



Christchurch City Council AGENDA

Notice of Meeting:

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

Date: Wednesday 15 May 2024
Time: 9.30 am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Mayor Phil Mauger
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

9 May 2024

Principal Advisor

Mary Richardson
Interim Chief Executive
Tel: 941 8999

Katie Matheis
Democratic Services Advisor
941 5643

Katie.Matheis@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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<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>
www.ccc.govt.nz



What is important to us?

Our Strategic Framework is a big picture view of what the Council is aiming to achieve for our community

Our focus this Council term 2022–2025

Strategic Priorities



Be an inclusive and equitable city which puts people at the centre of developing our city and district, prioritising wellbeing, accessibility and connection.



Champion Ōtautahi-Christchurch and collaborate to build our role as a leading New Zealand city.



Build trust and confidence in the Council through meaningful partnerships and communication, listening to and working with residents.

Adopted by the Council on 5 April 2023



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



Manage ratepayers' money wisely, delivering quality core services to the whole community and addressing the issues that are important to our residents.



Actively balance the needs of today's residents with the needs of future generations, with the aim of leaving no one behind.

Our goals for this Long Term Plan 2024–2034

Draft Community Outcomes



Collaborative and confident

Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.



Green and liveable

Our neighbourhoods and communities are accessible and well connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

To be adopted by the Council as part of the Long Term Plan 2024–2034



A cultural powerhouse

Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events 'powerhouse'.



Thriving and prosperous

Our city is a great place for people, business and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

Our intergenerational vision

A place of opportunity for all.

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



Ngāi Tahu has rangatiratanga over its takiwā – the Council is committed to partnering with Ngāi Tahu to achieve meaningful outcomes that benefit the whole community

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Karakia Whakamutunga

Karakia Tīmatanga

Whakataka te hau ki te uru

Whakataka te hau ki te tonga

Kia mākinakina ki uta

Kia mātaratara ki tai

E hī ake ana te atakura

He tio, he huka, he hau hū

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.

There were no public forum requests received at the time the agenda was prepared.

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.

3.2.1 Sport Canterbury

Julyan Falloon, Chief Executive, will speak on behalf of Sport Canterbury regarding Item 6 – Sports Field Network Plan.

4. Presentation of Petitions Ngā Pākikitanga

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

Report from Waipuna Halswell-Hornby-Riccarton Community Board – 15 February 2024

5. Church Corner and Waimairi Road Safety Improvements

Reference Te Tohutoro:	24/431545
Responsible Officer(s) Te Pou Matua:	Gemma Dioni, Principal Advisor Transportation – Safety Ann Tomlinson, Project Manager Krystle Anderson, Engagement Advisor Georgia Greene, Traffic Engineer
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Waipuna Halswell-Hornby-Riccarton Community Board Consideration Te Whaiwhakaarotanga

At its meeting on 15 February 2024, the Board resolved the Part A Officer Recommendations 1 – 4 which included an additional Officer Recommendation 1(e) tabled at the meeting. These Recommendations were resolved without change.

The Board further resolved the Part C Officer Recommendations 5, 11 – 18, and 21 – 22 without change. The Part C Officer Recommendations 6 – 10 were put to the vote and declared lost. As such, the Part C Officer Recommendations 19 and 20 were not required to be considered.

At its meeting on 14 March 2024 and following the receipt of new information, the Board considered whether to revoke its 15 February 2024 decision regarding Officer Recommendations 6 – 10 and approve these recommendations as originally put forward by Council Officers. The Motion to revoke its previous decision and approve Officer Recommendations 6 – 10 was declared lost and the status quo upheld.

At its Extraordinary Meeting on 9 April 2024, the Board considered a Notice of Motion to revoke its 15 February 2024 decision regarding Officer Recommendations 6 – 10 and approve these recommendations as originally put forward by Council Officers. The Mover, with the agreement of the meeting, amended the original Notice of Motion which was then considered by the Board.

The Board resolved to revoke its previous decision regarding Officer Recommendations 6 – 10, delegate the authority to make a decision on these recommendations to the Council, and request staff to provide options to keep the right-hand turn and dual crossing, and to mitigate serious crash incidences.

In accordance with the Board's resolution, Council Officers will put forward a report to the Council, likely in July, for its consideration of options regarding the Main South / Yaldhurst / Riccarton Road intersection safety improvements originally addressed in Officer Recommendations 6 – 10. The remaining Part A Recommendations 1 – 4 and Part C Recommendations 5, 11 – 18, and 21 – 22 remain intact.

The progression of the Board's 15 February Part A Recommendations to Council was temporarily postponed until the Notice of Motion could be considered and resolved consistent with the Council's Standing Orders - Section 19.4.

These Part A Recommendations 1 – 4 are now proceeding to the Council for its consideration via this Part A report. These recommendations and the previously resolved Part C recommendations

will not be impacted by the forthcoming report to Council and can proceed pursuant to normal process.

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board recommends that the Council:

1. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That a Special Vehicle Lane for the use of northbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the west side of Waimairi Road, commencing at its intersection with Riccarton Road and extending in a northerly direction to its intersection with Bowen Street.
 - b. That a Special Vehicle Lane for the use of southbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the east side of Waimairi Road, commencing at a point 149 metres south of its intersection with Hanrahan Street and extending in a southerly distance to its intersection with Riccarton Road.
 - c. That a Special Vehicle Lane for the use of south eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the north-east side of Yaldhurst Road, commencing at a point 94 metres south-east of its intersection with Angela Street and extending in a south easterly direction to its intersection with Riccarton Road.
 - d. That a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 1.6 (definition of Bus lane) of the Land Transport (Road User) Rule 2004 and also as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the north side of Riccarton Road, commencing at its intersection with Yaldhurst Road and extending in an easterly direction to a point located 105 metres west of its intersection with Waimairi Road, as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.
2. Approves that in accordance with Section 8.5 of the Land Transport Rule – Traffic Control Devices: 2004 that a signalised roadway crossing be installed on Waimairi Road, located 23 metres north from its intersection with Leslie Street, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A. This signalised crossing is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
3. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the west side of Waimairi Road, commencing at a point 20 metres north of its intersection with Leslie Street, and extending in a northerly direction for a distance of 11 metres be resolved as a Shared Path and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
4. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the east side of Waimairi Road, commencing at a point

165 metres south of its intersection with Hanrahan Street, and extending in a southerly direction for a distance of 13 metres be resolved as a Shared Path and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

That the Waipuna Halswell-Hornby-Riccarton Community Board:

General

5. Approves pursuant to Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974 all kerb alignments, road surface treatments, traffic calming devices, traffic islands and road markings on Main South Road, Curletts Road, Yaldhurst Road, Riccarton Road, Angela Street, Brake Street, Leslie Street, Waimairi Road, and Hansons Lane, as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.

Traffic Controls

6. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Yaldhurst Road, located 65 metres south-east of its intersection with Brake Street, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.
7. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Main South Road, located 313 metres east of its intersection with Curletts Road, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.
8. Approves, in accordance with Clause 16 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Main South Road, from its intersection with Riccarton Road and extending in a westerly direction for a distance of 75 metres, be a one-way street, where vehicles must travel in a westerly direction only.
9. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the west bound traffic on Main South Road at a point 295 metres east of its intersection with Curletts Road be controlled by a Give Way.
10. Approves that in accordance with Clause 17(3) of the Christchurch City Council Traffic and Parking Bylaw 2017 that a No Entry control be placed against eastbound vehicles using the roadway on Main South Road at a point 295 metres east of its intersection with Curletts Road.

Bus Stops

11. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the north side of Riccarton Road, commencing at a point 158 metres west of its intersection with Waimairi Road, and extending in an easterly direction for a distance of 30 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.
12. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the west side of Waimairi Road, commencing at a point 72 metres north of its intersection with Leslie Street, and extending in a northerly direction for a distance of 12 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting

down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.

13. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the east side of Waimairi Road, commencing at a point 119 metres south of its intersection with Hanrahan Street, and extending in a southerly direction for a distance of 30 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.
14. Approves that pursuant to Section 339(1) of the local Government Act:1974, that a bus shelter be installed on the east side of Waimairi Road, as detailed on plan TG145701, dated 23/01/2024, and attached to the report on the meeting agenda as Attachment A.

Stopping and Parking restrictions

15. 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 Waimairi Road commencing at its intersection with Riccarton Road and extending in a northerly direction for a distance of 168 metres.
16. 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 north-east side of Yaldhurst Road commencing at a point 48 metres south-east of its intersection with Brake Street and extending in a south easterly direction to its intersection with Riccarton Road.
17. 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 south-west side of Yaldhurst Road commencing at its intersection with Riccarton Road and extending in a north westerly direction to a point 200 metres south-east of its intersection with Curletts Road.
18. 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 north-west side of Main South Road commencing at its intersection with Curletts Road and extending in a south westerly direction for a distance of 52 metres.
19. 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 north side of Main South Road commencing at a point 262 metres east of its intersection with Curletts Road, and extending in a easterly direction to its intersection with Riccarton Road, as detailed on plan TG145701, dated 23/01/2024, and attached to the report on the meeting agenda as Attachment A.
20. 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 south side of Main South Road commencing at a point 286 metres east of its intersection with Curletts Road, and extending in a easterly direction to its intersection with Riccarton Road, as detailed on plan TG145701, dated 23/01/2024, and attached to the report on the meeting agenda as Attachment A.
21. Approves that any previously approved resolutions be revoked, in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, made pursuant to any Bylaw, Local Government Act, or any Land Transport Rule, to the extent that they are in

conflict with, or recommended to be removed in regard to the parking and /or stopping restrictions described in 1-21 above.

22. Approves that these resolutions take effect when parking signage and/or road markings that described in 1 to 21 are in place (or removed in the case of revocations).

3. Waipuna Halswell-Hornby-Riccarton Community Board Decisions Under Delegation Ngā Mana kua Tukuna

Officer recommendations accepted without change

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

General

5. Approves pursuant to Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974 all kerb alignments, road surface treatments, traffic calming devices, traffic islands and road markings on Main South Road(west of Curletts Road), Curletts Road, Yaldhurst Road, Riccarton Road, Angela Street, Brake Street, Leslie Street, Bowen Street, Waimairi Road, and Hansons Lane, as detailed on plan TG145703, dated 20 February 2024 and attached to the minutes of the Waipuna Halswell-Hornby-Riccarton Community Board Meeting 15 February 2024 but excluding the changes shown at the Main South Road and Yaldhurst Road intersection.

Bus Stops

11. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the north side of Riccarton Road, commencing at a point 158 metres west of its intersection with Waimairi Road, and extending in an easterly direction for a distance of 30 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.
12. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the west side of Waimairi Road, commencing at a point 72 metres north of its intersection with Leslie Street, and extending in a northerly direction for a distance of 12 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.
13. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the east side of Waimairi Road, commencing at a point 119 metres south of its intersection with Hanrahan Street, and extending in a southerly direction for a distance of 30 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.
14. Approves that pursuant to Section 339(1) of the local Government Act:1974, that a bus shelter be installed on the east side of Waimairi Road, as detailed on plan TG145701, dated 23/01/2024, and attached to the report on the meeting agenda as Attachment A.

Stopping and Parking restrictions

15. 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 Waimairi Road commencing at its intersection with Riccarton Road and extending in a northerly direction for a distance of 168 metres.
16. 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 north-east side of Yaldhurst Road commencing at a point 48 metres south-east of its intersection with Brake Street and extending in a south easterly direction to its intersection with Riccarton Road.
17. 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 south-west side of Yaldhurst Road commencing at its intersection with Riccarton Road and extending in a north westerly direction to a point 200 metres south-east of its intersection with Curletts Road.
18. 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 north-west side of Main South Road commencing at its intersection with Curletts Road and extending in a south westerly direction for a distance of 52 metres.
21. Approves that any previously approved resolutions be revoked, in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, made pursuant to any Bylaw, Local Government Act, or any Land Transport Rule, to the extent that they are in conflict with, or recommended to be removed in regard to the parking and /or stopping restrictions described in Waipuna Halswell-Hornby-Riccarton Community Board resolutions HHRB/2024/00012, HHRB/2024/00013, HHRB/2024/00014 and HHRB/2024/00016.
22. Approves that these resolutions take effect when parking signage and/or road markings described in Waipuna Halswell-Hornby-Riccarton Community Board resolutions HHRB/2024/00012, HHRB/2024/00013, HHRB/2024/00014 and HHRB/2024/00016 are in place (or removed in the case of revocations).

4. Waipuna Halswell-Hornby-Riccarton Community Board Recommendation to Council

Part A











That the Council:

1. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That a Special Vehicle Lane for the use of northbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the west side of Waimairi Road, commencing at its intersection with Riccarton Road and extending in a northerly direction to its intersection with Bowen Street.
 - b. That a Special Vehicle Lane for the use of southbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders

- of mobility devices, be installed on the east side of Waimairi Road, commencing at a point 149 metres south of its intersection with Hanrahan Street and extending in a southerly distance to its intersection with Riccarton Road.
- c. That a Special Vehicle Lane for the use of south eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the north-east side of Yaldhurst Road, commencing at a point 94 metres south-east of its intersection with Angela Street and extending in a south easterly direction to its intersection with Riccarton Road.
 - d. That a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 1.6 (definition of Bus lane) of the Land Transport (Road User) Rule 2004 and also as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the north side of Riccarton Road, commencing at its intersection with Yaldhurst Road and extending in an easterly direction to a point located 105 metres west of its intersection with Waimairi Road.
 - e. That a Special Vehicle Lane for the use of eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the northwest side of Main South Road, commencing at its intersection with Curletts Road and extending in a south-westerly direction for a distance of 50 metres as detailed on plan TG145703, dated 20/02/2024 and attached to the minutes of the Waipuna Halswell-Hornby-Riccarton Community Board Meeting 15 February 2024.
- 2. Approves that in accordance with Section 8.5 of the Land Transport Rule – Traffic Control Devices: 2004 that a signalised roadway crossing be installed on Waimairi Road, located 23 metres north from its intersection with Leslie Street, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A. This signalised crossing is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
 - 3. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the west side of Waimairi Road, commencing at a point 20 metres north of its intersection with Leslie Street, and extending in a northerly direction for a distance of 11 metres be resolved as a Shared Path and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
 - 4. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the east side of Waimairi Road, commencing at a point 165 metres south of its intersection with Hanrahan Street, and extending in a southerly direction for a distance of 13 metres be resolved as a Shared Path and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

Attachments Ngā Tāpirihanga

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1	Church Corner and Waimairi Road Safety Improvements	23/1883677	13

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B  	Waimairi Road Crossing Background Information	24/79397	33
C  	Church Corner Ward and Pedestrian Information	24/79383	40
D	Church Corner safety improvements - all submissions (public) (Additional Documents - Circulated Separately)	Link to Submissions - starting on p. 56	
E  	Church Corner safety improvements - submission analysis	24/95777	48
F  	Church Corner Safety Improvements - Plan TG145703 (Tabled at 15 February 2024 meeting)	24/290675	59

Church Corner and Waimairi Road Safety Improvements

Reference / Te Tohutoro: 23/1883677

Report of / Te Pou Matua:	Gemma Dioni, Principal Advisor Transportation - Safety Ann Tomlinson, Project Manager Krystle Anderson, Engagement Advisor Georgia Greene, Traffic Engineer
Senior Manager / Pouwhakarae:	Lynette Ellis, Head of Transport & Waste Management (Lynette.Ellis@ccc.govt.nz)

1. Purpose and Origin of Report Te Pūtake Pūrongo

- 1.1 For the Waipuna Halswell-Hornby-Riccarton Community Board to approve safety improvements to intersections around Church Corner and to make recommendations to Council for the items within the proposed design that rest with Council for decision making.
- 1.2 This report has been written in response to ongoing safety concerns in the area particularly for people travelling across the community by all different modes.
- 1.3 This intersections of Riccarton/Hansons/Waimairi and Curletts/Main South are both within the top 1% of intersections within the Christchurch District in terms of risk of being in a crash, compared to over 5700 Council controlled intersections citywide (Main South/Yaldhurst is in the top 3%). The intersection safety improvements were identified through a co-design process with Waka Kotahi NZ Transport Agency for the 2021-2024 National Land Transport Programme Funding Cycle. The Pipeline Development Tool (PDT) used in this process helps road controlling authorities and their funding partners plan road safety interventions, understand their benefits, including the expected reduction in death and serious injury, and identify the most effective interventions at a local, regional, and national level.
- 1.4 Church Corner and Waimairi Road are busy locations used by many people travelling to school, University or work, accessing the local shops and Bush Inn Centre, or moving across the community. Whether people are travelling through this intersection on foot, by bicycle, by bus or driving, they should be able to do so safely.
- 1.5 The decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by this being a busy area used daily by people travelling to the local amenities, travelling to school and commuting to work. There is some community interest in the project due to existing safety concerns.
- 1.6 The recommended option is to construct a package of safety improvements in the vicinity of Church Corner, as show in **Attachment A**, and summarised below:
 - Safe speed platforms on all approaches to the Riccarton Road, Hansons Lane, and Waimairi Road intersection.
 - Removing the slip lane from Riccarton Road onto Waimairi Road.
 - Reconfiguration of angle parking to parallel parking on Waimairi Road.
 - Speed humps on Angela Street and Brake Street at their intersection with Yaldhurst Road, Leslie Street at its intersection with Waimairi Road and Bowen Street at its intersection with Peer Street.

- Making Main South Road (from Riccarton Road) entry only and removing vehicle access out of Main South Road onto Riccarton Road and Yaldhurst Road.
- Installation of pedestrian zebra crossings on Yaldhurst Road and Main South Road.
- Removing the left turn slip lane from Main South Road into Curletts Road and providing a left turn lane at the signals.
- Raised signalised crossing on Waimairi Road (outside Bush Inn Centre).
- Cycle improvements and bus stop improvements.

2. Officer Recommendations Ngā Tūtōhu

That the Waipuna Halswell-Hornby-Riccarton Community Board recommends that the Council:

1. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That a Special Vehicle Lane for the use of northbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the west side of Waimairi Road, commencing at its intersection with Riccarton Road and extending in a northerly direction to its intersection with Bowen Street.
 - b. That a Special Vehicle Lane for the use of southbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the east side of Waimairi Road, commencing at a point 149 metres south of its intersection with Hanrahan Street and extending in a southerly distance to its intersection with Riccarton Road.
 - c. That a Special Vehicle Lane for the use of south eastbound road users as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the north-east side of Yaldhurst Road, commencing at a point 94 metres south-east of its intersection with Angela Street and extending in a south easterly direction to its intersection with Riccarton Road.
 - d. That a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound road users as defined in Section 1.6 (definition of Bus lane) of the Land Transport (Road User) Rule 2004 and also as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the north side of Riccarton Road, commencing at its intersection with Yaldhurst Road and extending in an easterly direction to a point located 105 metres west of its intersection with Waimairi Road, as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.
2. Approves that in accordance with Section 8.5 of the Land Transport Rule – Traffic Control Devices: 2004 that a signalised roadway crossing be installed on Waimairi Road, located 23 metres north from its intersection with Leslie Street, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A. This signalised crossing is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
3. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the west side of Waimairi Road, commencing at a point 20 metres north of its intersection with Leslie Street, and extending in a northerly direction for a distance

of 11 metres be resolved as a Shared Path and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

4. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the east side of Waimairi Road, commencing at a point 165 metres south of its intersection with Hanrahan Street, and extending in a southerly direction for a distance of 13 metres be resolved as a Shared Path and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

That the Waipuna Halswell-Hornby-Riccarton Community Board:

General

5. Approves pursuant to Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974 all kerb alignments, road surface treatments, traffic calming devices, traffic islands and road markings on Main South Road, Curletts Road, Yaldhurst Road, Riccarton Road, Angela Street, Brake Street, Leslie Street, Waimairi Road, and Hansons Lane, as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.

Traffic Controls

6. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Yaldhurst Road, located 65 metres south-east of its intersection with Brake Street, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.
7. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Main South Road, located 313 metres east of its intersection with Curletts Road, and as detailed on plan TG145701, dated 23/01/2024 and attached to the report on the meeting agenda as Attachment A.
8. Approves, in accordance with Clause 16 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Main South Road, from its intersection with Riccarton Road and extending in a westerly direction for a distance of 75 metres, be a one-way street, where vehicles must travel in a westerly direction only.
9. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the west bound traffic on Main South Road at a point 295 metres east of its intersection with Curletts Road be controlled by a Give Way.
10. Approves that in accordance with Clause 17(3) of the Christchurch City Council Traffic and Parking Bylaw 2017 that a No Entry control be placed against eastbound vehicles using the roadway on Main South Road at a point 295 metres east of its intersection with Curletts Road.

Bus Stops

11. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the north side of Riccarton Road, commencing at a point 158 metres west of its intersection with Waimairi Road, and extending in an easterly direction for a distance of 30 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.

12. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the west side of Waimairi Road, commencing at a point 72 metres north of its intersection with Leslie Street, and extending in a northerly direction for a distance of 12 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.
13. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 the east side of Waimairi Road, commencing at a point 119 metres south of its intersection with Hanrahan Street, and extending in a southerly direction for a distance of 30 metres, be reserved for Large Passenger Service Vehicles only, for the purposes of setting down or picking up passengers only, as part of a Bus Service as defined in the Land Transport Management Act 2003, Section 5, - Bus Service, (a) (i), only.
14. Approves that pursuant to Section 339(1) of the local Government Act:1974, that a bus shelter be installed on the east side of Waimairi Road, as detailed on plan TG145701, dated 23/01/2024, and attached to the report on the meeting agenda as Attachment A.

Stopping and Parking restrictions

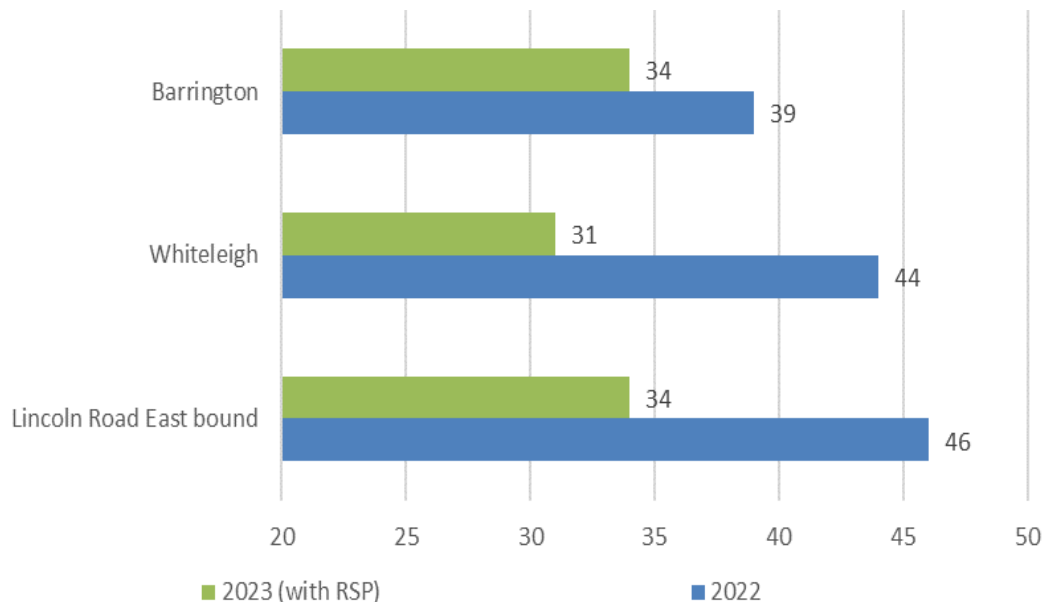
15. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Waimairi Road commencing at its intersection with Riccarton Road and extending in a northerly direction for a distance of 168 metres.
16. 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 north-east side of Yaldhurst Road commencing at a point 48 metres south-east of its intersection with Brake Street and extending in a south easterly direction to its intersection with Riccarton Road.
17. 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 south-west side of Yaldhurst Road commencing at its intersection with Riccarton Road and extending in a north westerly direction to a point 200 metres south-east of its intersection with Curletts Road.
18. 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 north-west side of Main South Road commencing at its intersection with Curletts Road and extending in a south westerly direction for a distance of 52 metres.
19. 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 north side of Main South Road commencing at a point 262 metres east of its intersection with Curletts Road, and extending in a easterly direction to its intersection with Riccarton Road, as detailed on plan TG145701, dated 23/01/2024, and attached to the report on the meeting agenda as Attachment A.
20. 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 south side of Main South Road commencing at a point 286 metres east of its intersection with Curletts Road, and extending in a easterly direction to its intersection with Riccarton Road, as detailed on plan TG145701, dated 23/01/2024, and attached to the report on the meeting agenda as Attachment A.
21. Approves that any previously approved resolutions be revoked , in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, made pursuant to any Bylaw, Local Government Act, or any Land Transport Rule, to the extent that they are in conflict with,

or recommended to be removed in regard to the parking and /or stopping restrictions described in 1-21 above.

22. Approves that these resolutions take effect when parking signage and/or road markings that described in 1 to 21 are in place (or removed in the case of revocations).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The Church Corner area is busy with many people walking, cycling, accessing public transport and driving through, particularly at school times and when people are travelling to work. Whether people are travelling through this area on foot, by bicycle, bus or driving, they should be able to do so safely. If Council are to achieve its goal in reducing death and serious injuries on our roads, we need to create a safe transport system; one that recognises humans make mistakes and that these mistakes do not need to cost us our lives.
- 3.2 Options within this report have been assessed against relevant industry-standard guidance including the Standard Safety Intervention Toolkit Handbook produced by NZTA Waka Kotahi and Austroads design guides. Traffic signals are not typically identified and promoted as a Safe System solution, primarily due to the angle and impact speed of crashes at signalised intersections. Safe Speed Platforms (Raised Safety Platforms) are a vertical deflection device increasingly used to reduce the maximum comfortable operating speed for vehicles to Safe System collision speeds. The tolerable limit (survivable speed) for pedestrians and cyclists is 30 km/h.
- 3.3 Since the installation of the platform at the Lincoln/Barrington/Whiteleigh intersection, safer speeds by drivers entering the intersection have been achieved as shown in the chart below. In the preceding five-year period (2018-2022) there were 21 reported crashes at the Lincoln/Barrington/Whiteleigh intersection including two crashes resulting in serious injury. There have been no reported crashes at this intersection in 2023 (as of 16/01/2024).



Approach 85th percentile operating speeds at the Lincoln/Barrington/Whiteleigh intersection (vehicle speeds are at the bottom of the graph)

- 3.4 During consultation for Christchurch Regeneration Acceleration Facility (CRAF) projects, a request was received from a local blind resident for improvements to the section of Waimairi Road from Riccarton Road to Peer Street to help improve safety and accessibility for vision-

impaired, disabled and elderly people. This included a project to investigate the need for a signalised pedestrian crossing at the Bush Inn Centre.

- 3.5 The recommendations in this report will help to achieve the desired community outcome of having well-connected communities and neighbourhoods, so people can take fewer and shorter trips to access goods and services and have access to safe and reliable low-emission travel choices.

4. Alternative Options Considered Ētahi atu Kōwhiringa

Main South Road/Yaldhurst/Riccarton

- 4.1 Three options were proposed by the design team for the Main South Road/Yaldhurst Road/Riccarton Road intersection:

Option 1	Option 2	Option 3
Speed humps on Riccarton Rd on approach to intersection (both east and west bound directions).	Cul de sac on Main South Road (9m radius) to remove entry from MSR onto Riccarton/Yaldhurst. Provide westbound entrance to Main South Rd with give way priority at the cul de sac to allow for bus route access.	Create left in left out T-intersection at Main South Rd/Yaldhurst.
Build out southern footpath at bus stop outside countdown by approx. 0.8m, west of Hansons Ln.	Build out southern footpath at bus stop outside countdown by approx. 0.8m, west of Hansons Ln.	Build out southern footpath at bus stop outside countdown by approx. 0.8m, west of Hansons Ln.
Keep existing left turn lane from Main South Road onto Yaldhurst and leave existing crossing point to medical centre.	Install raised ped and cyclist (dual) crossing opposite medical centre, with shared path connection towards southern shared path on Main South Road.	Install raised pedestrian crossing opposite medical centre.
Retain crossing point opposite countdown.	Build out northern footpath along shops by approx. 1.0m.	Build out northern footpath along shops by approx. 1.0m.
Provide eastbound 1.8m cycle lane on Yaldhurst/Riccarton Rd which ends just after the bus stop (cycle sharrows markings to be provided after this point).	Provide eastbound 1.8m cycle lane on Yaldhurst /Riccarton Rd which ends just after the bus stop.	Provide eastbound 1.8m cycle lane on Yaldhurst /Riccarton Rd which ends just after the bus stop.
Reduce right turn bay for Brake St.	Reduce right turn bay for Brake St.	Retain existing length of right turn bay to Brake St.
Reduce westbound lane on Riccarton Road to one lane. Provide cycle ramp to enter existing shared path on southern side.	Reduce westbound lane on Riccarton Road to one lane. Provide cycle ramp to enter existing shared path on southern side.	Reduce westbound lane on Riccarton Road to one lane. Provide cycle ramp to enter existing shared path on southern side.

- 4.2 The advantages and disadvantages for each option are presented below.

	Option 1	Option 2	Option 3
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Advantages	Slows traffic on the approach to the intersection to give people more time to react should a crash occur.	Simplifies layout by removing the turning movements from Main South/Yaldhurst/Riccarton	Removes right turn from Main South/Yaldhurst/Riccarton
	Increases footpath width outside Countdown	Increases footpath width outside Countdown	Increases footpath width outside Countdown
	Slight improvement at the crossing point outside the Medical Centre	Improves crossing opportunities outside the medical centre.	Improves crossing opportunities outside the medical centre.
		Increases footpath width on the northern side of Riccarton Road	Increases footpath width on the northern side of Riccarton Road
		Increases accessibility for people walking/cycling on Main South Road to access shops and services on the north side of Riccarton Road.	Increases accessibility for people walking/cycling on Main South Road to access shops and services on the north side of Riccarton Road.
	Improves westbound cycle access to the Major Cycleway on Ballantyne Ave.	Improves westbound cycle access to the Major Cycleway on Ballantyne Ave.	Improves westbound cycle access to the Major Cycleway on Ballantyne Ave.
Disadvantages	Right turn from Main South Road to Yaldhurst is retained. While the consequence of a crash may be reduced with the traffic calming, the likelihood of a crash remains.	Re-assignment of traffic on the network. Modelling would need to be undertaken to understand the effects on the network.	Re-assignment of traffic on the network. Modelling would need to be undertaken to understand the effects on the network.
	Cost to change kerblines on south side, which may need altering again in future for MRT.	Cost to change kerblines on north and south side, which may need altering again in future for MRT.	Cost to change kerblines on north and south side, which may need altering again in future for MRT.
	No safer crossing points for people wanting to access shops and services on the north side of Riccarton Road.		

Riccarton/Hansons/Waimairi

4.3 Three options were proposed by the design team for the Hanson/Waimairi/Riccarton intersection:

Option 1	Option 2	Option 3
Westbound cycle lane on Riccarton Rd – 1.5m	Raised intersection <ul style="list-style-type: none"> ○ Tapered down to kerblines so platforms do not affect existing stormwater. 	Create a signalised Left-In-Left-Out intersection at Waimairi Road <ul style="list-style-type: none"> ○ Provide ‘reverse-seagull’ island on Riccarton Rd to

	<ul style="list-style-type: none"> ○ New median islands on Waimairi Rd and Hansons Lane installed to allow for different length intersection ramps for the approach and departure side. ○ Unable to fit a median island on Riccarton Rd east so used a uniform 2m ramp across approach and departure lanes 	<ul style="list-style-type: none"> allow busses only to turn right onto Waimairi and restrict right turn movement out of Waimairi. ○ Install median island on Riccarton Rd to physically remove right turn to/from Waimairi Rd ○ Green surfacing and bus only markings at right turn ● Provide traffic island on Waimairi to reduce southbound traffic to 1 lane at the intersection. ● Waimairi approach to stay signalised. ● Staggered dual ped & cyclist signal crossing on Riccarton Rd between Waimairi and Hansons, linked with signals.
Build out southern kerb and footpath (Between Hansons Lane and Auburn Avenue). This removes one westbound through lane at the signalised intersection.	Build out southern kerb and footpath (Between Hansons Lane and Auburn Avenue). This removes one westbound through lane at the signalised intersection.	Build out southern kerb and footpath (Between Hansons Lane and Auburn Avenue). This removes one westbound through lane at the signalised intersection.
Provide parallel parking markings on Waimairi Rd (northbound lane) to remove angle parking.	Provide parallel parking markings on Waimairi Rd (northbound lane) to remove angle parking.	Provide parallel parking markings on Waimairi Rd (northbound lane) to remove angle parking.
Remove LT slip and slip island on Waimairi Road - build out kerb to combine LT/TH movement into signalised intersection.	Remove LT slip and slip island on Waimairi Road - build out kerb to combine LT/TH movement into signalised intersection.	Remove LT slip and slip island - build out kerb to combine LT/TH movement.
Cyclist advanced stop boxes on all approaches.	Cyclist advanced stop boxes on all approaches.	Cyclist advanced stop boxes on all approaches.
Remove filter right turns.	Remove filter right turns.	Remove filter right turns.

4.4 The advantages and disadvantages for each option are presented below.

	Option 1	Option 2	Option 3
Advantages	Wider footpath on southern side.	Includes primary safe system treatment that physically controls speeds into the intersection. Likely to achieve safe system speeds for vulnerable users.	Restricts turn movements into and from Waimairi Road, prioritising bus movements only. New crossing installed between Hansons Lane and Waimairi Road to reduce the need for people to cross multiple approaches.
	Protected right turn from Riccarton Road to Hansons Lane.	Protected right turn from Riccarton Road to Hansons Lane.	

	Slip lane removed at Riccarton/Waimairi, improving journeys for people walking.	Slip lane removed at Riccarton/Waimairi, improving journeys for people walking.	Slip lane removed at Riccarton/Waimairi, improving journeys for people walking.
	Advanced boxes provided for people riding. On-road cycle lane provided on Riccarton Road for westbound users.	Advanced boxes provided for people riding. On-road cycle lane provided on Riccarton Road for westbound users.	Advanced boxes provided for people riding.
Disadvantages	Cost to change kerblines on south side, which may need altering again in future for MRT.	Cost to change kerblines on north and south side, which may need altering again in future for MRT.	Cost to change kerblines on north and south side, which may need altering again in future for MRT.
		Small benefits to walking and cycling on Riccarton Road. Slowing of vehicles through the use of the safer speed platform.	Re-assignment of traffic on the network. Modelling undertaken to understand the effects on the network.
			Block back effects from right turn queuing overflowing onto adjacent through lanes.

Waimairi Road crossing

- 4.5 An independent assessment was undertaken to determine the most suitable and safest crossing type. This is provided in **Attachment B**.

Safe System Assessment

- 4.6 A Safe System Assessment was completed as part of the optioneering for the improvements. The Safe System Assessment is a formal examination of a road related program, project or initiative that assesses the safety of the existing intersection and the proposals. The process assesses if, and how, existing or future changes aligns with safe system principles with a focus on safer roads and safer speeds. The assessment provides a score for the existing arrangement and a score for the options from a total score of 448 (the lower score the safer the outcomes). A summary of the scores from the Safe System Assessment can be found below. Note that the lower the score, the safer the option.

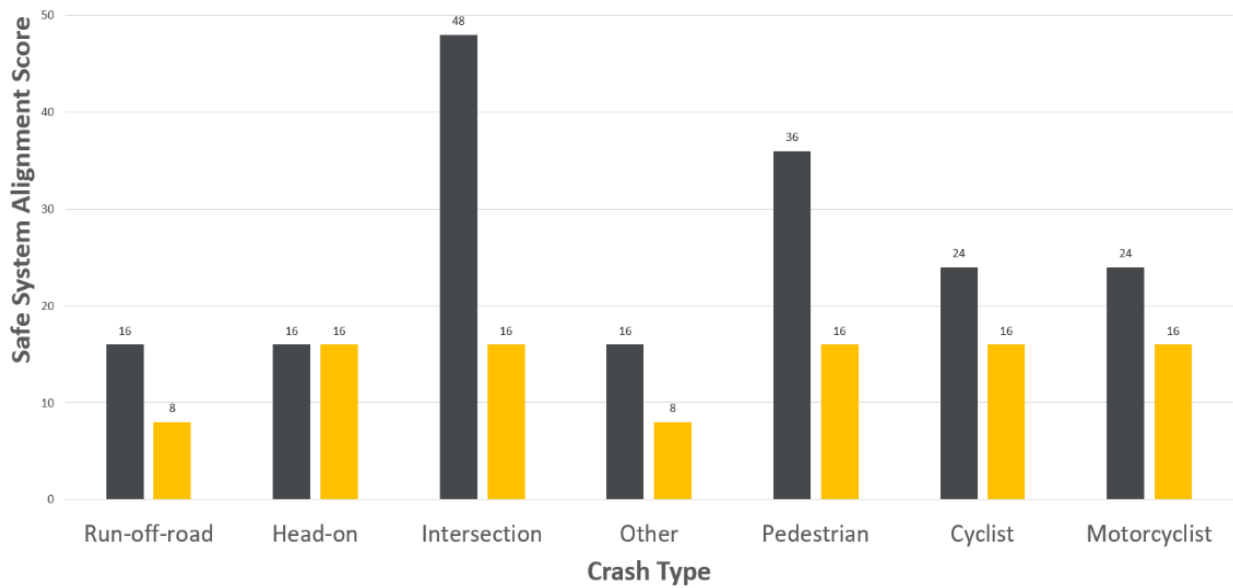


Chart 1: Summary safe system assessment collision type at Main South, Yaldhurst and Riccarton/Waimairi/Hansons (black is existing and orange is proposed)

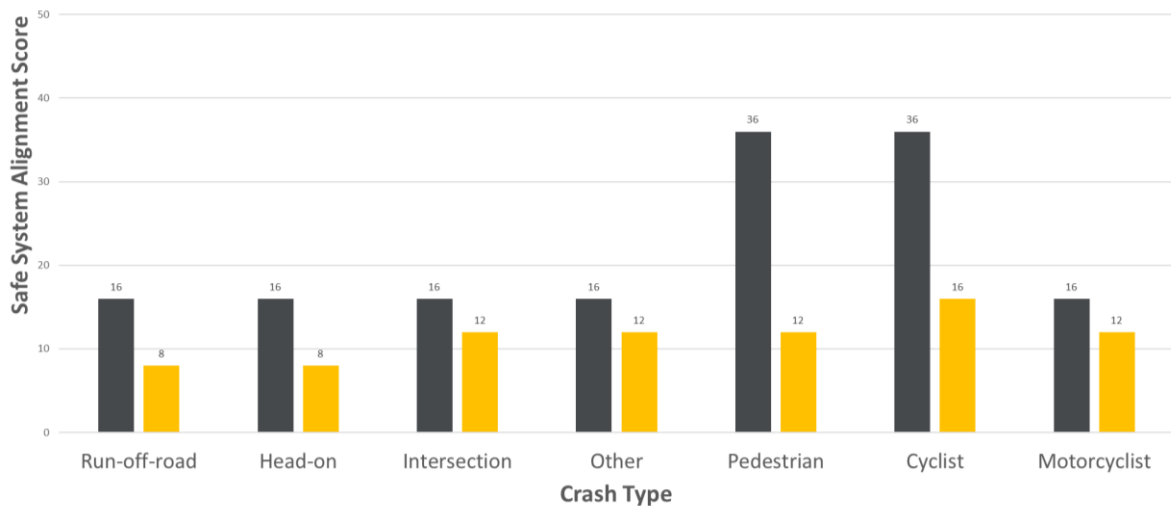


Chart 2: Summary safe system assessment collision type at Waimairi Road (black is existing and orange is proposed)

- 4.7 Chart 1 summarises the assessment of the Riccarton Road changes, which demonstrates that the closure of Main South Road at Yaldhurst and the Safe Speed Platforms at Riccarton/Hansons/Waimairi reduces the likelihood and severity of crashes for the intersections making them more safe system aligned. The Standard Safety Intervention Toolkit assumes a death and serious injury reduction of 40% by implementing raised safety platforms at existing signalised intersection.
- 4.8 The signalised crossing on a raised platform on Waimairi Road has benefits for all road users as shown in Chart 2.

5. Detail Te Whakamahuki

- 5.1 Improving safety on local roads in Christchurch is a priority for the Christchurch City Council. Providing safe infrastructure is key to ensure people get to where they are going safely irrespective of their mode of travel. Council has a Level of Service to reduce the number of deaths or serious injuries from all crashes by 40% in 2030. That is a reduction of five or more

- per year, and for this to be under 71 crashes per year within the 10-year period. This is also a goal in the Road Safety Action Plan, which is a collaborative plan between Christchurch City Council, NZTA Waka Kotahi, ACC, FENZ and New Zealand Police.
- 5.2 Information was extracted from the Life in Christchurch Survey to understand how people, who selected Bush Inn-Church Corner as their mall of choice, travel to the centre:
- 5.2.1 The majority visit once a week (53.33%), with the next highest frequency being two to four times a week (26.67%).
- 5.2.2 Most travel by car (66.67%), with the next highest mode being walking (16.67%).
- 5.2.3 Of those travelling by car, 45% find it very easy, and 35% find it easy.
- 5.2.4 Of those walking, 21.43% find it easy, 19.64% find it very easy, and 17.86% find it very difficult. There is a fairly even spread of difficulty for walkers.
- 5.3 The Church Corner area includes the Bush Inn Centre, Church Corner Mall, St Peters Anglican Church, a medical centre, supermarkets, other local shops and businesses. The University of Canterbury and student accommodation is located to the north of Riccarton Road, and there are two large schools close by including Villa Maria and Kirkwood Intermediate. These all generate foot traffic, so it needs to be safer for people wanting to cross the road. Further information on pedestrian counts and ward data is provided in **Attachment C**.
- 5.4 There are signalised crossing facilities at the Riccarton/Hansons/Waimairi intersection and designated crossing points in the median island close to the Main South Road/Yaldhurst Road intersection for people to cross.
- 5.5 It is proposed to provide improvements for people walking by providing additional crossing points and removing the slip lane from Riccarton Road into Waimairi Road. The primary reason for the removal of the slip lane is that it can make crossing a road feel unsafe for people walking, particularly children or vulnerable pedestrians. Drivers are focussing on what traffic may be coming from the right to see if they can pass through without stopping, which can sometimes lead to people speeding up to take the gap.
- 5.6 Many pedestrians have been observed crossing Riccarton Road using the median islands between the Hansons Lane intersection and the Main South Road intersection, but not at the designated crossing. This is an attractive place to cross given the location of bus stops, however pedestrians are required to cross two lanes of traffic in each direction in faster traffic.
- 5.7 There are no facilities for people riding bicycles through the Riccarton/Hansons/Waimairi intersection on Main South/Yaldhurst intersection. The South Express Cycleway provides a short local connection to Countdown entrance on the south side of Riccarton Road. The 2023 counts identified that there were 43 people riding bicycles through the intersection of Riccarton/Hansons in the morning peak hour, 72 in the afternoon peak hour and 17 during the off-peak lunchtime period. Some people were observed riding on the footpaths.
- 5.8 There are five bus routes that use the stops on Riccarton Road to the west of Hansons Lane including the numbers 5, 86, 100, 130 and 140. The Orbiter bus route turns right into Waimairi Road from Riccarton Road (and left out for return journey). The 5, 100 and 130 bus routes turn left into Main South Road for the outbound journey and use Curletts Road and the Peer/Yaldhurst intersection to travel east through Church Corner. There are bus stops located through the project area. There are no changes to bus routes, however there is a change to the stop outside Bush Inn on Waimairi Road to accommodate the signalised crossing.
- 5.9 There are approximately 2100 vehicles passing through the Riccarton/Hansons intersection in the morning peak and 2400 in the evening peak. There are approximately 1900 vehicles passing through at lunchtime.

- 5.10 There is little guidance given to drivers on the westbound approach to the Riccarton Road/Yaldhurst Road/Main South Road intersection, which can lead to late lane change decisions. There is nothing to prevent late lane changing, and this increases potential for vehicles giving way on Main South Road to be confused as to whether they need to give way to westbound traffic. Although the visibility of oncoming traffic on Main South Road is clear, it is possible that the combination of the curve of Riccarton Road and the two westbound lanes attributes to poor perception of vehicle speed and gap selection by traffic waiting to exit Main South Road.

Crash information for Main South/Yaldhurst/Riccarton

- 5.11 In the full ten-year period between 2013 and 2022, and the partial year of 2023 (not all crashes are recorded straight away), there were 83 reported crashes at or within 50 metres of this intersection. Of the 83 crashes:
- 76 were a result of crossing/turning movements
 - Four were a result of loss of control/head on
 - Two crashes were a result of rear-end/obstruction
 - One crash involved a person walking.
- 5.12 Of the 76 crossing/turning crashes, two resulted in a serious injury, and six resulted in a minor injury. There was no pattern in the two serious injury crashes:
- 5.12.1 One driver failed to stop at the give-way when turning right from Main South Road onto Riccarton Road and has driven into the corner of a bus that was about to turn into Yaldhurst Road from Riccarton Road.
- 5.12.2 One driver failed to stop at the give-way when turning right from Main South Road onto Riccarton Road and has driven into a cyclist travelling west on Yaldhurst Road from Riccarton Road.
- 5.12.3 The six minor crashes were also similar to the serious crashes in that all drivers exiting Main South Road have hit a vehicle travelling westbound on Riccarton Road to Yaldhurst Road. In four crashes, the driver on Main South Road had failed to give-way, and in two instances the driver on Main South Road failed to see the vehicles approaching and have exited into the path of the oncoming traffic.
- 5.12.4 The remaining 68 crashes were non-injury crashes, however on several occasions FENZ have attended due to the significant damage to vehicles. Ambulances have also been dispatched to many of the crashes alongside Police. This crash type varies from two to 12 per year. Drivers exiting Main South Road have stated that they have failed to see a vehicle, failed to give-way and have mis-judged the speed of the vehicle approaching from the east. In several crashes, the driver travelling westbound has been unable to stop in time when seeing a driver exiting from Main South Road. Two crashes involved buses travelling along Riccarton Road to Yaldhurst Road.
- 5.13 Two of the four loss of control/head on crashes occurred in 2021, the remaining two occurred in previous years. There are no trends in the data, with the following crashes occurring:
- Vehicle travelling westbound, has swerved hit the central island and then the driver has overcorrected ending up half on the footpath outside the church.
 - Vehicle approached intersection on giveaway sign failed to see motorcycle and failed to give way, motorcycle swerved to avoid head on collision crossed centreline and was hit by a car driving the other way.

- A driver turning right from Main South Road has entered the intersection, has panicked on seeing an eastbound driver approaching from Yaldhurst Road, and hit the accelerator ending in the front of a building.
 - A driver turning right from Main South Road has lost control turning right. Was travelling over the temporary 30km/h limit used for the roadworks.
- 5.14 The two rear end crashes happened in two different years, one has involved a vehicle turning right into a side road away from the intersection and has hit a vehicle where the driver has made a last minute change to turn into the same entrance, the second crash involved a vehicle giving way to a rubbish truck collecting rubbish travelling eastbound on Riccarton Road and has been hit at the rear.
- 5.15 The crash involving the pedestrian resulted in minor injury only. The pedestrian had walked out into the road when walking with friends.

Crash information for Riccarton/Waimairi/Hansons

- 5.16 In the full ten-year period between 2013 and 2022, and the partial year of 2023 (not all crashes are recorded straight away), there were 41 reported number of crashes at and within 50 metres of this intersection. During this time, there was one fatal crash, two crashes that resulted in serious injury, 11 crashes resulting in minor injury, and 27 that resulted in non-injury but mainly vehicle damage.
- 5.17 One crash resulted in a person losing a life. The crash involved a vehicle performing a filtered right turn onto Hansons Lane, who hit a westbound motorcyclist on Riccarton Road during early morning hours in 2021.
- 5.18 Two crashes resulted in serious injury to people travelling outside a vehicle:
- 5.18.1 One crash involved a vehicle performing a filtered right turn onto Hansons Lane, who hit a westbound motorcyclist on Riccarton Road during the evening hours in 2022.
- 5.18.2 One involved a person riding a bicycle south on Waimairi Road towards Riccarton Road and has collided with the rear of a vehicle. This crash occurred in 2021.
- 5.19 Of the remaining 38 crashes, 11 resulted in minor injury, this included three pedestrians being hit when crossing the road. These crashes occurred in two different locations:
- Waimairi Road, north of the entrance to Bush Inn.
 - Riccarton Road to the west of Hansons Lane (two crashes).
- 5.20 A further collision occurred involving a pedestrian being hit when crossing the slip lane on Waimairi Road at the intersection with Riccarton Road.
- 5.21 19 of the 38 crashes involved drivers turning at the intersection and being hit, six of which have resulted in a minor injury.
- 5.21.1 Seven of the crashes occurred at the Hansons/Riccarton intersection. Five vehicles turning right from Hansons Lane were hit by vehicles travelling westbound on Riccarton Road that had failed to stop at a red. A vehicle turning left from Hansons Lane was also hit by a westbound vehicle that had failed to stop at a red. Two crashes involved a vehicle turning right from Riccarton Road into Hansons Lane, which had failed to give way to a westbound vehicle.
- 5.21.2 Ten of the crashes occurred at the Riccarton/Waimairi Road intersection:
- Four crashes involved people turning right from Riccarton Road and crashing with vehicles travelling eastbound that had proceeded through a very late orange/start of red.

- Two crashes involved a vehicle turning right into Waimairi Road that had failed to give-way, on one occasion this was failing to see the motorcycle travelling east.
- One crash involved a vehicle waiting in the intersection to turn right and was hit by an oncoming vehicle travelling east on Riccarton Road. One crash involved a vehicle waiting to turn right into Waimairi Road when the signals were not operating, and one vehicle has indicated to the driver to turn but the driver has failed to see the car approaching in the other lane.
- Two vehicles exiting Waimairi Road were hit by people travelling on Riccarton Road (one in each direction) that had passed through a red signal. One vehicle that was hit was a bus.

5.21.3 Two of the crashes occurred on Waimairi Road at the Bush Inn entrance. One involved a vehicle turning in to the Bush Inn Centre and failing to see a vehicle travelling in the left turn lane accessing the centre, and the other involved a vehicle exiting that had failed to see a vehicle had exited Leslie Street.

- 5.22 Eight of the 38 crashes resulted in the rear end of a vehicle being hit (one was a cycle travelling on the footpath). These were all non-injury crashes, with vehicle only damage being reported. Four occurred on the approach to signals, two of which occurred on the Waimairi Road approach. In each instance a vehicle was following too closely with little time to react.
- 5.23 Five of the 38 crashes involved loss of control by the driver. Three drivers were attempting to turn right into Waimairi Road from Riccarton Road, one turning left from Riccarton Road into Waimairi Road, and one turning right from Riccarton Road to Hansons Lane. On each occasion, the vehicle hit the traffic signals. Four of the five crashes occurred at night after 10pm.
- 5.24 Two of the 38 crashes involved vehicles overtaking and hitting other vehicles. One was a result of a late lane change to exit onto Main South Road, one was an inexperienced and impatient driver.

Crash information for Waimairi Road crossing

- 5.25 In the full ten-year period between 2013 and 2022, and the partial year of 2023 (not all crashes are recorded straight away), there have been no reported crashes at the location of the existing island.

Changes following engagement

- 5.26 Following consultation, changes been made to the proposal, which include:
- 5.26.1 Adding a speed hump on Bowen Street at the intersection with Peer Street to slow vehicle traffic entering this local street.
 - 5.26.2 Add sharrow markings in the shared through/left lanes between Hansons Lane and Waimairi Road to remind drivers that people riding bicycles are present.
 - 5.26.3 Add additional coloured surfacing road marking alongside the bus stop on Riccarton Road.
 - 5.26.4 Futureproof the zebra crossing on Riccarton Road/Yaldhurst Road to change to a dual crossing in future if people on bicycles are observed crossing at this location.
- 5.27 The decision affects the following wards/Community Board areas:
- 5.27.1 Riccarton Ward.
 - 5.27.2 Waipuna Halswell-Hornby-Riccarton

6. Community Views and Preferences Ngā mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

- 6.1 Early engagement with key stakeholders started in late October 2023. An email was sent to key transport stakeholders, local organisations and schools to advise them of the proposed changes and offer to meet with staff.
- 6.2 Staff met with Bush Inn Centre on 2 November and St Peter's Anglican Church, St Peter's Anglican Pre-School, and Petersgate Trust on 10 November 2023 to discuss the proposed changes.
- 6.3 Staff visited 66 local businesses around Church Corner on 6 and 8 November 2023. Staff also door knocked eight residential properties around the proposed Waimairi Road crossing. Flyers were left for anyone that was unavailable to speak with staff.
- 6.4 Consultation started on 9 November and ran until 7 December 2023. An email was sent to 173 key stakeholders.
- 6.5 The consultation was hosted on [Kōrero mai | Let's Talk](#) which had over 8,500 views throughout the consultation period. A flythrough video of the proposed changes was created and posted on the [Council's YouTube Channel](#) which had over 5,000 views. A Chinese voiceover version of the flythrough video was sent directly to Chinese groups in Christchurch which had over 100 views.
- 6.6 The consultation was posted on the council Facebook page and was shared to eight local community group pages which reached over 8,800 people.
- 6.7 A flyer was distributed, and a letter was sent to absentee owners of 300 residential properties around Church Corner on 13 November 2023. 100 copies of the flyer were also dropped to St Peter's Anglican Church and St Peter's Anglican Pre-School.
- 6.8 Paid advertising promoted the consultation to the community, including digital and newspaper ads, bus shelter and washroom posters, digital screens utilised in Upper Riccarton Library, Riccarton Library and Jellie Park and signs put up near pedestrian crossing points around Church Corner and Waimairi Road.

Summary of Submissions Ngā Tāpaetanga

- 6.9 Submissions were made by 12 recognised organisations and 292 individuals.
- 6.10 A full table of submission feedback is available online or in **Attachment D**.
- 6.11 Submitters were asked questions about the following sections of the proposal:
 - The Riccarton Road, Hansons Road and Waimairi Road intersection.
 - The Main South Road and Yaldhurst Road intersection.
 - The Curletts Road and Main South Road intersection.
 - The raised signalised pedestrian crossing on Waimairi Road.
- 6.12 For each section of the proposal, submitters were asked how safe they feel using these intersections and crossing points now, compared to how safe they think they would feel if the proposed changes were made.
- 6.13 The existing Riccarton Road, Hansons Lane and Waimairi Road intersection is perceived as somewhat or very safe by 93 submitters. If the proposed changes were implemented, 171 submitters said they would feel somewhat or very safe.

- 6.14 The existing Main South Road and Yaldhurst Road intersection is perceived as somewhat or very safe by 71 submitters. If the proposed changes were implemented, 173 submitters said they would feel somewhat or very safe.
- 6.15 The existing Curletts Road and Main South Road intersection is perceived as somewhat or very safe by 98 submitters. If the proposed changes were implemented, 151 submitters said they would feel somewhat or very safe.
- 6.16 Crossing Waimairi Road near Bush Inn Centre currently is perceived as somewhat or very safe by 66 submitters. If the proposed changes were implemented, 179 submitters said they would feel somewhat or very safe.
- 6.17 The overall shift in safety perception across all the proposed changes is shown below in Table 1. A full breakdown analysis, key themes from submitters and a 'how to' on reading these tables is available in **Attachment E**. This also includes detailed feedback from key stakeholders including Environment Canterbury and staff response.
- 6.18 Overall, submitters indicated that they would feel safer if the proposed changes were made to each of the intersections or crossing points. There is a general increase in submitters saying they would feel somewhat safe (at least 11%) or very safe (at least 5%).





















Overall shift in safety perceptions across all proposed changes					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Riccarton, Hansons, Waimairi intersection (292)	 -27, -9.25%	 -64, -21.92%	 +11, +3.77%	 +63, +21.58%	 +15, 5.14%
Main South, Yaldhurst intersection (292)	 -61, -20.89%	 -50, -17.12%	 +10, +3.42%	 +60, +20.55%	 +42, +14.38%
Curletts, Main South intersection (292)	 -25, -8.56%	 -40, -13.70%	 +12, +4.11%	 +34, +11.64%	 +19, +6.51%
Waimairi Road crossing (292)	 -51, -17.47%	 -56, -19.18%	 -6, -2.05%	 +64, +21.92%	 +49, +16.78%

Table 1 - Overall shift in safety perceptions across all proposed changes

7. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 7.1 Council's strategic priorities have been considered in formulating the recommendations in this report, including, residents having equitable access to a range of transport options that make it easy and safe to get around the city, and reduce emissions as a Council and as a City.
- 7.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 7.3 Transport
- 7.3.1 Activity: Transport
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=96 crashes
 - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <= 12 crashes per 100,000 residents

Policy Consistency Te Whai Kaupapa here

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

Impact on Mana Whenua Ngā Whai Take Mana Whenua

7.5 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 specifically impact Mana Whenua, their culture and traditions.

7.6 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.

7.7 The effects of this proposal upon Mana Whenua are expected to be insignificant as the proposal involves minor work within the existing carriageway.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

7.8 The decisions in this report are likely to:

7.8.1 Contribute neutrally to adaptation to the impacts of climate change.

7.8.2 Contribute positively to emissions reductions.

7.9 The emission reductions associated with this project have not been estimated.

7.10 Improving the ability for people to walk and cycle are a key part of council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.

7.11 From the 2022 Life in Christchurch Transport Survey, 96 percent of respondents travel by car. Inconsiderate and dangerous behaviour from other road users and sharing the road with cars were the main reasons respondents found it difficult to bike.

7.12 Improving safety and making the intersection feel safer would address some of the barriers to people making sustainable travel choices. Removing these barriers will lead to reductions in vehicle kilometres travelled and consequently emissions from transport.

7.13 The National Emissions Reduction Plan (ERP) states we will have to 'substantially improve infrastructure for walking and cycling' to meet our emissions targets (including a 20% reduction in light Vehicle Kilometres Travelled by 2035 - required under the ERP). Improving the quality of walking and cycling infrastructure is also a key part of the Ministry of Transport and Waka Kotahi's efforts to decarbonise the transport system, so improving safety for these users would be consistent with national direction.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

7.14 This proposal improves accessibility for pedestrians/cyclists, by providing a safer means of crossing at the intersection and on Waimairi Road.

8. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

8.1 Cost to Implement - \$810k for the works on Riccarton Road and on Waimairi Road to Leslie Street. The Waimairi Road signalised crossing is estimated to cost \$500k. These are estimates and not tendered prices.

8.2 Maintenance/Ongoing costs - To be covered under the area maintenance contract, the effects will be minimal to the overall asset.

8.3 Funding Source –

- 8.3.1 Traffic Operations Minor Road Safety Budget for Riccarton Road and Main South Road projects.
- 8.3.2 Waimairi Road signalised pedestrian crossing (CPMS 73676) is funded through the Christchurch Regeneration Acceleration Facility (CRAF) in the Long-Term Plan.
- 8.4 Funding support - Waka Kotahi have confirmed that funding support at 51% is approved for the intersection works on Riccarton Road and Main South Road through the low-cost low-risk programme. Activities funded through the Low-Cost Low-Risk investment pathway do not need to calculate a benefit-cost ratio. Funding support is only guaranteed for this financial year.

Other He mea anō

- 8.5 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 other legal context, issue or implication relevant to this decision.
- 9.5 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 9.1 - 9.3.

10. Risk Management Implications Ngā Hīraunga Tūraru

- 10.1 None identified.

11. Next Steps Ngā Mahinga ā-muri

- 11.1 Should the intersection and pedestrian safety improvements be approved, construction will follow this financial year.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Church Corner Safety Improvements	24/95888	
B	Waimairi Road Crossing Background Information	24/79397	
C	Church Corner Ward and Pedestrian Information	24/79383	
D	Church Corner safety improvements - all submissions (public)	24/94712	
E	Church Corner safety improvements - submission analysis	24/95777	

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	Gemma Dioni - Principal Advisor Transportation - Safety Ann Tomlinson - Project Manager Krystle Anderson - Engagement Advisor Georgia Greene - Traffic Engineer
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management





Memorandum

To	Ann Tomlinson
Copy	
From	Steph Hautler
Office	Christchurch
Date	5 September 2023
File/Ref	6-DHLIM.07
Subject	Crossing Selection for Waimairi Road

Background

CCC have requested a review using the using the Pedestrian Network Guide Crossing Selection Process to determine the crossing selection type for Waimairi Road near Bush Inn.

The location we are reviewing currently has a staggered pedestrian refuge which leads to a bus stop with no crossing facility provided on the eastern side.



Figure 1: Potential crossing facility location on Waimairi Road with existing refuge



Site Data

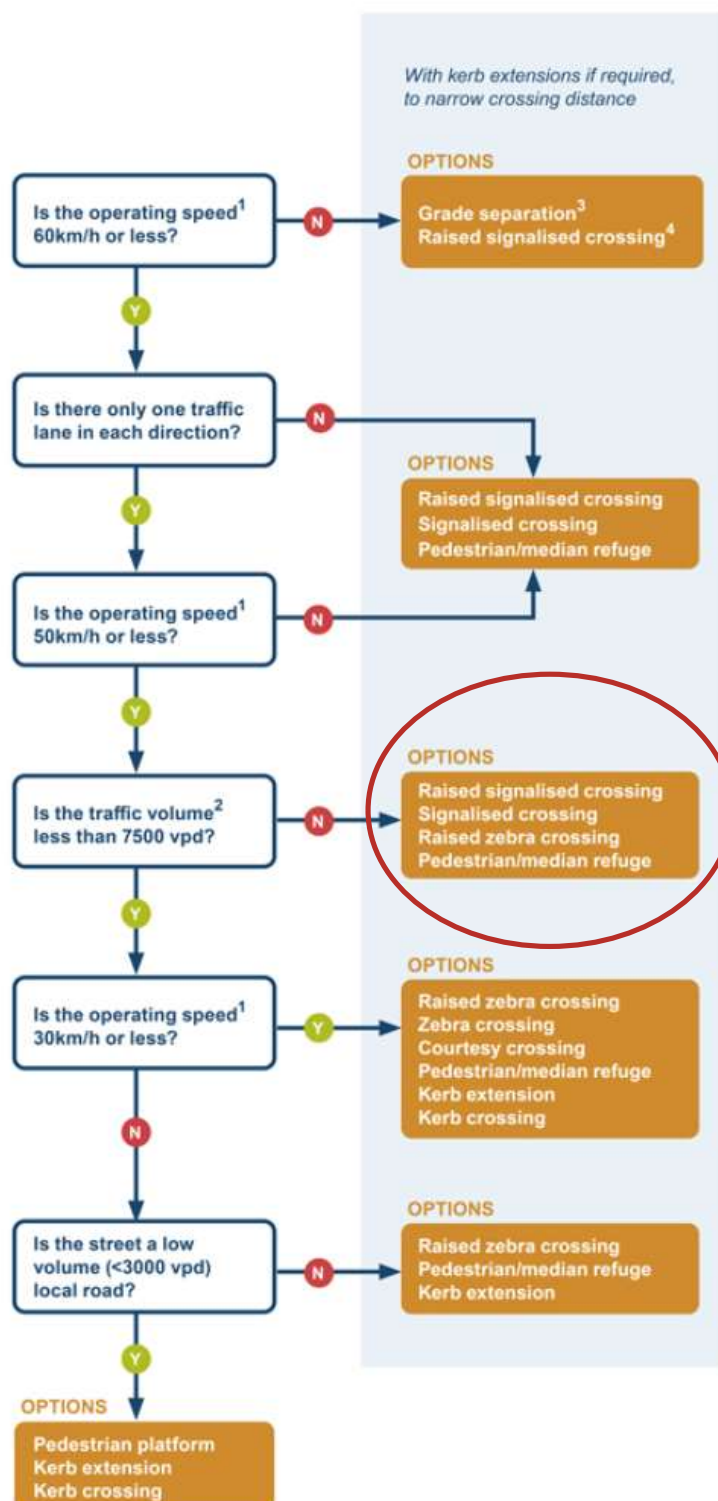
The following contextual data and/or assumptions have been made:

Variable/Condition	Details	Data Source
Street Function	Waimairi Road is categorised as an Urban Collector under the One Network Framework: To provide efficient movement of people and goods from A to B.	MegaMaps
Traffic Volume	10,719 vpd 4.2% HCVs = 450 vpd	MegaMaps CCC Links
Vehicle operating speeds	43 km/hr (free flow speed not 85%)	MegaMaps
Posted Speed Limit	50km/hr	MegaMaps
Safe and Appropriate Speed	40km/hr	MegaMaps
Who is expected to use the crossing	During pedestrian counts there were multiple school aged users as well as elderly or disabled users. A meeting with CP Lin outlined the need for a controlled crossing for elderly and visually impaired residents to move between the residential side of Waimairi and the shopping centre of Bush Inn as well as accessing the Orbitor bus on both sides of Waimairi.	Observation Meeting with CP Lin
Road Layout	The road layout is currently single lane in each direction. However, there is no formal flush median to form the space for the existing staggered crossing, it is located in the right turn bay into Leslie Street. There is a bus stop on the east side. Footpath connectivity is incomplete with no pedestrian drop kerb on the east side. Several pedestrians crossing to Bush Inn from the west side, were observed walking up the Bush Inn driveway. The geometry of the staggered refuge is subject to further investigation for compliance.	Site observation
Surrounding Land Uses/Place Value	Bush Inn Shopping centre is to the east with Church Corner shops to the west. Further north along Waimairi there are residential homes. There are bus stops for the Orbiter Bus on both sides of the road including a taxi rank on the west side of the road alongside the shopping centre.	Site observation
What is the best location of the crossing to match pedestrian desire lines.	Following the site observation, it is noted that the current location of the pedestrian crossing is on the pedestrian desire line and also suitably located between the bus stops to form a tail to tail arrangement. It is underutilised due to lack of	Site observation

	appropriate pedestrian access facilities on the east side.	
Crashes	2 ped crashes in 10 years within site extents	CAS
Ped Count Movement	<p>Ped count data was taken on the Date and Time: 30th May 2023, 08:00-09:00 and 15:00-16:00</p> <p>The count data is attached. There were 21 pedestrians in the morning count and 65 in the afternoon count crossing near or on the pedestrian refuge.</p> <p>There were also significant numbers crossing midblock between Riccarton and Leslie. (57 morning and 103 afternoon). This amount may reduce when the signals across the intersection of Waimairi/Riccarton have the slip lane removed.</p>	Ped count data from on

Mid-Block Crossing Selection Flowchart

Using the above data we end up with the circled options:



Conclusion

The flowchart gives us the four options of raised signalised, signalised, raised zebra and median refuge.

Using the Waka Kotahi Crossing Context table there are general geometric similarities between a raised signalised crossing and raised zebra crossing however the signalised crossing has more benefits listed that fit our contextual situation such as reducing community severance across a busy road and eliminating grade change for blind/low vision and elderly residents. A signalised crossing also provides clear information in the form of visual or audible (for visually impaired) signals for users as well as clear guidance on when a driver must stop. These are key benefits of a Signalised Crossing that would appeal to local community such as the blind/low vision residents and elderly residents.

A signalised crossing can also balance the delays to both peds and through traffic by encouraging platoon crossing (in groups instead of a trickle).

Under the Safe System we believe that a raised signalised crossing is the best option using the Mid-block Crossing Selection Flowchart.

Note: The Austroads Pedestrian Facility Selection Tool was not used in this review.



Memorandum

To	Ann Tomlinson
Copy	File
From	Steph Hautler
Office	Christchurch
Date	9 October 2023
File/Ref	6-DHLIM.07
Subject	Waimairi Road: Pedestrian Counts

Date and Time: 30th May 2023, 08:00-09:00 and 15:00-16:00

Weather Condition: Fine and dry, Daylight.

Time period: 08:00-09:00

Area: from southbound of Leslie Street to southbound of Waimairi Road

Pedestrian count around location A (along eastbound of Waimairi Road) is 21 ppl.

Pedestrian count around location B (along westbound of Waimairi Road) is 31 ppl.

Pedestrian count around location E (cross through Waimairi Road) is 21 ppl.

Pedestrian count around location F (cross through Leslie Street) is 23 ppl.

Area: from southbound of Leslie Street to southbound of Waimairi Road

Pedestrian count around location C (along eastbound of Waimairi Road) is 17 ppl.

Pedestrian count around location D (along westbound of Waimairi Road) is 8 ppl.

Pedestrian count around location G (cross through Waimairi Road) is 57 ppl.

Time period: 15:00-16:00

Area: from southbound of Leslie Street to southbound of Waimairi Road

Pedestrian count around location A (along eastbound of Waimairi Road) is 67 ppl.

Pedestrian count around location B (along westbound of Waimairi Road) is 67 ppl.

Pedestrian count around location E (cross through Waimairi Road) is 65 ppl.

Pedestrian count around location F (cross through Leslie Street) is 42 ppl.

Area: from southbound of Leslie Street to southbound of Waimairi Road

Pedestrian count around location C (along eastbound of Waimairi Road) is 59 ppl.

Pedestrian count around location D (along westbound of Waimairi Road) is 38 ppl.

Pedestrian count around location G (cross through Waimairi Road) is 103 ppl.



Bush Inn / Church Corner Minor Safety Improvements

Ward Profile & Pedestrian Movements

Riccarton Ward Profile

February 2022



The Riccarton Ward includes the suburbs of Riccarton, Ilam and Upper Riccarton as well as parts of Sockburn and Fendalton. Hagley Park is on the eastern border of the ward, through to Avonhead Road, English Street and along Main South Road to the Sockburn roundabout. North to South, the ward includes most of Mona Vale along Kotare Street, Creyke Road and Maidstone Road. The railway line forms most of the southern border.

As well as part of Mona Vale, the Riccarton Ward takes in the University of Canterbury campus and Riccarton House and Bush. The busy Riccarton Road bisects much of the ward, not just physically but also demographically and socially. There are marked differences in income levels, as well as housing prices, density and ownership between the two sides of the corridor.

There are a number of older houses on traditionally larger sections on the north side of Riccarton Road, whereas the south side has seen increases in housing density as the larger sections are subdivided and developed into multiple unit housing. This includes social housing where the former state house and section model is being converted into multi storied complexes.

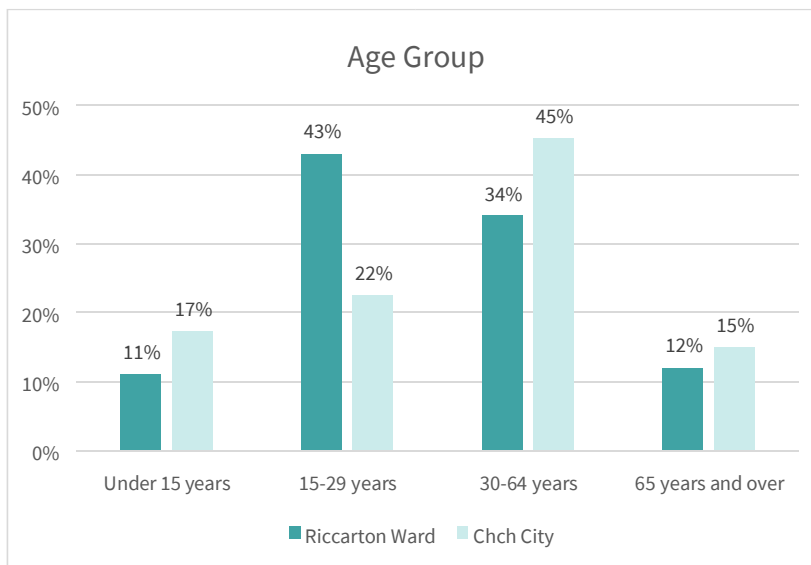
There are three major shopping centres in the ward; Bush Inn Centre, Tower Junction and the popular Westfield Mall, which is the largest retail complex in the South Island.

