
Waihoro
Spreydon-Cashmere-Heathcote Community Board
MINUTES ATTACHMENTS

Date: Thursday 15 February 2024
Time: 4 pm
Venue: Boardroom, Beckenham Service Centre,
66 Colombo Street, Beckenham

| TABLE OF CONTENTS NGĀ IHIRANGI | PAGE |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 4.1. Public Forum - Tanya Jenkins - Avon-Heathcote Estuary Ihutai Trust - Proposed Green Edge Pathway | |
| A. 4.1 Public Forum - Estuary Trust presentation | 3 |
| 5.1. Deputations by Appointment - Spencer Beasley - Overdale Drive, proposed no stopping restrictions | |
| A. 5.1 Deputation - Overdale Drive, proposed no stopping restrictions presentation | 7 |
| 5.5. Deputations by Appointment - Lianne Killick - Overdale Drive, proposed no stopping restrictions | |
| A. 5.5 Deputation - Overdale Drive, proposed no stopping restrictions notes | 25 |
| B. 5.5 Deputation - Overdale Drive, proposed no stopping restrictions presentation | 28 |
| 5.2. Deputations by Appointment - Brian Farrant - Residential Red Zone Temporary Land Use Application – 53 Horotane Valley Road for native plant propagation purposes | |
| A. 5.2 Deputation - RRZ Temporary Land Use Application - 53 Horotane Valley Road - presentation | 29 |
| 5.3. Deputations by Appointment - Andrew Cummins - Residential Red Zone Temporary Land Use Application – 53 Horotane Valley Road for native plant propagation purposes | |
| A. 5.3 Deputation - RRZ Temporary Land Use Application - 53 Horotane Valley Road - Red Tree presentation | 32 |



Avon-Heathcote Estuary Ihutai Trust (AHEIT)
'The Estuary Trust'

The Estuary Trust strongly opposes the proposal to develop a walkway and cycleway through the Te Huingi Manu Wildlife Refuge & Linwood Paddocks

Presentation by Kit Doudney and Bill Simpson



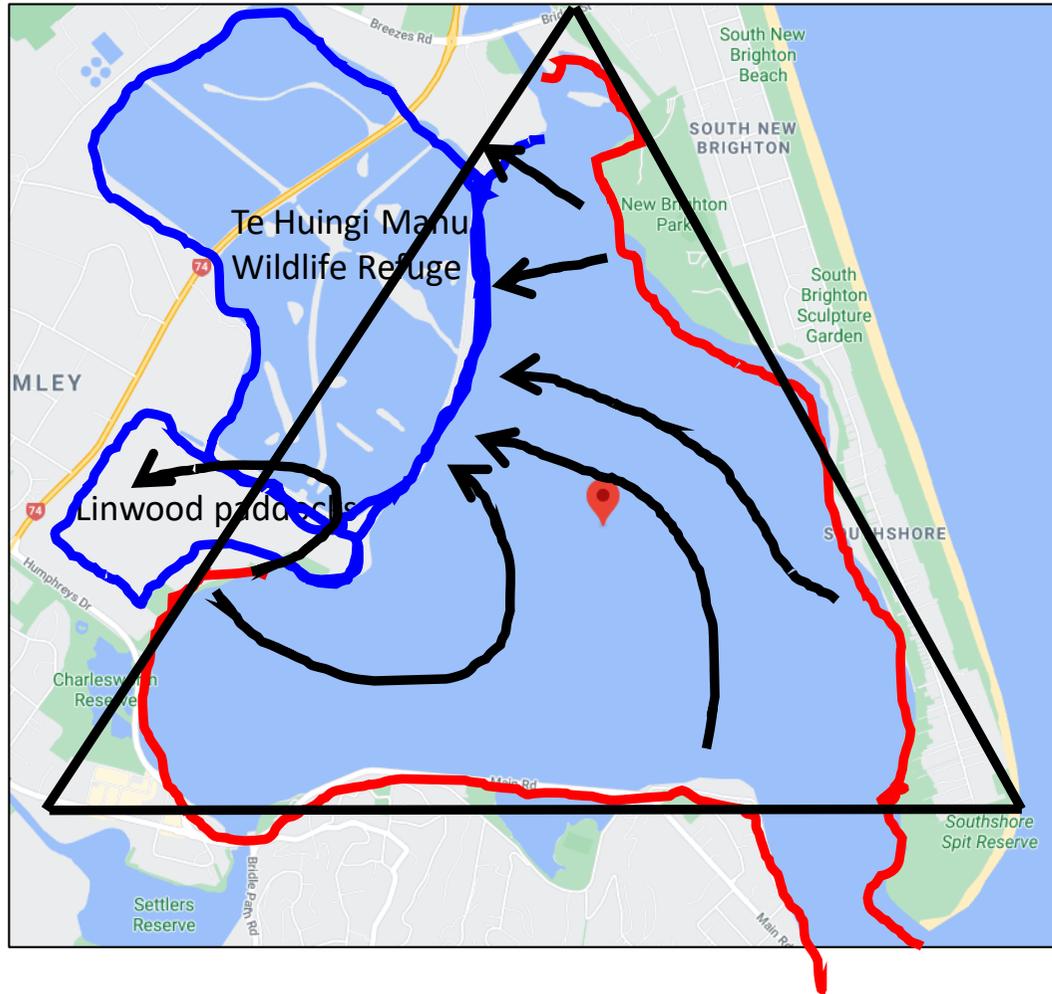
The Estuary Trust was established in 2002 – in partnership with the Christchurch City Council, Environment Canterbury, and mana whenua Te Rūnanga o Ngāi Tahu (including Te Rūnanga o Ngāi Tūāhuriri).

