

Waimāero
Fendalton-Waimairi-Harewood Community Board
MINUTES ATTACHMENTS

Date: Monday 11 March 2024
Time: 4.30 pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

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Waimaero-Fendalton-Waimairi-Harewood- Community-Board Presentation – 11 March 2024

Belfast Community: The Northern Gateway to Christchurch – Speeding and Burnouts

Presenter: Charlotte Gavin.

Follow up report from presentation to the Board dated 12 February 2024.

What sort of generation is being brought up in our Community who think that this antisocial behaviour, intimidation and disruption of hundreds of other residents is acceptable? I can tell you now, it is not.

The burnout activity actually burns the rubber of the tyre into the asphalt making it almost impossible to remove and will still be there for many years to come, I have come to call it “road graffiti”. The impact of street appeal is rather an important factor impacting on residents’ property prices. Below is a statement from Mark O’Loughlin, Harcourts Strowan who has been selling real estate in Canterbury since 1997 and is a leader in his field:

“As a Real Estate agent, when a buyer drives down a street with “ road graffiti” or there are multiple homes or properties that have limited pride in the presentation of their property, this affects a house buyers buying decision and ultimately the house value. The more buyers that like a street or area and are attracted to a location, the more competition is created which potentially leads to a higher sale value. If there are concerns around the location or street the buyer pool will be reduced accordingly. Less competition then a lower price is potentially obtained.

When I am appraising a property that may be sold, we look at who the buyer will be and what attracts a buyer to a street or area. This relates to comparable values, desirability, schools, services, family friendly and safety.

In my opinion if a street or area has a reputation for “unruly behaviour “ this stigma can last for many years. The effects on value of homes will vary, however I would expect some house sales in this location may be affected and may sell for 5 to 10% less or \$ 30,000 to \$50,000 less, than other areas close by.”

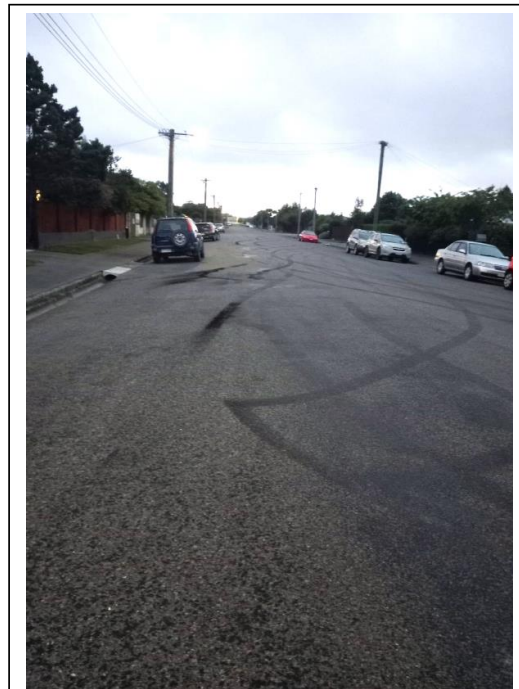
The residents who were once resigned to “*what can we do*” are now starting realise that there is a strong movement towards positive change in Belfast which is gathering momentum.

With the brave support of residents who were able to capture sufficient information for a Police report after a burnout incident on Donegal Street, Saturday 2nd March at 9:58 p.m. resulting in the offending vehicle being impounded with Police presence.

Photo of Donegal Street – 2019



Photo of Donegal Street – Saturday 2nd March and damage to public property





Update since my last report in relation to Speeding:

1. With the support of the CCC Traffic Control Officer, the three streets identified by residents as being problematic for speeding being Richill Street, Factory Road and Donegal Street have either had or currently have tube counts being conducted. These tubes can calculate average speed with the data being able to be broken down into time slots identifying if there are any significant issues to be addressed.

Interestingly on Donegal Street where the tubes were installed on Monday 5 March 2024 the residents have noted already a significant reduction in speed which is encouraging and may inspire other cost-effective traffic calming measure initiatives in the future.

If any issues reveal themselves, we will firstly engage with the Christchurch North Community Patrol to provide a physical presence as their resources allow for this service, noting they are a voluntary organisation.

Update since my last report in relation to Burnouts:

1. Firstly, I do not adopt any “broad stroke” categorisation that all of those who do burnouts are lawless outcasts and non-community orientated people. Nothing is further from the truth. I have engaged with a number of very community orientated people who are the backbone of our community and also love burnouts (possibly actually done it themselves in their youth) who sympathise with the youth of today not having a suitable alternative outlet. It is those people I propose to continue a conversation with as discussed at my Burnout Facility Survey proposal below as they could very realistically be our biggest advocates for real and permanent change.