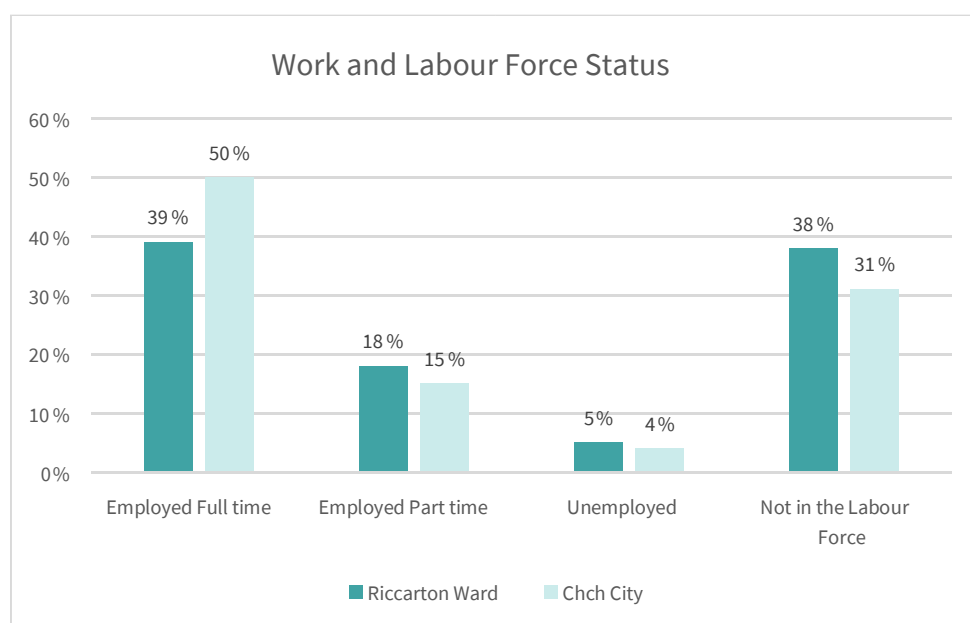
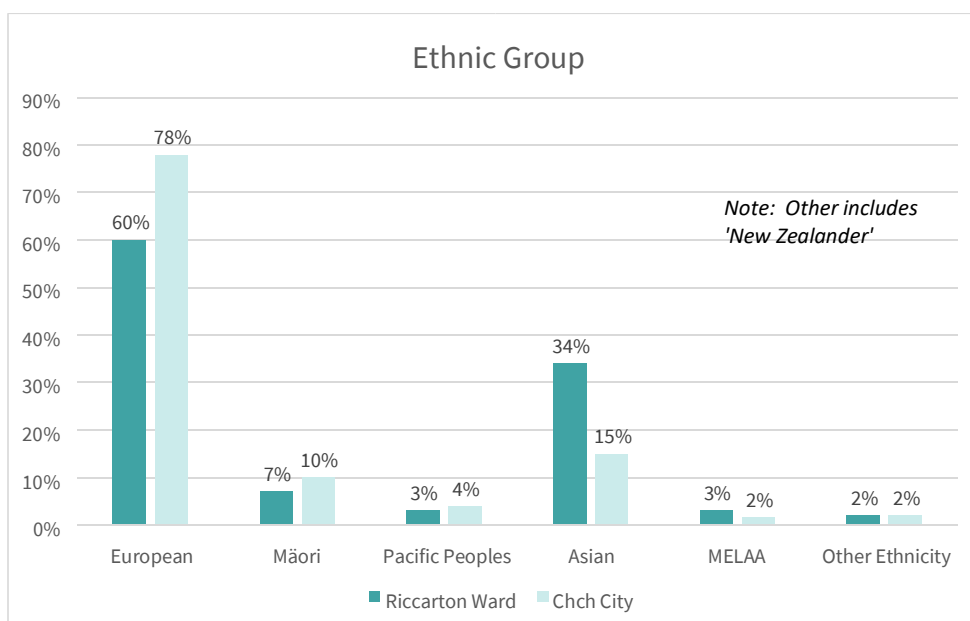
Profiles compiled by the Community Support and Partnerships Unit

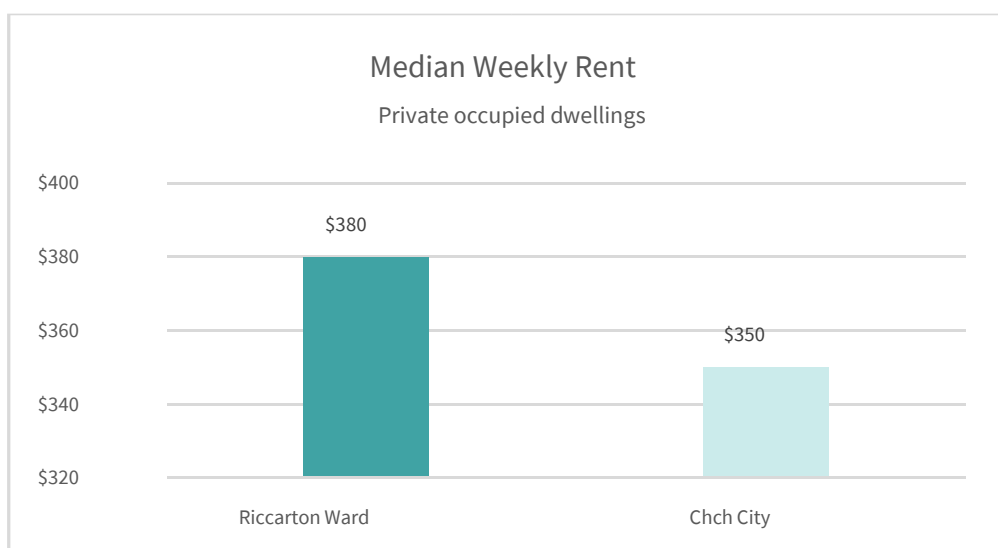
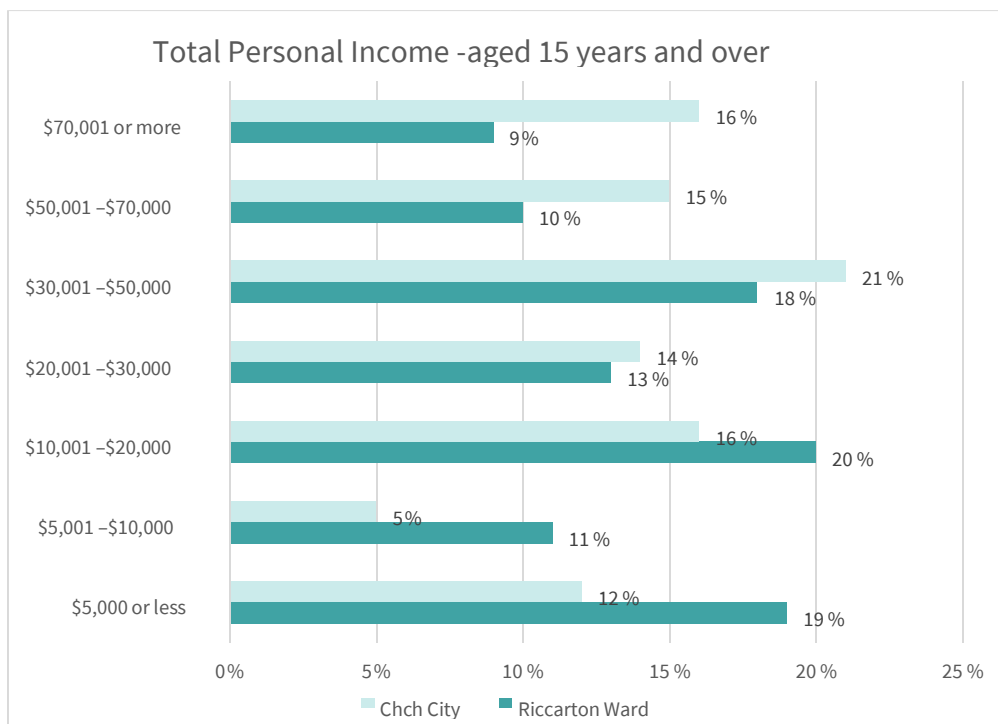
Facts and figures Demographic Summary (2018 Census Data)

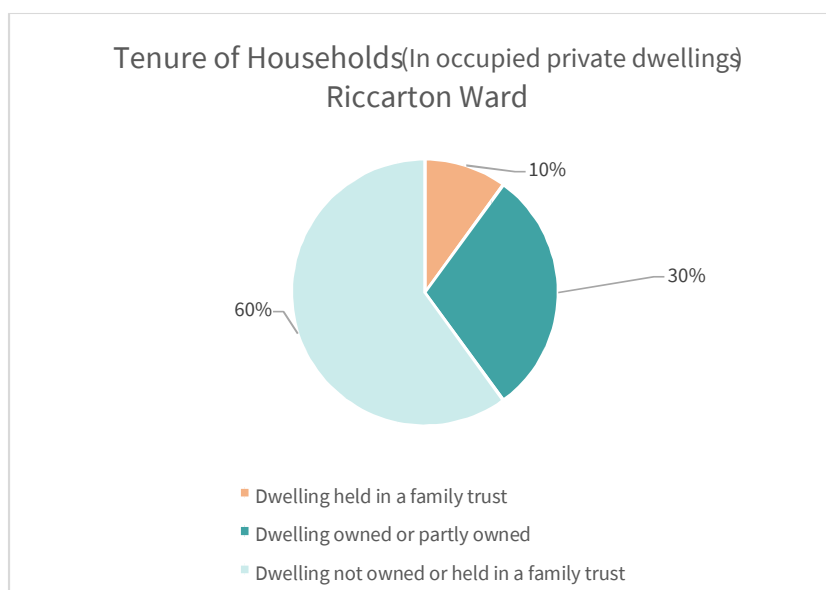
Population

The population within the Riccarton Ward boundary is: **24,861**









Number of Occupied Private Dwellings: 7,647

Facilities and Amenities

- 1 Council library: Upper Riccarton, (Community and school)
- 1 Council service centre: Rārākau: Riccarton Centre
- 3 Council owned social housing complexes with 84 units
- 3 shopping centres: Riccarton/Westfield, Bush Inn Centre and Church Corner, Tower Junction.
- 8 Schools: 3 primary, 1 intermediate, 3 secondary, 1 composite year 1-13
- University of Canterbury
- Approximately 2,500 businesses employing 25,800 people (2019)
- Two Council managed Community Facilities: Rārākau Riccarton Centre and Waimairi Road Community Centre.
- Major Sport and Recreation amenity: Wharenuī Recreation Centre Stadium,
- Historical properties: Riccarton House and Bush, St Peters Church and Kate Sheppard's former home

Life in Christchurch Survey – Bush Inn

Of those who selected Bush Inn-Church Corner as their mall of choice:

- The majority visit once a week (53.33%), with the next highest frequency being 2 to 4 times a week (26.67%).
- Most travel by car (66.67%), with the next highest mode being walking (16.67%).
- Of those travelling by car, 45% find it very easy, and 35% find it easy.
- Of those walking, 21.43% find it easy, 19.64% find it very easy, and 17.86% find it very difficult. There is a fairly even spread of difficulty for walkers.

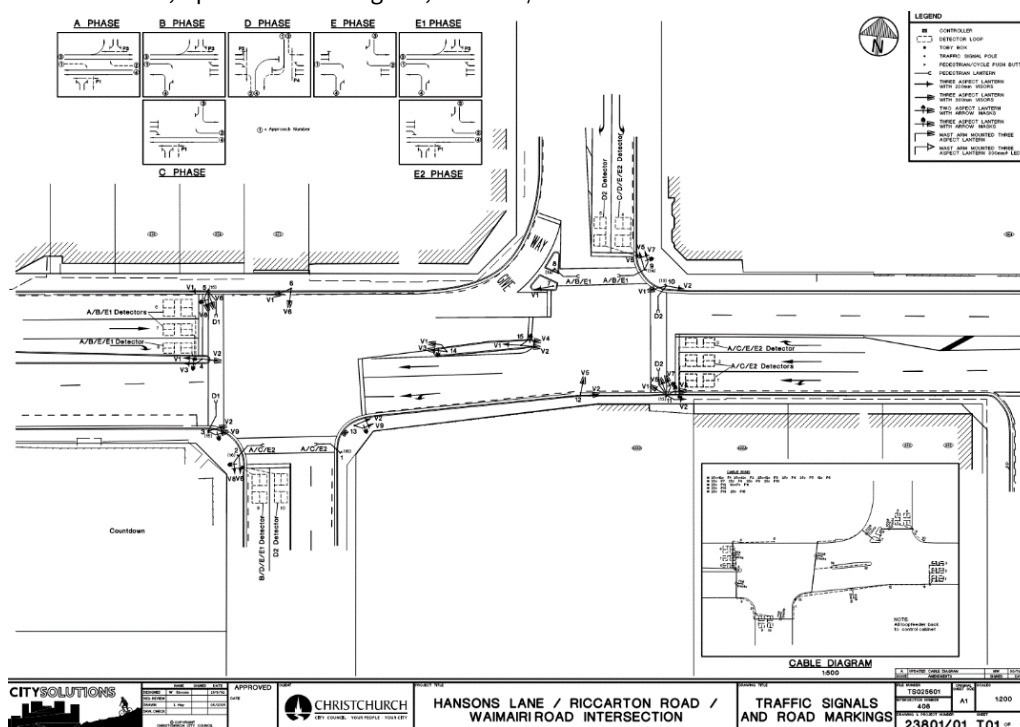
Pedestrian Movements

This investigation focuses on pedestrian movements at two major intersections along Riccarton Road near the Church Corner and Bush Inn shopping centres.

1. Latest traffic signals and road markings

- File number: TS025601
- Intersection Number: 408
- Drawing & project number: 23801/01

Version: Issue A, Updated cable diagram, dated 09/02



Methods

Pedestrian observations were conducted at each intersection, split into “West” (Hansons) and “East” (Waimairi) sites. Observations took place 5th-21st of December.

The journeys of individual pedestrians crossing the road were tracked during peak hours at each site. Pedestrians that did not perform crossings were not counted. Morning observations were conducted between 8am-9am, afternoon observations between 5pm-6pm, and weekend peaks between 1pm-2pm.

Due to time constraints a one-hour observation was conducted per time slot, and a half-hour confirmation count was performed on a different day.

Data

Crossing points are given letter codes to describe possible pedestrian journeys and to allow visualisation.

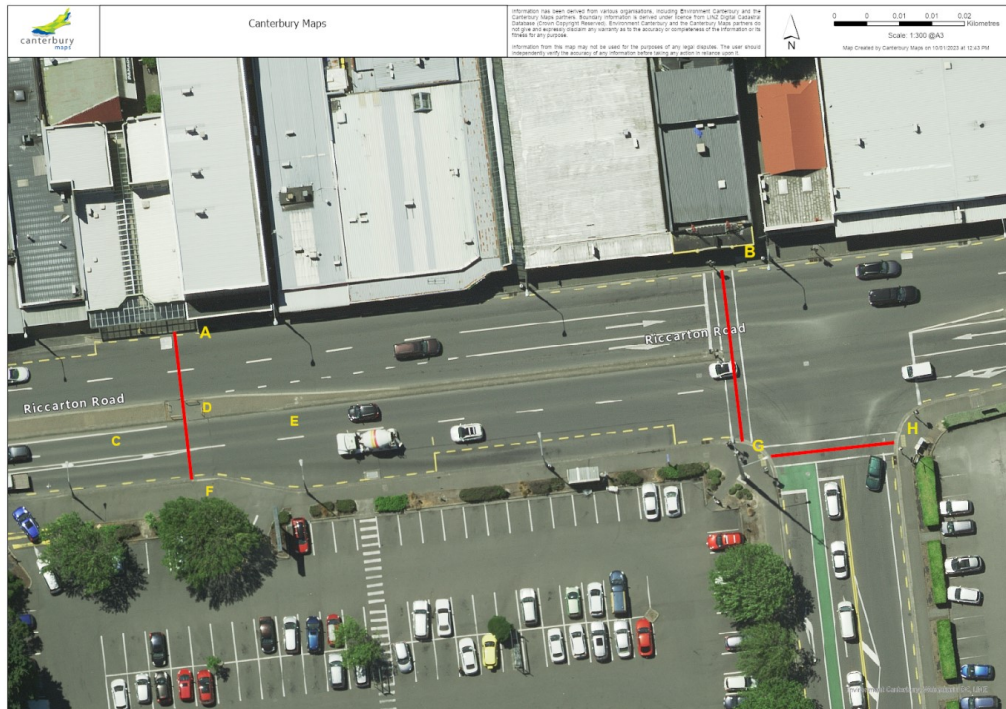


Figure 1: Map showing crossing points A to H on Riccarton-Hansons to describe pedestrian journeys.

	AM Peak Hour	PM Peak Hour	Weekend Peak Hour	Total
A				
A-C-F	4	1	4	9
A-D-F	9	13	14	36
A-E-F	3	6	6	15
F				
F-C-A	6	0	0	6
F-D-A	6	5	16	27
F-E-A	2	3	3	8
B				
B-G	10	46	30	86
G				
G-B	24	41	18	83
G-H	2	11	2	15
H				
H-G	3	12	1	16
Total	69	136	97	302

Table 1: Pedestrian journey counts on Riccarton-Hansons (West intersection)

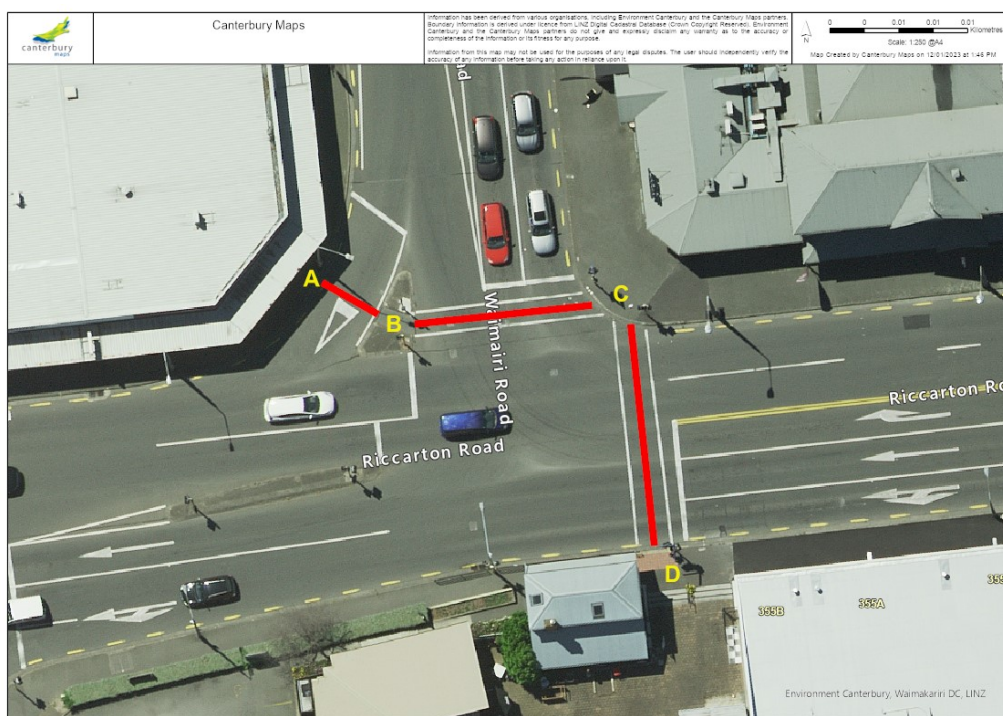


Figure 1: Map showing crossing points A to D on Riccarton-Waimairi to describe pedestrian journeys.

	AM Peak Hour	PM Peak Hour	Weekend Peak Hour	Total
A				
A-B-C	6	13	-	19
C				
C-B-A	2	13	-	15
C-D	5	8	-	13
D				
D-C	3	10	-	13
Total	16	44	-	60

Table 2: Pedestrian journey counts on Riccarton-Waimairi (East intersection)

Comments

- Pedestrians could also be observed jaywalking farther up Waimairi Road, at the main entrance to Bush Inn Mall, rather than using the C-B-A crossing to get to Church Corner.
- A person with a walker was observed to struggle to descend the steep kerb at D, opposite Waimairi Road. They were assisted by their companion, but this demonstrates the risk associated with the kerb design.
- East observations were completed at a later time than West observations, meaning that the school term had ended and it was nearer to Christmas. This may affect the volume of pedestrians observed crossing.

Safer intersections around Church Corner

Overview

Between 9 November and 7 December 2023, 304 groups and individuals made submissions on the Church Corner safety improvements.

Submitter profile

Submissions were made by 12 recognised businesses and organisations:

Stakeholder type	Name
Transport	<ul style="list-style-type: none">Environment CanterburyGoBusSpokes CanterburyLiving Streets AotearoaCanterbury/West Coast Automobile AssociationNZ Heavy Haulage Association
Local organisations	<ul style="list-style-type: none">St Peters Anglican PreschoolPetersgate TrustThe Church Corner Toy LibrarySt Allisa LifecareAmalfi Motor Lodge
Other	<ul style="list-style-type: none">UC Climate Action Club

Table 1 – Organisations who provided submissions

GoBus asked for more detail about various aspects of the project in their submission, which staff have responded to. Their primary concern was the use of safe speed platforms on bus routes.

Of the 292 individuals that submitted:

- 44 live within Upper Riccarton
- 109 live in the surrounding suburbs (Riccarton, Ilam, Addington, Middleton, Hei Hei, Sockburn, Wigram or Hornby)
- 119 live in broader Christchurch
- 20 live outside of Christchurch

How to read this report

Submitters were asked how safe they feel travelling through the intersection now, compared to how safe they think they would feel if the proposed changes were made. The below table outlines how to read the tables in this report.

How to read shift in safety perceptions tables		
Symbol	Description	Meaning
∨	Decrease - Between 5-25% negative shift	Example: +10, +43% The number represents the net change in the number of people who have selected a specific safety rating. A positive number (+10) indicates an increase in the number of people selecting that rating, while a negative number (-10) indicates a decrease. For example, if 20 cyclists rated the current intersection 'somewhat safe' compared with 30 cyclists who rated the proposed intersection 'somewhat safe', this would result in a net increase of +10 cyclists selecting the 'somewhat safe' rating for the proposed intersection e.g. overall, more cyclists find the proposed intersection somewhat safe. The percentage (+43%) represents this net change in relation to the total number of respondents in a specific group. For example, if the total number of cyclists was 23, a net shift of 10 cyclists to a safety rating of 'somewhat safe' would result in a 43% increase of cyclists rating the proposed intersection 'somewhat safe'.
∩	Large decrease - More than 25% negative shift	
—	Minimal change - Less than 5% shift either way	
∧	Increase - Between 5-25% positive shift	
⋈	Large increase - More than 25% positive shift	

Table 2 – How to read shift in safety perception tables

Feedback on the proposed changes for the Riccarton Road, Hansons Lane and Waimairi Road intersection

The existing Riccarton Road, Hansons Lane and Waimairi Road intersection is perceived as somewhat or very safe by 93 submitters. If the proposed changes were implemented, 171 submitters said they would feel somewhat or very safe.

Overall shift in safety perceptions

Overall, there was a decrease in submitters feeling somewhat or very unsafe (31.16%) and an increase in feeling somewhat or very safe (26.71%), as shown in Table 3.

Overall shift in safety perceptions					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Riccarton, Hansons, Waimairi intersection (292)	∨ -27, -9.25%	∩ -64, -21.92%	— +11, +3.77%	∧ +63, +21.58%	⋈ +15, 5.14%

Table 3 - Riccarton, Hansons, Waimairi - overall shift in safety perceptions

Shift in safety perceptions by method of travel

Submitters shift in safety perceptions has been broken down by their method of travel, as seen below in Table 4. Most methods of travel mirror overall submitter sentiment with decreases in people feeling unsafe and increases in people feeling safe with the proposed changes. Submitters who drive a car shifted from feeling somewhat unsafe (16.38% decrease) to somewhat safe (14.69% increase). However, car drivers were the only group who showed a notable shift from very safe to less safe. 12 car drivers said they currently feel very safe and the proposed changes would make them feel very unsafe.

Submitters who use bikes or walk as their main method of travel were more likely to feel safer with the proposed changes than other methods of travel, with a 60% increase in bike users feeling somewhat or very safe and a 63.16% increase in walkers feeling somewhat or very safe.

Riccarton, Hansons, Waimairi – Shift in safety perceptions by method of travel					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (292)	✓ -27, -9.25%	✓ -64, -21.92%	— +11, +3.77%	^ +63, +21.58%	^ +15, 5.14%
Car - driver (177)	^ +9, +5.08%	✓ -29, -16.38%	— +5, +2.82%	^ +26, +14.69%	✓ -13, -7.34%
Car - passenger (9)	✓ -2, -22.22%	✓ -1, -11.11%	✓ -2, -22.22%	^ +1, +11.11%	^^ +4, +44.44%
Bike (70)	^^ -26, -37.14%	^^ -21, -30%	^ +5, +7.14%	^^ +26, +37.14%	^ +16, +22.86%
Walk (19)	✓ -4, -21.05%	^^ -9, -47.37%	^ +1, +5.26%	^^ +8, +42.11%	^ +4, +21.05%
Bus (10)	✓ -1, -10%	^^ -3, -30%	^ +1, +10%	^ +2, +20%	^ +1, +10%
Other (7)	^^ -3, -42.86%	✓ -1, -14.29%	^ +1, +14.29%	— 0, 0%	^^ +3, +42.86%

Table 4 - Riccarton, Hansons, Waimairi – shift in safety perceptions by method of travel

Shift in safety perceptions by reason for travel

Submitters shift in perception of safety has been broken down by reason for travel, as seen below in Table 5. There were mixed opinions from those who live in the area, some were more likely to feel somewhat safe with the proposed changes (25.64% increase). However, 12 submitters said that they currently feel very safe, but the proposed changes would make them feel very or somewhat unsafe. They provided some rational for this rating within their comments for this section:

- Four felt raised platforms or speed bumps made the road less safe.
- Four felt the changes would make congestion or traffic flow worse.
- Three felt that painted cycle lanes are dangerous as they narrow the road.

This trend is similar with submitters who were commuters. 17% more said they would feel somewhat safe with the proposed changes. Again, however, 13 commuters said that they currently feel very safe, but the proposed changes would make them feel somewhat or very unsafe. Their rational for this rating was:

- Seven disliked the inclusion of the raised platforms.
- Four felt money would be better spent elsewhere.

Submitters in the 'other' category shifted to feeling safer (31.25% increase in feeling somewhat safe and 28.13% increase in feeling safe). This category is largely made up of people who shop at the businesses in this area or do a combination of the other categories.

Riccarton, Hansons, Waimairi intersection – shift in safety perceptions by reason for travel					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (292)	✓ -27, -9.25%	✓ -64, -21.92%	— +11, +3.77%	^ +63, +21.58%	^ +15, 5.14%
I live here (78)	— -1, -1.28%	✓ -14, -17.95%	— -2, -2.56%	^^ +20, +25.64%	✓ -4, -5.13%
I have a business / work here (18)	^ +1, +5.56%	^^ -5, -27.78%	^^ +5, +27.78%	— 0, 0%	✓ -1, -5.56%
I commute through here (79)	— -2, -2.53%	✓ -14, -17.72%	^ +7, +8.86%	^ +14, +17.72%	✓ -6, -7.59%
I visit here sometimes (73)	✓ -11, -15.07%	— -25, -34.25%	— +3, +4.11%	^ +16, +21.92%	^ +17, +23.29%
I drop my kids off around here (12)	✓ -2, -16.67%	— 0, 0%	✓ -1, -8.33%	^^ +3, +25%	— 0, 0%
Other (32)	^^ -12, -37.50%	✓ -6, -18.75%	— -1, -3.13%	^^ +10, +31.25%	^^ +9, +28.13%

Table 5 - Riccarton, Hansons, Waimairi – shift in by reason for travel

Key themes

Key themes raised by submitters about the Riccarton Road, Hansons Road and Waimairi Road intersection included:

Supportive of aspects of the proposal:

- Support the safe speed platform (13)
- Support the removal of the slip lane from Riccarton Road to Waimairi Road (13, of which 10 travel by active modes)
- Support the change from angled to parallel parking on Waimairi Road (15)
- Support the cycle infrastructure (11)

Concerns about aspects of the proposal:

- Congestion (36)
- Oppose the safe speed platform (31 – including ECan, GoBus and Canterbury Automobile Association)
- Oppose the removal of the slip lane from Riccarton Road to Waimairi Road (23, of which 19 travel by car)
- Cost (22)
- The layout of these intersections and/or light phasing causes problems (22)
- Oppose the change from angled to parallel parking on Waimairi Road (4)
- Oppose parking loss in general (4)

Requests:

- For more or better cycle infrastructure in this area (40)

35 generally positive comments and 15 generally negative comments were received about this section with no further detail.

Feedback on the proposed changes for the Main South Road and Yaldhurst Road intersection

The existing Main South Road and Yaldhurst Road intersection is perceived as somewhat or very safe by 71 submitters. If the proposed changes were implemented, 173 submitters said they would feel somewhat or very safe.

Overall shift in safety perceptions

Overall, there was a decrease in submitters feeling somewhat or very unsafe (38.01%) and an increase in feeling somewhat or very safe (34.93%), as shown below in Table 6.

Overall shift in safety perceptions					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Main South, Yaldhurst intersection (292)	∨ -61, -20.89%	∨ -50, -17.12%	— +10, +3.42%	∧ +60, +20.55%	∧ +42, +14.38%

Table 6 - Main South and Yaldhurst intersection - overall sentiment shift

Shift in safety perceptions by method of travel

Submitters shift in safety perceptions has been broken down by their method of travel, as seen below in Table 7. Much like the previous intersection, most methods of travel show similar trends to the overall submitter sentiment with decreases in people feeling unsafe and increases in people feeling safe with the proposed changes. Submitters who drive a car shifted from feeling somewhat unsafe (15.25% decrease) to feeling somewhat safe (12.43% increase).

Submitters who bike or walk as their main method of travel were again more likely to feel safer with the proposed changes than other modes of transport, with a 64.29% increase in bike users feeling somewhat or very safe and a 63.16% increase in walkers feeling somewhat or very safe.

80% more submitters who use the bus as their main method think they would feel somewhat or very safe as a result of the changes.

Main South and Yaldhurst Road intersection – shift in safety perceptions by method of travel					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (292)	▼ -61, -20.89%	▼ -50, -17.12%	— +10, +3.42%	▲ +60, +20.55%	▲ +42, +14.38%
Car - driver (177)	▼ -11, -6.21%	▼ -27, -15.25%	— +8, +4.52%	▲ +22, +12.43%	— +8, +4.52%
Car - passenger (9)	▼ -1, -11.11%	▼▼ -4, -44.44%	▲ +1, +11.11%	▼ -1%, -11.11%	▲▲ +5, +55.65%
Bike (70)	▼▼ -38, -54.29%	▼ -11, -15.71%	▲ +4, +5.71%	▲▲ +28, +40.00%	▲ +17, +24.29%
Walk (19)	▼▼ -7, -36.84%	▼ -4, -21.05%	▼ -1, -5.26%	▲▲ +6, +31.58%	▲▲ +6, +31.58%
Bus (10)	▼ -1, -10.00%	▼▼ -4, -40.00%	▼▼ -3, -30.00%	▲▲ +3, +30.00%	▲▲ +5, +50.00%
Other (6)	▼▼ -2, -33.33%	— 0, 0.00%	▲ +1, +16.67%	▲ +1, +16.67%	▲ +1, +16.67%

Table 7 - Main South, Yaldhurst - sentiment shift by method of travel

Shift in safety perceptions by reason for travel

Submitters shift in safety perceptions has been broken down by reason for travel, as seen below in Table 8. Business or people who work in the area who showed very little shift in any category. Submitters who visit the area sometimes were again more likely to shift towards feeling somewhat safe (31.51% increase) or very safe (24.66% increase) than any other reason for travel. Submitters who live in the area also said that they would feel safer (17.95% increase in somewhat safe and 15.38% increase in very safe).

Main South and Yaldhurst Road intersection – shift in safety perceptions by reason for travel					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (292)	▼ -61, -20.89%	▼ -50, -17.12%	— +10, + 3.42%	▲ +60, +20.55%	▲ +42, +14.38%
I live here (78)	▼ -18, -23.08%	▼ -8, -10.26%	— +1, +1.28%	▲ +14, +17.95%	▲ +12, +15.38%
I have a business / work here (18)	▼ -1, -5.56%	▼ -1, -5.56%	— 0, 0.00%	— 0, 0.00%	▲ +1, +5.56%
I commute through here (79)	▼ -9, -11.39%	▼ -10, -12.66%	▲ +6, +7.59%	▲ +15, +18.99%	— -1, -1.27%
I visit here sometimes (73)	▼ -16, -21.92%	▼▼ -24, -32.88%	— -1, -1.37%	▲▲ +23, +31.51%	▲ +18, +24.66%
I drop my kids off around here (12)	▼ -1, -8.33%	▼ -2, -16.67%	▲ +1, +8.33%	▲ +1, +8.33%	▲ +1, +8.33%
Other (32)	▼▼ -16, -50%	▼ -5, -15.63%	▲ +3, +9.38%	▲ +7, +21.88%	▲▲ +11, +34.38%

Table 8 - Main South and Yaldhurst - sentiment shift by reason for travel

Key themes

Common themes raised by submitters about the Main South Road and Yaldhurst Road intersection were:

Supportive of aspects of the proposal:

- Support removing vehicle access from Main South Road through to Riccarton Road and left onto Yaldhurst Road (54)
- Support the raised zebra crossing on Yaldhurst Road (21, of which 15 travel by active modes)

Concerns about aspects of the proposal:

- Oppose removing vehicle access from Main South Road through to Riccarton Road and left onto Yaldhurst Road (22, of which 21 travel by car)
- Congestion (36)
- Cost (13)
- Oppose the raised zebra crossing on Yaldhurst Road (8, of which 7 travel by car)

Requests:

- Would like to see more or better cycle infrastructure in this area (23)
- Would like the raised zebra crossing to be a dual pedestrian and cycle crossing (10)

21 generally positive comments and 13 generally negative comments were received about this section with no further detail.

Feedback on the Curletts Road and Main South Road intersection

The existing Curletts Road and Main South Road intersection is perceived as somewhat or very safe by 98 submitters. If the proposed changes were implemented, 151 submitters said they would feel somewhat or very safe.

Overall shift in safety perceptions

Overall, there was a decrease in submitters feeling somewhat or very unsafe (22.26%) and an increase in feeling somewhat or very safe (18.15%), as shown below in Table 9.






Overall shift in safety perceptions					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Curletts, Main South intersection (292)	 -25, -8.56%	 -40, -13.70%	 +12, +4.11%	 +34, +11.64%	 +19, +6.51%

Table 9 -Curletts and Main South intersection - overall sentiment shift

Shift in safety perceptions by method of travel

Submitters shift in safety perceptions has been broken down by their method of travel, as seen below in Table 10. The shift in safety perceptions for the proposed changes at this intersection is somewhat smaller than the shift seen in the previous intersections, which can likely be attributed to only one minor proposed change (the removal of the slip lane from Main South Road to

Curletts). Again, submitters who bike or walk as their main method of travel were more likely to feel safer with the changes than any other mode of transport, with a 51.43% increase in bike users feeling somewhat or very safe and a 52.64% increase in walkers feeling somewhat or very safe.

Curletts and Main South Road intersection – shift in safety perceptions by method of travel					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (292)	▼ -25, -8.56%	▼ -40, -13.70%	— +12, +4.11%	▲ +34, +11.64%	▲ +19, +6.51%
Car - driver (177)	— +3, +1.69%	▼ -18, -10.17%	▲ +15, +8.47%	— +4, +2.26%	— -4, -2.26%
Car - passenger (9)	▼ -1, -11.11%	▼ -3, -33.33%	▲ +1, +11.11%	— 0, 0.00%	▲ +3, +33.33%
Bike (70)	▼ -22, -31.43%	▼ -12, -17.14%	— -2, -2.86%	▲ +24, +34.29%	▲ +12, +17.14%
Walk (19)	▼ -4, -21.05%	▼ -4, -21.05%	▼ -2, -10.53%	▲ +5, +26.32%	▲ +5, +26.32%
Bus (10)	— 0, 0.00%	▼ -2, -20.00%	▼ -1, -10.00%	▲ +2, +20.00%	▲ +1, +10.00%
Other (30)	▼ -1, -16.67%	— 0, 0.00%	▲ +1, +16.67%	▼ -2, -33.33%	▲ +2, +33.33%

Table 10 - Curletts and Main South Road intersection - sentiment shift by method of travel

Shift in safety perceptions by reason for travel

Submitters shift in safety perceptions has been broken down by reason for travel, as seen below in Table 11. Commuters were the only category that shifted their sentiment away from feeling very safe (6.33% decrease), and all groups increased in the amount that felt somewhat safe (by at least 8%).

Curletts and Main South Road intersection – shift in safety perceptions by reason for travel					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (292)	▼ -25, -8.56%	▼ -40, -13.70%	— +12, +4.11%	▲ +34, +11.64%	▲ +19, +6.51%
I live here (78)	▼ -4, -5.13%	▼ -10, -12.82%	▲ +5, +6.41%	▲ +9, +11.54%	— -1, -1.28%
I have a business / work here (18)	— 0, 0.00%	▼ -2, -11.11%	— 0, 0.00%	▲ +1, +5.56%	▲ +1, +5.56%
I commute through here (79)	— 1, 1.27%	▼ -11, -13.92%	▲ +10, +12.66%	▲ +6, +7.59%	▼ -5, -6.33%
I visit here sometimes (73)	▼ -12, -16.44%	▼ -7, -9.59%	▼ -4, -5.48%	▲ +7, +9.59%	▲ +16, +21.92%
I drop my kids off around here (12)	▼ -1, -8.33%	▼ -2, -16.67%	▼ -1, -8.33%	▲ +3, +25.00%	▲ +1, +8.33%
Other (32)	▼ -9, -28.13%	▼ -8, -25.00%	▲ +2, +6.25%	▲ +8, +25.00%	▲ +7, +21.88%

Table 11 - Curletts and Main South Road intersection - sentiment shift by reason for travel

Key themes

Common themes raised by submitters about the Curletts Road and Main South Road intersection were:

Supportive of aspects of the proposal:

- Support the removal of the slip lane from Main South Road onto Curletts Road (41)

Concerns about aspects of the proposal:

- Oppose the removal of the slip lane from Main South Road onto Curletts Road (26)
- Congestion (32)
- Cost (9)

Requests:

- Feel that there needs to be changes made to the light phasing/green turning arrows at the Curletts Road and Main South Road intersection and the Curletts Road and Peer Street intersection (36)
- Would like to see more or better cycle infrastructure in this area (12)

20 generally positive comments and 12 generally negative comments were received about this section with no further detail.

Feedback on the raised signalised pedestrian crossing on Waimairi Road

Crossing Waimairi Road near Bush Inn Centre currently is perceived as somewhat or very safe by 66 submitters. If the proposed changes were implemented, 179 submitters said they would feel somewhat or very safe.

Overall shift in safety perceptions

Overall, there was a decrease in submitters feeling somewhat or very unsafe (36.64%) and an increase in feeling somewhat or very safe (38.70%), as shown below in Table 12.






Overall shift in safety perceptions					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Waimairi Road crossing (292)	 -51, -17.47%	 -56, -19.18%	 -6, -2.05%	 +64, +21.92%	 +49, +16.78%

Table 12 - Waimairi Road crossing - overall sentiment shift

Shift in safety perceptions by method of travel

Submitters shift in safety perceptions has been broken down by their method of travel, as seen below in Table 13. Across all methods, there was at least a 10% increase in submitters feeling somewhat safe. Submitters who bike, walk, use the bus or are a passenger were more likely to shift towards feeling very safe with the proposed changes (at least a 30% increase). While car drivers showed no shift in feeling very safe.

Waimairi Road crossing – shift in safety perceptions by method of travel					
	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (292)	▼ -51, -17.47%	▼ -56, -19.18%	— -6, -2.05%	▲ +64, +21.92%	▲ +49, +16.78%
Car - driver (177)	▼ -13, -7.34%	▼ -23, -12.99%	— -1, -0.56%	▲ +36, +20.34%	— +1, +0.56%
Car - passenger (9)	▼ -2, -22.22%	▼▼ -5, -55.56%	▲ +1, +11.11%	▲▲ +3, +33.33%	▲▲ +3, +33.33%
Bike (10)	▼▼ -26, -37.14%	▼ -19, -27.14%	▼ -5, -7.14%	▲ +17, +24.29%	▲▲ +33, +47.14%
Walk (19)	▼▼ -6, -31.58%	▼▼ -6, -31.58%	— 0, 0.00%	▲▲ +6, +31.58%	▲▲ +6, +31.58%
Bus (10)	▼ -1, -10.00%	▼ -1, -10.00%	▼ -2, 20.00%	▲ +1, +10.00%	▲▲ +3, +30.00%
Other (6)	▼▼ -2, -33.33%	▼▼ -2, -33.33%	▲ +1, +16.67%	▲ +1, +16.67%	— +2, +3.33%

Table 13 - Waimairi crossing - sentiment shift by method of travel

Shift in safety perceptions by reason for travel

Shifts in submitters safety perceptions did not differ by reason for travel.

Key themes

Common themes raised by submitters about the raised signalised pedestrian crossing were:

Supportive of aspects of the proposal:

- Support the installation of traffic lights (21)
- Support the safe speed platform (12, of which 9 travel by active transport)

Concerns about aspects of the proposal:

- Oppose the installation of traffic lights (3)
- Oppose the safe speed platform (14, of which 11 travel by car)
- Congestion (11)
- Cost (10)

51 generally positive comments and 21 generally negative comments were received about this section with no further detail.

Staff response to some key themes

Improving facilities for cycling

There were many requests for improved cycle facilities on Riccarton Road, particularly for protected cycle infrastructure. It is not possible within the current budget to deliver large scale changes to accommodate protected infrastructure. This feedback will be provided to the Mass Rapid Transit (MRT) team that are looking at the longer-term design for this area.

Concerns about Congestion

The purpose of this project is solely to address an ongoing safety risk to people who travel outside

of vehicles at this intersection. Improvements to the efficiency of the intersection is not the main objective of the project.

The safe speed platforms are designed to control speeds to 30km/h and as such, at the most congested times of the day (where travel speeds are less) they are not expected to be detrimental to the efficiency of the intersection and exacerbate further any existing congestion related issues. Slower speeds and improved facilities help to make people travelling outside of vehicles feel safer, enabling more people to choose other transport options.

A concern was raised about additional traffic using Bowen Street, Owens Terrace and Suva Street. Volume counts are being undertaken at these locations to understand a baseline traffic volume. These will then be monitored and re-counted six months after the changes are made. This will allow staff to understand the impacts on the network and consider mitigation measures if required.

Use of safe speed platforms

The addition of the speed platforms is to achieve a significant and much needed improvement to user safety. No one expects a crash, but people make mistakes – including those who are careful and responsible drivers. Speed is the key factor in deaths and serious injuries – no matter what the cause of a crash is, its speed that determines whether or not you'll walk away from it. We can prevent serious injury and harm through a safe system approach, which incorporates safe speeds and safe infrastructure, which includes treatments such as vertical traffic calming. Slower speeds will provide more time for all users to observe each other and reduce the risk of crashes resulting in a significant reduction to the likelihood of crashes and, in the unfortunate event crashes do occur, less severe injuries.

The science behind lowering speeds shows that lower vehicle speeds improve survival rates and reduces serious harm to people who walk, cycle, scoot and use motorcycles. Lower vehicle speed is particularly important for vulnerable road users, who include children, the elderly and those with visual or mobility impairments. For example, the survival rate of people over 60 is half that of people younger than 60 at most vehicle impact speeds.

Even small reductions in speed improve survival and reduce serious harm in the event of a collision with a vehicle. Several studies show a 1 km/h and 5 km/h drop in average speed improves survival rates by 4% and 20% respectively.



6. Sports Field Network Plan

Reference Te Tohutoro: 24/473714

Responsible Officer(s) Te Richard Gibbs, Senior Project Manager

Pou Matua: Rupert Bool, Acting Head of Parks

Accountable ELT
Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to present the draft Sports Field Network Plan to the Council for approval.
- 1.2 This report is staff generated and presents a summary of the content of the Sports Field Network Plan, why it is needed and the collaborative process that was carried out with regional sports organisations and their member clubs to develop the Plan.
- 1.3 The Council's final approval of the Sports Field Network Plan is sought to enable implementation of the plan in sync with the 2024-34 Long Term Plan once adopted.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receive the information in the Sports Field Network Plan report.
2. Note that the decision in this report is assessed as having a medium to low level significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Adopt the Sports Field Network Plan – Attachment A to this report.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The draft Sports Field Network Plan (the Plan) is a strategic document that articulates the desired goals and outcomes associated to a well performing sports field asset to meet the sporting needs of our community for all levels of sport and for all age groups over the next 10 years. It will help to ensure that the sports field needs of our community are met in the face of a growing pressure for the city's open space to be used for a range of recreational needs.
- 3.2 The Plan acknowledges the need to incorporate other parkland open space demand such as the urban forest and an increasing demand to accommodate localised 'green storm water' management solutions to alleviate pressure on the city's network infrastructure generated by increasingly diverse seasonal weather events.
- 3.3 The draft Plan has been developed in conjunction with stakeholders who represent the key sporting groups and organisations that use the sports fields in the summer and winter sports seasons, and who manage weekly sports opportunities and events. These stakeholders include Sport Canterbury, Regional Sports Organisations (RSOs) who have Council sports fields allocated to them for the summer and winter sports seasons, and independent organisations set up to manage weekly sports opportunities and events for schools.
- 3.4 The scope of the Plan covers the land that Council has historically provided to Regional Sports Organisations (RSOs) for sports traditionally played on natural turf and which the RSOs have then allocated seasonally to their user groups.

- 3.5 The Plan sets out how we aim to provide a sports field network that encourages citizens to participate sport locally, and enjoy the multiple benefits of good health, wellbeing and strengthened communities that result from participation.
- 3.6 The Plan guides development and improvement of our sports fields: to address any backlog; to meet the growth and changing use demands of our communities; and to facilitate sporting performance at a community level.
- 3.7 The Plan needs to consider the different seasonal needs of sports. The predominant users of the land allocated in winter are rugby, league and football codes. In summer, the predominate users of sports parks are cricket, softball and touch rugby. Junior sports across codes often utilise senior fields for their games. Touch rugby uses a high number of fields as it is a high participation sport.
- 3.8 Implementation of the Plan will require additional investment over time. As such funding has been included in the draft 2024-34 Long Term Plan to enable delivery of the Plan's objectives.
- 3.9 Implementation of the Plan will strengthen Christchurch City's reputation as an increasingly confident city, one that promotes a green liveable environment, and an increasingly vibrant city where people want to live and thrive.

4. Background/Context Te Horopaki

- 4.1 Sporting activity is at the heart of every community. It impacts our culture, society and economy. An accessible and affordable network of sports fields provides opportunity for our citizens to participate in and enjoy sport regardless of age, ability, background, ethnicity or gender. Sport can break down many of the barriers associated with challenging socio-economic challenges.
- 4.2 Year-on-year the Council has failed to meet customer satisfaction levels of service associated with sports field asset provision. The last point of contact resident satisfaction survey results (2023/2024) showed 50% overall satisfaction with the range and quality of sport parks against a target of 75%. Results have fluctuated year on year but trend as an ongoing decline.
- 4.3 Increasingly women are participating in a variety of sports including those traditionally dominated by males. The city needs to adapt and invest in its infrastructure to address this dynamic to support gender neutrality in sports infrastructure.
- 4.4 The Sports Field Network Plan provides the strategic framework for delivering the above network of sports fields. At the Plan's core are three goals:
 - i. Play where you live;
 - ii. Participate for life; and
 - iii. Succeed.
- 4.5 These goals have been developed with the overall aim of encouraging citizens to participate locally, and enjoy the multiple benefits of good health, wellbeing and strengthened communities. By focussing on these three goals, accessibility is delivered locally especially for young people, supporting increased participation in sport whilst minimising barriers such as travel and cost. Furthermore, local provision is supplemented by quality, well-placed and appropriately configured community facilities that support sport development and performance and build the city's sporting image.
- 4.6 The following related memos/information were circulated to the members of the meeting:

Date	Subject
------	---------

15/3/24	Email Sent to Councillor Johanson in his capacity as Sports Promotion Portfolio Lead with the following attachments: <ul style="list-style-type: none"> Draft Sports Field Network Plan and All of the feedback submissions from Regional Sports Organisations and associated clubs
26/4/24	Final draft Sports Field Network Plan sent to Councillor Johanson in his capacity as Sports Promotion Portfolio Lead.

- 4.7 The following related information session/workshops have taken place for the members of the meeting:

Date	Subject
28-09-2023	Briefing to Waitai Coastal-Burwood-Linwood Community Board Briefing
20-11-2023	Briefing to Waimāero Fendalton-Waimairi-Harewood Community Board
23-11-2023	Briefing to Waipuna Halswell-Hornby-Riccarton Community Board
23-11-2023	Briefing to Waipapa Papanui-Innes-Central Community Board
30-11-2023	Briefing to Waihoru Spreydon-Cashmere-Heathcote Community Board
06-05-2024	Briefing to Te Pātaka o Rākaihautū Banks Peninsula Community Board

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.8 The following reasonably practicable option was considered and is assessed in this report:

- Provision of a Sports Field Network Plan.

- 4.9 The following option was considered but ruled out:

- Not to have a Sports Field Network Plan** - this option is not recommended as it is important for the Council to be more strategic in its approach to investment in the provision of sports field infrastructure on behalf of ratepayers. Up until recently, capital expenditure has been in response to earthquake recovery and improvements to support training facility demands for global tournaments. Moving forward, having a planned approach with ongoing collaboration with key stakeholders and clearly defined goals will enable optimal decision making. This approach will enable the Council to achieve its strategic objectives and community outcomes as well as meet the goals of its other plans and strategies, including climate-related goals.

Options Descriptions Ngā Kōwhiringa

- 4.10 **Preferred Option:** Adopt a citywide Sports Field Network Plan

4.10.1 **Option Description:** A strategic framework for delivering a network of sports fields across the city.

4.10.2 Option Advantages

- There will be a well-coordinated, objective and transparent approach to the provision of new, upgraded and renewals of sports fields that consider existing supply, future growth and changing use demands of our communities and to facilitate sporting performance.
- Decision making relating to prioritisation of future investment will be collaborative with RSOs and can be shared with elected members in advance of annual and LTP plan adoption year-on-year.
- Minimises reactive community 'noise' related decision making.
- Enables careful consideration of the most cost-effective way to meet demand.

4.10.3 Option Disadvantages

- The plan will require additional funding over time to implement.

Analysis Criteria Ngā Paearu Wetekina

- 4.11 The Sports Fields Network Plan will set out the development pathway for the network of sports fields and associated infrastructure in Christchurch over the next 10 years. The draft Plan focuses on the provision, development and performance of a network of well-placed, appropriately developed and accessible sports fields across our city, balanced against other competing needs for use of our city's parks.
- 4.12 Through implementing the Plan, we will be able to: capture what is working well or requires improvement and where gaps exist; understand existing issues and opportunities in response to changing community needs; and establish clear and concise goals to help guide and prioritise sports field investment.
- 4.13 The Plan does not identify provision for individual sports. The intention is for the network of sports fields to be as flexible as possible, recognising that demand and use change over time and that sports also use non-Council facilities. It seeks to guide equitable sports field provision and development based on community needs. This approach is considered the most cost-effective way to deliver the appropriate Level of Service.
- 4.14 In delivering the three goals of the Sports Field Network Plan (*Play where you live, Participate for life and Succeed*), the provision and development of the sports field network will need to balance the other recreational needs of our community and competing and increasing demands for use of open space.
- 4.15 This Sports Field Network Plan will sit alongside other documents and plans that contribute to the delivery of Council's community outcomes and guide policy or investment priorities.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option- network plan	Option 2 – No plan
Cost to Implement	\$50M over the term of the current draft Long Term Plan, Funding in the draft long term plan has funding commencing in year 5 FY29/30 of the plan	Not investing in a planned approach would mean funding would remain at low levels as it has in the past. Non network plan funding averages \$ 600K per annum and enables minor works only
Maintenance/Ongoing Costs	Maintenance costs will be defined once individual projects are conceptualised. Any adjustment to Opex budgets (if any) will be detailed in future LTP and Annual plans	Current annual sports field maintenance costs including seasonal renovations average \$2.5M per annum. Costs fluctuate marginally driven by seasonal weather determining the level of renovation required.
Funding Source	#61785 Programme - Community Parks Sports Field Development	#70634 Community Parks Sports Field Development Delivery Package) #74020 Community Parks Planned Sports Fields Renewals Delivery Package

		#61806 Sports Fields Irrigation Systems Development #61816 Community Parks Planned Irrigation System renewals #61818 Programme - Community Parks Planned Sports Fields Renewals
Funding Availability	Dependent on finalisation of the draft 2024-2034	Dependent on finalisation of the draft 2024-2034
Impact on Rates	0.1% per annum average over last five years of the current draft LTP	n/a- This is baseline funding from the existing Long term plan

5.1 The funding for this project is included in the draft 2024-34 Long Term Plan.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Any delays in adopting a final Sports Park Network Plan will mean staff will most likely be received negatively by the sporting community in Christchurch, particularly the Regional Sports Organisations who have contributed to the Plan.
- 6.2 Resident satisfaction surveys will most likely continue to not meet expectation.
- 6.3 Future demand will not be met in a well-planned manner meaning the cost impacts may be higher for rate payers.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.4 Statutory and/or delegated authority to undertake proposals in the report:
 - 6.4.1 The Council has authority to adopt the final Sports Field Network Plan.
- 6.5 Other Legal Implications:
 - 6.5.1 In preparing the final Sports Park Network Plan (the Plan) consideration has been given to the views and preferences of the persons likely to be affected. Those views and preferences are well known to the Council, as is the impact of the Plan from the perspective of the persons likely to be affected. It was considered that cost of engaging in a full consultative procedure were not warranted due to the likely affected persons being well known and there being no additional benefits in engaging in such a procedure.
 - 6.5.2 This report has been reviewed by the Legal Services Unit in respect to their advice relating to consultation in relation to the Local Government Act 2002.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.6 The required decision:
 - 6.6.1 Aligns with the [Christchurch City Council's Strategic Framework](#). In particular this recommendation is strongly aligned with the community outcomes of a collaborative confident city, giving residents the opportunity to actively participate in community and city life, and supporting the community to pursue their arts, cultural and sporting interests. It supports our key Community Outcomes of being a collaborative confident city, a green liveable city, a cultural powerhouse city and a thriving prosperous city.
 - 6.6.2 Is assessed as medium to low significance based on the Christchurch City Council's Significance and Engagement Policy. The driving factors in assessing this level of

significance are the level of community interest, the number of people that the Plan could affect, and the potential benefits to the wider community and the District.

6.6.3 Is consistent with Council's Plans and Policies. In particular, the:

- Te Haumako Te Whitingia Strengthening Communities Together Strategy (2022)
- Kia tūroa te Ao Ōtautahi Christchurch Climate Resilience Strategy (2021)
- Physical Recreation and Sport Strategy (2002)
- The Greater Christchurch Spatial Plan and the Mass Rapid Transit Indicative Business Case
- The Urban Forest Plan (2023)

6.7 This report supports the:

6.8 Parks, heritage and coastal environment

6.8.1 Activity: Parks and Foreshore

- Level of Service: 6.3.5 Overall customer satisfaction with the recreational opportunities and ecological experiences provided by the City's Regional Parks - Regional Parks resident satisfaction $\geq 80\%$. Citizens and communities

6.8.2 Activity: Community Development and Facilities

- Level of Service: 2.0.1.1 Support the development of strong, connected and resilient communities by supporting the provision of a sustainable network of community facilities.

6.9 Parks, heritage and coastal environment

6.9.1 Activity: Parks and Foreshore

- Level of Service: 6.8.5 Satisfaction with the overall availability of recreation facilities within the city's parks and foreshore network. Resident satisfaction with the availability of recreation facilities across the parks and foreshore network: $\geq 70\%$.

Community Impacts and Views Ngā Mariu ā-Hāpori

6.10 Parks staff requested the Communications and Engagement team review the community engagement carried out to date and how the feedback has been incorporated into the draft Plan. The Communications and Engagement team concluded that the community engagement has been comprehensive and consequently, further consultation is not considered necessary.

6.11 The Legal team were asked to consider whether the level of engagement undertaken on the draft Sports Field Network Plan met the requirements of the Local Government Act.

6.11.1 After determining the significance of the Plan and having linked the level of significance to the level of engagement, it was considered that the Plan is significant only to the relatively small group of people (RSOs) who have been identified and consulted and has a low impact on the wider community but has the potential to benefit the wider community.

6.11.2 Prior to initiating any specific projects under the Plan, it is recommended that there is engagement with those members of the community that reside in the immediate vicinity of the subject sports field(s) to discuss the means by which any potential

mitigation measures can be initiated to reduce the impact of any new developments on their amenity value.

- 6.12 In the development of the draft Sports Field Network Plan Council staff engaged with stakeholders who represent the key sporting groups and organisations that use the sports fields in the summer and winter sports seasons, and who manage weekly sports opportunities and events for tamariki and rangatahi in Waitaha. These stakeholders included:
- 6.12.1 Sport Canterbury – an independent regional sports trust for Waitaha, dedicated to fostering community and connection through sports. Sport Canterbury is one of 17 regional sports trusts under the umbrella of Sport New Zealand.
 - 6.12.2 Major regional sports organisations who have Council sports fields allocated to them for the summer and winter sports seasons have been engaged with and have contributed to the development of the Plan. Collectively, these regional organisations represent the majority of community sports clubs in Christchurch:
 - 6.12.3 Canterbury Rugby – representing 19 clubs (264 teams)
 - 6.12.4 Canterbury Rugby League – representing 11 clubs (92 teams)
 - 6.12.5 Christchurch Metro Cricket and Canterbury Cricket – representing 26 clubs (483 teams)
 - 6.12.6 Canterbury Softball – representing 13 clubs (181 teams)
 - 6.12.7 Mainland Football – representing 39 clubs (430 teams)
 - 6.12.8 Touch Canterbury – representing 24 modules (936 teams)
 - 6.12.9 Canterbury Schools Sport organisation
 - 6.12.10 Independent organisations set up to manage weekly sports opportunities and events for tamariki and rangatahi in Waitaha (School Sports Canterbury, Primary Sports Canterbury). Membership of these organisations consists of primary, intermediate and secondary schools throughout Canterbury
- 6.13 A minimum of two meetings/workshops were held with these stakeholders, where Council staff presented the draft Plan and received feedback. Subsequent meetings were held at the request of Mainland Football and Canterbury Softball with their respective clubs, where Council staff received further feedback. There was also a meeting held with the Secondary School Regional Sports directors, with information sent out to all secondary schools in Ōtautahi.
- 6.14 In addition, staff met with RSO's clubs when requested to discuss core goals of the Plan and how the Plan is intended to be implemented.
- 6.15 A high proportion of the feedback received at the meetings and workshops was focused on operational detail rather than on the strategic direction of the Plan. However, there was widespread support for the methodology that had been used to develop the Plan and, in particular, the intent to establish a network of six artificial turf hubs around the city.
- 6.16 One of the key outcomes agreed through the engagement with the key stakeholders is that the prioritisation of the projects implemented from the draft Plan would be agreed in consultation with the regional sports organisations through regular seasonal meetings and using an agreed decision-making matrix (Goal: Succeed. Objective 3.2) This process will help ensure that community sports clubs, through their regional organisations, will continue to have a voice as the Plan is delivered.
- 6.17 The Plan's Framework also has other key actions recognising the importance of ongoing collaboration with the Regional Sports Organisations, including working with them to

evaluate the city's network of floodlights (Goal 2, Objective 2.1) and seeking ongoing feedback on the performance of sports fields (Goal 3: Objective 3.1).

6.18 The decision affects the following wards/Community Board areas:

6.18.1 All Community Boards.

6.19 The Community Boards' view is supportive, as judged from the feedback given during the five briefings presented in 2023 and one in 2024.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.20 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.

6.21 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.

6.22 A draft copy of the Sports Field Network Plan to all six local Rūnanga (Ngāi Tūāhuriri, Rāpaki, Koukourarata, Wairewa, Ōnuku and Taumutu) and asked for specific feedback. No feedback was received. It should be noted that any individual sports field development on new land would automatically trigger an early engagement with Mahaanui Kurataiao and the Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.23 The decisions in this report are likely to:

6.23.1 Contribute positively to adaptation to the impacts of climate change by designing and constructing new or upgraded sports fields so that they can support climate resilience by increasing their ability to store rainfall in severe weather events.

6.23.2 Contribute positively to emissions reductions by prioritising of sports fields within walkable catchments and close to public transport (including proposed Mass Rapid Transit), and cycle routes can support Council's target to halve our district's emissions by 2030.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

6.24 Accessibility is embedded into the Sports Field Network Plan through the vision 'Parks are for everyone' and guiding principles 'For everyone' and 'Development is optimised and equitable'.

7. Next Steps Ngā Mahinga ā-muri

7.1 Deliver on funded actions with the Plan.



Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Sports Field Network Plan	24/765429	70

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

Document Name – Location / File Link
Not applicable

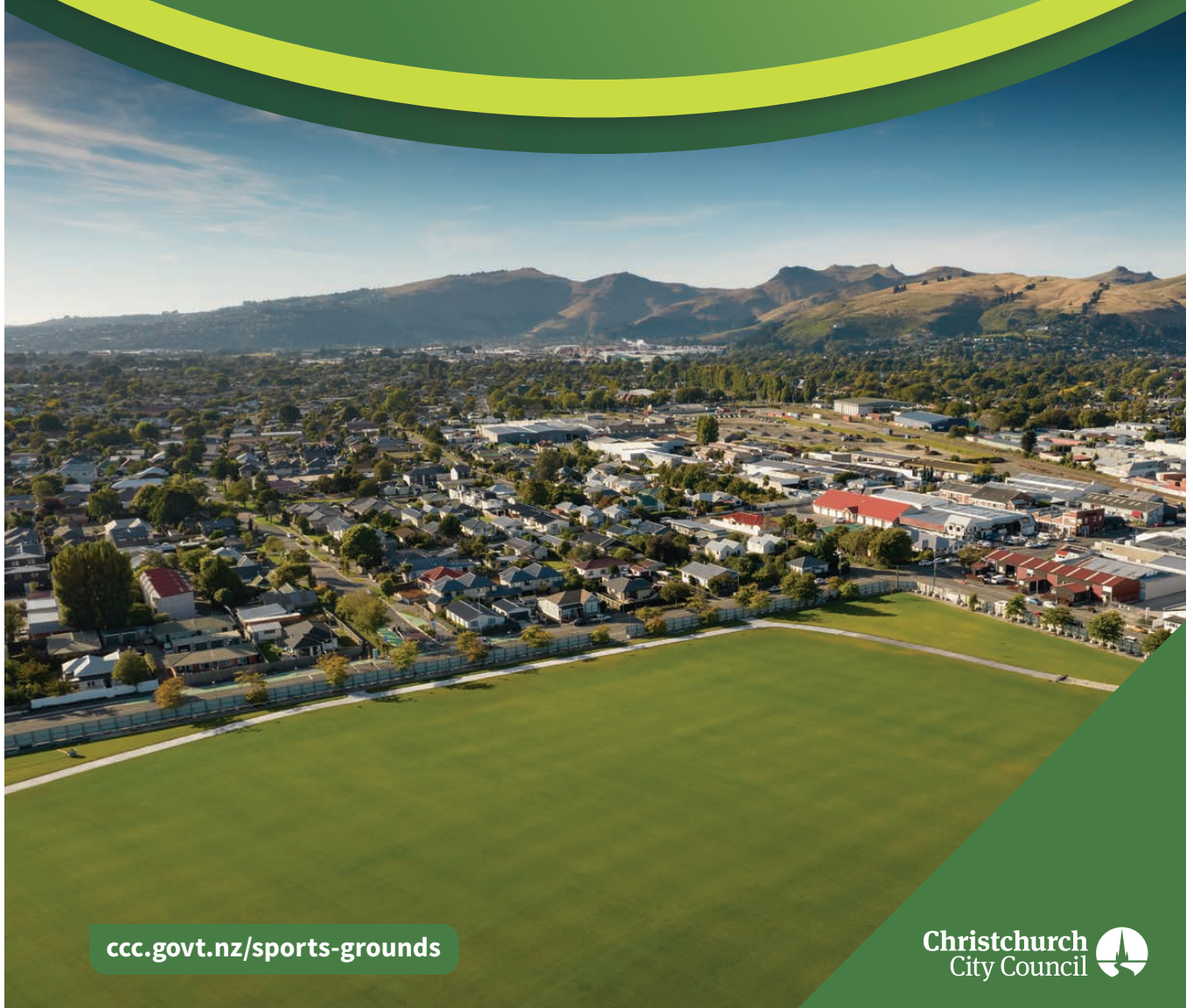
Signatories Ngā Kaiwaitohu

Authors	Richard Gibbs - Senior Project Manager Angela Leatherby - Sports Liaison Advisor
Approved By	Rupert Bool - Acting Head of Parks Andrew Rutledge - Acting General Manager Citizens and Community

Our Sports Field Network Plan for Ōtautahi Christchurch 2024

Item 6

Attachment A



ccc.govt.nz/sports-grounds

Christchurch
City Council 

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

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

Our partnership with Ngāi Tahu rūnanga is a special relationship that prioritises high-level involvement and influence of tāngata whenua at the earliest stages of planning, to address cultural issues and achieve meaningful outcomes that affirm connections between Ngāi Tahu culture, identity and place in our urban environment as summed up by the whakataukī above.

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In managing our open spaces we are guided by the Mahaanui Iwi Management Plan, 2013, developed by our six Ngāi Tahu Papatipu Rūnanga - Ngāi Tūāhuriri Rūnanga, Te Hapū o Ngāti Wheke (Rāpaki), Te Rūnanga o Koukourārata, Ōnuku Rūnanga, Wairewa Rūnanga, and Te Taumutu Rūnanga.

This ensures the cultural needs and aspirations of tāngata whenua – our Te Tiriti o Waitangi partners – are properly recognised in all aspects of urban development, including open spaces used for sport and recreation.

Sports fields – enabling sport to strengthen our communities

Sports fields improve our health and wellbeing. They strengthen our communities by building social connectivity and inclusion, and by supporting diversity.

Sports fields are an integral component of our city's open space and contribute to 'greening' our urban environment. They enable a wide range of sport and recreation opportunities that are central to enhancing community health and wellbeing.

Our Sports Field Network Plan sets out how – over 10 years – we will plan sports fields to meet the sporting needs of our community for all levels of sport and for all age groups. It will also help to ensure that the needs of our community are met in the face of pressure for the city's open space to be used for a range of recreation needs, to create a healthy environment, for tree planting to grow the city's urban forest and to help meet the challenge of climate change.

Our plan will sit alongside other Council plans that help contribute to the delivery of Council's community outcomes. It will identify the key directions, priorities and actions that will be implemented to develop a network of sports fields to help strengthen our communities.

Why sports fields are important

Sporting activity is at the heart of every community. It impacts our culture, society and economy. An accessible and affordable network of sports fields provides opportunity for our citizens to participate in and enjoy sport regardless of age, ability, background, ethnicity or gender.

Whilst it is widely accepted that regular physical activity helps prevent a range of health conditions, the benefits of sport extend beyond just health. Not only does playing sport have a positive impact on academic performance, it also improves mental health and wellbeing. Communities are also strengthened when we come together to play sport, building a sense of belonging which grows our community and city identity. From players to family to volunteers, sport brings people together, improving social connectivity and inclusion, and supporting diversity through creation of social networks.



The plan in a nutshell

The Sports Field Network Plan focuses on the provision, development and performance of a network of well-placed, appropriately developed and accessible sports fields across our city, balanced against other competing needs for use of our city's parks.

The plan sets out how we aim to provide a sports field network that encourages citizens to participate in sport locally, and enjoy the multiple benefits of good health, wellbeing and strengthened communities.

The plan needs to consider the different seasonal needs of sports. The predominant users of the land allocated in winter are rugby, league and football codes. In summer, the predominate users of sports parks are cricket, softball and touch rugby. Junior sports across codes often utilise senior fields for their games. Touch rugby uses a high number of fields as it is a high participation sport.

The plan guides development and improvement of our sports fields: to address any backlog; to meet the growth and changing use demands of our communities; and to facilitate sporting performance.

The scope of the plan covers the land that Council has historically provided to regional sports organisations (RSOs) for sports traditionally played on natural turf and which the RSOs have then allocated seasonally to their user groups. It also covers land that could be acquired in the future.

Vision and guiding principles

Our vision: **Parks are for everyone.**

Organised sport is integrated with other legitimate parks use and functions including recreation, community events and activities and delivery of environmental outcomes. Together these form a foundation for sports park and open space provision that is multi-faceted, flexible, inclusive, equitable and sustainable.

By upholding these principles:

- **For everyone** – accessibility is delivered locally for our juniors, supporting participation in sport whilst minimising barriers such as travel and cost.
- **Development is optimised and equitable** – local provision is supplemented by quality, well-placed and appropriately configured community facilities that support sport development and performance and build the city's sporting image.
- **Environmental responsibility** – the environmental impact of sports fields in terms of resource demand, chemical use, noise, traffic and light spill are minimised or contained and the greenspace benefits of our sports fields are maximised.

Goals

The Sports Field Network Plan has three goals

- **Play where you live** – Citizens can engage in sport (especially junior sport) where they live (Goal 1).
- **Participate for life** – Sports field infrastructure supports full and flexible participation in community sport (Goal 2).
- **Succeed** – Sports field quality enables high level community sport (Goal 3).

Provision and development of our sports field network must balance the other recreational needs of our community, and competing and increasing demands for use of open space.

Actions and progress

A high level Action Plan (Appendix 2) will drive investment and progress towards achieving the goals. As we work towards this, we need to monitor and report on the status of the sports field network and the wider benefits to the city and our communities.

The Action Plan requires the commitment of the whole of Council and the community to reach the provision, development and performance targets we want for our city.



Setting the scene – the value of play, active recreation and sport

Provision of play, active recreation and sports facilities, infrastructure, resources and opportunities are important to a large proportion of the population.

In 2022, Sport NZ found that:

- 73% of the adult population and 92% of young people (aged 5–17 years) participated each week in play, active recreation and sport.
- 79% of adults and 63% of young people would like to have been more involved in play, active recreation and sport.
- High deprivation, Asian and Pasifika population groups were significantly less likely to participate.

Research into New Zealand's beliefs around the value of sport and active recreation in 2017² found a broad base of support for sport and active recreation and a belief in its value to New Zealand and New Zealanders. The value of sport and active recreation is seen to lie in the contributions it makes to individuals, families, communities, and the country as a whole.



Play, active recreation and sport is a cost-effective investment towards local government wellbeing outcomes.

International and domestic evidence clearly demonstrates that play, sport and active recreation generate significant value for society across multiple wellbeing domains and outcomes, many of which are specifically relevant to the outcomes sought by local government.

- Recently published research from a Social Return on Investment study found that for every \$1 spent on play, active recreation and sport, there is a social return of \$2.12 to New Zealand. This means that for every dollar invested in play, active recreation and sport, the social return is more than doubled. This is a conservative figure and the actual return, especially for those currently missing out on opportunities to be active, is likely to be higher.
- In 2019 participation in play, active recreation and sport generated a \$3.32 billion return in subjective wellbeing (life satisfaction and happiness) within New Zealand.

Play, active recreation and sport can support the four types of wellbeing that are aligned to local government outcomes (social, economic, environmental, and cultural).

- Social wellbeing – play, active recreation and sport have the potential to develop important social skills, strengthen social networks, bring communities together, and curb antisocial behaviours.
- Economic wellbeing – the sport and recreation sector makes significant direct and indirect contributions to the New Zealand economy.
- Environmental wellbeing – provision of green space for play, active recreation and sport, and infrastructure for active transportation, can support the achievement of environmental and community wellbeing outcomes.
- Cultural wellbeing – participation in play, active recreation and sport can strengthen feelings of identity and culture and feelings of belonging within and across cultures.³

² <https://sportnz.org.nz/media/1313/angus-associates-value-of-sport-final.pdf>

³ <https://sportnz.org.nz/media/u41hdovx/the-value-of-play-active-recreation-and-sport-for-local-government.pdf>

Acknowledging our commitment to Te Tiriti o Waitangi

Māori stakeholders have described non-monetised outcomes that are consistent with Māori views of wellbeing, noting dimensions other than physical – that is, spiritual, mental, emotional and cultural health – all within a context of environmental health, with sport having the following cultural outcomes:

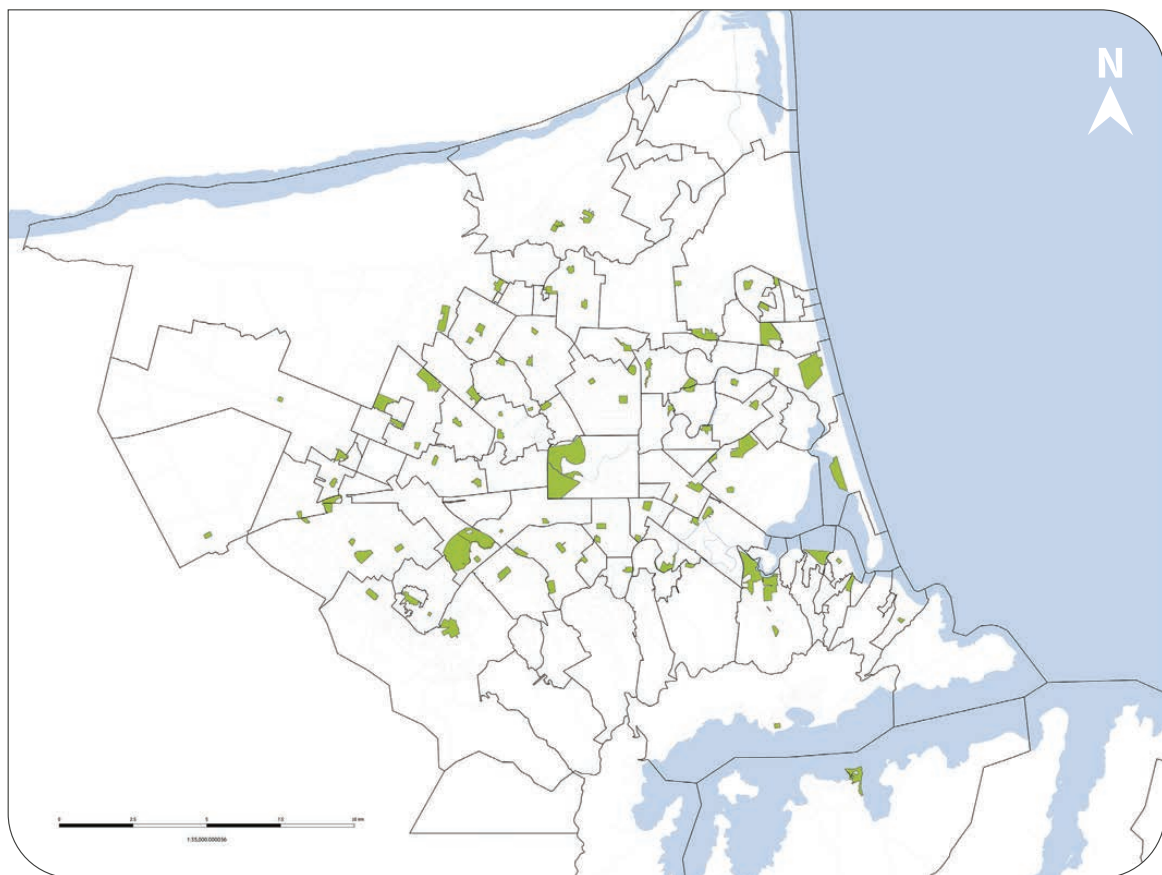
- Intergenerational participation strengthens whānau.
- Reclamation and protection of mātauranga Māori strengthens Indigenous knowledge systems and wellbeing.
- Participation provides opportunities to reinforce and practice tikanga Māori, strengthening ‘a Māori way of life’.
- Whakawhanaungatanga (kinship) ties are strengthened through participation.
- Cultural identity is strengthened through participation in Māori sport and recreation.
- Māori sport and recreation provides opportunities to connect to the whenua ‘as Māori’.
- Rangatahi experience leadership through Māori sport and recreation.
- Māori sport and recreation are an expression of mana Motuhake (self determination).



Looking across our district

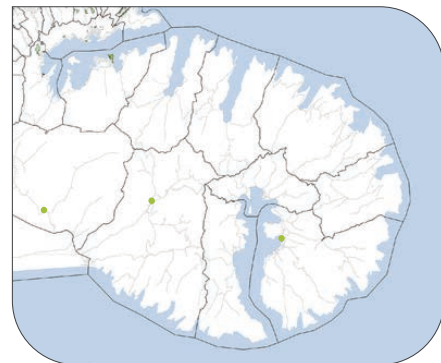
Our sports field network is part of a wider parks and open space network that extends across Ōtautahi Christchurch and Te Pātaka o Rākaihautū Banks Peninsula. It is a vital part of the green infrastructure that supports our built and natural environment – the ‘green lungs’ of the city. How our sports fields are provided should align with RSO catchments (i.e. areas in which clubs exist) and sporting delivery to avoid risk of duplication.