Grey teal





Consider the Estuary as a triangle.



When humans and dogs are active on east and south estuary edges, the birds can rest, moult, feed and shelter without disturbance in the wildlife refuge, Linwood Paddocks and on the western shoreline.

Banded Dotterel





Site name: Avon Heathcote Estuary/Ihutai & Environs
Site number: SES/LP/14

The Council's own [District Plan](#) details the threats and risks to the site

Christchurch District Plan

[Site of Ecological Significance \(SES\)](#)

Site Significance Statement

Site name: Avon Heathcote Estuary/Ihutai & Environs

Site number: SES/LP/14

Site Management

Existing Protection Status

Summary of Significance:

The Avon Heathcote Estuary/Ihutai is an originally rare ecosystem that contains indigenous vegetation communities that have been greatly reduced within the Low Plains Ecological District, and is also of **local, national and international importance** in terms of it supporting a representative assemblage of indigenous and migratory birdlife, including **23 threatened species**.

| Threats and risks | Management recommendations | Support package options |
|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| Disturbance of birds by humans and dogs. | <ul style="list-style-type: none"> · Ensure levels of human disturbance are minimised, for example by erecting temporary fencing and signage around nest sites. · Ensure that dogs are under control or on a leash and prohibit dogs within core wetland areas of SES area. · Interpretation highlighting the impacts dogs can have on wildlife values. · Restrict access to the estuary shoreline adjacent to the oxidation ponds. | |

South Island Pied Oystercatcher





Our further mandate

The recent adoption of the estuary as a **Wetland of International Significance** – a status awarded to our estuary in November 2018 by the East-Asian Australasian Flyway network – underlines its global importance.

We are obligated to protect the birdlife of the Estuary.

Please consider the Estuary and in particular the birdlife who depend upon it, in any future Council and Community Board decisions, and support a change of route away from the estuary edge.