2. I met with Andrew Hensley, the CCC Traffic Controller who's support has been incredible. We discussed a number of possible solutions being:
 - a) The antiskid surface has been trialled in several locations in Christchurch however it has been ineffective and not as long lasting as hoped.
 - b) Possible adjustments to the road with median strips and narrowing street entrances however given the existing wide width of Belfast Road & Blakes Road Intersection its success would be unlikely.
 - c) Camera's with Vehicle Plate Recognition capability remains the best solution providing more "eyes" without placing any other person at risk of harm. The camera specifications and locations are progressing with the support of the Council. It is proposed the safety cameras would be privately funded and linked to the Police network.
3. I met with the Police Sergeant Luke Vaughan who supports the privately funded safety camera installation with the cameras being linked to the Police network. There is no expectation of any Police officer to constantly monitor cameras. The response will be a collaborative one whereby affected residents call in the disruption to 105 with the time recorded. If the Police are available to immediately attend on-site they shall do so with the video evidence being an important tool to assist with enforcement.
4. I am to draft the necessary agreement being the framework of our arrangement. The camera location's are intended to be regularly moved, with dummy cameras in their place while absent. If the model is proving to be successful in Belfast there could be an opportunity for the Council to hire them utilizing our private camera management services.
5. I am currently also investigating the use of a privately funded drone with high quality night vision camera (for streets only) to overcome issues with cameras potentially being targets for criminals with the added benefit of its flexibility of being able to be onsite rather quickly to any disruption reported without putting people in harm's way. This option is very preliminary but has a lot of potential.
6. The platform for the community to discuss safety and security issues on the Belfast NZ Community page has proven to be upsetting for some residents as its purpose is primarily as a place for support, connection, updates and ideas to be shared. I consulted with the Christchurch North Community Patrol ("CNCP") who suggested setting up a secondary Facebook page (via either the Belfast Community Network ("BCN") or the Local District Council) to launch a **Belfast Safety Initiative** page to discuss these issues and receive advice from the CNCP on procedure etc as issues come to hand. It is a particularly useful tool to have these conversations within our community as the residents remain vigilant and to minimise the "bullying" activity that occurs on our current Community Facebook page by those who don't want to know.

7. I have yet to hear back from the BCN if they are willing to act as the administrator for another community Facebook page but would like to request the District Council perhaps also consider setting up and administering the **Belfast Safety Initiative page** as they did with the Avonhead group and Burnside Business Association.
8. **Burnout Facility** for the members of our community who's preference is to be law abiding but have nowhere to go. I have extensively researched the failure of the Ruapuna Speedway burnout pad that was installed in 1998, reached out to a number of burnout event organisers who have co-ordinated these events successfully in the past and to some (not all) current Speedway operators who have reservations.
9. The exact same reasons in the submission in 1998 to Council to install a facility are relevant today. Today however we have the power of advertising via social media, a growing population, and with careful management possible "synergies" between the other motorsports to co-habitat a facility thus sharing costs and creating a broader range of motorsport entertainment for spectators. Therefore, there could potentially be no more disruption to the public than already permitted at the speedway sites with fire, ambulance, security, cleanup and traffic management costs spread between the motorsport groups making it far more cost effective as an option.
10. Motorsport event organisers have already modelled and proven the success of the combination of motorsports which includes Burnouts in its program.
11. Despite to starting point outlined above which is not a concrete pad that our youth can go to and burn up at any hour of the day or night, it is important to acknowledge that motorsports are highly regulated for safety, they are loud, and this is proposal is not "nothing" it's a start. I have also contemplated perhaps a burnout pad that you put your back tyres on flat pad full of wheels so you could achieve the spin but not the noise of the tyres. However, in reality, it is the noise and the smoke that is a big part of the attraction so with that requirement in mind so to comes the restrictions with it.
12. Before investing too much time and energy into solving the "where" problem, I proposed it was best to **conduct a survey to gauge demand** for such a facility and the revenue stream potential. The Police support this initiative.
13. The approach taken is similar to preparing a business plan where there is a concept (i.e. Burnout Facility), then you assess demand given the parameters we will have and the revenue stream to assess its viability. I am currently working with several motorsport enthusiasts who are assisting with the questionnaire and should be available shortly.
14. I would like to apply for the **funding necessary for the Council to conduct this survey** for the utilisation of a Burnout facility in Christchurch with a nationwide coverage (as some motorsport enthusiasts will travel with their cars to attend). The out of towners also bring income to other areas of Christchurch business's so is worthy of adding those

responses into the calculations. The Survey Mission Statement is attached and a draft questionnaire.

15. From the survey results I will complete the business plan and if viable the next step would be to formalise a Professional Burnout Club with a board of voluntary members to work together to resolve the “where issue”. I would volunteer as administrator for a 12 month period to get them launched, should we get to this stage which I genuinely hope we do.

Summary:

16. I request from the Council the following:
 - a) Creation and administration of the Belfast Safety Initiative facebook page.
 - b) Funding and support to conduct a New Zealand wide survey to ascertain if a Burnout facility was provided in Christchurch is there is sufficient demand to use it (given motorsport parameters) and what revenue stream is likely.

FRAMEWORK FOR QUESTIONNAIRE:

Background: In 1998 a submission was made for a burnout pad to be located at Ruapuna Speedway with the support of the Police. A charitable trust was formed for the club and facility management with a total investment from the community and Council of \$170,000 which included toilet facilities etc.

Despite the good intentions of providing a facility for young people to do burnouts in a controlled environment, as opposed to gathering on our streets, the costs involved with operating the facility was cost prohibitive and therefore the facility was not utilised.

In 1998 the operating costs of the burnout facility within the speedway facility included:

- a) Fire Crew / Crash Crew \$3,000 per event;
- b) Ambulance Crew;
- c) Security Crew;
- d) Toilet facility supplies;
- e) Ticket sales, co-ordinating food vendors and clean up.
- f) The Ruapuna Speedway required further car and driver restrictions which included helmets, fireproof clothing and roll cages etc.

Now in 2024, costs also include noise control regulations and monthly monitoring by the Council. The requirements that racing clubs now face are far more stringent and time consuming to administer for a club again adding further cost.

The Ruapuna Speedway operators advised that the burnout facility is not available for use by any burnout club under its current noise restrictions. Perhaps with some persuasion this could change if the burnout events were in conjunction with the drifting events.

