levels; or*
- b. *Providing Council with a report at the same time as the building consent application, which is prepared by a suitably qualified acoustics specialist, stating that the sound incident on the most exposed part of the proposed façade of the affected space is less than 55 dB LAeq(1h) for rail noise or 57 dB LAeq(24h) for road traffic noise.*

except that a design report is not required if the exceptions in 6.1.7.2.1 i a. or b. apply.

31. Further, I recommend relocating the exemptions proposed in the S42A as (a) and (c) so that they are above Table 1 to clearly indicate that the limits in Table 1 do not apply in these cases.

Other miscellaneous corrections

32. A Commissioner queried the consistency within the proposed rules of the terms used to describe railways. I have discussed this with Ms Grinlinton-Hancock, planner for Kiwirail. I propose amending the terms as per her advice, except that KiwiRail prefer the term “rail corridor” and I have kept “rail network” because it is consistent with the rest of the District Plan.
33. I have also made changes to correct spelling errors and numbering identified at the hearing and have added the phrase “or nearest sealed edge of the road where there is no marking” to the relevant roads in Table 1 to improve the clarity of the rule. Further, I have added “or an amendment to or replace of the Building Code” after references to the Building Code to make sure that this rule does not become outdate in the event the Building Code Changes. These are reflected in the revised proposed rules.

Further Assessment of Objectives and Policies in the District Plan

34. The S32 and S42A reports intended to consider the relevant objectives and policies in the District Plan; however, as noted by Commissioner Matheson, they did not refer to a number of relevant objectives and policies.

35. A full assessment of how the proposed rule relates to the additional policies and objectives follows.

Objective 3.3.7 Urban growth, form and design

- a. *A well-integrated pattern of development and infrastructure, a consolidated urban form, and a high quality urban environment that:*
- ix. *Promotes the safe, efficient and effective provision and use of infrastructure, including the optimisation of the use of existing infrastructure; and*
36. The proposed rule ensures that sensitive activities near roads and railways are adequately insulated to ensure that the occupants are not exposed to levels of noise which may be detrimental to their health and wellbeing. This allows for urban form to consolidate around infrastructure without compromising the quality of the indoor environment. The outcome is liveable houses near roads and railways which is essential in achieving this objective to protect this infrastructure from reverse sensitivities and thus enable their safe, efficient and effective use.

Objective 7.2.1 – Integrated transport System for Christchurch District

- a. *An integrated transport system for Christchurch District:*
- iii. *that supports safe, healthy and liveable communities by maximising integration with land use;*
37. The proposed rule ensures that sensitive activities will only be exposed to safe, healthy and liveable levels of noise, enabling a transport system to operate among these activities in an integrated manner.

Policy 7.2.1.8. Effects from transport infrastructure

- a. *Avoid or mitigate adverse effects and promote positive effects from new transport infrastructure and changes to existing transport infrastructure on the environment, including:*
- iii. *noise, vibration and glare;*
- iv. *amenity and effects on the built environment;*
38. The proposed rule implements this policy by providing a way to mitigate noise and detrimental amenity effects from transport infrastructure on the surrounding built environment, in particular those buildings housing sensitive activities.

Objective 7.2.2 Adverse effects from the transport system

- a. *Enable Christchurch District's transport system to provide for the transportation needs of people and freight whilst managing adverse effects from the transport system.*
39. The proposed rule implements this objective by providing a method of managing adverse effects of the transport system so that the system is enabled to provide for the transportation needs of people and freight.

Policy 7.2.2.1 Effects from the strategic transport network

- a. *To manage any adverse effects from the ongoing use, repair, and development of the strategic transport network, whilst recognising the national and regional scale and economic importance of this network, and the role of the strategic transport network in the recovery of Christchurch.*
40. The proposed rule provides a method of managing adverse effects of the strategic transport network (being state highways, major arterial roads and the rail network) on noise sensitive activities which still allows that network to fulfil its role in the economic recovery of Christchurch.

Policy 7.2.2.3b Effect on adjacent land uses to transport zone

- a. *Manage the adverse effect(s) of an activity within the Transport Zone so that the effects of the activity are consistent with the amenity values and activity of adjacent land uses, whilst providing for the transport network, in particular the strategic transport network to function efficiently and safely.*
- b. *To ensure adjacent land uses are designed, located and maintained in such a way as to avoid reverse sensitivity effects on the strategic transport network.*
41. The word *whilst* in clause (a) suggests that the requirement that the adverse effects of activities within the transport zone are managed is to be achieved subject to providing for a functioning transport network. The efficient and safe functioning of the transport network is the primary consideration. Roads and railways are all in the transport zone. These activities do not function without producing noise and noise can adversely affect sensitive activities located nearby. The S42A report considered managing the noise at source and concluded that this would be impractical, costly and that society would be worse off than if the noise was managed by the receptors. The proposed rule reflects this conclusion and provides for the primary consideration of clause (a), the safe and efficient functioning of the transport network while managing adverse of the activities within the transport zone in the most practical, and economically reasonable way available, requiring acoustic insulation. This is in line with clause (b) by ensuring that land uses for noise

sensitive activities are designed to avoid reverse sensitivity effects on the strategic transport network.