Godwit



Submission for Overdale Drive street marking

SPENCER BEASLEY ONZM

RESIDENT:  OVERDALE DRIVE

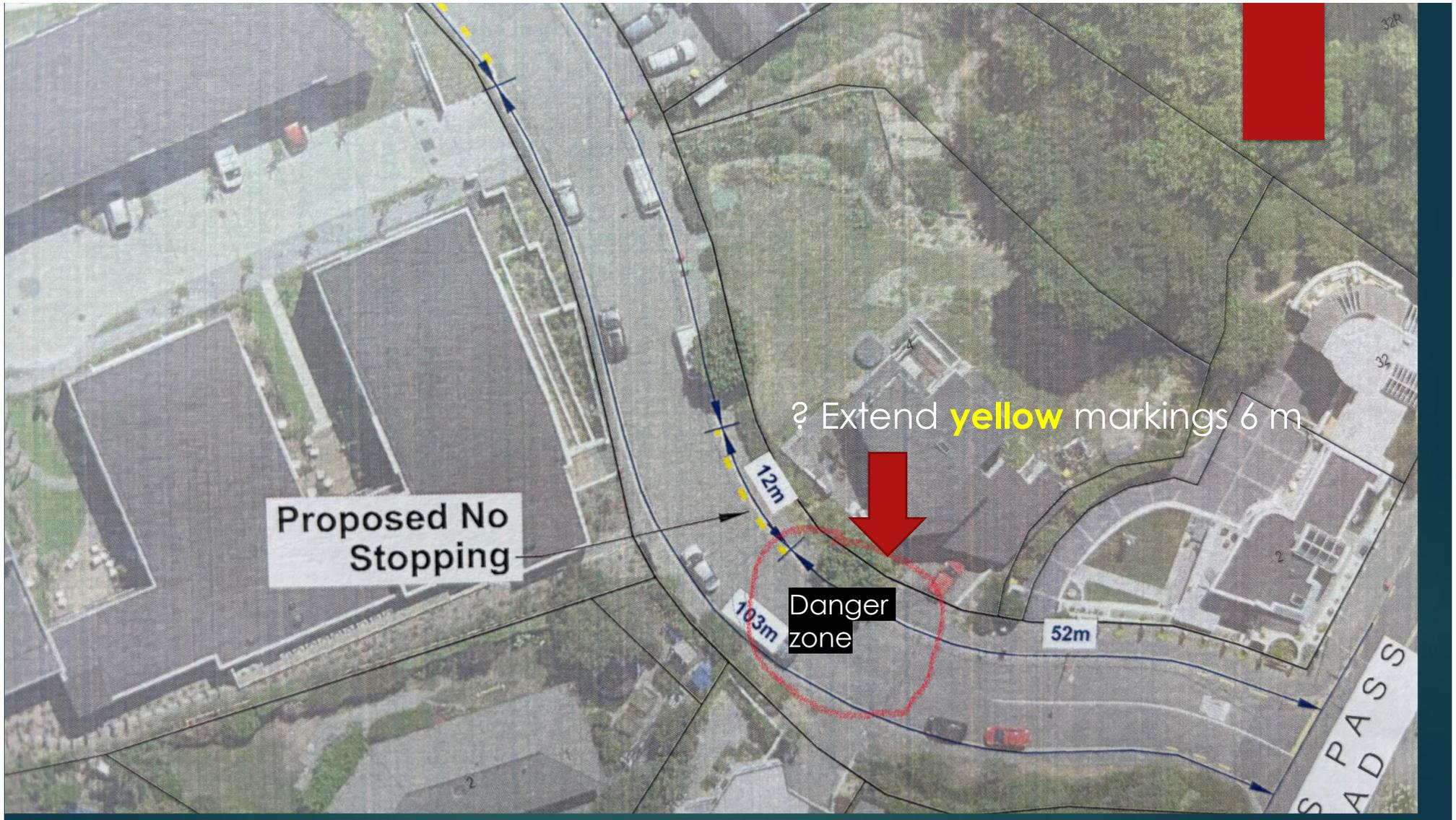
- ▶ In general, the residents are strongly supportive of this initiative.