<https://www.nzherald.co.nz/rotorua-daily-post/news/rotorua-car-enthusiast-says-reopening-ngongotaha-motorsport-will-clean-up-the-streets/V2KLGZG2HZGK3GTQKGQHBYPJMJ/>

Current Time:

The same good intentions exist for providing a burnout facility as it did in 1998 and the Police again support (in principle) a facility to allow those who wish to partake in the sport in a legal manner to enjoy themselves. Meanwhile, those who continue to engage in illegal antisocial behaviour will be punished with more cameras being made available throughout Christchurch to assist in this process.

There is a distinct disconnect in our community due to the disruption this sport has had in our streets over the past 30 years and those who partake or have partaken in the sport who regard themselves to be “outcasts” as a result. Any community responsible to cater for its resident’s needs should reward those who enjoy the sport legally by

providing a facility to enjoy, in a hope they will then condemn those who chose to continue in illegal activity so we can all restore peace to the streets of Christchurch together.

There are at least three professionally organised motorsport events in Christchurch annually, which provide a burnout element to their schedule. The following Safety Rules / Checklist applies:

SAFETY CHECK INFO

SAFETY CHECKLIST		VEHICLE SAFETY CHECKLIST				
		CRUISING	BURNOUTS	DRIFTING	POWERSKIDS	ROLL RACING
REQUIREMENTS	PASSENGERS <small>MUST WEAR SEAT BELT GEAR AS DESIRED</small>	✓	ONLY ONE PASSENGER ✓	ONLY ONE PASSENGER WITH FULL CAGE ✓	✗	✗
	SEATBELT/ HARNESSES	✓	SEATBELTS OR HARNESSES ARE REQUIRED FOR ALL SESSIONS ✓			
	CLOTHING <small>DRIVERS & PASSENGERS</small>	ENCLOSED SHOES ✓	RACE SUIT OR OVERALLS RECOMMENDED <small>LONG SLEEVE SHIRT & PANTS ACCEPTABLE</small>	SINGLE LAYER RACE SUIT OR COTTON OVERALLS ✓	✓	✓
	MOTORSPORT HELMET	✗ <small>NOT REQUIRED</small>	ENCLOSED SHOES ARE REQUIRED FOR ALL SESSIONS RACE BOOTS/GLOVES RECOMMENDED			
	ROLLCAGE	ROLL CAGES ARE NOT REQUIRED, HOWEVER IF FITTED, IT NEEDS TO BE PADDED				
	FRONTAL HEAD PROTECTION	✗ <small>NOT REQUIRED</small>	FOAM NECK BRACE OR HANS/FHR ARE REQUIRED FOR THESE SESSIONS ✓			

IT IS THE DRIVERS RESPONSIBILITY TO ENSURE YOUR VEHICLE IS UP TO STANDARD AND PASSENGERS ARE FOLLOWING SAFETY REQUIREMENTS.

PREMIER EVENTS

ROAD LEGAL VEHICLES	NON WOF/REG VEHICLES
<input type="checkbox"/> HEADLIGHTS <input type="checkbox"/> INDICATORS <input type="checkbox"/> BRAKE LIGHTS <input type="checkbox"/> OVERFLOW BOTTLE <input type="checkbox"/> CATCH CAN <input type="checkbox"/> SEALED FUEL SYSTEM FROM COCKPIT <input type="checkbox"/> FIREWALL SEALED <input type="checkbox"/> NO FUEL LEAKS <input type="checkbox"/> NO OIL LEAKS <input type="checkbox"/> NO WATER LEAKS <input type="checkbox"/> BATTERY CLAMPS <input type="checkbox"/> BONNET SECURE <input type="checkbox"/> THROTTLE CABLE - SECURE AND FREE <input type="checkbox"/> TYRE TREAD <input type="checkbox"/> WHEEL NUTS SECURED <input type="checkbox"/> SECURED SEATS <input type="checkbox"/> SECURED SEATBELTS <input type="checkbox"/> DOOR CARDS	<input type="checkbox"/> BRAKE LIGHTS <input type="checkbox"/> FUMES EXITING OUTSIDE <input type="checkbox"/> OVERFLOW BOTTLE <input type="checkbox"/> CATCH CAN <input type="checkbox"/> SEALED FUEL SYSTEM FROM COCKPIT <input type="checkbox"/> FIREWALL SEALED <input type="checkbox"/> NO FUEL LEAKS <input type="checkbox"/> NO OIL LEAKS <input type="checkbox"/> NO WATER LEAKS <input type="checkbox"/> BATTERY CLAMPS <input type="checkbox"/> BONNET SECURE <input type="checkbox"/> THROTTLE CABLE - SECURE AND FREE <input type="checkbox"/> NO PLAY ON STEERING <input type="checkbox"/> BRAKES <input type="checkbox"/> TYRE TREAD <input type="checkbox"/> WHEEL NUTS SECURED <input type="checkbox"/> SECURED SEATS <input type="checkbox"/> SECURED SEATBELTS OR HARNESSES <input type="checkbox"/> NO SHARP INTERNAL OBJECTS <input type="checkbox"/> NO SHARP EXTERIOR BODYWORK <input type="checkbox"/> CLEAR VISION THROUGH WINDSCREEN <input type="checkbox"/> NO MAJOR CRACKS ON WINDSCREEN <input type="checkbox"/> VISIBLE TOW HOOKS (OR TOW STICKERS)

CONVERTIBLES:
☐ ROLL PROTECTION
*REQUIRED FOR ALL SESSIONS EXCEPT FOR CRUISING.