Objective 8.2.3 a. Infrastructure and transport

- a. *Subdivision design and development promotes efficient provision and use of infrastructure and transport networks.*
42. The proposed rule allows for the efficient use of the transport network by encouraging design which protects against reverse sensitivity effects associated with the generation of noise.

Policy 8.2.3.5. Adverse effects on infrastructure

- a. *Ensure that the requirements of infrastructure, including their ongoing operation, development and maintenance, are recognised in subdivision design, including any potential for adverse effects (including reverse sensitivity effects) from subdivision.*
43. While not directly relevant to subdivision, the rule ensures that any development intended for noise sensitive activities, that results from subdivision is adequately acoustically insulated so as to protect the operation of roading infrastructure from reverse sensitivities. Therefore the rule is in line with this policy.

Objective 14.2.3 Strategic infrastructure

- a. *Development of sensitive activities does not adversely affect the efficient operation, use, and development of Christchurch International Airport and Port of Lyttelton, the rail network, the National Grid and the identified 66kV and 33kV electricity distribution lines and the Heathcote to Lyttelton 11kV electricity distribution line, the state highway network, and other strategic infrastructure.*
44. The rule protects sensitive activities from the noise generated by the rail network and the state highway network. This allow such activities to occur near these networks while avoiding reverse sensitivity effects on these networks.

Policy 14.2.3.1 Avoidance of adverse effects on strategic infrastructure

- a. *Avoid reverse sensitivity effects on strategic infrastructure including:*
 - i. *Christchurch International Airport*
 - ii. *the rail network;*
 - iii. *the major arterial road and minor arterial road network*
 - iv. *the Port of Lyttelton;*

- v. *the National Grid and the 66kV and 33kV electricity distribution lines and Heathcote to Lyttelton 11kV electricity distribution line identified on the planning maps.*

45. The proposed rule enables avoidance of reverse sensitivity effects on the rail network and major and minor arterial roads from noise sensitive activities locating nearby. The use of the term “including” in this rule suggests that it is not limited to the succeeding list. Given the nature of the list it is reasonable to assume that it could also apply to collector roads. The rule also protects collector roads. Therefore the proposed rule is in agreement with this policy.

Policy 15.2.4.2. Design of new development

- c. *Require residential development to be well-designed and laid out by ensuring a high quality healthy living environment including through:*
 - iii. *minimising disturbance from noise and activity in a centre (and the potential for reverse sensitivity issues to arise).*

46. The rule supports this policy by requiring residential development near roads and railways be designed with appropriate acoustic insulation to minimise disturbance from noise and to promote a high quality living environment.

Policy 15.2.4.6 Strategic Infrastructure

- a. *Provide for the effective development, operation, maintenance and upgrade of strategic infrastructure and avoid adverse effects of development on strategic infrastructure through managing the location of activities and the design of stormwater areas. This includes but is not limited to, avoiding sensitive activities within commercial zones located within the 50 dB Ldn Air Noise Contour and within the Lyttelton Port Influences Overlay Area.*

47. The proposed rule is in line with this policy as far as it relates to roads and railways in that it manages sensitive activities located near road and railways by ensuring these buildings are adequately acoustically insulated. This protects roads and railways from the adverse effects of reverse sensitivities generated by development.
48. In conclusion, the above objectives and policies in the District Plan provide a strong direction for balancing managing noise at source with requiring developers of sensitive activities within the receiving environment to manage the effects of noise so as to protect the efficient functioning of the road and rail networks. This is what the proposed rules seek to do. Kāinga Ora’s submission sought to shift this balance towards managing noise at source. To accept Kāinga Ora’s proposal to change the balance in the proposed rule

would therefore be contrary to the relevant objectives and policies in the Christchurch District Plan.

Abigail Stowell
24 February 2021

APPENDIX 13

PC 5E - DISTRICT PLAN TEXT CLEAN VERSION

6.1.7.2.1 – Sensitive activities near roads and railways outside the central city

- i. Any part of an addition of a whole room to an existing building, or any part of a new **building**, intended for a **Sensitive Activity**; or the conversion of an existing building so that it may be used for a sensitive activity within the distances specified from a **road** or a railway network, shall be designed and constructed so that noise from **road** or railway sources will not exceed internal sound design levels specified in Table 1. below, except where:
 - a. The space is non-habitable and only able to be occupied in a transient manner such as – plant rooms, lift shafts, stairwells, bathrooms, laundry rooms, toilets, pantries, walk-in wardrobes, corridors, clothes drying rooms, or entrance areas; or
 - b. The nearest façade of the **building** is at least 50 metres from all state highways and railway tracks, and there is a solid **building**, or landform that blocks the line-of-sight from all parts of all **windows** and doors to all parts of any state highway **road** surface or all points 3.8 metres above railway tracks.