Concern:

Plan perpetuates a major public safety issue at the top and busiest end of the street, which could be mitigated relatively simply.

Currently, frequent “close shaves”, risk of major accident (car and pedestrian) exists





Regarding your request for the markings to extend further along the boundary of #4, **parked vehicles do assist with managing speeds** so when proposing to remove parking we are always trying to find a balance.

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Preferred option:
Reduce speed by creating a dangerous bit of road

Poor visibility and a narrow passage are the worst options for reducing speed, and pose the greatest risk to safety:

Creates an inherently dangerous situation and relies on drivers to work it out and react appropriately.

Comment: all agree speeds need to be low, but cars accelerate as they enter top of Overdale because they have to get across Dyers Pass Road quickly (fast traffic, poor visibility because of road contour)

So if speed is a problem, speed and poor visibility is a worse problem.



In effect, it makes that part of street *de facto* one-way (without markings to indicate that). Cars frequently have to stop to allow cars pass in opposite direction.



Significant risk to public safety persists: complexity of sensory input worsened with parked cars obscuring children and elderly crossing road, as well as oncoming traffic

There are much better ways to reduce speed than to deliberately create a dangerous situation

Safer options for reducing speed:

1. Surface road markings:
eg designating danger, or 30Km
 2. Speed hump: not well liked!
 3. Pedestrian crossing: pedestrians (mostly elderly and children) important for safety to have good visibility.
- A pedestrian crossing would alert drivers.





Advantages of a pedestrian crossing in this location

1. Needed and convenient for elderly and children
2. Far enough away from Dyers Pass Road, making it safer for traffic entering.
3. Good visibility
4. Effectively slows traffic in the busiest part of the street



Safer options for reducing speed:

4. Designated right turn lane on Dyers Pass Road adds safety and allows for more leisurely entry into Overdale.

We are also aware of the need for on street parking to be retained where possible for residents and visitors. At this stage we don't support extending the restrictions further along the boundary,

Response:

Public safety must take priority over proximity of parking

Especially when both can be achieved.

Suggestion:

Extension of yellow lines by 6 m

Would make huge difference to safety

Resident park available before the lines start.



Solutions:

1. Extend the yellow line for 6 metres and/or
2. Place a pedestrian crossing to enable safe crossings for elderly and to slow speed

Consequences:

Enhanced safety at the busiest and most complex part of the street.

Information relating to the deputation from Lianne Killick relating to Item 8, Overdale Drive – proposed stopping restrictions.

The issues we will be discussing are, the Resource Consent for Rhodes Avida, what we believe is a simple solution for parking on-site, please see attached street plan, the area between number 11 Overdale Drive & 5A & 5E Rhodes/Avida. Please find below copied paragraphs from the Resource Consent outcome.

Why the no-stopping lines are outside our home & not where the issue is. Again please see attached CCC Suburban Parking Policy.

Finally I am aware someone else will be discussing the issue with the safety issue & our effected views of oncoming traffic however I wanted the board to see what it is like for us, this photo was taken on Friday, we cannot see traffic accelerating up the hill & around the corner whilst trying to manoeuvre around parked vehicles on either side of the road at the top entrance/exit.

The following is taken from the final RMA decision.

Transport related effects including amenity effects of on-street parking.

86. An expert transport report by [REDACTED] of Novo Group was submitted with the application. This stated that traffic generation would be low throughout the day and would not peak when other traffic is peaking in the street or at the Dyers Pass Rd intersection. The street and intersection would easily cope with the traffic levels. **On-site parking would be generally sufficient for the needs of the complex and the street would easily be able to accommodate any overflow.**