SAFETY GEAR:
☐ ROLL CAGE* ☐ ROLL CAGE PADDING*
*ROLL CAGES ARE OPTIONAL BUT MUST BE PADDED.
☐ RACE SUIT** ☐ NECK BRACE**
☐ HELMET** ☐ GLOVES**
**NOT REQUIRED FOR CRUISING SESSIONS. SEE SAFETY GEAR CHECKLIST FOR EACH SESSION REQUIREMENTS.

It would be expected that the survey be designed in such a way that those who are able to comply with reasonable safety rules are the genuine users of such a facility who we want to gauge the response from.

Survey Parameters:

As with any survey you are likely to get a number of parties responding negatively who actually wouldn't partake or enjoy watching burnouts as a sport anyway and want to ensure that any proposal is "not in their back yard". Therefore, the questionnaire needs to simply focus on the first step: **Is there enough support to use a specialist burnout facility (or increased number of events available for burnouts) and at what price point for participation and spectating?**

Burnout Facility Proposal – Christchurch

1. Where do you live:

- a) Christchurch
- b) Canterbury
- c) Southland
- d) North Island

2. Would you like to see a Burnout facility made available in Christchurch?

Yes



No



Thank you for participating - The End

3. Would you use a Burnout Facility there was no alcohol permitted onsite (a common requirement of motorsport events)?

Yes



No



Thank you for participating - The End

4. Would you use Burnout facility as:

- a) A driver
- b) A spectator
- c) Both

5. If your response above was Driver or Both (A or C) – Would you join a sports club in order to access those facilities?

Yes



No



Thank you for participating - The End

6. Would you attend the Burnout Facility if the hours of use were between (please rank your preference in order 1 being unlikely and 5 being most likely):

- a) 1-3 p.m.
- b) 3 – 5 p.m.
- c) 6 – 8 p.m.
- d) 8 – 10 p.m.
- e) I wouldn't attend the facility within any of the selected hours – This selection must end in Thank you for participating – The End.

7. How often would you be likely to attend a Burnout facility as either a driver or spectator:
- a) Weekly
 - b) Monthly
 - c) Bi- Monthly
 - d) Six monthly
 - e) Annually
8. If you responded that you would use the facility as a Driver or Spectator how much would you be willing to pay to have a burnout in a facility with spectators?
- a) \$50 - \$100
 - b) \$100 - \$150
 - c) \$150 - \$250
9. If you responded that you would use the facility as a Spectator only what is the maximum amount you would be willing to pay for an adult ticket to watch Burnouts?
- a) \$10 - \$15
 - b) \$15 - \$20
 - c) \$20 - \$25
10. What other services would you like to see at the facility (you can pick more than one)?
- a) Toilets
 - b) Speakers
 - c) Stands / seating
 - d) Lighting
 - e) Food vendors (noting no alcohol would be sold onsite).
 - f) All of the above
11. If you were a spectator and there were other motorsports to watch including Burnouts what is the maximum you would be willing to pay for an adult ticket for 4 – 5 hours entertainment.
- a) \$10 - \$15
 - b) \$15 - \$25
 - c) \$25 - \$35
 - d) \$35 +
12. Are you currently a member of any automotive or sports club?

Yes



If so, please specify (optional)

No



13. Would you be willing to be a volunteer at the facility to be a part of its operation to reduce running costs for all enjoying the facility?

Yes



No



Thank you for Participating:
Survey results will be available via the below link after the 30th April 2024





































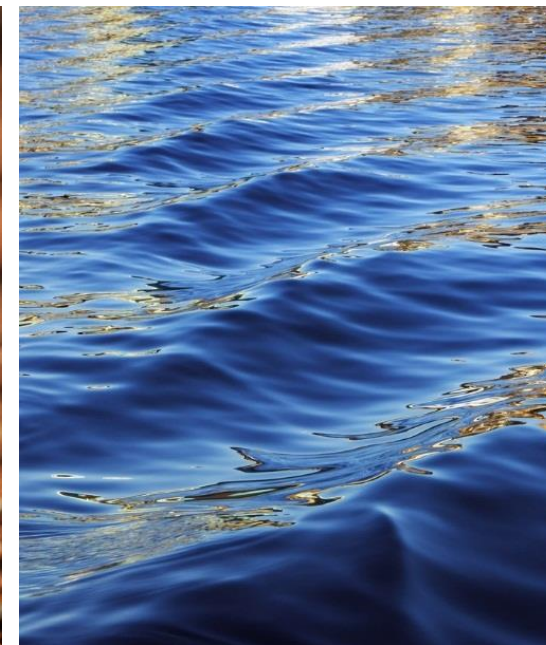




NEPAL RESERVE

Community focused development project:
Native forest walking park and activities.

11th March 2024
Presentation to:
Waimāero Fendalton-Waimairi-Harewood
Community Board



Community focused development for a Native Forest Walking Park and more

- Nepal Reserve Update
 - Initial presentation July 2023
- Community engagement
 - Forrest and landscape Plan by CCC in Dec 2023
 - 29th Jan 2024 Joint community engagement event
- Future concepts
 - Areas not covered in the Landscape plan in detail.
- Fundraising for physical structures
 - How do we pay for this if it is what the community wants?