Table 1: Internal sound design levels near **roads** and railways

Measurement point for road or railway	Distance (metres)	Internal design sound levels (i)	
		Bedrooms	Other habitable spaces and spaces used for other Sensitive activities :
Centre of the nearest railway track	100	35dB $L_{Aeq}(1h)$	40dB $L_{Aeq}(1h)$
Nearest-edge of the nearest marked traffic lane of any State Highway. Or the nearest sealed edge of the road where there is no marking.	100	40dB $L_{Aeq}(24h)$	
Nearest edge of the nearest marked traffic lane of any Major or Minor Arterial road. Or the nearest sealed edge of the road where there is no marking.	40		

APPENDIX 13

Nearest edge of the nearest marked traffic lane of any Collector Road. Or the nearest sealed edge of the road when there is no marking.	20	
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- ii. Compliance with this rule shall be demonstrated by either:
 - a. providing the Council with a design report at the same time as the building consent application, which is prepared by a suitably qualified acoustics specialist, stating that the design proposed is capable of meeting the required internal noise levels; or
 - b. Providing Council with a report at the same time as the building consent application, which is prepared by a suitably qualified acoustics specialist, stating that the sound incident on the most exposed part of the proposed façade of the affected space is less than 55 dB LAeq(1h) for rail noise or 57 dB LAeq(24h) for road traffic noise.
 except that a design report is not required if the exceptions in 6.1.7.2.1 i a. or b. apply.
- iii. Determination of the internal design sound levels, including any calculations, shall be in accordance with the following requirements:
 - a. Rail noise shall be deemed:
 - A. to be 70dB LAeq(1h) at a distance of 12 metres from the edge of the nearest railway track; and
 - B. to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres;
 - b. Road noise is to be either: measured or predicted noise levels plus 3 dB added to predicted sound levels; or calculated from forecast traffic in 20 years' time.
 - c. Any external noise levels shall be assessed at the location of the most exposed part of each proposed façade of the affected space(s).
 - d. Any calculations of noise for the purpose of determining internal noise levels shall take into account all of the relevant external elements of a habitable space at the same time, including roof areas and walls.
 - e. Internal design sound levels shall be achieved in conjunction with the ventilation requirements of the New Zealand Building Code, or an amendment to or replacement of the Building Code. If windows are required to be closed to achieve the internal design sound levels, then a mechanical ventilation system and an air conditioning unit are required.
- iv. Mechanical ventilation systems shall meet the following specifications when running:
 - a. Satisfy clause G4 of the New Zealand Building Code, or an amendment to or replacement of the Building Code, as if the windows and external doors cannot be opened; and
 - b. 35 dB LAeq(30s) at night time in bedrooms when measured 1 metre away from any grille or diffuser; and
 - c. 40 dB LAeq(30s) in any other space when measured 1 metre away from any grille or diffuser.
- v. Air conditioning units shall meet the following specifications when running:
 - a. 35 dB LAeq(30s) at night time in bedrooms when measured 1 metre away from any grille or diffuser; and
 - b. 40 dB LAeq(30s) in any other space when measured 1 metre away from any grille or diffuser.

APPENDIX 13

6.1.8 Rules – Matters of discretion

(...)

xii. The extent to which achieving the standard may give rise to adverse effects on the heritage values associated with a building listed in Appendix 9.3.7.2 (Schedule of Significant Historic Heritage) that outweigh the benefits of noise insulation.

Advice note: Specialist heritage advice may help determine the appropriateness of any building solutions to manage the adverse effects of noise from roads and railways.

6.1.7.2.3 Sensitive activities near roads in the Central City

- a. The following activity standards apply to new buildings, or alterations or additions to existing buildings, intended for a sensitive activity:
 - i. External sound insulation - Any new building intended for a sensitive activity, and any alteration or addition to an existing building intended for a sensitive activity, located within 40 metres of the edge of the nearest marked traffic lane of a Main Distributor, Local Distributor or arterial road shall either:
 - A. be designed and constructed to achieve a minimum external to internal noise reduction of 30 dB $D_{tr,2m,nT,w} + C_{tr}$ to any habitable space; or
 - B. be designed and constructed to meet with the following indoor design sound levels:
 - I. Road traffic noise inside all habitable spaces – 40 dB L_{Aeq} (24hr); and
- except where the sound incident on the most exposed part of the outside of the building is less than 55 dB $L_{Aeq}(1h)$ for rail noise or 57 dB L_{Aeq} (24h) for road traffic noise.
- ii. Compliance with Rule 6.1.7.2.3 can be achieved by either:
 - A. providing the Council with a design report (prior to construction) and a design certificate (prior to occupation) prepared by a suitably qualified acoustics specialist stating the design proposed is capable of meeting activity standard a.i.; and/or
 - B. conforming to the acceptable solutions listed in Appendix 6.11.4 Noise Attenuation Construction Requirements.
- iii. For the purposes of ventilation systems, compliance with Rule 6.1.7.2.3 shall be confirmed by providing the product specifications; or a design certificate (prior to occupation) prepared by a suitably qualified acoustics specialist, stating the design proposed is capable of meeting the activity standards.
- iv. Compliance with Rule 6.1.7.2.3 a.i.B. shall be confirmed by providing the Council with a design report prepared by a qualified acoustic engineer demonstrating compliance, prior to any sensitive activity or alteration occurring.
- v. The indoor design sound levels in Rule 6.1.7.2.3 a.i.B shall be achieved at the same time as the ventilation requirements of the New Zealand Building Code. If windows are required to be closed to achieve the indoor design sound levels then an alternative means of ventilation shall be required within bedrooms.