Distribution of parks with sports fields across the city and Banks Peninsula



Legend

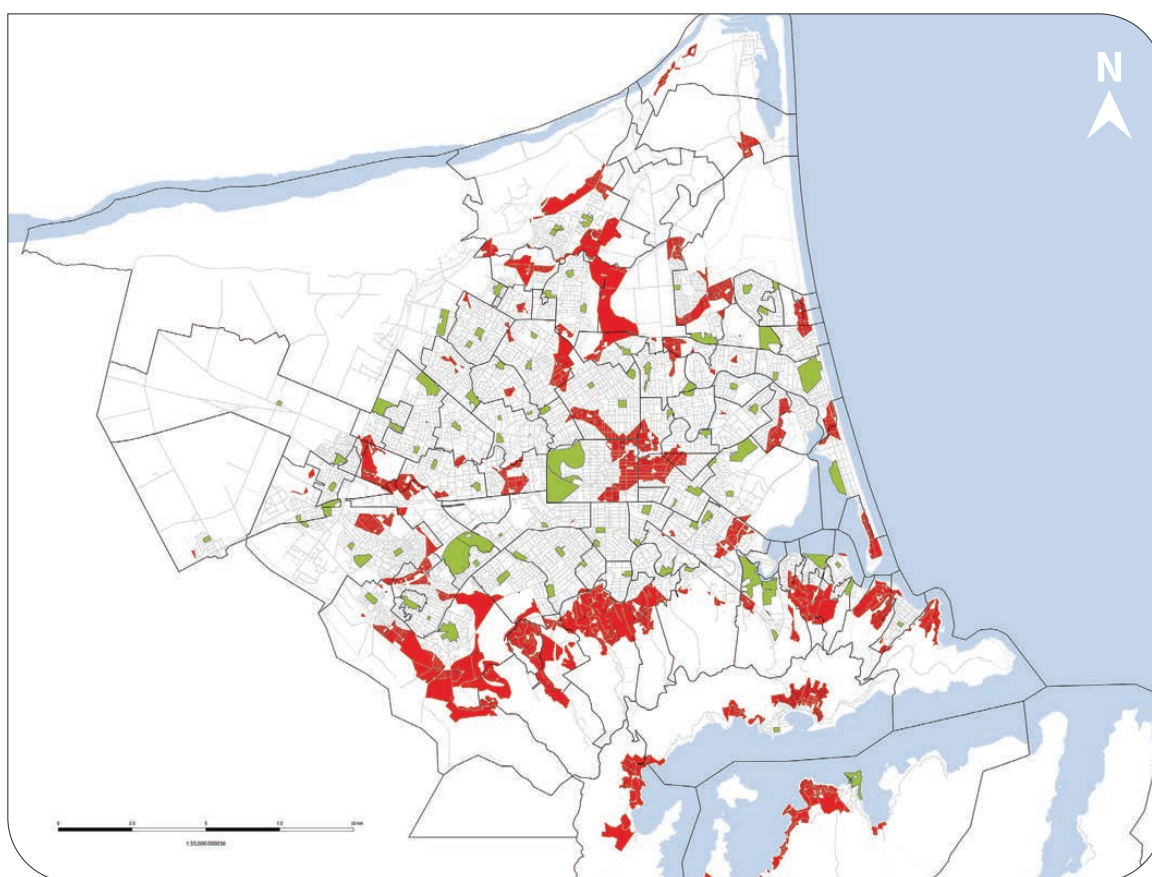
- Street centre line
- Suburb boundary
- Parks with sports fields





A large proportion of the city's residents live more than easy walking distance to a park with a sports field, defined as a distance greater than 1km.

Distribution of residential and mixed use zone areas more than 1km from a park with a sports field across the city (shown in red)



Legend

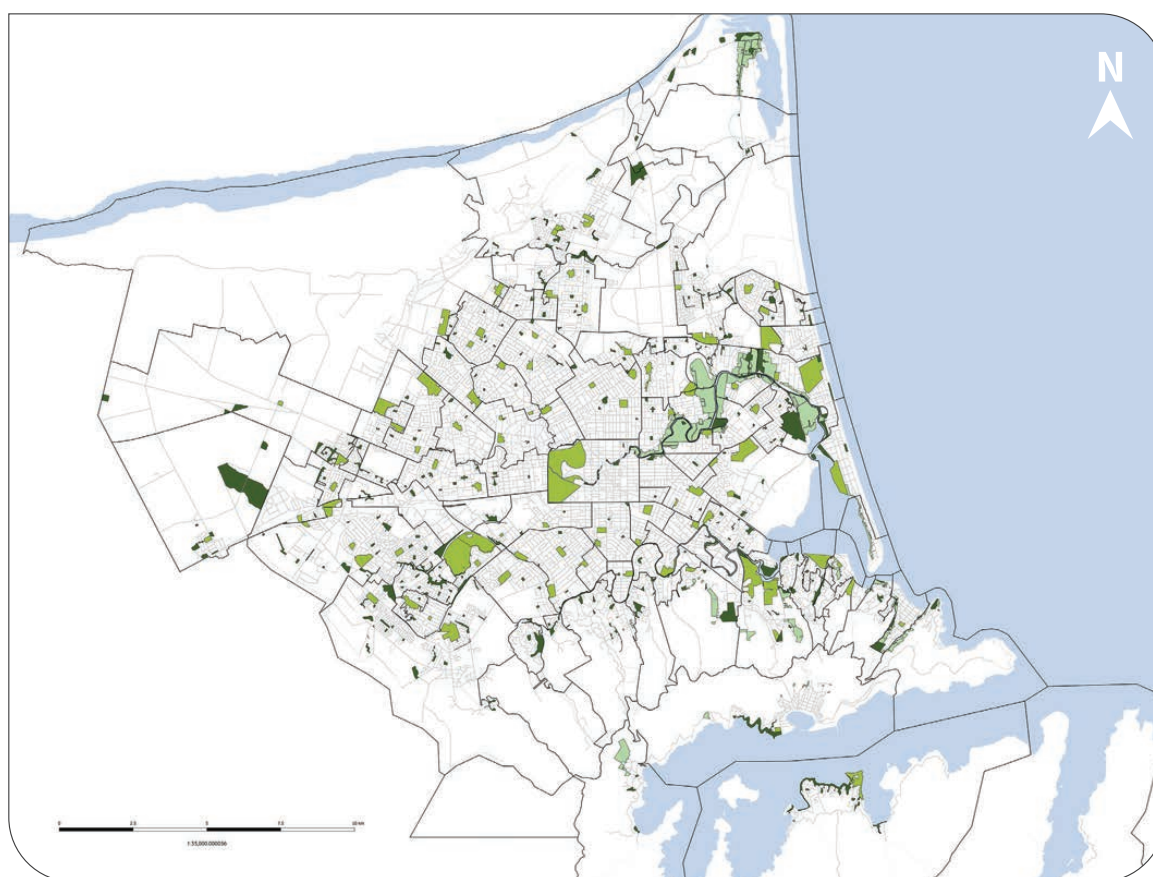
- Street centre line
- Suburb boundary
- Parks with sports fields
- Residential and mixed use zone areas more than 1km from a park with a sports field

Looking across our district (continued)

However, if the city's wider open space network of community parks greater than 3000m²* is included as part of the network of parks with sports fields, a far greater extent of potential locations for flexible sports field playing spaces, in particular smaller training areas, can be considered.

*the minimum area considered suitable for locating a junior field or flexible training area

Distribution of community parks greater than 3000m² and parks with sports fields across the city



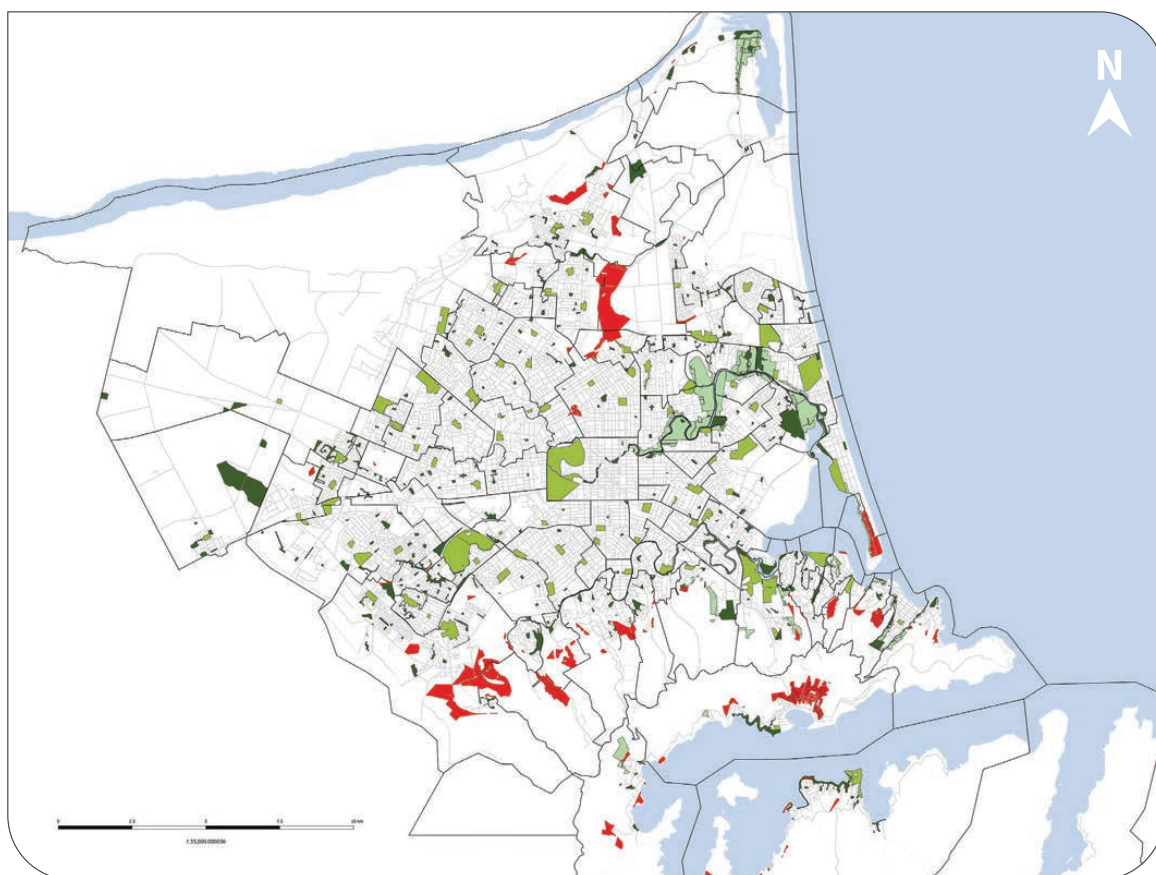
Legend

- Street centre line
- Suburb boundary
- Community park greater than 3000m²
- Parks with sports fields
- Residential Red Zone



By accommodating the wider open space network of community parks into the sports field network plan, the distribution of areas more than 1km from a sports field playing space across the city can be reduced significantly.

Distribution of residential and mixed use zone areas more than 1km from a community park greater than 3000m² and from a park with a sports field across the city (shown in red)



Legend

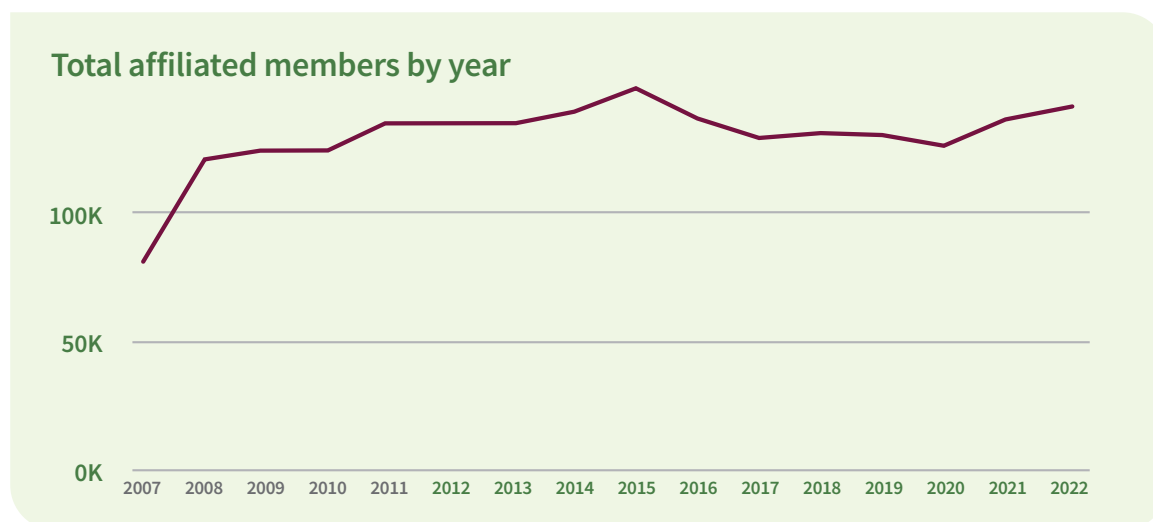
- Street centre line
- Suburb boundary
- Community park greater than 3000m²
- Parks with sports fields
- Residential Red Zone
- Residential and mixed use zone areas more than 1km from a community park greater than 3000m² and from a park with a sports field

Participation – Greater Christchurch (Christchurch City, Selwyn and Waimakariri Districts)

Many sports in 2022 reported a growth in participation, with 14 out of 26 sports showing that overall participation numbers had increased.

Across the sector, affiliated membership in 2022 increased by 4272 members (or 3%) to a total of 139,930 members. Of this total, nearly 62,000 members (or approximately 44%) were associated with sports played on natural turf (cricket, football, rugby, rugby league, softball and touch). There was steady growth from 2021, with the sector recovering well from the dip during COVID-19 and with participation now back to pre-earthquake levels.

However, in 2022, COVID-19 continued to be a challenge for sports and sporting communities. The biggest challenge in 2022 was the reduction in volunteers, with over 60% of sports stating they had fewer volunteers. Funding and sponsorship continued to show a decline (less being received), and fewer coaches and officials were also seen as a result of COVID-19. The introduction of compulsory vaccination and different rules led to some codes seeing players leaving the sport and events not being run.



The overall sector numbers hide the fact that individual sports and clubs can experience an ebb and flow in their membership numbers. For example, in 2022 cricket showed an increase in membership of 20%, rugby league an increase of 17% and touch an increase of 11%, while rugby membership reported a small decrease of 5%. Football and softball numbers remained similar to the 2021 figures, although football have already indicated that their winter participation numbers grew by approximately 8.9% in 2023, even before taking into account any benefits seen from increased coverage of the 2023 FIFA Women's World Cup.

Changes in sports membership participation numbers in Greater Christchurch

	2022	2021	2020	2019	2018
Cricket	13,000	10,530	12,320	12,150	14,530
Football	10,980	11,360	11,290	11,990	11,630
Rugby	14,250	15,040	13,670	15,080	15,360
Rugby League	2,960	2,490	2,110	2,670	2,800
Softball	3,230	3,140	3,180	3,250	3,620
Touch	17,300	15,380	15,790	16,580	17,360
Total	61,720	57,940	58,360	61,720	65,300

Source: <https://www.sportcanterbury.org.nz/asset/downloadasset?id=db08f97f-a4bd-4224-a09e-6cddbda79ebf>



Overall, gender balance is holding steady at roughly 40% female to 60% male. There has been a slight increase in female participation since 2021 but it is not at the peak of 42% seen in 2020. In 2022 junior memberships made up the largest proportion of membership at 43%, followed by seniors (26%), then Youth (22%), with the smallest proportion being Masters (9%).

In addition to the total sports affiliated membership of 139,930, Regional Sports Organisations reported that they had an additional 71,000 casual participations in 2022. These participations are still club activated but in a less formal way through shorter playing formats.

Amongst the general feedback from the sports community in 2022, three areas in particular were relevant to sports field provision:

Sport	Topic	Comment
Football	Artificial or dry outdoor spaces	"Our system is already under significant pressure for access to lit facilities. We have members who are simply not able to be physically active during the week as we do not have the facilities to provide them with."
Rugby	Lighting for night play	"We have a sport contained in winter with the weather and we are not able to provide the game that our participants are telling us they want to play."
Rugby League	Changing facilities	"We find it very difficult to attract females and female match officials to our game when we are unable to accommodate their needs at Council grounds i.e. changing facilities and toilets."

Source: <https://www.sportcanterbury.org.nz/asset/downloadasset?id=db08f97f-a4bd-4224-a09e-6cddbda79ebf>

In summary, given that the Greater Christchurch region has a population of around 500,000 people, and that around 200,000 people are actively or casually involved in sport, clearly playing sport is a core component of citizen's life in the city.



Provision – Christchurch

Christchurch has a total of 115 sports parks totalling approximately 1300ha of open space. Approximately 50% of the sports park area is developed into sports fields.

Ward	Area (ha)	No. of sports parks
Banks Peninsula	16	5
Burwood	105	7
Cashmere	9	3
Central	166	4
Coastal	157	10
Fendalton	26	4
Halswell	214	9
Harewood	44	6
Heathcote	65	10
Hornby	156	15
Innes	71	10
Linwood	91	10
Papanui	27	7
Riccarton	10	3
Spreydon	41	6
Waimairi	69	6
Total	1,297	115

Two wards in particular stand out as being poorly serviced with a lack of quality green playing space: Cashmere and Riccarton. There is also pressure on other wards.

Other provision

An unquantified number of school and privately owned sports fields contribute to the wider network and their availability influences demand for Council parks. When these sports fields are unavailable, sold or redeveloped for other uses, sports users will often turn to Council for provision. These sports fields also provide an opportunity to improve Council's geographical provision or add capacity when Council sports fields are unavailable (e.g. redevelopment).

Note that the Regional Sports Organisations for cricket and rugby cannot currently deliver their seasonal competitions without accessing non-Council sports fields.



Sports field allocation process

Christchurch City Council allocates sports fields for seasonal sports use to the Regional Sports Organisations, on behalf of clubs, to enable the delivery of community sport. The allocations are made by the Council twice yearly prior to the commencement of the summer and winter sports seasons. In addition to the sports fields, the allocation also includes supporting sports infrastructure, such as changing rooms and toilets, for the days and times that the sports fields are allocated. Our Non-Exclusive User Agreement sets out the terms and conditions for access to the sports fields throughout the city.

The nature of the Non-Exclusive User Agreement acknowledges that the rights granted to the regional sports organisations are for the days and times that they have requested on behalf of the clubs and that outside of those days and times, the parks are available for wider community recreation.

	Participation numbers (2022)	No. of fields allocated
Cricket	13,000	87*
Football	10,980	197
Rugby	14,250	116*
Rugby League	2,960	44
Softball	3,230	80
Touch	17,300	130
* these figures do not take into account the large number of sports fields currently used by cricket and rugby within the school network.		

Sports ground closures

During the winter period between 9 June 2023 and 28 August 2023, all Christchurch City Council sports fields were closed on 21 days for training and on six days, or three weekends, for games. This amount of closure during that period represents over 30% of available playing days.

These closures impact the ability of RSOs to deliver their full season programme, they disrupt draws and, when at the end of the season, impact final playoffs. However, the greatest impact of closures is on training (80% of closures in 2023 affected training).

According to NIWA, winter rainfall in Christchurch is showing a trend of a likely or very likely increase (www.stats.govt.nz/indicators/rainfall/). Furthermore, Christchurch also shows a trend of an increase in the annual maximum one-day rainfall. We should expect to see similar closure statistics continuing.

Winter 2023 closures	Training	Games	No. of days
9–10 June		✓	2
19–22 June	✓		4
8–9 July		✓	2
10–13 July	✓		4
24–28 July	✓		5
29–30 July		✓	2
10–11 August	✓		2
17 August	✓		1
24–28 August	✓		5
Total	21	6	27*

Field closures for the 2023 winter = 21 training days and 6 playing days (3 weekends)

*equivalent to a closure rate of 30% over the period 9 June to 28 August 2023

Source: Parks Operations – Hybris/SAP system

Sports field floodlighting

The appropriate provision of supporting infrastructure, such as sports field floodlighting, is an essential requirement for maximising sports field use and developing player skills.

A total of 53 sports parks have floodlit sports fields for winter use:

- Rugby Union – 17 parks
- Football – 25 parks
- Rugby League – 11 parks

Sporting clubs own and manage floodlights at 50 sports parks (94%). The Council own the remainder at English Park, South Hagley Park, Hansen Park, QEII and Ngā Puna Wai.

Positioning floodlights so they do not interfere with seasonal layout of sports fields and maintenance can be limiting. Many clubs are reliant on volunteers and find the process of fundraising, consenting, constructing, operating and maintaining floodlights challenging. Once established, the capital investment involved makes it difficult for clubs to relocate and tends to limit use of the lights to the club that owns them, inhibiting flexible use of the sports park.

Sports fields with floodlights are often over-used and have reduced maintenance and renovation windows due to limited availability of alternative training venues. Typically, this drives up operational costs to repair the fields for seasonal transition.

Sports field condition

A 2022 independent desktop analysis of sports field condition at 33 sports parks assessed drainage performance, surface levels and turfgrass surface quality.

Of the 33 parks assessed we estimated that three parks (9%) were of high quality, 11 parks (30%) were of above average quality, two parks (2%) were of average quality, 15 parks (46%) were of below average quality and two parks (6%) were of very low quality.

Current funding levels for the renewal or upgrade of sports fields, including irrigation systems, is typically in the region of \$1.5M–\$2M per year. This level of funding allows work to be carried out on two or three fields per year but is insufficient to bring all fields up to an average quality or above. Therefore, renewals and upgrades must be strategically prioritised within the resources available, and under performing fields potentially re-purposed. A regular and robust condition assessment programme is needed, along with a means of prioritising sports field renewal and development on an equitable basis as a means of improving our asset information to drive effective investment decisions. Quality issues are likely to continue unless funding levels are significantly increased.







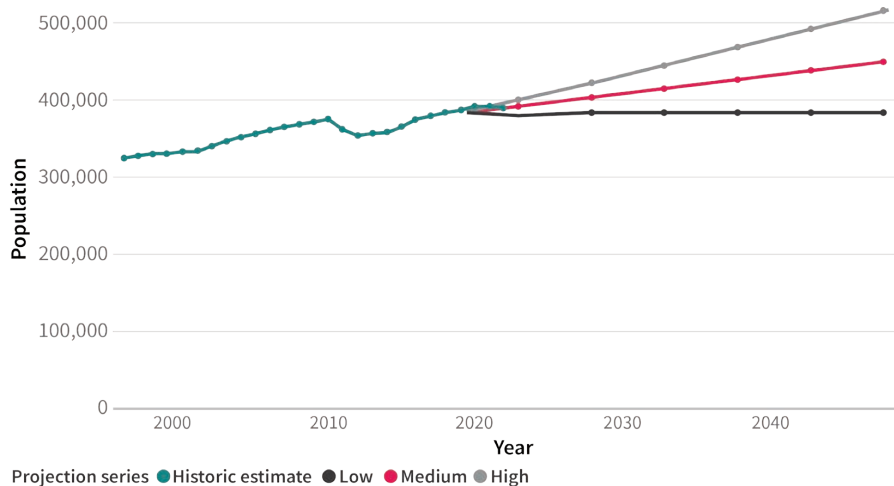
Demographics

This section provides a summary of the key population patterns for Christchurch City and an overview of any impacts these may have on provision and use of sports fields. Figures have been taken from data provided by Christchurch City Council unless otherwise indicated.

Population growth

Christchurch City's most recent population estimate was 396,200, in June 2023. Projections indicate that by 2033 the population is likely to be around 414,000 (increase of 24,700 or 6.5% growth) under a medium-growth scenario. However, it could range anywhere between 384,000 (decrease of 5,300 or <1% decline) and 445,000 (increase of 55,700 or 14.2% growth).

These scenarios suggest that population growth will not be a significant driver of sports field provision and use in the next 10 years.



Source: <https://ccc.govt.nz/culture-and-community/statistics-and-facts/facts-stats-and-figures>



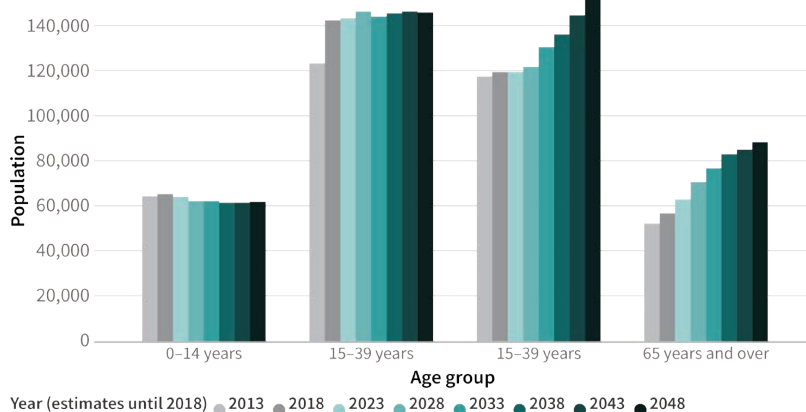
Population distribution

The number of people aged 65 years and over is expected to increase by approximately 56% between 2018 and 2048 (from 56,600 to 88,300). As a proportion of the city's population, this age group is projected to increase from 15% to 20%.

The number of people aged under 15 years is expected to decrease slightly between 2018 and 2048, falling from 65,100 to 61,700. As a proportion of the city's population, this age group is projected to decrease from 17% to 14%.

The projected trend of a declining under 15 years age group (junior sport) is further evidence that population growth will not be a significant driver of sports field provision and use in the next 10 years. Demand is more likely to be driven by an increase in women, girls, ethnic communities and an aging population becoming more active.

Walking sports options for people of all ages are ensuring they can continue to remain active in sport for life. This option is particularly relevant to football and hockey and could have a direct impact on artificial football and hockey turf provision in the future.

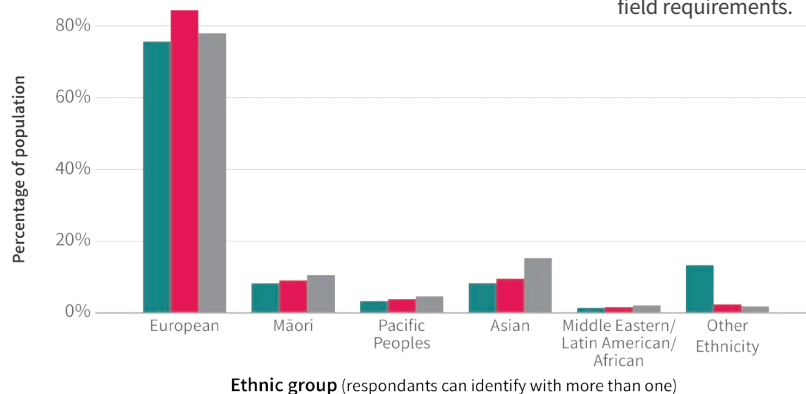


Year (estimates until 2018) ● 2013 ● 2018 ● 2023 ● 2028 ● 2033 ● 2038 ● 2043 ● 2048
Source: <https://ccc.govt.nz/culture-and-community/statistics-and-facts/facts-stats-and-figures>

Cultural diversity

The most common ethnicities in the city that people identified with were European (78%), Asian (15%), Māori (10%), Pacific Peoples (3.8%), and Middle Eastern/Latin American/African (1.5 %).

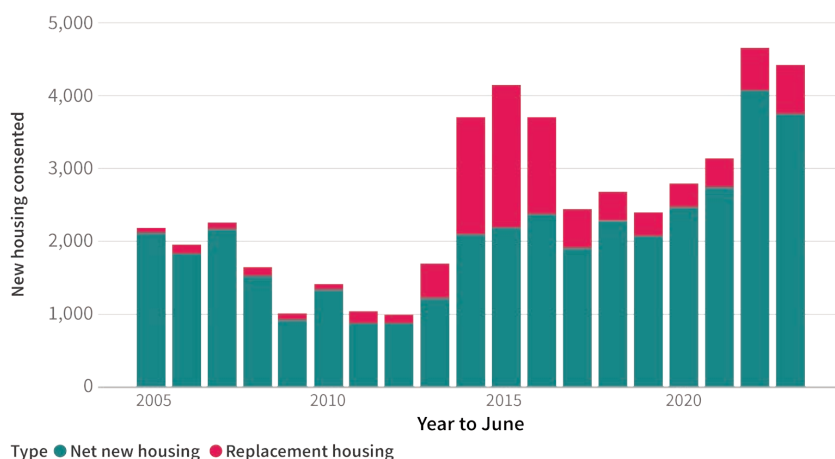
The ethnicity of Christchurch is changing as more people are coming to Christchurch from non-European countries. Asian, Māori and Pacific Peoples populations are the main contributors to this change. It is expected that an increasingly diverse population will expect a wider range of sporting activities that will in turn inform changing sports field requirements.



Ethnic group (respondants can identify with more than one)
Census year ● 2006 ● 2013 ● 2018
Source: <https://ccc.govt.nz/culture-and-community/statistics-and-facts/facts-stats-and-figures>

Housing development

Building consents were issued for 4420 new dwellings and units for the year ending June 2023. Of these, 3740 (85%) were for additional dwellings and units to the city's housing stock (net new housing). Projections suggest the total number of households will likely increase to around 167,200 by 2033 (medium series), and 176,400 households by 2043.



Source: <https://ccc.govt.nz/culture-and-community/statistics-and-facts/facts-stats-and-figures>

Most of the housing growth is in the southwest and north areas of the city, particularly around Halswell and Belfast. The areas of Prestons and Yaldhurst have also experienced significant increases. This growth was anticipated, and the 2009 South-West Christchurch Area Plan and 2010 Belfast Area Plan provide a framework within the Urban Development Strategy for managing urban and business growth during the next 35 years.

In the next 30 years at least 35,000 new houses are predicted to be required in Christchurch City. There is a trend towards increased demand for small houses, accessible houses for the elderly and higher density developments (focusing on building upwards rather than outwards with increasing pressure on Christchurch Central, as well as surrounding suburbs St Albans, Edgeware, Spreydon, Papanui, Riccarton and Waltham).

The Council is required to implement the National Policy Statement on Urban Development to enable more development to happen at different heights, with the highest development enabled in the central city and suburban commercial centres. This will provide for more people to live near existing services, public transport networks and infrastructure and to ensure future growth meets the needs of our communities.

Our challenge is to manage open space, including the existing sports field network, so that the environmental benefits and the sporting opportunities valued by the communities are protected whilst accommodating the city's growth.

We are going to have to look at the way we use our existing sports field network and travel to use it, and how we acquire new land in greenfield and housing development areas so that communities have equitable access to the sports field network.



What we need to do

Taking a strategic view

The Sports Field Network Plan forms part of wider city planning for how we make use of land and provide infrastructure to live, do business, move around, enjoy the outdoors and respect mana whenua values for whenua and wai. How, what and where we plan affects individual and community wellbeing, and the city's resilience to the impacts of climate change.

This plan underpins the Council's Strategic Priorities of:

- reducing emissions as a Council and as a city, and investing in adaptation and resilience, leading a city-wide response to climate change while protecting our indigenous biodiversity, water bodies and tree canopy
- being an inclusive and equitable city that puts people at the centre of developing our city and district, prioritising wellbeing, accessibility and connection

It supports our key Community Outcomes of being:

- a collaborative confident city
- a green liveable city
- a cultural powerhouse city
- a thriving prosperous city

The principles and policies set out in the Ngāi Tahu Mahaanui Iwi Management Plan 2013 are reflected in the plan's actions and objectives.

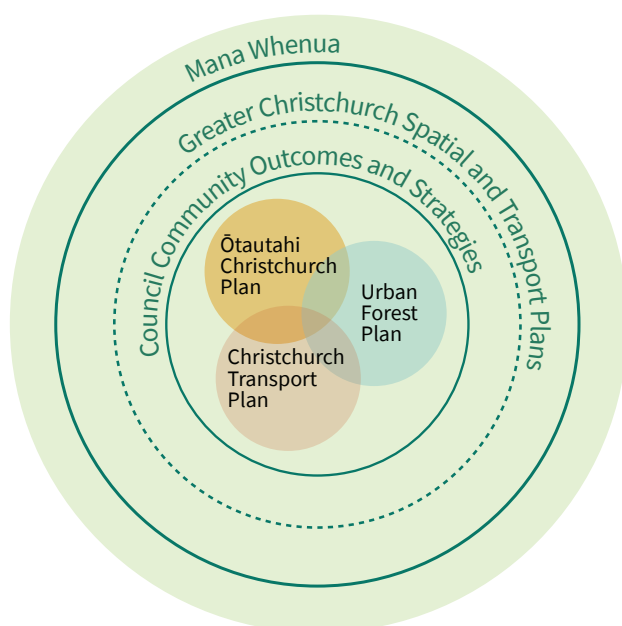
The plan contributes to Council's Strengthening Communities Together Strategy (2022-2032). The equitable provision of safe and accessible sports fields is an important contributor to building strong, successful and resilient communities in which our residents can contribute to an active society, for example by volunteering in the organisation of sports delivery.

Also, there is a close alignment with key Council and sub-regional plans already completed or underway, including:

- The Greater Christchurch Spatial Plan, the Mass Rapid Transit Indicative Business Case and the Urban Forest Plan
- Kia tūroa te Ao Ōtautahi Christchurch Climate Resilience Strategy
- Te Haumako Te Whitingia Strengthening Communities Together Strategy
- Property Strategy (in early development)
- Physical Recreation and Sport Strategy

Each of the above plans will interact with the proposed approach to sports field network planning.

Actions in the Sports Field Network Plan will inform business cases and investment planning for Council work programmes and projects through annual and long term planning processes.





Issues we need to consider

Housing intensification

A growing population in existing urban areas as a result of higher volumes of infill housing is increasing the need for access to parks and open spaces. In turn, under such intensification, parks, open spaces and urban forestry take on an increasingly important flood mitigation role.

Changes to urban form

Changes to urban form are anticipated through the Greater Christchurch Spatial Plan and proposed Mass Rapid Transit. These initiatives will support Christchurch to lower its emissions and underpin a strengthened network of urban and town centres. Over time this will see a growing population within significant urban centres leading to increased demand for sports fields in these areas.

Increasing demand for park use

Increasing demand for park use associated with a range of park values and functions is an important factor impacting sports field provision and development.

Winter sports fields are typically used for approximately 15% of any given week (daylight hours), leaving 85% of the potential available time available for use and enjoyment of the park by other members of the community. Moving forward there is a need for sports fields to be considered through a wider open space lens and as part of an integrated green space solution for both the local community and the city.

Changing sports field use

Overall participant numbers in organised sport as it is currently played may not grow significantly in the next 30 years. However, an ageing population, changing population ethnicity and growing participation of women in sport is changing the nature of community engagement in sport and the types of sport being played. This in turn may result in some sports fields being re-purposed if demand for some sports declines.

The 'greenfield' growth areas of Christchurch with increasing numbers in the sport participation age range are concentrated in the northwest and southwest suburbs of the city.

Multiple codes and new sports (e.g. ultimate frisbee) are competing for use of existing sports fields and particularly in sports parks with higher quality playing surfaces and ancillary facilities such as floodlighting.

Growing demand for equity (emerging, cultural, walking and minor sports) needs to consider geographical distribution and community accessibility whilst balancing provision across sports and grades of play relative to participant numbers. Changing sports field use demands are also being driven by an increasing reluctance of participants to commit to traditional weekly sporting competitions; an increased demand for non-weekend, evening and casual sports field use; the emergence of shortened versions of sports across codes; event-based participation to meet changing lifestyle demands; and competing recreation activities. Longer and overlapping seasons and increased demand for year-round, shoulder and off-season use is also shaping how we provide, develop and maintain our sports fields.

Currently, the capacity to meet these needs is hindered by historical code use, club-owned facilities (e.g. floodlights), and both regional sporting organisation and club expectations. The availability of sufficient all-weather, floodlit surfaces to facilitate flexible and concentrated use is an issue that is widely held and of high importance to our sporting community. Flexibility of use is key.

In the case of cricket, the expense of providing high level grass wicket blocks may drive some investment towards artificial cricket wickets.

Climate change induced hazards

The Sports Field Network Plan can support us to take a strategic approach to investment in response to climate change.

Christchurch will be increasingly exposed to climate change induced hazards including sea level rise, rainfall and floods, heat, drought and fire, extreme weather, soil erosion and landslides. Further information on these hazards is set out in the [District Climate Change Risk Screening](#). These hazards will change the suitability of some sites for use as sports fields. A range of options to respond to these hazards will need to be considered including adapting or relocate facilities or managing demand. At the same time, sports fields can support climate resilience by increasing drainage and attenuation (storage) capacity in severe weather events, helping to protect our communities from harm.

Demand for all-weather training and play

The quality and use of sports fields is coupled with an increased demand for surfaces that support ‘all-weather’ use (e.g. improved drainage, artificial surfaces) and have associated floodlight infrastructure to extend the available hours of use.

Sports field quality

Poor sports field quality is typically associated with winter sports fields having poor drainage and being damaged when used in wet weather. This restricts hours of use for both training and play and increases sports field closures during wet winters.

A knock-on effect of this is the delay in fields being able to be prepared for summer sport because they are too wet to operate maintenance machinery.

Ground closures also adversely impact the ability for teams to train under floodlights during periods of significant wet weather.

Artificial turf

There is an increasing call from some sports codes (specifically football and rugby) for artificial turfs. While they are more expensive than grass sports fields to build, they enable all-weather use, provide a consistent quality playing surface, support high use capacity during peak demand periods (e.g. training) and year-round use (with no seasonal renovation periods) and can be used by multiple sporting codes.

The intensive use typically associated with these facilities can negatively affect neighbouring properties (e.g. noise, light spill, traffic, parking). Therefore, it is important to build these facilities in existing parks (of appropriate size and configuration) that are located in non or low-residential areas, or to purchase land in commercial or industrial areas.

There is an opportunity to establish a number of area-based ‘nodal’ artificial turfs across the city. Maximising the use of artificial turf is a consideration so in some cases location either within or close by schools will ensure optimal use. Location near the proposed Mass Rapid Transit Network and key cycle routes can also help drive down emissions and support equitable access. Partnership development opportunities with schools and the regional council could provide advantages both to Council and education providers through shared development and operational costs.

Floodlights

A significant issue reported by sports organisations is the lack of good quality floodlit sports fields for training and night games. Although 53 Council sports parks have floodlit sports fields, most sports field lighting systems are suitable only for training and very few lighting systems cover a full field. There is strong evidence that training demand exceeds current supply, driven by changing needs for participation including weekday night-time sport. Furthermore, a very small percentage of the sports field lighting systems are of adequate quality to enable night games, thus reducing the sports ability to change playing formats to midweek.

The majority of sports field lights are club owned and maintained but many are old and due for an upgrade or replacement. Many of the fixtures and fittings are now obsolete and unable to be replaced and poles are not capable of supporting new lighting technology.

Existing floodlit sports fields are also often over-used, compromising surface quality and leaving little time between seasonal changeovers to facilitate turf repair and recovery. This has a significant cost impact on maintenance budgets.

Floodlights are provided predominantly by clubs who are responsible for fundraising, consenting and permissions. Installing, operating and maintaining floodlights can be financially and logistically challenging. The demand for floodlit training space makes it difficult to generate potential opportunities for code and club collaboration, joint ventures, or partnerships to share costs and ownership. Club ownership can also restrict or prevent use by other sports or groups.

There is opportunity to link new floodlight provision with the introduction of artificial turfs. A network of floodlit artificial turfs will take the pressure off existing floodlit natural turf. The use of floodlights, while providing a range of benefits, can also increase emissions from sports fields. Energy efficient and renewable energy options should be considered as part of these investments wherever possible.



Changing climate conditions

Sports fields have a role to play in helping Council meet some of the challenge of climate change. The development of our sports field network should be considered in the context of contributing to a healthy recreational environment where practicable – healthy water bodies, biodiversity, stewardship, sustainable use of resources, emissions reductions, and resilience to climate change.

Optimising the sports field network can provide a range of environmental benefits including reduced emissions (and cost) from construction, maintenance, and operations.

Prioritisation of sports fields within walkable catchments and close to public transport (including proposed Mass Rapid Transit), and cycle routes can support Council's target to halve our district's emissions by 2030.

Properly designed artificial turf may be used to reduce flood risk to surrounding properties and infrastructure in severe weather events. Climate change and sea level rise increase the flooding risks. Therefore, appropriate flood management must be integrated with the use of artificial turf to leverage the benefits it provides while avoiding transfer of risk and harm onto the community.

The release of microplastics as turf breaks down is an environmental concern. On 26 April 2023 the European Commission voted to support a ban on the sale of intentionally added microplastics, after a transition period of eight years. Based on their definition of intentionally added microplastics, this restriction will include polymeric infill materials (e.g. rubber crumb) used in artificial turf surfaces. We should anticipate similar legislation being implemented in NZ and should plan accordingly.



English Park

The way forward

Sports fields take time to plan, build and develop, and our network programme needs to allow for this. A well-planned development programme over the long term will help avoid having insufficient, poorly located or poor quality sports fields that are not 'fit for purpose' or meeting community needs. It will also ensure investment is targeted and effective and will help deliver co-benefits to our natural environment supporting a resilient and low emissions city.

We need to be strategic in our planning to ensure that sports fields are developed appropriately and are flexible enough to support changes in community needs. Sports field development will need to help Council achieve other plans and strategic objectives such as building a collaborative confident city, a green liveable city, a cultural powerhouse city and a thriving prosperous city.

To achieve our goal of more New Zealanders with better places to play sport, we have to make better decisions about sporting facilities.⁴



Multi-sports zone (MSZ) playing space concept

⁴ The New Zealand Sporting Facilities Framework (www.sportnz.org.nz)

The following goals are aligned with the community outcomes defined in Council's Strategic framework.

Goal 1: Play where you live

'Strong sense of community'

Safe and accessible sports fields support healthy, diverse and connected communities

Participate locally wherever possible

A network of local sports field areas contributes to making organised sports participation accessible for children in the early development stages of their lives by reducing cost barriers for families, such as high transport costs and interruptions to the parents' working day.

A network of local sports field areas also helps build active, healthy and connected communities.

Promoting active transport initiatives as a means of enabling local communities to mitigate growing concerns about the negative impact of climate change associated with burning fossil fuels reinforces an increasing need for local provision wherever possible.

A local community-based sports field network that can be easily accessed (within 1km or 12 minutes walking distance of all homes) by those who want to participate in junior sport (ages 5–12 years) provides the best opportunity to minimise the negative impacts generated by vehicle-based travel to destination parks.

Beyond walkable catchments, prioritisation of sports fields close to public transport (including proposed Mass Rapid Transit) and cycle routes and within priority development areas can increase access, optimise use of facilities, reduce emissions and support high quality intensification.

Building resilient and inclusive communities enhances the notion that anywhere in Christchurch is a great place to live. Building strong communities requires us to provide for equitable access for all families and means travel and associated costs are not significant barriers to participation. This is particularly important for children aged 5–12 years old, noting that this is where numbers of formal sports participants are highest.

The provision of multi-sport zone playing spaces is one means of supporting the goal of play where you live. This type of recreational sports surface may also be referenced in the Play Space Network Plan once it is completed.

To achieve Goal 1, we need to:

- 1.1 Provide flexible spaces that can be used by all, whether formal sports groups or casual recreational demand such as multi-sport zone playing spaces.
- 1.2 Improve areas within local parks and reserves to accommodate training needs for children's sport in particular with careful consideration of the other demands on our parks such as tree canopy coverage.
- 1.3 Develop community partnerships to secure community use of other providers' sports fields, e.g. schools.
- 1.4 Where no other option is available seek to acquire – purchasing land in suburbs where the gap between demand and provision cannot be met by repurposing or sharing initiatives.
- 1.5 Prioritise investment in sports fields within walkable catchments, close to public transport and priority development areas to reduce emissions and support the Greater Christchurch Spatial Plan.

When clubs and codes and communities make decisions in isolation, we end up with too many of one kind of facility and not enough of another.⁵

⁵ <https://sportnz.org.nz/media/1411/nz-facilities-framework.pdf>



Goal 2: Participate for life

Modern and robust city infrastructure and community facilities

‘Inā noa atu te tangata, te mahi’
More people, more active, more often’

Enable play for life

A network of multi-code accessible and floodlit sports field areas evenly distributed across the city provides opportunities for all to participate and does not place additional demand on existing playing areas.

Weather related impacts are minimised allowing sports participation to progress in typical weather-related events.

Sports fields accommodate changing community demands and support planned city growth and intensification.

Sports field provision is as flexible as possible to meet the competing and changing needs of the community, for example mid-week competitions, casual use, decrease in demand of a particular sport.

Locations support all community sports within geographical areas connected to multi-mode active transport options wherever possible, such as major cycle and public transport routes, which in turn support the Mass Rapid Transit Indicative Business Case.

Negative impacts associated with night time use for training and competition in residential areas are minimised.

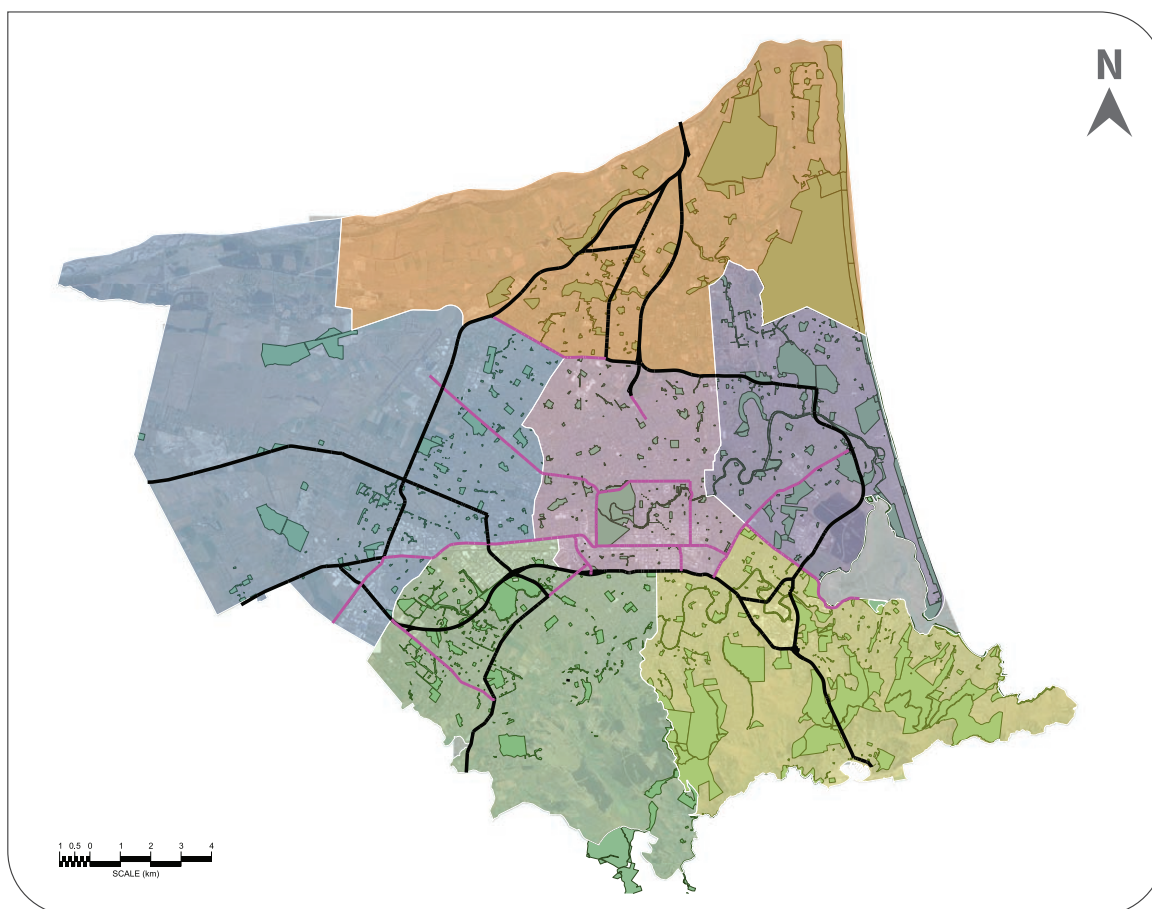
Desirable community and parkland outcomes such as improving our urban forest canopy, biodiversity outcomes and community well-being associated with parkland and open space availability are protected and maintained.

To achieve Goal 2, we need to:

- 2.1 Provide sufficient capacity to meet the current demand and predicted growth in the most cost effective manner, whilst preserving as much open space for non-sport purposes as possible.
- 2.2 Build well distributed dedicated facilities such as artificial turfs, and dedicated flood lit training areas in locations that connect to active transport routes, and which do not impact negatively on residential areas or other parkland priorities.
- 2.3 Improve existing infrastructure to ensure we have the most efficient use of existing resources.
- 2.4 Invest in surface water management as part of upgrading sports fields to optimise usability while building resilience to the impacts of climate change.



Proposed catchment areas for artificial turf hubs



Legend

Roads

- State highway
- Major arterial road

Boundaries

- Central
- Eastern
- Western
- Northern
- South Eastern
- South Western

Goal 3: Succeed

‘Celebration of our identity through arts, culture, heritage, sport and recreation’

Enabling emerging talent to thrive

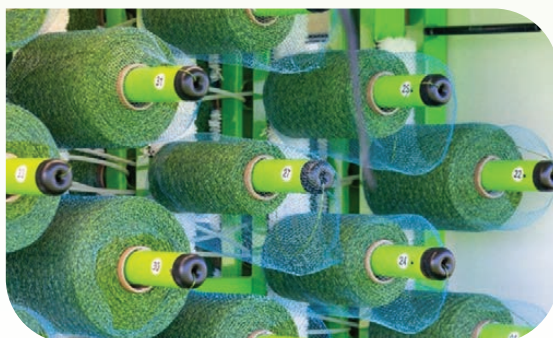
Provide opportunities for player development using an environmentally sound and well balanced supporting infrastructure

Christchurch is a place of choice for community sports development through provision of appropriate facilities to enable communities and clubs to prosper equitably.

The quality of the primary field of play for all clubs aligns with the requirements of the regional sporting organisation.

The benefits of improved turf technology for improving sports field resiliency and avoiding the impact of high maintenance costs are adopted.

The important role that open spaces and parks will increasingly play in managing the impacts of a changing climate is acknowledged, whilst enabling the primary purpose of sports parks to support sport.



Hybrid turf stitching machine

To achieve Goal 3, we need to:

- 3.1 In partnership with the RSOs, determine and prioritise future capital investment programmes to inform annual and long term plans.
- 3.2 Develop solutions that deliver a primary field of play for all community clubs to an above average quality as measured by our condition assessment model.
- 3.3 Invest capital in more robust community sports fields' infrastructure that enables player performance and development.
- 3.4 Invest capital in community sports fields' infrastructure to improve field resiliency against the impact of high use, such as 'hybrid' turf and alternative irrigation technology.
- 3.5 Ensure the city's sports field infrastructure is of a quality that it can support regional, national and where appropriate, international events to be hosted by the city.
- 3.6 Partner with private and educational entities to align objectives and invest in the most sensible manner to support the city's aspirations.



Trialling alternative sub-surface irrigation in a community sports field

Implementation and funding

The detailed Action Plan (see Appendix 2) sets out ongoing, immediate and longer-term actions to provide and develop our sports field network. Actions are targeted and coordinated, taking a manageable, incremental approach to providing and developing our sports field network over the next 10 years.

- Some of the actions are already funded under existing projects and Council operations.
- Actions that require additional investment in new projects or purchase of land are identified and will need to be considered as part of long term and annual plan budgeting processes.

Monitoring and review

One of the actions in the Sports Field Network Plan is to develop a monitoring programme, so that we can assess our progress towards providing and developing our sports field network to meet the changing needs of our community.

- We will review the Sports Field Network Plan regularly to evaluate how we are tracking against our goals. Results from the review will be used to inform future long term plan decisions.



Appendix 1 – How we developed the plan

Purpose

The purpose of this Sports Field Network Plan is to identify current issues and opportunities, options and goals for the development of the network of sports fields and associated infrastructure in Christchurch during the next 10 years.

By implementing the plan, we will be able to:

- capture what is working well or requires improvement and where gaps exist
- understand existing issues and opportunities in response to changing community needs
- establish clear and concise goals to help guide and prioritise sports field investment

The plan does not identify provision for individual sports. The intention is for the network of sports fields to be as flexible as possible, recognising that demand and use change over time and that sports also use non-Council facilities. It seeks to guide equitable sports field provision and development based on community needs.

This Sports Field Network Plan will sit alongside other documents and plans that contribute to the delivery of Council's community outcomes and guide policy or investment priorities.

The overall required outcome is efficient and effective provision of sports fields that enable equitable community sport participation, growth and development for all citizens, sporting codes and levels of play.

Scope

This plan focusses on provision of sports fields that are located on Council land within the Christchurch City boundary.

It does not specifically address associated sports field infrastructure such as changing rooms.

Methodology

We accessed data from the annual Sport Report for the past five years on the number of clubs, teams and games played for each sport by reviewing each sporting code's match and training schedules for 2022 on the relevant website.

We reviewed populations and housing trends by studying data from Statistics New Zealand.

We used the Council GIS and asset management data to quantify the number of sports fields available and to produce maps showing the location of sports and community parks. We then used this information to identify areas of the city where the distance to a park was more than 1km.



Lancaster Park opening June 2022

Consultation and feedback

In the development of the Sports Field Network Plan Council staff engaged with stakeholders who represent the key sporting groups and organisations that use the sports fields in the summer and winter sports seasons, and who manage weekly sports opportunities and events for tamariki and rangatahi in Waitaha. These stakeholders included:

- Sport Canterbury – an independent regional sports trust for Waitaha, dedicated to fostering community and connection through sports. Sport Canterbury is one of 17 regional sports trusts under the umbrella of Sport New Zealand.
- The six largest regional sports organisations who have Council sports fields allocated to them for the summer and winter sports seasons:
 - Canterbury Rugby
 - Canterbury Rugby League
 - Christchurch Metro Cricket and Canterbury Cricket
 - Canterbury Softball
 - Mainland Football
 - Touch Canterbury

Collectively, these regional organisations represent the majority of community sports clubs playing on sports fields in Christchurch.

- Independent organisations set up to manage weekly sports opportunities and events for tamariki and rangatahi in Waitaha (School Sports Canterbury, Primary Sports Canterbury). Membership of these organisations consists of primary, intermediate and secondary schools throughout Canterbury.

A minimum of two meetings/workshops were held with these stakeholders, where Council staff presented the draft plan and received feedback. Subsequent meetings were held at the request of Mainland Football and Canterbury Softball with their respective clubs, where Council staff received further feedback. There was also a meeting held with the Secondary School Regional Sports directors with the information sent out to all secondary schools in Ōtautahi.

The majority of the feedback received at the meetings and workshops was focused on operational detail rather than on the strategic direction of the plan. However, there was general support for establishing a network of six hubs around the city where we are proposing to put artificial turf.

One of the key outcomes agreed through the engagement with the key stakeholders is that the prioritisation of the projects implemented from the plan would be agreed in consultation with the regional sports organisations through regular seasonal meetings and using an agreed decision-making matrix (Goal: Succeed. Objective 3.2) This process will help ensure that community sports clubs, through their regional organisations, will continue to have a voice as the plan is delivered.

The plan's framework also has other key actions recognising the importance of ongoing collaboration with the Regional Sports Organisations, including working with them to evaluate the city's network of floodlights (Goal 2, Objective 2.1) and seeking ongoing feedback on the performance of sports fields (Goal 3, Objective 3.1).





Appendix 2 – Action plan in detail

Goal 1: Play where you live ‘Strong sense of community’

1

Objective 1.1 Quantify the type and location of sports field network required to meet current and future community sporting needs taking into account the Play Space Network Plan once it is completed.

Action	Funding	Implementation timeframe	
		2024–2026	2027–2034
Identify and investigate the geographical zones in the city with insufficient land to support Goal 1		✓	
Determine the number, location and configuration of multi-sport zone playing spaces required to meet current and future community sports field training needs and install them	✓	✓	✓

Objective 1.2 Develop alternative and/or additional sources and locations of sports field provision

Action	Funding	Implementation timeframe	
		2024–2026	2027–2034
Clearly identify locations suitable to support current and future community sports field training needs	✓	✓	
Determine whether we need to secure additional sports field capacity for community use on privately owned or school fields	✓	✓	
Investigate opportunities to collaborate with lease holders of existing non sports field spaces to provide potential community multi-purpose sports activity	✓	✓	

Objective 1.3 Upgrade or renew existing sports fields in a cost-effective manner

Action	Funding	Implementation timeframe	
		2024–2026	2027–2034
Work with the NSOs and RSOs to determine and prioritise capital investment programmes to improve areas within local parks and reserves	✓	✓	✓
Improve our asset information to drive effective investment decisions	✓	✓	✓

2

Goal 2: Participate for life
Modern and robust city infrastructure and community facilities

Objective 2.1 Develop a city-wide network of dedicated floodlit artificial turf sports fields

Action	Funding	Implementation timeframe	
		2024–2026	2027–2034
Work with the RSO's to Investigate the optimum placement of floodlit artificial surfaces in select locations of the city		✓	
Ensure the optimum placement of floodlit artificial locations is integrated with the Greater Christchurch Spatial Plan and proposed Mass Rapid Transit Indicative Business Case and any other relevant Council plans.		✓	
Prepare and implement the staged delivery of the artificial turf network	✓	✓	✓

Objective 2.2 Protect the investment in sports field facilities

Action	Funding	Implementation timeframe	
		2024–2026	2027–2034
Provide appropriate supporting infrastructure to maximise the use of the sports field network (e.g. changing rooms, storage)	✓	✓	✓
Design and construct any new or upgraded sports field so that it can support climate resilience by increasing its ability to store rainfall in severe weather events, helping to protect our communities from harm and keep ongoing operational costs at a sustainable level.	✓	✓	✓



3

Goal 3: Succeed
‘Celebration of our identity through arts, culture, heritage, sport and recreation.’

Objective 3.1 Improve sports field quality by upgrading turf systems e.g. improved drainage and irrigation, installation of hybrid turf systems and managing use so that the grass surface allows sport development and performance at a higher community level

Action	Funding	Implementation timeframe	
		2024–2026	2027–2034
Design and implement an objective method for regular and consistent objective feedback on the condition and performance of our sports fields	✓	✓	✓
Design and implement an objective method for prioritising sports fields to be investigated for potential upgrades	✓	✓	✓
Monitor and adjust to specific requirements as implemented by National Sports Organisations (NSO) for community sport delivery	✓	✓	✓
Evaluate and implement new and emerging hybrid turf, drainage and irrigation technology for maximising the use, resilience and longevity of new and existing natural turf sports fields	✓	✓	✓

Objective 3.2 Provide surface quality of suitable standard to host inter-regional competitions (including professional and semi-professional franchise competitions involving teams from outside New Zealand) and/or to serve as a national high-performance training hub

Action	Funding	Implementation timeframe	
		2024–2026	2027–2034
Work with the NSOs and RSOs to determine and prioritise capital investment programmes	✓	✓	✓



Ngā Puna Wai Sports Hub

Item 6

Attachment A

Our Sports Field Network Plan

for Ōtautahi Christchurch
2024

Item 6
Attachment A

CU56809 March 2024

ccc.govt.nz/sports-grounds

Christchurch
City Council 

7. Better Off Funding - Ferrymead Heritage Park Third Tranche

Reference Te Tohutoro: 24/440207

Responsible Officer(s) Te Pou Matua: Joshua Wharton, Community Funding Team Leader

Accountable ELT Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to enable the Council to consider approving the payment of the third and final tranche of Better-Off funding allocated to Ferrymead Heritage Park.
- 1.2 This report originated following the 21 June 2023 Council resolution (CNCL/2023/00076):
 - 1.2.1 *\$400,000 to the Ferrymead Trust to accelerate or enhance their projects or operations so they continue to contribute to important community experience and subject to the following terms and conditions:*
 - *Joint funding with the Ferrymead Trust on a 50:50 basis for the operation of the Ferrymead Trust from 1 July 2023 to 31 December 2023;*
 - *Ferrymead Trust retaining a suitable qualified entity to develop a business plan that substantively implements the February 2023 BDO Christchurch Limited Report “Final Strategic and Opportunities Review Summary Report” by November 2023 with sufficient detail to clearly demonstrate how Ferrymead Trust will achieve ongoing financial sustainability including what actions will be taken, by whom, when, and at what cost. This is to inform Council’s consideration of long-term funding in the Long-Term Plan;*
 - *Milestones that recognise progress implementing the BDO Christchurch Limited Report;*
 - *That staff work with Ferrymead Trust to agree to funding terms and conditions and, if necessary, identify any milestones for grant payments, prior to making the grant payments to the Trust.*
 - 1.2.2 *\$111,700 of the total \$400,000 grant was allocated as a first tranche to support business-plan development until 31 December 2023.*
 - 1.2.3 *A further \$140,000 of the remaining was then allocated as a second tranche to support identified high-priority Park transformation initiatives at the Council Meeting of 12 December 2023.*
 - *It was agreed that staff would bring a report to Council for consideration of a third tranche payment in 2024 for allocation of the remaining \$148,300 in context of the Trust’s performance against key milestones. These milestones were that:*
 - i. *Any expectation of future financial support from the Council should be limited to an application to the contestable Strengthening Communities Fund for an amount no greater than historical norms.*
 - ii. *The Ferrymead Trust should consider the impacts of climate change in their future planning primarily their response to adverse events, sea level rise and emissions.*

- iii. *The business plan should contemplate how the Ferrymead Trust will work with its stakeholder organisations to secure the future of vulnerable buildings on site, be this repair, removal, or demolition.*

1.3 This report involves the third and final tranche.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receive the information in the Better Off Funding – Ferrymead Heritage Park Third Tranche Report.
2. Approve a third and final tranche payment of \$148,300 from the Metropolitan Better Off Fund to The Ferrymead Trust towards business plan implementation for the betterment and long-term sustainability of Ferrymead Heritage Park.
3. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 On 21 June 2023, the Council approved allocation of \$400,000 from the Better Off Fund to support a business transformation effort for Ferrymead Heritage Park, who have struggled financially and structurally for several years.
- 3.2 This funding has been awarded in two separate tranches so far, with staff working closely alongside the Park governance board to ensure that they meet agreed targets and have adequate support to do so.
- 3.3 Having met all of the requirements of the second tranche, this decision relates to the release of a third (and final) tranche, which would expend the remainder of the allocated funds for the Park to continue delivering their transformative efforts.

4. Background/Context Te Horopaki

- 4.1 The Ferrymead Trust have demonstrated achievement of key milestones through regular progress updates to Council staff. They have:
 - Continued to operate the Park successfully throughout the start of 2024. There has been an increase in visitation numbers at the Park when compared to the same period last year, due to a successful summer season and a newly developed marketing and events role.
 - Engaged further with Lyttelton Port & Christchurch NZ around encouraging Cruise Ships and other City visitors to offer travel packages and deals that include visits to the Heritage Park.
 - Begun to implement a comprehensive business plan, demonstrating use of the BDO (Business Advisory) strategic report recommendations, peer-reviewed by Flourish Consulting (**Attachment A**).
 - Developed a new business operating model at the Park, which will minimise costs for the company without significantly disrupting the member-society activities or general public. These proposals have been co-designed with the societies at the Park over a number of months and will continue to be implemented by the Trust in 2024.

- Operated with transparency with Council staff and a consistent vision for positive change at the Park.

4.2 The following related closed information session/workshops have taken place for the members of the meeting:

Date	Subject
21 June 2023	Decision to award total quantum of \$400,000 to the Ferrymead Trust. First tranche of \$111,700 made.
12 December 2023	Considered progression against agreed objectives for the Park. Second tranche of \$140,000 made.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.3 The following reasonably practicable options were considered for this report:

4.3.1 To decline to award of *any* of the remaining \$148,300 allocated to The Trust.

- This option was not recommended as it withdraws financial support part-way through a transformative process, where funding was released in tranches to retain competitive integrity and pressure for positive progress within the Park.

4.4 The following options were considered but ruled out:

4.4.1 To award part of the remaining \$148,300 allocated to the trust.

- This option would serve no material benefit to either the Park or the Council and would require additional staff time in the preparation of information and further decisions for any of the remaining quantum.

Options Descriptions Ngā Kōwhiringa

4.5 **Preferred Option:** To approve a third and final tranche payment of \$148,300 from the Metropolitan Better Off Fund to The Ferrymead Trust.

4.6 **Option Description:** This funding would specifically target business plan implementation for the betterment and long-term sustainability of Ferrymead Heritage Park.

4.6.1 Option Advantages

- This funding will see the park through until decisions are made for the contestable Strengthening Communities Fund in August.
- It will support the continued transformative work of the new Ferrymead Trust.

4.6.2 Option Disadvantages

- Will prevent the Council re-purposing the funding to another output within Ferrymead Park, if it has a mind to do so.

Analysis Criteria Ngā Paearu Wetekina

4.7 Following Council's initial resolution on 21 June 2023, staff have worked with representatives from the Ferrymead Trust on various funding terms and key milestones. All milestones of this first tranche were met. Details of progress against milestones of the second tranche are as follows:

4.7.1 The Park has completed and begun implementation of a detailed business plan, peer reviewed by an external body, clearly detailing a realistic route to future stability for the Park (**Attachment A**).

- 4.7.2 There is continued communication to the park that expectation of future financial support from the Council should be limited to an application to the contestable Strengthening Communities Fund rather than through Council's Long-Term Plan.
- 4.7.3 The Trust has considered the impacts of climate change in their future planning primarily their response to adverse events, sea level rise and emissions.
- They have organised a subcommittee of the Trust that will address buildings and infrastructure in the context of their geographical location, particularly proximity to the coast. They have reviewed the most recent advice from NIWA and continue to monitor the situation. The Trust will report annually to stakeholders on mitigations and residual risk in this area.
- 4.7.4 The Trust has considered how it will work with its stakeholder organisations to secure the future of vulnerable buildings on site, be this repair, removal, or demolition.
- They have developed an early plan for which buildings are classified for repair, replacement, or (*in the worst case*) isolation. They have finished a capital-raising investment strategy that will seek money from philanthropic and corporate sources. They are also looking to employ a fundraising professional and have identified a professional chartered accountant who is willing to work with the Park on a 0.4FTE basis to review its finances and ensure it aligns with international accounting standards (*this is important for seeking major external and national funding*).
 - The intention is to have the infrastructure of the Park fit-for-purpose by 2030.
- 4.7.5 The Trust have completed a comprehensive governance review. This review embedded a new structure with the Trust as the most senior body at the Park, overseeing the Company, and supported by an advisory board with membership across societies at the Park. This is a significant change to the existing structure and will be supported by the NZ Institute of Directors to ensure proper training for new and remaining Trustees.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option – Grant the remainder	Option 2 – No grant
Cost to Implement	\$148,000	0.00
Maintenance/Ongoing Costs	None	Staff time/advice on use of the remaining funds
Funding Source	The Better-Off Fund	N/A
Funding Availability	Available – allocated for this purpose	N/A
Impact on Rates	None	None

- 5.1 All of the costs of releasing this third and final tranche are accounted for, because of the decision of Council on 21 June 2023 to ringfence \$400,000 for this purpose.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a material risk that longer-term implementation of the transformative business plan by Ferrymead Heritage Park will require substantial funding that is not affordable to the Council's contestable community funding pool long-term.

- This risk is partially mitigated by the Council clearly communicating to the Trust that the reliance on considerable annual support from the Council does not meet the requirement of financial sustainability.
- This remains a material risk, which will be monitored and used to inform any future advice provided to the Council.

Legal Considerations Ngā Hīraunga ā-Ture

6.2 There is no legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

6.3 The required decision:

6.3.1 Is consistent with [Te Haumako, Te Whitingia - Strengthening Communities Together Strategy](#):

- Objective 1.5: Support groups involved in providing access to arts, culture, heritage, recreation, and those who care for the environment.
- Objective 1.6: Facilitate and promote lifelong learning opportunities for all.
- Objective 1.7: Work with others to reduce loneliness and social isolation, with particular focus on intergenerational approaches.
- Objective 2.3: Support the community activation and kaitiakitanga of public places and spaces.
- Objective 3.4: Increase volunteering opportunities across the Council and the wider community and support the organisations providing such opportunities.

6.3.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

6.4 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

6.5 Citizens and communities

6.5.1 Activity: Community Development and Facilities

- Level of Service: 2.3.1.1 Provide funding for projects and initiatives that build partnerships; resilient, engaged and stronger communities, empowered at a local or community of interest level. - 95% or more of reports presented demonstrate benefits that align to CCC community outcomes, Council's strategic priorities and, where appropriate Community Board plans
- Level of Service: 2.3.1.2 Build volunteer participation through the effective administration of the community grant schemes. - Strengthening Communities Fund supports 2,185,000 volunteer hours annually, subject to eligible applications

Community Impacts and Views Ngā Mariu ā-Hāpori

6.6 The decision affects the following wards/Community Board areas:

6.6.1 Waihoru Spreydon-Cashmere-Heathcote

6.6.2 The Community Board has received briefings regarding the ongoing status of the Park. However, the decision regarding allocation of Better Off Funding lies with the Council.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.7 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.
- 6.8 The decision is not a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga. This is because the decision concerns the allocation of pre-approved community funding.
- 6.9 The Park have indicated a commitment to improving their Mana-Whenua partnership (specifically Ngāi Tūāhuriri and Ngāti Wheke). This relationship with hapū continues to mature month-by-month.
- 6.10 The Trust is working with the University of Canterbury to incorporate more Te Ao Māori into the Park.


Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.11 The decisions in this report are likely to:
- 6.11.1 Contribute positively to adaptation to the impacts of climate change.
- 6.12 The Trust have provided advice to Council staff on how they will consider the impacts of climate change in their future planning, primarily their response to adverse events, sea level rise and emissions.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 The recommended third and final Tranche would allow the Park to continue to operate day-to-day, while continuing business plan implementation for long term sustainability and addressing Council feedback.
- 7.2 It would expend the remaining \$148,300 from the initial allocation of \$400,000 in June 2023.
- 7.3 Any future funding from the Council will be managed through applications to the Contestable Strengthening Communities Fund and/or public submissions to Council's Long Term Plan.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Ferrymead Park Better Business Case 2024 - 2029 (<i>Under Separate Cover</i>)	24/17832	

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Josh Wharton - Team Leader Community Funding
Approved By	Gary Watson - Manager Community Partnerships John Filsell - Head of Community Support and Partnerships

8. Mount Pleasant Community Centre - Community Loan Reschedule

Reference Te Tohutoro: 24/479049

Responsible Officer(s) Te Pou Matua: Joshua Wharton, Community Funding Team Leader

Accountable ELT Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to consider a term-restructuring of the Mount Pleasant Community Loan Schedule.
- 1.2 The report originated through the relationship with the Mt. Pleasant Memorial Community Centre & Residents Association as part of management of their existing community loan.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receive the information in the Mount Pleasant Community Centre – Community Loan Reschedule Report.
2. Agree to extend the existing community loan with the Mt. Pleasant Memorial Community Centre & Residents' Association from a total term of 13 years to a total term of 16 years with interest rates maintained at 2% and quarterly repayments increasing by \$1,000 p/a.
3. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 As per the current loan schedule, from 20 December 2024, the Mount Pleasant Community Centre will move from quarterly repayments of \$2,000.00 to \$9,015.49.
- 3.2 The Association believe that meeting these repayment commitments are not achievable at this stage in their development and activation of the centre.
- 3.3 Staff have met with the Association trustees to assess the status of the organisation, gauge repayment ability confidence, and to propose a realistic path forward. The recommended approach reflects the result of this assessment and discussions with the association.

4. Background/Context Te Horopaki

- 4.1 The Association have been making their scheduled quarterly repayments of \$2,000, of which, a large portion is interest on the loan.
- 4.2 From December 2024, this quarterly repayment is set to increase to \$9,015, a 350% increase. The Association has indicated to Council that they are unable to meet these increased repayments as they have not developed sufficient income-generating streams.

- 4.3 Council staff have met with officers of the Association to discuss their organisational status and have developed a step-up approach that both parties agree is realistic and achievable for the Association. A copy of this Draft Schedule is included in **Attachment A**.
- 4.3.1 This schedule will slowly increase the quarterly repayments each year, rather than seeing one significant jump, to allow the Association to adjust to the increasing costs.
- 4.3.2 It would not come at significant cost to the Community Loan Scheme over the period of the loan and would extend the total loan period by three years.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.4 The following reasonably practicable options were considered and are assessed in this report:
- To implement a step-up rescheduling of the loan.
 - This would involve increasing the quarterly payments by \$1,000 each year, until reaching the current maximum 'table loan' payments of \$9,078.72 per quarter.
 - This approach would extend the final quarterly repayment from September 2033 until September 2037.
 - The cost to the Community Loan Scheme of this approach would be \$12,124, because of the extended period for the loan to be repaid.
 - To award the Association with an interest-free loan:
 - This would still involve stepping up the principal payments by \$1,000 a year. However, the Council would incur an additional cost to the fund caused by the loss of 2%p.a. interest.
 - This approach would extend the final quarterly repayment from September 2033 until June 2036.
 - The cost to the Community Loan Scheme of this approach would be \$46,345, both because of the extended period of the loan, as well as the lack of interest being charged.
- 4.5 The following options were considered but ruled out:
- Forgiving the entirety of the Community Loan.
 - The balance of the Community Loan Scheme is maintained through repayments of current loan holders.
 - The Association can make repayments at the current level and are reasonably confident in their ability to grow annual income in years to come.

Analysis Criteria Ngā Paearu Wetekina

- 4.6 For the integrity of the Loan Scheme as a whole and because of precedent for other Community-Loan holders, it is preferred not to recommend that the Council forgive the loan quantum.
- 4.7 Staff have been careful to find an option for the Association that reflects a realistic path to meeting their loan obligations to the Council, at the lowest possible cost to the scheme.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	<i>Recommended Option</i> A step-up rescheduling of the loan	<i>Option 2</i> Award interest free
Cost to Implement	\$12,124	\$46,345
Maintenance/ Ongoing Costs	None	None
Funding Source	Community Loans Scheme	Community Loans Scheme
Date of Complete Loan Repayment	September 2037	June 2036
Impact on Rates	None, the loan scheme is already considered largely impaired in the LTP.	None, the loan scheme is already considered largely impaired in the LTP.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a material risk that even with a more forgiving growth in quarterly principal repayments, that the Mount Pleasant Community Centre may struggle to afford the loan costs if they are unable to increase their income in the years to come.
 - 6.1.1 This risk is mitigated by the confidence of the Association in their ability to do so.
 - 6.1.2 The risk is also mitigated by the fact that if they were unable to make the increased quarterly repayments, that maintaining the status quo of low repayments is realistic without any significant organisational change or growth in annual income.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
 - 6.2.1 The Council has the authority to award community loans and make amendments to community loan schedules where the extension of such a loan would come at cost to the loans scheme.
- 6.3 Other Legal Implications:
 - 6.3.1 This decision will not impact security arrangements currently in place with the Mt. Pleasant Memorial Community Centre & Residents Association over the building.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decision:
 - 6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
 - 6.4.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the number of individuals impacted by the decision and low cost to implement.
 - 6.4.3 Is consistent with the Council's Plans and Policies.
- 6.5 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.6 Citizens and communities
 - 6.6.1 Activity: Community Development and Facilities
 - Level of Service: 2.3.1.1 Provide funding for projects and initiatives that build partnerships; resilient, engaged and stronger communities, empowered at a local

or community of interest level. - 95% or more of reports presented demonstrate benefits that align to CCC community outcomes, Council's strategic priorities and, where appropriate Community Board plans

- Level of Service: 2.2.5.1 Community partner relationships are prioritised, improves and supported by robust information. - 130 Partner Organisations' relationship with Council is health-checked and reported
- Level of Service: 2.0.7 Support community management and activation of facilities through a Council and Community partnership model. - At least 75% of community facilities are activated / managed in partnership with the community

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 The decision affects the following Wards/Community Board areas:

6.7.1 The Waihoru Spreydon-Cashmere-Heathcote Community Board

6.7.2 Heathcote Ward.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.8 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.