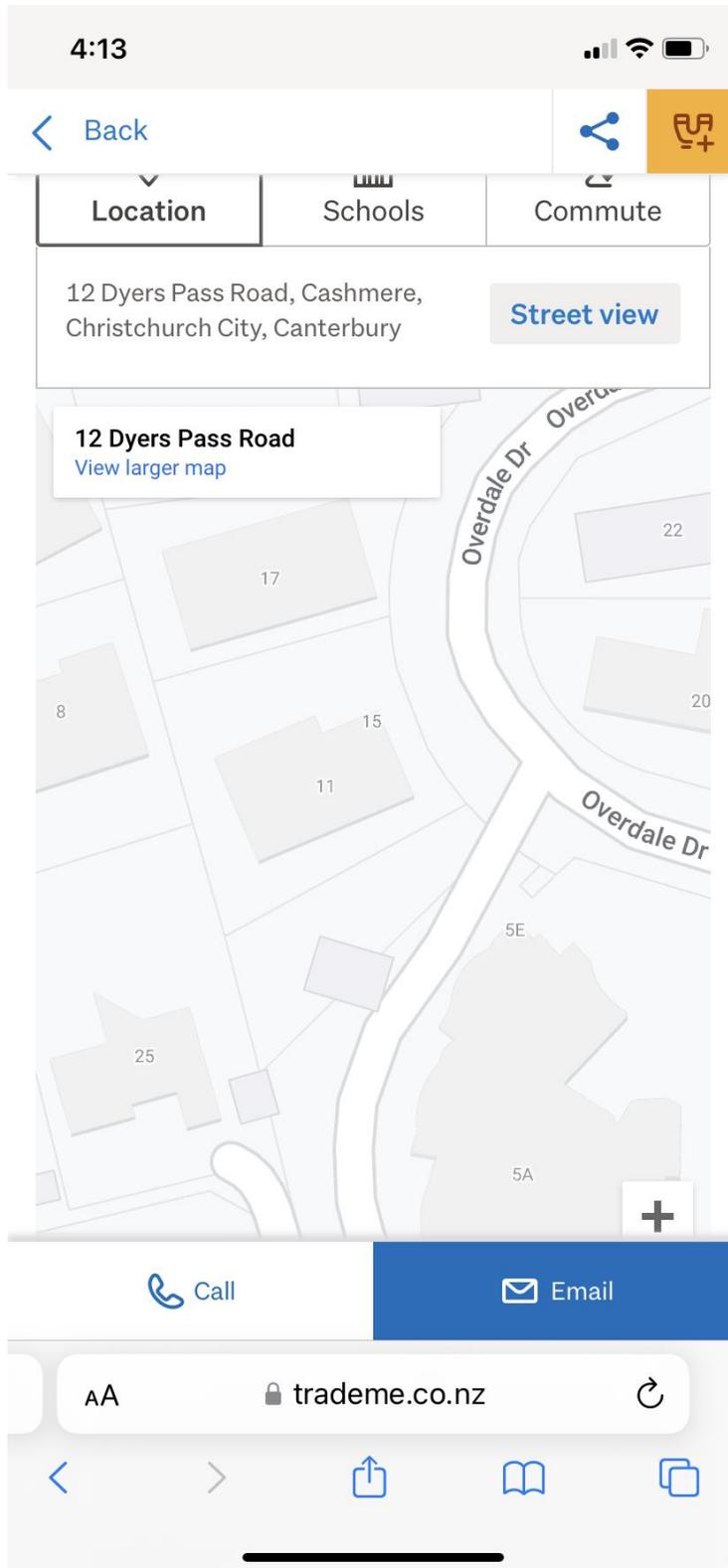
87. For the Council, [REDACTED] a Senior Transport Planner Reviewed the applicant's report and agreed with its conclusions.