APPENDIX 13

- vi. Where no traffic lane is marked, the distances stated shall be measured from 2 metres on the roadward side of the formed kerb. The classification of roads is shown in [Appendix 7.5.12 Road Classification System](#).
- vii. Ventilation systems where installed shall:
 - A. generate sound levels not exceeding
 - I. 35 dB $L_{Aeq}(30s)$ at night time in bedrooms; and
 - II. 40 dB $L_{Aeq}(30s)$ in any other habitable space (excluding bedrooms) when measured 1 metre away from any grille or diffuser; and
 - B. provide an adjustable airflow rate of up to at least 6 air changes per hour.

12. Plan Change 6 Homebase Extension - Final approval

Reference / Te Tohutoro: 23/416650

Report of / Te Pou
Matua:

Mark Stevenson, Manager Planning, mark.stevenson@ccc.govt.nz

General Manager /
Pouwhakarae:

Mary Richardson, General Manager Citizens & Community
(Mary.Richardson@ccc.govt.nz)

1. Nature of Decision or Issue and Report Origin

- 1.1 The Council is being asked to approve that plan change 6 (Homebase extension) is made operative under clause 17 of Schedule 1 to the Resource Management Act. The Environment Court issued a Consent Order on 21st February 2023 following an appeal by Reefville Properties, which is now resolved.
- 1.2 The Council's decision of 30 June 2022 to approve Plan Change 6 to the Christchurch District Plan was appealed to the Environment Court by Reefville Properties. Mediation occurred in November at which agreement was reached to a revised set of provisions.
- 1.3 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 low number of affected parties and low costs or risks to the Council, ratepayers and wider community of carrying out the decision.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Approve the changes to the District Plan as set out in the attached Consent Order of the Environment Court dated 21st February 2023 on Private Plan Change 6 (Homebase Extension), pursuant to Clause 17(2) of Schedule 1 to the Resource Management Act, to become operative on 13th May 2023.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 Plan Change 6 (Homebase extension) is a private plan change request to rezone the adjoining land to the north of the existing Homebase retail centre on Marshland Road from Residential Suburban zone to Commercial Retail Park.
- 3.2 The staff recommendation is to approve the changes to the District Plan in accordance with the Consent Order issued by the Environment Court dated 21st February 2023. This has regard to the statutory process that the plan change has been through including the outcome of the appeal process.
- 3.3 The Consent Order is attached, which orders that "*the appeal (on the plan change) is allowed to the extent that the Christchurch City Council is directed to amend Private Plan Change 6 to the Christchurch District Plan by making changes shown in Appendix 1 (forming part of the consent order)*". The order is consistent with what was agreed between Council and Reefville Properties at mediation.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 The recommendation in this report is for the Council to take the procedural step to make Plan Change 6 operative. The Resource Management Act 1991 requires that, following the end of the appeal period and the resolution of any appeals, a local authority must formally approve the changes to the plan under clause 17 of Schedule 1 before the plan change becomes operative on a date that is nominated in a public notice.
- 4.2 There are no reasonable alternatives, having regard to the Court issuing a Consent Order allowing the appeal and it being consistent with what Council and Reefville Properties agreed at mediation.

5. Detail Te Whakamahuki

- 5.1 The plan change was publicly notified on the 15 October 2020 with the submissions period closing on 16 November 2020. Sixty-eight (68) submissions were received on PC6, comprising 119 submission points. Of these, 11 submission points supported or supported in part PC6, 26 sought amendments to PC6, 3 were neutral, and 79 opposed or opposed in part PC6.
- 5.2 The main issues raised by the submitters were:
 - 5.2.1 Traffic effects including access from the site to Clearbrook Palms subdivision.
 - 5.2.2 Economic effects on the centres based framework for Christchurch.
 - 5.2.3 Urban Design effects and possible mitigations.
 - 5.2.4 Environmental Health concerns regarding noise and light spill.
 - 5.2.5 The loss of residential zoned land.
 - 5.2.6 Concerns regarding sufficiency of infrastructure.
- 5.3 Further submissions were sought on 18 January 2021 and closed 1 February 2021.
- 5.4 Council appointed a Hearings Panel to hear the submissions. The hearing was held in July 2021 and resumed in November 2021 following a request from the Panel for additional planning and economic evidence.
- 5.5 The Panel's recommendation was to adopt PC6 and to accept, accept in part or reject the submissions on PC6, which was approved by Council on 30th June 2022.
- 5.6 On Wednesday 3 August 2022, Reefville Properties filed an appeal in the Environment Court on Proposed Plan Change 6, seeking to delete policies and rules in the Council's decision on PC6 that:
 - 5.6.1 restrict store types (i.e. no supermarket, department store, clothing or footwear stores) until 2031; and
 - 5.6.2 require a minimum building setback from road boundaries of 12m. The appeal seeks that this be changed to 6m.
- 5.7 Submitters on the plan change were provided the opportunity to join the appeal but none chose to join as s274 parties.
- 5.8 Mediation was held on 2-3 and 24 November 2022 on the appeal, involving the two parties to the appeal, being Council and Reefville Properties. Agreement was reached at mediation on a revised set of provisions, which are included in the Consent Order.
- 5.9 A key issue that was worked through at mediation was the effects of the rezoning on the Shirley/ Palms Key Activity Centre. As a consequence of mediation, amendments were agreed

to the provisions relating to the Northern Homebase Centre, subject to the private plan change request, and the existing Homebase centre to the immediate south.