6.9 The decision does not 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

6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

7. Next Steps Ngā Mahinga ā-muri

7.1 Staff will prepare an amended loan agreement with the Mt. Pleasant Memorial Community Centre & Residents Association to reflects the nature of the new repayment schedule.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	DRAFT Mount Pleasant Community Centre Loan Schedule - Step Up Model	24/486932	124

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Josh Wharton - Team Leader Community Funding
Approved By	Peter Langbein - Finance Business Partner John Filsell - Head of Community Support and Partnerships



Mt.Pleasant CommCentre -- adjusted after 20-Dec-24

This Adjustment was agreed in Mar-24, to extend the period in which repayments "step up" to around \$9,000 per quarter

Loan amount (initial)	\$ 330,403.00
Annual interest rate	2.0%
Number of payments per year	4
First payment date (initial period)	20-Dec-21
Step-up Dates	Annual @ 20-Mar
First payment date (Table Loan period)	20-Mar-31
Final payment date	20-Sep-37

Loan summary	
Payment	variable
# of Payments (prior to Table Loan)	37
Payment (Table Loan period)	\$9,078.72
# of Payments (Table Loan period)	27
Total Payments	\$ 403,125.44
Total Principal repaid	\$ 330,403.00
Total Interest paid	\$ 72,722.44

Payment No.	Quarter Ending	Opening Balance	Payment Base	Payment Additional	Payment Total	Principal	Interest	Closing Balance
1	20-Dec-21	330,403.00	2,000.00	-	2,000.00	347.98	1,652.02	330,055.02
2	20-Mar-22	330,055.02	2,000.00	-	2,000.00	349.72	1,650.28	329,705.30
3	20-Jun-22	329,705.30	2,000.00	-	2,000.00	351.47	1,648.53	329,353.83
4	20-Sep-22	329,353.83	2,000.00	-	2,000.00	353.23	1,646.77	329,000.60
5	20-Dec-22	329,000.60	2,000.00	-	2,000.00	355.00	1,645.00	328,645.60
6	20-Mar-23	328,645.60	2,000.00	-	2,000.00	356.77	1,643.23	328,288.83
7	20-Jun-23	328,288.83	2,000.00	-	2,000.00	358.56	1,641.44	327,930.27
8	20-Sep-23	327,930.27	2,000.00	-	2,000.00	360.35	1,639.65	327,569.92
9	20-Dec-23	327,569.92	2,000.00	-	2,000.00	362.15	1,637.85	327,207.77
10	20-Mar-24	327,207.77	2,000.00	-	2,000.00	363.96	1,636.04	326,843.81
11	20-Jun-24	326,843.81	2,000.00	-	2,000.00	365.78	1,634.22	326,478.03
12	20-Sep-24	326,478.03	2,000.00	-	2,000.00	367.61	1,632.39	326,110.42
13	20-Dec-24	326,110.42	2,000.00	-	2,000.00	369.45	1,630.55	325,740.97
14	20-Mar-25	325,740.97	3,000.00	-	3,000.00	1,371.30	1,628.70	324,369.67
15	20-Jun-25	324,369.67	3,000.00	-	3,000.00	1,378.15	1,621.85	322,991.52
16	20-Sep-25	322,991.52	3,000.00	-	3,000.00	1,385.04	1,614.96	321,606.48
17	20-Dec-25	321,606.48	3,000.00	-	3,000.00	1,391.97	1,608.03	320,214.51
18	20-Mar-26	320,214.51	4,000.00	-	4,000.00	2,398.93	1,601.07	317,815.58
19	20-Jun-26	317,815.58	4,000.00	-	4,000.00	2,410.92	1,589.08	315,404.66
20	20-Sep-26	315,404.66	4,000.00	-	4,000.00	2,422.98	1,577.02	312,981.68
21	20-Dec-26	312,981.68	4,000.00	-	4,000.00	2,435.09	1,564.91	310,546.59
22	20-Mar-27	310,546.59	5,000.00	-	5,000.00	3,447.27	1,552.73	307,099.32
23	20-Jun-27	307,099.32	5,000.00	-	5,000.00	3,464.50	1,535.50	303,634.82
24	20-Sep-27	303,634.82	5,000.00	-	5,000.00	3,481.83	1,518.17	300,152.99
25	20-Dec-27	300,152.99	5,000.00	-	5,000.00	3,499.24	1,500.76	296,653.75
26	20-Mar-28	296,653.75	6,000.00	-	6,000.00	4,516.73	1,483.27	292,137.02
27	20-Jun-28	292,137.02	6,000.00	-	6,000.00	4,539.31	1,460.69	287,597.71
28	20-Sep-28	287,597.71	6,000.00	-	6,000.00	4,562.01	1,437.99	283,035.70
29	20-Dec-28	283,035.70	6,000.00	-	6,000.00	4,584.82	1,415.18	278,450.88
30	20-Mar-29	278,450.88	7,000.00	-	7,000.00	5,607.75	1,392.25	272,843.13
31	20-Jun-29	272,843.13	7,000.00	-	7,000.00	5,635.78	1,364.22	267,207.35
32	20-Sep-29	267,207.35	7,000.00	-	7,000.00	5,663.96	1,336.04	261,543.39
33	20-Dec-29	261,543.39	7,000.00	-	7,000.00	5,692.28	1,307.72	255,851.11
34	20-Mar-30	255,851.11	8,000.00	-	8,000.00	6,720.74	1,279.26	249,130.37
35	20-Jun-30	249,130.37	8,000.00	-	8,000.00	6,754.35	1,245.65	242,376.02
36	20-Sep-30	242,376.02	8,000.00	-	8,000.00	6,788.12	1,211.88	235,587.90
37	20-Dec-30	235,587.90	8,000.00	-	8,000.00	6,822.06	1,177.94	228,765.84
38	20-Mar-31	228,765.84	9,078.72	-	9,078.72	7,934.89	1,143.83	220,830.95
39	20-Jun-31	220,830.95	9,078.72	-	9,078.72	7,974.57	1,104.15	212,856.38
40	20-Sep-31	212,856.38	9,078.72	-	9,078.72	8,014.44	1,064.28	204,841.94
41	20-Dec-31	204,841.94	9,078.72	-	9,078.72	8,054.51	1,024.21	196,787.43
42	20-Mar-32	196,787.43	9,078.72	-	9,078.72	8,094.78	983.94	188,692.65
43	20-Jun-32	188,692.65	9,078.72	-	9,078.72	8,135.26	943.46	180,557.39
44	20-Sep-32	180,557.39	9,078.72	-	9,078.72	8,175.93	902.79	172,381.46
45	20-Dec-32	172,381.46	9,078.72	-	9,078.72	8,216.81	861.91	164,164.65
46	20-Mar-33	164,164.65	9,078.72	-	9,078.72	8,257.90	820.82	155,906.75

47	20-Jun-33	155,906.75	9,078.72	-	9,078.72	8,299.19	779.53	147,607.56
48	20-Sep-33	147,607.56	9,078.72	-	9,078.72	8,340.68	738.04	139,266.88
49	20-Dec-33	139,266.88	9,078.72	-	9,078.72	8,382.39	696.33	130,884.49
50	20-Mar-34	130,884.49	9,078.72	-	9,078.72	8,424.30	654.42	122,460.19
51	20-Jun-34	122,460.19	9,078.72	-	9,078.72	8,466.42	612.30	113,993.77
52	20-Sep-34	113,993.77	9,078.72	-	9,078.72	8,508.75	569.97	105,485.02
53	20-Dec-34	105,485.02	9,078.72	-	9,078.72	8,551.29	527.43	96,933.73
54	20-Mar-35	96,933.73	9,078.72	-	9,078.72	8,594.05	484.67	88,339.68
55	20-Jun-35	88,339.68	9,078.72	-	9,078.72	8,637.02	441.70	79,702.66
56	20-Sep-35	79,702.66	9,078.72	-	9,078.72	8,680.21	398.51	71,022.45
57	20-Dec-35	71,022.45	9,078.72	-	9,078.72	8,723.61	355.11	62,298.84
58	20-Mar-36	62,298.84	9,078.72	-	9,078.72	8,767.23	311.49	53,531.61
59	20-Jun-36	53,531.61	9,078.72	-	9,078.72	8,811.06	267.66	44,720.55
60	20-Sep-36	44,720.55	9,078.72	-	9,078.72	8,855.12	223.60	35,865.43
61	20-Dec-36	35,865.43	9,078.72	-	9,078.72	8,899.39	179.33	26,966.04
62	20-Mar-37	26,966.04	9,078.72	-	9,078.72	8,943.89	134.83	18,022.15
63	20-Jun-37	18,022.15	9,078.72	-	9,078.72	8,988.61	90.11	9,033.54
64	20-Sep-37	9,033.54	9,078.72	-	9,078.72	9,033.54	45.18	0.00

9. Discretionary Response Fund - Green Effect Trust, The Christchurch Foundation

Reference Te Tohutoro: 24/476632

Responsible Officer(s) Te Pou Matua: Jacqui Jeffrey – Community Funding Advisor

Accountable ELT Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to consider an application for funding from its 2023/24 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00067087	Green Effect Trust (Trees for Canterbury)	Expansion of Services	\$25,000	\$20,000
00067785	The Christchurch Foundation	Short term funding support	\$20,000	\$20,000

- 1.2 There is currently a balance of \$134,898 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receive the information in the Discretionary Response Fund - Green Effect Trust, The Christchurch Foundation Report.
2. Note that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approve a grant of \$20,000 from its 2023/24 Discretionary Response Fund to the Green Effect Trust (Trees for Canterbury) towards salaries, wages, and equipment costs.
4. Approve a grant of \$20,000 from its 2023/24 Discretionary Response Fund to The Christchurch Foundation towards short-term funding support, including salaries, wages, and administration.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations are aligned to the Strategic Framework and in particular the strategic priority of enabling active and connected communities to own their future. It will contribute to three community outcomes, resilient communities, a liveable city, and a healthy environment. The recommendations are consistent with the Strengthening Communities Together Strategy.

Decision Making Authority Te Mana Whakatau

- 3.2 The Council determines the allocation of the Discretionary Response Fund for each community.

- 3.3 Allocations must be consistent with any policies, standards or criteria adopted by the Council.
- 3.4 The Fund does not cover:
- Legal challenges or the Environment Court challenges against the Council, Council Controlled organisations, or Community Board decisions.
 - Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

- 3.5 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
- 3.6 The level of significance was determined by the number of people affected and/or with an interest.
- 3.7 Due to the assessment of low significance, no further community engagement and consultation is required.


Discussion Kōrerorero

- 3.8 At the time of writing, the balance of the 2023/24 Discretionary Response Fund is as below.

Total Budget 2023/24	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$585,679	\$450,781	\$134,898	\$94,898

- 3.9 \$135,198 has been awarded from the 2023/24 Discretionary Response Fund to 23 organisations under the delegation of the head of Community Support and Partnerships.
- 3.10 Based on the current Discretionary Response Fund criteria, the applications listed above are eligible for funding.
- 3.11 The attached Decision Matrix provides detailed information for the applications. This includes organisational details, project details, financial information, and a staff assessment.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Decision Matrix Green Effect & The Christchurch Foundation	24/678183	129

Signatories Ngā Kaiwaitohu

Authors	Jacqui Jeffrey - Community Funding Advisor Julie Pearce - Community Funding Advisor
Approved By	Gary Watson - Manager Community Partnerships John Filsell - Head of Community Support and Partnerships

2023/24 DRF METROPOLITAN DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00067785	Organisation Name The Christchurch Foundation	Name and Description Short Term Funding Support The Christchurch Foundation (TCF) is an independent charitable trust dedicated to supporting the Christchurch community through philanthropy. They have recently undergone a complete refreshment of its board and management team and are seeking funding to facilitate, in time for the 2025/25 financial year, the transition from its initial establishment phase to a second-generation organisation with a revised strategic focus and financial model. This funding application is to help maintain the momentum and efficacy of TCF's transition team and the rapid completion of these fundamental tasks, ensuring the maximum benefits to the wider community are achieved in the shortest possible time. This funding will result in a more robust organisation in the long-term, a stronger alignment and working relationships with community organisations, businesses, the Christchurch City Council and funders.	Funding History Other Sources of Funding Seed the Change - \$50,000	Request Budget Total Cost \$70,000 Requested Amount \$20,000 29% percentage requested Contribution Sought Towards: Salaries and wages - \$10,000 Administration - \$10,000	Staff Recommendation \$20,000 That the Christchurch City Council approves a grant of \$20,000 from its 2024/25 Discretionary Response Fund to The Christchurch Foundation towards salaries, wages and administration.	Priority 1
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Organisation Details: Service Base: Legal Status: Charitable Trust Established: 21/07/2017 Staff – Paid: Volunteers: Annual Volunteer Hours: 1050 Participants: 400,000 Target Groups: Community Development Networks: Community Foundations Aotearoa New Zealand Organisation Description/Objectives: Community Foundation, serving Christchurch and Canterbury	Alignment with Council Strategies and Policies <ul style="list-style-type: none">Christchurch City Council Strengthening Communities Together Strategies:Te Pou Tuatahi: Te TangataPillar 1: PeopleObjective 1.4: Harness the strengths of diverse communities and address issues of social exclusion.Objective 1.5: Support groups involved in providing access to arts, culture, heritage, recreation and those who care for the environment.Youth Policy (1998)Youth Action Plan and Memorandum of Understanding with the Christchurch Youth CouncilCouncil Strategic Frame Strengthening Communities Together Alignment with Council Funding Outcomes <ul style="list-style-type: none">Support, develop and promote capacity Outcomes that will be achieved through this project Reinvigorated Foundation with new governance and staff, a revised financial model, strategic plan and funding distribution priorities. Stronger connections into Christchurch City Council, current and potential supporters and the wider Christchurch and Banks Peninsula community How Will Participants Be Better Off? Community organisations will benefit from having increased access to funding opportunities at the earliest opportunity. Supporters and organisations will be able to make a direct impact on areas meaningful to them Residents will enjoy the direct benefits of funds being deployed across a wide range of social, cultural and environmental outcome areas.	Staff Assessment The establishment of The Christchurch Foundation (TCF) in 2017 was motivated by the Christchurch earthquakes and a global trend for cities to provide the ability for individuals, organisations and businesses to support their community through major gifts and business partnerships. In its establishment phase, TCF concentrated principally on the immediate passing through of all funds received to the recipient organisations nominated by its donors (an example being the funds transferred to the mosque attack victims, for which TCF took no fee). This approach maximised the time value of philanthropy in the short term for those recipients but meant that TCF has no operational surpluses with which to fund the extra-ordinary and unavoidable costs associated with its current transition to a financially sustainable operation. TCF is now transitioning to a second-generation organisation with the complete refreshment of its board and management team just completed. The next step in this planned transition is the induction of new trustees, an assessment of progress and learnings to date, a review of the community and economic context in which it operates, the consequent review and realignment of strategy and related operational capacity requirements, the establishment of stronger alignments with delivery agencies and organisations and the deepening of working relationships with the Council, financial advisers and funders from inside and outside the region. Achieving short- and medium-term financial sustainability in the shortest possible time is the new board's principal focus so that it can, in turn, increasingly concentrate on its core business of providing significant multi-generational funding support to the community. Seed The Change is also financially underwriting this project to support these rapid transition initiatives, no other short-term funding applications are pending. TCF does intend to make an application into the Long Term Plan but this will be focussed principally on delivering tangible, long-term outcomes. Rationale for Recommendation Financial support for this transition phase assists Council's ongoing financial and active support of the community sector and the urgent need for the sector to be financially sustainable into the long term. It also provides opportunities for a stronger relationship between Council and TCF staff for the mutual benefit of the wider community and supporters.
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2023/24 DRF METROPOLITAN DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00067087	Organisation Name Green Effect Trust	Name and Description Expansion of services Trees for Canterbury has expanded its site to increase and build capacity and capability. The current Cost of Living crisis has impacted heavily though and costs have risen dramatically. This funding will assist to: - retain staff, - increase capacity of workers and volunteers. -increase supply to schools, kindergartens and other community organisations, -increase numbers of native flora planted into the greater Christchurch area. -Increase sales of plants to assist our future self-sufficiency.	Funding History 2027/18 \$20,000 (Operational Costs) SCF M Other Sources of Funding Funding from Lotteries has not been given. Funds from Rata Trust were received but this was a one-off package and does not meet shortfall needed.	Request Budget Total Cost \$666,372 Requested Amount \$25,000 4% percentage requested Contribution Sought Towards: Salaries and wages \$25,000	Staff Recommendation \$20,000 That the Council makes a grant of \$20,000 from its 2023/24 Metropolitan Discretionary Response Fund towards salaries and wages, equipment costs, to the Green Effect Trust (Trees for Canterbury).	Priority 1
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Organisation Details: Service Base: 42 Charlesworth Street, Ferrymead Legal Status: Charitable Trust Established: 1/03/1990 Staff – Paid: 7 Volunteers: 40 Annual Volunteer Hours: 1600 Participants: 1,500 Target Groups: Community Development Networks: Volunteering Canterbury Society of New Zealand Organisation Description/Objectives: To enhance our local environment by building community acceptance, capability and participation	Alignment with Council Strategies and Policies <ul style="list-style-type: none">Christchurch City Council Strengthening Communities Together Strategies:Te Pou Tuatahi: Te TangataPillar 1: PeopleObjective 1.4: Harness the strengths of diverse communities and address issues of social exclusion.Objective 1.5: Support groups involved in providing access to arts, culture, heritage, recreation and those who care for the environment.Youth Policy (1998)Youth Action Plan and Memorandum of Understanding with the Christchurch Youth CouncilCouncil Strategic Frame Strengthening Communities TogetherEquity and Inclusion PolicyClimate change StrategyUrban Forest planBiodiversity strategyCommunity Waterways Partnership Alignment with Council Funding Outcomes <ul style="list-style-type: none">Community participation and awarenessIncrease community engagementProvide community based programmes Outcomes that will be achieved through this project retain staff numbers increase volunteer support and capacity increase support for Christchurch environment increase sustainability How Will Participants Be Better Off? Participants will have gained a sense of participation in their local communities bio-diversity. All volunteers will gain a sense of community acceptance and also a sense of being involved. Some may go onto further education or remain in education rather than becoming involved in crime.	Staff Assessment Trees for Canterbury was founded in 1990 and has developed into a fully functional nursery and welfare-providing organisation. Many of the native plants grown are utilised in community and revegetation projects; the remainder are sold at the nursery to provide a degree of self-funding. Trees for Canterbury is strongly linked to the local community, providing environmental education, native plants and undertaking planting with community organisations and schools throughout Canterbury. They have 3 goals: Employ; establishing a sense of involvement in the community for disadvantaged people and to train those who may wish to develop in this industry. Educate; working with educational institutions, providing assistance in the teaching of environmental awareness. Regenerate; cultivating native plants for community planting and our own revegetation projects using plant material eco-sourced from local areas. Trees for Canterbury, work closely with Council Parks and Reserves Teams to supply trees and assist planting on Council lands. There is a well-established history and relationship as a result. Rationale for supporting this funding application, is that firstly they align strongly with a number of Council Strategies and secondly that the cost of living increase was unexpected and could not have predicted in their SCF application made in 2023.
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10. Heritage Incentive Grant Applications

Reference Te Tohutoro: 24/440189

Responsible Officer(s) Te Victoria Bliss, Heritage Conservation Projects Planner

Pou Matua: Victoria.Bliss@ccc.govt.nz

Accountable ELT John Higgins, General Manager Strategy, Planning & Regulatory

Member Pouwhakarae: Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to consider applications for Heritage Incentive Grant funding from the organisations listed below, noting that the recommendations can be accommodated within the funds available.
- 1.2 The report is staff generated in response to applications received for Heritage Incentive Grant funding.
- 1.3 Approval of these grants would support the Community Outcomes: “Resilient Communities”, “Liveable City” and “Prosperous Economy”.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receive the information in the Heritage Incentive Grant Applications Report.
2. Note that the decision in this report is assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.
3. Approve a Heritage Incentive Grant of up to \$63,000 for relocation, conservation, maintenance and upgrade works to the Rāpaki School building, located at 9 Kina Road, Rāpaki.
 - a. Note that the applicants have already entered into a 20-year limited conservation covenant.
4. Approve a Heritage Incentive Grant of up to \$58,164 for stained glass conservation works at St Michael and All Angels Church.
 - a. Note that the applicants have already entered into a 10-year limited conservation covenant.
5. Approve a Heritage Incentive Grant of up to \$54,303 for conservation, maintenance and upgrade works at 860-862 Colombo Street.
 - a. Note that payment of the 860-862 Colombo Street grant is subject to the applicant entering a 20-year limited conservation covenant with the signed covenant having the Council seal affixed prior to registration against the property title.
6. Approve a Heritage Incentive Grant of \$59,000 for reinstatement, upgrade and maintenance works at 210 St Asaph Street.
 - a. Note that payment of the 210 St Asaph Street grant is subject to the applicant entering a 20-year limited conservation covenant with the signed covenant having the Council seal affixed prior to registration against the property title.
7. Approve a Heritage Incentive Grant of up to \$8,471 for maintenance and repair works to The Old Shipping Office, 3 Church Street, Akaroa.

8. Approve a Heritage Incentive Grant of up to \$2,313 for the William Gilbert and Hine Te Marino Headstone Conservation project.
9. Approve a Heritage Incentive Grant of up to \$405 for the Marion 'Queenie' McLean headstone repair project.
10. Approve a Heritage Incentive Grant of up to \$7,610 for conservation, repair and maintenance works to 38 Dublin Street, Lyttelton.
11. Approve a Heritage Incentive Grant of up to \$22,800 for conservation, repair and maintenance works to 47 Oxford Street, Lyttelton.
 - a. Note that payment of the 47 Oxford Street grant is subject to the applicant entering a 10-year limited conservation covenant with the signed covenant having the Council seal affixed prior to registration against the property title.
12. Approve a Heritage Incentive Grant of up to \$12,811 for conservation, repair and maintenance works to 52 Longfellow Street.
13. Approve a Heritage Incentive Grant of \$22,500 for the Lewe Summers Memorial Sculpture project at Mount Pleasant Community Centre.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Heritage Incentive Grant funding aims to incentivise owners and kaitiaki to undertake works to protect, maintain, repair and upgrade heritage buildings, places, structures and objects. This financial support contributes to the protection of the district's heritage now, and for future generations.
- 3.2 The Heritage Incentive Grant fund was an annual fund provided for in the 2018-28 Long Term Plan. Council approved funding to be diverted into this fund from the now closed Central City Landmark Heritage Grant Fund in 2020. The carry forward of the remaining funds of \$1,042,169 was approved for inclusion in the 2021/2031 Long Term Plan, with the resolution to spread these funds over three financial years. This equates to \$347,389 per annum for each year.
- 3.3 Allocation of \$311,377 from the 2023-2024 funding provision is recommended by staff in this report. This will leave a balance of \$36,012 available for other applicants.
- 3.4 The staff recommendations will support eleven different heritage conservation projects across the city. The range of projects seeking funding reflects the breadth and diversity of Ōtautahi Christchurch's taonga.
- 3.5 The recommended sum of \$311,377 will support and incentivise a total investment of over \$1,130,569.00 in heritage projects across the district.
- 3.6 All grants meet the eligibility criteria for the grant scheme, which was approved by the Sustainability and Community Resilience Committee on 17 December 2020 (SACRC/2020/000460).

4. Background/Context Te Horopaki

- 4.1 The 'Our Heritage, Our Taonga' Heritage Strategy 2019-2029 was developed in partnership with the six papatipu rūnanga and together with the communities of the district. This engagement affirmed a strong community desire to understand, celebrate and protect its

heritage and a recognition of the responsibility to future generations to safeguard Ōtautahi Christchurch's rich and diverse taonga.

- 4.2 The Heritage Incentive Grant Scheme supports delivery of the overarching strategic principle of "Taking an intergenerational 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." This is because heritage is an intergenerational equity. It contributes to our personal and community sense of identity and belonging and enhances high levels of social connectedness and cohesion.
- 4.3 The Heritage Incentive Grant Scheme aligns to the Community Outcome "Resilient Communities" – 'celebration of our identity through arts, culture, heritage, sport and recreation' and 'strong sense of community'. It also supports "Liveable City" – '21st century garden city we are proud to live in' and "Prosperous Economy" – 'great place for people, business and investment'.
- 4.4 Applications for Heritage Incentive Grant funding received by staff are discussed below:

Rāpaki School relocation and conservation project

- 4.5 On 24 November 2021 the Sustainability and Community Resilience Committee awarded a Heritage Incentive grant of \$71,000 (30% of eligible costs) to Rāpaki Reserves Trust. The grant was to support the relocation, conservation, maintenance and upgrade of Rāpaki school (SARC/2021/00072).
- 4.6 At the time of the grant award, the total works were estimated to be \$292,261, with \$177,932 of this cost eligible for HIG funding.
- 4.7 The works have begun and there has been a considerable increase in the project costs which have risen to c.\$750,000. Project costs have arisen due to construction inflation and unforeseen factors including additional ground and superstructure works. The applicants are now seeking additional HIG funding.
- 4.8 The Guidelines for the HIG scheme provide for additional funding being approved within a five-year period in certain circumstances, such as:
 - 4.8.1 An increase in the assessed level of risk, including possible loss.
 - 4.8.2 Essential unforeseen maintenance or repairs identified as a consequence of other works being carried out on the building, place, structure or object.
- 4.9 The building risk has increased as a result of further deterioration to the adjacent cliff edge and ongoing coastal erosion requiring additional foundations once the building is moved, as well as further repairs being identified.
- 4.10 The applicants have successfully applied for grant funding from other sources, including \$140,000 from the Rata Foundation and \$30,000 from Parkinsons Trust. They currently have a shortfall of \$350,000 and are actively fundraising through a crowd funding campaign [Rāpaki School Restoration - Rapaki Marae](#)
- 4.11 The school is of architectural, cultural and social significance which Te Hapū o Ngāti Wheke are seeking to preserve and restore for ongoing use by hapū and manuhiri. This will sustain both the tangible architectural heritage of the whare, as well as its cultural significance as part of hapū life and the mauri of Rāpaki. It is a rare example of a nineteenth century building that has survived and remained in use in a Ngāi Tahu village to the present day.
- 4.12 Since it was constructed around 1874, Rāpaki School has been an integral part of the hapū community, cultural landscape and social history of the kāika of Rāpaki. The publicly

accessible building will benefit not only mana whenua, but also manuhiri for another century and beyond, further preserving the rich heritage of the area both European and Māori.

- 4.13 Staff are recommending a grant of \$63,000 (which equates to 18% of the current funding shortfall) to support the works and note that a 20-year Heritage Conservation Covenant is already in place.
- 4.14 The sum recommended is based on the heritage values of the building; the contribution the works will make to its retention; the contribution the building makes to wider community heritage and wellbeing outcomes; the urgency of the work required relating to the risk of damage if the work is not done, and the extent to which the building is accessible to the public. Consideration has also been given to the degree to which the proposed activities are consistent with tikanga and kawa of mana whenua.
- 4.15 Without this additional grant funding Te Hapū o Ngāti Wheke will not be able to complete the works, which have begun, to relocate the school away from the cliff edge. They are able to phase some elements of the project to allow for fundraising. However additional funding is required as a matter of urgency to complete the foundation system and relocate the building. This needs to be done before winter weather and further coastal erosion.



Rāpaki School showing works underway, April 2024. Image supplied by Andrew Scott.



Rendering to show the relocated and repaired school once completed. 2024, supplied by applicant.

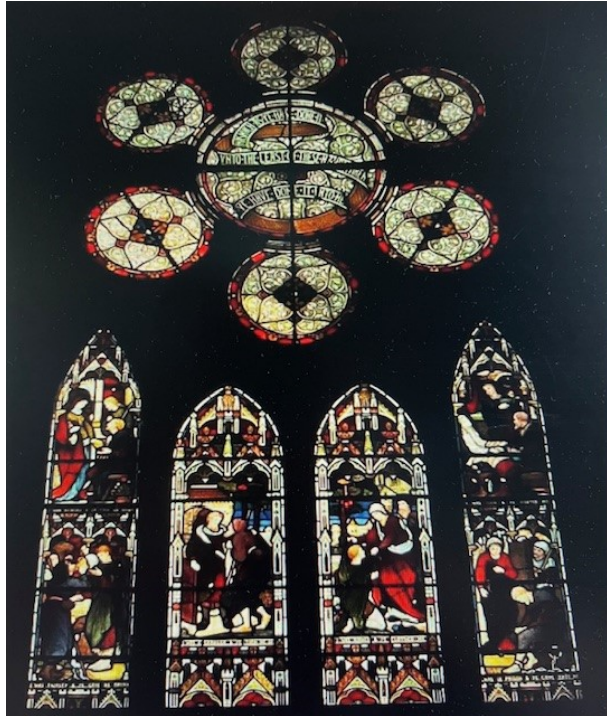
- 4.16 The applicant for the grant is Rāpaki Reserves Trust.
- 4.17 The decision affects the following wards/Community Board areas:
 - 4.17.1 Te Pātaka o Rākaihautū Banks Peninsula.
 - 4.17.2 Te Hapū o Ngāti Wheke hold mana whenua rights and interests in the area.

St Michael and All Angels north transept ‘Six Corporal Acts of Mercy’ and Rose windows conservation project.

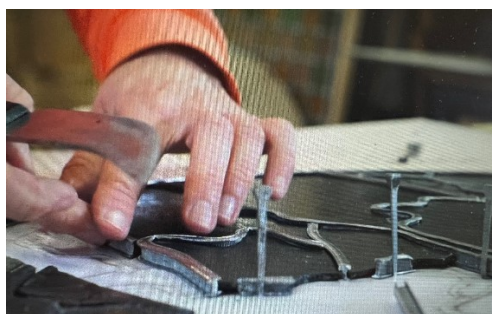
- 4.18 On 30 March 2022 the Sustainability and Community Resilience Committee awarded a grant of \$26,288 for conservation of the west Rose Window at St Michael and All Angels Church, 243 Durham Street South, Christchurch (SACRC/2022/00011). At the time the Committee sought to offer a higher funding sum given the high heritage significance of the Church, its landmark status and the high heritage significance of the stained-glass windows within the building.
- 4.19 At the request of the Committee a further report was prepared and presented to Council on 7 April 2022. Staff recommended that the grant remain at the approved \$26,288 as 50% of eligible works is the maximum percentage allowed by the grant scheme Guidelines. Council therefore added a note to CNCL/2022/00038 stating that: *“the Anglican Parish of Christchurch - St Michael and All Angels, are able to apply for a further Heritage Incentive grant to support conservation works to the other significant stained-glass windows of the Church.”*
- 4.20 An application has been received in response to the Council resolution, seeking grant funding for the conservation and repair of the north transept ‘Six Corporal Acts of Mercy’ and Rose windows.
- 4.21 These windows are located on the north elevation of the Church, facing directly onto Oxford Terrace, and are highly visible from both Durham Street and the pedestrian focussed paved area of Oxford Terrace. They were installed in 1876 in memory of Isaac Cookson and are a key heritage feature of the building, having been designed and made by some of the most notable and distinguished English artists and craftsmen of the time. The stained glass windows are specifically referenced in the ‘Statement of Significance’ for their craftsmanship and technological significance.
- 4.22 St Michael and All Angels Church was the first Anglican parish established in Christchurch in 1851, and integral to the foundation of the Anglican settlement. The scheduled Church was opened in 1872 and has high heritage significance. It is also listed with Heritage New Zealand Pouhere Taonga as a Category I Heritage Place. See Statement of Significance (**Attachment A**) for further details.
- 4.23 The Church is an integral part of the Anglican and school communities it serves. The building also attracts visitors and provides a space for gatherings, social interaction and ceremonies, as well as quiet contemplation and reflection. It is frequently included in central city heritage tours and heritage activities and events such as the Heritage Festival, architectural tours and the Open Christchurch Festival. A video was made during the 2023 Heritage Festival to showcase the restoration of the west Rose Window: [Stained Glass Windows \(tellinglives.co.nz\)](https://tellinglives.co.nz)
- 4.24 The north transept and Rose Windows are in a critical condition, with a number of its eleven panels in danger of imminent collapse. The poor condition is due to the age of the glass, failing and decaying lead, distortion, cracking and warping of the timber frames and fractures to individual glass pieces. Works undertaken in the 1980s to prevent leaking applied a coating to the glass that has caused further and ongoing damage. This coating has discoloured the glass, is degrading the kiln fired enamel details, and attacking the lead construction. The conservation works require the removal of every segment of glass, cleaning, stabilisation, repairs and replacement and re-leading to put the windows back together again.
- 4.25 The total cost of the eligible works is \$116,328. This sum includes the removal, conservation, repair and reinstatement of the windows by specialist conservators.
- 4.26 Staff are recommending a grant of \$58,164 (which equates to 50% of eligible costs).
- 4.27 The sum recommended is based on the high heritage significance of the Church and the technological and craftsmanship significance of these windows; the extent to which the

building is accessible to the public and its landmark status on a prominent city corner; the contribution the building makes to Heritage Festival activities and wider community heritage and wellbeing outcomes, and the urgency of the work required.

- 4.28 The applicants have recently received a legacy which will enable them to partially fund the conservation; however, they have stated that without grant support they will not be able to undertake the works required to repair and conserve the windows for future generations.



The north transept 'Six Corporal Acts of Mercy' and Rose windows seen from inside the church, c.2010, image supplied by applicant.



Images of the studio showing the conservation of the west Rose Window, 2022, supplied by applicant.

- 4.29 The applicant for the grant is the Parish of Christchurch on behalf of St Michael and All Angels Church.
- 4.30 The decision affects the following wards/Community Board areas:
- 4.30.1 Waipapa Papanui-Innes-Central.
 - 4.30.2 Tūāhuriri Rūnanga hold mana whenua rights and interests in the area.

860-862 Colombo Street exterior maintenance and structural upgrade project

- 4.31 The building at 860-862 Colombo Street was completed in 1938. The two-storey reinforced concrete building with a tower feature was designed in the Art deco-Moderne style and is one of the few remaining buildings from this era in the city. It has landmark presence on Colombo Street and contributes to the distinct streetscape of this part of the central city.
- 4.32 The building has architectural, technological, cultural and social significance for the district, and the exterior remains largely unchanged since the original construction. It is not currently scheduled in the Christchurch District Plan: the Guidelines state that grant funding is available to "...non-scheduled heritage buildings... which meet the current Christchurch District Plan or equivalent criteria and threshold for significance". For further details please see **Attachment B**.
- 4.33 Originally designed as the apartment complex 'Langdown Flats', the building became the Holiday Lodge in the 1970s. It has now returned to residential use as ten rental apartments which ensures the heritage building is publicly accessible.
- 4.34 The apartment block is in need of remedial maintenance and structural upgrades. This includes a replacement roof, exterior repairs and repainting, drainage renewal and structural repairs and upgrade of the reinforced concrete walls. These works are part of a wider investment project which includes interior upgrades. The interior works are not part of the grant application.
- 4.35 The total cost of the eligible works is \$217, 214. This sum includes weatherproofing of the exterior envelope of the building and structural upgrades.
- 4.36 Staff are recommending a grant of \$54,303 (which equates to 25% of eligible costs) and a limited 20-year Heritage Conservation Covenant.
- 4.37 The sum recommended is based on the heritage values of the building; the contribution the proposed works will make to its retention; the contribution the building makes to the wider heritage values of the area, and the extent to which the building is accessible to the public. Staff also note the risk of damage to the building's structure if ongoing water ingress is not addressed.



The Holiday Lodge, 862 Colombo Street, mid 1970s. Image supplied by applicant.



View of the building from Colombo Street, 2021. Image supplied by Laura Dunham.

- 4.38 The applicant for the grant is the owner, Elizabeth Harris.
- 4.39 The decision affects the following wards/Community Board areas:
 - 4.39.1 Waipapa Papanui-Innes-Central
 - 4.39.2 Tūāhuriri Rūnanga hold mana whenua rights and interests in the area.

210 St Asaph Street, former R. Buchanan & Sons City Foundry reinstatement, upgrade and maintenance project

- 4.40 The building now at 210 St Asaph Street was completed in 1905 replacing an earlier building from 1878. The two-storey brick and stone masonry building is one of the few remaining industrial buildings from this era in the city. Sitting adjacent to the P & D Duncans Foundry building, it has landmark presence on St Asaph Street and contributes to the distinct streetscape of this part of the central city.
- 4.41 It is scheduled as a highly significant heritage place and is also listed by Heritage New Zealand Pouhere Taonga as a Category 2 Historic Place. See the attached Heritage Statement of Significance for full details (**Attachment C**).
- 4.42 The building's principal facade faces onto St Asaph Street and this part of the building included a ground floor office, a show room, a pattern and dressing shop and a first-floor pattern making shop and store. The actual foundry was to the south and accessed via a carriage way entrance within the façade. The whole complex was designed by the Architect William V Wilson.
- 4.43 The owners are undertaking an adaptive re-use project. This will maintain the existing commercial activity on the ground floor and increase the number of residential apartments. This is a major project which involves demolition of non-heritage fabric and the replacement of the entire rear elevation of the building with residential accommodation. A resource consent for this work has been approved by Council as RMA 2022 1116.
- 4.44 As part of the alterations and additions, the applicants are proposing to reinstate and repair the architectural features of the north and east facades. This includes the reconstruction of the lost parts of the parapets, and the reinstatement of the windows removed in the 1990s. The brickwork of the principal facades will be repaired, repointed and structurally upgraded.
- 4.45 Heritage Incentive Grant funding is not available for demolition or removal of all or part of a heritage building, nor to new extensions, alterations and additions. Eligible works include

maintenance, repair, structural upgrades and recognised conservation works – in this case the reinstatement of the lost parapet features and windows and the maintenance of the brickwork.

- 4.46 The total cost of the works included in the application is \$278,000. Of this \$236,000 is for eligible works: parapet and window reinstatement, brickwork repairs, structural upgrades and professional fees.
- 4.47 Staff are recommending a grant of \$59,000 (which equates to 25% of eligible costs) and a limited 20-year Heritage Conservation Covenant.
- 4.48 The sum recommended is based on the high heritage values of the building; the contribution the building makes to the wider heritage values of the area, and the extent to which the building is accessible to the public. Staff also note the applicants have chosen to reinstate the heritage form and features of the principal facades of the building as part of their project which will enhance the streetscape in the proximity of this landmark building.



210 St Asaph showing the north façade with the 1990s alterations. 2014, CCC Heritage files.



Rendering to show the north façade with the heritage reinstatement works completed. 2022, RC application.

- 4.49 The applicant for the grant is the owner, MP Capital Investments Limited.
- 4.50 The decision affects the following wards/Community Board areas:
- 4.50.1 Waipapa Papanui-Innes-Central
 - 4.50.2 Tūāhuriri Rūnanga hold mana whenua rights and interests in the area.

The Old Shipping Office, 3 Church Street, Akaroa maintenance and repair project.

- 4.51 The 'Old Shipping Office' is located close to the main wharf in Akaroa. Built in 1895 for the Union Steam Ship Company it forms part of a group of listed commercial and residential colonial buildings which are collectively recognised as the Akaroa Historic Area, a well-known visitor attraction to the district.
- 4.52 The building has high historical, social and cultural significance and is a reminder of the importance of shipping to the area. It has high technological significance in the use of timber detailing to imitate stone on the façade. It is scheduled as a highly significant heritage place and is also listed by Heritage New Zealand Pouhere Taonga as a Category 2 Historic Place. See the attached Heritage Statement of Significance for full details (**Attachment D**).
- 4.53 The building ceased to function as a shipping office in 1919 and became an office space until the 1970s when it was a coffee shop. It now operates as holiday rental accommodation which ensures the heritage building is publicly accessible.
- 4.54 The building is in need of urgent remedial repair and maintenance, especially to the principal façade. Constructed of timber to imitate stone, the façade is a landmark in the township and is highly decorative and detailed. The marine environment makes the timber susceptible to rot, and it is necessary to make repairs and repaint the building to retain and conserve this highly significant architectural feature.
- 4.55 The total costs of the eligible works are \$16, 943 and include timber repairs and replacement and exterior repainting.
- 4.56 Staff are recommending a grant of \$8,471 (which equates to 50% of eligible costs).
- 4.57 The sum recommended is based on the heritage values of the building; the extent to which the works protect and maximize the retention of the heritage fabric of the façade; the contribution the building makes to the wider heritage values of the area, and the extent to which the building is accessible to the public. Staff also note the risk of damage to the building's architectural features if ongoing water ingress and rot is not addressed.

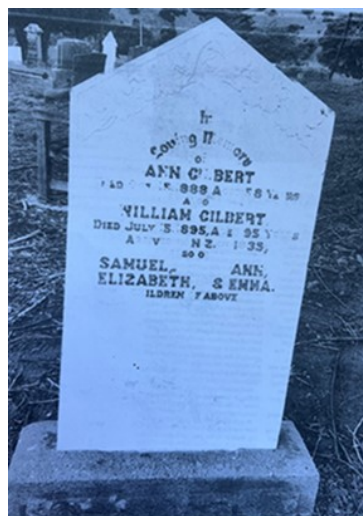


Façade of the Old Shipping Office on Church Street, image from CCC files.

- 4.58 The applicants for the grant are the owners, Glenn and Gayle Rose.
- 4.59 The decision affects the following wards/Community Board areas:
- 4.59.1 Te Pātaka o Rākaihautū Banks Peninsula.
- 4.59.2 Ōnuku Rūnanga hold mana whenua rights and interests in the area.

William Gilbert and Hine Te Marino Headstone Conservation project

- 4.60 Okains Bay Cemetery opened in 1869 and is still open for casket and ash burials. The cemetery has strong community associations and is maintained by the local community, the local parish and the Okains Bay Cemetery Board. The plots are laid out with double rows back-to-back facing northeast or southwest. Some of the older graves at the back of the cemetery are arranged at a different angle with no clear order to the paths.
- 4.61 William Gilbert and Hine Marino were significant figures in the early settlement of Banks Peninsula. Their history is displayed in both the Okains Bay and Akaroa Museums, including a hand-coloured photograph of Hine. Hine (Ngāti Irakehu and Ngāi Tahu) was one of the original inhabitants of Ōnawe Pa and married carpenter William in 1854 in a pākehā ceremony in Pigeon Bay. They had thirteen children, and it is estimated that they now have 5,000 descendants.
- 4.62 The headstone which marks William and Hine's grave is marble with carved and painted lettering. It is in need of conservation, structural support and repair as the lettering has faded and is no longer readable in parts, and a replacement structural berm is required to support the headstone. The stone is listing and there is a risk it will fall and break if not stabilised soon.
- 4.63 The great, great grandson of William and Hine is leading the project to restore the headstone as a monument to these two key figures and has raised \$1,655 through whanau donations after an article in Te Pānui Rūnaka.
- 4.64 The HIG Guidelines state that funding is available to support kaitiaki of "non-scheduled heritage buildings, places, structures, or objects which... include...memorials, bridges and gravestones..." and "...places of identified significance to iwi and mana whenua..."
- 4.65 The total costs of the eligible works are \$4,626 and include removal, cleaning and repair of the marble headstone, construction of a new concrete support berm, and reinstatement of the headstone with structural support.
- 4.66 Staff are recommending a grant of \$2,313 (which equates to 50% of eligible costs).
- 4.67 The sum recommended is based on the contribution the proposed work will make to the retention of the headstone; the extent to which the grave is accessible to the public; the contribution the memorial makes to wider community heritage and wellbeing outcomes; the urgency of the work required relating to the risk of damage if the work is not done in a timely manner, and the significance of the whanau being marked by the headstone.

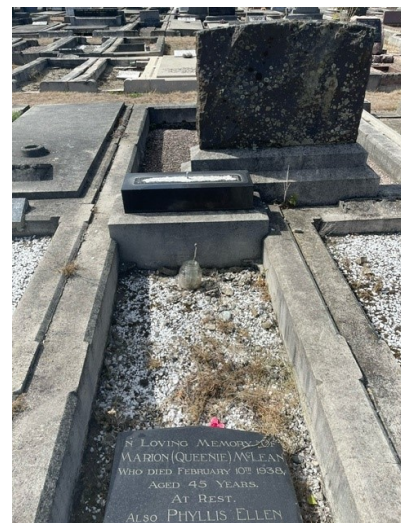
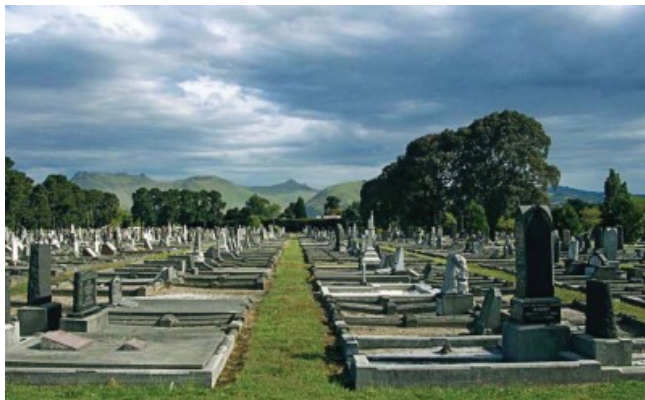


Hand coloured photo of Hine from Okains Bay Museum and image of damaged headstone, supplied by applicant.

- 4.68 The applicant for the grant is Alan Bilyard, descendant of the whanau.
- 4.69 The decision affects the following wards/Community Board areas:
- 4.69.1 Te Pātaka o Rākaihautū Banks Peninsula.
- 4.69.2 Te Rūnanga o Koukourārata hold mana whenua rights and interests in the area.

Marion 'Queenie' McLean headstone repair project

- 4.70 Bromley cemetery is located at 429 Linwood Avenue and was opened in 1918 as an extension of Linwood cemetery. The opening of the cemetery coincided with the outbreak of the influenza epidemic, and it became the main burial place for victims on the eastern side of the city. The cemetery is a typical traditional monumental cemetery and is laid out in a highly regimented north-south orientation, with graves facing due east or west.
- 4.71 The majority of monuments tend to be lower and more conservative than other cemeteries, providing a more orderly appearance which is accentuated by the uniformity of the Services section. There are many Returned and Services Association (RSA) graves, predominantly Great War veterans. Also found here is a memorial for stillborn children and one of the few mausoleums in Christchurch.
- 4.72 Marion 'Queenie' McLean died of stomach cancer in 1938 and is buried with her daughter who died the following year. She had left her husband in Dunedin and moved to Christchurch with her three children to live with her family. She is an example of a woman of her generation moving to the city for family support and employment during the 1930s before welfare support was available.
- 4.73 The headstone is constructed of marble with carved and painted lettering, set onto part of the original cast concrete grave border. It has been broken from the base and is currently laying in the grave perimeter. When Council grant funding for repairs of monuments and headstones in heritage cemeteries ceased, Heritage Incentive Grant funding eligibility was extended to provide an alternative funding source. The heritage and community significance of the wider cemetery context as well as the significance of the individual is considered when recommending grant funding for headstone and grave repairs.
- 4.74 The total costs of the eligible works are \$810 and include pin drilling and resetting the fallen headstone with structural support. Queenie's granddaughter is leading the project to reinstate the fallen headstone on behalf of the family.



Bromley Cemetery and the fallen headstone, 2024, images supplied by applicant.

- 4.75 Staff are recommending a grant of \$405 (which equates to 50% of eligible costs).
- 4.76 The sum recommended is based on the contribution the proposed work will make to the retention of the headstone in the wider heritage context of the cemetery; the extent to which the grave is accessible to the public; the contribution the memorial makes to wider community heritage and wellbeing outcomes across the cemetery as a whole, and the risk of damage to the fallen headstone if it is not reinstated.
- 4.77 The applicant for the grant is Sue Campbell, Queenie's granddaughter.
- 4.78 The decision affects the following wards/Community Board areas:
 - 4.78.1 Waitai Coastal-Burwood-Linwood.
 - 4.78.2 Tūāhuriri Rūnanga hold mana whenua rights and interests in the area.

38 Dublin Street (Lyttelton) conservation, repair and maintenance project.

- 4.79 38 Dublin Street, Lyttelton is a two-storey residential dwelling constructed in c. 1875 and was formerly known as Pitcaithly House. It is easily visible from the street for visitors and residents to view; contributes to the heritage streetscape of this area and is included in walking tours of the township. Sited on the west side of Dublin Street on the slope, it is one of a group of timber houses constructed in the mid-late 1870s which reflect the development of Lyttelton and contribute to the town's aesthetic, architectural, historical, social and archaeological significance.
- 4.80 The dwelling is proposed to be scheduled as part of Plan Change 13 in the Christchurch District Plan as a 'defining' item in the Residential Heritage area as a colonial dwelling that upholds the historic architectural and contextual values of the area. It is also included in Heritage New Zealand Pouhere Taonga's 'Lyttelton Township Historic Area'.
- 4.81 The dwelling is in need of immediate remedial repair and maintenance as it is no longer weathertight which is threatening the heritage fabric and structure of the building. The works are required to prevent ongoing deterioration and are urgent as they are required before winter weather arrives.
- 4.82 The total cost of the eligible works is \$19,026 and includes a replacement roof, rainwear and spouting, and repair of the exterior joinery, windows and frames.
- 4.83 Staff are recommending a grant of \$7,610 (which equates to 40% of eligible costs).
- 4.84 The sum recommended is based on the heritage values of the building; the extent to which the works protect the heritage fabric of the exterior- street elevation; the contribution the building makes to the wider heritage values of the area, and the extent to which the building is visibly accessible to the public. Staff also note the risk of damage to the building's structure if ongoing water ingress is not addressed.



38 Dublin Street, in the historic streetscape context, 2024. Image from CCC files.

- 4.85 The applicants for the grant are the owners, Helen Taylor and Connor Taylor Brown.
- 4.86 The decision affects the following wards/Community Board areas:
 - 4.86.1 Te Pātaka o Rākaihautū Banks Peninsula.
 - 4.86.2 Te Hapū o Ngāti Wheke hold mana whenua rights and interests in the area.

47 Oxford Street conservation, repair and maintenance project

- 4.87 47 Oxford Street, Lyttelton was constructed in the early 1860s by Thomas Mutton who also built eight of the other cottages in the street. It is significant as one of the few dwellings from this time, which was not destroyed in the 1870 Lyttelton fire, and records the township's original streetscape as well as the living conditions of its early inhabitants. Situated prominently on the footpath, the cottage is one of a number of heritage buildings in the immediate vicinity and is included in walking tours of the township.
- 4.88 The cottage is scheduled as 'significant' in the Christchurch District Plan with historic, social and cultural as well as contextual significance. It is included in Heritage New Zealand Pouhere Taonga's 'Lyttelton Township Historic Area'. See the attached Heritage Statement of Significance for full details (**Attachment E**).
- 4.89 The building is in need of urgent remedial repair and maintenance as its timber cladding and exterior joinery is failing. A number of weatherboards have completely rotted, and others are decaying so that the building is no longer weathertight which is threatening its structural integrity. The works are required to prevent ongoing deterioration and are urgent as they are required before winter weather arrives, and the structural integrity of the building is seriously compromised.
- 4.90 The total project cost is \$79,925, and the eligible works total \$57,000. This includes replacement and repair of the timber cladding and joinery, and exterior repainting.
- 4.91 Staff are recommending a grant of \$22,800 (which equates to 40% of eligible costs) and a 10-year heritage Conservation Covenant.
- 4.92 The sum recommended is based on the heritage values of the building and its significance as a rare surviving example of a pre-fire timber cottage in the township; the contribution the proposed work will make to the retention of the building; the extent to which the works protect the heritage fabric and values; the contribution the building makes to the wider heritage values of the area, and the extent to which the building is highly visible to the public. Staff also note the high risk of damage to the building's structure if ongoing water ingress is not addressed.





47 Oxford Street (blue cottage) in the historic streetscape context; the dwelling in 2010, and an image showing an example of deterioration of the exterior envelope, 2024. Images from CCC files.

- 4.93 The applicant for the grant is the owner Caro Allison.
- 4.94 The decision affects the following wards/Community Board areas:
 - 4.94.1 Te Pātaka o Rākaihautū Banks Peninsula.
 - 4.94.2 Te Hapū o Ngāti Wheke hold mana whenua rights and interests in the area.

52 Longfellow Street conservation, repair and maintenance project

- 4.95 52 Longfellow Street was originally built as a model home for the 1906-7 New Zealand International Exhibition in Hagley Park. Designed as a Workers' Dwelling Act model home, the building represented the new standard for low cost, quality homes for workers in New Zealand established under the national housing scheme of the 1905 Workers' Dwelling Act. Following the Exhibition, the dwelling was relocated to Sydenham, which was one of the suburbs chosen for development under the Act.
- 4.96 The dwelling has high heritage significance as one of the first 13 homes built in Ōtautahi Christchurch under the Act and has high social and cultural significance for its association with the foundation of New Zealand's social welfare system. It is a landmark building within the original Camelot Settlement area in Sydenham as the only two storey workers settlement cottage in Christchurch, and one of only two scheduled buildings from the Camelot Settlement that remain. The dwelling is scheduled as 'Significant' in the Christchurch District Plan and listed by Heritage New Zealand Pouhere Taonga as a Category 2 Historic Place. See the attached Heritage Statement of Significance for full details (**Attachment F**).
- 4.97 The dwelling is in need of immediate remedial repair and maintenance as it is no longer weathertight which is threatening the heritage fabric and structure of the building. The works are required to prevent ongoing deterioration and are urgent as they are required before winter weather arrives. The applicants propose to change the current colour scheme during the repainting to reinstate the original colours used on the building for the Exhibition.
- 4.98 The total cost of the eligible works is \$25,622. This includes replacement and repair of rotten areas of the timber cladding and joinery, and exterior repainting.
- 4.99 Staff are recommending a grant of \$12,811 (which equates to 50% of eligible costs).
- 4.100 The sum recommended is based on the heritage values of the building and its significance as a unique example of a Workers' Dwelling Act model home and record of Christchurch's leadership role in social welfare and social housing; the contribution the proposed work will

make to the retention of the building; the extent to which the works protect the heritage fabric and values; the contribution the building makes to the wider heritage values of the area, and the extent to which the building is visible to the public from the street.



Image of 'Workers dwelling built for the New Zealand International Exhibition in Christchurch' showing the dwelling when it was first relocated to its current site on Longfellow Street in 1906, National Library Archives, (https://natlib.govt.nz/records/22343959?search%5Bi%5D%5Bsubject_authority_id%5D=-351974&search%5Bpath%5D=items)



52 Longfellow Street c. 2020, CCC heritage files.

- 4.101 The applicants for the grant are the owners Kaye Woodward and Paul Kean.
- 4.102 The decision affects the following wards/Community Board areas:
 - 4.102.1 Waihoru Spreydon-Cashmere-Heathcote.
 - 4.102.2 Tūāhuriri Rūnanga hold mana whenua rights and interests in the area.

Lewe Summers Memorial

- 4.103 Mount Pleasant Community Centre and Residents Association are seeking to commemorate and celebrate the work of Llew Summers and his contribution to New Zealand art and sculpture.
- 4.104 The sculptor has a national and international reputation for his works. A resident of Mount Pleasant, he was a neighbour of the Community Centre as well as a member of the association and an active participant in their community works. His funeral in 2019 was held at the Community Centre which he had advocated for and been instrumental in fundraising for after the Canterbury earthquakes.
- 4.105 Over the past three years the association have worked to develop the memorial concept, working with the local community and Summers' whanau to create a fitting and appropriate way to commemorate the sculptor and honour his legacy for future generations. This included community engagement, meetings, hui and the engagement of professionals to design the memorial and work through the consenting requirements.
- 4.106 The memorial is one of Summers' most famous sculptures 'Flight'. The sculpture portrays a large, abstracted bird in flight. The community chose this as their memorial because it was Summers' last major bronze work and expresses his lifelong connection to this part of the city.
- 4.107 'Flight' also emphasises the importance of the Avon Heathcote Ihutai estuary to Ōtautahi Christchurch as one of only four international flyways in New Zealand, and the only one completely enclosed by suburbs.
- 4.108 The memorial has been sited fronting the main road to Sumner where it is highly prominent along Main Road for both viewing from vehicles and easily accessible to cyclists and walkers. It is also located adjacent to the Coastal Pathway, and the Coastal Pathway and the Avon Heathcote Ihutai Estuary Trust are including it in their information, interpretation and walks to attract local, national and international visitors.
- 4.109 Neither the sculpture nor the memorial are currently scheduled as heritage items. The guidelines for the scheme allow for applications relating to "non-scheduled heritage ...objects...[including] heritage significance identified by the community. Examples include...memorials..."
- 4.110 The total project costs are \$125,000, which includes the memorial, installation, landscaping and interpretation. The Association have actively fundraised \$80,000 from donations, other grants and in-kind donations of design, labour and materials. They have a \$45,000 shortfall for the project.
- 4.111 Staff are recommending a grant of \$22,500 which equates to 50% of the project shortfall.
- 4.112 The sum recommended is based on the extent to which the memorial is accessible to the public; the contribution it makes to wider community heritage and wellbeing outcomes, and to the wider heritage values of the area.
- 4.113 Grants of \$15,000 to \$149,999 are subject to a requirement for a Limited Conservation Covenant under the grant scheme Guidelines. In this case staff are recommending that a covenant is not required, given the fact that the sculpture is a memorial and is located on Council owned land.



Images of the Flight sculpture memorial to Lewie Summers, 2024. Images supplied by applicant.

- 4.114 The applicants for the grant are Mount Pleasant Community Centre and Residents Association Incorporated.
- 4.115 The decision affects the following wards/Community Board areas:
- 4.115.1 Waihoru Spreydon-Cashmere-Heathcote
 - 4.115.2 Tūāhuriri Rūnanga hold mana whenua rights and interests in the area.

Summary table of these grants are as follows:

Applicant	Project Name	Total eligible costs	Amount Recommended
Rāpaki Reserves Trust	Rāpaki School relocation, repair and conservation project	\$350,000 project shortfall	\$63,000
Parish of Christchurch	St Michael and All Angels Church 'Six Corporal Acts of Mercy' rose window conservation project	\$116,328	\$58,164
Elizabeth Harris	860-862 Colombo Street conservation, maintenance and upgrade project	\$217,214	\$54,303
MP Capital Investments Limited	210 St Asaph Street reinstatement, upgrade and maintenance project	\$278,000	\$59,000
Glen and Gayle Rose	The Old Shipping Office, maintenance and repair project	\$16,943	\$8,471
Alan Bilyard	William Gilbert and Hine Te Marino headstone conservation project	\$4,626	\$2,313
Sue Campbell	Marion 'Queenie' McLean headstone repair project	\$810	\$405
Helen Taylor and Connor Taylor Brown	38 Dublin Street conservation, repair and maintenance project	\$19,026	\$7,610
Caro Allison	47 Oxford Street conservation, repair and maintenance project	\$57,000	\$22,800
Kaye Woodward and Paul Kean	52 Longfellow Street conservation, repair and maintenance project	\$25,622	\$12,811
Mount Pleasant Community Centre and Residents Association	Lewe Summers Memorial project	\$45,000 project shortfall	\$22,500
Totals		\$1,130,569.00	\$311,377

Item 10

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.116 The following reasonably practicable options were considered and are assessed in this report:

- Approving the grants at the funding levels recommended by staff.
- Recommending a higher or lower level of funding.

4.117 The following option was considered but ruled out:

- Declining the grant applications. The option was ruled out as declining the applications would not support the conservation of significant heritage/highly significant heritage items; would reduce positive community wellbeing outcomes; would not align with the Heritage Strategy and is not consistent with the Heritage Incentive Grant Fund – Guidelines (2020).

Options Descriptions Ngā Kōwhiringa

4.118 **Preferred Option:** Grant funding allocated as per staff recommendations.

- **Option Description:** The staff recommendations are for grants of between 18%-50% of eligible costs.

- The maximum grant allowed by the scheme is 50% of eligible works.
- The recommendations are based on assessment against the scheme's 'Criteria for Assessment of Applications', and with consideration of the availability of funding, the significance of the heritage item and the level of risk if funding is not approved.
- Details and analysis for the recommended sums are included above in Section 4, 'Background', and specifically in: 4.14; 4.27; 4.37; 4.48; 4.57; 4.67; 4.76; 4.86; 4.94; 4.102, and 4.114.

4.118.2 Option Advantages

- The levels of funding recommended support the conservation, maintenance and upgrade of significant and highly significant heritage places and items and ensures their ongoing retention and use for future generations.
- The levels of funding are sufficient to incentivise considerable investment by owners and kaitiaki in the heritage items.
- The levels of funding support the retention of places and items which in addition to their heritage significance achieve community social, economic and cultural wellbeing outcomes.
- The recommended levels of funding can be accommodated within the available budget.

4.118.3 Option Disadvantages

- By not providing higher levels of funding, some projects may need to be reduced in scope or undertaken over a longer time period.
- Allocation at the recommended sums leaves only \$36,012 available for other applicants, although staff note that no other applications have been received at this time.

4.119 **Recommending a higher level or lower level of funding.**

- **Option Description:** Recommending a higher level or lower level of funding.
 - The Guidelines allow for up to 0-50% of the eligible works to be awarded funding. Under this option a percentage of up to 50% or as low as 1% could be recommended for individual projects, or all grants could be awarded the same percentage.

4.119.2 Option Advantages

- Higher levels of funding would increase support of significant and highly significant places and objects.
- Lower levels of funding would provide funding for other applications should they be received.

4.119.3 Option Disadvantages

- There is insufficient funding available to provide the maximum of 50% levels of funding for all the applications received and staff have had to prioritise proposed grants in alignment with the Guidelines.
- Recommending a lower level of funding. Staff have carefully considered the applications and the relative benefits and positive outcomes of each project. Staff consider that the projects are unlikely to proceed with a reduced level of funding which risks the ongoing deterioration and potential loss of the significant/highly significant heritage taonga for future generations.

Analysis Criteria Ngā Paearu Wetekina

4.120 Degree to which the purpose of the Heritage Incentive Grant Scheme is achieved.

4.121 Consideration of the Heritage Incentive Grants Policy –Guidelines 2020 ‘Assessment’ criteria.

4.122 Degree to which the projects achieve the pou of the ‘Our Heritage, Our Taonga’ Heritage Strategy 2019-2029: Manaakitanga, Tohungatanga, Kaitiakitanga, Rangatiratanga and Wairuatanga.

4.123 Impact on mana whenua, noting that the six papatipu rūnanga hold the mana whenua rights and interests over the district and are partners in the ‘Our Heritage, Our Taonga’ Heritage Strategy 2019-2029.

4.124 Degree to which the works align with the International Council on Monument and Sites (ICOMOS) New Zealand Charter 2010 (conservation principles).

4.125 Extent to which the projects achieve delivery of the overarching strategic principle of “Taking an intergenerational 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.”

4.126 Extent to which the projects achieve delivery of the Community Outcome “Resilient Communities” – ‘celebration of our identity through arts, culture, heritage, sport and recreation’ and ‘strong sense of community’.

4.127 Extent to which outcomes achieved support delivery of Te Haumako Te Whitingia Strengthening Communities Together Strategy Pillars of People, Place, Participation and Preparedness.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2
Cost to Implement	\$311,377	+/- \$311,377
Maintenance/Ongoing Costs	none	none
Funding Source	2021/2031 Long Term Plan	2021/2031 Long Term Plan
Funding Availability	\$347,389	\$347,389
Impact on Rates	None - HIGs are an existing budgeted level of service	None - HIGs are an existing budgeted level of service

5.1 The decisions relate to the allocation of an existing Council grant fund.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The grant scheme only allows funds to be paid out upon completion of the works; certification by Council staff that the works have been undertaken in alignment with the ICOMOS NZ Charter 2010; presentation of receipts and confirmation of the conservation covenant (if required) having been registered against the property title or on the Personal Properties Securities Register. This ensures that the grant scheme is effective and that funds are not diverted or lost.
- 6.2 There is a risk of loss of significant and highly significant heritage places and items if funding is not available to support the conservation projects.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.3 Statutory and/or delegated authority to undertake proposals in the report:
 - 6.3.1 The delegated authority for Heritage Incentive Grants decisions was with the Sustainability and Community Resilience Committee but as this committee is no longer sitting, this report is being submitted to Council.
- 6.4 Other Legal Implications:
 - 6.4.1 There is no legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.5 The required decisions:
 - 6.5.1 Align with the [Christchurch City Council's Strategic Framework](#). The Heritage Incentive Grant Scheme aligns to the Community Outcome “Resilient Communities” – ‘celebration of our identity through arts, culture, heritage, sport and recreation’ and ‘strong sense of community’. It also supports “Liveable City” – ‘21st century garden city we are proud to live in’ and “Prosperous Economy” – ‘great place for people, business and investment’.
 - 6.5.2 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance is determined by the heritage significance of the items, the cultural and community wellbeing outcomes of the projects, the amount of funding requested, and the fact that Council has approved Heritage Incentive Grant funds for allocation in the 2023/2024 financial year. There are no engagement requirements in the Heritage Incentive Grant Fund – Guidelines 2020 for this grant scheme.
- 6.6 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.7 Strategic Planning and Policy
 - 6.7.1 Activity: Strategic Planning, Future Development and Regeneration
 - Level of Service: 1.4.2 Effectively administer grants within this Activity (including Heritage Incentive Grants, Enliven Places, Innovation and Sustainability) - 100% compliance with agreed management and administration procedures for grants.

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.8 The decisions affect a number of Community Boards across the city, as detailed in section 4, Background (above) under each specific project.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.9 The decision relating to the grant request from Rāpaki 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.
- 6.10 The other grant applications do not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, but the decisions do specifically impact Mana Whenua, their culture and traditions.
- 6.11 The decisions involve a matter of interest to Mana Whenua and could impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.12 The six papatipu rūnanga hold the mana whenua rights and interests over the district and are partners in the Our Heritage, Our Taonga - Heritage Strategy 2019-2029. Te Ngāi Tūāhuriri Rūnanga, Te Hapū o Ngāti Wheke, Te Rūnanga o Koukourārata, Wairewa Rūnanga, Ōnuku Rūnanga and Te Taumutu Rūnanga are primary kaitiaki for the taonga tuku iho of the district. They are guardians for elements of mātauranga Māori reaching back through many generations and are a significant partner in the strategy implementation.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi













- 6.13 The decisions in this report are likely to:
 - 6.13.1 Contribute positively to adaptation to the impacts of climate change.
 - 6.13.2 Contribute positively to emissions reductions.
- 6.14 The grants will:
 - 6.14.1 Respond to climate change and coastal erosion by supporting the relocation of a significant taonga to ensure its ongoing retention for future generations.
 - 6.14.2 Support the retention of heritage buildings and the embodied energy within them. Retention and reuse of heritage buildings can contribute to emissions reduction and mitigate the effects of climate change. Retaining and reusing existing built stock reduces our carbon footprint and extends the economic life of buildings.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Applicants will be notified of the outcome of their grant applications.



Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Attachment A: St Michael and All Angels Church Statement of Significance	24/709511	155
B  	Attachment B: 860-862 Colombo Street, Historical Overview	24/709513	175
C  	Attachment C: 210 St Asaph Street, Statement of Significance	24/709516	219
D  	Attachment D: The Old Shipping Office, 3 Church Street, Akaroa, Statement of Significance	24/709521	223
E  	Attachment E: 47 Oxford Street, Lyttelton Statement of Significance	24/709522	227
F  	Attachment F: 52 Longfellow Street, Statement of Significance	24/709525	230

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Victoria Bliss - Heritage Conservation Projects Planner
Approved By	Brendan Smyth - Team Leader Heritage Mark Stevenson - Acting Head of Planning & Consents John Higgins - General Manager Strategy, Planning & Regulatory Services



**DISTRICT PLAN – LISTED HERITAGE PLACE
HERITAGE ASSESSMENT – STATEMENT OF SIGNIFICANCE
*ST MICHAEL AND ALL ANGELS CHURCH AND SCHOOL – 243
DURHAM STREET SOUTH, 90 OXFORD TERRACE,
CHRISTCHURCH***

St Michael and All Angels Anglican Church and School and Setting have high overall significance to Christchurch, including Banks' Peninsula. St Michael and All Angels Church was the first Anglican church to be established in the settlement of Christchurch and St Michael's Church School is the oldest primary school in the city. Both institutions date to 1851 and were integral components of the foundation of Christchurch as an Anglican settlement.

This heritage place includes four scheduled items: St Michael and All Angels Church, St Michael and All Angels Belfry, St Michael's School Hall, and St Michael's School Stone Building. The inner-city site also includes four listed trees.

The church and school precinct is bounded on three sides by Oxford Terrace, Lichfield and Durham Streets and stands in close proximity to the south bank of the River Avon as it traverses the south-western quadrant of the inner-city. The precinct has high historical, cultural, architectural, craftsmanship, contextual and archaeological values and was not significantly impacted by the 2010/11 Canterbury earthquakes.

DISTRICT PLAN – LISTED HERITAGE PLACE
HERITAGE ASSESSMENT – STATEMENT OF SIGNIFICANCE
HERITAGE ITEM NUMBER 410
**ST MICHAEL AND ALL ANGELS CHURCH AND SETTING – 243
DURHAM STREET SOUTH, 90 OXFORD TERRACE,
CHRISTCHURCH**



PHOTOGRAPH: M.VAIR-PIOVA, 16/12/2014

HISTORICAL AND SOCIAL SIGNIFICANCE

Historical and social values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political or other patterns.

St Michael and All Angels Anglican Church has high historical significance as the first Anglican church to be established by the pioneers on the site of Christchurch in 1851, hence its status to Anglicans as the 'Mother Church' of Canterbury. After a brief period of using assorted venues for services, including a V-hut, the first church on the site was opened on 20 July 1851. It served as the Pro-Cathedral from Christmas Day 1856, when Bishop Harper was enthroned there as the first Anglican Bishop of Christchurch, until 1881, when the Christchurch Anglican Cathedral was consecrated. The corner site bounded by Tuam, Lichfield and Durham Streets was set aside by the Canterbury Association for ecclesiastical and educational purposes and it is one of the few Canterbury Association sites that still functions according to its initial designation.

The first church was enlarged in 1854-55 and 1858 (also 1863) but was not consecrated until 29 September 1859, by which time a schoolroom had been built and the church could be used solely as a place of worship. Delays in the construction of the Christ Church Cathedral encouraged plans to build a new church for St Michael's parish. W F Crisp drew up plans for the new timber church, the cost of a stone church being beyond the means of the parish. The foundation stone was laid on 29 September 1870. Daniel Reese was the builder. Both Reese and Crisp were dismissed, however, in April 1871, only the foundations having been built by this time and absorbing most of the budgeted funds. Frederick Strouts took over as supervising architect in June 1871 and the first service in the new building was held on 2 May 1872. Thereafter the old church was demolished but it was not until April 1875 that the temporary chancel was replaced with a permanent structure, also to Crisp's design. The choir stalls, designed by Thomas Cane, were installed in July of the same year.

In 1910, following the installation of Fr Harry Darwin Burton, St Michael's became an Anglo-Catholic or 'high 'church'. This move influenced by the nature of services held at St Michael's. St Michael's remains today as an Anglo-Catholic Church.

The church has been open to the public to visit since October 1993.

It suffered minor damage in the 2010/2011 – essentially cracking to the internal plasterwork in the chancel. This has now all been repaired.

CULTURAL AND SPIRITUAL SIGNIFICANCE

Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values.

St Michael and All Angel's Church has high cultural significance as the site of Anglican services in Christchurch since 1851. The church building has commemorative value owing to the presence of memorial windows and plaques, items contained in the church (such as the stone font), which were brought to Christchurch in the first four ships in 1850 and the dedication of the Pilgrims' Chapel in 1901 to the first Canterbury Association settlers. It is associated with the ideals of Canterbury Association and the founding of Christchurch and has cultural significance for its association with the Anglican (Church of England) basis of the new settlement. The church also has high cultural spiritual significance for its association with the work of Nurse Maud and the Sisters of the Community of the Sacred Name and their work in the parish community.

ARCHITECTURAL AND AESTHETIC SIGNIFICANCE

Architectural and aesthetic values that demonstrate or are associated with: a particular style, period or designer, design values, form, scale, colour, texture and material of the place.

St Michael and All Angels Church has high architectural significance for its Gothic Revival styling and association with a number of notable early Canterbury architects; W F Crisp, Frederick Strouts, and Thomas Cane. It is a highly regarded example of colonial ecclesiastical architecture in which the tenets of Victorian Gothic Revival architecture are realised in timber construction.

W F Crisp was the articled pupil and subsequently the partner of Robert Speechley, who had been brought to New Zealand to supervise the construction of the Christ Church Cathedral. As the cathedral project was delayed the partnership undertook other work for the Anglican Church Property Trustees in Christchurch, including St Mary's, Addington (1866-67) and vicarages for St John's and St Luke's in the city. St Michael's Church is the only major work designed by Crisp in New Zealand. The church also has some architectural significance for its association with Benjamin Mountfort, who designed the church's freestanding belfry in 1861 and contributed some stained glass designs to the church.

St. Michael's is a late Victorian gothic building which combines elements of gothic architecture expressed in timber rather than stone which was the more conventional material for gothic architecture of this period. St. Michael's is considered to be one of the largest timber churches of its style in the world. It is constructed entirely of matai timber (native black pine) on rubble stone foundations. The internal double row of timber columns are carved from single matai trees and came from Nelson. They support the nave arches and huge tie-beams in the roof structure. It has an outstanding collection of late Victorian early Edwardian stained glass executed by some of the leading English Victorian firms such as Lavers, Barraud and Westlake and Ward and Hughes.

The church has changed little since completion in 1872 with only minor alterations which have included the removal in 1896 of a tie-beam and secondary arch to give a clear view of the east window; the addition of a vestry and parish lounge to the south in the 1990s; and recently new doors in the north porch. Externally the church is of a clear cruciform design and of simple decorative elements which to some degree belie the detail of the interior.

TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE

Technological and craftsmanship values that demonstrate or are associated with: the nature and use of materials, finishes and/or technological or constructional methods which were innovative, or of notable quality for the period.

St Michael and All Angels Church has high technological significance for its timber construction and as an example of the colonial carpenters' craft. Items inside the church that contribute to its craftsmanship significance include the Bishop's Throne (1856), the Gold Chalice (Frederick Gumsey and W F Bridgeman, 1931) and the Bevington organ with its stencilled pipes (1872, reconstructed 1944 and restored 2013). The stained glass windows, which were all installed before 1913, have considerable craftsmanship significance for their design and manufacture being by the leading manufacturers of the period such as Lavers, Barraud and Westlake and Ward and Hughes with two lancet windows on the south being designed by the architect B W Mountfort.