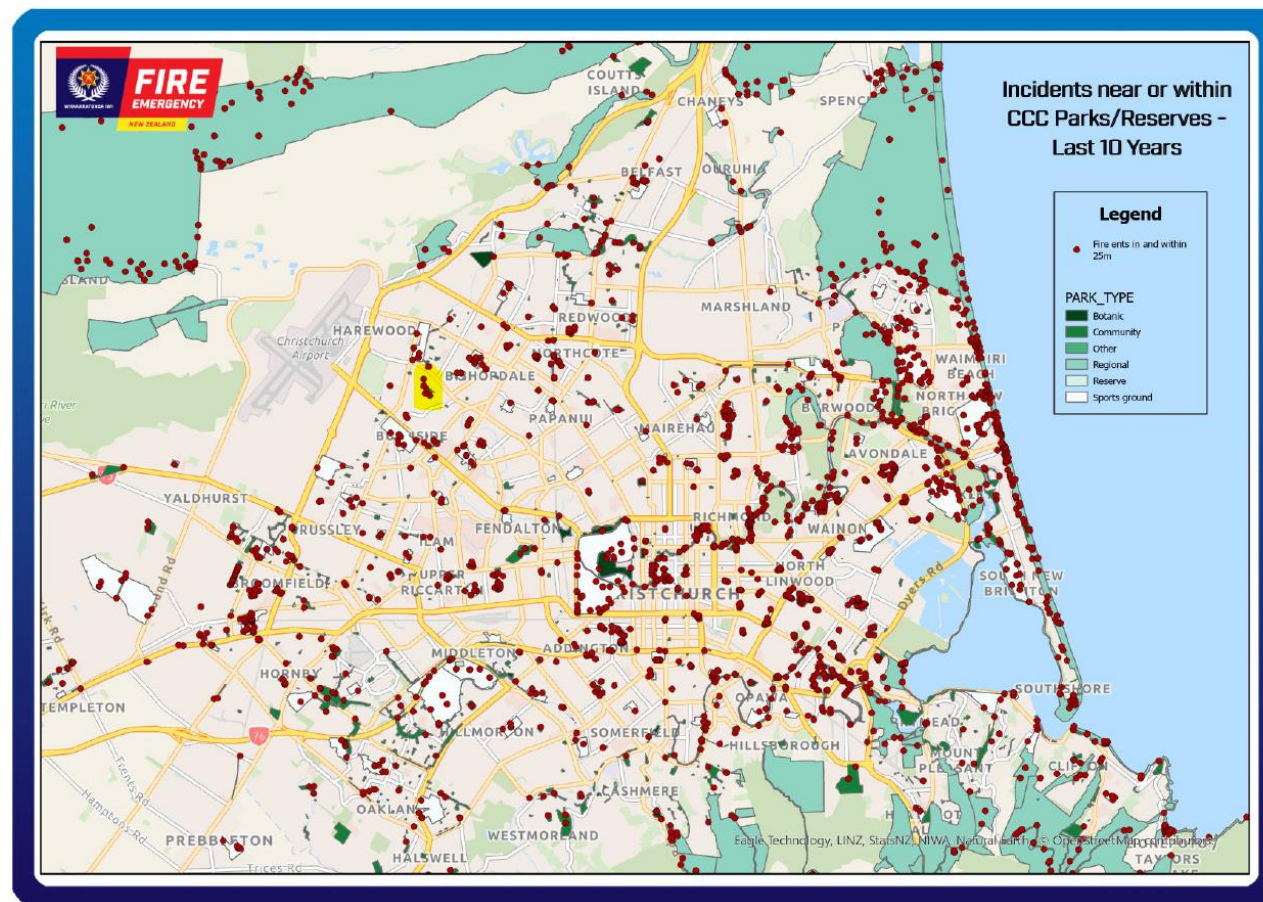
Community engagement to get it done.

Concept to a plan

- The community ideas to confirm what is in the design
- Considers Fire and Emergency Advice on Planting along side CCC Planting team (Education opportunities)



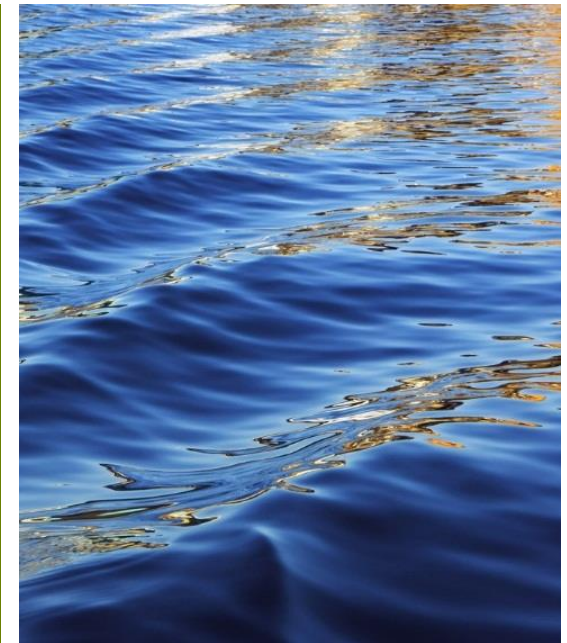
Fire Risk in council parks. (Last 10 years)





Future Activities

Uses of the Reserve



Future of the Nepal Reserve

- Primary function: Public amenity/infrastructure to serve as a water detention basin, 50% of the reserve identified for this function. Planting to support this. (Water detention and plant growth support)
- Larger grassed open area requested. What could this look like? Styx River “Te Waoku Kahikatea”



Multi Sport area identified as a need for 11+ age group.

Basket ball ½ court, Tennis/ball wall, lined for multiple game types.

- Flat area approximately 15 X 20m in area.
- Centrally located between other activity areas.