- 5.10 It was agreed by economic experts for both parties that it is appropriate to treat the Northern and Southern Homebase centres as a cohesive whole centre when considering potential adverse retail distributional effects on other centres. Further, the experts were satisfied that applying limitations on retail activities across the whole centre, as agreed by the parties, would not increase adverse retail distributional impacts on other retail centres, compared to the status quo as represented by:
- 5.10.1 the retail and staging limitations imposed on the Northern Homebase centre in the decisions version of PC6; and
- 5.10.2 the retail activity provisions applying to the area zoned Commercial Retail Park before the decision on PC6, being the Southern Homebase centre.
- 5.11 As there will be no increase in adverse retail distributional impacts on other retail centres compared to the status quo, there will be no change in terms of the District Plan provisions relating to retail distributional impacts and the centres-based framework for commercial activities.
- 5.12 Once the resolution is made by the Council, public notice must be given that the change will become operative on a date specified in the notice. This date must be at least 5 working days after the notice is published.
- 5.13 The decision affects the Waitai Coastal-Burwood-Linwood Community Board, noting that the the boundary between this Community Board and Waipapa Papanui-Innes-Central Community Board is Marshland Road. Both Community Boards made submissions on the plan change request, while noting that neither board joined the appeal.

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.1.1 Activity: Strategic Planning, Future Development and Regeneration
- Level of Service: 9.5.4 Process private plan change requests. - 100% of any proposed private plan changes comply with statutory processes and timeframes

Policy Consistency Te Whai Kaupapa here

- 6.2 The decision is consistent with Council's Plans and Policies.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.3 The decision 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 on Mana Whenua, their culture and traditions.
- 6.4 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.5 This decision does not have a significant impact on climate change.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 This decision has no impact on accessibility.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - The cost of amending the District Plan consistent with the decision of the Environment Court is a one-off cost.
- 7.2 Maintenance/Ongoing costs – There are ongoing costs to monitor the effectiveness of the District Plan, reflecting our statutory requirement under section 35 of the Resource Management Act.

8. Legal Implications Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 The recommendation in this report is for the Council to take the procedural step to make Plan Change 6 operative. The Council has no other option. The Resource Management Act 1991 requires that, following the end of the appeal period and the resolution of any appeals, a local authority must formally approve the changes to the plan under clause 17 of Schedule 1 before the plan change becomes operative on a date that is nominated in a public notice. Approving changes to the District Plan so that they can be made operative is one of the functions that cannot be delegated to staff under the RMA.


Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.2 There is no other legal context, issue or implication relevant to this decision. The Legal Services Unit has reviewed this report.

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Council is statutorily required to have an operative District Plan at all times. The decision to be made is to reflect the Environment Court's decision to allow the appeal on Plan Change 6. If this is not approved, the Council is in breach of its RMA obligations and there is a risk of further legal challenge.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Environment Court Consent Order	23/480288	236

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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 Ngā Kaiwaitohu

Author	Mark Stevenson - Manager Planning
Approved By	Brent Pizzey - Senior Legal Counsel John Higgins - Head of Planning & Consents Mary Richardson - General Manager Citizens & Community



IN THE ENVIRONMENT COURT
AT CHRISTCHURCH
I TE KŌTI TAIAO O AOTEAROA
KI ŌTAUTAHĪ

Decision No. [2023] NZEnvC 29

IN THE MATTER	of the Resource Management Act 1991
AND	an appeal under clause 29 of Schedule 1 of the Act
BETWEEN	REEFVILLE PROPERTIES LIMITED
	(ENV-2022-CHC-45)
	Appellant
AND	CHRISTCHURCH CITY COUNCIL
	Respondent

Environment Judge J E Borthwick – sitting alone under s 279 of the Act
In Chambers at Christchurch
Date of Consent Order: 21 February 2023

CONSENT ORDER

A: Under s 279(1)(b) of the Resource Management Act 1991, the Environment Court, by consent, orders that:

- (1) the appeal is allowed to the extent that Christchurch City Council is directed to amend Private Plan Change 6 to the Christchurch District Plan by making changes shown in Appendix 1, attached to and forming part of this order;
- (2) the appeal is otherwise dismissed.



REEFVILLE PROPERTIES LIMITED v CCC – CONSENT ORDER

- B: Under s 285 of the Resource Management Act 1991, there is no order as to costs.

REASONS

Introduction

[1] This proceeding concerns an appeal against a decision of the Christchurch City Council on Private Plan Change 6 (‘PC6’) to the Christchurch District Plan.

[2] Reefville Properties Limited requested PC6 seeking that land referred to as the Northern Homebase Centre be rezoned from residential suburban to commercial retail park by way of private plan change. The land was ultimately rezoned to commercial retail park and additional development restrictions were imposed on the Northern Homebase Centre. Reefville Properties subsequently appealed that decision.

[3] I have read and considered the consent memorandum of the parties dated 23 December 2022 which sets out the agreement reached between the parties to resolve the appeal. I have also read and considered the accompanying Joint Witness Statement by the economic experts also dated 23 December 2022.