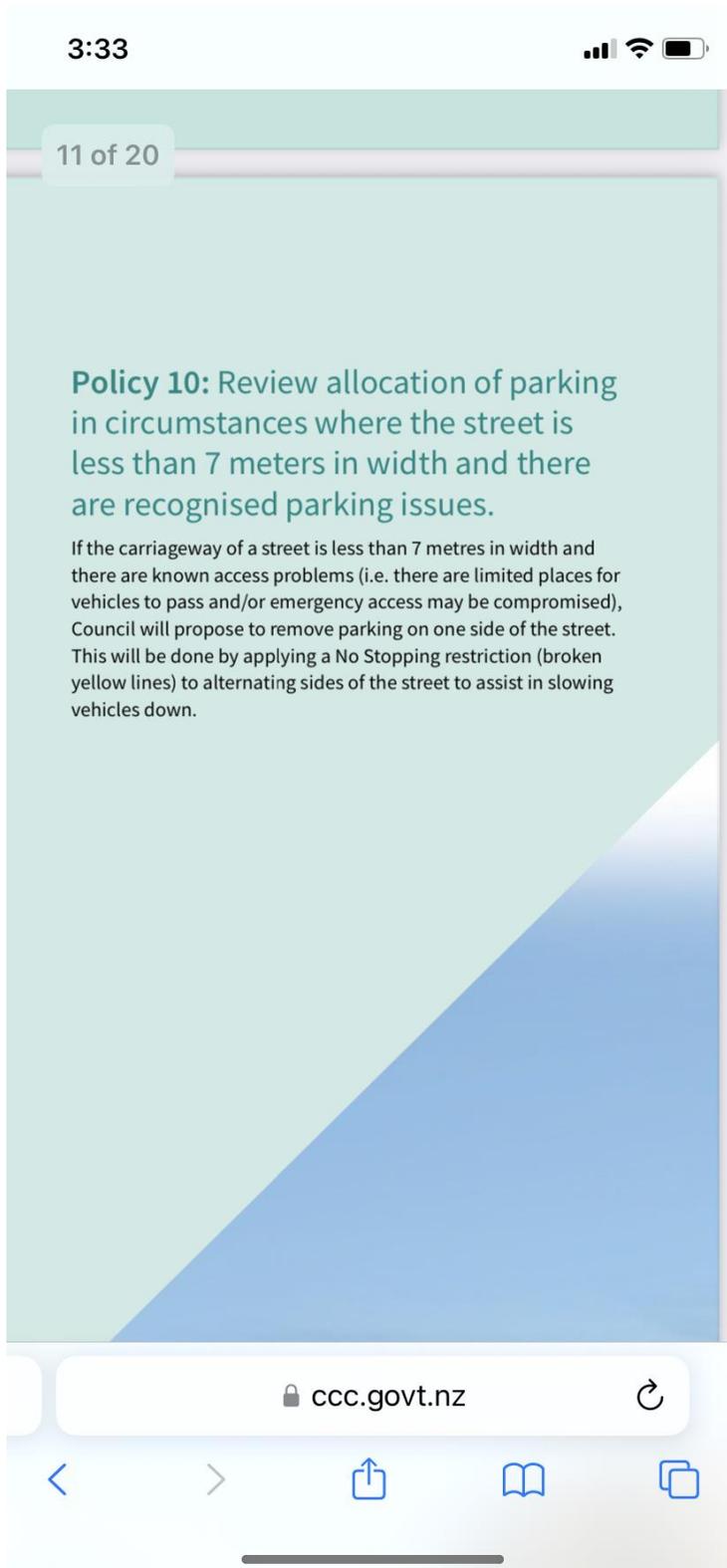
88. I have therefore concluded that any adverse transport related effects would be less than minor.

Another section in the decision is.

Chapter 7 Transport

105. "and the parking demand will for the most part be met on site and any overflow will be easily accommodated on the street without adverse effects.