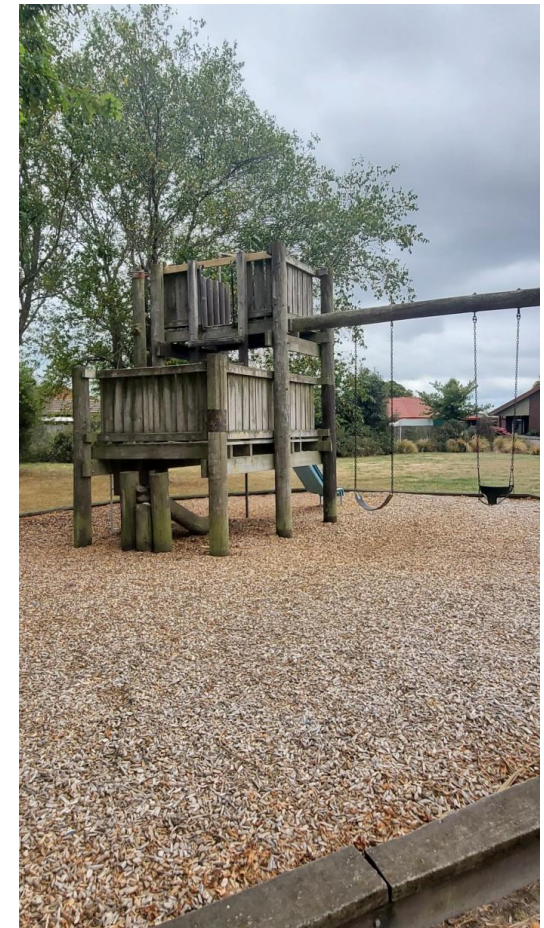
Children's 0-5 play ground

- Children's 0-5 play ground feedback included statements as **“Viewable from the street”**
- Use of low height plantings and removal of grasses. (Fire Smart Plantings)
- Additional Shading from trees or canopy trees Tall with cleared lower limbs.



Maintenance and upgrades identified

- Children's 5-8+ Play ground what could be done?
- Children's Pump Bike Track grass and maintenance
- Walking for commuters and families and pets (lighting)

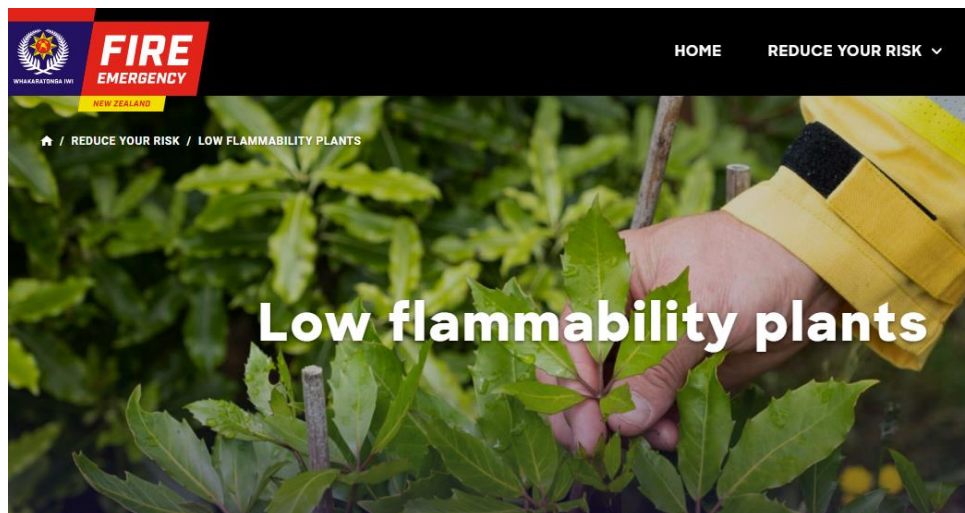


The Funding streams

- Toilet for community use near the 0-5 playground
 - Self cleaning and low maintenance.
 - CCC cost or some other way? Charge for use. (\$?????)
- Lighting
 - Solar lights or extension of the current lights. (\$600 per lamp)
 - Bollards or Full height Significant options available. (\$10,000)
- Multi sport surfaced area (20m x 15m approximately)
 - Cost dependant of surface type and square metres of coverage.
 - Basketball ½ court, 8.0 x 13.4m
 - Pickleball court 6.1 x 13.4m
 - Other ball games duel marked
 - Versatility and Strength
 - Cost to be determined on design (\$40,000+ estimate)