[4] The agreement reached involves a number of amendments to Chapter 2 (Abbreviations and Definitions), and Chapter 15 (Commercial) including:

- (a) deletion of the definition for “ANZSIC”;
- (b) amendment to the definition relating to the Northern Homebase Centre to include a map identifying the Northern Homebase Centre;
- (c) the addition of a definition relating to the “Homebase Centre” to apply to the whole of the Homebase Centre zoned Commercial Retail Park on Marshland Road, Shirley;
- (d) minor amendments to Table 15.1 including:
 - (i) deletion of the reference to “Northern”; and

- (ii) amendments to specify that retail activities at the Homebase Centre are limited in type until 4 October 2031.

[5] The parties also agreed that Reefville Properties would no longer pursue its relief sought in relation to:

- (a) deleting the amendments to Rule 15.7.1.5 (NC1) and the deletion of Rule 15.7.1.5 (NC3) entirely; and
- (b) amending the minimum building setback from the road boundary for the Northern Homebase Centre with frontage to QEII Drive from 12 metres to 6 metres.

Other relevant matters

[6] No other person has given notice of an intention to become a party to this appeal under s 274 of the Resource Management Act 1991 ('RMA' or 'Act').

[7] No party seeks costs, all parties agreeing that costs should lie where they fall.

Outcome

[8] The court understands for present purposes that all parties to the proceeding have executed the memorandum requesting this order and are satisfied that all matters proposed for the court's endorsement fall within the court's jurisdiction and conform to the relevant requirements and objectives of the Act including, in particular, pt 2.

[9] On the information provided to the court, I am satisfied that the orders will promote the purpose of the Act so I will make the orders sought under s 279(1) RMA, such order being by consent, rather than representing a decision or

4

determination on the merits pursuant to s 297.


J E Borthwick
Environment Judge



APPENDIX 1

Key:

Any unchanged text from the Operative Christchurch District Plan is shown as normal text (including text that reflects the Council's decision on Private Plan Change 6).

Any text proposed to be added as a result of the consent order capturing the outcome of mediation is shown as underlined red text and text to be deleted as ~~strikethrough-red text~~.

Text shown in underlined black text and ~~struckthrough-black text~~ represents amendments to the Christchurch District Plan that have been made as a result of decisions on other plan changes.

Text in green font identifies terms defined in Chapter 2 - Definitions.

Text in [blue font](#) indicates links to other provisions in the District Plan and/or external documents.

Chapter 2 Abbreviations and Definitions

ANZSIC

Means Australian and New Zealand Standard Industrial Classification, dated 2006

Northern Homebase Centre

means the area zoned Commercial Retail Park within 229 and 241 Marshland Road and parts of 24 Sanctuary Gardens and 215 Marshland Road as contained in CT CB645-62, CT 737304, CT 737303, and CT 60392 at 16 December 2022, shown in the Figure Below:



Homebase Centre

means the area zoned Commercial Retail Park located on Marshland Road between QEII Drive and Briggs Road.

Chapter 7 – Transport

7.4.4 Rules – Matters of control and discretion

7.4.4.18 High trip generators

- a. The following are matters of control for Rule 7.4.2.2 C1 or matters of discretion for Rule 7.4.2.3 RD1. The following diagram shows the matters of control or discretion that apply to each activity.

xxx

- i. Access and manoeuvring (safety and efficiency): Whether the provision of access and onsite manoeuvring area associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the transport network (including considering the road classification of the frontage road).
- ii. Design and Layout: Whether the design and layout of the proposed activity maximises opportunities, to the extent practicable, for travel other than by private car, including providing safe and convenient access for travel by such modes. Within the Northern Homebase Centre, this includes consideration of:
 - A. the provision of pedestrian and cycle access for the public and users of the Centre through the site from Sanctuary Gardens or Havana Gardens to Marshland Road;
 - B. integration of pedestrian and cycle access with development (including building frontages, circulation routes, sightlines and lighting) within the Northern Homebase Centre; and
 - C. any potential safety or nuisance effects and methods to address such effects including by way of a Crime Prevention Through Environmental Design (“CPTED”) assessment.
- iii. Heavy vehicles: For activities that will generate more than 250 heavy vehicle trips per day, whether there are any effects from these trips on the roading infrastructure.
- iv. Accessibility of the location: Whether the proposed activity has demonstrated the accessibility of the site by a range of transport modes and whether the activity's location will minimise or reduce travel to and from the activity by private vehicles and encourage public and active transport use.
- v. Network effects: Having particular regard to the level of additional traffic generated by the activity and whether the activity is permitted by the zone in which it is located, whether measures are proposed to adequately mitigate the actual or potential effects on the transport network arising from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in

8

the vicinity, proposed infrastructure, and construction work associated with the activity.

- vi. Strategic framework: Whether the proposal is consistent with the local and regional transport policy framework.