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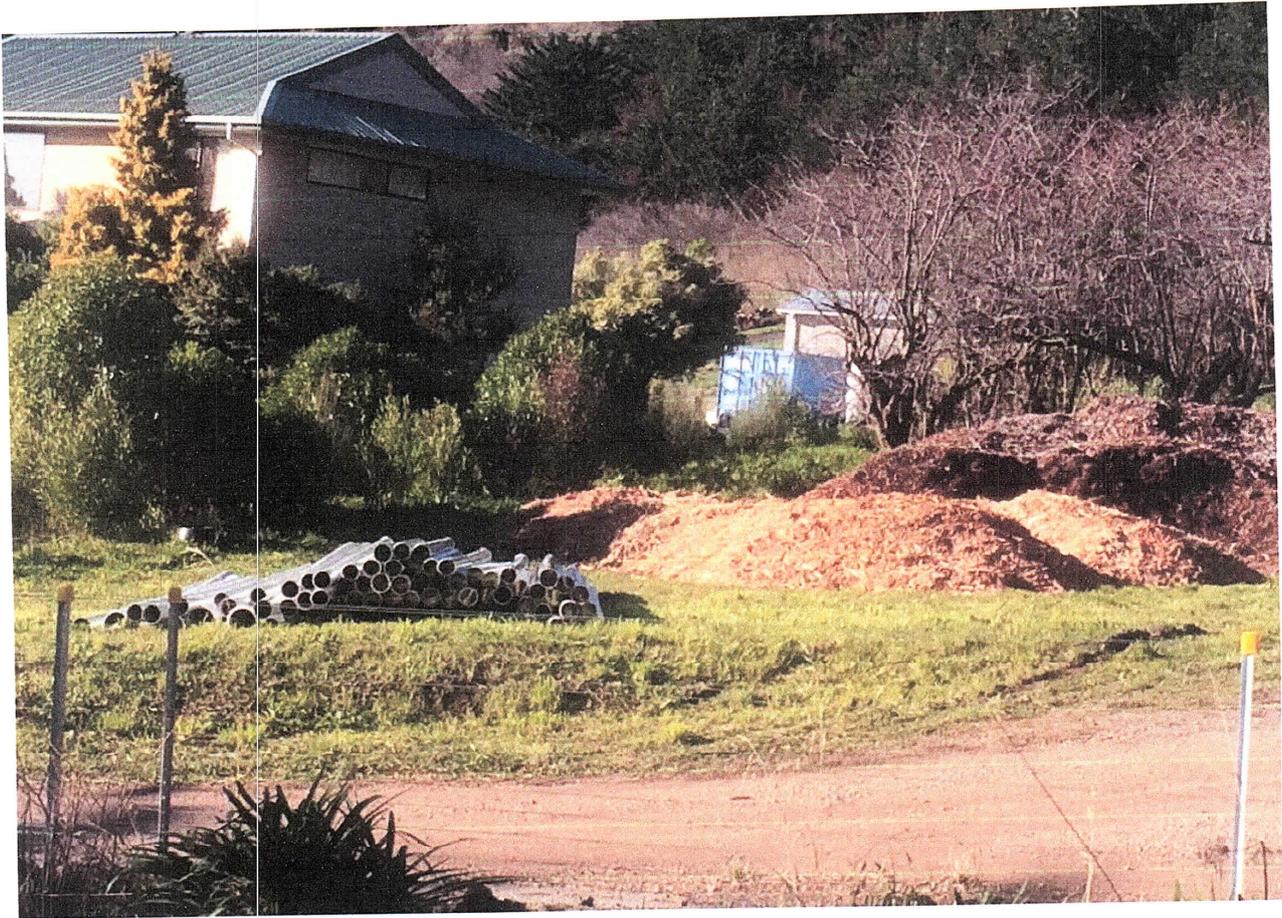


Attachment A Item 5.2

17²⁵th Jan 2024

10/02/24, 5:43 PM

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Attachment A Item 5.2

IMG_8044.jpg

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Attachment A Item 5.2

25th January 2024

53 Horotane Valley Road

RRZ Temporary Land Use Application

PREPARED FOR:

Waihoru Spreydon-Cashmere-Heathcote Community Board



**Red Tree
Environmental Solutions**
Manaaki Taiao

Red Tree's Story



Our Kaupapa



Cashmere Valley



RRZ Maintenance

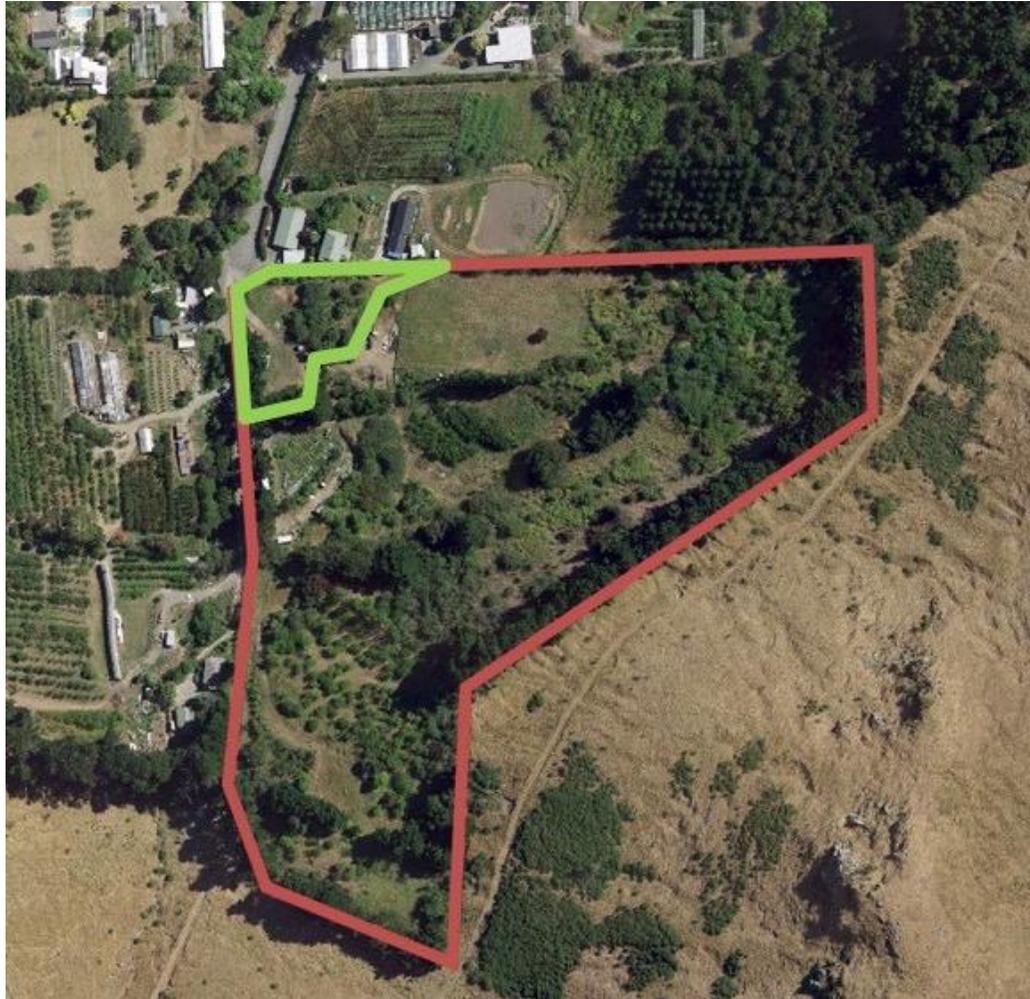


Curletts Road



The Property





| Legend | |
|---------------------------------------------------------|--|
| Vehicle Movements | |
| Parking Area | |
| Existing 20' Storage Containers | |
| Future 40' Storage Containers | |
| Site Boundary | |
| Approx. Rockfall Management Area 1 (south/East of line) | |
| Existing Native Buffer Planting | |



Next Steps

- Addressing geotechnical concerns
- Sediment control measures
- Mitigating traffic concerns
- Further planting



Thank you

REDTREE.CO.NZ



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Environmental Solutions
Manaaki Taiao