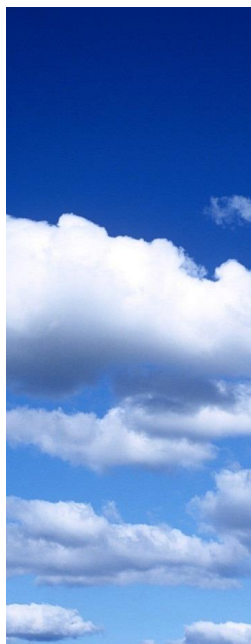


Survey and event generalized feedback: The results



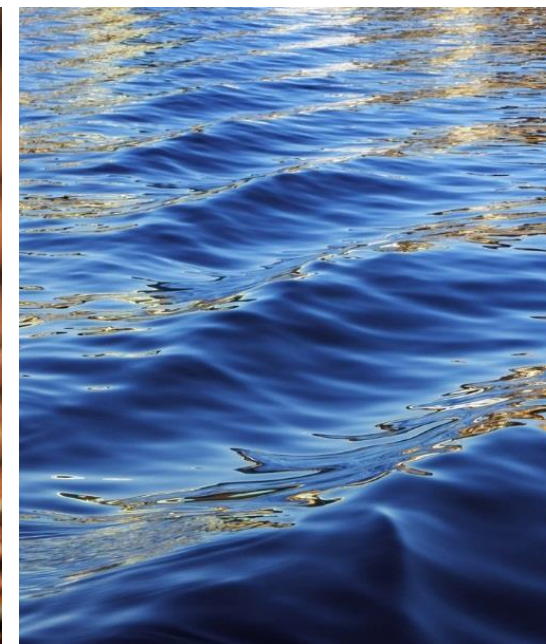
1. Increased public use wider age groups.
 1. Feedback was "Yes"
2. Increase in diversity of flora and fauna
 1. Feedback "Yes"
3. **Community ownership and education project**
 1. To meet the need, what does that look like?
4. Reduction in CO₂ emissions
 1. Feedback "yes"
5. Reduction in maintenance costs
 1. Feedback "yes"
6. Reduction in Fires and adverse events within the park
 1. Feedback "Yes"

Your Questions



NEPAL RESERVE

Community focused development project:
Native forest walking park and activities.



With thanks to: Council staffs and FENZ staffs and the community participation.