Chapter 15 – Commercial

15.2 Objectives and Policies

Table 15.1 – Centre's Role D. Large format centre

	Role	Centre and size (where relevant)
D.	<p>Large format centre</p> <p>Standalone retail centre, comprising stores with large footprints, yard-based suppliers, trade suppliers including building improvement centres, and other vehicle oriented activities.</p> <p>Provision of other commercial activities and residential and community uses is limited. This includes limiting offices to an ancillary function, and at Tower Junction, providing for a limited amount of commercial services.</p> <p>At the Northern Homebase Centre, retail activities are limited in type until 4 October 2031.</p> <p>Serves large geographical areas of the city.</p> <p>Not necessarily connected to a residential catchment.</p> <p>Primarily accessed by car with limited public transport services.</p> <p>The extent of the centre is the Commercial Retail Park Zone.</p>	<p>Centres: Moorhouse Avenue, Shirley Homebase, Tower Junction.</p>

15.2.2.6 Policy – Northern Homebase Centre

- a. Require development within the Northern Homebase Centre to:
 - i. be of a scale and type of built development and activity that:
 - A. avoids adverse effects from vehicle access on the western boundary of the Northern Homebase Centre on the safe, efficient and effective functioning of the road network and amenity of the surrounding residential area;
 - B. ~~enables stormwater to be disposed of in a manner which maintains or enhances the quality and ecological values of downstream surface waterbodies; and~~
 - C. ~~B.~~ avoids manages the risk of inundation on people and property on surrounding land, including roads such that any risk of inundation is reduced to acceptable levels;
 - ii. ~~be of a scale, type and timing of retail activity that supports the function and recovery of the Shirley / Palms District Centre;~~



- ~~iii.~~ manage adverse effects on amenity values in the adjoining residential areas to the west; and
- ~~iv.~~ iii. provide safe and convenient pedestrian and cycling connectivity between the adjoining residential areas to the west and Marshland Road.
- b. Require development within the Homebase Centre to be of a scale, type and timing of retail activity that supports the function and recovery of the Shirley/Palms District Centre.

15.7 Rules – Commercial Retail Park Zone

15.7.1 Activity status tables – Commercial Retail Park Zone

	Activity	Activity specific standard
...
P2	Retail activity, unless specified Below	<p>a. The minimum tenancy size of any single retail activity shall be 450m² GLFA.</p> <p>b. Prior to 4 October 2031, retail activity in the Northern Homebase Centre shall not include clothing stores or footwear stores (as categorised by their primary classification under ANZSIC categories) or department stores.</p> <p><u>b. Prior to 4 October 2031, there shall be no more than one department store in the Homebase Centre. A department store shall not be considered as a department store for the purpose of this rule where the GLFA of any combination of the following comprises no more than 5% of the total GLFA of that department store:</u></p> <ul style="list-style-type: none"> <u>i. clothing</u> <u>ii. footwear</u> <u>iii. cosmetics</u> <u>iv. jewellery</u> <p>c. Prior to 4 October 2031, the total amount of floorspace provided for the sale of footwear and/or clothing shall not exceed 10% of the total GLFA within the Homebase Centre; except that GLFA used for the sale of footwear and/or clothing in the following circumstances shall be exempt from this 10% limit:</p> <ul style="list-style-type: none"> <u>i. Department store that includes the sale of footwear and/or clothing; and</u>

		<p>ii. Any retail tenancy where the sale of footwear and/or clothing comprises no more than 5% of the total GLFA of that tenancy.</p>
P3	Supermarket	<p>a. Prior to 4 October 2031, there shall be no supermarket in the Northern Homebase Centre.</p> <p>a. Prior to 4 October 2031 in the Homebase Centre, there shall be no supermarket that has a GLFA that exceeds 1000m², except that one supermarket that has a GLFA that exceeds 1000m² may be established provided that:</p> <p>i. resource consent RMA/2016/3708 existing as at 19 December 2022 has been amended so that the resource consent no longer authorises the establishment of a supermarket at the Homebase Centre; and</p> <p>ii. the supermarket shall not exceed 4300m² GLFA.</p>
P4	Trade supplier	Nil
P5	Yard-based supplier	
P6	Second-hand goods outlet	
P7	Service station	
P8	Food and beverage outlet	

Rule 15.7.1.5 Non-complying activities:

	Activity
NC1	Any retail activity listed in Rule 15.7.1.1 P2 that does not meet one or more of the activity specific standards.
...	...
NC3	Any supermarket listed in Rule 15.7.1.1 P3 that does not meet the activity specific standard.
NC4	Any activity or building within the Northern Homebase Centre that does not meet one or more of the built form standards in Rules 15.7.2.9, 15.7.2.10 or 15.7.2.11.

15.7.2 Built form standards – Commercial Retail Park Zone

15.7.2.1 Maximum Building Height

- a. The maximum height of any building shall be 15 metres, except for the Northern Homebase Centre.



- b. For the Northern Homebase Centre, the maximum height of any building shall be 12 metres.
- c. Any application arising from this rule shall not be publicly notified.

15.7.2.2. Minimum building setback from road boundaries:

- a. The minimum building setback from road boundaries shall be as follows:

	Activity	Standard
i.	Any activity unless specified in ii – v below	3 metres
ii.	Ancillary offices	1.5 metres
iii.	For sites with frontage to two intersecting roads in the Commercial Retail Park Zone, except for the Northern Homebase Centre	1.5 metres on one road boundary and 3 metres on the other road boundary
iv.	For sites within the Northern Homebase Centre with frontage to QEII Drive	12 metres
v.	For sites within the Northern Homebase Centre with frontage to Marshland Road	6 metres

- b. Any application arising from this rule shall not be limited or publicly notified.