CONTEXTUAL SIGNIFICANCE

Contextual values that demonstrate or are associated with: a relationship to the environment (constructed and natural), a landscape, setting, group, precinct or streetscape; a degree of consistency in terms of type, scale, form, materials, texture, colour, style and/or detail; recognised landmarks and landscape which are recognised and contribute to the unique identity of the environment.

St Michael and All Angels Church has high contextual significance as the principal building within an important precinct of church and school buildings, including the freestanding belfry

that predates the church. Although designed by different architects at different times, each of these built heritage items is sympathetic to one another in style and construction.

In a wider setting the church has contextual significance in relation to the original site of St Andrew's Presbyterian Church, which now stands in Merivale but was built in stages from 1856 further west on Oxford Terrace. The church also relates to other buildings designed by Crisp, sometimes in partnership with Robert Speechley, and to the Christ Church Cathedral to which it was the forerunner as Pro-Cathedral.

ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE

Archaeological or scientific values that demonstrate or are associated with: the potential to provide information through physical or scientific evidence an understanding about social historical, cultural, spiritual, technological or other values of past events, activities, structures or people.

St Michael and All Angels Church has high archaeological significance because it has the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900. The building stands on the outskirts of what was once Puāri Pā, which covered a large area within the extensive wetlands that later became the central city. Puāri was first occupied by tangata whenua more than 700 years ago and remained one of the principle mahinga kai (food and resource gathering places) in Christchurch up to the Ngāi Tahu signing of the Canterbury purchase in 1848. Ōtākaro (Avon River) provided an important access route through the swamp of Christchurch and was highly regarded by tangata whenua as a mahinga kai (food and resource gathering place). The awa (river) supported numerous nohoanga (campsites) and was a rich source of seasonal foods including fish and birds, which were preserved for use over the winter months when fresh kai (food) was in short supply.

ASSESSMENT STATEMENT

St Michael and All Angels Anglican Church has high overall significance to Christchurch, including Banks Peninsula and New Zealand. The church has high historical significance as the first Anglican church to be established in Christchurch and as the Pro-Cathedral of the Anglican Diocese of Christchurch from 1856 until 1881. St Michael's has high cultural significance as the site of Anglican worship since 1851 and for its close association with the Canterbury Association and also its association with the work of Nurse Maud and the Sisters of the Community of the Sacred Name and their work in the parish community. The church building has high cultural commemorative value owing to the presence of memorial windows and plaques, items contained in the church (such as the stone font), which were brought to Christchurch in the first four ships in 1850 and the dedication of the Pilgrims' Chapel in 1901 to the first Canterbury Association settlers. The church has high architectural significance for its High Victorian Gothic Revival design and association with a number of prominent 19th century Christchurch architects. The high technological and craftsmanship significance of the building arises out of its timber construction and the detailing of its fixtures and fittings in particular the stained glass windows. St Michael's Church has high contextual significance as a major landmark in the southwest sector of the inner city and relation to other notable heritage buildings on the same site. The building has high archaeological significance in view of the continuous use of the site by the Anglican Church since 1851.

REFERENCES:

Historic place # 294 – Heritage New Zealand List
<http://www.heritage.org.nz/the-list/details/294>

Christchurch City Council Heritage files

Jonathan Mane 'St Michael and All Angels: A Colonial High Victorian Gothic Church'
Appendix to – Marie Peters *Christchurch – St Michael's. A Study in Anglicanism in New Zealand* (Christchurch, 1986)

REPORT DATED: 13 NOVEMBER 2014

PLEASE NOTE THIS ASSESSMENT IS BASED ON INFORMATION AVAILABLE AT THE TIME OF WRITING. DUE TO THE ONGOING NATURE OF HERITAGE RESEARCH, FUTURE REASSESSMENT OF THIS HERITAGE ITEM MAY BE NECESSARY TO REFLECT ANY CHANGES IN KNOWLEDGE AND UNDERSTANDING OF ITS HERITAGE SIGNIFICANCE.

PLEASE USE IN CONJUNCTION WITH THE CCC HERITAGE FILES.

DISTRICT PLAN – LISTED HERITAGE PLACE
HERITAGE ASSESSMENT – STATEMENT OF SIGNIFICANCE
HERITAGE ITEM NUMBER 411
***ST MICHAEL AND ALL ANGELS CHURCH BELFRY AND
SETTING -
243 DURHAM STREET SOUTH, 90 OXFORD TERRACE,
CHRISTCHURCH***



PHOTOGRAPH: M.VAIR-PIOVA, 11/12/2014

HISTORICAL AND SOCIAL SIGNIFICANCE

Historical and social values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political or other patterns.

St Michael and All Angels Belfry has high historical significance as a key component of the first Anglican church to be established by the pioneers on the site of Christchurch in 1851. After a brief period of using assorted venues for services, including a V-hut, the first church on the site was opened on 20 July 1851. The belfry was erected ten years later to the design of leading architect Benjamin Mountfort. The bell hung in the belfry had been brought out to New Zealand on the *Charlotte Jane*, one of the Canterbury Association's first four ships in

December 1850. Initially the bell was hung on trestles or a tripod outside the first church on the site. This can be seen in an early sketch by Dr Barker. St Michael's bell served as the earliest Christchurch fire bell, and also as a timekeeper, being rung every hour of daylight in lieu of a town clock.

The bell was sent for recasting in England in 1858 to fix a crack. On its return it was decided place the bell in a belfry, the cost of which was met by public subscription. On 11 September 1861 the *Lyttelton Times* welcomed the still incomplete structure as "...a great ornament to the town...[it] already forms a pleasing object in the distant views of the city, as it stands well above the surrounding buildings." It seems likely that its construction was timed to mark the 10th anniversary of the arrival of the Canterbury Pilgrims.

The tower originally served as both lych-gate and belfry, a unique combination intended by Mountfort to meet the needs of the parish within their limited resources. The tower's lych-gate function has since been obscured with its relocation to allow for the realignment of Oxford Terrace in 1976. For the 150th anniversary of the church, 150 peals were rung from the bell. The bell is still rung twice a day for services and for the Angelus.

CULTURAL AND SPIRITUAL SIGNIFICANCE

Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values.

St Michael and All Angels Belfry has high cultural and spiritual significance as a landmark in the city, providing a tangible link between the early pioneer beginnings of the Christchurch settlement and the church of today. It has considerable cultural and spiritual significance as part of the worship practices of the parish being rung daily for the Angelus.

ARCHITECTURAL AND AESTHETIC SIGNIFICANCE

Architectural and aesthetic values that demonstrate or are associated with: a particular style, period or designer, design values, form, scale, colour, texture and material of the place.

St Michael's Church Belfry has high architectural significance as a colonial interpretation of the English tradition of free-standing timber bell-towers that date back to medieval times. It was designed by preeminent Gothic Revival architect B W Mountfort who trained in England with noted architect Richard Carpenter. Mountfort arrived in Lyttelton aboard the *Charlotte Jane* on 16 December 1850. He designed many early churches including St Bartholomew's, Kaiapoi (1855) and St Mary's, Halswell (1863). He established the prevailing gothic revival style that is synonymous with Christchurch with the designs of buildings such as the Provincial Council Buildings, the early stages of the Arts Centre and Canterbury Museum.

For St Michael's belfry, Mountfort drew on the medieval timber belfries characteristics of Essex with their open timber framework and arched braces, and reworked them with knowledge of the Scandinavian timber belfries illustrated in *Instrumenta Ecclesiastica*. The very distinctive Rhenish helm roof of Mountfort's belfry is derived from the Anglo-Saxon tower of St Mary's Church, Sompting in West Sussex. This church had been recently restored by Carpenter, the architect with whom Mountfort had trained, and was particularly admired and imitated by Victorian architects. The roof on the tower is said to be unique in England, although common in the Rhineland, and was pictured in John Henry Parker's

Glossary of Terms used in Grecian, Roman, Italian, and Gothic architecture (3rd edition, 1840). A small number of English churches were built with such Rhenish helm roofs from 1850 onwards and Mountfort's belfry can be seen as part of the Victorian adoption of this roofing form. The roof would have suggested a link between one of England's earliest surviving churches and the formative period of the Anglican Church in Canterbury, and as Ian Lochhead notes "Its inventive structure and evocative form are a compelling reminder of the sophisticated amalgam of historical sources that underpinned its design." (Lochhead, p.88).

TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE

Technological and craftsmanship values that demonstrate or are associated with: the nature and use of materials, finishes and/or technological or constructional methods which were innovative, or of notable quality for the period.

The Belfry has technological and craftsmanship significance for the manner of its timber construction and for the decorative expression of its structure. It also has craftsmanship significance for the cast bell it contains.

CONTEXTUAL SIGNIFICANCE

Contextual values that demonstrate or are associated with: a relationship to the environment (constructed and natural), a landscape, setting, group, precinct or streetscape; a degree of consistency in terms of type, scale, form, materials, texture, colour, style and/or detail; recognised landmarks and landscape which are recognised and contribute to the unique identity of the environment.

St Michael and All Angels Belfry has high contextual significance as the oldest built heritage item within an important precinct of church and school buildings. The Belfry has particular contextual significance in relation to St Michael's Church and was an early landmark in Christchurch given its height within the flat expanse of the new settlement. Although designed by different architects at different times, each of the built heritage items on this site is sympathetic to one another in style and construction. The Belfry also has contextual significance in relation to the belfry of St Mary's Church, Addington (1907).

ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE

Archaeological or scientific values that demonstrate or are associated with: the potential to provide information through physical or scientific evidence an understanding about social historical, cultural, spiritual, technological or other values of past events, activities, structures or people.

St Michael and All Angels Belfry has archaeological significance because it has the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900. The belfry stands on the outskirts of what was once Puāri Pā, which covered a large area within the extensive wetlands that later became the central city. Puāri was first occupied by tangata whenua more than 700 years ago and remained one of the principle mahinga kai (food and resource gathering places) in Christchurch up to the Ngāi Tahu signing of the Canterbury purchase in 1848. Ōtākaro (Avon River) provided an important access route through the

swamp of Christchurch and was highly regarded by tangata whenua as a mahinga kai (food and resource gathering place). The awa (river) supported numerous nohoanga (campsites) and was a rich source of seasonal foods including fish and birds which were preserved for use over the winter months when fresh kai (food) was in short supply.

ASSESSMENT STATEMENT

St Michael and All Angels Church Belfry has high heritage significance to Christchurch, including Banks Peninsula. The belfry has high historical significance as the oldest element within the precinct of St Michael's Church, which was the first Anglican church to be established in Christchurch and functioned as the Pro-Cathedral of the Anglican Diocese of Christchurch from 1856 until 1881. St Michael's Belfry has high cultural and spiritual significance for its association with the founding of Canterbury and the role it played in the early life of the new settlement of Christchurch. The belfry has high architectural significance for its High Victorian Gothic Revival design by Benjamin Mountfort. The technological and craftsmanship significance of the structure stems from its timber construction and decorative detailing. St Michael's Belfry has high contextual significance as an historic landmark in the southwest sector of the inner city and relation to other notable heritage buildings on the same site. The belfry has archaeological significance in view of the continuous use of the site by the Anglican Church since 1851.

REFERENCES:

Historic place # 295 – Heritage New Zealand List
<http://www.heritage.org.nz/the-list/details/295>

Christchurch City Council Heritage files

Jonathan Mane 'St Michael and All Angels: A Colonial High Victorian Gothic Church' Appendix to – Marie Peters *Christchurch – St Michael's. A Study in Anglicanism in New Zealand* (Christchurch, 1986)

Ian Lochhead *A Dream of Spires – Benjamin Mountfort and the Gothic Revival* (Christchurch, 1999)

REPORT DATED: 13 NOVEMBER 2014

PLEASE NOTE THIS ASSESSMENT IS BASED ON INFORMATION AVAILABLE AT THE TIME OF WRITING. DUE TO THE ONGOING NATURE OF HERITAGE RESEARCH, FUTURE REASSESSMENT OF THIS HERITAGE ITEM MAY BE NECESSARY TO REFLECT ANY CHANGES IN KNOWLEDGE AND UNDERSTANDING OF ITS HERITAGE SIGNIFICANCE.

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**DISTRICT PLAN – LISTED HERITAGE PLACE
HERITAGE ASSESSMENT – STATEMENT OF SIGNIFICANCE
HERITAGE ITEM NUMBER 169
*ST MICHAEL'S SCHOOL HALL AND SETTING – 243 DURHAM
STREET SOUTH, 90 OXFORD TERRACE, CHRISTCHURCH***



PHOTOGRAPH: M.VAIR-PIOVA, 9/12/2014

HISTORICAL AND SOCIAL SIGNIFICANCE

Historical and social values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political or other patterns.

St Michael's School Hall has high historical significance as an early building associated with the city's oldest primary school. It was built in 1877 at a cost of £1100, initially to provide accommodation for 250 Sunday School children, and to provide a suitable hall for parish gatherings and entertainments. It was anticipated that a Church day school would soon occupy the building, hence its emphasis on ventilation and lighting. Prior to the hall being built, school was held in the first St Michael's Church (1851).

St Michael's parish was established in 1851 and is the oldest parish in Christchurch. The church school was the first school to be established in Christchurch, and was one of the three schools planned by the Canterbury Association for Christchurch, the others being Christ's College and Christchurch College. St Michael's School began as a co-educational school and still is today, although for a period it was restricted to boys only.

St Michael's School Hall was used as a Sunday School from 1877 to the 1950s, for concerts from 1877-1880, as a schoolroom from 1883 to 1912/13, for drama from 1913 onwards (Including Ngaio Marsh's first play *The Moon Princess* in 1913), dances from the 1920s to the 1940s, and as a parish hall from 1877 to the present day. The hall has been relocated twice, and was last relocated in 2001 and subsequently the stage was removed and a new window installed in the east façade. It was fully restored and integrated in to the new school building at this time.

CULTURAL AND SPIRITUAL SIGNIFICANCE

Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values.

St Michael's School Hall has cultural and spiritual significance as an important venue for the social life of the parish and church school, in addition to its historical and current educational role within the campus of the city's oldest primary school.

ARCHITECTURAL AND AESTHETIC SIGNIFICANCE

Architectural and aesthetic values that demonstrate or are associated with: a particular style, period or designer, design values, form, scale, colour, texture and material of the place.

St Michael's School Hall has high architectural and aesthetic significance. It was designed in a simple Gothic Revival style, by Thomas Cane, to complement St Michael and All Angels Church and Belfry. Cane was architect to the Canterbury Education Board in 1877, the same year in which he designed the Belfast Schoolmaster's House. The hall is a single storey building constructed of red pine and kauri with a gabled shingled roof, which was replaced with corrugated iron in 1904. Features include a gabled entrance porch, rectangular windows along the sides and a feature window at the east end made up of seven rectangular windows, triangular dormers in the roof, and decorative bargeboards. The interior features ornamental iron brackets. Daniel Reese, who had been dismissed as the contractor for St Michael's Church in 1871, built the hall. By the end of 1884 extra classrooms were added to the building to house the school's increasing roll. The hall was moved in 1912-13 to allow for the construction of the present day school, which was built in 1913 to a design by Cecil Wood. The school hall was moved once more in 2001 to make way for new developments on the site. Considerable restoration of the Hall was undertaken at this date.

Thomas Cane (1830-1905) was born in Brighton, Sussex. For many years he worked for Sir George Gilbert Scott, the noted English Victorian architect. Cane came to Lyttelton in 1874 and succeeded Benjamin Mountfort (1825-1898) as Provincial Architect for Canterbury. He held this position until the abolition of the provinces in 1876, making his name as a Christchurch architect. Cane also designed the Timeball Station in Lyttelton, the Belfast Schoolhouse, Condell's House at Christs College, and the first Christchurch Girls' High School, which is now part of the Arts Centre.

TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE

Technological and craftsmanship values that demonstrate or are associated with: the nature and use of materials, finishes and/or technological or constructional methods which were innovative, or of notable quality for the period.

St Michael's School Hall has technological and craftsmanship significance for what it can provide in terms of evidence of early colonial timber construct methods and materials. It has technological and craftsmanship significance as an example of local early builder Daniel Reese's construction skills and for its decorative Gothic Revival style detailing.

CONTEXTUAL SIGNIFICANCE

Contextual values that demonstrate or are associated with: a relationship to the environment (constructed and natural), a landscape, setting, group, precinct or streetscape; a degree of consistency in terms of type, scale, form, materials, texture, colour, style and/or detail; recognised landmarks and landscape which are recognised and contribute to the unique identity of the environment.

St Michael's School Hall has high contextual significance for its relationship to St Michael and All Angel's Church and School. It is situated on a prominent inner-city corner site, and is a major focal point for church and school communities. Although designed by different architects at different times, each of the built heritage items on this site is sympathetic to one another in style and construction. The Belfry also has contextual significance in relation to other early Christchurch educational buildings, especially those within the inner city, including Christ's College, the former Christchurch Boys' and Girls' High Schools and the former Canterbury College (Arts Centre of Christchurch).

ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE

Archaeological or scientific values that demonstrate or are associated with: the potential to provide information through physical or scientific evidence an understanding about social historical, cultural, spiritual, technological or other values of past events, activities, structures or people.

St Michael and All Angels Belfry has archaeological significance because it has the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900. The building stands on the outskirts of what was once Puāri Pā, which covered a large area within the extensive wetlands that later became the central city. Puāri was first occupied by tangata whenua more than 700 years ago and remained one of the principal mahinga kai (food and resource gathering places) in Christchurch up to the Ngāi Tahu signing of the Canterbury purchase in 1848. Ōtākaro (Avon River) provided an important access route through the swamp of Christchurch and was highly regarded by tangata whenua as a mahinga kai (food and resource gathering place). The awa (river) supported numerous nohoanga (campsites) and was a rich source of seasonal foods including fish and birds, which were preserved for use over the winter months when fresh kai (food) was in short supply.

ASSESSMENT STATEMENT

St Michael's School Hall has high heritage significance to Christchurch, including Banks Peninsula. The hall has high historical significance for its long history of use as both schoolrooms and a parish hall. The hall has high cultural and spiritual significance for its association with the founding of Christchurch and the early educational and religious values of the Canterbury Association. St Michael's School Hall has high architectural significance for

its Gothic Revival styling and association with Education Board architect Thomas Cane. The hall has contextual significance both within the church and school precinct of St Michael's and in relation to other 19th century educational buildings in central Christchurch. The hall has archaeological significance in view of the continuous use of the site by the Anglican church since 1851.

REFERENCES:

Non-notified Resource Consent Application, RMA20015443

REPORT DATED: 13 NOVEMBER 2014

PLEASE NOTE THIS ASSESSMENT IS BASED ON INFORMATION AVAILABLE AT THE TIME OF WRITING. DUE TO THE ONGOING NATURE OF HERITAGE RESEARCH, FUTURE REASSESSMENT OF THIS HERITAGE ITEM MAY BE NECESSARY TO REFLECT ANY CHANGES IN KNOWLEDGE AND UNDERSTANDING OF ITS HERITAGE SIGNIFICANCE.

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DISTRICT PLAN – LISTED HERITAGE PLACE
HERITAGE ASSESSMENT – STATEMENT OF SIGNIFICANCE
HERITAGE ITEM NUMBER 412
**ST MICHAEL'S SCHOOL STONE BUILDING AND SETTING –
243 DURHAM STREET SOUTH, 90 OXFORD TERRACE,
CHRISTCHURCH**



PHOTOGRAPH: M.VAIR-PIOVA, 9/12/2014

HISTORICAL AND SOCIAL SIGNIFICANCE

Historical and social values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political or other patterns.

St Michael and All Angels School Stone Building is of high historical and social significance for its over 100-year association with St Michael and All Angel's parish and school and for its continued use as a classroom block up to the present day. St Michael's parish (est. 1851) is the oldest parish in Christchurch and since 1910 has been the NZ centre for Anglo-Catholicism. The school was one of the earliest schools to be established in the district, and the first to be established on the Christchurch city side of the Port Hills. It was one of the three schools planned by the Canterbury Association for Christchurch City including Christ's College. It is the oldest school in Christchurch still functioning on its original site. While the school began as a co-educational school, it was for some years restricted to boys only. The

school had a reputation for first class teaching and high standards from as early as 1872, and continues as an Anglican co-educational primary day school today. The construction of the stone classroom block in 1913 to accommodate 250 pupils reflects the growth of the school's roll at that time which had necessitated the need for more classroom space. The foundation stone was laid by the Bishop of Christchurch the Rt. Reverend Churchill on 4 February 1913. The building continued in its original and intended use by the school until the building's closure due to earthquake damage after the February 2011 earthquake.

CULTURAL AND SPIRITUAL SIGNIFICANCE

Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values.

The Stone Building is of high cultural and spiritual significance for its association with the Anglican faith, and for its association with the St Michael's Church parish and school communities. The School is an independent church school offering education to primary and intermediate school children. It was staffed by the Sisters of the Community of the Sacred Name until 1976. The building is also of significance for its commemoration of old boys who fell in World War I through a plaque erected in the corridor. The Stone Building, along with the other buildings on the site, reflects the educational and religious aspirations of the early European settlers.

ARCHITECTURAL AND AESTHETIC SIGNIFICANCE

Architectural and aesthetic values that demonstrate or are associated with: a particular style, period or designer, design values, form, scale, colour, texture and material of the place.

The Stone Building is of architectural and aesthetic significance for its Collegiate Gothic design by notable Christchurch architect Cecil Wood. The building is a simple rectangular form with gabled ends and has restrained detailing including banded polychromatic stone walls, window quoins and a decorative roof vent. The single storey building accommodates five classrooms along with the administration/ principal's office and toilets. Wood designed the building with a focus on light and ventilation - large windows face east and west, and there is an integrated ventilation system. The main entrance is to the east, and is emphasized with an arched opening, with an inscription and flagpole above. The wording of the inscription over the main entrance 'Remember now thy Creator in the days of thy youth ECCL. 12. 1A.' was an original feature, but the original Hanmer marble inscription was replaced in the 1960s in different materials and lettering. Also on the east elevation are the foundation stone and motto "In the sign you conquer" with a cross above. Minor alterations and additions have been carried out over time, including changes to the window glazing c2001, the enclosure and extension of the west facing entry in 1962, and the addition of an administration room in 1964.

Wood had worked on educational buildings with Leonard Stokes while in England. He designed St Margaret's College in Chester Street West, which was built in 1913 in timber, and Christ's College Hare Memorial Library in 1916. The Collegiate Gothic style of the Stone Building was common for educational buildings in Christchurch in the 1910s and 1920s, and the building shares the same materials and characteristics of the style as buildings of the Arts Centre of Christchurch (former Canterbury University site) and the former Christchurch Teacher's College in Peterborough Street. The St Michael's School Stone Building evidences

a transitional stage in the development of Wood's educational architecture, which was later influenced by the open-air classroom model (Christ's College, 1929).

TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE

Technological and craftsmanship values that demonstrate or are associated with: the nature and use of materials, finishes and/or technological or constructional methods which were innovative, or of notable quality for the period.

The Stone Building is of high technological and craftsmanship significance for its use of materials and quality of finishes which have maintained a high level of integrity. The building is constructed of Halswell bluestone facings over brick masonry with limestone string courses and dressings. The roof is Welsh slate. The interior is plastered brick lining with an incised dado moulding line. Tessellated floor tiling features at the east and north entrances. Timber skirtings, architraves, doors and flooring, and original fixtures and fittings including coat hooks, feature throughout the building. Early school furniture including bench seats, remained in use in the building prior to its closure. Ventilation is provided via a trunked system in the ceiling space venting through a roof ridge mounted Ogee ventilator punctuating the roof line at the centre of the ridge. The radiators and boiler room evidence the original heating technology – a solid fuel fired, low-pressure hot water radiator heating system – which was replaced with an oil-fired system in the 1950s. The BP Boiler oil supply sump remains in its original location adjacent to the Principal's office.

CONTEXTUAL SIGNIFICANCE

Contextual values that demonstrate or are associated with: a relationship to the environment (constructed and natural), a landscape, setting, group, precinct or streetscape; a degree of consistency in terms of type, scale, form, materials, texture, colour, style and/or detail; recognised landmarks and landscape which are recognised and contribute to the unique identity of the environment.

St Michael's School Stone Building is of high contextual significance for its relationship to St Michael's Church, belfry, hall and the site of the church and school, in terms of use, location, form, variations on the Gothic style and scale. It has landmark value for its location on a prominent inner city corner site, its location in the centre of the site, and for its use which makes it a major focal point for church and school communities. The original site was larger and encompassed the riverside setting – the remnant 'valley' through the centre of the site is part of an early streambed. In terms of its form, materials, texture, colour, style and detail, it is part of a wider group of Collegiate Gothic educational buildings which make an important contribution to the character and identity of central Christchurch. The setting consists of the school site which includes heritage listed items including the School Hall, St Michael and All Angels Church and Belfry, modern classroom blocks set around grassed and asphalted playing areas, and a number of large mature trees and the natural landform to the west of the Church. The open area of the setting to the east of the building provides for a clear view of the building from Durham Street, and the open area to the west provides for uninterrupted views to the building from within the school grounds, and provides space around the building enabling its appreciation and prominence.

ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE

Archaeological or scientific values that demonstrate or are associated with: the potential to provide information through physical or scientific evidence an understanding about social

historical, cultural, spiritual, technological or other values of past events, activities, structures or people.

St Michael's Church Day School Stone Classroom Block and setting has potential for archaeological evidence due to its location in the vicinity of the Avon River, and on the outskirts of Puāri Pa, and for its documented European history of activity on the site from 1851. Puāri Pā covered a large area within the extensive wetlands that later became the central city. Puāri was first occupied by tangata whenua more than 700 years ago and remained one of the principle mahinga kai (food and resource gathering places) in Christchurch up to the Ngāi Tahu signing of the Canterbury purchase in 1848. Ōtākaro (Avon River) provided an important access route through the swamp of Christchurch and was highly regarded by tangata whenua as a mahinga kai (food and resource gathering place). The awa (river) supported numerous nohoanga (campsites) and was a rich source of seasonal foods including fish and birds, which were preserved for use over the winter months when fresh kai (food) was in short supply. The stone classroom block is located on the earlier site of the church hall, which was relocated to make way for the present building.

ASSESSMENT STATEMENT

St Michael and All Angels School Stone Building is of high overall significance to Christchurch, including Banks Peninsula. The building is of high historical and social significance for its over 100 year continued history of use as classrooms and as a building associated with the oldest school in Christchurch still functioning on its original site. The building is of high cultural and spiritual significance as part of a parish school and its association with the Sisters of the Community of the Sacred Name who staffed the school until 1976. It is of architectural and aesthetic significance for its Collegiate Gothic design by notable Christchurch architect Cecil Wood. The stone classroom block is of high technological and craftsmanship significance for its use and quality of materials which have maintained a high level of integrity. The building is of high contextual significance for its relationship to the other buildings on the St Michael's Church site, and its contribution to a group of Collegiate Gothic educational buildings in central Christchurch. St Michael's School Stone Building and setting has potential for archaeological evidence due to its location in the vicinity of the Avon River, and on the outskirts of Puāri Pa, and for its documented European history of activity on the site from 1851.

REFERENCES:

CCC Heritage File *St Michael and All Angels cnr Oxford Terrace and Lichfield Street*

Avon River Interpretation Panel, Christchurch City Council.

REPORT DATED: 16 JUNE 2014

PLEASE NOTE THIS ASSESSMENT IS BASED ON INFORMATION AVAILABLE AT THE TIME OF WRITING. DUE TO THE ONGOING NATURE OF HERITAGE RESEARCH, FUTURE REASSESSMENT OF THIS HERITAGE ITEM MAY BE NECESSARY TO REFLECT ANY CHANGES IN KNOWLEDGE AND UNDERSTANDING OF ITS HERITAGE SIGNIFICANCE.

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860–862 Colombo Street, Christchurch:

Historical Overview of the 1937 Building



Produced for Christchurch Apartments Ltd.

Laura Dunham

2021



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Introduction

This report provides a history of the building at the west end of 860–862 Colombo Street north, Christchurch, originally known as Langdown Flats, and more recently as Holiday Lodge Motels. The history of the site it occupies is explored from 1858 onwards. The building is on part Lot 1 of DP 1147, being part of Town Reserve 18, and Lots 1 and 2 of DP 23719. It is currently owned by Christchurch Apartments Ltd.

Illustrations are included in the Appendices. Unless otherwise stated, all photographs were taken by the author.

Chronology of Events

Date	Event
1858	Town Reserve Lot 18 is owned by Charles Reed of Ashburton. His town home, Malvern House, is located in spacious grounds near the corner of Colombo and Salisbury streets.
1872	February: Alexander Cowan and his wife lease Malvern House from Reed and run it as a boarding house.
1884	The address of Malvern House is, by now, known as 318 Colombo St.
1880	6 February: Reed dies. Malvern House is inherited by his son Charles Francis, who leases it to several consecutive tenants.
1894	December: Charles Francis Reed dies; his wife Alice inherits. Malvern House is currently occupied by Charles and Mary Ann Reading.
1895	Reed's property is subdivided. The site of the present-day building is included in an area of 2 roods and 6 ^{1/3} perches, becoming Lot 1 of D.P. 1147, part lot 18 of the Town Reserves. In December, ownership is transferred to its neighbour, Thomas W. Stringer.
1897	Stringer sells to jeweller Heinrich Kohn. The property is now known as 326 Colombo Street.
1911	Central Christchurch streets are renumbered and 326 Colombo Street becomes 862 Colombo Street.
1912	Murdoch Paterson Murray purchases the property from Kohn's widow.
1920	The property is transferred from Murray to Martin Moir.
1935	16 February: the property is put up for auction by Moir. A possible failure to sell sees him remain at the house.
1936	January: several rooms of the house are advertised for lease.
	16 May: Progressive Investments Ltd., the company that will eventually develop the present-day building, is registered.
	6 July: property ownership is transferred from Moir to Lester G. Martin, builder. On the same date, Martin transfers the property to his company,

	Progressive Investments Ltd. Moir continues to occupy the house until its removal in early 1937. He again advertises rooms for lease.
	25 July: Lester Martin's building company L. G. Martin and Co. Ltd. is registered.
1937	12 February: building permit granted by CCC to L. G. Martin & Co. for construction of a building owned by W. O. Langdown. Moir's house is assumed to have been removed by this time.
	11 March: property formally transferred from Progressive Investments Ltd to Langdown.
	20 April: the plan to construct the present building of ten apartments is announced in the <i>Press</i> , to be designed by Colin C. Lamb and built by L. G. Martin.
	20 July: directors of Progressive Investments Ltd. declare it will be wound up solvent. Construction of the building is assumed to be completed by this time.
	6 September: Progressive Investments Ltd. applies to be voluntarily liquidated while solvent.
1938	22 January: the building is now known as Langdown Flats. Tenants are known to be residing there by this date.
	26 July: ownership transferred from Langdown to Christchurch Flats Ltd.
1950	8 November: transfer of a small part of land at the eastern end of the property from Christchurch Flats Ltd. to the Roman Catholic Bishop of the Diocese of Christchurch.
1951	8 November: the property's new area of 1 rood and 38 perches is confirmed with a new Certificate of Title.
1962	24 August: transfer of ownership from Christchurch Flats Ltd. to Gloucester Holdings Ltd.
1964	Part Lot 1 of DP1147 is subdivided by Gloucester Holdings Ltd., resulting in the creation of Lot 2.
1965	Building permit issued for a second apartment building at the new rear section; designed by Anthony Perkin and built by Moot Construction.
1967	A change in use from residential to accommodation is applied for, although tenants remain in both buildings until late 1967 or early 1968.
1970	The buildings become Holiday Lodge Motels by this year under the proprietorship of Lawrence and Pamela Wright, lessees. At least once they repainted the exterior and redecorated the interior of the 1937 building several times during the 1970s.
1979	The Wrights end their lease. John and Olive Brown take over the lease operating the motel.
1990	John Brown and Judith Moir end their lease, which is transferred to Alexander Dariushfar.



1993	Two couples take on the lease: Trevor and Audine Arnott, and Walter and Dorothy Sandrey.
1998	31 August: the lease is transferred to Detlef Landman and Annerose Landman.
c.2004	The building is re-roofed with corrugated galvanised steel.
2010	4 September: the building sustains minor to moderate damage in the 7.1 Canterbury earthquake. Construction of a two-storey addition may have begun earlier this year at the eastern end of the building.
2011	22 February: the property again suffers damage in the 6.3 Canterbury earthquake, worsening recent and pre-existing damage.
2014	The Landmans cease to operate the buildings as motel accommodation and offer the units as rental apartments. A DEE shows the building meets the NBS, above 33% of the code.
2016	April: the property is transferred to the ownership of Elizabeth and John Harris and is operated by Christchurch Apartments Ltd. as rental apartments. Work commences to repair cracks and a series of leaks. The basements are waterproofed.
2017	The chimneys are found to be structurally safe.
	8 March: the c.2010 addition is certified by CCC after it is completed to an altered design.
2020	More repairs are made to external walls, bathrooms, and the roof. Timber fences are built at the front of each unit on the north elevation.
2021	Renovations and maintenance repairs continue.

History of the Property

In the mid-nineteenth century, the present-day property was part of a larger land parcel (Town Reserve 18) at the south end of the block bordered by Colombo, Salisbury, and Manchester streets, taking in at least 4 acres, 1 rood, and 35 perches. Its owner since 1858 was Charles Reed (1824–1880), originally of Devonshire, who farmed at Westerfield Station, Ashburton. When in Christchurch, Reed, with his wife Sarah, their son, and their daughter, lived in a two-storey cottage that was situated in spacious grounds near the corner of Colombo and Salisbury streets. The property had an artesian well, a stable, and an adjoining paddock where there was another cottage. Between February 1872 and late 1878, Reed leased the cottage to Alexander Cowan and his wife who ran it as a boarding house under the name “Malvern House” (this may have been the name the Reeds had already given it), fully furnished for short and medium term lodgings. After Cowan was charged (and later acquitted) with starting a small fire in one of the upstairs bedrooms on October 25th, 1878, Sarah Reed resumed her residence of Malvern House, while her husband was based at Westerfield.

After Reed's death in 1880, his son Charles Francis Reed inherited the property and took on several tenants who consecutively resumed operating Malvern House as a boarding house, including Mrs Cowan in 1888. Reed returned to England where he died in 1894. At this time, the property was leased to Charles and Mary Ann Reading. In 1895, it was subdivided into smaller parcels with the land of the present-day building included in Lot 1 of Deposited Plan 1147, part of Town Reserve 18, with an area of 2 roods and 6^{1/3} perches. After a succession of short leases, Charles Francis' widow Alice sold this parcel to its northern neighbour, solicitor Thomas Walter Stringer, in 1895.

Two years later, the property was bought by Heinrich Kohn (1847–1911, an early partner in Petersens Jewellers) who lived there with his family until his death in 1911. The next owner in 1912 was Murdoch Paterson Murray (manager of the Textile, Sack and Bag Co. Ltd), followed by Martin Moir (1877–1942) in 1920. Moir was a son of William Moir (1833–1914) who established Moir and Co., millers and grain merchants, at South Brook and Styx in 1869. While the age of Moir's home is unclear, it is known to be the building that preceded the current one at 862 Colombo St, and was described as a two-storey residence of nine rooms.

Moir retired from his father's business and put his house up for auction on February 16th, 1935. It is unclear if the house was sold then; Moir was still in residence in October when he sold his furniture, antiques, and art collection. On January 11th, 1936, an advertisement leasing furnished and unfurnished rooms, and a furnished flat at 862 Colombo St appeared in the *Press*. On July 4th, eight unfurnished rooms in the house were again for let. In the *Stone's Street Directory* of that year, a Mrs Agnes Palmer, and Herbert Wallace Nichols, labourer, were listed at the property along with Moir. He had sold it by July to Lester George Martin, who lived nearby at 873 Colombo St.

Martin was a speculative builder and co-director of the two entities involved in the development of the present building: Progressive Investments Ltd. (registered in May 1936 with the purpose of dealing in land and buildings) and L. G. Martin and Co. Ltd. (registered in July 1936 as builders and contractors). His co-director of both companies was William Henry Price, manager of A. Swanston Ltd, timber merchants. Martin and Price had set up another company in 1935, Christchurch Flats Ltd., to develop the site on the northeast corner of Colombo and Salisbury Streets, which probably resulted in the current weatherboard building at 847 Colombo Street. On July 6th, 1936, ownership of 862 Colombo St was transferred from Moir to Martin, who immediately transferred it to Progressive Investments Ltd., which purchased it for £638.7.9. A building permit was issued by the Christchurch City Council on February 12th, 1937, and construction presumably began shortly after. The permit provides the name of the future building's new owner and proprietor: William Orton Langdown. The property was formally transferred into his ownership on March 11th.

On April 20th, 1937, the *Press* reported that a new block of flats designed by Christchurch architect Colin C. Lamb was to be built on Colombo St. Lamb had recently returned to New Zealand after spending five years working in the U.K. and travelling in Europe and North America. This job followed his recently completed design of the Rialto Theatre in Kaiapoi (1935), and was one of three blocks of flats he would design in 1937. L. G. Martin and Co. was to construct the Langdown building; Lamb was a shareholder in the company. Construction was likely to have been nearing completion by late July, as Progressive Investments declared then that it had fulfilled its objectives and began the process of winding up while solvent (completed in 1938). The building was named Langdown Flats and the first reference to existing tenants is mentioned in the *Press* on January 22nd, 1938.

In mid-1938, Christchurch Flats Ltd. purchased the building from the Langdowns, who relocated to Sumner. The block was sometimes referred to as Langdown Courts in the 1940s. In 1950, the company sold a small part of land at its eastern boundary to the Roman Catholic Bishop of the Dioceses of Christchurch (which owned the neighbouring St. Mary's Sisters of Mercy convent and school), resulting in a new area of 1 rood and 38 perches, and the partial loss of what was probably the gymnasium building. The garage side of this structure was either renovated or replaced as a result of the changed boundary. Christchurch Flats sold the property to Gloucester Holdings Ltd., owned by the Meyers family, in 1962.

In September 1964, Gloucester Holdings subdivided the property, creating Lot 2 of Town Reserve 18 at the eastern end. The pre-existing shed and garages were removed. A new block of six apartments was designed for this new section by architect Anthony Perkin and was built by Moot Construction the following year. In 1967, a Conditional Use consent was granted by the Council to change the use of the property from residential to accommodation.

In 1970, the buildings became the Holiday Lodge Motels under the proprietorship of Lawrence William Wright and his wife Pamela Ruth Wright, who leased the property until 1979. The next lessees were John Gilbert Brown and his wife Olive. Brown remained until 1990, when Alexander Hamid Dariushfar took over the lease. Between 1993 and 1998, Trevor and Audine Arnott were tenants in common (in equal shares) with Walter and Dorothy Sandrey. In August 1998, the property was purchased by Detlef (also known as Ted) and Annerose Friedel Landman who ran the motel until 2014, then returning the property to residential flats. In c.2010 they started building a two-storey addition at the eastern end of the 1937 structure.

The older building suffered moderate damage in the Canterbury earthquakes of 2010 and 2011, but little structural harm. In April 2016, the Landmans sold the property to Elizabeth and John Harris, owners of Christchurch Apartments Ltd., which offers a range of rental properties mostly located in the central city. Christchurch Apartments also owns the block

of flats adjacent to 862 Colombo St (Salisbury Courts at 139 Salisbury St) and the 2015 apartments next-door to College Court (1937), also designed by Lamb at 19 Cashel St.

The Building

Lamb designed a two-storey structure containing ten flats. Measuring 42m long by 10m wide, the building has a footprint of approximately 410m². Its reinforced concrete walls are 125mm thick, and the foundations consist of a continuous concrete beam and individual pads. The ground floor is made up of timber joists and flooring, while the internal walls were originally lathe and plaster, and tongue and groove linings. The first floor is timber-framed, and the tower is a c.9m tall hollow structure of reinforced concrete, constructed as an integral part of the building.

Contending with the narrow width of the site (about 20m), Lamb designed a tower at the northwest corner of the front flat, providing compositional balance with the extreme length of the rest of the building. The main entrance of each flat faces north and opens into a small entrance hall that projects out from the building. From here, each flat opens into a north-facing living room, kitchen, back porch, and semi-basement laundry (figs. 31, 34, 38). A small porch connecting the kitchen to the basement door also provides access to the south side of the building where the dust and fuel bins were kept. A mezzanine floor accessed from the living room staircase contains a bathroom, and upstairs from this level are two bedrooms. The main bedroom faces north and has its own sun porch with a small balconette (fig. 35). This cantilevered and balustraded balcony was intended as an ornamental feature and was not accessible. The sun porch was either originally partially or fully enclosed with a low wall, and an unglazed or unfixed central window (with timber framing), flanked by two glazed windows (figs. 42–43). Light enters the bedroom through a pair of French doors and adjacent window casement. Adjoining the street façade at the south end of the building is a wall with a trades gate for access to the path, which runs the full length of the building.

At the rear was a courtyard with a lawn, washing lines and a small shed at the southern fence-line (fig. 47). East of this, running north-south, was a garage shed, accessed via a narrow driveway along the entire northern boundary and a spacious turning courtyard at the building's east. Opposite this building at the east was a third structure that appears to have housed more garaging space and an equipped gymnasium, as reported in the *Press* article; the latter may have had a separate roofline from the rest of the building, according to early aerial photographs (figures. 46–48).

The building was designed in the Moderne style, which combined Art Deco and streamlined moderne architecture. The former is characterised at Langdown Flats by the large, plain wall surfaces in horizontal bands all around the building, and the repetition of rectilinear features. These include the vertical lines of the chimney stacks, front porches, and

the tower, and the horizontal layers of the flat rooflines, window mouldings (or string courses), and balconettes, all at uniform levels. On the south elevation, the roofline at the west end is stepped, and running along the upper wall and parapet are thin incised decorative strips (fig. 27). Art Deco is most strongly expressed on the street elevation with the sculptural form of the tower, its layered angles, its two shaped windows, and the porthole window. All of these windows, in addition to the small square window nearby, are complete with chevron leadlight motifs. The porthole window, the round-arched gate, and the rounded balconettes, with their metal railings, all influenced by 1930s ocean liners, provide touches of streamlined moderne design (title page figure).

Lamb's travels in the United States included visits to New York and Chicago where he was given tours of new buildings by local architects. Although it is not known if he travelled to Miami, where the houses and low-rise apartment buildings of Miami Beach were undergoing a burst of 'tropical Deco' from 1934 (fig. 62), Lamb was clearly aware of the increasing popularity of streamlining in the States, given the resemblance of the flats' moderne details to those found in places such as Miami Beach. The tower finial, with its pagoda-like disc, was also frequently used on the high-rise Art Deco buildings across the States. Langdown Flats was one of many blocks of flats to be constructed in the area north of Cathedral Square in the late 1930s. It is contemporaneous with two other flats designed by Lamb in a similar vein: College Court Flats on Cashel St (fig. 57) and Caroline (or Lister) Courts in Timaru (figs. 58–59). Overall, Langdown Flats leans more towards Art Deco, while also representing a middle-ground between these two designs, blending the clear and horizontal surfaces of the former with the subtle curved details of the latter.

Internally, the flats continue the Art Deco influence, although most of this has been lost. The fireplaces, made of black tile surrounds with chrome edges and chrome tiles in geometrical patterns (fig. 32), are fairly typical Art Deco elements. While it is unclear if the panels of four mirrors (and the vertical tubular light with chrome base-plate at their centre) above each fireplace is original, such features were popular in Art Deco living areas. The few remainders of Art Deco design can also be found with the fan-shaped door handles (fig. 33) and some surviving chrome window fittings.

Lamb paid close attention to the domestic needs of residents and included many practical details inside each flat. Along with built-in wardrobes in the bedrooms (fig. 36), there were shelves and built-in cabinetry in the kitchen and basement. Access to natural light was emphasised with different combinations of windows to innermost spaces, such as the windows above the doors to both bedrooms (fig. 37), and doors with glazed panels. The casement window on the south, in the kitchen, has an awning casement above (fig. 38), and a small hinged wall panel below, which may have been for fuel access. A door (with window above) separated the kitchen from this area, with another door leading to a small porch, which provides access to the basement and the yard to the south. Usual details of scotia, architraves, bevelled skirting boards, and moulded details of the doors were also included. Unit one included a small leadlight window in the wall-balustrade of the living room

staircase, which opened into a small cupboard accessible from the basement, probably to store fuel for the fire. In addition, electric heaters were installed on these balustrade walls, adjacent to the fireplace. The kitchen had an electric range, the toilets all had copper cisterns, and the laundries were fitted with tubs and a gas copper.

Use and Occupancy

The original owners William and Clarice Langdown occupied flat no. 10 and let out the rest until the building was sold to Christchurch Flats Ltd. in mid-1938. The building, first listed as no. 860 Colombo St, had mostly residential use between 1937 and c.1970. Some of the first occupants, recorded in the 1938 *Stone's Directory*, are listed below.

1. Sir Charles Lewis Clifford, J.P. (Bart)
2. Arthur Ernest (and wife Lillian) Raitt, company manager
3. William Thomas Ward (and wife Susie) Bennitt, dairy factory inspector
4. Charles Rosenbloom, furrier
5. P. W. Knight, Methodist minister
9. Randal Leonard Hicks (with his wife and family), solicitor of Hicks & Ainger
10. William and Clarice Langdown

Flats 6–8 may not have been let at the time the directory was published, or the residents were absent from home when the data was collected. The Appendix contains an extensive list of tenants between 1937 and 1968.

The majority of tenants (or heads of households) throughout the building's history were professional or white-collar workers, including managers, clerks, salespeople, and agents. The flats were also home to a furrier, a baron, a Methodist minister, a soldier, a surgeon, a lecturer, and a school teacher. In one instance, a tenant used their home as their place of work: in 1939, Miss D. E. Ironside offered piano lessons in her apartment at no. 5, which was advertised as her "city studio". One of the long-term residents was Margaret Ferriter, who lived at Langdown Flats between c.1946 and 1968. Her sister Agnes lived with her until she was killed in the 1947 fire at Ballantynes', where she worked in the credit office.

The second block of flats built by Gloucester Holdings Ltd. in 1965 was also let out for residential use until c.1967, when a Conditional Use Consent from the Council was granted to change the use of the entire property into motel accommodation. Both buildings had become the Holiday Lodge Motels by about 1970, under the proprietorship of the Wrights, who lived in the front unit. The property continued to be run as a motel until 2014, when the Landmans let out the units as rental accommodation for the first time since c.1970. This use has been continued by Christchurch Apartments Ltd., which operates the flats of both buildings as rental apartments. The older building contains ten units, excluding the two units of the c.2010 addition.

Alterations

After Christchurch Flats Ltd. sold a part of the property to the adjacent St. Mary's in 1950, the garage side of this structure was either renovated to seal off the gymnasium side, or replaced as a result of the changed boundary. A low wall was present along the Colombo St frontage by the mid-1950s. By the time the property was surveyed for subdivision by Gloucester Holdings Ltd. in August 1964, the western garage building had been removed, with the east garage and southern shed remaining as shown in the new Deposited Plan. These were demolished in 1965 to make way for a new block of six flats and a carport structure erected between the two buildings (fig. 55).

During the 1970s, the Wrights regularly repainted the outside of the building, and repapered, repainted, and refurnished each of the motel units. The exterior underwent several alterations. The lower corner eaves of the tower on the north side of the first flat were filled-in with a brown aluminium-framed box-window conservatory, with a sliding-door to the motel's reception. An "office" sign was attached to the eave facing west. Four other signs were added: a vertical "motel" on the west side of the tower, "Holiday Lodge" painted on the façade and the southern elevation, and a freestanding sign in the front garden. During this period, the central openings of the sun porches overlooking each of the balconettes may have been fitted with windows of aluminium joinery, carpet was probably laid in these porches, and the French doors removed. The Wrights also installed sets of prefabricated furniture in the older building, such as desk-drawer-mirror and bed and side-table units.

The ground floor windows of the south elevation may have been covered up (the awning windows were fixed closed with the fittings painted over) by the late 1970s and the adjacent doors replaced (fig. 39). The doors of the small panels beneath these windows were also boarded up on the exterior. At the mezzanine level, the original set of three glass louvres in the top light of the windows was replaced with a single fixed light. A small corrugated-iron lean-to (with a door facing east) at the rear of the front unit, abutting the wall of the trades' entrance, was probably built at this time, or it was an extension of a pre-existing structure to cover over the rear egress of unit one. A larger shed may also have been present adjoining the south-eastern corner behind unit ten. This may have been the original "old shed" formerly located at the southern fence in the courtyard, and shifted to be used as the communal laundry; a horizontal window with decorative leadlights was present here in 2016, although this may have been repurposed from elsewhere on the property. A third corrugated iron shed was located against the fence between these two sheds; this may have been used to store the main fuel and dustbins.

By 1985, the building was painted cream and sage. Steel caps had replaced every second downpipe along the top cornice of the north elevation, and the shed attached to the rear of unit 1 was extended. The laundry shed may have been moved towards the west behind the building. Between the 1985 and 1993 (figs. 22–23), the building was painted white and

grey, and the front full-length window of the reception was covered by a glazed aluminium-framed box window. A sign advertising Sky Television was attached to the tower front. The two shaped window lights in the tower (at first floor level) were also covered over. Fan wall heaters replaced the electric heaters of the balustrade wall in some of the living rooms. In 2002, a resource consent application to build five more motel units was lodged with the Council, but did not progress.

Under the Landmans' ownership, the building underwent several piecemeal alterations. This included the replacement of the reception's entrance joinery and of the balconettes' central windows (with green aluminium joinery). A new sign was attached to cover the previous painted signage on the façade; a pair of shutters was temporarily attached to the window above this in c.2008. The sun porches were turned into an extra bedroom for each unit, despite the lack of doors. In some of the units, the door of the kitchen to the intermediate porch (at the south), and the door between the kitchen and living room were removed. Between 2004 and 2012 the roof iron was replaced and a corrugated iron wall was erected in the front garden to fence off the front pathway to the trades gate. By the late 2000s, Rinnai gas fire units were installed in the fireplaces of the units (except unit 4). From c.2010, the Landmans started building an unconsented timber-framed, two-storey addition with a curved roof to the eastern end of the older building (fig. 29), adjoining the laundry that was adjacent to unit ten. This was still incomplete in early 2016. In the 2010s, heat pumps were installed with exterior units on the ground floor of the north elevation. The upper storey window joinery on the south elevation appears to be the original timber multi-light windows; however, three of these were replaced with aluminium-framed windows in c.2014. Prior to this, the bathroom window configuration of unit five was entirely replaced with glazed bricks.

As a result of the 2010–2011 Canterbury earthquake sequence, the property suffered a low to moderate level of liquefaction and moderate damage to the 1937 building. Structural damage was found in the south wall (repaired soon after) and in the chimneys from the roof level upwards, which experienced heavy cracking. The wall of the trades gate separated from the building and required temporary propping. An inspection in August 2011 noted that the general run-down state of the building and most of the pre-existing historical cracks had been worsened by the seismic activity. Minimal superficial damage was also sustained in some lining connections, and the most of the ground floor and internal walls (excluding concrete walls) were found to be out of level. The north and west of the exterior was being re-painted and was halted at the time of the February earthquakes (fig. 30).

A Detailed Engineering Evaluation (DEE) in 2014 found the building to be above the required 33% of NBS, although the chimneys were given a separate NBS of 30%. The DEE found that the building had performed well overall in the earthquakes and only required minimal repairs, including the replacement of the ceilings in the bathroom and living of unit 7. The removal of the chimneys was also recommended. Much of the lathe and plaster was removed during this period. The copper cisterns were also replaced with plastic units. After

the property ceased to offer motel accommodation, unregulated changes were made. This includes the installation of a sauna in the basement of unit ten, and, in an unidentified unit, the attempted conversion of the adjacent wardrobes of the bedrooms into a tiny ensuite.

In 2016, Christchurch Apartments began substantial work to carry out repairs and renovate each unit; the latter is still ongoing. Most of the bathrooms leaked due to the extensive wall cracks and rotting of the window sills, while all of the basements flooded due to the damaged water table. All of these cracks were filled and the basement fully waterproofed. Most of the sun porches were stripped due to water damage. The reception office and box window were removed, as was the extension of the lean-to of unit one, with a small utilities shed remaining (fig. 40). A new colour scheme saw the exterior painted in white and two tones of grey, with golden highlights to emphasise various linear surfaces. The two-storey addition at the east end was also re-designed with a flat roof and was completed in 2017 (fig. 42). It was given retrospective consent by the Council in March 2017. Engineers TM Consultants found the chimneys to be structurally safe after an inspection in the same year. In late 2020, timber fencing was built along the northern frontage with individual enclosures for the units. Further work is planned to replace the seals and fix the flashings of the roof and chimneys, and to replace the doors on the south elevation.

Despite the intermittent and sometimes inconsistent approach taken by various owners over the decades, the areas that contain the most original materials and features to date tend to be those in the kitchen (fuel access, switchboard, meat safe, T&G linings), the basement (T&G linings, shelving, cupboards, light fittings), and occasionally the bathroom (opaque window glazing, window fittings). The fire surrounds, door hardware, built-in storage, and efficient window positioning are also notable original features.

People Associated with the Building

William Orton Langdown (1910–1948), first owner and proprietor of Langdown Flats, which takes his name. In the 1938 Electoral Roll, he is listed as having no occupation and residing in flat 10 of 862 Colombo St with his wife Clarice. Within a year they had relocated to Sumner.

Lester George Martin (1903–1962), proprietor of L. G. Martin and Co. Ltd., was the building contractor of many Christchurch buildings in the interwar period. These include a shop in Lower Riccarton Rd (architects Ellis & Hall, 1927), and foundations and floors for the new Addington Rail workshops in 1928. In 1929, Martin won the contract to build the Speedway Royal Stadium in Dunedin where he also built numerous residences until c.1931. Between 1935 and 1938, he resided at 873 Colombo St. Martin was a speculative builder of many central Christchurch houses and flats throughout the 1930s. In addition to serving as co-director of Progressive Investments Ltd., which developed 862 Colombo St, he held shares

in Christchurch Flats Ltd., and Mansionettes Invercargill Ltd., which operated residential flats briefly in 1936. L. G. Martin and Co. Ltd. was liquidated in 1939.

Colin Chisholm Lamb (1906–1981), FNZIA (Fellow of the New Zealand Institute of Architects), was born in Christchurch and trained at the Canterbury College School of Art from 1923. He then worked for the Christchurch Drainage Board as a junior draughtsman in 1927. From 1930, Lamb worked in several London offices and travelled through Europe, Canada, and the United States. In 1934, he was an assistant architect for the Hampstead firm British Building and Construction. Upon returning to Christchurch in 1935, Lamb took up a position in the office of Gordon Wesley Haines (d. 1953). His first local design was the Rialto Theatre in Kaiapoi (1935). After opening his own practice in Christchurch the following year, Lamb's Langdown Flats appears to have been the first commission he undertook on his own account. Other designs include the College Court flats at 19 Cashel St, Caroline Courts in Timaru (both 1937), the Hollywood Theatre in Sumner (1938), the A. Wander Ltd. Ovaltine Factory on Main North Rd (1945), the Cook flats on corner of Cranmer Sq. and Montreal St (opposite the former Christchurch Girls' High building, 1950), and the Kaiapoi war memorial hall (1953). Lamb's work also included a new grandstand and amenities building at Addington Racecourse (1959), a warehouse and offices for Woof & Salveson (Lichfield St, 1949), a clothing factory for H. C. & B. Barton Ltd, and additions for the Christchurch Milk Co. Ltd. on Highsted Rd (with George Lucking, c.1969). From the early 1940s, Lamb designed numerous residences mostly located in St. Albans, Merivale, Strowan, and Fendalton, and his own on Scarborough Hill in c.1950. In 1944, Lamb was elected a councillor of the Sumner Borough. He later took on Ronald Alexander Stewart as a partner and the firm designed premises for A. R. Harris Co. Ltd. on Blenheim Rd (c.1973).

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27 July 1880

3 September 1880

8 November 1894

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19 June 1873

30 September 1874

27 July 1880

3 September 1880

16 February 1892

8 November 1894

2 February 1935

20 May 1935

19 October 1935

30 May 1936

25 July 1936

20 April 1937

3 September 1937

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Appendices

Owners and Tenants 1938–1968

Note: the address and name of the building is stated according to the source of data.

This list gives the name of the primary householder and does not always include other residents of the same household, i.e. spouse, dependents, etc. Some names and occupations have been included in the original abbreviated form. Street directory data was collected by going door to door; some residents may have been missed because they were absent from home. The dates these tenants are listed under can be misleading as data was sometimes collected the year prior to directories' publication.

Stone's 1938:

One: Sir Charles Lewis Clifford, J.P. (Bart)
Two: Arthur Ernest [and wife Lillian] Raitt, company manager
Three: William Thomas Ward [and wife Susie] Bennitt, dairy factory inspector
Four: Charles Rosenbloom, furrier
Five: P W Knight, Methodist minister
Nine: Randal Leonard Hicks [with his wife and family], solicitor at Hicks & Ainger
Ten: William and Clarice Langdown

Stone's 1939: 860-862 Langdown Flats:

One: Bruce Douglas
Three: Wm T Ward Bennitt, ditto
Four: Rosenbloom, ditto
Five: Mrs D Ironside, Miss Young, and Miss Robertson
Seven: Rex King, school teacher
Eight: Thomas Garnett Harty, coy manager
Ten: John Comrey C. McLachlan, field

inspector

Wise's 1940: 860 Langdown Flats:

860: Bruce Douglas
860: W T W Bennitt
860: Charles Rosenbloom

Wise's 1942: 860 Langdown Flats:

860: Nell[Neil?] H Proctor
860: John C McLachlan, clerk
860: Murray J Christie, manager
860: Frank Aneseo[?], solr[?]
860: Geo Glauscies[?]
860: Charles Rosenbloom

Wise's 1943: 860 Langdown Flats:

860: Nell H Proctor
860: John Comrey and Agnes McLachlan, clk
M F O'Donoghue
Charles Rosenbloom
Wilbur V Dawson, estate agent

Other sources:

Mr & Mrs Louis W Warren and daughter

Other sources 1944:

Flat 9. Mrs C H Whitham (Roll 14, Army Nominal Roll, 1944),

Other sources 1945:

Mr C. Whitham

Wise's 1946: 860-862 Langdown Flats

James W Arnold, mgr
Mrs E B McPhail
Neil H Proctor
Cln McKee, srgn
N Peters, mgr
James W Arnold
William D Whitham

Other sources 1946:

Margaret and Agnes Ferriter (Electoral

Roll, Christchurch Central, 1946)

Other sources 1949:

Margaret Ferriter (Electoral Roll,
Christchurch Central, 1949)

Wise's 1950-51: 860-862 Langdown Flats:

Jos W Francis, clerk
Neil H Proctor
Nicholas Peters, traveller
Arthur L Smith, clerk
Mrs Drs K Clinton,
Mrs Isabella R Ward
James W Arnold, mgr
Ian R Guthrie, stock agent
William D Whitham, slsman

Wise's 1955: 860-862 Langdown Flats:

Ms Margaret Ferriter
Irvine W Martin, lno opr
Neil H Procter
Nicholas Peters, traveller
Arthur L Smith, clerk
Mrs Drs K Clinton
Herbert W Kelliher, bld mrkr
James W Arnold, mgr
Mrs Jean Jones
John Erwin, clerk

Wise's 1962: 860-862 Langdown Flats:

Ms Margaret Ferriter, clk
Irvine W Martin, lno opr
Mrs Marie McCormack
Mrs Kath Thwaites
Mrs Drs K Clinton
Herbert W Kelliher, bld mrkr
James W Arnold, mgr
Mrs Jean Jones
John Erwin, clerk
J B Prince, def

Wise's 1964: 860-862 Langdown Flats:

Ms Margaret Ferriter, clk
Irvine W Martin, lno opr
Mrs Marie McCormack
Mrs Kath Thwaites
Mrs Drs K Clinton
John W Harvey
James W Arnold, mgr
Mrs Jean Jones
John Erwin, clerk
Bradley

Wise's 1966: 860-862 Langdown Flats:

Ms Margaret Ferriter, clk
Irvine W Martin, lno opr
Mrs Marie McCormack
Mrs Kath Thwaites
Mrs Drs K Clinton
Mrs Susannah Reidy
Mrs Prosser
Cecil Bradley, frzr
Mrs Helen Erwin
James W Arnold, mgr
Mrs Jean Jones

Wise's 1968: 862-862a Langdown Flats:

[part "a" refers to units in the second
block built at rear]:
862 J Todd
862 J S Perry
862 Cecil Bradley, frzr
862 Mrs Helen Erwin
862 W Jones
862 Kerr
862 M A Ferriter
862 James W Arnold, mgr
862 F Moloney
862a Irvine W Martin
862a Mrs Ellen Sheehan
862a David E Greenland, lecturer
862a Ms Stephanie Elliott, diectn

Figure 1. Lyttelton Times, 19 June 1873, p. 1.

**FURNISHED APARTMENTS
TO LET.**
MALVERN HOUSE,
3809 Colombo Street North.

Figure 2. Lyttelton Times, 30 September 1874, p. 1.

WANTED KNOWN—A Set of Private Apartments to Let at Mrs Cowan's, Malvern House, Colombo Street North. 9605

Figure 3. Lyttelton Times, 27 July 1880, p. 8.

TO be Let for five years, a commodious Residence, at the corner of Colombo and Salisbury streets, standing on one acre of land, in lawn and garden; rent £100 per annum; coachhouse and stables if required, with three and a half acres in paddock. Apply by letter, or between 12 and one, at Malvern House, Colombo street north. 3415 850

Figure 4. Lyttelton Times, 3 September 1880, p. 8.

TO BE LET.
MR CHARLES CLARK has instructions
TO LET,
With early possession,
MALVERN HOUSE,
Colombe street north, containing **TEN ROOMS,**
Servants' Offices, Stabling, &c.,
Standing on One Acre of Garden Ground.
Also,
A Cottage on adjoining land, suitable for Coachman's House, or other purposes.
Cards to view and particulars on application.
No. 276 5515 418

Figure 5. Press, 16 February 1892, p. 8.

MALVERN HOUSE combines City and Country, stands in own grounds, Lawn, Orchard, Paddocks, Home Comforts, Strict Cleanliness, Bath Room, Good Table, Piano. Moderate Charges. Stabling if required.
NORTH-EAST CORNER OF SALISBURY AND COLUMBO STREETS. 8215

Figure 6. Lyttelton Times, 8 November 1894, p. 7.

NOTICE is hereby given that the several parcels of land hereinafter described will be brought under the provisions of "The Land Transfer Act, 1885," unless caveat be lodged forbidding the same on or before 1st DECEMBER, 1894:—
7518. CHARLES HAYLOCK. — 29 acres and 11 perches, Rural Section 11516, Block XII., Akaroa Survey District. Occupied by G. J. Black.
7526. EDWARD EASTWOOD, WILLIAM PIRIE, and JOHN THOMAS FAVILLE.—13 perches, part Rural Section 79, Borough of Sydenham. Occupied by Crown Masonic Lodge.
7532. CHARLES FRANCIS REED.—4 acres 1 rood 30 perches, Town Reserve 18, City of Christchurch. Occupied by Mary Ann Reading.
Diagrams may be inspected at this office.
Dated this 27th day of October, 1894, at the Lands Registry Office, Christchurch.
J. M. BATHAM,
District Land Registrar.
8034

Figure 7. Press, 2 February 1935, p. 28.

**AUCTION SALE OF LARGE CITY
RESIDENCE AND VALUABLE CITY
SECTION.**

**SATURDAY, FEBRUARY 16th, AT
12 NOON.**

On Account of **MARTIN MOIR, Esq.**

THE Property, 862 COLUMBO STREET, just over Salisbury street, and comprising Fine LARGE TWO-STOREY RESIDENCE of 9 Rooms and Outside Room, Scullery, Pantry, Garage, Wash-house, Bathroom, Doulton Bath and Basin, Shower and Pin Shower, 2 Lavs., H. and C. Basin in Bedrooms, Tiled Fireplaces, Plastered and Papered, Pannelled Large Sun Verandah, Range, Gas Stove, etc.

Splendid section of over $\frac{1}{4}$ acre, facing west, and well laid out in fine trees and shrubs.

ALSO

Valuable section (part of above property), comprising over $\frac{1}{4}$ acre. This section is ideally situated for flats, professional man, etc.

Both House and Section within 8 minutes' walk of the city.

FORD and HADFIELD, LTD.,
8683 Auctioneers.

Figure 8. Press, 19 October 1935, p. 14.

COMPANIES REGISTERED

The current issue of the "Mercantile Gazette" contains the following notices of company registration:—

Christchurch Flats, Ltd. Registered as a private company October 7. Office: 188 Hereford street, Christchurch. Capital: £900 into 900 shares of £1 each. Subscribers—Christchurch: L. G. Martin 325, W. H. Price 225, M. Price 100, H. Daniel 200, W. H. Martin 50. Objects: Acquire land at corner Colombo and Salisbury streets. to erect flats, etc., thereon.

Figure 9. Press, 30 May 1936, p. 13.

COMPANY REGISTRATIONS

The following notices of company registrations are recorded in the current issue of the "Mercantile Gazette":—

Progressive Investments, Ltd. Registered May 16. Office: Hereford street, Christchurch. Capital: £3000 into shares of £1 each. Subscribers: Christchurch—L. G. Martin 150, W. H. Price 150, E. J. Berry 150, G. H. Bridget 150, B. E. Tucker 150, B. Daniel 100, G. F. Goom 150. Objects: Deal in land, buildings, and incidental.

Figure 10. Press, 25 July 1936, p. 12.

Martin (L. G.) and Company, Ltd., registered July 13. Office, Norwich Chambers, Hereford and Manchester streets, Christchurch. Capital: £20,000 into 10,000 pref. and 10,000 ordinary shares of £1 each. Subscribers: Christchurch, L. G. Martin 1000 ord., W. H. Price 500 ord., B. Daniel 500 ord., C. C. Lamb 100 pref., P. A. Martin 700 ord., B. B. Leahy 100 ord., M. D. Taylor 100 pref. Objects: Builders and contractors, etc.

Figure 11. Press, 3 September 1937, p. 22.

IN THE MATTER OF THE COMPANIES ACT, 1933, AND IN THE MATTER OF PROGRESSIVE INVESTMENTS, LTD.

NOTICE is hereby given that, pursuant to Section 221, the above-named Company has passed a resolution to wind up voluntarily, and that accordingly the Directors have made a Statutory Declaration in accordance with Section 226 of the Companies Act, 1933.

8269

J. K. BURT,
Liquidator.

Figure 12. Press, 20 April 1937, p. 14.

NEW BLOCK OF CITY FLATS

CONTRACT FOR BUILDING IN COLOMBO STREET

A contract has been let for the construction of a block of 10 flats on the east side of Colombo street, just to the north of Salisbury street. The building will be of reinforced concrete. The architect is Mr C. C. Lamb and the builders L. G. Martin and Company, Ltd. As there is only a chain frontage to the site—which is, however, very deep—the architect has endeavoured to make an unusual and striking feature of the street elevation by incorporating a tower with vertical lines as a contrast to the long horizontal lines of the building. This will give the building prominence, and at night the tower is to be illuminated.

Every flat will face north, and will have its own front door and its own back door, complete with separate enclosed backyard, clothes line, fuel bins, dust bin, and trades gate. Each flat will have an entrance hall, living-room facing north, kitchen, back porch, and a semi-basement laundry complete with tubs and gas copper. On a mezzanine floor will be the bathroom, and upstairs two bedrooms. Off the best bedroom and facing north will be a large sun balcony with a small projecting balconette. At the rear of the flats will be garages and a fully equipped gymnasium.

Figure 13. Press, 20 May 1935, p. 20.



Mr Colin C. Lamb, a Christchurch architect, who has returned after five years' study abroad.



Figure 14. 20 May 1935, continued.

BUILDING IN NEW ZEALAND ARCHITECT IMPRESSED

After spending five years in England and on the Continent studying modern architecture, Mr Colin Lamb, who returned to Christchurch on Saturday, was pleasantly surprised with the progress revealed by some of the latest buildings in this country. Some of the most recent Christchurch buildings, particularly the new State Fire building, the Avon Theatre, and the women's rest rooms, he considered very successful in design and execution.

Mr Lamb, previously of Christchurch, is now registered as an architect in London. He has lived in England for the greater part of his five years abroad, but on his return to New Zealand he took the opportunity of visiting New York and Chicago, where he was well received by leading architects, and where he was shown over some of the largest and most modern buildings. After leaving Chicago, Mr Lamb travelled through Canada, and he had the pleasure of meeting the New Zealand Prime Minister (Mr Forbes) and his party at Banff.

Figure 15. Press, 22 January 1938, p. 2.

Mr and Mrs Gerald Sherman (Merivale), who have bought Mr and Mrs R. L. Hicks's home in Glan-dovey road, will take up residence there next week. Mr and Mrs Hicks and family have taken a flat at Langdown Flats, Colombo street north.

Figure 3. Press, 4 February 1939, p. 25.

MISS D. E. Ironside, A.T.C.L., teacher of pianoforte and theory, resumes teaching on Wed., 8th Feb. Interviews at Shirley Studio, 136 Stapletons Rd., to-day, Sat., 4th Feb., from 1 to 5. City Studio, No. 5 Langdown Flats, 862 Colombo street. X4475

Figure 17. Press, 3 May 1940, p. 13.

CLAIM FOR RENT
(Before Mr H. A. Young, S.M.)
Christchurch Flats, Ltd. (Mr A. C. Brassington), claimed £20 11s 8d from A. E. Raitt as rent for a flat at Langdown Court for two months.
Judgment was given for the plaintiff for £18 11s 8d and costs.

Item 10

Attachment B

34/36
36/36

J. K. BURTT
PUBLIC ACCOUNTANT
CHRISTCHURCH

31-8-37

PROGRESSIVE INVESTMENTS LTD.

Members Voluntary Winding up Declaration of
Solvency - Pursuant to Section 226

Name of Company - Progressive Investments Limited

Presented by, - J. K. Burtt, Christchurch, Public
Accountant.

Declaration - We William Henry Price and Lester
George Martin, being Directors of this
Company do solemnly and sincerely declare
that we have made a full inquiry into
the affairs of this Company and that having
done so we have formed the opinion that this
Company will be able to pay its debts in
full within a period not exceeding 12 months
from the commencement of the winding-up
and we make this declaration conscientiously
believing the same to be true and by virtue
of the Justices of the Peace Act 1927.

Declared at Christchurch this 20th day of July 1937.

..... *W H Price* Director

..... *L G Martin* Director

Before me *[Signature]* A Solicitor of the
Supreme Court of New Zealand.

Registered at Christchurch this 31st
day of August one thousand nine
hundred and thirty seven

..... *[Signature]*
Assistant Registrar of Companies

Figure 18. Progressive Investments Ltd., CAMO CH233 2894, Box 79, record R19910549, Archives New Zealand.

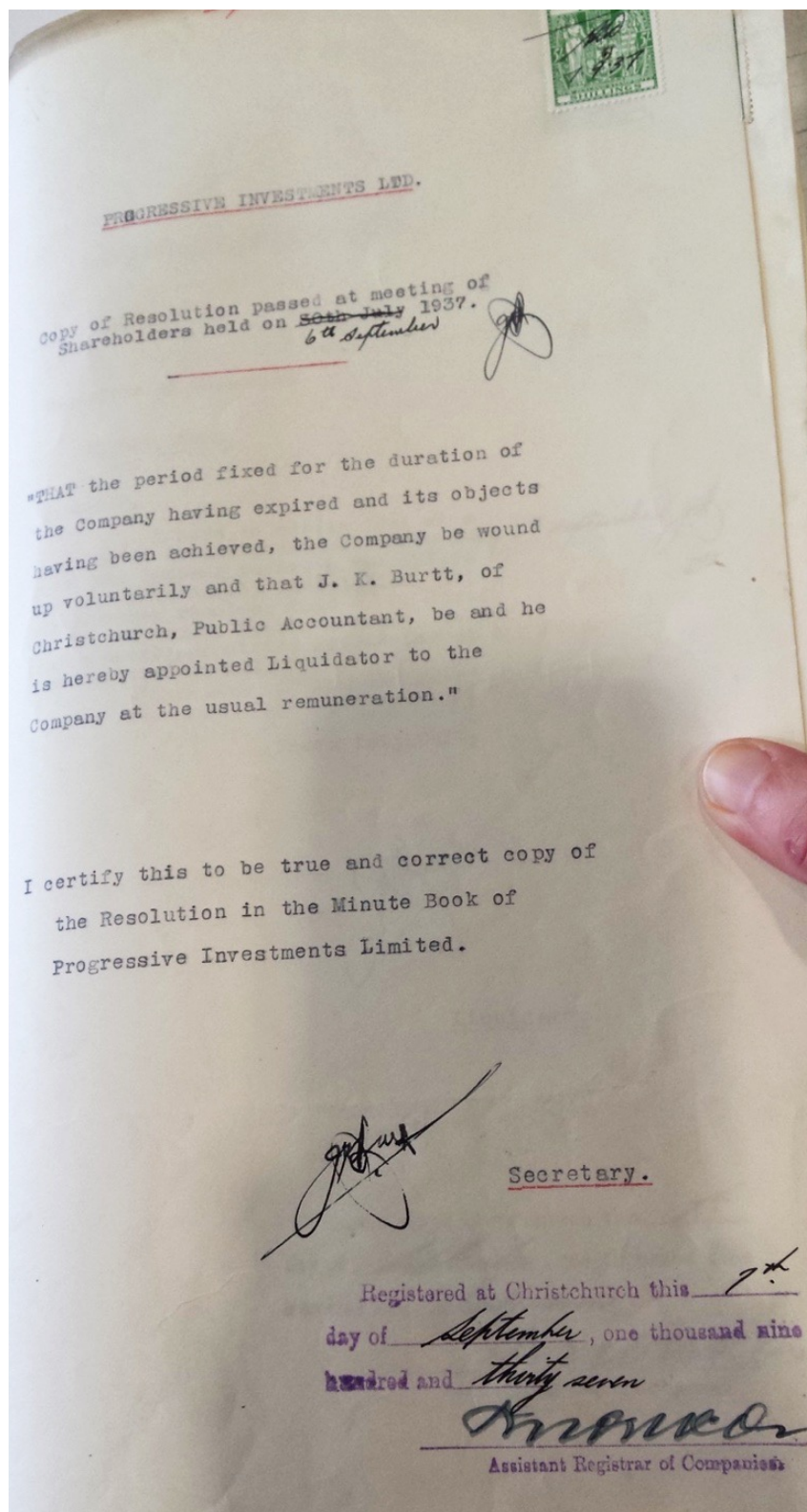


Figure 19. Progressive Investments Ltd. winding-up, CAMO CH233 2894, Box 79, record R19910549, ANZ.