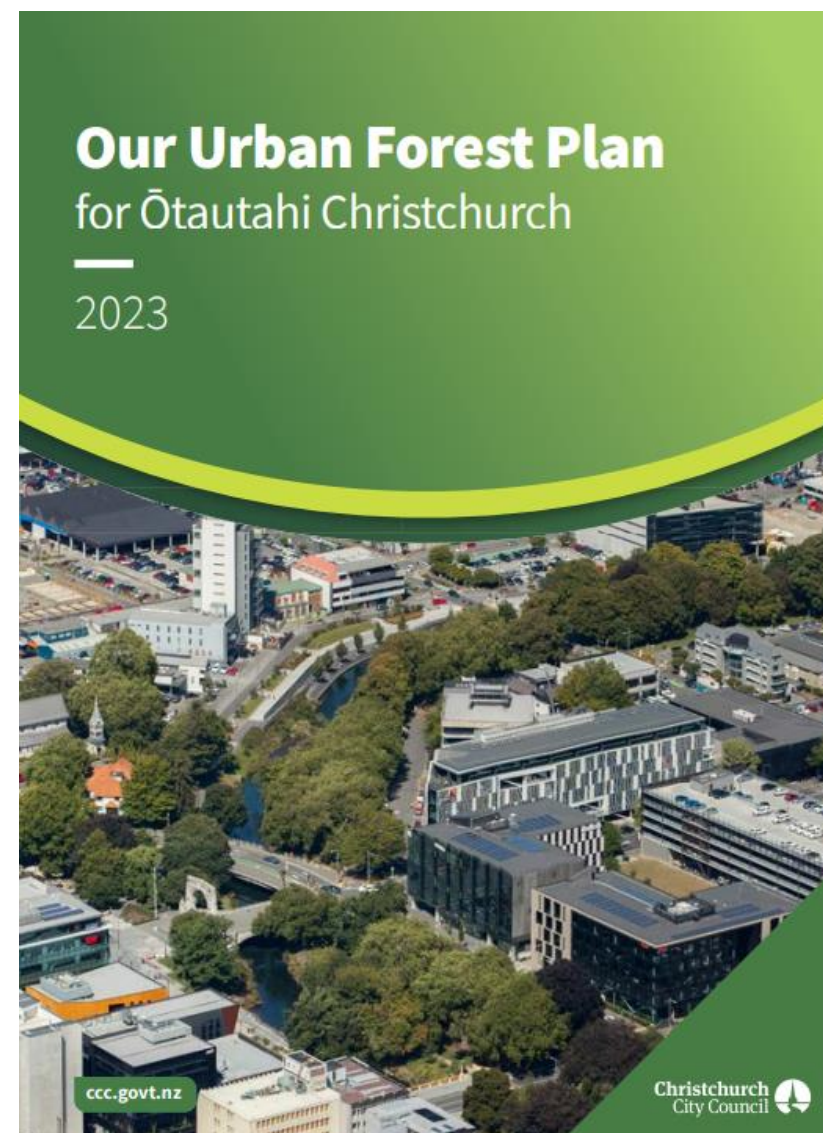


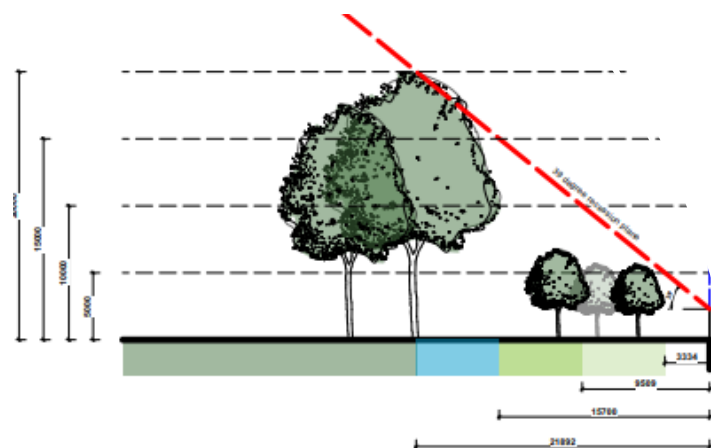
Tralee Reserve and Nepal Reserve

Urban Forest Planting Program

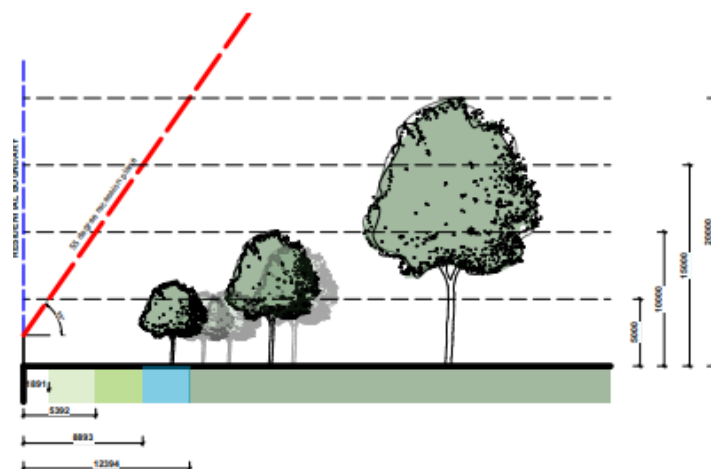
The Urban Forest Planting Program

- Increase canopy cover across our city
- Focus on getting the overall canopy cover within our Parks spaces to 40%
- Providing for a network of native forest patches across the city
- Increasing the visibility of indigenous species
- Planting trees in sites that are able reach maturity





B SECTION B-B
Scale: 1:500



D SECTION D-D
Scale: 1:500

Determining location of trees

Recession planes to manage shading

Off-sets from paths to avoid damage

Boundary off-sets to avoid boundary encroachments

Existing use of park

Location of underground services


Future plans for the park

Distribution of indigenous forests nearby

Location of waterways


Consultation

- Consultation started on 15 December 2023 and ran until 1 February 2024
- An email was sent to 86 key stakeholders
- Tralee Reserve page had 130 views and the Nepal Reserve page had 275 views
- A [Newsline](#) article published on 15 December 2023 and posted on our Council Facebook page reached 10,958 people, and in the Aranui and Wainoni Community Facebook page
- Flyers were delivered to properties neighbouring the park
- Signage was installed in the park with a QR code to the consultation webpage.

 Newsline






Community matters City life Environment Planning & building Arts & culture

Plans to sprout Christchurch tree canopy



15 Dec 2023

Share this story

...lling series of plans to plant more trees throughout Christchurch and Banks Peninsula have been
...sed.

... is part of the **Ōtautahi Christchurch Urban Forest Plan** which aims to increase the canopy cover across the city
... an ambitious target of 40% across our 1,200 parks over the next 50 years.



Tralee Reserve

- Proposal will see 11 new trees
- Canopy cover will increase from 37% to 61%
- Received 9 individual submissions, 8 of which supported the planting
- The key concern was related to species with specific concerns about the planting of trees such as silver birch.
- No changes have been made to the plans. While species have not been chosen yet, we will be focusing on natives and no Silver Birches will be planted.

Nepal Reserve

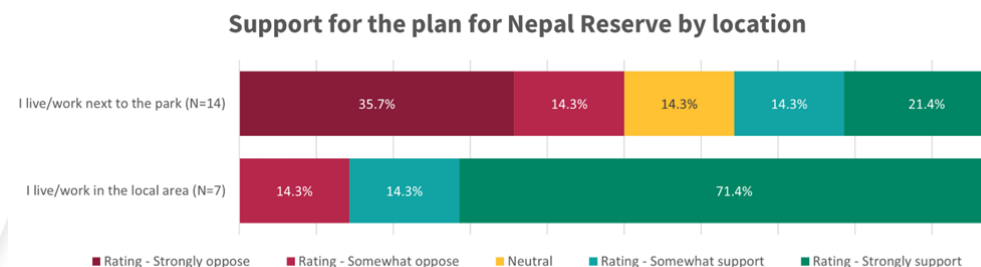
- Proposal was for 83 new trees plus approx. 10,120m² of forest planting
- Increase canopy from 8% to 38%
- Incorporate park into the developing Indigenous forest network



Feedback for Nepal Reserve

- 22 Individual submissions were made
- A community event was also held with the help of FENZ to socialise the plan further
- Feedback for the park was mixed with a range of suggestion which staff have taken on board
- Concerns were raised about the loss of open space and the amount of planting that would occur in the park

Theme	Mentions (# of submitters)
Specific species request	6
Concern about loss of an open area for play/sport	5
Concern about amount of planting	5
Concern about safety if more trees are planted	3
Request to plant natives	3
Concerned about shade	2
Request to plant more somewhere else in park	2
Request to improve tree maintenance	2
Request to plant fruit trees	2



Changes to the plan

- An extension of the native bush area to help buffer noise
 - Trees removed to allow more open space
 - Trees sizes increased to provide greater shading of the play ground
 - Additional trees added to provide more shading of the play ground
-
- 69 New Trees
 - Approx 10,611m² forest planting
 - Canopy to increase from 8% to 38%





During consultation we received a lot of feedback on the state of the waterbody

- Nepal reserve also functions as a **first flush** and **detention basin**.
- To ensure our planting does not compromise the functionality of this space in managing stormwater we will be undertaking further design work with the three waters team
- This may result in some spaces having lower planting or reduced density.
- It may also result in some areas not being planted to allow access zones for maintenance of the basins

Next Steps

If plans are approved staff will proceed with ordering trees for this planting season

Staff will work with Three Waters team to finalise design

Planting will be completed over a number of years by the Councils internal tree planting team

Community planting days may also be utilised to assist with re-vege planting