15.7.2.3 Minimum building setback from residential or open space zones

- a. Where a site shares a boundary with a residential or open space zone, the minimum building setback from boundaries shall be 3 metres, except for the Northern Homebase Centre.
- b. For the Northern Homebase Centre, where a site shares a boundary with a residential zone, the minimum building setback from boundaries shall be 11 metres.
- c. Any application arising from this rule shall not be publicly notified.

15.7.2.4 Sunlight and outlook at boundary with a residential zone

- a. Except for the Northern Homebase Centre, where an internal site boundary adjoins a residential zone, no part of any building shall project beyond a building envelope contained by a recession plane measured from any point 2.3 metres above the internal boundary, in accordance with the diagrams in Appendix 15.15.9.
- b. For the Northern Homebase Centre, where an internal site boundary adjoins 30 Palm Drive, 20, 22, 24, 26, 28, 30, 32 or 34 Sanctuary Gardens or 30 and 33

Havana Gardens, no part of any building shall project beyond a building envelope contained by a 32.4 degree recession plane measured from any point 2.3 metres above the internal boundary.

- c. Where sites are located within a Flood Management Area, recession plane breaches created by the need to raise floor levels shall not be limited or publicly notified.
- d. Any application arising from this rule shall not be publicly notified.

15.7.2.6 Landscaping and trees

- a. Landscaping and trees shall be provided as follows:

Standard	
i.	Except as specified in iii. below for the Northern Homebase Centre, the area adjoining the road boundary frontage of all sites shall contain landscaping in accordance with the following standards: <ul style="list-style-type: none"> A. Minimum width - 1.5 metres B. Minimum density of tree planting - 1 tree for every 10 metres of road boundary frontage or part thereof, evenly spaced.
ii.	On sites adjoining with an internal boundary with a residential zone, trees shall be planted adjacent to the shared internal boundary at a ratio of at least 1 tree for every 10 metres of the boundary or part thereof, with the trees evenly spaced along that boundary.
iii.	On sites adjoining QEII Drive within the Northern Homebase Centre, trees shall be planted adjacent to the road boundary with QEII Drive at a ratio of at least 1 tree for every 6 metres of the road boundary or part thereof, with the trees planted in singles and groupings, spaced between 6-10m apart. These trees are to be large tree species that are capable of growing to a height of 15m at maturity and must be a minimum height of 2.5m at the time of planting. These trees may be a combination of evergreen and deciduous species but must comprise at least 20% evergreen.
iv.	1 tree shall be planted for every 5 car parking spaces (or part thereof) within any car parking area and along any pedestrian routes.
v.	All landscaping / trees required for these rules shall be in accordance with the provisions in Appendix 6.11.6 of Chapter 6.

- b. Any application arising from clauses a.i, a.iii and a.iv of this rule shall not be publicly or limited notified.

Advice notes:

1. Any landscaping required by Rule 15.7.2.6 may be located in common areas, where the development comprises land and/or buildings in separate unit titles.
2. Stormwater facilities that support multiple values such water quality treatment, biodiversity enhancement and landscape amenity, should be incorporated into landscaped areas, where practicable, to achieve effective stormwater management in an integrated manner.

15.7.2.9 – Scale ~~and staging~~ of development - Northern Homebase Centre

- a. Within the Northern Homebase Centre, the total amount of floorspace for all activities shall not exceed 20,000m² GLFA; ~~and~~
- ~~b. Within the Northern Homebase Centre, the total amount of floorspace for retail activities shall not exceed the following:~~
 - ~~i. 5,000m² GLFA prior to 4 October 2026;~~
 - ~~ii. 10,000m² GLFA prior to 4 October 2031.~~

15.7.2.10 – Vehicle access - Northern Homebase Centre

- a. Within the Northern Homebase Centre, there shall be no vehicle access for any activity over the western boundary to Havana Gardens or Sanctuary Gardens.

15.7.2.11 – Pedestrian and cycle access - Northern Homebase Centre

- a. Prior to the occupation of any building within the Northern Homebase Centre, a pedestrian and cycle path shall be provided through the site from either Sanctuary Gardens or Havana Gardens to Marshland Road.



13. 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
14.	PUBLIC EXCLUDED COUNCIL MINUTES - 19 APRIL 2023			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
15.	PROPERTY NEGOTIATIONS	S7(2)(A), S7(2)(B)(II), S7(2)(G), S7(2)(I)	PROTECTION OF PRIVACY OF NATURAL PERSONS, PREJUDICE COMMERCIAL POSITION, MAINTAIN LEGAL PROFESSIONAL PRIVILEGE, CONDUCT NEGOTIATIONS	THIS REPORT INCLUDES OPTIONS THAT COULD ADVERSLEY AFFECT PROPERTY NEGOTIATIONS AND/OR PREJUDICE COUNCILS POSITION IN FUTURE NEGOTIATIONS.	30 SEPTEMBER 2023 UPON SETTLEMENT OF ANY PROPERTY TRANSACTION OR DEFINITIVE RESOLUTION OF THESE CONSIDERATIONS.

Karakia Whakamutunga

Kia whakairia te tapu

Kia wātea ai te ara

Kia turuki whakataha ai

Kia turuki whakataha ai

Haumi e. Hui e. Tāiki e