PROGRESSIVE INVESTMENTS LTD. (IN LIQUIDATION)

LIQUIDATOR'S STATEMENT OF ACCOUNT
for submission to Meeting of Shareholders
to be held Wednesday 22nd December 1937
(Pursuant to Section 232 of "Companies Act, 1933")

RECEIPTS AND PAYMENTS ACCOUNT

To Balance Cast at date of Liquidation	38. 2. 4	: By Payment of mortgage on property	1,888. 0. 0
Realization of Property, Colombo Street, City.	3,000. 17. 0	: Fees paid to Directors	35. 0. 0
		: Bank charges and Liquidation Expenses	11. 5. 0
		: Balance paid to Shareholders	1,104. 14. 4
	<u>£3,038. 19. 4</u>		<u>£3,038. 19. 4</u>

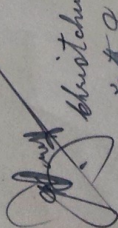
 *Christchurch*
22nd June 1938.

Figure 20. Progressive Investments Ltd., Statutory Report, CAMO CH233 2894, Box 79, record R19910549, ANZ.



Figure 214. 860–862 Colombo St, circa mid 1970s, Christchurch Apartments Ltd.



Figure 22. The building in 1985, 7087/14, PIC97/56/239, Canterbury Museum Street Files.



Figure 23. Photographed 8 February 1993, Christchurch City Council, Heritage Team Records.



Figure 24. Photographed 25 March 2005, no. DSCN1856, by Cecil, Kete Christchurch.



Figure 25. Photographed c.2010, Christchurch City Council, Heritage Team Records.



Figure 26. Photographed c.2010, Christchurch City Council, Heritage Team Records.



Figure 27. Photographed c.2010, Christchurch City Council, Heritage Team Records.



Figure 28. Photographed c.2010, Christchurch City Council, Heritage Team Records.



Figure 29. Photographed c.2010, Christchurch City Council, Heritage Team Records.



Figure 30. Photographed 8 August 2012, by Cecil, Kete Christchurch.



Figure 31. Living room and staircase to mezzanine level.



Figure 32. Art Deco fireplace.

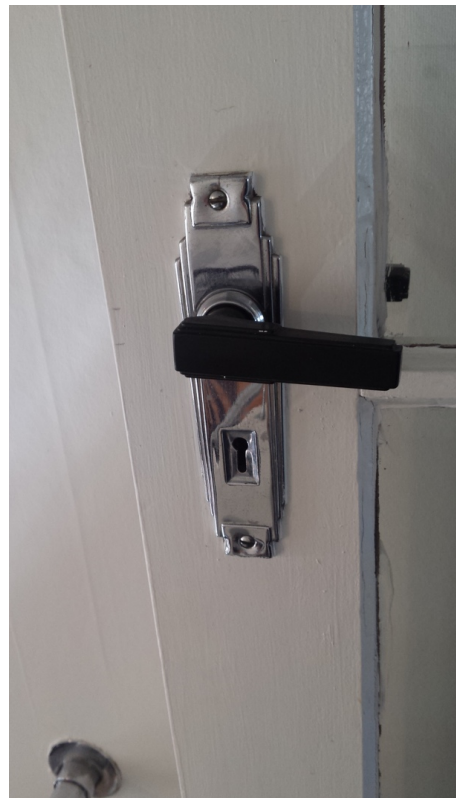


Figure 33. Art Deco door hardware.



Figure 34. Door to basement.



Figure 37. Doors to the bedrooms.



Figure 35. Main bedroom and sun porch, facing north.



Figure 36. Built-in wardrobe in main bedroom.



Figure 38. The kitchen and door to rear porch, which opens onto basement.



Figure 39. South elevation.



Figure 40. West end of south elevation; rear of trades gate and units one and two.



Figure 41. South elevation, floor levels.



Figure 42. North elevation, east end with recent addition.



Figure 43. North elevation facing west.



Figure 44. North elevation, photographed 27 September 2020.



Figure 45. Aerial survey 1940, overlaid with present-day land parcels. Arrow points to 860-862 Colombo St.



Figure 46. Aerial survey 152, photographed 19 September 1940, no. 47.



Figure 47. Aerial survey 393, photo 34, photographed 30 May 1946.



Figure 48. Aerial survey 559, photo 18, taken 16 August 1950.

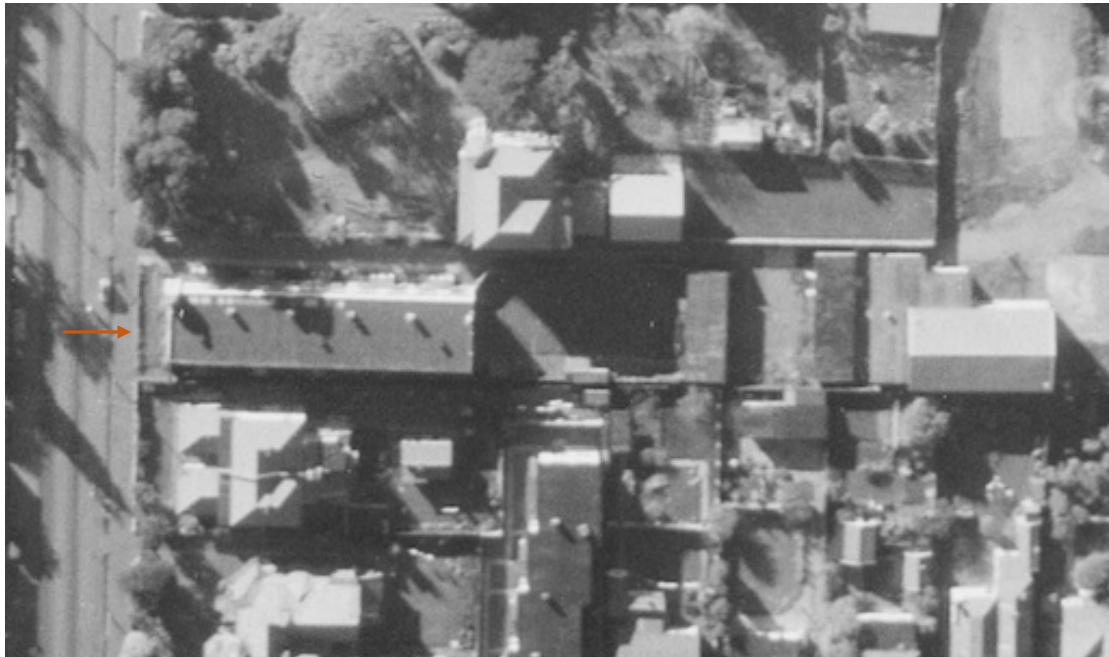


Figure 49. Aerial survey 872, photo 39 Z, photographed 12 May 1955.



Figure 50. Aerial survey 872, photo 40 Z, photographed 12 May 1955.



Figure 51. Rotated view of figure 50, looking towards south.



Figure 52. Aerial survey 872, photo 41 A1, photographed 12 May 1955.

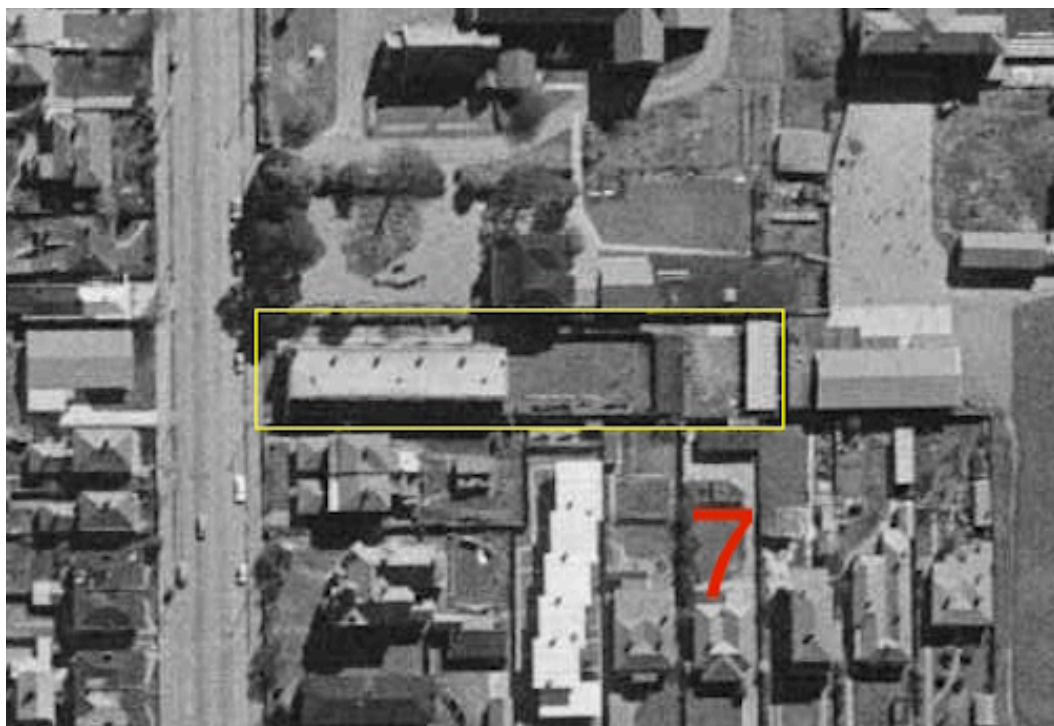


Figure 53. Aerial survey 1408, photographed 21 September 1961, no. 47.



Figure 54. Aerial survey 3604, photo 9, facing southeast, photographed 11 November 1972.



Figure 55. Aerial survey 2634, photographed 26 September 1973, no. 36.



Figure 56. Aerial survey 5972, photographed 29 January 1982, no. 3.



Figure 57. College Court Flats, 19 Cashel St, 1937.



Figure 58. Caroline Courts overlooking Caroline Bay on The Bay Hill during the Miss Caroline Bay contest, January 1965, cat. no. 3709, South Canterbury Museum.



The Caroline Courts apartments

DAVID MCBRIDE

It didn't take long for the thrill of working in concrete, to catch on.

The idea of constructing formwork, filling it with a liquid and waiting a short time for it to harden, opened up new opportunities.

From a standing start in the late 19th century, to 1937 when Charles Lamb designed the Caroline Courts apartments, concrete technology had advanced rapidly.

The structural drawings for this project are almost as thoroughly detailed as they would be today.

The concrete walls are easily capable of cantilevering over the corner windows, with no support where one would most expect it.

Based in Christchurch but according to the byline beneath his name on the architect's drawings "Formerly of London and New York" Charles Lamb approached this task at full throttle.

Internationally the Art Deco movement had gained momentum and here was a buoyant seaside location to receive some swish new styling within the townscape.

The clever stepping in the floor plan provides every unit with a clear outlook. One could be critical of the somewhat restrictive interiors but then are we not building tiny apartments in our major cities today? Besides, there is the view



over Caroline Bay to the broad Pacific Ocean to open up one's horizons.

The slick styling of Art Deco buildings suggesting an upbeat modernity, is easily recognised worldwide. In places such as Miami Florida the attraction to this style

has never faded.

Here are several curved elements, smooth plasterwork devoid of texture, and highly tailored window placement. The overall effect remains bold and convincing some 80 years on.

Figure 59. Timaru Herald, 6 August 2016, p. 16.

NEW BLOCK OF FLATS IN CITY

USE OF GLASS IN WALL SPACE

Work is to be started immediately on the construction of a large block of flats with garages, to be called the College Court flats, which will be erected at the west end of Cashel street near the Botanic Gardens. A contract has been let to Messrs J. W. Beanland and Sons, contractors, and the building is expected to be finished and ready for occupation in about six months.

The block, comprising 11 flats, will be the most up-to-date in the west end of the town, every flat having a separate entrance and a separate back yard, but their special feature will be the amount of glass to be used. The architect's drawings show that about one-half of the north and west wall-space will be in glass. The amount of glass to be used is probably greater than in any other block of flats in the city.

The architect is Mr Colin C. Lamb.

Figure 60. Tender notice for College Court Flats, Press, 27 April 1937, p. 4.

Timaru Herald Extract – 13th May 1937

TENDERS
TO BUILDERS
TENDERS are invited for the Erection of a BLOCK OF TWELVE FLATS in Brick and Reinforced Concrete, to be erected on a Site, Main North Road, overlooking Caroline Bay, Timaru.
H. LISTER, ESQ.
Plans and Specifications may be seen at the office of Listers Motors, Ltd., Timaru, or at the Architect's Office, Christchurch, on Thursday, May 13. Sealed Tenders will be received at either office until 5 p.m., Friday, May 27, 1937.
COLIN CHISHOLM LAMB, Architect, 303 Manchester Street, C.I, CHRISTCHURCH.

Figure 61. Caroline Courts tender notice, Old Timaru Landmarks File, p.862, South Canterbury Museum.



Figure 62. 1525 Pennsylvania Ave (1935), architect Roy France, Miami, Florida, Google Street View, 2021.

DISTRICT PLAN – LISTED HERITAGE PLACE
HERITAGE ASSESSMENT – STATEMENT OF SIGNIFICANCE
HERITAGE ITEM NUMBER 502
**FORMER R. BUCHANAN & SONS' CITY FOUNDRY AND
SETTING – 1-4/210 ST ASAPH STREET, CHRISTCHURCH**



PHOTOGRAPH: M. VAIR-PIOVA 05/12/2014

HISTORICAL AND SOCIAL SIGNIFICANCE

Historical and social values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political or other patterns.

The former City Foundry has high historical and social significance for its association with the Buchanan family and their long-standing foundry business. It is a rare surviving example of an Edwardian industrial building in an area of the inner city that once contained much of Christchurch's heavy industry. The City Foundry, together with the adjacent P & D Duncan's foundry building, is an important reminder of this industrial heritage.

In 1877 Dunedin and Christchurch were connected by rail for the first time and a new Christchurch Railway Station opened at the southern end of Manchester Street. The commercial activity generated by this railway expansion provided a stimulus to industry and encouraged the development of the vacant city blocks between Moorhouse Avenue and the central business district. Christchurch's heavy industry grew rapidly in this period and became concentrated in the south-central city area. In 1876 the large new Scott Brothers' Atlas Foundry opened on Martin Street (now Welles Street) and P & D Duncan Ltd opened a foundry on St Asaph Street. In 1878 they were joined by the new R Buchanan and Sons' City Foundry, also on St Asaph Street.

Robert Buchanan (1847-1913) was born in Lanarkshire, Scotland, and came to New Zealand in 1870 under engagement to J Anderson & Co's Canterbury Foundry, the city's largest, in Lichfield Street. In 1878 Buchanan started on his own account and opened the City Foundry. The business specialised in ornamental ironwork. In 1904-1905 the original foundry buildings were replaced with new premises. Buchanan was a firm advocate for local industry, and a founding member of the Canterbury Industrial Association. He was also a prominent mason and an early member of the Caledonian Society.

After Robert Buchanan's death in 1913, management of the company was taken over by his son Charles (1878-1959). Charles remained managing director for forty five years until his death in 1959 at the age of eighty one. In his early years Charles was a prominent rugby referee and served as vice president of the Canterbury Rugby Union 1912-1923. He was also interested in mountaineering, and served as president of the New Zealand Alpine Club 1945-1947. At the time of his death he was patron of the Canterbury Westland branch.

From the 1960s a major transition took place in the south-central area as long established enterprises either closed or moved out to the suburbs. Buchanan's shifted to new premises in Mace's Road, Bromley, in 1976. The relocation was overseen by manager Charles Gordon Buchanan (1911-1992), Robert's grandson, who had joined the family firm in 1938 and retired following the move. Like his father, Charles Gordon was keen on climbing and served in various capacities with the NZAC. He was also heavily involved with the establishment of the Mt Cheeseman skifield.

After Buchanan's foundry relocated to Bromley, their former premises were redeveloped as The Foundry Restaurant in 1978. By 1985 this had become the M n ge Restaurant, and by the early 1990s, Limbo's Nightclub. In 1995 the former foundry building was converted into retail space on the ground floor and three apartments on the first floor. The building sustained damage in the Canterbury Earthquakes of 2010-2011, but this was not structural and it remains occupied.

CULTURAL AND SPIRITUAL SIGNIFICANCE

Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values.

The former City Foundry has cultural significance as a tangible reminder of the large and skilled engineering workforce who were employed in heavy industry in the city centre until the middle decades of the twentieth century, and their way of life.

ARCHITECTURAL AND AESTHETIC SIGNIFICANCE

Architectural and aesthetic values that demonstrate or are associated with: a particular style, period or designer, design values, form, scale, colour, texture and material of the place.

The former City Foundry has high architectural and aesthetic significance as a rare surviving example in the city of an Edwardian industrial building, and as a surviving example of the work of Christchurch architect William V Wilson.

In 1904 the original 1878 City Foundry buildings were demolished and replaced with an entirely new complex designed by architect William V Wilson and built by Graham and Grieg. The redevelopment was completed in 1905. At the front of the complex on St Asaph Street was a building that contained the office, showroom and a pattern and dressing shop on the

ground floor, and a pattern makers' shop and store on the first floor. It also contained an entry giving carriage access to the foundry buildings at the rear. Whilst comparatively plain, the street façade of this red brick building was ornamented with white stone dressings and a stone parapet with balusters, urns, a cog motif and a broken central pediment. The parapet was shorn of many of these details at some point in the mid twentieth century, but still contains panels giving the firm's name and dates. The St Asaph Street building resembles the more elaborate building constructed next door by architects Clarkson and Ballantyne for fellow founders P & D Duncan in 1903-1904. Research suggests that the City Foundry is likely to be the last remaining of many central city commercial and industrial buildings designed by William Wilson in the early twentieth century.

Single storey extensions were made to the east of the City Foundry building in the early 1940s and again in 1950. Whilst plainly modern, they reiterated the red brick and white stone palette, and continued the banding and cornice lines. After Buchanan's vacated their premises for Bromley in 1976, the interior of their St Asaph Street building was refitted for use as offices and a restaurant. In 1995 the majority of the site was cleared, and the St Asaph Street building was gutted and altered for ground floor retail and three first floor apartments. Changes to the façade included reopening the carriage way, lowering most of the ground floor windows, removing two first floor windows to provide balcony space, and reglazing the remainder. The building sustained some moderate damage in the Canterbury Earthquakes of 2010 and 2011, but the strengthening carried out as part of the 1995 conversion scheme prevented structural failure, and the building as a consequence remains in use.

TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE

Technological and craftsmanship values that demonstrate or are associated with: the nature and use of materials, finishes and/or technological or constructional methods which were innovative, or of notable quality for the period.

The former City Foundry has high technological and craftsmanship significance as a now less common surviving example of a substantial Edwardian masonry (brick and stone) building in central Christchurch. It has the potential to reveal information about early 20th century masonry construction techniques, materials, fixtures and fittings including the craft of the bricklayer and stonemason. It also has the capacity to reveal information about 20th century structural strengthening methodologies and upgrade techniques for the conversion to residential use.

CONTEXTUAL SIGNIFICANCE

Contextual values that demonstrate or are associated with: a relationship to the environment (constructed and natural), a landscape, setting, group, precinct or streetscape; a degree of consistency in terms of type, scale, form, materials, texture, colour, style and/or detail; recognised landmarks and landscape which are recognised and contribute to the unique identity of the environment.

The former City Foundry has contextual significance on its site, in its setting and as part of a wider inner-city industrial context. The setting is the immediate land parcel. The building is located on the St Asaph Street frontage of a rectangular parcel that extends through to Welles Street. This is the historic site of the foundry complex, but extensions at the rear of the former foundry building and garages are modern. The wider context of the building includes the single storey mid-twentieth century brick buildings to the east of the 1905 building, which were part of the City Foundry complex at its fullest extent, and the P & D

Duncan foundry building to the west. The Buchanan's and Duncan's foundry buildings together are a significant heritage group and a significant city landmark.

ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE

Archaeological or scientific values that demonstrate or are associated with: the potential to provide information through physical or scientific evidence an understanding about social historical, cultural, spiritual, technological or other values of past events, activities, structures or people.

The City Foundry and its setting have archaeological significance because they have the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900. The site was occupied by R Buchanan and Sons from 1878.

ASSESSMENT STATEMENT

The former City Foundry and its setting have high overall heritage significance to the Christchurch district including Banks Peninsula. The building has high historical and social significance for its association with the Buchanan family and their long-standing foundry business, and as a now less common surviving example of an Edwardian inner-city industrial building in an area of the inner city that once contained much of Christchurch's heavy industry. The former City Foundry has cultural significance as a tangible reminder of the large and skilled engineering workforce who were employed in heavy industry in the city centre until the middle decades of the twentieth century, and their way of life. The building has high architectural and aesthetic significance as a rare surviving example in Christchurch of an Edwardian industrial building, and of the work of Christchurch architect William V. Wilson. The building has technological and craftsmanship significance for the potential it has to reveal information about early 20th century masonry construction techniques, materials, fixtures and fittings including the craft of the bricklayer and stonemason. It also has the capacity to reveal information about 20th century structural strengthening methodologies and upgrade techniques for the conversion to residential use. The building has contextual significance as part of a small group of early and mid-twentieth century industrial buildings, including the adjacent heritage-listed P & D Duncan building, as significant reminders of the industrial heritage of this area of the central city. The City Foundry and its setting have archaeological significance because they have the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900.

REFERENCES:

CCC Heritage File: Buchanan's Foundry, 210 St Asaph St

REPORT DATED: 15/01/2015

PLEASE NOTE THIS ASSESSMENT IS BASED ON INFORMATION AVAILABLE AT THE TIME OF WRITING. DUE TO THE ONGOING NATURE OF HERITAGE RESEARCH, FUTURE REASSESSMENT OF THIS HERITAGE ITEM MAY BE NECESSARY TO REFLECT ANY CHANGES IN KNOWLEDGE AND UNDERSTANDING OF ITS HERITAGE SIGNIFICANCE.

PLEASE USE IN CONJUNCTION WITH THE CCC HERITAGE FILES.

DISTRICT PLAN – LISTED HERITAGE PLACE
HERITAGE ASSESSMENT – STATEMENT OF SIGNIFICANCE
HERITAGE ITEM NUMBER 711
**FORMER SHIPPING OFFICE AND SETTING – 3 CHURCH
STREET, AKAROA**



PHOTOGRAPH : VAUGHAN WOOD, 22/3/2013

HISTORICAL AND SOCIAL SIGNIFICANCE

Historical and social values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political or other patterns.

The former shipping office has high historical and social significance because of its use as an office by local shipping agent William H Henning. It was built in 1895, by which time Henning had been shipping agent for the Union Steam Ship Company for eighteen years. Henning and Co by the turn of the century were agents for a number of international shipping companies and handled travel to Australia, Canada, Europe and the Pacific. From 1895 Henning also operated his own launch business which ran between Akaroa and Barry's Bay, although in 1901 this part of the business was taken over by his son Basil Henning.

The building last served as a shipping office in 1919. In the decades that followed it continued to be used as office space, but by the early 1970s it had been transformed into a coffee shop. In the next quarter-century it changed hands several times and was variously

used as a café / restaurant, an antique shop, and a small business office (of future Banks Peninsula and Christchurch mayor Sir Bob Parker). In 1994 it was purchased by the current owners, and it continues to be used for holiday accommodation purposes today.

CULTURAL AND SPIRITUAL SIGNIFICANCE

Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values.

The former shipping office has cultural significance as it reflects the importance of shipping to the area as a means of connecting the town with Christchurch and other parts of the peninsula. It is also a tangible reminder of the increase and interest in travel and tourism nationally and internationally by end of the 19th century. The erection of a classical decorative façade reflects the confidence of Henning in the township and the shipping industry.

ARCHITECTURAL AND AESTHETIC SIGNIFICANCE

Architectural and aesthetic values that demonstrate or are associated with: a particular style, period or designer, design values, form, scale, colour, texture and material of the place.

The former shipping office has architectural and aesthetic significance as it was designed by well known Christchurch architectural firm Collins and Harman. The façade is notable as a classical façade rendered in timber to look like stone. The principal façade has considerable classical decorative detail in attempt to imitate stone construction: timber quoining; rusticated timber pilasters; an arched entry frame with voussoirs and a central keystone; a central pediment and detailed balustrade parapet. The building has been altered over the years both internally and externally however the integrity of the façade and the form of the building has been retained.

TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE

Technological and craftsmanship values that demonstrate or are associated with: the nature and use of materials, finishes and/or technological or constructional methods which were innovative, or of notable quality for the period.

The former shipping office has high technological and craftsmanship significance evidenced by the use of timber to imitate stone construction and the degree of the detail in the timberwork of the decorative elements.

CONTEXTUAL SIGNIFICANCE

Contextual values that demonstrate or are associated with: a relationship to the environment (constructed and natural), a landscape, setting, group, precinct or streetscape; a degree of consistency in terms of type, scale, form, materials, texture, colour, style and/or detail; recognised landmarks and landscape which are recognised and contribute to the unique identity of the environment.

The former shipping office has high contextual and landmark significance as it sits within the commercial precinct close to Beach Road and is part of the group of 19th century listed heritage buildings that define the character of this area. The building has landmark significance in the area due to its distinctive façade and the visual impact of the building due to it being visible in the round. The level of detail in relation to the relative modesty of the

scale of the building also gives it a distinctive identity within the streetscape. Typical of commercial buildings it fronts directly onto the footpath at the edge of its boundary and the site setting consists of the balance of the property title.

ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE

Archaeological or scientific values that demonstrate or are associated with: the potential to provide information through physical or scientific evidence an understanding about social historical, cultural, spiritual, technological or other values of past events, activities, structures or people.

The former shipping office and its setting are of archaeological significance because they have the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900.

ASSESSMENT STATEMENT

The former shipping office has high overall significance to Banks Peninsula and Christchurch. It has high historical and social significance because it served as the shipping office for major shipping companies for a quarter of a century. It has cultural significance because it serves as a reminder of the importance of shipping services to coastal communities in the pre-motor car period. It has architectural significance as a Collins and Harman designed building. It has high technological and craftsmanship significance because it provides a example of a decorated timber façade rendered to give the appearance of stone, and it has high contextual and landmark significance due to its elaborate classical façade and proximity to a broader group of listed commercial and residential colonial buildings in the area close to Akaroa's foreshore.

The former shipping office, which was built before 1900, and its setting, are of archaeological significance because they have the potential to provide evidence relating to past building construction methods and materials, and human activity on the site prior to 1900.

REFERENCES:

CCC Heritage Files – *Old Shipping Office – 3 Church Street*

Akaroa Mail and Banks Peninsula Advertiser, 10 April 1908 p.1

REPORT DATED: 15.3.2015

PLEASE NOTE THIS ASSESSMENT IS BASED ON INFORMATION AVAILABLE AT THE TIME OF WRITING. DUE TO THE ONGOING NATURE OF HERITAGE RESEARCH, FUTURE REASSESSMENT OF THIS HERITAGE ITEM MAY BE NECESSARY TO REFLECT ANY CHANGES IN KNOWLEDGE AND UNDERSTANDING OF ITS HERITAGE SIGNIFICANCE.

PLEASE USE IN CONJUNCTION WITH THE CCC HERITAGE FILES.

DISTRICT PLAN – LISTED HERITAGE PLACE
HERITAGE ASSESSMENT – STATEMENT OF SIGNIFICANCE
HERITAGE ITEM NUMBER 1098
***DWELLING AND SETTING – 47 OXFORD STREET,
LYTTELTON***



PHOTOGRAPH: SIMON DAISLEY, 2013

HISTORICAL AND SOCIAL SIGNIFICANCE

Historical and social values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political or other patterns.

The dwelling is of historical and social significance as it dates from c1860 and retains the appearance of a 19th century colonial cottage. Research to date suggests the dwelling at 47 Oxford Street was built between 1853 and the late 1860s. Town Section 94 was purchased in 1852 from the Canterbury Association by Thomas Mutton. Mutton was one of the members of the first Borough Council when Lyttelton was constituted a borough in 1868. Mutton, a builder, had built on Town Section 94 by 1854 and continued to develop the property until the late 19th century. He lived on the property and leased houses to others. The Town Section comprised, in part, the land now occupied by 47, 49, 51 and 53 Oxford Street. A photo dating from around the late 1860s/early 1870s shows the building as having a large commercial window on the south side of the front façade suggesting commercial use at this time. Mutton died in 1918 and this property passed to his widow Maria. Maria Mutton sold the property which is now No. 47 to John Charles Smith of Lyttelton, a wharf labourer, in 1937 and two years later Smith extended the property to the south by 4.4 perches as a small cottage that sat between what is now 45 and 47 Oxford Street had been demolished. The property remained in the Smith family until 1980 at which time it was purchased by a retired couple who retained ownership until 1995 when it was purchased by the current owner.

CULTURAL AND SPIRITUAL SIGNIFICANCE

Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the

symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values.

The dwelling has cultural significance as evidence of a way of life and pattern of housing in Lyttelton in the 1860s when Lyttelton saw a period of significant growth requiring accommodation for a colonial workforce and families. Important public works, such as the Lyttelton rail tunnel (1860-67) and the redevelopment of the port (1865 onwards), were accompanied by an increase in trade and immigration. As a consequence, the town's population grew from 548 in 1856 to 1,400 in 1868 and cottages, possibly with some commercial use as research suggests was the case at 47 Oxford Street, were built to house the town's workforce during this period.

ARCHITECTURAL AND AESTHETIC SIGNIFICANCE

Architectural and aesthetic values that demonstrate or are associated with: a particular style, period or designer, design values, form, scale, colour, texture and material of the place.

The cottage has some architectural and aesthetic value as a weatherboard colonial cottage which has retained its original form and scale from the roadway. The building has undergone some alteration since its construction including the replacement of the front windows in the first half of the 20th century with matching casements with fanlights above. In the late 1990s the dwelling was altered internally and externally and an addition was made to the west elevation. The interior was altered with the removal of several walls to open the internal spaces and merge with the addition to the west elevation. External windows were added and altered on the southern elevation and changes to the windows in the southern elevation which has been reclad in corrugated iron, possibly at an early date. An early photo of the cottage from around the mid 19th century shows the building as having a large commercial styled window on the southern side of the front façade with a sash window on the northern side suggesting the property may have had a combined residential and commercial use, a commercial use further supported by the inset front door.

TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE

Technological and craftsmanship values that demonstrate or are associated with: the nature and use of materials, finishes and/or technological or constructional methods which were innovative, or of notable quality for the period.

The cottage has some technological and craftsmanship value as it will contain material and construction evidence dating from the first decades of colonial settlement in Lyttelton.

CONTEXTUAL SIGNIFICANCE

Contextual values that demonstrate or are associated with: a relationship to the environment (constructed and natural), a landscape, setting, group, precinct or streetscape; a degree of consistency in terms of type, scale, form, materials, texture, colour, style and/or detail; recognised landmarks and landscape which are recognised and contribute to the unique identity of the environment.

As part of a group of 19th century dwellings 47 Oxford Street and its setting has contextual significance as it contributes to a streetscape that has retained its original colonial character. Like the other listed buildings in the group 47 Oxford Street sits close to the roadway, positioned alongside its two southern neighbours hard up to the footpath. The cottage is one of three that are consistent in style, scale and form and together with the other three 19th dwellings form a cohesive colonial streetscape in this section of Oxford Street which has also retained its cobbled gutters.

ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE

Archaeological or scientific values that demonstrate or are associated with: the potential to provide information through physical or scientific evidence an understanding about social historical, cultural, spiritual, technological or other values of past events, activities, structures or people.

The dwelling and its setting have archaeological significance because of the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900.

ASSESSMENT STATEMENT

47 Oxford Street and its setting has overall significance to the Christchurch including Banks Peninsula. The dwelling is of historical and social significance as it dates from c1860 and retains the appearance of a 19th century colonial cottage. It was part of the progressive development of this section of Oxford Street undertaken by builder and Lyttelton Borough Council member Thomas Mutton. The dwelling has cultural significance as evidence of a way of life and pattern of housing in Lyttelton in the 1860s when Lyttelton saw a period of significant growth requiring accommodation for a colonial workforce and families. As part of a group of 19th century dwellings 47 Oxford Street and its setting has contextual significance as it contributes to a streetscape that has retained its original colonial character. Like the other listed buildings in the group 47 Oxford Street sits close to the roadway, positioned alongside its two southern neighbours hard up to the footpath. The dwelling and its setting has archaeological significance in view of the date at which development first occurred on this property.

REFERENCES:

Christchurch City Council Heritage File *47 Oxford Street*
Kristina Pickford Historical Research *47 Oxford Street*
Simon Daisley Background Historical Information *47 Oxford Street*

REPORT DATED: 20 MARCH, 2015

PLEASE NOTE THIS ASSESSMENT IS BASED ON INFORMATION AVAILABLE AT THE TIME OF WRITING. DUE TO THE ONGOING NATURE OF HERITAGE RESEARCH, FUTURE REASSESSMENT OF THIS HERITAGE ITEM MAY BE NECESSARY TO REFLECT ANY CHANGES IN KNOWLEDGE AND UNDERSTANDING OF ITS HERITAGE SIGNIFICANCE.

PLEASE USE IN CONJUNCTION WITH THE CCC HERITAGE FILES.

**DISTRICT PLAN – LISTED HERITAGE PLACE
HERITAGE ASSESSMENT – STATEMENT OF SIGNIFICANCE
HERITAGE ITEM NUMBER 343
DWELLING AND SETTING – 52 LONGFELLOW STREET,
CHRISTCHURCH**



PHOTOGRAPH: BRENDAN SMITH, 2011

HISTORICAL AND SOCIAL SIGNIFICANCE

Historical and social values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political or other patterns.

The former Workers' Dwellings Act exhibition house has high historical and social significance as a model home shown at the 1906-07 New Zealand International Exhibition in Hagley Park. Almost 2 million visitors attended the Exhibition between 1 November 1906 and 15 April 1907. After the exhibition the building was relocated to the Camelot Workers' Dwellings settlement in Sydenham. This nationwide housing scheme was established by the 1905 Workers' Dwellings Act to provide low-cost, good quality houses for workers. The working class suburb of Sydenham was chosen as one city site for development under the Act; another was in Mandeville Street not far from the Addington Railway Workshops. Thirty-five sections were subdivided in Sydenham creating Longfellow and Seddon Street. Thirteen houses were built initially, the first of which were designed by well-known local architects

Samuel Hurst Seager, Cecil Wood, the England Brothers and Fred Barlow. The government of the day wanted architectural variety, rather than uniformity, in domestic design so as to avoid any similarity to the anonymous terrace housing of Britain's working classes. Despite the intentions of the scheme it was not very successful. The houses that were built passed fairly quickly into private ownership as the Reform Government privatised the workers' dwellings and used the 1906 State Advances Act to encourage home ownership over rental housing.

The first lessee of 52 Longfellow Street was William Lucas, a gardener who was married with six children. He remained at the house until c.1930 by which time he had purchased the property. In 1972 the house was purchased by Harold Kean, a schoolteacher, and his wife Shirley. They owned the house until 1985, during which time the house was known as the Beckenham Pottery. The current owners have owned the property since 1985.

CULTURAL AND SPIRITUAL SIGNIFICANCE

Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values.

The former Workers' Dwellings Act exhibition house has high cultural significance for its association with the foundation of New Zealand's social welfare system and the policies and practices of Seddon's Liberal Government, which earned New Zealand the reputation as being the 'social laboratory of the world'. Workers' dwellings, female suffrage, old age pensions, labour arbitration and land tenure reform were all part of the modernisation of the state by 'King Dick' Seddon's government as the country moved towards Dominion status in 1907. The Workers' Dwellings Act instituted a building programme that was to become the precursor of the State Housing scheme of the first Labour Government in the 1930s.

ARCHITECTURAL AND AESTHETIC SIGNIFICANCE

Architectural and aesthetic values that demonstrate or are associated with: a particular style, period or designer, design values, form, scale, colour, texture and material of the place.

The former Workers' Dwellings Act exhibition house has high architectural and aesthetic significance as it was designed by two of Christchurch's best-known architects of the period, Samuel Hurst Seager and Cecil Wood, and is an example of the modern bungalow that Seager pioneered in New Zealand. Seager (1855-1933) played an important role in the development of Christchurch architecture and had achieved national renown for his domestic architecture by 1900. He is noted for his design for the former Municipal Chambers (1885), and for his Arts and Crafts cottages at The Spur (1902-14). Wood (1878-1947) was to become one of New Zealand's leading architects between the world wars, designing residential, educational, public, commercial, and ecclesiastical buildings throughout Canterbury and New Zealand. Wood and Seager were in partnership from 1906 until c.1912.

In 1906 a government competition was held to attract established architects to design homes for a workers' settlement. Seager and Wood offered a design called 'Comfort', which won first place in the South Island section of the competition and was selected for erection at the 1906-07 International Exhibition held in Christchurch. The house was designed within the restrictions outlined by the government, including cost and number of rooms, and was built in

timber to allow it to be disassembled after the exhibition and then re-erected in Longfellow Street. 'Comfort' was much smaller than the usual larger houses Seager and Wood designed but had many of the hallmarks of their style. The house has a half-timbered jettied upper floor and its verticality was originally emphasised by two tall Arts and Crafts style chimneys (since removed). Inside there were three bedrooms on the first floor, with a living room, kitchen and bathroom on the ground floor. Later additions to the dwelling include an extension to the north side of the house.

TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE

Technological and craftsmanship values that demonstrate or are associated with: the nature and use of materials, finishes and/or technological or constructional methods which were innovative, or of notable quality for the period.

The former Workers' Dwellings Act exhibition house has technological and craftsmanship significance as a building that was prefabricated for the 1906-1907 New Zealand International Exhibition. Following the exhibition the house was moved to its present site at 52 Longfellow Street, possibly in one piece rather than in parts as had been the intention. The craftsmanship qualities of the dwelling provide evidence of the standards espoused for workers' housing. It also has technology and craftsmanship significance for its potential to reveal information about construction methodologies, materials, fixtures and fittings in the Edwardian period.

CONTEXTUAL SIGNIFICANCE

Contextual values that demonstrate or are associated with: a relationship to the environment (constructed and natural), a landscape, setting, group, precinct or streetscape; a degree of consistency in terms of type, scale, form, materials, texture, colour, style and/or detail; recognised landmarks and landscape which are recognised and contribute to the unique identity of the environment.

The former Workers' Dwellings Act exhibition house and its setting have contextual significance as part of the Camelot Settlement developed in Sydenham, under the Workers' Dwellings Act 1905. As a working class suburb Sydenham was considered ideal for such a settlement, although in reality the houses proved too expensive for most low-income workers to rent and soon became privately owned. The Camelot Settlement was centred on Seddon Street, named after Richard Seddon, the Liberal Prime Minister until 1906, and Longfellow Street, one of several streets in Sydenham named after poets. The only two-storeyed workers' settlement cottage in Christchurch was placed at the far end of the settlement near the Southey Street intersection with Longfellow Street. A listed brick workers' dwelling at 61A Tennyson Street (Fred Barlow, architect) is among the Camelot Settlement dwellings that remain.

The setting consists of the listed building within a garden setting with a separate outbuilding at the rear of the section. The original section consisted of a triangular block of land that was subdivided in 1930 to create the current section. The garden setting is well planted, with paling fences defining the property's boundaries. The house has landmark significance as a two-storey house with a distinctive architectural style, the prominent board and batten gables clearly visible from the street.

ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE

Archaeological or scientific values that demonstrate or are associated with: the potential to provide information through physical or scientific evidence an understanding about social historical, cultural, spiritual, technological or other values of past events, activities, structures or people.

The former Workers' Dwellings Act exhibition house and its setting has some archaeological value because of the potential to provide archaeological evidence relating to human activity on the site, possibly including that which occurred prior to 1900. The house was moved on to this site in circa September 1907, so any pre-1900 archaeological values would pertain to prior use and occupation of the land.

ASSESSMENT STATEMENT

The former Workers' Dwellings Act exhibition house and its setting has overall significance to Christchurch, including Banks Peninsula, and New Zealand. It has high historical and social significance as a model home, exhibited at the New Zealand International Exhibition of 1906-07 to showcase the Workers' Dwellings Act 1905. It also has high historical significance for its later part in the development of the Camelot Settlement in Sydenham. The dwelling has high cultural significance as it demonstrates the social democratic policies and practices of the Liberal Government. The former Workers' Dwellings Act exhibition house has high architectural significance for its design by Samuel Hurst Seager and Cecil Wood and the adaptation of the Seager's characteristic Domestic Revival bungalow forms into a modestly priced home for workers. The dwelling has technology and craftsmanship significance for the potential it has to reveal information about construction methodologies, materials, fixtures and fittings in the Edwardian period. The dwelling has contextual significance as the landmark dwelling within the Camelot Settlement, by virtue of its model home pedigree and two-storeyed design. The former Workers' Dwellings Act exhibition house and its setting has some archaeological value because of the potential to provide archaeological evidence relating to human activity on the site, possibly including that which occurred prior to 1900.

REFERENCES:

Christchurch City Council Heritage files 52 Longfellow Street Street, former Workers' Dwellings Act exhibition house
Christchurch City Libraries Heritage Collection
<http://christchurchcitylibraries.com/Heritage/Photos/Disc6/IMG0049.asp>
Historic place # 3719 – Heritage NZ List
<http://www.heritage.org.nz/the-list/details/3719>
John Wilson (ed) *The Past Today. Historic Places in New Zealand* (Auckland, 1987)

REPORT DATED: 26 FEBRUARY, 2015

PLEASE NOTE THIS ASSESSMENT IS BASED ON INFORMATION AVAILABLE AT THE TIME OF WRITING. DUE TO THE ONGOING NATURE OF HERITAGE RESEARCH, FUTURE REASSESSMENT OF THIS HERITAGE ITEM MAY BE NECESSARY TO REFLECT ANY CHANGES IN KNOWLEDGE AND UNDERSTANDING OF ITS HERITAGE SIGNIFICANCE.

PLEASE USE IN CONJUNCTION WITH THE CCC HERITAGE FILES.

11. Biodiversity Fund Project Approvals 2023-2024 FY

Reference Te Tohutoro: 24/504936

Responsible Officer(s) Te Pou Matua: Nicholas Head, Senior Ecologist CIPA Biodiversity; Hannah Murdoch, CIPA Community Partnerships Ranger; Roslyn Kerr, Manager Parks Programmes and Partnerships; Gary Watson, Manager Community Partnerships; Jacqui Jefferey, Community Funding Advisor.

Accountable ELT Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 This report provides summary information on applications that meet criteria to qualify for biodiversity funding to protect and enhance significant indigenous biodiversity on private land.
- 1.2 Biodiversity funding supports the Council's statutory obligations to protect significant indigenous biodiversity on private land and empowers local communities to assist Council in this task.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. This is because the decision affects a small number of people (the applicants), and the impact is positive for both the applicants and the environment; the decision allocates funding already provided for in the Long-Term Plan 2021-2031.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receive the information in the Biodiversity Fund Project Approvals 2023-2024 FY Report.
2. Note that the decision in this report is assessed as low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
3. Approve a total of \$400,000 from the Christchurch Biodiversity Fund 2023/24 across the following 14 projects:
 - a. \$5,000 Tirowaikare covenant (Beggs) weed control, Banks Peninsula Conservation Trust
 - b. \$31,760 Cauty Plains floodplain forest restoration
 - c. \$52,000 Feral pig control te Waihora catchments
 - d. \$12,000 Coastal forest protection and enhancement Raupo Bay
 - e. \$50,000 Hinewai conifer eradication for forest restoration
 - f. \$40,000 Hukahukaturua catchment weed control QEII covenants
 - g. \$7,680 Protection Rare Ecosystems, Linda Woods weeds control
 - h. \$36,000 Living Springs Native Forest Enhancement
 - i. \$25,000 Purau catchment rare ecosystem protection,
 - j. \$11,975 Stencliffe farm – Manatu forest fencing

- k. \$16,336 Stony Bay forest fencing
 - l. \$41,000 Styx Living Memorial Trust, willow control
 - m. \$44,504 Tokoroa Fencing and weed control
 - n. \$26,744 Wainui rewild
3. 3. Decline the following applications to the Christchurch Biodiversity Fund 2023/24:
- a. Decanter Bay pigs ear study
 - b. Forest Planting Lansdowne Valley
 - c. Pohatu Penguins
 - d. Tupari Reserve

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Fourteen applications to the Biodiversity Fund have been recommended for approval. Funding these applications will provide considerable assistance to local landowners working to protect and restore the district's significant and vulnerable ecosystems and species.
- 3.2 For this 2023/24 funding round, the fund was oversubscribed by ~\$200,000. Four projects that did not meet the criteria or lacked sufficient information were not approved for funding this year, but they were recommended to reapply next year.
- 3.3 The recommendation for this 2023-2024 round of funding would allocate a combined total of \$400,000 across 14 projects as are outlined above. This means the fund is fully allocated for the 2023/24 financial year. This contribution, together with applicant-matched funding and funding from other contributions that far exceeds grant contributions, totals a considerable investment in projects that protect and enhance our local biodiversity.

4. Background/Context Te Horopaki

- 4.1 Halting the decline of indigenous biodiversity is a matter of national importance, and a core statutory function of District Councils. The Christchurch district comprises a diverse assemblage of ecosystems that support internationally and nationally important habitats for wildlife, as well as population strongholds for numerous threatened and rare species. Most remnant ecosystems and indigenous biodiversity occurs on private land in the district.
- 4.2 The Biodiversity Fund supports landowners working to protect ecologically significant sites on their land. Council will provide up to 50% of funding for eligible projects on private land, with the maximum grant of \$60,000 per individual project/property per year. Up to \$400,000 is available for allocation this year.
- 4.3 The Fund is an opportunity to support private landowners who are taking voluntary action, and investing their own time and money, to protect and enhance indigenous biodiversity on their properties. The projects provide real protection for biodiversity in the Christchurch District through empowering locals and local communities to take direct action.
- 4.4 Since the fund was established in 2017, a total of \$1,655,871.00 has been allocated to 71 projects (excluding the current applications). 62 of these projects are complete, with six still in progress.
- 4.5 Most previous projects involved fencing (44 projects). Restoration planting (12 projects), pest plant control (19 projects), and pest mammal control (9 projects) are other activities that have been supported. Some projects involve multiple activities.

- 4.6 Over 2000 hectares of ecologically significant vegetation has been protected, along with the indigenous fauna that live in those habitats. Many projects have also protected streams and important waterways.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.7 The following reasonably practicable options were considered and are assessed in this report:
- 4.8 Alternative options are not to fund. As the Biodiversity Fund (the Fund) is allocated specifically to assist private landowners to protect and enhance indigenous biodiversity and the applications received achieve this, this option was discounted.
- 4.9 The other option was to part fund projects. This option was used for a few projects, resulting in some minor reductions to the original amount requested.

Analysis Criteria Ngā Paearu Wetekina

- 4.10 Applications are assessed by a cross council panel of staff and prioritised accordingly. Three primary criteria are used to determine applications eligibility:
- 1: must be private land
 - 2: the site has significant ecological values
 - 3: the site has some form of enduring protection.
- 4.11 To determine relative priority of applications, further consideration was given to the national priorities for protecting indigenous biodiversity on private land, which provides a useful context to compare relative merits of applications if required.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option
Cost to Implement	None other than staff time to administer the fund.
Maintenance/Ongoing Costs	None other than staff time to administer the fund.
Funding Source	The Fund is provided for in the 2021-2031 Long Term Plan
Funding Availability	Available for allocation
Impact on Rates	Minor

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There are no significant risks associated with allocating funds to the projects as outlined. Processes are in place to ensure funding granted is spent in accordance with the project plans and expectations.
- 6.2 Considerable checks and balances are in place to ensure the funding granted to projects is spent in accordance with the project plan and meets expectations, including progress reports, proof of completions and inspections if necessary. Staff time in relation to this is an inherent part of overseeing the fund.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.3 Statutory and/or delegated authority to undertake proposals in the report:

6.3.1 The Council has the delegation to consider applications to the Biodiversity Fund.

6.4 Other Legal Implications:

6.4.1 The Council has the delegation to consider applications to the Biodiversity Fund.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.5 The required decision aligns with the strategic framework supporting principle of “taking an inter-generational approach to sustainable development prioritising the social, economic and cultural well-being of people and communities and the quality of the environment, now and into the future,” by supporting individual landowners to protect and enhance biodiversity on private land.
- 6.6 The decision is consistent with Council’s Plans and Policies. The programme aligns with the [Christchurch City Council’s Strategic Framework](#) supporting principle of “actively collaborating and co-operating with other local, regional and national organisations.” We work with Environment Canterbury and covenanting agencies to ensure that projects have adequate support and that our combined resources are efficiently allocated.
- 6.7 The decisions in this report are assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy. This is because the decision affects a small number of people (the applicants), and the impact is positive for both the applicants and the environment; the decision allocates funding already provided for in the Long-Term Plan 2021-2031.
- 6.8 The programme aligns with District Plan policies regarding the protection of ecologically significant sites, and the provision of advice and incentives for landowners who wish to do this on private property. The programme supports the goals of the Council’s Biodiversity Strategy.
- 6.9 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.10 Strategic Planning and Policy
- 6.10.1 Activity: Strategic Planning, Future Development and Regeneration
- Level of Service: 1.4.2 Effectively administer grants within this Activity (including Heritage Incentive Grants, Enliven Places, Innovation and Sustainability) - 100% compliance with agreed management and administration procedures for grants

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.11 The community is very supportive of the Council contributing funds to assist with conservation on private land. Several submissions were made by community groups and individuals to the Long-Term Plan 2021-2031 requesting that Council increase the annual allocation to the Biodiversity Fund. As a result, the fund was increased to \$400,000 - an outcome consistent with the Council declaring an ecological and climate emergency.
- 6.12 The decision affects the following wards/Community Board areas:
- Te Pataka o Rakaihautā Banks Peninsula
 - Waipuna Halswell-Hornby-Riccarton
 - Waihoru Spreydon-Cashmere-Heathcote
 - Waimāero Fendalton-Waimairi-Harewood
- 6.13 The Community Boards view is presumed to be positive because the biodiversity fund is supporting and empowering local landowners to take positive action to improve the outcome for indigenous biodiversity in their rohe.



Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.14 The decision does not involve a significant decision in relation to ancestral land or a body of water but does involve indigenous species and ecosystems that have intrinsic values. Therefore, this decision does impact Mana Whenua, their culture, and traditions. Staff note, however, that the intent of all projects is to have a positive impact on indigenous biodiversity.
- 6.15 While matters of indigenous biodiversity are of interest to Mana Whenua, this specific decision to allocate funding to enhance biodiversity will not impact our agreed partnership priorities with Ngā Papatipu Rūnanga.


Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.16 The decisions in this report are likely to contribute positively to adaptation to the impacts of climate change. Most of the projects provide protection and enhancement to regenerating forest habitats, which will boost the carbon sequestration capacity of these areas. Protecting and enhancing the ecological health of sites will improve the resilience of the district’s habitats and species within them to the impacts of climate change.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Council approves the report; successful applicants are informed and set up as vendors; funds allocated; projects commenced.

Attachments Ngā Tāpirihanga

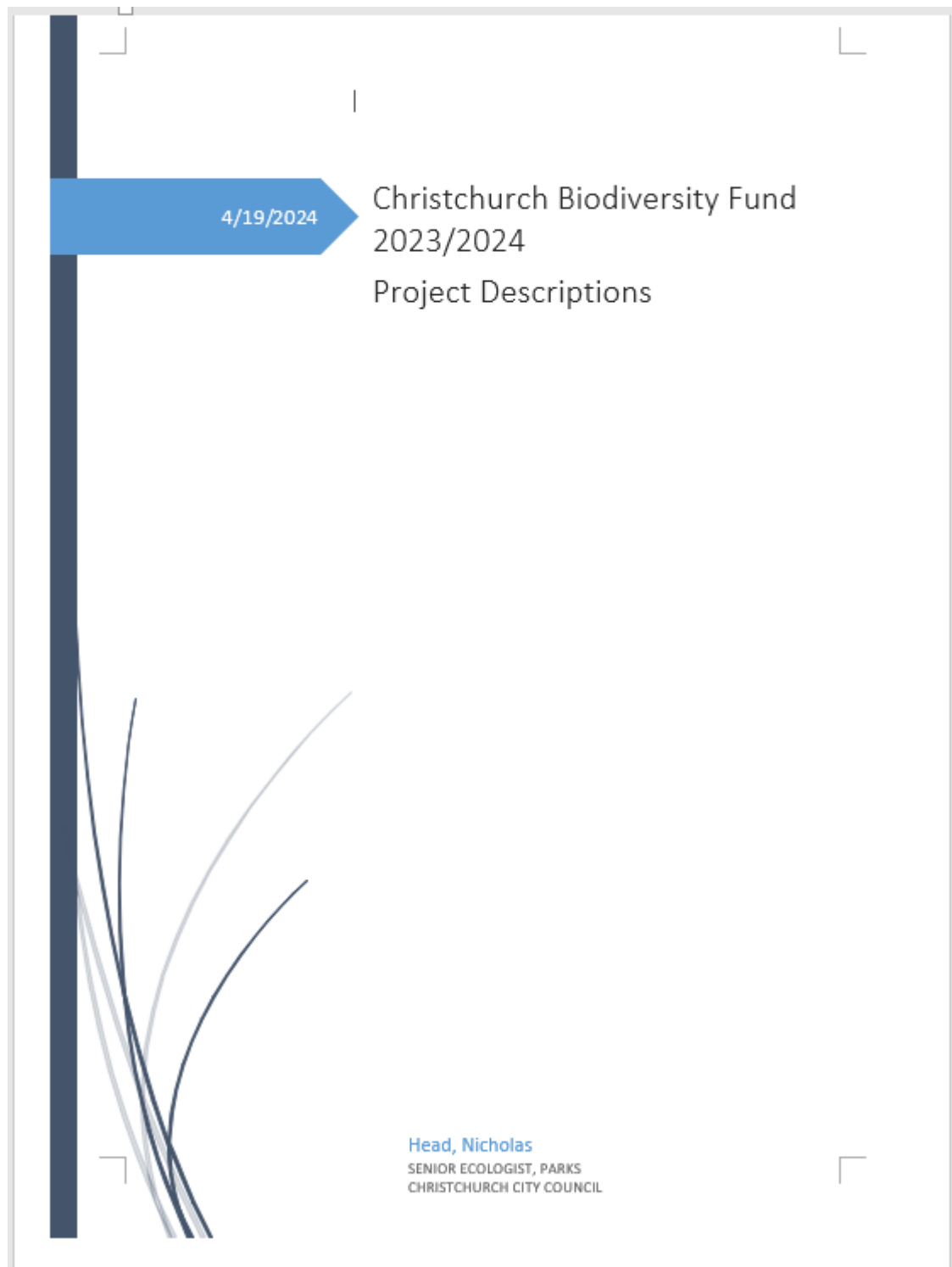
No.	Title	Reference	Page
A 	Christchurch Biodiversity Fund applications summary 2023-2024	24/654016	240

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Nicholas Head - Senior Ecologist Hannah Murdoch - Community Partnerships Ranger Gary Watson - Manager Community Partnerships Roslyn Kerr - Manager Parks Programmes & Partnerships Jacqui Jeffrey - Community Funding Advisor
Approved By	David Griffiths - Head of Strategic Policy & Resilience



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Trim reference to full application details: Biodiversity fund 2023, FOLDER 17/3004

Tirowaikare covenant weed control.

Applicant: Marie Neal, BPCT

Owners: Wayne and Anna Beggs

Protection: BPCT covenants

Amount requested: \$5000

Project summary

Tirowaikare is a fine example of a very rare remnant of old growth podocarp forest, of which less than 1% remains across Banks Peninsula. Being close to Little River, weeds are a constant threat to this highly significant forest. Consequently, this project aims to control key weed threats, including barberry, hawthorn, and blackberry.

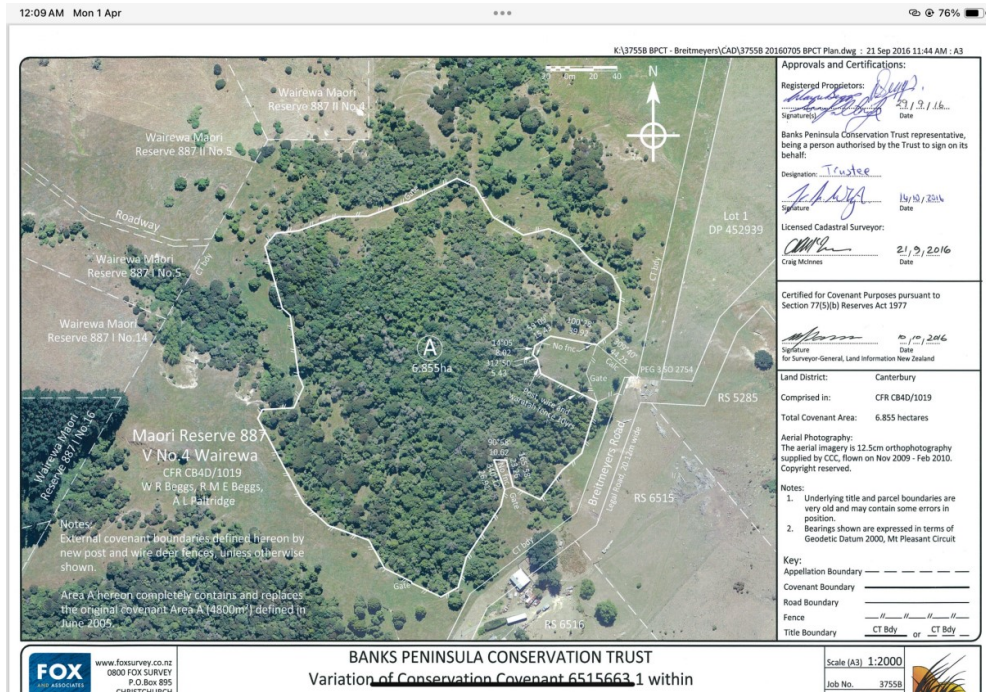
Significant control work has already been carried out over the years by volunteer groups and the landowner which has made good progress but not controlled the last main affected areas on the north edges of the covenant. This application includes allowance for follow up work from the initial work over three years, to continue seedling removal in and around the covenant, and importantly exterminate as much of the seed reinfestation source as possible on the north side. Once infestations are reduced to manageable levels, the covenant owners will be able to control reinvasion.

The Tirowaikare covenant contains ecological values that meet 2 the national priorities for the protection of indigenous biodiversity on private land.

National Priority 1: is a very rare remnant of old growth podocarp forest on an acutely threatened land environment.

National Priority 4: contains threatened and at-risk plant, birds, reptiles, and invertebrates.





Photos above from the top; keen volunteers; boundary of the Tirowaikare covenant; weeds invading the forest edge.

Stony Bay Coastal Forest Protection and Enhancement

Applicant: Alice Shanks, QEII

Owners: Mark and Sonia Armstrong

Protection: QEII covenants

Amount requested: \$16,337

Project summary

To fence stock out of two patches of kānuka forest (Dead Horse & Little Forest) that span narrow coastal gullies with streams running through them. Removal of stock access will reduce the browse on tree seedlings and saplings and enable new trees to form a sub-canopy and eventually replace the kānuka with a long-lived, species-diverse podocarp-hardwood forest.

Mark has already employed a fencer to put in the fenceposts. He anticipated wiring and battening the fences himself but has had to concede that employing a fencer would finish the job in good time and save him from work that would be onerous at his age.

The covenants subject to this application contain ecological values that meet 3 the national priorities for the protection of indigenous biodiversity on private land.

National Priority 1: contains representative plant communities that occur on acutely and chronically threatened land environments.

National Priority 2: wetlands, springs, seeps, and riparian strips along streams are present that support native wetland plants.

National Priority 4: contains threatened and at-risk plant, birds, reptiles, and invertebrates.



Map above: “Dead Horse” and “Little Forest” gullies that are small, spring-fed streams down to the sea cliffs.



Photo above, December 2023. Farmer Mark Armstrong is keen to plant tōtara in canopy gaps to accelerate the regeneration of what was once a tōtara and mātai podocarp forest.

Coastal Forest Protection and Enhancement – Raupo Bay

Applicant: Longridge Agriculture Ltd

Owners: Hamish and Annabel Craw

Protection: SES and BPCT covenants

Amount requested: \$12,000

Project summary

Through the Christchurch District Plan SES program several SES have been identified on the Craw's property. In 2019 & 2020 we were successful in receiving funding from CCC Biodiversity Fund to financial support the costs of fencing three SES.

2020 - Gully = 2.63 ha

2020 - Stoney Bay Corner = 3.26ha

2019 - Big Hill = 18 hectares

Through our Farm Environmental Planning and discussions with CCC Biodiversity Advisor we identified opportunities to protect and enhance these sites. This project aims to plant another 3000 trees across the three sites to get closer to canopy cover and are looking to secure funding for planting trees and plant protectors. We also want to expand the type of trees species which we have planted to date and include a wider variety of species and there for require more plant protectors than before. Given the scale of the planting and the species-specific location we are requiring funding to tree planting.

The covenants subject to this application contain ecological values that meet 3 the national priorities for the protection of indigenous biodiversity on private land.

National Priority 1: contains representative plant communities that occur on acutely and chronically threatened land environments.

National Priority 2: wetlands, springs, seeps, and riparian strips along streams are present that support native wetland plants.

National Priority 4: contains threatened and at-risk plant, birds, reptiles, and invertebrates.



Photos above, from the top: patches of remnant coastal forest; Hamish craw at work with weed control; natural regeneration with fencing to exclude stock. Cauty Plains Floodplain Forest Restoration

Canterbury Plains Floodplain Forest Restoration

Applicant: Ernst and Renata Lei

Owners: as above

Protection: informal

Amount requested: \$31,760

Project summary

This project involves furthering the restoration of alluvial podocarp forest on the Heathcote River floodplain. Floodplain forests are among the rarest most threatened ecosystems in New Zealand and their restoration is a national imperative.

The aim of this project is to keep tending to all the existing plantings, primarily the more recent ones right through or past the end of the first three-year cycle of releasing them into their own care. This involves watering, weed control, replacement and infill planting, care and propagation of nursery plants (currently several hundred seedlings growing on in our nursery), ongoing track maintenance, etc.

Furthermore, I would love to revitalize our pest control and our 5km long trap line that we have not maintained for the last 18 months due to lack of time and the high cost of baits. Trapping of feral cats and possums.

The project aligns with 2 national priorities for the protection of indigenous biodiversity on private land.

National Priority 1: committed to the restoration of an authentic representation of alluvial flood plan forest, which are among the rarest forest types in New Zealand, and accordingly occurs on an acutely threatened land environment.

National Priority 2: wetlands, springs, seeps, and riparian strips along streams are present that support native wetland plants.



Photos above from above: restoration planting site; natural spring within the restoration area

Living Springs Native Forest Enhancement

Applicant: Heba Mashhour

Owners: Dean Aldridge, Living Springs

Protection: covenants

Amount requested: \$36,000

Project summary

Living Springs supports extensive areas of regenerating coastal forest that is ecological highly significant. It includes remnants of old growth podocarp trees and a high diversity of native plants, and fauna.

The aim of this project is to protect the significant investment in ecological restoration at Living Springs, which occurred under the Kaimahi for Nature project. In addition to the 35,000 native trees, shrubs, and grasses already planted, this project plans to plant another 5,000 plants in the coming season. A new fence will be installed to safeguard this area from livestock grazing, and a dedicated Biodiversity Coordinator is to be employed to oversee all planting and plant maintenance work. This person will be responsible for managing the day-to-day activities related to planting, ongoing care and maintenance of the plantings. Additionally, 120 volunteers have signed up to come and help with the planting efforts. To address the most challenging areas of the property, contractors will be used, such as for hard to do weed control.

Living Springs contains ecological values that meet all 4 the national priorities for the protection of indigenous biodiversity on private land.

National Priority 1: contains representative plant communities that occur on acutely and chronically threatened land environments.

National Priority 2: wetlands, springs, seeps, and riparian strips along streams are present that support native wetland plants.

National Priority 3: Volcanic bluffs and cliffs are classified as originally rare ecosystems.

National Priority 4: contains threatened and at-risk plant, birds, reptiles, and invertebrates.



Figure 1. Remnant and regenerating forest at Rāpaki 1C (Taukahara). Lower areas with prominent yellow gorse flowers are regenerating into native bush. A pine plantation on neighbouring land at right (west) is being progressively harvested but may be a source of wilding conifers for some time.

Hukuhukuanoa Catchment Weed Control, QEII Covenants

Applicant: Anthony Johnson

Owners: multiple

Protection: Protected as QEII and BPCT covenants

Amount requested: \$40,000

Project summary

This project is for weed control in the catchment for the Okana River. It aims to eradicate several species of weeds that pose a major threat to the integrity of the ecosystems present and the indigenous flora and fauna they support. Targeted weeds include European holly, pines, old man's beard, ash, and gunnera.

The Okana catchment supports extensive ecological values, including low altitude to montane podocarp hardwood forest and upper montane tussock grasslands and shrublands that occurs along largely intact ecological sequence. Matai, lowland totara, and mountain totara are common podocarp trees present, with cedar also present at higher altitudes. There is a high diversity of hardwood tree species, including kanuka, mahoe, kohuhu, ngaio, kowhai, five-finger, mountain five-finger, lowland lacebark, lowland ribbonwood, cabbage trees, mountain holly, peppertree, lancewood. Ferns and shrublands are likewise diverse. Sub-alpine species are present at the highest altitudes, including snow tussock, snowberry (*Gautheria antipoda*), native aniseed (*Gingidia aromatica*) that are all rare on the peninsula.

Almost the entire upper catchment has been retired from farming and is now protected by conservation covenants that are being actively managed for biodiversity protection and ecological restoration.

The urgency to undertake weed control is further amplified by concurrent efforts in pest control being undertaken across the Peninsula, resulting in notable increases in bird populations. While the resurgence of native bird species is a positive outcome, the unintended consequence is that these birds can inadvertently aid in the dispersal of weed seeds over larger distances. The expanded range and abundance of these potential weed carriers create ample opportunities for invasive species to spread far and wide within and beyond the upper catchment of the Okana Stream. Furthermore, with the increase in land being acquired for ecological restoration, increases the opportunities for weeds to establish in land now retired from grazing.

The covenants subject to this application contain ecological values that meets 3 the national priorities for the protection of indigenous biodiversity on private land.

National Priority 1: contains representative plant communities that occur on acutely and chronically threatened land environments.

National Priority 2: wetlands, springs, seeps, and riparian strips along streams are present that support native wetland plants.

National Priority 3: excellent representation of volcanic bluffs and cliffs that are classified as originally rare ecosystems.

National Priority 4: contains threatened and at-risk plant, birds, reptiles, and invertebrates.

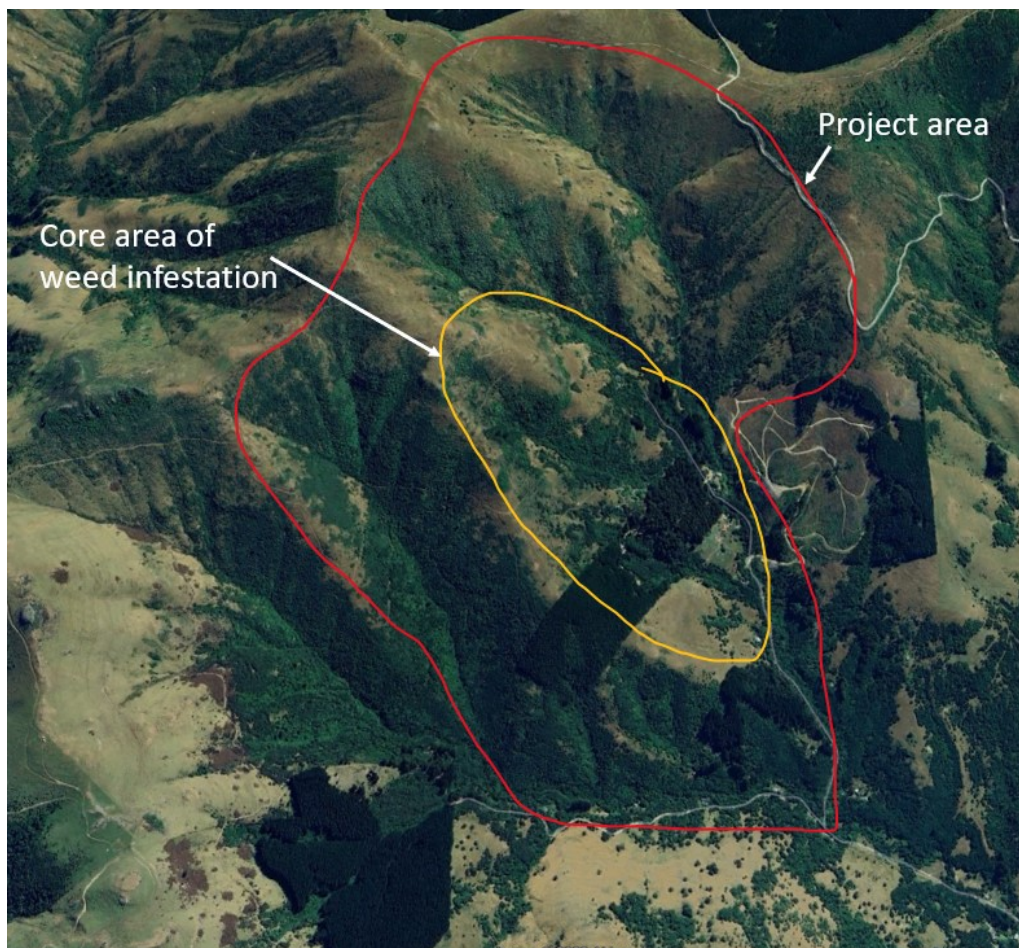


Photo above: extensive regenerating native forest comprising the Okana stream catchment, and the area proposed for weed control.



Photo above: mature trees of European holly among diverse hardwood forest, also key seed sources of far wider spread.



Photo above: wilding pines among regenerating native hardwood forest

Hinewai conifer eradication for native forest regeneration.

Applicant: Maurice White Native Forest Restoration Trust (Hinewai)

Owner: multiple

Protection: QEII covenants

Amount requested: \$50,000.

Hinewai Reserve is a private conservation project located on the southern bays of Banks Peninsula. The reserve spans over 1,250 hectares and aims to restore native vegetation and associated indigenous biodiversity. One of its distinctive features is the natural regeneration of native flora without active human intervention, allowing the ecosystem to recover on its own. The reserve hosts a variety of plant and animal species, showcasing the success of ecological restoration efforts. Over 20km of tracks allow visitors to explore the diverse landscapes and witness the positive impact of conservation practices on the environment. Overall, Hinewai Reserve serves as a model for sustainable hands-off conservation initiatives and the resilience of nature.

Project Summary

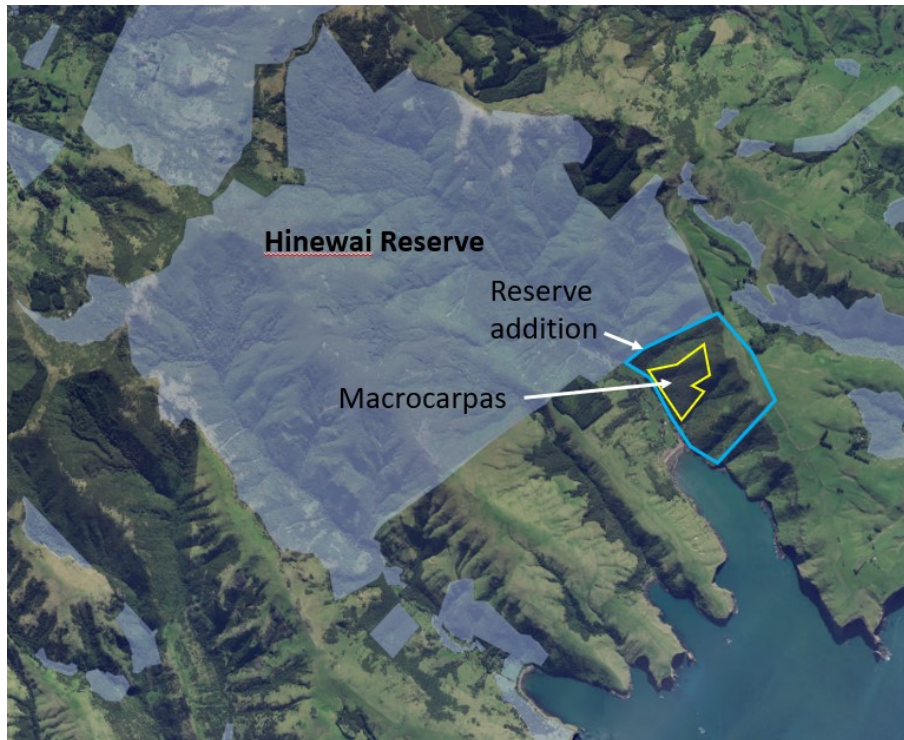
The project involves the removal of an 18-hectare stand of macrocarpa from an area of land recently acquired by the Maurice White Trust. The acquisition of this land by the trust is a particularly important addition to the reserve because it spans the coastal environment, providing ecological attributes, habitats and species that are otherwise not well represented within the reserve. It also improves ecological connectivity across an ecological sequence from the sea, inland and uphill. Ecological connectivity is essential for maintaining healthy and resilient ecosystems, not least allowing for the movement and migration of species between different habitats.

The removal of macrocarpas will provide for the natural reversion of the site back into native coastal forest, which is a nationally rare forest type. Moreover, controlling macrocarpas is essential for halting their spread. These trees produce prodigious amounts of seed, contributing to their invasive nature. By removing the macrocarpas, the project not only addresses their immediate impact on the local ecosystem but also serves as a proactive measure to prevent their further spread into surrounding areas. This step is vital for maintaining the ecological integrity of the landscape and preventing the displacement of native flora by invasive species.

Hinewai contains ecological values that meet all 4 national priorities for the protection of indigenous biodiversity on private land. The site subject to this application meets the following national priorities.

National Priority 1: contains representative plant communities that occur on an acutely and chronically threatened land environments.

National Priority 4: contains threatened and at-risk plant, birds, reptiles, and invertebrates.



Photos above: site proposed for conifer eradication; plantation to be removed surrounded by regeneration native forest.

Rare Ecosystem Protection, Mt Evans/ Purau Catchment

Owner: Hidden Valley Conservation Trust

Protection: QEII covenant, SES H29

Amount requested: \$25,000

This application follows on from the previous funding of 11.5k granted the 2022 funding round. This additional funding is to secure and expand on the considerable progress made toward eradicating serious weeds that threatened the high ecological values present in covenant owned by the Hidden Valley Conservation Trust. Targeted weed species include spur valerian, pigs' ear, old man's beard etc.

The Hidden Valley Conservation Trust land occupies seventy-two hectares on Mt Evans at Purau. It supports excellent examples of remnant old growth and regenerating podocarp/hardwood forest on dry aspects that is a nationally rare and threatened forest type. It also includes extensive bluff ecosystems. Collectively these ecosystems support 31 rare and threatened native species.

The trust is committed to the protection and restoration of ecological values on their land over multi-generations, as they are the ecological values that extend across wider catchment. Although the focus of weed control is on the trust land, to ensure sources of spread are eliminated to safeguard ecological values from ongoing weed invasion, it will be necessary to undertake weed control on adjoining areas and across the wider catchment.

The site contains values that meets three national priorities for the protection of indigenous biodiversity on private land:

National Priority 1: contains representative plant communities that occur on threatened land environments;

National Priority 3: volcanic tallus, cliffs and bluffs are classified as naturally rare ecosystems;

National Priority 4: contains numerous nationally Threatened and At-Risk species, incl. *Gingidia enysii* var *peninsulare*, *Myosotis lytteltonensis*, *Linum monogynum*, *Festuca actae*, *Anogramma leptophylla*, *Veronica lavaudiana*, *Veronica strictissima*, *Brachyglottis lagopus*, *Asplenium trichomanes*, and *Raoulia monroi*.



Photo above: location of Hidden Valley





Styx Living Laboratory River Restoration

Applicant: Anita Spencer

Owners: multiple

Protection: Protected as SES

Amount requested: \$41,000

Project summary

The Styx Living Laboratory Trust was established in 2002 to help advance the Christchurch City Council's vision for a 'living laboratory' with a focus on learning and research as part of Councils Styx Vision 2000 -2040. Recently we have been the recipient of a \$4.25M funding grant over five-years from MfE's Freshwater Improvement Fund. This fund has supported our team of full-time staff who are tasked with planting two hectares of riparian planting and two hectares of native forest planting per year, along with significant willow/woody weed control, restoration of cultural sites, animal pest control and community outreach.

As part of this work, we have been successful in partnering with many landowners throughout the catchment, and we have assisted them to fence their stream margins remove pest species, supply plants, plant and maintain significant lengths of the waterways. Much of this has occurred in the lower Kā Pūtahi Creek, where we are now managing more than 2.3 kilometres of riparian plantings just on these private land parcels alone. Our 'private landowner agreements' include a 24-month maintenance period for these plantings.

Given the critical nature of early-stage maintenance in riparian plantings, our aim is to ensure recent plantings on these properties are maintained to an optimum standard where we can ensure they will thrive and tend towards being self-sustaining beyond the end of the Styx Living Laboratory Trust's 24-month maintenance period. We would therefore like to engage Wai Ora Landscapes – a social enterprise based within the catchment – to help us maintain these plantings, and in doing-so enable us to increase the scale and scope of our work to go beyond what is funded through MfE's Freshwater Improvement Fund project.

The area subject to this application contains ecological values that meet 3 the national priorities for the protection of indigenous biodiversity on private land.

National Priority 1: contains representative plant communities that occur on acutely and chronically threatened land environments.

National Priority 2: wetlands, springs, seeps, and riparian strips along streams are present that support native wetland plants.

National Priority 4: contains threatened and at-risk plant, birds, reptiles, and invertebrates.

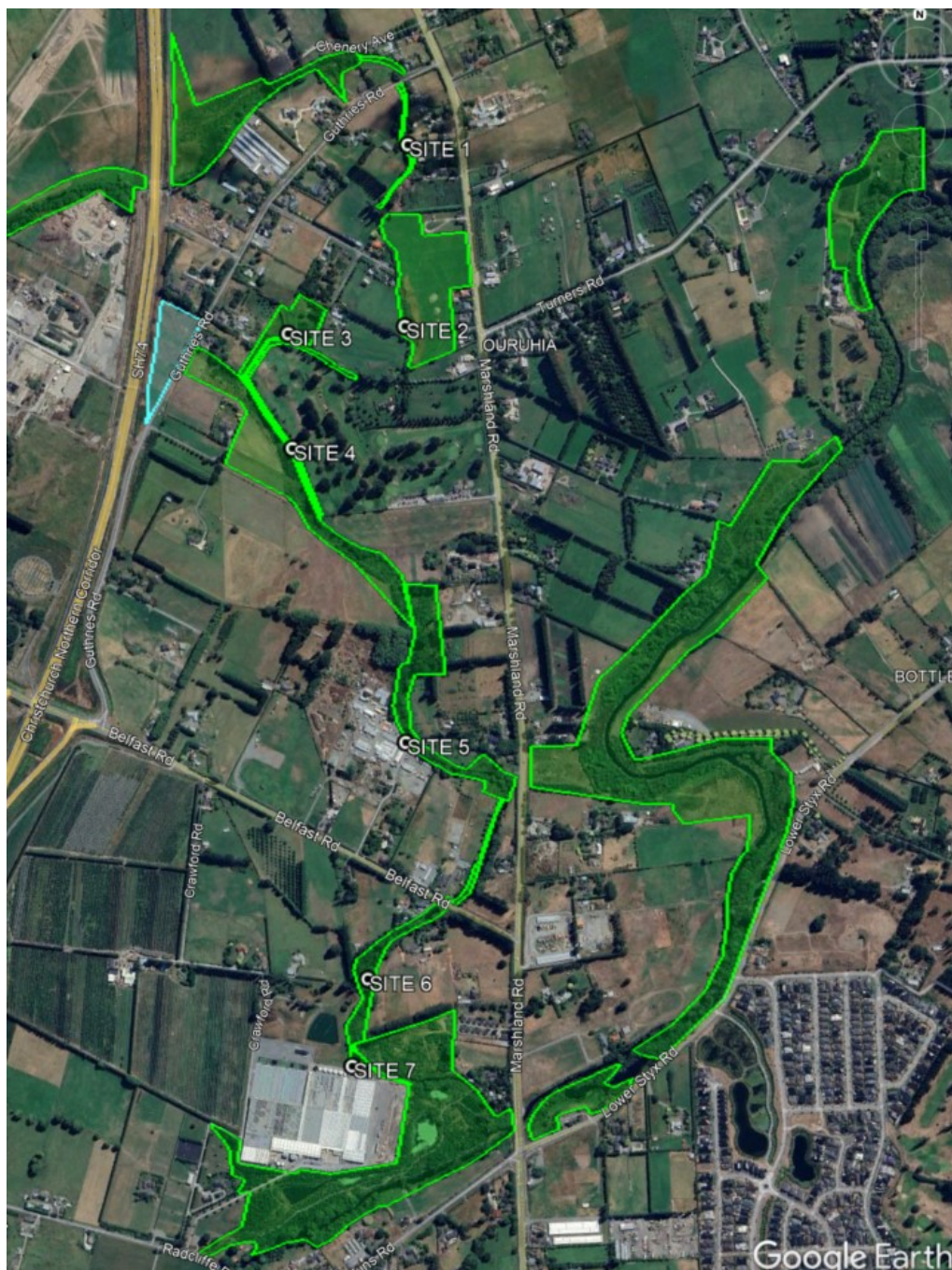


Figure 1: Seven private property sites on lower Kā Pūtahi Creek. For context, green polygons denote areas of existing restoration plantings on Kā Pūtahi Creek and the Pūharakekenui-Styx River.



Wainui Rewild

Applicant: Lawrence Smith

Owners: multiple

Protection: QEII and BPCT covenants

Amount requested: \$26,744

Project summary

This project aims to eradicate or suppress key biodiversity weeds from the Wainui catchment over five years by employing a co-ordinator to mobilise landowners to carry out weed control, co-ordinate agency weed control work, employ contractors to control weeds through indigenous bush on farmland, and document the process to guide weed control in other Banks Peninsula catchment groups.

The Wainui catchment supports extensive ecological values, including low altitude to montane podocarp hardwood forest and upper montane tussock grasslands and shrublands that occurs along largely intact ecological sequences. There is a high diversity of hardwood tree species, including kanuka, mahoe, kohuhu, ngaio, kowhai, five-finger, mountain five-finger, lowland lacebark, lowland ribbonwood, cabbage trees, peppertree, lancewood. Ferns and shrublands are likewise diverse. Sub-alpine species are present at the highest altitudes, including snow tussock, snowberry (*Gautheria antipoda*), native aniseed (*Gingidia aromatica*) that are all rare on the peninsula.

Almost the entire upper catchment has been retired from farming and is now protected by conservation covenants that are being actively managed for biodiversity protection and ecological restoration.

The urgency to undertake weed control is further amplified by concurrent efforts in pest control being undertaken across the Peninsula, resulting in notable increases in bird populations. While the resurgence of native bird species is a positive outcome, the unintended consequence is that these birds can inadvertently aid in the dispersal of weed seeds over larger distances. The expanded range and abundance of these potential weed carriers create ample opportunities for invasive species to spread far and wide within and beyond the upper catchment of the Okana Stream. Furthermore, with the increase in land being acquired for ecological restoration, increases the opportunities for weeds to establish in land now retired from grazing.

The area subject to this application contain ecological values that meets 3 the national priorities for the protection of indigenous biodiversity on private land.

National Priority 1: contains representative plant communities that occur on acutely and chronically threatened land environments.

National Priority 2: wetlands, springs, seeps, and riparian strips along streams are present that support native wetland plants.

National Priority 3: excellent representation of volcanic bluffs and cliffs that are classified as originally rare ecosystems.

National Priority 4: contains threatened and at-risk plant, birds, reptiles, and invertebrates.



Map 1. Wainui catchment encompasses 1530 hectares, drained by Wainui stream and Jubilee stream
Yellow outline are registered QEII covenants, green shading marks the department of Conservation reserves.



Wainui has an active and energetic community, organised by the Wainui Residents Association. In September 2018 the bach owners and residents turned out in force to plant up the riverside by the Main Road.



Protection Rare Ecosystems, Linda Woods Reserve/Summit Road Society

Applicant: Bill Martin,

Owners: Summit Road Society

Protection: Private Reserve

Amount requested: \$7,680

Project summary Project summary

This project aims to protect and enhance indigenous biodiversity within Linda Woods Reserve. Specifically, this project includes weed control to eliminate several species that threaten the ecological integrity of the volcanic bluff ecosystems. A feature of the reserve is its pronounced volcanic bluffs that support excellent examples of dry shrublands that are highly representative of the original composition that are some of the finest examples remaining in the Port Hills ecological district. They also provide habitats for several nationally threatened species and plant species that are uncommon nationally, ranked as At Risk by the New Zealand threat classification system.

Prostrate kowhai, scrub pohuehue, matagouri, mikimiki, native broom, bracken fern (*Pteridium esculentum*) and silver tussock are the characteristic native species, with porcupine shrubs, *Coprosma propinqua* and *Corokia cotoneaster* less common. Obligate rock plants usually present include the dry tolerant rock fern (*Cheilanthes sieberi*), woodrush (*Luzula banksiana*), shield fern (*Polystichum oculatum*), ground spleenwort, *Haloragis erecta*, plume grass (*Dichelachne crinita*), rice grass (*Microlaena stipoides*) and less commonly yellow rock daisy (*Senecio lagopus*), New Zealand iris (*Libertia ixioides*), grassland daisy (*Senecio gracilentia*), yellow rock groundsel (*Senecio glaucophyllus* subsp *basinudus*) (At Risk – Naturally Uncommon). On the larger more complex bluffs occur several species that are endemic to Banks Peninsula, such as the endemic and nationally threatened Banks Peninsula sun-hebe (*Veronica lavaudiana*) (Threatened - Nationally Vulnerable), Banks Peninsula fescue tussock (*Festuca actae*) (At Risk - Naturally Uncommon) and Banks Peninsula button daisy (*Leptinella minor*) (At Risk – Naturally Uncommon).

The grassy mat sedge (*Carex inopinata*) (Threatened - Nationally vulnerable) is also present in one location in a small cave.

Linda Woods Reserve meets at least 2 of the national priorities for the protection of indigenous biodiversity on private land.

- National Priority 3: Volcanic bluffs are classified as originally rare ecosystems.
- National Priority 4: Protection of habitats of threatened indigenous species. Multiple threatened and at risk species are present on the bluffs.



Tokoroa covenant extension and pest control

Applicant: Antony Johnson

Owners: Douglas De Angelis, Oashore Station

Protection: QEII covenants

Amount requested: \$44,504

Project summary Project summary

Oashore Station a large property on the southeastern part of Banks Peninsula. Although part are still a working farm, it is predominately management for ecological restoration, with large areas protected by QEII covenants. It supports multiple ecological values protected through formal covenants, not least coastal shrublands, extensive bluff ecosystems, and cloud forest' remnants. These occur in notably intact ecological sequences from the sea (and lake) to ridgelines.

Part One is to improve approx. 2.2km's of existing fencing of enable 100 hectares to be managed more effectively. This will involve the removal of grazing from the valley slopes but may include light grazing of the more modified paddocks on the spur between Hikuraki and Tokoroa valleys.

Part Two involves the other side of the property, the Wairewa (Forsyth Face) Covenant. Wairewa (Forsyth Face) 52.5-hectare BPCT covenant since 2007. The aim here is to carry out pest plant and animal control to protect the existing values of the site. The target weed plants for this site are Pigs Ear, Karo, Gorse, Spur valerian and Boxthorn. Target pest animal control will be focused on Possums but will include Cats, Mustelids and Rats.

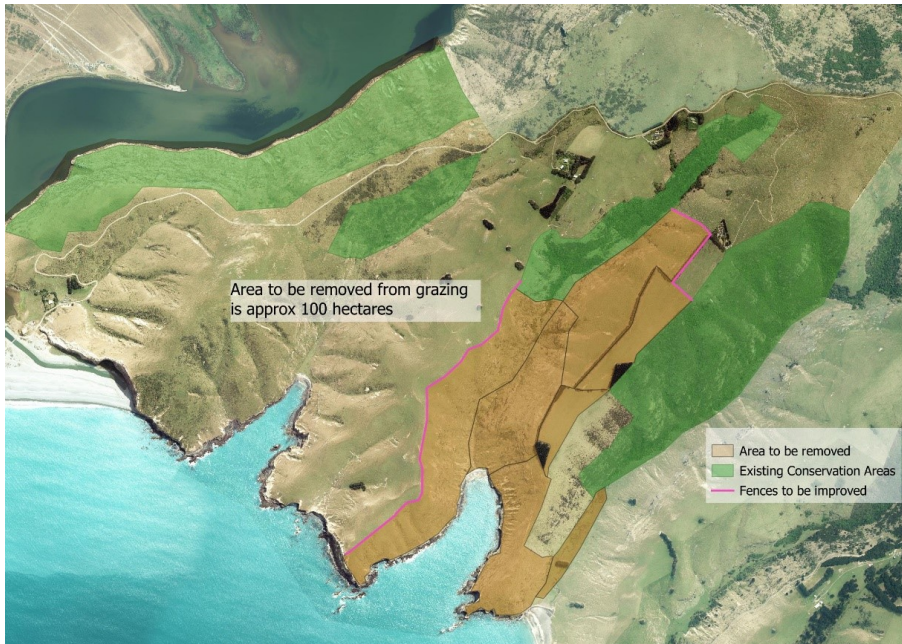
The area subject to this application contain ecological values that meets 3 the national priorities for the protection of indigenous biodiversity on private land.

National Priority 1: contains representative plant communities that occur on acutely and chronically threatened land environments.

National Priority 2: wetlands, springs, seeps, and riparian strips along streams are present that support native wetland plants.

National Priority 3: excellent representation of volcanic bluffs and cliffs that are classified as originally rare ecosystems.

National Priority 4: contains threatened and at-risk plant, birds, reptiles, and invertebrates. The project consists of two parts:



Feral Pig control – Te Waiora Catchment

Applicant: Maree Burnett, BPCT

Owner: Multiple

Protection: Numerous covenants and reserves

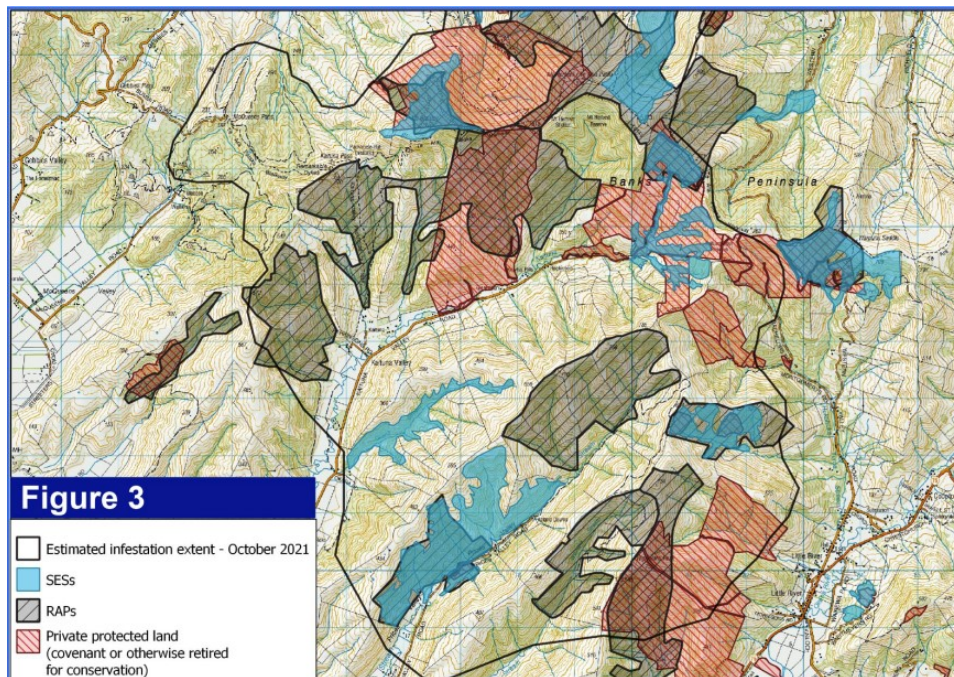
Amount requested: \$52,000

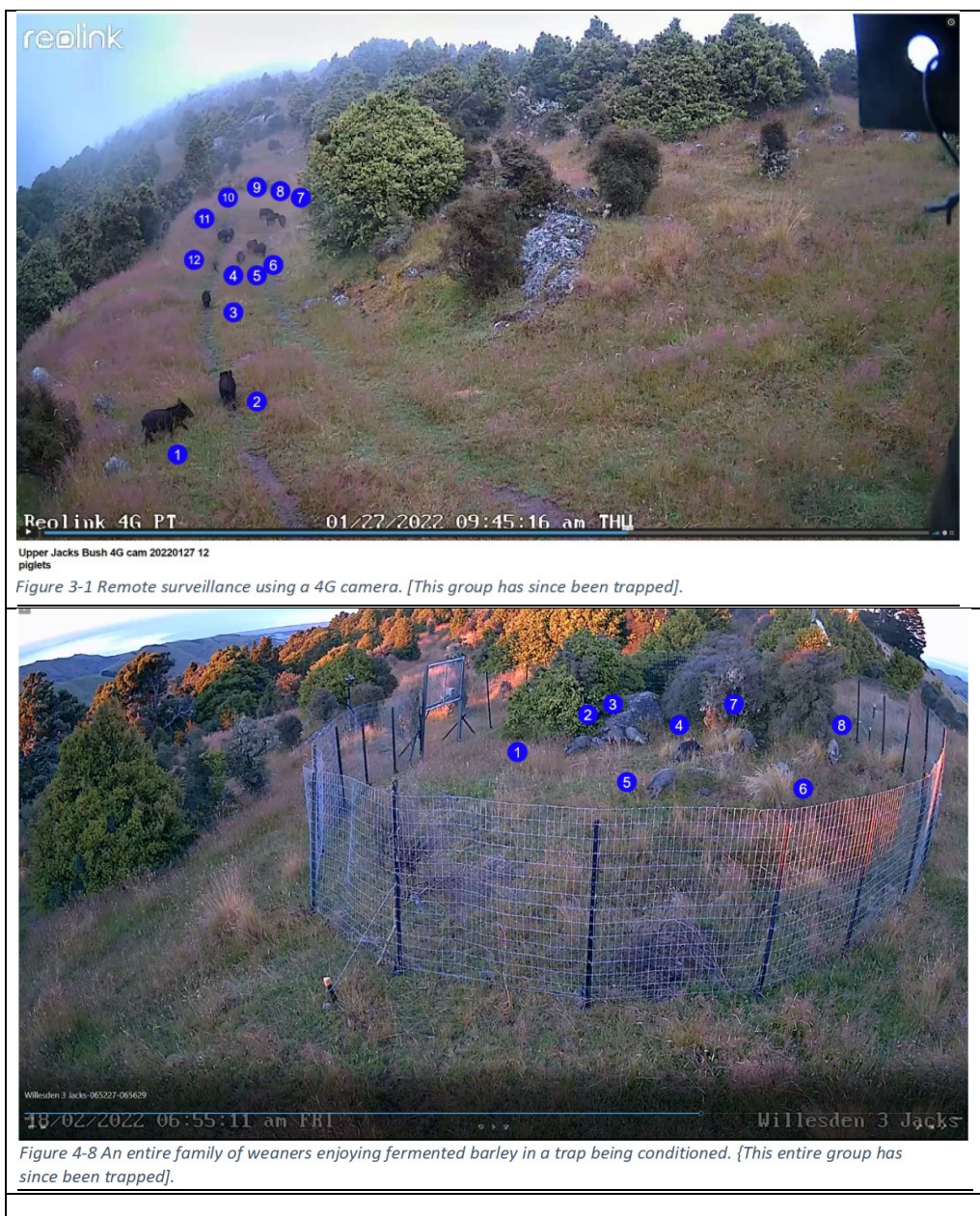
This project is for feral pig control across multiple properties and landowners. Feral pigs have recently emerged as a major threat on the Peninsula and they are rapidly spreading out from where they were illegally liberated in the Te Waihora catchment.

The spread of feral pigs is a looming disaster for Banks Peninsula's natural environment and its indigenous biodiversity. Feral pigs are one of the world's worst invasive animals for the devastating impact they have on indigenous biodiversity, eating all life forms (plants, invertebrates and vertebrates). Furthermore, ground disturbance caused by pig rooting is a major source of weed invasion and spread.

This project will set in place a systematic control plan to halt the spread, remove feral pigs from the Te Waihora catchment, and eventually the Peninsula. It comes on the back of considerable effort already undertaken by dedicated individuals to understand the extent of the problem and trial effective methods of control that will work to remove feral pigs. Outwards/Internal Document 6/05/2022 at 12:07 am

The project area is large, covering many thousands of hectares that includes numerous protected significant ecological sites and conservation reserves that will benefit directly from feral pig control. As important is preventing the further spread of feral pigs beyond where they currently roam. Feral pigs have yet to invade the Akaroa harbour catchment, nor the southern bays, that supports many habitats and species that are especially vulnerable to feral pigs, such as little blue penguin colonies that could readily be devastated by even a single pig.





Stencliffe Farm - Manatu Forest Fencing

Applicant: Hugh and Jane Eaton

Owner: as above

Protection: Numerous covenants and reserves

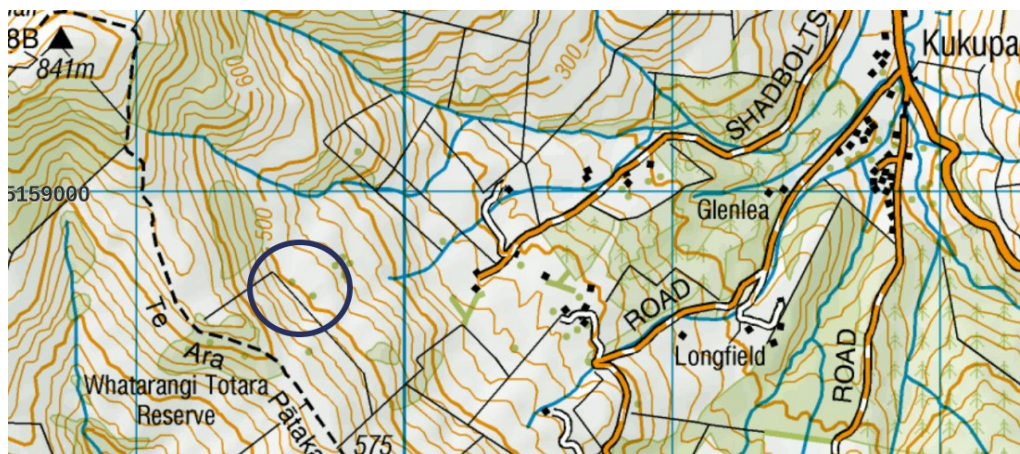
Amount requested: \$11,975

This project is to retire and restore approximately 2.8ha of significant mature forest. The vegetation is dominated by very large ribbonwood and lacebark trees with multiple other hardwood species that are representative of the forests on warm aspects on the Peninsula, largely lost to clearance. Removal of stock access will reduce the browse on tree seedlings and saplings and enable new trees to form a sub-canopy and eventually replace the kānuka with a long-lived, species-diverse podocarp-hardwood forest.

The area subject to this application contain ecological values that meets 3 the national priorities for the protection of indigenous biodiversity on private land.

National Priority 1: contains representative plant communities that occur on a chronically threatened land environment.

National Priority 2: wetlands, springs, seeps, and riparian strips along streams are present that support native wetland plants.



Map above: approx. location of site



Photo above: large kowhai

12. New Zealand Local Government Association Inc: payment of annual membership subscription

Reference Te Tohutoro: 24/728082

Responsible Officer(s) Te Pou Matua: Helen White, General Counsel / Head of Legal & Democratic Services
Bede Carran, General Manager Finance, Risk & Performance (CFO)

Accountable ELT Member Pouwhakarae: Helen White, General Counsel / Head of Legal & Democratic Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for Council to consider its continued membership of New Zealand Local Government Association Inc (LGNZ) and if membership is confirmed for the invoice to be paid.
- 1.2 The report is in response to Council receiving the membership renewal invoice and to provide analysis that supports the Council deciding whether or not to remain a member.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receive the information in the New Zealand Local Government Association Inc: payment of annual membership subscription report.

EITHER:

2. Agree to renew its membership of Local Government New Zealand Inc for the amount of \$163,254.75 plus GST.

OR:

3. Decline to renew its membership of Local Government New Zealand Inc and:
 - a. Resolve to resign its membership of Local Government New Zealand Inc; and
 - b. Authorise the Mayor to give notice of the resignation in writing to Local Government New Zealand Inc.
4. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy, as it is a decision regarding membership of an organisation and does not affect strategic assets or levels of services.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The annual subscription renewal of the Council's membership of Local Government New Zealand (LGNZ) is due. This year's renewal fee for membership is for the amount of \$163,254.75 plus GST.
- 3.2 This report provides analysis to support the Council decision on payment or not of this year's subscription. Should the Council decide not to renew its membership, it must comply with LGNZ's constitutional requirement to give notice of resignation in writing. The Council will be

required to pay a proportion of the membership fee up to the date the resignation takes effect (one month from notification).

- 3.3 A number of the reasons for remaining a member are not readily quantifiable. Council's decision should be based on an overall weighting of the merits of being a member of a body that advocates for local government weighed against the merits of undertaking direct advocacy on its own behalf. Being a member of an organisation such as LGNZ provides the benefit of collective advocacy but with reduced influence on the policy and advocacy positions. Alternatively, by not being a member Council may consider it can advocate more effectively and specifically on the issues important to the communities of the city and district, doing so as the South Island's largest city.

4. Background/Context Te Horopaki

- 4.1 LGNZ is constituted as an incorporated society and is a membership organisation. LGNZ's members are local authorities constituted under the Local Government Act 2002. LGNZ's purpose is to champion, connect, and support local government. The objects of LGNZ are set out in its Rules¹ and summarised are to:
- 4.1.1 promote the national interests of local government;
 - 4.1.2 advocate on matters affecting the national interests of local government and its communities;
 - 4.1.3 promote and facilitate regular dialogue with the Government, Parliamentarians, and the agencies of the Government;
 - 4.1.4 provide full, accurate, and timely information to its members on matters affecting local government and LGNZ;
 - 4.1.5 research, survey, and investigate matters in which LGNZ and its members have an interest;
 - 4.1.6 provide advice, education, and training opportunities for its members;
 - 4.1.7 hold conferences and forums to advance its objectives.
- 4.2 LGNZ is governed by the National Council, comprised of the President and 17 members, including three reserved for Auckland (although currently, it is not a member of LGNZ). To ensure representation across the country, LGNZ's Rules prescribe membership from metropolitan (Christchurch City Council is a member of the metropolitan sector), regional, provincial, and rural New Zealand, and also geographically from across the country. The National Council membership also includes the Chair of Te Maruata and one person appointed from the Young Elected Members Network.
- 4.3 The National Council appoints the Chief Executive of LGNZ who in turn employs LGNZ's staff.
- 4.4 For the financial year ended 31 March 2023 membership subscriptions of \$4.09 million made up approximately 42% of LGNZ's total revenue of \$9.812 million (LGNZ's financial performance for the year ended 31 March 2024 and its financial position as at 31 March 2024 are not yet published or available). For the year ended 31 March 2023 LGNZ made an operating deficit of \$578k (rounded).

¹ https://d1pepq1a2249p5.cloudfront.net/media/documents/LGNZ-rules-changes-adopted-at-2021-AGM_h1x9ruT.pdf

- 4.5 LGNZ's invoice to Council for the current year (which runs from 1 April 2024 – 31 March 2025) is \$163,254.75 (plus GST). By comparison for the year 1 April 2023 – 31 March 2024 Council paid \$141,960.65 (plus GST).
- 4.6 One of the reasons for the increased membership this year is that there is now full access to Ākōna, LGNZ's professional development learning platform. This had been optional in previous years. This platform aims to provide training and information on subjects that will help build council capacity and provide skills members need to do their job well such as speechwriting, media advice, guidance on tax obligations as well as subject information like climate change, financial governance, Te Tiriti partnerships. It also provides a tool for elected members to identify their individual professional development needs. A roadmap of modules is available at: [Akona_roadmap.pdf \(d1pepq1a2249p5.cloudfront.net\)](https://d1pepq1a2249p5.cloudfront.net/Akona_roadmap.pdf)
- 4.7 Council also incurs some other associated costs such as hosting costs, media content, and conference attendance, including travel and accommodation, totalling approx. \$25,000 per year.
- 4.8 The Council also contributes \$7,500 to the Mayor's Taskforce for Jobs (MTFJ), which is administered by LGNZ. Ceasing to be a member of LGNZ does not preclude the Mayor/Council from continuing to participate in the MTFJ.
- 4.9 This matter was last considered by the Council on 9 December 2021 and for a full analysis of the services provided by LGNZ, please view [item 32, page 15](#).

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.10 The following reasonably practicable options were considered and are assessed in this report:
- For the Council to pay the membership subscription and continue to be a member of LGNZ, or
 - For the Council to not pay the membership subscription and cease to be a member of LGNZ.
- 4.11 The advantages and disadvantages of membership may be summarised as follows:

Advantages	Disadvantages
Participation in the discussions and deliberations of the wider local government sector on matters of national and local interest.	An annual membership cost of \$163,254.75 (GST excl) this money could be redeployed to other activities and/or services, which could include governance and staff resources for direct advocacy on matters of specific interest to Council.
Enhanced access to Central Government Ministers, MPs, and officials through attendance at LGNZ events.	There is a risk that Council may not agree with policy and/or advocacy positions that LGNZ might adopt or pursue. Similarly, there is a risk that LGNZ may not advocate strongly enough on issues that are important to Council and the community.
Right to vote in Presidential and National Council elections.	LGNZ work programmes may not align with the Council's priorities or wishes, resulting in a sense that value for the membership fee is not being delivered.

Right to vote on and influence AGM remits.	<p>There are travel costs associated with attendance at LGNZ events.</p> <p>There are 6 in-person LGNZ meetings in a calendar year, ranging from Metro sector to Combined sectors to Zone 5 & 6 .</p> <p>Depending on the location and the number of days attended, travel costs could range between \$3k - \$5k per person.</p> <p>Depending on Council membership there are also 4-5 in-person National Council meetings per year, but travel costs are paid for by LGNZ.</p>
Right to participate in Zone 5 & 6 meetings (held in various locations throughout the South Island), and right to participate in meetings of the Metropolitan Sector (and with Auckland no longer a member Christchurch is now the largest territorial authority member).	
Ability and right to influence LGNZ positions and advocacy.	
Access to training modules provided by LGNZ through Ākona.	
Access to membership pricing for attendance at the annual LGNZ Conference.	
24/7 counselling and support service for all elected members and access to wellbeing tools.	
Neutral third party advice to LGNZ's members.	

Analysis Criteria Ngā Paearu Wetekina

- 4.12 A number of the reasons for remaining as a member are not readily quantifiable. The benefits are related to an overall weighting of the merits of participating in a membership body that advocates for local government both with central government and more widely, and the Council may consider it important that there is such a body. Christchurch as a large metropolitan council may consider it important that it is an active member of LGNZ to influence its advocacy on matters of importance to the Council and its communities.
- 4.13 In the alternative, the Council may consider that it can be more influential and represents the interests and concerns of its residents and ratepayers through direct advocacy with government, ministries, and other organisations both in Wellington and nationally. LGNZ with its requirement to reflect the views of its wide and varying membership is hampered in taking positions that reflect specifically the interests of the Council. Aligned to this, Council may perceive that, while it is a large metro, it is unable to influence sufficiently LGNZ's policy and advocacy decisions it sees as important. As a consequence, Council may consider the

subscription monies are better targeted to direct advocacy and representation, or redeployment on to other services and activities. Council may also consider it has sufficient resources to provide on a more direct and targeted basis the benefits that are provided by being a member.

- 4.14 If the Council considers that it should resign its membership of LGNZ, there would be some work required to identify allocation of internal resourcing to focus on the areas of advocacy and representation that better meet its needs. This resource may be able to be partially (or wholly) redirected within existing staff resource including what is utilised with supporting membership.
- 4.15 Broadly, as of 31 March 2023, LGNZ had equity, that is its assets were greater than its liabilities of \$3.76 million. Of the equity \$550,000 (rounded) was held in property, plant and equipment, and intangibles (largely software). The balance of approximately \$3.2 million is essentially held as current assets, essentially cash and cash equivalents.
- 4.16 Assuming that for the financial year ended 31 March 2024 LGNZ's financial position has not materially or substantially deteriorated, the Council's membership, or not as the case may be is unlikely to impugn LGNZ's financial viability for the current year. However, if the Council ceases to be a member it will have unwelcome financial implications for LGNZ, and consequently, it may be necessary for LGNZ to reassess its operating model and what parts of its business it prioritises.
- 4.17 More broadly, if Council does not renew its membership, is the reputational impact on LGNZ of the country's second-largest metro now ceasing to be a member.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Option 1	Option 2
Description	Retain membership	Resign membership
Cost to Implement	\$163,254.75	\$27,209 (max of 2 months membership to provide notice) Further work is required to determine what further staff resources, if any, may be required to fill any gaps created by the absence of information and advocacy provided by LGNZ.
Maintenance/Ongoing Costs	Approx. \$25,000 per year	Estimated \$10-16k travel costs for meetings
Funding Source	Rates	Rates
Funding Availability	Provided for in LTP/AP	Funding reapplied to direct advocacy - provided for in LTP/AP
Impact on Rates	approx. 0.027%	Estimated 0.006% *

*subject to full analysis of whether additional staff resource is required

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There are disadvantages and risks in remaining a member as set out above.

- 6.2 The risks in leaving LGNZ would be the potential to be isolated within the sector, to find it challenging to have Christchurch's voice heard in isolation by the sector body, and to convey the Council's views effectively to the government.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.3 Statutory and/or delegated authority to undertake proposals in the report:
- 6.3.1 The Council can determine whether it will renew its membership of LGNZ.
- 6.4 Other Legal Implications:
- 6.4.1 There is no legal context, issue, or implication relevant to this decision.

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.5 Membership of LGNZ does not directly impact the community.
- 6.6 If the Council resigns its membership, this would also apply to Community Board members and their ability to participate in their representative bodies.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.7 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. This is principally because LGNZ is a membership organisation advancing the interests of the local government sector and organisations.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Should the Council decide to remain a member, the Chief Executive will arrange for the invoice to be paid. Full access to all membership benefits will continue.
- 7.2 Should the Council decide to resign its membership, notice will be given.

Attachments Ngā Tāpirihanga

There are no attachments to this report.

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Helen White - General Counsel / Head of Legal & Democratic Services Niel Koch - Group Financial Controller Russell Holden - Head of Finance
Approved By	Bede Carran - General Manager Finance, Risk & Performance / Chief Financial Officer

13. Council Greenhouse Gas Emissions Inventory - Financial Year 2022/23

Reference Te Tohutoro: 24/513172

Responsible Officer(s) Te Carey Graydon, Principal Advisor Climate Resilience

Pou Matua: Lisa Early, Team Leader Climate Resilience

Accountable ELT John Higgins, General Manager Strategy, Planning & Regulatory

Member Pouwhakarae: Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to present the independently audited and verified results of the Council Greenhouse Gas Emissions Inventory (Inventory) for the financial year 2022/23 (Attachments A-B).
- 1.2 This report is staff generated and relates to a Level of Service in both the current and draft Long Term Plans to measure and report annually on the Council's greenhouse gas emissions.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. [Receive the information in the Council Greenhouse Gas Emissions Inventory - Financial Year 2022/23 report.](#)

3. Background/Context Te Horopaki

- 3.1 The Council has set a greenhouse gas emissions target for the organisation of 'being net carbon neutral by 2030'. Reporting on emissions via an inventory enables the Council to understand what it needs to do to meet its organisational target.
- 3.2 The Council has a level of service in the current and draft Long Term Plans to report annually on Council's organisational emissions.

Preparing the Inventory

- 3.3 Last year the Council implemented BraveGen's ESP platform to collate and view greenhouse gas (GHG) emissions data from all sources across Council's activities. The data can be broken down by emissions type, council unit, or location.
- 3.4 Staff prepared an emissions Inventory for financial year 2022/23 (Attachment A), which was then independently audited for accuracy and compliance. The data for FY2022/23 was audited and verified by Toitū in accordance with ISO 14064- 1:2018 (Attachment B). Toitū Envirocare is a subsidiary of Manaaki Whenua – Landcare Research, a Government-owned Crown Research Institute.
- 3.5 The auditors were complimentary of the accuracy and thoroughness of the Council's inventory. We met all requirements of the standard and achieved the technical assurance levels of 'reasonable assurance' for the majority of our inventory, and 'limited assurance' for several sources which are harder to quantify and verify.

4. Considerations Ngā Whai Whakaaro

- 4.1 The inventory results for FY23 show that Council operations produced a gross total of 33,727.04 tonnes of carbon dioxide equivalent (CO₂-e). A breakdown summary of results is presented below. For context, the Council's emissions (33,727 tCO₂-e) make up approximately 1.35% of the district's total gross emissions (2,507,475 tCO₂-e).
- 4.2 The Council previously prepared emissions inventories for the financial years 2016-2019, which averaged between approximately 20,000 - 23,000 tCO₂-e annually. However, the methodology for calculating wastewater treatment emissions in New Zealand has since been updated by Water NZ, resulting in significantly higher emissions figures for wastewater treatment. For clarity, the increase in reported emissions from wastewater treatment is primarily a result of changes to the methodology for calculating emissions, not a result of operational changes resulting in increased emissions.
- 4.3 The inclusion of additional emissions sources in the FY23 Inventory also means the new Inventory is not directly comparable to previous inventories. After discussions with staff at Toitū (the auditors), we have set the FY23 Inventory as our baseline year to comply with the verification process and to enable progress to be tracked in a consistent manner from now on.
- 4.4 While this means there will be no useful comparable trend data until future inventories are completed, it should be noted that unlike the district emissions target, the Council's own emissions target did not set a baseline year, or interim reduction targets, so using FY23 will not impact reporting on the net neutral 2030 target.

Methodology

- 4.5 The Inventory aligns with ISO 14064- 1:2018, which is an international standard commonly used by councils and organisations across New Zealand to measure operational emissions. It covers all business units within the Council, and all Council owned and operated facilities.
- 4.6 The Council applies the 'operational control' approach under the ISO standard for its inventory boundary. This means any third parties, including Council Controlled Organisations (CCOs), Council Controlled Trading Organisations (CCTOs), and related Trusts are excluded from the scope, as the Council does not have day-to-day operational control of these organisations. CCOs, CCTOs and Trusts have their own sustainability policies, and are responsible for reporting and managing their own emissions.
- 4.7 The emissions sources included were categorised according to the ISO standard:
 - Direct GHG emissions (Category 1): GHG emissions from sources that are owned or controlled by the company.
 - Indirect GHG emissions (Category 2): GHG emissions from the generation of purchased electricity, heat and steam consumed by the company.
 - Limited sources of indirect GHG emissions (Categories 3-4): GHG emissions that occur as a consequence of the activities of the company, but occur from sources not owned or controlled by the company.
- 4.8 The Council's Inventory includes all mandatory sources to meet the standard, and staff also reviewed guidance in the Carbon Neutral Government Programme (CNGP) on significant emissions sources for inclusion (noting this was to inform thinking on best practice only, and that Councils are not required to comply with that programme). Data was included for those suggested categories where it was available and aligned with our reporting boundary.
- 4.9 The Council does not currently collect data on staff commuting or working from home, so any associated emissions are excluded from scope. Emissions from grazing on land leased by

Council are also currently excluded. Consideration will be given to including these sources in future inventories, where it is possible to collect data.

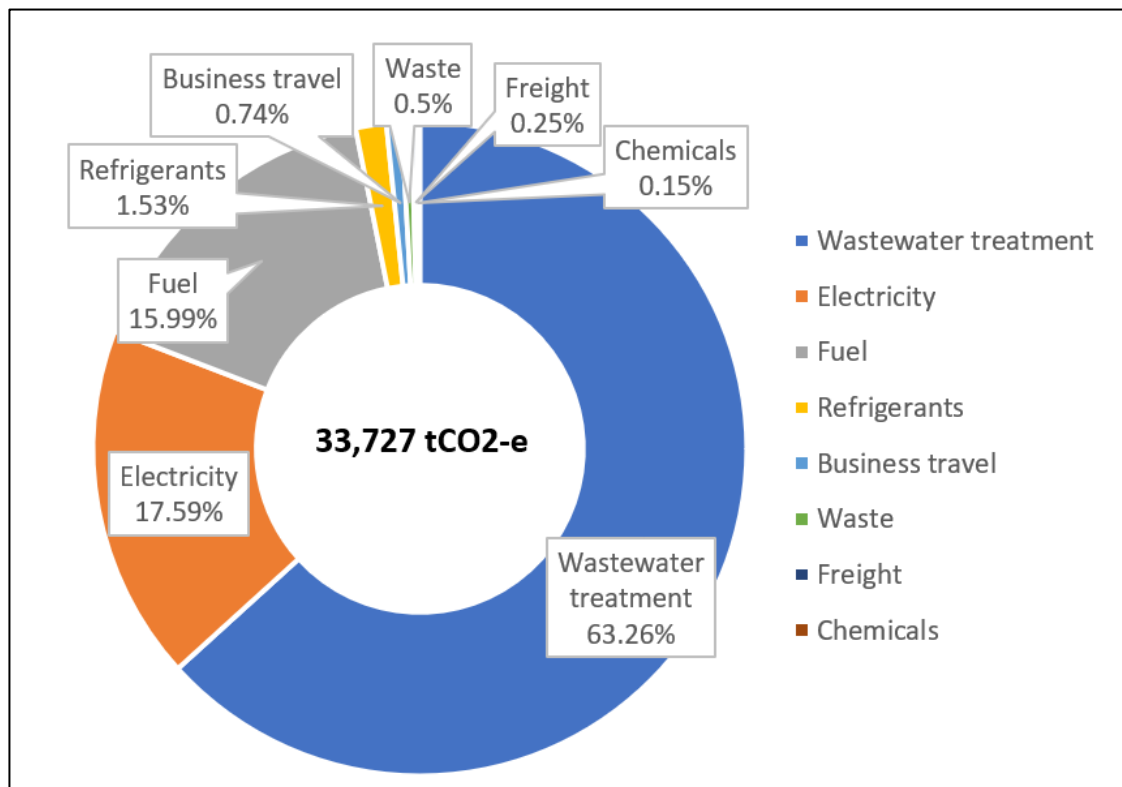
- 4.10 This Inventory report focuses only on Council's gross emissions. In future years it will likely include removals (i.e., sequestration from trees on Council owned land) to provide net emissions for each year. Cross-Council discussions are ongoing regarding how best to capture and report this information in a verifiable way. This will enable the Council to measure progress against the organisational target to be net carbon neutral by 2030 for its operations.

Results

- 4.11 In FY22/23, Council operations produced a gross 33,727.04 tonnes of carbon dioxide equivalent (CO₂-e). The main sources were:

- Wastewater treatment (from processing – electricity use reported separately) – 63.26%
- Electricity – 17.59%
- Fuel – 15.99%
- Refrigerants – 1.53%
- Business travel – 0.74%
- Waste – 0.5%
- Freight – 0.25%
- Chemicals – 0.15%

Figure 1: Total gross council emissions by source, FY22/23





- 4.12 63.26% of the Council's operational emissions come from wastewater treatment. These emissions primarily consist of methane and nitrous oxide resulting from biological processes. Emissions associated with powering the plants and pumping wastewater etc. are categorised under electricity and fuel.

- 4.13 Electricity emissions are primarily caused by fossil fuel energy generation in the national grid. Key sources of Council's electricity use include wastewater collection (4.4% of total Council emissions), water supply (3.56%), streetlights (3.26%), and sports and recreation facilities (2.61%).
- 4.14 Key sources of fuel emissions include landfill gas used to power/heat facilities (8.49% of total emissions), stationary combustion of fuels such as diesel (4.09%), and mobile combustion of diesel and petrol used to power vehicles (2.71%).

Next steps

- 4.15 The Inventory will be published on the Council's website.
- 4.16 The Inventory will be updated annually using data collated from BraveGen's ESP platform. The next auditing date will be arranged with Toitū for the financial year 2023/24. Having detailed information on both the volume and source of the Council's emissions will enable the Council to determine the most efficient way to reduce emissions over time, and track progress towards the 2030 net carbon neutral target.
- 4.17 Staff are currently working with a consultant to develop an Emissions Reduction Plan for Council's operational emissions, which will be delivered in July 2024. The Plan will enable a whole of council approach to reducing operational emissions and will quantify the costs and emissions reduction potential for specific emissions reduction initiatives. This will ensure the organisation's resources can be focused on the most cost-effective and meaningful emissions reduction initiatives. Any new initiatives identified as worthwhile would then go through the normal business case process for funding through future Long Term or Annual Plan processes.
- 4.18 Staff will continue investigating options to account for carbon removals (i.e. sequestration from trees) to better enable measurement of progress towards the organisation's 2030 net carbon neutral target.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	CCC Greenhouse Gas Emissions Inventory FY23	24/497049	288
B 	Independent Audit Opinion - Toitu Verification	24/496964	307

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Carey Graydon - Principal Advisor Climate Resilience Edward Lewis - Advisor Climate Resilience
Approved By	Lisa Early - Team Leader Climate Resilience David Griffiths - Head of Strategic Policy & Resilience John Higgins - General Manager Strategy, Planning & Regulatory Services

Greenhouse Gas Emissions Inventory

Christchurch City Council

Prepared by (lead author): Carey Graydon, Principal Advisor Climate Resilience - Christchurch City Council

Date: 01/12/2023

This report has been prepared in accordance with ISO 14064-1:2018.

Verification Status: Reasonable and Limited

Measurement period: 01/07/2022 to 30/6/2023

Base year period: 01/07/2022 to 30/6/2023

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Introduction

This report is the annual greenhouse gas (GHG) emissions inventory report for Christchurch City Council. The purpose of this report is to quantify the GHG emissions that can be attributed to Christchurch City Council's operations within the declared boundary and scope for the July 2022 to June 2023 period.

This report has been prepared in accordance with ISO 14064-1:2018.

Organisation Description

The Christchurch City Council is a New Zealand Territorial Authority. It provides a variety of public services in line with its responsibilities under the Local Government Act 2002. Key activities undertaken by the Christchurch City Council include: water supply; waste water collection and treatment; storm water management; solid waste management; provision of transportation infrastructure, street lighting; arts and cultural facilities; parks, recreation and community facilities; and the provision of regulatory services.

The Council acknowledges its operations can have a direct impact on the environment, and it considers climate impacts as part of its decision-making. The Council is committed to measuring, managing, and reducing its operational greenhouse gas emissions.

1. Statement of intent

This inventory forms part of the Council's commitment to measure and manage down its greenhouse gas emissions. The intended uses of this inventory are:

- To transparently record the council's operational greenhouse gas emissions.
- To ensure compliance with the requirements of the ISO-14064:2018 greenhouse gas emissions reporting standard.
- To assist with emissions reduction planning for Council's operations.
- To monitor progress against our organisational target of 'being net carbon neutral by 2030' for our operations.

Intended users of this report include, but are not limited to:

- Council staff
- Council's Executive Leadership Team
- Christchurch residents

2. Person Responsible / Author

Carey Graydon, Principal Policy Advisor, Climate Resilience, has responsibility for authoring this report. David Griffith Head of Strategic Policy and Resilience, reporting to Lynn McClelland - Assistant Chief Executive, Strategic Policy and Performance, is responsible for overseeing the Council's emission inventory monitoring and reduction performance, as well as reporting results to the Executive Leadership Team.

The Executive Leadership Team has collective responsibility for managing budgets and resourcing across the organisation to meet its greenhouse gas emissions targets. The Executive Leadership Team report progress annually to Elected Members.

The Climate Resilience Team provides advice to the organisation on emissions reduction and offsetting opportunities.

3. Reporting Period

Measurement period of this report: 01/07/2022 – 30/06/2023

Base year measurement period: 01/07/2022 – 30/06/2023

Frequency of reporting will be annual.

This base year period was selected because it represents the first year in which we have access to a materially complete set of data records for forming the inventory for the Toitū audit. The Local Government financial year was selected to best align to our financial reporting cycles.

The Council has previously reported emissions inventories under the CEMARS and carboNZero programme for the financial years 2015/16 – 2018/19. As the methodology has changed significantly in the way we measure emissions from our wastewater treatment processing (our largest source of emissions), and a wider set of emissions have been captured for this inventory, it was determined that using the 2022/23 period as a base year for future reporting and emissions reduction planning would be most appropriate.

4. Organisational boundary and consolidation approach

Organisational boundaries are set with reference to the methodology described in the ISO 14064-1:2018. The standard allows two distinct approaches to be used to consolidate GHG emissions: the equity share or control (either financial or operational) approaches¹

The Christchurch City Council uses the 'operational control' consolidation approach to defining its boundaries. The Council's emissions inventory applies to all business units in the Council itself, including those in the following Groups: Executive Office, Citizens and Community, Infrastructure Planning and Regulatory, Resources group, Strategic Policy and Performance.

All Council owned and operated facilities are included in this scope. Council premises leased to third parties, such as cafes at Council's pools and libraries, are intended to be excluded from the scope. However, unless such premises have their own dedicated electricity supply (ICP), at this time Council's BraveGen ESP dashboard will include their electricity use together with that of the Council facility that the premises are part of, as they are unable to be separated at this stage.

Any third parties, including Council Controlled Organisations (CCO), Council Controlled Trading Organisations (CCTO), and related Trusts are excluded from the scope, as the Council does not have day to day operational control of those organisations. CCOs, CCTOs and Trusts have their own sustainability policies and are responsible for reporting and managing their own emissions.

Table 1. below shows an overview of those companies and trusts.

Table 2. provides an overview of Council Groups and key services and activities they provide.

¹ Control: the organisation accounts for all GHG emissions and/or removals from facilities over which it has financial or operational control.

Equity share: the organisation accounts for its portion of GHG emissions and/or removals from respective facilities.

Table 1. Organisational boundary

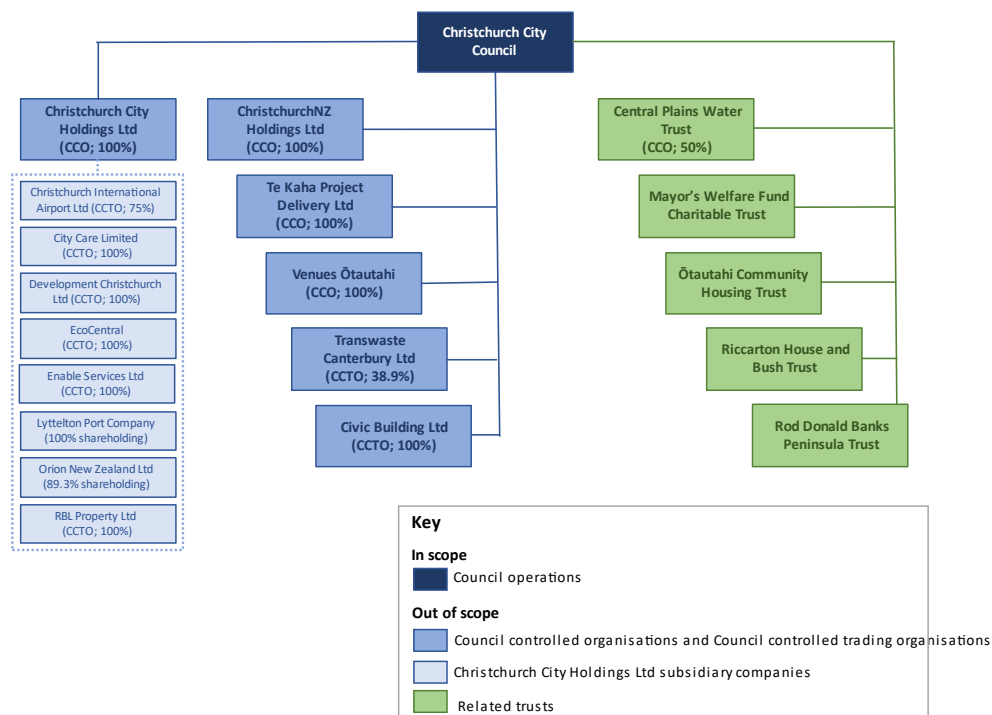


Table 2. Council Groups and key activities

Council Group	Unit	Key Functions and Activities
Chief Executive	Treaty Relationships, Executive Support	Mana whenua and Te Tiriti relationships, Administrative support.
Greater Christchurch Partnership		Greater Christchurch programme leadership and support, Inter-council urban development programme.

Council Group	Unit	Key Functions and Activities
Strategic Policy and Performance Group	Communications & Engagement, Corporate Planning & Performance, Legal and Democratic Services, Office of Mayor and Chief Executive, Programme Management Office, Strategic Policy & Resilience	Media response and advice, Marketing, Community engagement, Public and internal communications, Long Term Plan, Annual Plan processes, Research & monitoring, Legal advice, Council and committee support, Advisors to CE and Mayor, LGOIMA/official information requests, Civic & international relations, Capital programme management, Climate change policy development and advice, Strategic asset management planning & advice, Policy and strategy development and advice, and Bylaw reviews.
Citizens and Community Group	Art Gallery, Customer Services, Parks, Recreations, Sports & Events, Vertical Capital Delivery, Libraries & Information, Community Support & Partnerships.	Christchurch Art Gallery and Akaroa Museum, Customer services, including Call centre; Walk-in customer services, payments etc. Regional and community park operations-planting & maintenance, Biodiversity, Botanic Gardens, Hagley Park planning, operations and maintenance, Nursery planning and operations, Sports facilities planning, operations & maintenance, Sports programmes, Project management for major facilities projects, Tūranga (central Library) and community libraries, Community board governance support, Community development and engagement, Community partnerships and funding, Civil defence & emergency management.
Infrastructure, Planning and Regulation Group	Building Consenting, City Growth & Property, Planning and Consents, Regulatory Compliance, Technical Services & Design, Three Waters, Transport & Waste Management	Residential and commercial building consents and inspections, Code compliance with building consent conditions. Urban regeneration projects & programmes, Acquisitions and disposals of Council property, District planning; coastal hazards planning. Urban design, Reviewing/granting resource consents per District Plan, Transport policy & planning, Environmental health officers, Animal control, LIMs and PIMs, Land surveying, Road transport design, Architectural design, structural engineering, Geotechnical and natural hazards advice, Water supply planning and delivery, Wastewater planning and delivery, Stormwater and flood management, Freshwater ecology – water quality and ecology monitoring and reporting, Water investigations and advice, including backflow prevention and trade waste, Transport asset planning, Roading projects management, maintenance renewals, Contract management for Kerbside waste collection, Recycling, Transfer stations, and Organics processing. Monitoring Burwood landfill and closed landfills, Waste minimisation projects.

Council Group	Unit	Key Functions and Activities
	Wastewater Treatment (Part of Three Waters Unit)	<p>Treatment of the district's wastewater.</p> <p>The majority of the district's wastewater is treated at the Christchurch Wastewater Treatment Plant (CWTP) located at 230 Pages Rd.</p> <p>There are also several smaller plants serving communities in Banks Peninsula, which treat wastewater using various processes. These are located at:</p> <p>Wainui – 1R Warnerville Rd, Duvauchelle – 6141 Christchurch Akaroa Rd Akaroa – 301 Beach Rd Tikao Bay – 2 Tikao Bay Rd</p> <p>Lyttelton - noting the Lyttelton Wastewater Treatment Plant ceased operations as of 31 January 2023, and now Lyttelton's wastewater is sent to the centralised CWTP for treatment.</p>
Resources Group	Digital, Finance, People & Culture, Procurement & Contracts, Risk & Assurance, Water Reform, Facilities & Asset Planning, Smart Christchurch.	<p>Internal corporate services; IT, Cyber security, GIS services,</p> <p>Corporate financial planning, Accounting, CCO performance monitoring and reporting, Human resources, Procurement and contract support, Health, safety & wellbeing, Facilities planning, Contract management including facilities maintenance and repairs; facilities operations. Business support, Continuous improvement, Smart Christchurch project management.</p>

Excluded emissions sources

Emissions from activities on land leased from Council, including grazing on Council land are currently excluded from scope. We do not currently collect information on staff working from home, or staff commuting, so they are both excluded from scope for this year's inventory. Consideration will be given to including them in future inventories.

For this inventory, stationary lubricant data has only been collected for two of our largest facilities, the Christchurch Wastewater Treatment Plant, and the Civic building. We have included chemical usage for water supply and are looking to further improve the way we collect that data in the future. There are likely to be changes in the future if rules change with the proposed new water entity.

We have not counted any chemicals or fertilisers used in our parks in this inventory but will consider ways to collect this information in the future.

This inventory also excludes water supply consumption and the usage of wastewater services under Category 4. This is to avoid double counting of the emissions that are produced by Council, and therefore included in Category 1 and 2. This categorisation may also need to change depending on decisions around the new water entity and future ownership of the network.

The only freight transportation included in this inventory is the supply of water (via water tankers) in the case of supply disruption, and the transportation of chemicals such as chlorine salt used in



pools. All other sources of freight are excluded as we do not have sufficient information currently available, and those sources are likely to be small compared to the Council's total emissions.

Gross emissions

This report focuses on the Council's gross emissions only – in future years we will likely include direct removals from sources such as sequestration from trees, to provide our net emissions for each year. This will enable us to measure progress against our organisational goal of being net carbon neutral for our operations by 2030.

Table 3. Summary of excluded emission sources

Excluded emissions	GHG emissions ISO category	Rationale
Emissions from agricultural leases on Council land	Category 4	We do not have enough data to estimate emissions, and this is unlikely to be a significant source compared to Council's total inventory.
Staff working from home	Category 4	Insufficient data, highly flexible workforce would make it difficult to even do estimates for the current period. Will investigate opportunities to gather data in future years to be able to include these emissions.
Staff commute	Category 3	Insufficient data. Will consider opportunities to capture data through surveys or other means to include in future inventories.
Freight transport	Category 3	We currently do not hold comprehensive data outside of water tankers for water supply and chemical transportation. Data could potentially be collected in \$ spent, but tkm was not readily available. Given the likely small impact on the total emissions, we have chosen to exclude other freight on a de minimis basis.
Water supply and wastewater services (category 4)	Category 4	We have excluded this source from Category 4 as the Council directly supplies these services for the community and already accounts for those emissions in Category 1 and 2. The exception is that we do include chemicals used in this process under Category 4 (as they are not captured in Category 1).

Reporting Boundaries

The GHG emissions sources included in this inventory were identified with reference to the methodology described in the ISO 14064-1:2018 standard.

To identify emissions sources from Council activities, Council staff used the previous list of sources collected for its Resource Efficiency Greenhouse Gas Emissions (REGGE) data and prior emissions inventories as a starting point, and reviewed asset data to ensure all Council facilities and sites were included. Finance staff assisted with identifying invoices from relevant suppliers, which could be used to identify emissions sources. Staff also held discussions with teams across Council to sense check the existing data sources, consider any new Council activities which may have any potential new sources, and then determine which additional sources should be included in this inventory. Council staff also received guidance from BraveGen ESP staff (who have expertise in carbon inventories and are supplying our new emissions inventory software), to ensure the Council was collecting sufficient sources of emissions data to comply with the ISO 14064-1:2018 standard.

As Three Waters is such a large component of the Council's overall emissions, a greater focus has been applied to that area. The Three Waters Unit has a new position focused on climate resilience, and that staff member gave advice on the wastewater treatment process. Consultants have provided a much more detailed breakdown of emissions from wastewater treatment and additional related sources such as overflow estimates, allowing for greater confidence on that data.

The emissions sources deemed significant for inclusion in this inventory were classified into the following categories, as defined under ISO14064-1:2018:

- Direct GHG emissions (Category 1): GHG emissions from sources that are owned or controlled by the company.
- Indirect GHG emissions (Category 2): GHG emissions from the generation of purchased electricity, heat and steam consumed by the company.
- Limited sources of indirect GHG emissions (Categories 3-4): GHG emissions that occur as a consequence of the activities of the company, but occur from sources not owned or controlled by the company.

Methodology

Quantification approaches

A calculation methodology has been used for quantifying the emissions inventory based on the following calculation approach, unless otherwise stated below:

- Emissions = activity data x emissions factor

All emissions were calculated using externally verified emissions factor sources such as those provided by the Ministry for the Environment or based on Intergovernmental Panel on Climate Change (IPCC) guidance. The intent has been to use the most specific and relevant factor for the activity type being quantified.

Global Warming Potential (GWP) values used for the inventory

When compiling this inventory, the Council primarily used the emissions factors built into the BraveGen platform (based on the IPCC's 'AR5 no climate-carbon feedback', unless otherwise stated). This system multiplied the tonnes of various GHG emissions entered with the corresponding emissions factors for the relevant Global Warming Potential - to provide total emissions in a carbon dioxide equivalent (CO₂-e), unless otherwise specified. The emissions factors used for each type of emission is listed in the Council's BraveGen ESP platform. The emissions factors used are from the Ministry for the Environment's Te ine tukunga: He tohutohu pakihi Measuring emissions: A guide for organisations: 2023 emission factors summary,² and are based on the IPCC guidance unless otherwise stated. For various categories of Recycled Waste, BraveGen ESP use the United Kingdom's Department for Environment, Food and Rural Affairs (DEFRA) emissions factors. See Appendix A for a full list of emissions factors used in this inventory.

One notable exception is the calculation of emissions from the wastewater treatment plants (Christchurch Wastewater Treatment Plant (CWTP) and the Banks Peninsula Wastewater Treatment Plants) and Biosolids Disposal from CWTP. Unlike previous inventories which used IPCC guidance for wastewater calculations, for this new inventory the Council followed the Water New Zealand 'Carbon accounting guidelines for wastewater treatment: CH₄ and N₂O' guidance to calculate those emissions (published August 2021).

The Banks Peninsula Wastewater Treatment Plants include a number of smaller wastewater treatment plants, where emissions have been calculated individually for each plant based on a population basis - Wainui, Duvauchelle, Akaroa, Tikao Bay, and Lyttelton (noting the Lyttelton Wastewater Treatment Plant ceased operations as of 31 January 2023). Calculations for the larger CWTP were based on plant specific data where available, rather than the more simplified population basis. Additionally, emissions associated with wastewater network overflows were estimated using equations adopted from the Water New Zealand guidelines as a basis.

The new methodology adopted for calculating the emissions from treating wastewater is primarily responsible for a significant increase in the emissions attributed to the Council's wastewater operations. As wastewater treatment is its largest emission source, this also resulted in a large increase to the Council's overall emissions footprint.

The refrigerant losses data recorded is the total amount of various refrigerants purchased for the Council by our suppliers, with the exception of the Council's Taiora QEII facility, which was captured separately. Refrigerant liability is mapped by facility. The production of chlorine for Council pools was included in Category 4, as it was mixed on site from imported ingredients. Transportation to other pools is recorded under fuel use in Category 1.

There is some uncertainty around the way woodchips are accounted for in the production of energy at one facility, due to multiple inputs, such as electricity and landfill gas, also being used to produce the energy - some of which the Council supplies itself, or purchases on behalf of a third party, who then creates the energy which is supplied back to us. The Council has reasonable confidence that the overall emissions from this process will have been accounted for but requires further guidance on appropriate categorisation.

² <https://environment.govt.nz/publications/measuring-emissions-a-guide-for-organisations-2023-emission-factors-summary/>



Information management procedures

The Council uses the BraveGen ESP platform to hold all its emissions information in one place. The improved level of data management will enable the Council and individual units to make more informed emissions reduction decisions. The emissions data is manually entered into the BraveGen ESP system, and the original invoices or spreadsheets are also stored in the system.

Some parts of this process may become more automated in the future if suppliers are able to supply the invoices or data in a compatible form to be automatically uploaded.

Historical recalculations

No historical recalculations have been undertaken as part of this inventory.

Data Selection and collection used for quantification

Table 4. Data collection methodology and assumptions for included emission sources.

GHG emissions category (ISO 14064-1:2018)	GHG emissions source subcategory	Overview of Activity source data	Explanation of uncertainties or assumptions around data and evidence	Use of default and average emissions factors
Category 1: <i>Direct emissions and removals</i>	Direct emissions from stationary combustion	-Diesel (stationary) -Stationary LPG -Landfill gas -Lubricants stationary engines	It is assumed the data sources are complete and accurate. All source data is derived from supplier records.	The most accurate emissions factors were selected for all sources.
	Direct emissions from mobile combustion	-Fleet Fuel – Diesel -Fleet Fuel – Petrol -Fleet lubricants	It is assumed the data sources are complete and accurate. All source data is derived from supplier records.	The most accurate emissions factors were selected for all sources.
	Wastewater treatment emissions	-Wastewater treatment	Water NZ methodology used at Christchurch Wastewater Treatment Plant, with estimates used for smaller Banks Peninsula Treatment Plants.	Average emissions factors were used for Banks Peninsula treatment plants based on population.
	Direct fugitive emissions arising from the release of GHGs in anthropogenic Systems	-Refrigerants (heating and cooling)	It is assumed the data sources are complete and accurate. All source data is derived from maintenance records.	The most accurate emissions factors were selected for all sources, as all refrigerant types are directly correlated to the available GWP of the gas type.
	Direct emissions and removals from land use, land use change and forestry	-Fertiliser -Land use change / forestry	We have not found data on fertiliser use, so this needs further investigation for future inventories. No significant land use change has occurred.	n/a



Overall assessment of uncertainty for category 1	Medium. We have high confidence in data from stationary and mobile fuel use, and wastewater treatments, but there is greater uncertainty around, refrigerants, lubricants, and potential fertiliser and woodchip use.			
GHG emissions category	GHG emissions source or sink subcategory	Overview of Activity data and evidence	Explanation of uncertainties or assumptions around data and evidence	Use of default and average emissions factors
Category 2: Indirect GHG emissions from imported energy	Indirect emissions from imported electricity	-Electricity -Energy generated by woodchips, landfill gas.	It is assumed the data sources are complete and accurate. All source data is derived from supplier records.	Average emissions factors were used for electricity and energy production (noting difficulty in categorising woodchip usage)
Overall assessment of uncertainty for Category 2 emissions	Medium. There is high confidence that the volume of imported energy is correct. There is some uncertainty over the categorisation of energy generated from woodchips, as landfill gas (from Council) and electricity purchased by Council were also used in the production of the energy. However, this represents a small portion of overall emissions.			
GHG emissions category	GHG emissions source or sink subcategory	Overview of Activity data and evidence	Explanation of uncertainties or assumptions around data and evidence	Use of default and average emissions factors
Category 3: Indirect GHG emissions from transportation	Emissions from Business travel	-Air travel (domestic, long and short haul, business/economy), -Hotels -Rental cars -Private cars -Taxis	It is assumed the data sources are complete and accurate. All source data is derived from supplier customer activity reports.	The most accurate emissions factors were selected from the available data – e.g., air travel split by type of flight and class, hotels by country etc.
	Emissions from upstream transport and distribution for goods	-Freight transport	We currently do not hold comprehensive data outside of water tankers for water supply and chemical transportation. Data could potentially be collected in \$ spent, but tkm was not readily available. Given the likely small impact on the total emissions, we have chosen to exclude other freight on a de minimis basis	The most accurate emissions factors were selected from the available data.
	Emissions from staff commute	Out of scope – we currently do not collect suitable data.		
Overall assessment of uncertainty for Category 3 emissions	Medium. Some uncertainty around staff business travel (e.g. size of rental cars, hotel averages etc.) and freight. Further work is needed to monitor additional sources of freight use in the future.			

GHG emissions category	GHG emissions source or sink subcategory	Overview of Activity data and evidence	Explanation of uncertainties or assumptions around data and evidence	Use of default and average emissions factors
Category 4: <i>Indirect GHG emissions from products used by an organisation</i>	Transmission and distribution losses	-Electricity - Transmission and Distribution Losses	It is assumed the data sources are complete and accurate. All source data is derived from supplier customer activity reports.	Average T&D factors used
	Staff working from home	Out of scope – we currently do not collect suitable data.		
	Materials and Waste	-Waste to landfill -Recycled waste	Local MfE factors used for landfill waste, some uncertainty around using UK based recycling factors.	DEFRA factors used for various categories of recycling
	Water Supply and wastewater treatment	-Chemicals (water treatment)	Data from water supply and wastewater. Pool chemicals recorded elsewhere.	Note - other category 4 emissions from water supply and wastewater have been excluded from this inventory to avoid double counting – Council accounts for them in category 1 and 2.
	Chemicals	-Chlorine for pools	Mixed at QEII facility, internal transportation to other council pools captured in category 1.	The most accurate emissions factors were selected from the available data.
Overall assessment of uncertainty for Category 4 emissions	<i>Medium. Good information on Transmission and Distribution Losses, however full chemical dataset is potentially incomplete, and is an area the Council could focus on in future inventories. There is confidence in the accuracy of the volumes of various types of recycling, but some uncertainty around accuracy of recycling factors.</i>			
Category 5: <i>Indirect emissions associated with the use of products from the organisation</i>	Out of scope			
Category 6: <i>Indirect emissions (other sources)</i>	Out of scope			

EMISSIONS INVENTORY RESULTS

Inventory Summary

Table 5. GHG emissions summary for period 01 July 2022 to 30 June 2023

Category	Total emissions (tCO ₂ -e)
Category 1: Direct emissions	24,279.25
Category 2: Indirect emissions (<i>imported energy</i>)	5,413.60
Category 3: Indirect GHG emissions (<i>transportation</i>)	331.57
Category 4: Indirect emissions (<i>products used by organisation</i>)	3,702.62
Category 5: Indirect emissions (<i>use of products from the organisation</i>)	n/a
Category 6: Indirect GHG emissions (<i>other sources</i>)	n/a
Total direct emissions	24,279.25
Total indirect emissions	9,447.79
Total gross emissions	33,727.04



Table 6. GHG emissions summary by source: 01 July 2022 to 30 June 2023

Category (ISO 14064-1:2018)	Scope (prior ISO 14064- 1:2006)	Emission Source	Emissions (tCO ₂ -e)
Category 1: Direct emissions	1	Diesel (stationary)	970.53
		LPG (stationary)	44.21
		Landfill Gas	1,886.56
		Lubricants (stationary engines)	30.58
		Fleet Fuel - Diesel	691.46
		Fleet Fuel - Petrol	221.98
		Wastewater Treatment (and network overflows)	19,918.72
		Refrigerants	515.20
		Fertiliser	0
		Land use change / forestry	0
		Total Emissions CATEGORY 1	24,279.25
Category 2: Indirect emissions (<i>imported energy</i>)	2	Electricity	5,315.52
		Energy generated by wood chips	90.61
		Energy generated by wood pellets	7.46
		Total Emissions CATEGORY 2	5,413.60
Category 3: Indirect GHG emissions (<i>transportation</i>)	3	Air Travel (combined)	153.77
		Hotels	8.77
		Rental Cars	5.20
		Private Cars	79.38
		Taxis	0.89
		Freight transport distribution	83.55
		Staff Commute (out of scope)	n/a
		Total Emissions CATEGORY 3	331.57
Category 4: Indirect emissions (<i>products used by organisation</i>)	3	Electricity -T&D losses	616.39
		Waste to landfill	164.68
		Recycled waste	4.51
		Chemicals (Water)	50.17
		Landfill gas to Pioneer	1,449.73
		Biosolid disposal to land application	1,417.15
		Staff working from home (out of scope)	n/a
		Total Emissions CATEGORY 4	3,702.62
Category 5: Indirect emissions associated with the use of products from the organisation	3	Out of scope	n/a
Category 6: Indirect emissions from other sources	3	Out of scope	n/a
TOTAL EMISSIONS			33,727.04

Table 7. Direct Category 1 emissions by gas.

Category 1 Emission source	Emissions by gas (converted to CO2-e)							
	CO2	CH4	N2O	HFCs	PFCs	SF6	other	Total (CO2-e)
Stationary fuel ³	995.22	3.73	2.16	-	-	-	-	1,001.11
LPG	44.18	0.02	0.02	-	-	-	-	44.21
Landfill gas ⁴	-	1,886.56	-	-	-	-	-	1,886.56
Mobile fuel ⁵	893.59	3.81	16.04	-	-	-	-	913.44
Refrigerants	-	-	-	515.20	-	--	-	515.20
Wastewater (treatment plant process & effluent, and network overflows) ⁶	-	7,824.85	12,093.87	-	-	-	-	19,918.72
Total Category 1	1,932.99	9,718.97	12,112.09	515.20	-	-	-	24,279.25

Performance Monitoring

The Council will monitor its greenhouse gas emissions in an ongoing basis through its new BraveGen ESP platform, with key staff across the organisation to receive training. The Council will report on its results annually, after verification has occurred.

Staff in key units across the Council will be responsible for identifying emissions reduction opportunities within their units, relevant to their activities.

An organisational Emissions Reduction Plan will be developed in the next reporting period, with key reduction opportunities identified and targets for the organisation. Annual emissions results will then be compared against targets.

³ Includes stationary lubricants burnt as fuel.

⁴ Includes flaring. Excludes Pioneer energy centre boiler (as scope 4), excludes biogenic landfill CO2.

⁵ Includes fleet lubricants.

⁶ Excludes biogenic CO2.

Significance Criteria

Council's intention is to include all available sources of emissions under Category 1 and 2.

When considering additional sources for inclusion in Category 3 and 4, key considerations were available data sources (e.g., what we could collect for the eligible period), the estimated magnitude of emissions (size of the source compared to organisational total), and the degree of influence the Council has on the emissions. As a public sector organisation, staff also reviewed guidance in the Carbon Neutral Government Programme (CNGP) on what should be considered a significant source for inclusion (noting this was to inform thinking only, and that Councils are not required to comply with that programme). In general, where information was readily available, we included it within scope if it aligned with our reporting boundary.

For example, staff business travel was included in Category 3 as the decision for that travel was made within the organisation, and we hold receipts for the different emissions sources involved, such as airfares, taxis, and hotels etc., and could reasonably influence those emissions by varying business travel policy. We also hold good information on waste and recycling across council sites, so included that data under Category 4. Likewise, data on Transmission and Distribution Losses was readily available and included in scope.

However, two sources recommended under the Carbon Neutral Government Programme, staff commuting, and working from home were excluded from our scope as we do not currently collect suitable data on them. Insufficient data also meant we excluded emissions from livestock on land leased from Council, and limited the reporting on freight.

See Table 8 below for a summary of the significance criteria used.



Table 8. Significance criteria

Emissions source	Likely magnitude of emissions (compared to overall inventory)	Data availability	Public sector guidance	Level of influence	Include in inventory?	Key determinant for decision
Staff commute	unknown	no	If practicable	moderate	no	No data
Staff working from home	unknown	no	If practicable	moderate	no	No data
Staff business travel	low	yes	yes	high	yes	Good data, high influence
T&D losses	moderate	yes	yes	low	yes	Good data, moderate magnitude
Freight	low	limited	If practicable	moderate	Yes, noting limited data	Limited data, but sufficient to include.
Agricultural Leases	moderate	no	If practicable	high	no	No data.
Waste and Recycling	moderate	yes	yes	high	yes	Available data, high influence.
Water Supply and Wastewater services (Category 4)	low	yes	yes	moderate	no	Double counting - if included - as Council supplies those services it already counts these in Category 1 & 2

References

International Organization for Standardization, 2018. ISO 14064-1:2018. Greenhouse gases Part 1: Specification with guidance at the organization level for quantification and reporting of greenhouse gas emissions and removals. ISO: Geneva, Switzerland.

Te ine tukunga: He tohutohu pakihi Measuring emissions: A guide for organisations: 2023 emission factors summary. Ministry for the Environment, New Zealand.

<https://environment.govt.nz/publications/measuring-emissions-a-guide-for-organisations-2023-emission-factors-summary/>



APPENDIX A: Emissions Factors Used for Inventory

1	Emission Factor Group (EFG)	Category (EFG)	UoM	Region	Effective	Factor tCO ₂ e	Factor Source
2	Air Travel - Domestic Business (km) MFE	Business Travel	km	New Zealand	30/06/2025	0.000305893198	MFE Measuring-Emissions-Guidance 2023
3	Air Travel - Domestic Economy (km) MFE	Business Travel	km	New Zealand	30/06/2025	0.000305893198	MFE Measuring-Emissions-Guidance 2023
4	Air Travel - Domestic Premium Economy (km) MFE	Business Travel	km	New Zealand	30/06/2025	0.000305893198	MFE Measuring-Emissions-Guidance 2023
5	Air Travel - International Long Haul Business (km) MFE	Business Travel	km	New Zealand	30/06/2025	0.000428820000	MFE Measuring-Emissions-Guidance 2023
6	Air Travel - International Long Haul Economy (km) MFE	Business Travel	km	New Zealand	30/06/2025	0.000147870000	MFE Measuring-Emissions-Guidance 2023
7	Air Travel - International Long Haul Premium Economy (km) MFE	Business Travel	km	New Zealand	30/06/2025	0.000236530000	MFE Measuring-Emissions-Guidance 2023
8	Air Travel - International Short Haul Business (km) MFE	Business Travel	km	New Zealand	30/06/2025	0.000226520000	MFE Measuring-Emissions-Guidance 2023
9	Air Travel - International Short Haul Economy (km) MFE	Business Travel	km	New Zealand	30/06/2025	0.000153530000	MFE Measuring-Emissions-Guidance 2023
10	Air Travel - International Short Haul Premium Economy (km) MFE	Business Travel	km	New Zealand	30/06/2025	0.000151020000	MFE Measuring-Emissions-Guidance 2023
11	Chlorine production - Chlorine Gas (kg)	Chemical production	kg	New Zealand	30/06/2025	0.000800000000	2023 EuroChlor Data - 2022 Report
12	Chlorine production - Sodium Hypochlorite (kg)	Chemical production	kg	New Zealand	30/06/2025	0.000740000000	2022 EuroChlor Data - 2022 Report
13	Diesel (L) MFE	Fuel	L	New Zealand	30/06/2025	0.002714872238	MFE Measuring-Emissions-Guidance 2023
14	Diesel stationary (L) MFE	Fuel	L	New Zealand	30/06/2025	0.002689139637	MFE Measuring-Emissions-Guidance 2023
15	Electricity (kWh) MFE	Electricity	kWh	New Zealand	30/06/2025	0.000074177653	MFE Measuring-Emissions-Guidance 2023
16	Electricity T&D Losses (kWh) MFE	Electricity	kWh	New Zealand	30/06/2025	0.000008601523	MFE Measuring-Emissions-Guidance 2023
17	Hotel Stay - AU (room night) MFE	Business Travel	room nig	New Zealand	30/06/2025	0.038900000000	MFE Measuring-Emissions-Guidance 2023
18	Hotel Stay - JP (room night) MFE	Business Travel	room nig	New Zealand	30/06/2025	0.054700000000	MFE Measuring-Emissions-Guidance 2023
19	Hotel Stay - NZ (room night) MFE	Business Travel	room nig	New Zealand	30/06/2025	0.009400000000	MFE Measuring-Emissions-Guidance 2023
20	Hotel Stay - SG (room night) MFE	Business Travel	room nig	New Zealand	30/06/2025	0.028500000000	MFE Measuring-Emissions-Guidance 2023
21	Hotel Stay - SK (room night) MFE	Business Travel	room nig	New Zealand	30/06/2025	0.056500000000	MFE Measuring-Emissions-Guidance 2023
22	Hotel Stay - US (room night) MFE	Business Travel	room nig	New Zealand	30/06/2025	0.019800000000	MFE Measuring-Emissions-Guidance 2023
23	Landfill gas (m3)	Landfill Gas	m3	UK	30/06/2025	0.000323077350	UKBEIS 2023
24	Landfill waste - Bio Sludge (t) MFE	Waste	t	New Zealand	30/06/2025	0.153216000000	MFE Measuring-Emissions-Guidance 2023
25	Landfill waste - Contaminated Recycling (t) DEFRA	Waste	t	UK	30/06/2025	0.520334743463	UK Government GHG Conversion Factors for Company Reporting 2023
26	Landfill waste - General Mixed Commercial (t) MFE	Waste	t	New Zealand	30/06/2025	0.000231771555	MFE Measuring-Emissions-Guidance 2023
27	LPG (kg) MFE	Fuel	kg	New Zealand	30/06/2025	0.002966000000	MFE Measuring-Emissions-Guidance 2023
28	LPG (t) MFE	Fuel	t	New Zealand	30/06/2025	2.966000000000	MFE Measuring-Emissions-Guidance 2023
29	Non-emission (None)	Non-emission	None	None	30/06/2025	0.000000000000	No Source, Place holder for zero usage inventory or out of scope inventory
30	Petrol Premium (L) MFE	Fuel	L	New Zealand	30/06/2025	0.002457195026	MFE Measuring-Emissions-Guidance 2023
31	Petrol Unleaded (L) MFE	Fuel	L	New Zealand	30/06/2025	0.002455170950	MFE Measuring-Emissions-Guidance 2023
32	Private car mileage (km) MFE (Average private car - petrol)	Business Travel	km	New Zealand	30/06/2025	0.000251755922	MFE Measuring-Emissions-Guidance 2023
33	Recycled waste - Cardboard (t) DEFRA	Waste	t	UK	30/06/2025	0.021280807237	UK Government GHG Conversion Factors for Company Reporting 2023
34	Recycled waste - Comingle Materials (t) DEFRA	Waste	t	UK	30/06/2025	0.021280807237	UK Government GHG Conversion Factors for Company Reporting 2023
35	Recycled waste - Food waste (t) DEFRA	Waste	t	UK	30/06/2025	0.008912421711	UK Government GHG Conversion Factors for Company Reporting 2023
36	Recycled waste - Glass Mixed (t) DEFRA	Waste	t	UK	30/06/2025	0.021280807237	UK Government GHG Conversion Factors for Company Reporting 2023
37	Recycled waste - Green waste (t) DEFRA	Waste	t	UK	30/06/2025	0.008912421711	UK Government GHG Conversion Factors for Company Reporting 2023
38	Recycled waste - Paper & Cardboard (t) DEFRA	Waste	t	UK	30/06/2025	0.021280807237	UK Government GHG Conversion Factors for Company Reporting 2023
39	Recycled waste - Paper (t) DEFRA	Waste	t	UK	30/06/2025	0.021280807237	UK Government GHG Conversion Factors for Company Reporting 2023
40	Recycled waste - Plastic (t) DEFRA	Waste	t	UK	30/06/2025	2.322224249019	UK Government GHG Conversion Factors for Company Reporting 2023
41	Recycled waste - Polystyrene (t) DEFRA	Waste	t	UK	30/06/2025	0.021280807237	UK Government GHG Conversion Factors for Company Reporting 2023
42	Recycled waste - Recycle Mixed Commercial (t) DEFRA	Waste	t	UK	30/06/2025	0.021280807237	UK Government GHG Conversion Factors for Company Reporting 2023
43	Recycled waste - Tyres & Rubber Products (t) DEFRA	Waste	t	UK	30/06/2025	0.021281000000	UK Government GHG Conversion Factors for Company Reporting 2023
44	Refrigerant R134a (kg)	Fugitive Emissions	kg	New Zealand	31/12/2024	1.300000000000	MFE Measuring-Emissions-Guidance 2023
45	Refrigerant R22 (kg)	Fugitive Emissions	kg	New Zealand	30/06/2025	1.760000000000	MFE Measuring-Emissions-Guidance 2023
46	Refrigerant R32 (kg)	Fugitive Emissions	kg	New Zealand	31/12/2024	0.677000000000	MFE Measuring-Emissions-Guidance 2023
47	Refrigerant R407c (kg)	Fugitive Emissions	kg	New Zealand	31/12/2024	1.624210000000	MFE Measuring-Emissions-Guidance 2023
48	Refrigerant R410a (kg)	Fugitive Emissions	kg	New Zealand	31/12/2024	1.923500000000	MFE Measuring-Emissions-Guidance 2023
49	Refrigerant R417a (kg)	Fugitive Emissions	kg	New Zealand	31/12/2024	2.127322000000	MFE Measuring-Emissions-Guidance 2023
50	Rental Car - Compact (days) MFE	Business Travel	days	New Zealand	30/06/2025	0.007967452980	MFE Measuring-Emissions-Guidance 2023
51	Rental Car - Economy (days) MFE	Business Travel	days	New Zealand	30/06/2025	0.008245885480	MFE Measuring-Emissions-Guidance 2023
52	Rental Car - Electric (km) MFE	Business Travel	km	New Zealand	30/06/2025	0.000016986190	MFE Measuring-Emissions-Guidance 2023
53	Rental Car - Full Size (days) MFE	Business Travel	days	New Zealand	30/06/2025	0.012336701395	MFE Measuring-Emissions-Guidance 2023
54	Rental Car - Intermediate (days) MFE	Business Travel	days	New Zealand	30/06/2025	0.009284652870	MFE Measuring-Emissions-Guidance 2023
55	Rental Car - Standard (days) MFE	Business Travel	days	New Zealand	30/06/2025	0.010312711320	MFE Measuring-Emissions-Guidance 2023
56	Road Freight - HGV Diesel >= 30000kg	Road Freight	km	New Zealand	30/06/2025	0.001512998299	MFE Measuring-Emissions-Guidance 2023
57	Sea freight - container ship (tKm)	Freight	tKm	New Zealand	30/12/2023	0.000016122000	MFE Measuring-Emissions-Guidance 2023
58	Stationary Lubricants (L) MFE	Fuel	L	New Zealand	30/06/2025	0.002963348410	MFE Measuring-Emissions-Guidance 2023
59	Taxis (km) MFE	Business Travel	km	New Zealand	30/06/2025	0.000164369882	MFE Measuring-Emissions-Guidance 2023
60	Tonnes CO ₂ e	Tonnes CO ₂ e	tCO ₂ e	New Zealand	30/06/2025	1.000000000000	External Calculation to tCO ₂ e with methodology
61	Tonnes CO ₂ e - Carbon Dioxide	Tonnes CO ₂ e - Carbon Di	tCO ₂ e	New Zealand	30/06/2030	1.000000000000	External Calculation to tCO ₂ e with methodology
62	Tonnes CO ₂ e - Methane	Tonnes CO ₂ e - Methane	tCO ₂ e	New Zealand	30/06/2030	1.000000000000	External Calculation to tCO ₂ e with methodology
63	Tonnes CO ₂ e - Nitrous Oxide	Tonnes CO ₂ e - Nitrous Ox	tCO ₂ e	New Zealand	30/06/2030	1.000000000000	External Calculation to tCO ₂ e with methodology
64	Vehicle Lubricants (L) MFE	Fuel	L	New Zealand	30/06/2025	0.002981910743	MFE Measuring-Emissions-Guidance 2023
65	Wood Chip - Biogenic CO ₂ (GJ)	Wood chip	GJ	UK	30/06/2025	0.097222300000	UKBEIS 2023
66	Wood Chip (GJ)	Wood chip	GJ	UK	30/06/2025	0.002983340000	UKBEIS 2023
67	Wood Pellets - Biogenic CO ₂ (t) MFE	Fuel	t	New Zealand	30/06/2025	0.861564000000	MFE Measuring-Emissions-Guidance 2023
68	Wood Pellets (t) MFE	Fuel	t	New Zealand	30/06/2025	0.014637600000	MFE Measuring-Emissions-Guidance 2023



INDEPENDENT AUDIT OPINION Toitū Verification

TO THE INTENDED USERS

Organisation subject to audit:	Christchurch City Council ISO 14064-1:2018
Audit Criteria:	ISO 14064-3:2019 Audit & Certification Technical Requirements 3.0
Responsible Party:	Christchurch City Council Council staff
Intended users:	Council's Executive Leadership Team Christchurch residents
Registered address:	53 Hereford Street, Christchurch, 8011, New Zealand
Inventory period:	01/07/2022 to 30/06/2023
Inventory report:	Post-Audit Report CCC Greenhouse Gas Emission Inventory 22.23.pdf

We have reviewed the greenhouse gas emissions inventory report ("the inventory report") for the above named Responsible Party for the stated inventory period.

RESPONSIBLE PARTY'S RESPONSIBILITIES

The Management of the Responsible Party is responsible for the preparation of the GHG statement in accordance with ISO 14064-1:2018 . This responsibility includes the design, implementation and maintenance of internal controls relevant to the preparation of a GHG statement that is free from material misstatement.

VERIFIERS' RESPONSIBILITIES

Our responsibility as verifiers is to express a verification opinion to the agreed level of assurance on the GHG statement, based on the evidence we have obtained and in accordance with the audit criteria. We conducted our verification engagement as agreed in the audit letter, which define the scope, objectives, criteria and level of assurance of the verification.

The International Standard ISO 14064-3:2019 requires that we comply with ethical requirements and plan and perform the verification to obtain the agreed level of assurance that the GHG emissions, removals and storage in the GHG statement are free from material misstatement.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit carried out in accordance with the ISO 14064-3:2019 Standards will always detect a material misstatement when it exists. The procedures performed on a limited level of assurance vary in nature and timing from, and are less in extent compared to reasonable assurance, which is a high level of assurance. The procedures performed on a limited level of assurance vary in nature and timing from, and are less in extent compared to reasonable assurance, which is a high level of assurance. Misstatements are differences or omissions of amounts or disclosures, and can arise from fraud or error. Misstatements are considered material if, individually or in the aggregate, they could reasonably be expected to influence the decisions of readers, taken on the basis of the information we audited.

GHG quantification is subject to inherent uncertainty because of incomplete scientific knowledge used to determine emissions factors and the values needed to combine emissions of different gases.

BASIS OF VERIFICATION OPINION

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

VERIFICATION

We have undertaken a verification engagement relating to the Greenhouse Gas Emissions Inventory Report (the 'Inventory Report')/Emissions Inventory and Management Report of the organisation listed at the top of this statement and described in the emissions inventory report for the period stated above.

The Inventory Report provides information about the greenhouse gas emissions of the organisation for the defined measurement period and is based on historical information. This information is stated in accordance with the requirements of International Standard ISO 14064-1 Greenhouse gases – Part 1: Specification with guidance at the organisation level for quantification and reporting of greenhouse gas emissions and removals (ISO 14064-1:2018).

VERIFICATION STRATEGY

Our verification strategy used a combined data and controls testing approach. Evidence-gathering procedures included but were not limited to:

- activities to inspect the completeness of the inventory;
- interviews of site personnel to confirm operational behaviour and standard operating procedures;
- recalculation of Biosolid Disposal to Land Application - CWTP Nitrous Oxide N₂O, BEC Boiler LFG Generation (CH₄), WWTP – Plant Process and Effluent Discharge - CWTP Methane CH₄ and WWTP – Plant Process and Effluent Discharge - CWTP Nitrous Oxide N₂O ;
- reconciliation and detailed examination of electricity emissions for the Transport and Water Supply locations;
- recalculation of emissions.

The data examined during the verification were historical in nature.

QUALIFICATIONS TO VERIFICATION OPINION

The following qualifications have been raised in relation to the verification opinion:

Treated wastewater emissions were determined using the measured flow quantity and quality data, the Water NZ (2021) guidelines and IPCC 2019 modelling approach. The model includes various inherent assumptions. Changes in assumptions could change this number significantly.

In addition, site inspection of the wastewater treatment plants was not conducted in the current measurement period and thus completeness pertaining to the related emissions could not be confirmed.

VERIFICATION LEVEL OF ASSURANCE

		tCO ₂ e Location based	tCO ₂ e Market based	Level of Assurance
Category 1	Note 1	22,493.83	22,493.83	Reasonable
Category 1	Note 1	1,785.41	1,785.41	Limited
Category 2		5,413.60	0.00	Reasonable
Category 3	Note 2	248.02	248.02	Reasonable
Category 3	Note 2	83.55	83.55	Limited
Category 4	Note 3	1,152.30	1,152.30	Reasonable
Category 4	Note 3	2,550.32	2,550.32	Limited
Total inventory		33,727.04	28,313.43	

Note 1

Reasonable level assurance provided over the following emissions: Diesel, Landfill LFG Flare (CH₄), LPG cylinders, Lubricants, Petrol, Refrigerant, Wastewater Network Overflows, WWTP – Plant Process and Effluent Discharge.

Limited level of assurance provided over the following emissions: Art Gallery Boiler, Civic Boiler

Note 2

Reasonable level assurance provided over the following emissions: Air Travel, Hotel Stay,

Private car mileage, Rental Car, Taxi usage.

Limited level of assurance provided over the following emissions: NaOH transport to CHCH, Water Tanker Water Supply

Note 3

Reasonable level assurance provided over the following emissions: Electricity T&D Losses, Landfill gas, Landfill Waste.

Limited level of assurance provided over the following emissions: BEC Boiler, Biosolid Disposal to Land Application, Chlorine Gas (Cl₂) Production, NaOH production emissions (for chlorine used) Recycled Waste, Sodium Hypochlorite (NaOH) Production

RESPONSIBLE PARTY'S GREENHOUSE GAS ASSERTION (CERTIFICATION CLAIM)

Christchurch City Council has measured its greenhouse gas emissions in accordance with ISO 14064-1:2018 in respect of the operational

VERIFICATION CONCLUSION

EMISSIONS - REASONABLE ASSURANCE

We have obtained all the information and explanations we have required. In our opinion, the emissions, removals and storage defined in the inventory report, in all material respects:

- comply with ISO 14064-1:2018 ; and
- provide a true and fair view of the emissions inventory of the Responsible Party for the stated inventory period.

EMISSIONS - LIMITED ASSURANCE



Based on the procedures we have performed and the evidence we have obtained, nothing has come to our attention that causes us to believe that the emissions, removals and storage defined in the inventory report:

- do not comply with ISO 14064-1:2018 ; and
- do not provide a true and fair view of the emissions inventory of the Responsible Party for the stated inventory period.

OTHER INFORMATION

The responsible party is responsible for the provision of Other Information to meet Programme requirements. The Other Information may include climate related disclosures around Governance, Strategy and Risk management, emissions management, reduction plan and purchase of carbon credits, but does not include the information we verified, and our auditor's opinion thereon.

Our opinion on the information we verified does not cover the Other Information and we do not express any form of audit opinion or assurance conclusion thereon. Our responsibility is to read and review the Other Information and consider it in terms of the programme requirements. In doing so, we consider whether the Other Information is materially inconsistent with the information we verified or our knowledge obtained during the verification.

Verified by:		Authorised by:	
Name:	Lesna Morar-Nunco, Surandi Perera	Name:	Ana Tatana
Position:	Verifier, Toitū Envirocare	Position:	Certifier, Toitū Envirocare
Signature:		Signature:	
Date verification audit:	14 November 2023	Date:	14 March 2024
Date opinion expressed:	19 February 2024		

14. MCR Northern Line - Design Adjustment to Restell Street as Part of the Harewood Road Railway Crossing Upgrade

Reference Te Tohutoro: 24/457741

Responsible Officer(s) Te Pou Matua: Matt Goldring, Project Manager - Transport

Accountable ELT Member Pouwhakarae: Jane Parfitt, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek approval for a change to the design of the cycle facilities at Restell Street as part of the Major Cycleway Route - Northern Line project which includes the Harewood Road railway crossing upgrade.
- 1.2 This report is staff generated following the need to finalise designs ready for construction of the project.
- 1.3 The decisions within this report fall within the Council's delegation, as the Major Cycleway Route Northern Line is a project of metropolitan significance.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receive the information in the MCR Northern Line - Design Adjustment to Restell Street as Part of the Harewood Road Railway Crossing Upgrade Report.
2. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revoke any previously approved resolutions concerning Restell Street, commencing at its intersection with Harewood Road and extending in a northerly direction for a distance of 30 metres, that are in conflict with recommendations 4 and 5 below.
4. Approve all kerb alignments, raised platforms, road surface treatments, road markings, and the removal of the traffic island on Restell Street, commencing at its intersection with Harewood Road, and extending in a northerly direction for a distance of 30 metres as detailed on plan for approval RD3832, sheet R1 and attached to this report as Attachment A.
5. Approve, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the west side of Restell Street commencing at its intersection with Harewood Road and extending in a northerly direction for a distance of 29 metres.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Major Cycleway Route - Northern Line Crossings project includes an upgrade of the Harewood Road railway crossing to improve the safety of both the road and railway crossing points for all users.

- 3.2 While the Harewood Road railway crossing is part of the MCR Northern Line, it will also be a key connection that links to the MCR's Wheels to Wings and Nor'West Arc.
- 3.3 When travelling north on the existing Northern Line cycleway route, the existing path changes from the west side of the railway to the east side of the railway when intersecting the Harewood Road railway crossing. This creates the need for pedestrians and cyclists to cross Harewood Road on the western side of the railway lines, and to then cross the railway on the northern side of Harewood Road, in order to continue on the existing Northern Line cycleway route.
- 3.4 Council staff work in collaboration with KiwiRail and align with their design standards for railway crossings to ensure that an appropriate design is produced.
- 3.5 The implementation of a new automatic gate for pedestrians and cyclists crossing the railway line means a larger footprint is needed which has an impact on the available shared path space on Restell Street.
- 3.6 This has resulted in the proposal to remove the refuge island in Restell Street and extend the western kerb on Restell Street by 3 metres. As a result, the shared path space for users exiting the railway crossing onto Restell Street will be safer for all users.
- 3.7 There is no material difference in cost from the previously approved design on Restell Street.

4. Background/Context Te Horopaki

Background

- 4.1 The Northern Line Major Cycleway Route - Belfast to Riccarton represents one of the 13 MCRs which have been identified within the city, providing route connections to an extended number of popular destinations and catchments enabling more people to cycle. The Harewood Road railway crossing upgrade is part of the MCR Northern Line project.
- 4.2 The scheme design for the MCR Northern Line project was approved by the Major Cycleway Routes Committee on 14 December 2016, with the recommendation that detailed traffic resolutions be brought back to the appropriate Committee for approval once detailed design was completed.
- 4.3 Detailed design traffic resolutions were approved for the project by Council on 17 May 2023 under resolution number CNCL/2023/00067.

The Issue

- 4.4 Since the previously approved design, KiwiRail's design standards have changed to improve safety for those crossing the railway.
- 4.5 KiwiRail, through their latest design standards, require pedestrian automatic gates to be installed at the Harewood Road level crossing. To comply with these standards, the layout required for the north-side railway crossing on Harewood Road, puts the entry/exit point of the automatic gate where the kerb and channel line is currently proposed. Consequently, there would be no space for users to navigate between the shared path and automatic gate without pedestrians and cyclists using the traffic lane.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.6 The following reasonably practicable options were considered and are assessed in this report:
 - Remove the refuge island and extend the western kerb on Restell Street.

4.7 The following options were considered but ruled out:

- Leaving the design of Restell Street as per the original scheme design – this option was not pursued due to safety risks to footpath and road users. Leaving the scheme design as-is but implementing the new KiwiRail automatic gates would mean pedestrians and cyclists would exit directly into the traffic lane on Restell Street.
- Make Restell Street one-way - This option was not progressed due to it being a commercial area and the alternative access points being heavily trafficked at Langdons Road and Main North Road.

Options Description Ngā Kōwhiringa

4.8 **Preferred Option:** Remove the refuge island and extend the western kerb on Restell Street.

4.8.1 **Option Description:** The proposed solution removes the existing refuge island on Restell Street to allow the western kerb to be moved eastward by approximately 3m.

4.8.2 Option Advantages

- This provides the required space for KiwiRail's automatic gates, allowing for swept paths for cyclists with trailers and mobility vehicles using either the gate's standard entry or emergency exit.

4.8.3 Option Disadvantages

- Without the central refuge island pedestrians would have a continuous walking path across both traffic lanes of Restell Street. However, the overall road crossing length is being shortened compared to the existing layout and is further away from the Harewood Road intersection. A raised safety platform is also to be provided under this option to help improve safety.

Analysis Criteria Ngā Paearu Wetekina

4.9 A design road safety audit was conducted on the proposed solution and no significant issues were identified.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option
Cost to Implement	Costs have been accounted for in the development of the original design.
Maintenance/Ongoing Costs	The cost for maintenance, monitoring, and inspection of the new gates and railway infrastructure at the crossing is approximately \$2880 a year, depending on the need for any new parts. These costs will need to be covered under the future maintenance budgets.
Funding Source	The project is funded by the Rau Paenga Shovel-Ready agreement. Note that Council funds any shortfall on the project.
Funding Availability	In CPMS Project #64671 – Major Cycleway - Northern Line Route (Section 1) Railway Crossings.
Impact on Rates	This project is included in the current Annual Plan/draft LTP and has no additional impact on rates.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The key risk at this crossing is the safety of pedestrians and cyclists.
- 6.2 The recommended option will mitigate safety concerns and is aligned with KiwiRail best practice standards.
- 6.3 A Road Safety Audit has been completed and all solutions agreed with the audit team.

Legal Considerations Ngā Hiraunga ā-Ture

- 6.4 Statutory and/or delegated authority to undertake proposals in the report:
 - 6.4.1 The statutory power used to undertake proposals as contained in this report is under the Local Government Act 2002.
 - 6.4.2 The decisions within this report fall within the Council's delegation as the Major Cycleway Route Northern Line is a project of metropolitan significance.
- 6.5 Other Legal Implications:
 - 6.5.1 There is no legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.6 The required decision:
 - 6.6.1 Aligns with the [Christchurch City Council's Strategic Framework](#). Encouraging people to cycle helps *reduce emissions as a Council and as a city, and invest in adaptation and resilience, leading a city-wide response to climate change while protecting our indigenous biodiversity, waterbodies and tree canopy*.
 - 6.6.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined on the basis that the scheme design layout and traffic resolutions have previously been approved for this design and the design change is not significant and does not change the usage of the path.
 - 6.6.3 Is consistent with the Council's Plans and Policies.
- 6.7 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.8 Transport
 - 6.8.1 Activity: Transport
 - Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - >=37% of trips undertaken by non-car modes
 - Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport - <=1.08 million tonnes of CO2 equivalents
 - Level of Service: 10.5.3 More people are choosing to travel by cycling - >=13,500 average daily cyclist detections

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.9 Feedback was sought from Spokes, Fire and Emergency, NZ Police, a Disability Organisation Coordinator, and the AA. No responses were received.
- 6.10 The decision affects the following wards/Community Board areas:



6.10.1 Waipapa Papanui-Innes-Central Community Board

- 6.11 The Board was briefed on this matter on 14 December 2023.
- 6.12 There was no feedback given at the briefing, which resulted in no changes needing to be made to the design or report.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.13 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 or traditions.
- 6.14 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
- 6.15 The report seeks approval for the removal and relocation of minor traffic infrastructure only.



Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.16 The decisions in this report are likely to:
- 6.16.1 Contribute positively to adaptation to the impacts of climate change.
- 6.16.2 Contribute positively to emissions reductions.
- 6.17 The project once implemented will help achieve these objectives by encouraging people to swap car travel for bicycle travel.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If the design is approved, construction of the crossing is currently planned for September 2024, subject to final confirmation by KiwiRail. The Council is dependent on KiwiRail resources and the procurement of long-lead signalling materials to complete these works.

Attachments Ngā Tāpirihanga

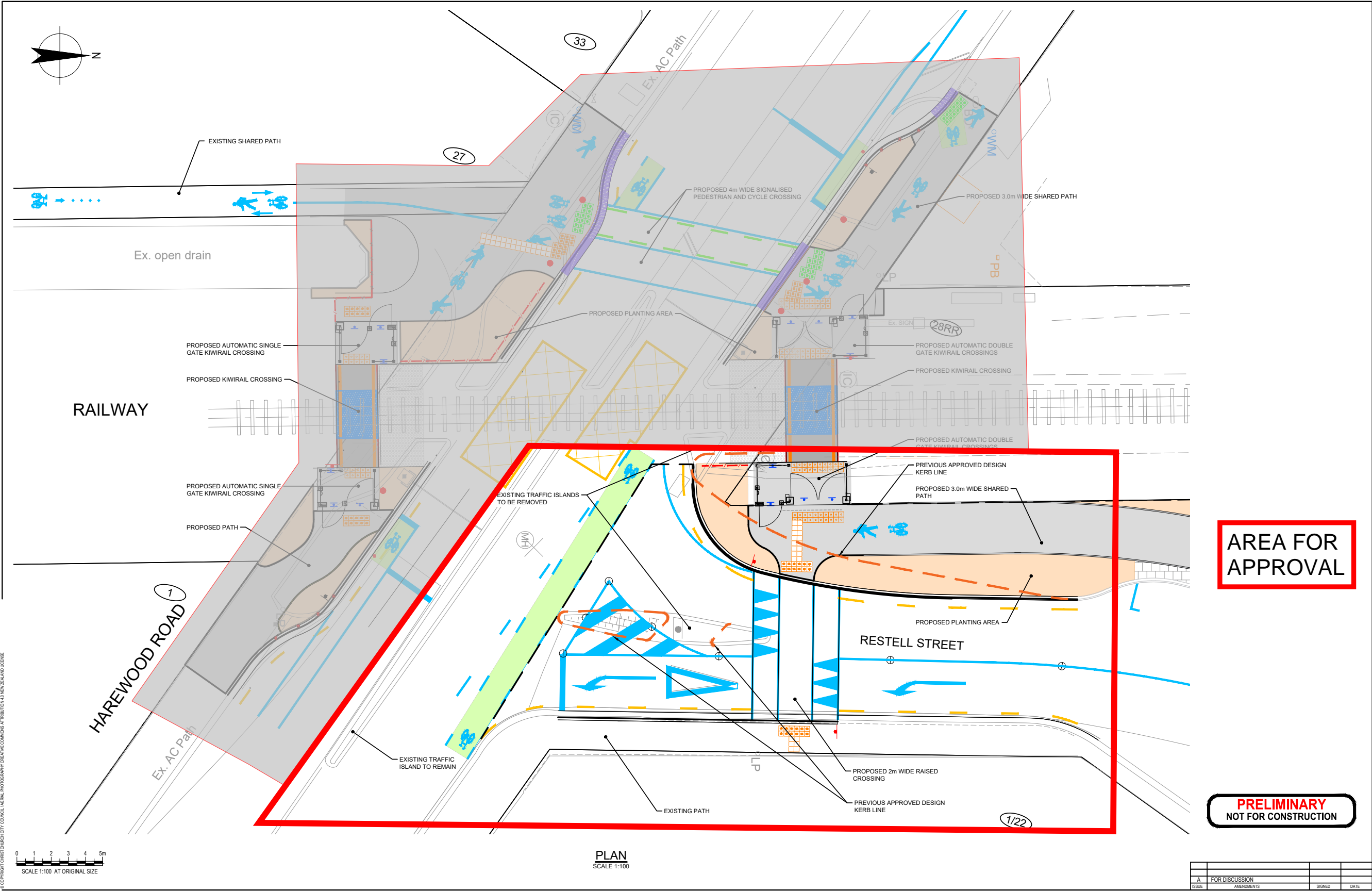
No.	Title	Reference	Page
A 	Plan For Approval - Harewood Road Crossing Upgrade Design - New layout drawing with proposed Restell Street design changes	24/500228	317
B 	Restell Street Design Change Memo	23/1967813	318

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Matt Goldring - Project Manager Georgia Greene - Traffic Engineer
Approved By	Oscar Larson - Team Leader Project Management Transport Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management Jane Parfitt - General Manager City Infrastructure



<div><div>Christchurch City Council</div><div></div><div>TECHNICAL SERVICES & DESIGN</div></div>	DATUM	CCD POST JAN 2014	NAME	SIGNED	DATE	APPROVED	<div>CONSULTANT</div> <div></div> <div>CONSULTANT PROJECT REF</div> <div>3385027 / 0400</div> <div>CONSULTANT FILE REF</div> <div>SK2111</div>	PROJECT TITLE	MCR - NORTHERN LINE DESIGN PACKAGE 2 - HAREWOOD ROAD, LANGDONS ROAD AND SAWYERS ARMS ROAD CROSSINGS	DRAWING TITLE	HAREWOOD ROAD CROSSING SITE PLAN PLAN FOR APPROVAL	CONTRACT NUMBER	CP502845	ORIGINAL SHEET SIZE	A1	SCALES	1:100 DO NOT SCALE	SHEET	R1
	BENCH MK	DMAN DP 65847	DESIGNED	D. Sun	DS*	5.02.17		FOR TENDER											
	RL	19.229m	DES REVIEW	N. Devery	ND*	1.05.17		DATE		SIGNED									
	SURVEY	E093	DRAWN	N. Mackie	NM														
	SURVEY LB	GNSS	DRW CHECK					FOR CONSTRUCTION											
	DRAIN REF	CCC JAN 2014	FILE LOCATION	#00															

**Christchurch City Council
Transport and Waste Management**

Memorandum

Date: 16th October 2023
From: Andrew Malden (Peloton)
To: Matt Goldring (CCC)

RESTELL STREET PEDESTRIAN PLATFORM CROSSING

This memo outlines the proposed design changes on Restell Street from the approved scheme design. Restell Street makes up part of the Northern Line Major Cycleway Route (MCR). Updated KiwiRail standard requirements have made the scheme design unworkable, and the design requires amendments to suit the new requirements. This means the removal of the central median on Restell Street is required. An outline of the proposed design is presented below.

SCHEME DESIGN

The original scheme design proposes modifying the central island on Restell Street to move the pedestrian crossing further north to be perpendicular to Restell Street. This shortens the pedestrian crossing distance and provide better sight lines for pedestrians to approaching vehicles. As a result, the pedestrian crossing is 11.0m further north from Harewood road than the existing. Only slight modifications to the western kerb are proposed to allow for parking further North on Restell Street.

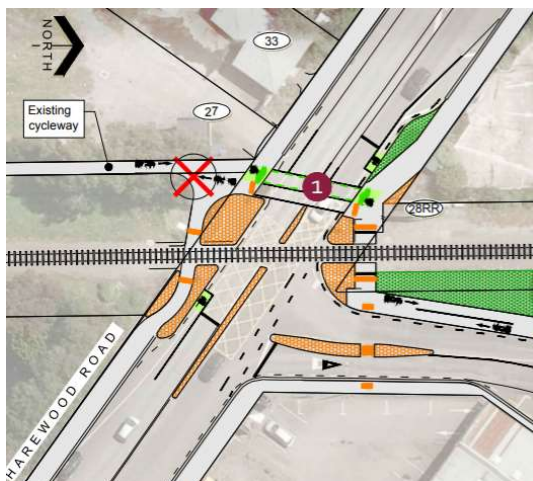


Figure 1 The original approved scheme design for Restell Street and Harewood Road

ISSUE

Through ongoing consultation with KiwiRail, it is now required that pedestrian automatic gates (See image below for an example) be installed at the Harewood Road level crossing, due to updated KiwiRail design standards. As per KiwiRail's Level Crossing Assessment Guide Part 3.1.3 (LCSIA) the minimum treatment for a

- 2 -

Metro Single Track pedestrian and cycle crossing is automatic gates. These gates sit on concrete foundations with the sizing being determined by minimum widths and offsets and suited to the specific site. The layout required for the north crossing on Harewood Road, puts the entry/exit point of the automatic gate where the proposed kerb and channel is proposed. The consequence of this is that there would be no space for users to navigate between the shared path and the automatic gate without pedestrians and cyclists using the traffic lane.



Figure 2 An example of an automatic pedestrian gates at a level crossing

PROPOSED SOLUTION

The proposed solution removes the existing central island on Restell Street to allow the extension of the western kerb further east by approximately 3m, which provides the required space for the automatic gates and the swept paths for cyclists with trailers using the standard entry and emergency exit of the automatic gates (Refer Figure 3 and 4).

The pedestrian crossing is changed to a raised pedestrian platform which is appropriate for a 30 km/h local road with an ADT of 3000 vpd and expected low pedestrian volumes. The pedestrian platform remains perpendicular and at the same distance from Harewood Road as was proposed in the Scheme Design.

Details of the pedestrian platform are as follows:

- The platform height is 100mm and is flush with the top of kerb.
- The pedestrian platform is 2.0 m long and 7.5 m wide.
- The vehicle ramps of the raised pedestrian platform are 1.5m wide on the approach and departure at a gradient of 6.67%.
- The ramps are marked and signed to TCD Manual Part 5, with W14-4 Hump warning signs on each approach.
- The surfacing of the pedestrian platform is asphalt and matches the road surfacing material.

Although the existing speed limit of Restell Street is 30 km/h, with the removal of the central island there is a risk of vehicles taking the corner at higher speeds due to the increase in useable road width. To mitigate this, the pedestrian platform acts as a vertical deflection device to reduce vehicle speeds.

Eastbound vehicles approaching Restell Street from Harewood Road have visibility to the proposed pedestrian platform (Refer Fig 5). But this may be hindered with the installation of the proposed automatic gate pool-type fencing, which is up to 1400 mm high, and may have limited visibility through the fence. Once the vehicle enters Restell Street, both vehicles and pedestrians have clear visibility of each other. Approach Sight Distance (ASD) from eastbound vehicles on Harewood Road to the proposed pedestrian platform on Restell Street is 14.5 m, which meets the requirement of a vehicle approach speed of 20 km/h. Vehicles approaching the pedestrian platform from the north on Restell Street, exceed the requirements for ASD and Crossing Sight distance (CSD). Due to the central island on Harewood Road, vehicles are prohibited from turning right into Restell Street from Harewood Road. The proposed planting for the adjacent garden beds is to be low level shrubs and native grasses to assist in keeping sight lines clear and visible.

- 3 -

The Restell Street intersection was subject to a lighting review and upgrade during the interim MCR Restell Street construction work in November 2017. The proposed pedestrian platform location will be positioned directly underneath a lighting column with an outreach arm and new luminaire. Connetics has been engaged to undertake a new lighting assessment and design for this proposal, which will be implemented with this proposed upgrade. This is to ensure the lighting meets current guidelines and is applicable to the proposed design.

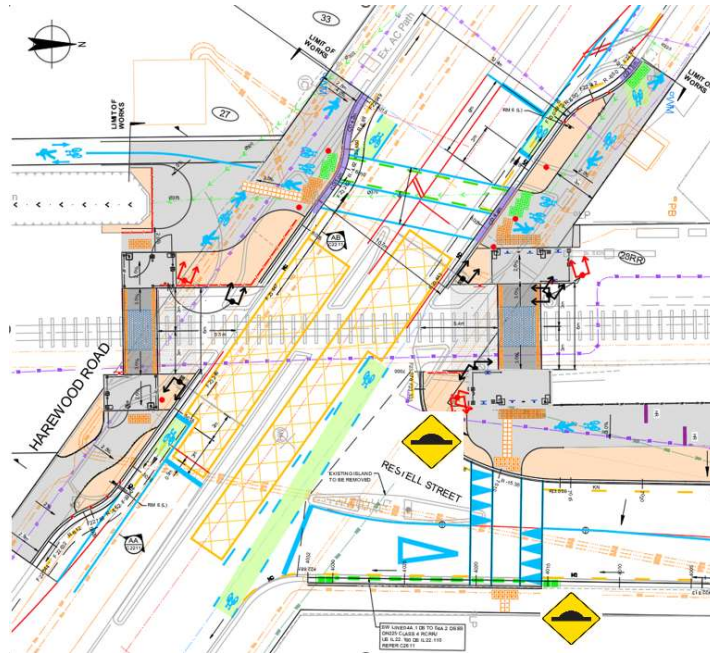


Figure 3 Proposed Design

- 4 -

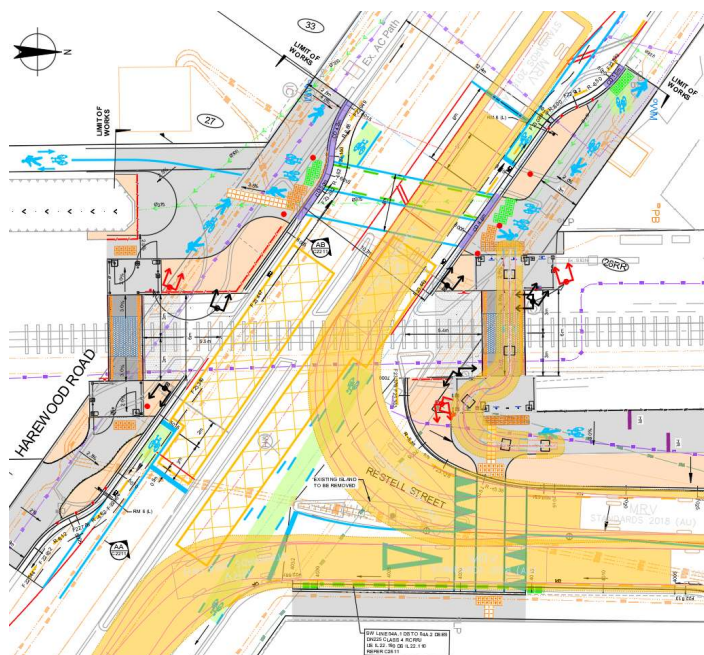


Figure 4 Proposed Design Showing the Swept Paths for Medium Rigid Design Vehicle and Bicycle with Child Carrier



Figure 5 Sight Distance from vehicle on Harewood to proposed Pedestrian Platform

CODES AND STANDARDS

The following standards were used in determining the proposed design solution:

- CCC Construction Standard Specifications (CSS) 2022 Part 3 and Part 6
- Infrastructure Design Standards (IDS) Part 8: Roadway and Part 5: Stormwater Land Drainage
- Waka Kotahi Traffic Control Devices Manual (TCD) Vertical Deflection Devices (TCD Manual Part 5)
- Waka Kotahi Pedestrian Platforms (<https://www.nzta.govt.nz/walking-cycling-and-public-transport/walking/walking-standards-and-guidelines/pedestrian-network-guidance/design/crossings/non-priority-crossing-aids/pedestrian-platforms/>)
- KiwiRail Level Crossing Risk Assessment Guide v5

CONCLUSION

The new proposed design removes the existing central median on Restell Street and introduces a pedestrian platform. The resulting increase in road space allows the kerb to be extended. This allows more space for the

- 5 -

KiwiRail required automatic pedestrian gates on the level crossing. The design meets all design standards and introduces negligible change from the proposed scheme design.

15. Christchurch Northern Corridor - Downstream Effects Bus Lane Trial: Request for Time Extension

Reference Te Tohutoro: 24/530633

Responsible Officer(s) Te David Sun, Project Manager

Pou Matua: Jacob Bradbury, Manager Planning & Delivery Transport

Accountable ELT

Member Pouwhakarae: Jane Parfitt, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek the Council's approval to extend the Special Purpose Bus Lane trial on Cranford Street from Innes Road to Berwick Street until the end of March 2025.
- 1.2 The report has been generated by staff.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receive the information in the Christchurch Northern Corridor - Downstream Effects Bus Lane Trial: Request for Time Extension Report.
2. Note that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approve the continued operation and enforcement of special bus priority lanes on Cranford Street between Innes Road and Berwick Street, in conjunction with the approved temporary traffic management plan, until the end of March 2025 (or earlier if a decision on the permanent solution is made before then).
4. Note that staff will continue to review potential options for Cranford Street between Innes Road and Berwick Street, which will then be followed by a public consultation process.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The bus priority lane trial on Cranford Street ended in February 2024.
- 3.2 Staff are investigating a number of options for the permanent layout of Cranford Street. These will require public consultation, Council approval, design, and implementation.
- 3.3 An extension of the current bus lane trial is being sought to ensure continuity until the permanent solution for Cranford Street is approved and implemented.
- 3.4 By asking for an extension to March 2025, this will provide sufficient time for the permanent solution to be fully implemented.
- 3.5 It does not preclude changes being implemented earlier than March 2025 should the process be completed earlier than planned.

4. Background/Context Te Horopaki

History of the Downstream Effects package

- 4.1 As part of the approval process for the Christchurch Northern Corridor (CNC), a Notice of Requirement was issued. This put requirements on Council to monitor and manage the effects of increased traffic volumes at the Southern end of the motorway in line with the Downstream Effects and Property Amenity Traffic Management Plan, for a period of 10 years after the opening of the motorway.
 - 4.1.1 These documents are available via links highlighted later in this report.
 - 4.1.2 A key objective was to mitigate the effects of increased traffic by keeping most traffic on the key arterial routes – particularly Cranford/Sherborne - to prevent “rat-running”.
 - 4.1.3 Monitoring must be undertaken on identified local roads and, should vehicle movements increase by more than 30% above the traffic level that would have occurred without the operation of CNC, then the Council has an obligation to improve the Cranford/Sherborne corridor, and/or undertake calming work on the affected street(s).
 - 4.1.4 To reduce potential rat-running, the Independent Traffic Expert had originally recommended peak hour clearways along Cranford Street between Innes Road and Berwick Street. The Council consulted on plans to manage the expected increases in traffic volumes in early 2019, with feedback from the public and Elected Members indicating a strong preference to not install clearways.
- 4.2 At an Extraordinary Council meeting on 26 November 2020, the Council resolved to commence a three-month trial of special purpose bus priority lanes on Cranford Street between Innes Road and Berwick Street, starting in February 2021. The Waipapa Papanui-Innes-Central Community Board was delegated the authority to approve the design and operating hours for the trial installation.
- 4.3 The special purpose bus priority lanes were approved by the Community Board and installed on 26 February 2021 and the trial was active until 28 May 2021. The Council subsequently resolved (CNCL/2021/00133) on 12 August 2021 to extend the bus lane trial until the end of February 2022.
- 4.4 On 2 August 2023, the Council resolved (CNCL/2023/00101) to further extend the bus lane trial until the end of February 2024. In the meantime, the evaluation of options for a permanent solution for Cranford Street between Innes Road and Berwick Street has been progressing.
 - 4.4.1 At this time there does not appear to be widespread rat-running pushing traffic volumes over the 30% increased traffic level noted above.
 - 4.4.2 Council staff are also working on solutions to issues on Flockton Street and Francis Avenue. These have seen significant traffic increases, although these pre-date both the opening of the motorway, and the installation of the bus lane trial.
- 4.5 Since the end of February 2024, this corridor has been signed as a bus lane, but is operating as an urban arterial.

Delay caused by exploration of further options

- 4.6 Initially Council staff were looking to consult on some version of bus lanes, clearway and/or urban arterial on this section of Cranford Street.
 - 4.6.1 At that time, a High Occupancy Vehicle (HOV) lane was not considered a viable option, due to difficulties associated with enforcement on an urban arterial route and inconsistencies between Council-owned and NZ Transport Agency Waka Kotahi (NZTA)-owned sections.

- 4.7 During the options evaluation phase, NZTA expressed strong interest in making changes to their HOV lane, extending it along Cranford Street from its current end point north of the Cranford Street roundabout to south of Berwick Street.
- 4.7.1 Council staff recognise the potential benefits of collaborating with NZTA on all possible solutions along the entire corridor and worked with NZTA staff to update the HOV lane traffic modelling on the Christchurch Northern Corridor (CNC) and determine the feasibility of this option.
- 4.7.2 Due to the need to update and refine NZTA's original HOV lane traffic model, traffic modelling analysis took longer than planned.
- 4.7.3 The results were not available until the end of March 2024. Given this timeframe, staff were not able to undertake public consultation in November 2023 as originally scheduled. In turn, the preferred option was not able to be presented to the Waipapa Papanui-Innes-Central Community Board (Board) and the Council for approval before the end of the bus lane trial at the end of February 2024.
- 4.7.4 Council staff have also had preliminary discussions with providers who install and operate HOV lanes elsewhere in New Zealand. While there are still risks with this option, staff are now more confident of its viability in this environment than before and are therefore comfortable to consult on an HOV lane option.

Next Steps

- 4.8 The Council has received feedback from the Independent Traffic Expert regarding the current trial layout.
- 4.8.1 While not opposed to a bus lane concept, the feedback does suggest a number of changes to "squeeze as much capacity as possible out of the current corridor". These will be considered as part of the permanent design process.
- 4.9 Staff note that any significant changes require further consultation.
- 4.9.1 Based on this information, a revised timeline is as follows:

Date	Item
June 2024	Community Board pre-consultation briefing
July 2024	Consultation
September 2024	Community Board briefing on consultation results
September / October 2024	Post consultation design changes and report
October 2024	Community Board recommendation to the Council
November 2024	Council decision
November 2024 to February 2025	Detailed design
March / April 2025	Construction

- 4.9.2 Extending the date of the trial to the end of March 2025 will provide a small buffer against possible further delays.
- 4.10 The Council, along with its partners at Environment Canterbury and NZTA, is developing plans for elements of the Public Transport Futures programme to be included as part of Long Term Plans. Initial intentions are for service uplifts on the 91 and 92 services (City to Rangiora and Kaiapoi respectively) around FY27.

- 4.11 The Council has been briefed on this project on a number of occasions. The Community Board (Waipapa Papanui-Innes-Central) is also regularly briefed on issues and progress across the entire DEMP programme.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.12 The following reasonably practicable options were considered and are assessed in this report:

- Extend the bus lane trial to the end of March 2025.
- Revert to an urban arterial.

- 4.13 The following options were considered but ruled out due to not being appropriate for a limited period. However, they remain potential outcomes of the permanent decision-making process:

- Clearway Trial – Given previous feedback and Community Board decisions, this would need to be re-consulted.
- HOV lane trial – This would need to be consulted on, and there would be significant challenges and technology cost associated with enforcement.

Option Descriptions Ngā Kōwhiringa

- 4.14 **Preferred Option:** Extend the bus lane trial to the end of March 2025

4.14.1 **Option Description:** This would extend the bus lane trial along Cranford Street between Innes Road and Berwick Street.

4.14.2 Option Advantages

- Maintains the current layout: low cost installation and minimal confusion.
- Was a favoured option of many submitters during the original consultation.
- Supports growing bus patronage.
- Safest option for cyclists and other active users.

4.14.3 Option Disadvantages

- Reduces general road capacity for the limited number of buses using it (typically 16 buses running inbound between 6am & 9am).
- Most bus delays appear to be associated with intersections, so it may not be the most effective way of resolving delays.
- Requires alterations to signage to be enforceable.
- Misses the opportunity to trial other layouts.

- 4.15 Revert to an urban arterial

4.15.1 **Option Description:** This would require the removal of all bus lane trial signage and road markings and allow the road to revert to a configuration with one general traffic lane and a cycle lane in each direction with on-street parking on both sides.

4.15.2 Option Advantages

- Potential for future capacity increase. While not offering immediate capacity gains due to on-street parking, this option creates the physical space to explore potential future capacity improvements.
- Provides local residents and businesses with on-road parking.

- This configuration includes an on-street cycle lane, though cyclists are encouraged to utilise the Papanui Parallel Cycleway for a safer and more separated riding experience.
- No special vehicle lanes so easier to enforce.
- May provide opportunities to improve crossing facilities.

4.15.3 Option Disadvantages

- It would negate any potential travel time saving for public transport at peak hours.
- In initial discussions this was not favoured by key stakeholders and was not popular during the initial consultation process.
- Does not support cyclists or other active travel users along the corridor.
- There would be a reasonable cost associated with removing and replacing signage and road markings.
- Change of layout likely to require some bedding in – resulting in potential confusion for users.

Analysis Criteria Ngā Paearu Wetekina

- 4.16 The preferred option is recommended due to its low cost, maintenance of the status quo, support for mode shift, and it was the favoured option in the original consultation.
- 4.17 There is little evidence at this stage of widespread rat-running causing the Notice of Requirement limits to be breached.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option – extension of the bus lane trial	Option 2 – urban arterial
Cost to Implement	\$0 No change from existing layout. Ongoing maintenance of the corridor is covered under existing budgets (see below).	\$44,000 This cost covers the removal of all bus lane signage and road markings, including traffic management and project management costs.
Enforcement costs	To date, as the Bus Lanes have only been a trial, staff have only been undertaking light enforcement. It is not proposed to change this, so the costs for this are not expected to change. If the Council wished to undertake stricter enforcement to discourage parking and driving – such as is undertaken on Lincoln Road – this would have operational costs for the following: <ul style="list-style-type: none"> • Tow truck vehicle removal • Staff rates for monitoring and enforcing 	Based on the current level of enforcement, there would be minimal reduction to costs from this option.
Maintenance/Ongoing Costs	No change to maintenance and ongoing costs	

Funding Source	#17088 Christchurch Northern Corridor Downstream Effects Delivery Package <i>FY24 Budget: \$1.01m</i> <i>FY24 Actual (to date): \$0.41m</i>
Impact on Rates	None – the costs are accounted for in the Council’s Long Term Plan

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk that bus priority lanes are impacting the flow of traffic on Cranford Street and local streets. Traffic monitoring is continuous and will be fully reported on within the decision report due later this year.
- 6.2 There is a risk that increased traffic volumes on local streets may be incorrectly attributed to the presence of bus priority lanes.
- 6.3 It is acknowledged that the views of the local community and the Independent Traffic Expert may diverge regarding the permanent solution for Cranford Street. These differences may pertain to the outcomes of the trial, staff recommendations, or the proposed permanent solution for Cranford Street.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.4 Statutory and/or delegated authority to undertake proposals in the report:
 - 6.4.1 Bus priority lanes are a form of special vehicle lane authorised by Council resolution under Clause 18 of the Traffic and Parking Bylaw 2017.
- 6.5 Other Legal Implications:
 - 6.5.1 The legal considerations are:
 - The Waipapa Papanui-Innes-Central Community Board does not have the delegation to approve the bus priority lane trial for longer than a three-month period.
 - The Council is obligated under the conditions of the resource consent for the Christchurch Northern Corridor to follow the recommendations of the Independent Traffic Engineer in the Downstream Effects Management Plan (DEMP). The DEMP did not initially recommend this bus priority lane trial but the Independent Traffic Expert has reviewed this trial and agrees with the time frame to make recommendations and decisions.
 - The Christchurch City Council Traffic and Parking Bylaw 2017 delegates to the Temporary Traffic Management Team the power to authorise temporary bus lanes under an approved Temporary Traffic Management Plan.
 - In terms of enforcement of the bus priority lane, the Council’s parking compliance officers have the powers of parking wardens under the Land Transport Act 1998. Parking wardens are authorised to enforce the provisions of special vehicle lane offences, and in particular infringement offences. Special vehicle lane infringement offences include parking a vehicle in a special vehicle lane (\$60 infringement fee), and the unauthorised use of a special vehicle lane (\$150 infringement fee).

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.6 The required decision:

- 6.6.1 Aligns with the [Christchurch City Council's Strategic Framework](#). The current implementation of bus lanes is consistent with the Christchurch Transport Strategic Plan and is also consistent with the Council's Strategic Priorities as it supports enabling active and connected communities to own their future.
- 6.6.2 Is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the relatively small number of residents and businesses impacted by the bus lanes, and because the decision is time-bound and reversible.
- 6.6.3 Is consistent with Council's Plans and Policies.
- 6.7 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.8 Transport
 - 6.8.1 Activity: Transport

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.9 The decision affects the following wards/Community Board areas:
 - 6.9.1 Waipapa Papanui-Innes-Central Community Board.
- 6.10 The Community Board has consistently advocated against the use of a clearway in this area.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.11 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, or traditions.
- 6.12 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

- 6.13 The decisions in this report are likely to:
 - 6.13.1 Not impact on adaptation to the impacts of climate change.
 - 6.13.2 Have the potential to contribute positively to emissions reductions through encouraging mode-shift towards public transport and active modes.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Next steps will be for Council staff to undertake public consultation for a permanent solution.
 - 7.1.1 A significant engagement process is planned. This will include a social media campaign, radio, billboard and bus stop advertisements, as well as traditional media. The campaign will seek to reach local communities around Cranford Street, as well as local and regional commuters.



Attachments Ngā Tāpirihanga

There are no attachments to this report.

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

Document Name – Location / File Link
Notice of Requirement Conditions: https://api.ecan.govt.nz/TrimPublicAPI/documents/download/2351602 Christchurch Northern Corridor Downstream Effects Management Plan (DEMP): https://ccc.govt.nz/assets/Documents/Consultation/2019/03-March/DEMP-draft-FINAL.pdf

Signatories Ngā Kaiwaitohu

Authors	Jacob Bradbury - Manager Planning & Delivery Transport David Sun - Project Manager
Approved By	Lynette Ellis - Head of Transport & Waste Management Jane Parfitt - General Manager City Infrastructure

16. Process for Changing Approved Design - MCR Nor'West Arc

Reference Te Tohutoro: 24/457871

Responsible Officer(s) Te Richard Humm, Project Manager Transport

Pou Matua: Jacob Bradbury, Manager Planning & Delivery Transport

Accountable ELT

Brent Smith, Acting General Manager City Infrastructure

Member Pouwhakarae:

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to provide advice on the Notice of Motion relating to the Nor'West Arc Major Cycle Route (Section 3) along Aorangi Road between Ilam Road and Brookside Terrace, to enable the Council to decide on which option to proceed with.
- 1.2 The Notice of Motion agreed by the Council on 6 September 2023 requested that staff report back to Council by 15 November 2023.
- 1.3 The Notice of Motion included:
 - 1.3.1 Request a report from staff by 15 November 2023 on the process for adopting design 'Option B' for the Nor' West Arc MCR section along Aorangi Road between Ilam Road and Brookside Terrace which includes the:
 - a. Process for amending the existing design to adopt design 'Option B' for an on-berm cycleway alongside the footpath;
 - b. Options for removal and replacement of existing silver birch trees; and
 - c. Impacts of any change on the delivery of the Nor' West Arc MCR.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receive the information in the Process for Changing Approved Design – MCR Nor'West Arc report.
2. Agree to progress with one of the following options for the Nor'West Arc Major Cycleway Route (Section 3) along Aorangi Road between Ilam Road and Brookside Terrace:
 - a. Option A - Separated cycleway on the carriageway (the current approved design).
 - i. Agree to retain Option A under the previous decision made by the Urban Development and Transport Committee at its 3 February 2022 meeting (Item 9, Resolution 1(d): *that Section 3 – Aorangi Road from Ilam Road up to Brookside Terrace be a two-way cycleway*) and continue with the current approved design (Attachment A to this report); and
 - ii. Note that staff will bring a report to Council in mid-2024 to agree to the detailed traffic resolutions prior to completing construction procurement.
 - OR
 - b. Option B - Shared path:
 - i. Revoke the previous decision made by the Urban Development and Transport Committee at its 3 February 2022 meeting (Item 9, Resolution 1(d): *that Section 3 –*

Aorangi Road from Ilam Road up to Brookside Terrace be a two-way cycleway), following the Committee's consideration of the Hearings Panel report (Attachment E to this report); and

- ii. Approve the scheme design of the Nor'West Arc section 3 between Ilam Road and Brookside Terrace as a shared path (Attachment B to this report).
- iii. Note that staff will bring a report to the Council to agree the detailed traffic resolutions prior to completing construction procurement.
- iv. Note that this option has associated design, budget, resource and delivery impacts and risks (as described in section 4.32 of this report).

OR

- c. Option C – Separated cycleway and footpath on the existing berm:
 - i. Agree to pause any further work as commenced under Option A – Separated cycleway on the carriageway (the current approved design).
 - ii. Direct staff to create a scheme design for a separated cycleway and footpath on the existing berm.
 - iii. Note that this option has associated design, budget, resource and delivery impacts and risks (as described in section 4.33 of this report).
 - iv. Note that this option is likely to require additional consultation, including the formation of a Hearings Panel to evaluate feedback and design options.
- 3. Note that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 A Notice of Motion was agreed by the Council on 6 September 2023 to review the design options for the Nor'West Arc Major Cycle Route.
 - 3.1.1 The Notice of Motion specifically relates to the section of Aorangi Road between Ilam Road and Brookside Terrace (610m).
 - 3.1.2 Council Staff were asked to provide details about the process to change the design, options for removal and replacement of trees, and advise of the impacts of any change to delivery.
- 3.2 At the beginning of the project two options were considered for this section of cycleway: a neighbourhood greenway; and separated cycleway in the road corridor. On the 5 March 2021 the greenway option was ruled out by the Transport Steering Group due to the traffic volume and limited opportunities to reduce traffic volumes.
- 3.3 The project team carried out early engagement with non-resident stakeholders. After early engagement analysis, further options were considered, including both on berm shared path and on berm separated footpath and cycleway options, leading to the two favoured options:
 - 3.3.1 A separated, two-way cycleway (Option A)
 - 3.3.2 An on-berm shared path (Option B)
- 3.4 A Scheme Design and Network Functionality (SANF) review was completed on both options. Option A was endorsed over Option B due to concerns around the risks of conflict with shared path users and exiting vehicles from driveways.

- 3.5 On 3 August 2021, Council was briefed on Nor'West Arc Section 3 prior to consultation.
- 3.5.1 Formal consultation was conducted from 14 September to the 12 October 2021.
- 3.5.2 Results of the consultation were 424 submissions with 339 selecting a preferred option:
- Option A - 62%
 - Option B - 38%.
- 3.6 Based on feedback from consultation, several revisions were made to Option A. These included a 70m shared path, additional parking, including more on street parking, and improved safety measures at the Ilam Road/Aorangi Road intersection.
- 3.7 A Hearings Panel convened on the 15 November 2021.
- 3.7.1 The Panel accepted the Officer Recommendations for a revised Option A: a shared path from Ilam Road to Truman Road, and separated cycleway in the existing carriageway from Truman Road to Brookside Terrace.
- 3.7.2 The Hearings Panel report and recommendations were adopted by the Urban Development and Transport Committee on 3 February 2022, with 11 votes in favour and 4 against.
- 3.8 In conclusion, the project has been through a thorough design analysis, public consultation, and Hearings process to provide the current preferred design option for the Nor'West Arc Major Cycleway.
- 3.8.1 While it is difficult to cost any change exactly at this stage, staff can confidently advise the Council that there is more cost and time associated with changing the option from the current approved Option A, to either of the alternative Options B or C.
- 3.8.2 This is because changing the design will result in an increase in the scope to be delivered, and there will be additional design costs and time associated with any change.

4. Background/Context Te Horopaki

- 4.1 The Nor'West Arc cycleway will provide a Major Cycleway standard design from Cashmere to Papanui.
- 4.1.1 The Notice of Motion and the content of this report relate specifically to the section on Aorangi Road between the Ilam Road and Brookside Terrace intersections (610m).
- 4.1.2 The Major Cycleway Programme was declared a Metropolitan Programme on 29 January 2015, where it was agreed that the Council would have authority to make design decisions. This was delegated to the Urban Development and Transport Committee at the time of the original design decision on this section of the project.
- 4.1.3 Funding for this section is partly from the government's Shovel Ready programme, with additional funds from the Council.
- 4.2 As noted in paragraph 1.3, the Council requested a report from staff on the process for adopting an 'amended Option B', described as an on-berm cycleway alongside the footpath. For clarity this 'amended' option will be referred to as Option C. Therefore, the three options referred to in this report are:
- Option A – Separated cycleway on the carriageway (current design)
 - Option B – Shared path on the existing berm

- Option C – Separated cycleway on the existing berm, adjacent to the footpath
- 4.3 At the beginning of the project two options for this section of the cycleway were considered – these being a greenway and a separated cycleway. The greenway option was ruled out by the Transport Steering Group on 5 March 2021 due to the existing traffic volumes and limited opportunities to reduce them.
- 4.4 The project team then took Option A, the separated cycleway option, to non-resident stakeholders for early engagement. Following this process, further analysis was undertaken on alternative options, including both an on berm shared path and an on berm separated footpath and cycleway. The on berm shared path option was put forward for wider public consultation as Option B.
- 4.5 The existing berm varies from 5.1m to 5.8m. It includes a 1.6m wide footpath against property boundaries with a wide grass berm, trees and power poles. A shared path was considered the most practical option given the space available and minimum dimensions that would be needed for a separated footpath and cycleway. Additionally, the project team wanted to maintain the existing kerb and channel to reduce costs to the project.
- 4.6 The identified benefits of a shared path compared to a separated footpath and cycleway included:
 - A 1m offset from property boundaries.
 - A 3.5m wide shared path.
 - Retains power poles – these being immediately behind the kerb line.
 - Retains existing kerb and channel.
 - Allows users to choose how they use the space.
- 4.7 A Scheme Design Safety and Network Functionality (SANF) review was undertaken on both options. Option A was endorsed by the review primarily due to concerns relating to Option B's shared path proximity to driveways and the risk of conflict between reversing vehicles and users.
- 4.8 The Waipapa Papanui-Innes, Waipuna Halswell-Hornby-Riccarton and Waimaero Fendalton-Waimairi-Harewood Community Boards were briefed on the details of the Nor'West Arc MCR Section 3 to be taken to consultation. This included two options:
 - Option A – A separated cycleway on the carriageway. This retained the existing kerb, berm and footpath and positioned a 3-metre cycleway in the existing road space. It resulted in the removal of on-street parking (about 113 parks) and included new indented parking bays to make up for some of the lost parking. Currently the design includes 51 car parks (Attachment A).
 - Option B – An on berm shared path. This retained the existing road carriageway and on-street parking and created a new 3.5m shared path on the existing berm. It includes a 1m offset from the property boundary and 0.7m offset from the kerb, and resulted in the removal of all trees and the existing footpath (Attachment B).
 - Note that both options included the speed limit reduction from 50kmh to 40kmh. This was later changed to a reduction to 30kmh under the Safer Speeds Plan.
- 4.9 On 3 August 2021 the Council was briefed on the details of the Nor'West Arc MCR Section 3 to be taken to consultation.
- 4.10 Consultation was conducted from 14 September 2021 to 12 October 2021. Below are the links to the maps used during consultation.

- [Map 6 - Aorangi Road \(Ilam to Clyde\)](#)
 - [Map 7 – Aorangi Road \(Clyde to Brookside\)](#)
- 4.11 424 submissions were received, with 339 selecting a preferred option.
- Option A (262, 62%).
 - Option B (129, 38%).
- 4.12 When reviewing submissions from those who live on the route and those from relevant organisations, Option B (15) was preferred over Option A (1).
- Submitters' reasons for supporting Option A:
- Safer (40).
 - Poor user behaviour on shared paths (14).
 - Consistent with the rest of Aorangi Rd (10).
 - Cyclist priority at intersections (3).
 - No tree loss (3).
- Submitters' reasons for supporting Option B:
- Maintains on-road car parking (30).
 - Safer (5).
 - Removes trees (3)
- 4.13 The two options were then assessed using a multi-criteria analysis that considered major cycleway standard design criteria, public submissions, and cost.
- Option A was considered to be the better option under design aspects of safety, comfort, attractiveness, and directness. It also received the greatest support by submitters (62%).
 - Option B was considered to be the better option under stakeholder impact and cost.
- 4.14 After consultation, Option A was chosen by the project team as the preferred option due to a) safety concerns with Option B which were raised in the SANF review and b) most of the public submissions(62%) preferred Option A.
- 4.15 After consultation the following actions/revisions were made to the preferred Option A:
- A separated cycleway was replaced with a shared path from Ilam Road to Truman Road (70m). The purpose of this was to give cyclists a clear priority over Truman Road.
 - Additional parking introduced on the southern side of Aorangi Road. Provision of two P10 parking spaces on the northern side of Aorangi Road.
 - Five additional trees were removed due to the introduction of the shared path between Ilam Road and Truman Road.
 - Ongoing work during detailed design phase with the Village Church on the shared area at Ilam Road and Aorangi Road Intersection (now completed).
 - Measures to further improve safety at the Aorangi Road Ilam Road intersection considered during detailed design (now completed).
- 4.16 A Hearings Panel process was conducted on 15 November 2021 via video link due to COVID -19 restrictions. The Hearings Panel consisted of Councillors Melanie Coker (Chair), Catherine Chu, Mike Davidson, Jake McLellan, and Community Board Member Simon Britten.

- 4.17 426 written submissions were received, and the Hearings Panel heard from 28 submitters.
- 4.18 At the end of the hearing, Panel Members asked 60 questions. The questions and Council Officer responses were recorded in the [15 November 2021 meeting minutes](#).
- 4.19 The Hearings Panel accepted the Officer Recommendations of a revised Option A, comprising a shared path from Ilam Road to Truman Road and a separated cycleway in the existing carriageway from Truman Road to Brookside Terrace. The Hearings Panel also requested staff to investigate additional parking on the Aorangi Road corner by Clyde Road, as a result of submissions from the New Generation Church.
- 4.20 The design was amended at the Aorangi Road corner by Clyde Road to include an additional eight car parks, resulting in the removal of two trees.
- 4.21 The Hearings Panel report and recommendations were then adopted by the Urban Development and Transport Committee on 3 February 2022 with 11 votes in favour and 4 against.
- 4.22 Following the resolution by the Urban Development and Transport Committee to adopt the recommended Option A the project entered the detailed design phase.
- 4.23 Four notable changes were made during the detailed design process:
 - 4.23.1 The project team identified additional opportunities to add indented parking bays working with the Council arborists in identifying another three trees scheduled for removal as part of their Orion Tree Compliance Project. This resulted in an additional 2 silver birch trees being removed and 5 car parks added.
 - 4.23.2 The proposed speed limit reduction from 50kph to 40kph was further reduced to 30kph to align with the Safer Speeds Plan.
 - 4.23.3 The design at the Clyde Road intersection was changed to a shared path crossing. This removed the pedestrian versus cycle lane cross conflicts and would encourage cyclists to be more careful on the approach to Clyde Road. Additionally, the design more clearly indicated to cyclists that they must give way to vehicles on Clyde Road.
 - 4.23.4 The scope of the project now includes the replacement of kerb and channel, and resealing of the carriageway, due to observed poor asset condition.
- 4.24 This section of the cycleway is now at the end of detailed design, and construction was planned to start before Christmas 2023.

PROCESS TO CHANGE DESIGN

- 4.25 The below describes the process requirements to progress each of the three options:
 - 4.25.1 **Option A** – No further action. The project is at the end of detailed design phase and can continue to the procurement phase, and there are no other implications.
 - 4.25.2 **Option B** – Based on the information contained in the previous [Hearings Panel report](#) (**Attachment E** - Urban Development and Transport Committee 3 February 2022), the Council could make a resolution at this meeting to revoke the previous decision and progress with Option B (Attachment B).

The Council would put itself in as good a position as the original Hearings Panel which heard all parties. It can do so by considering the Hearings Panel report which includes all submissions, a summary of the written and verbal submissions that were presented at the hearings and the Hearings Panel's considerations and deliberations.

- 4.25.3 **Option C** – Should Council wish to proceed with the development of Option C:

- A. Council should pass a resolution to pause any further work on the Nor' West Arc MCR Section 3 along Aorangi Road between Ilam Road and Brookside Terrace, as the current Notice of Motion resolution has only paused the work until this report.
 - B. Work would not continue that could prejudice any future Council decisions, until staff have developed a scheme design for Option C, and consulted on this.
- 4.26 To meet the requirements of the Local Government Act, including our Significance and Engagement Policy, consultation will be required to develop and approve a new design (Option C).

PROCESS TO REMOVE TREES

- 4.27 The process to remove the silver birch trees associated with both Options B and C will require:
- Neighbouring properties to be informed of the proposed tree removals.
 - A request to remove the trees included in a transport resolution report to the Council.
 - Removal of the trees will be subject to the Council's Tree Policy, requiring two new trees to replace each tree removed.
 - Due to location constraints, it is likely that some replacement trees would have to be located away from the project site.
- 4.28 The decision affects the following wards/Community Board areas:
- Waimaero Fendalton-Waimairi-Harewood Community Board.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.29 The following reasonably practicable options were considered and have been assessed in this report:
- Option A – Separated cycleway on the carriageway (current design).
 - Option B – Shared path on the existing berm.
 - Option C – Separated cycleway on the existing berm, adjacent to the footpath.
- 4.30 The following options were considered but ruled out:
- **Greenway.** At the beginning of the project two options for this section of the cycleway were considered. A greenway and a separated cycleway in the road corridor. A greenway option was ruled out due to the existing traffic volumes and limited opportunities to reduce them.

Options Descriptions Ngā Kōwhiringa

- 4.31 **Preferred Option: Option A – Separated cycleway on the carriageway (current design).**

4.31.1 **Option Description:** A separated cycleway on the carriageway. This retained the existing kerb, berm and footpath and located a 3-metre cycleway in the existing road space. This option resulted in the removal of the on-street parking (about 113 parks) and included new indented parking bays to make up for some of the lost parking. Currently the design includes 51 car parks.

4.31.2 Option Advantages

No further action. The project is at the end of detailed design and will continue to the procurement phase, and therefore has no implications.

4.31.3 **Option Disadvantages**

Removal of some parking along Aorangi Road

4.32 **Option B – Shared path on the existing berm.**

4.32.1 **Option Description:** An on berm shared path – retained the existing road carriageway and on-street parking and located a 3.5m shared path on the existing berm. It includes a 1m offset from the property boundary and 0.7m offset from the kerb. This option resulted in the removal of all trees and removal of the existing footpath (Attachment A)

4.32.2 **Option Advantages**

Retention of most car parking spaces.

4.32.3 **Option Disadvantages**

- A. Resource to be sought for detailed design.
- B. Technical approvals will need to be reviewed. This includes Orion, Connetics, Enable, One.NZ (formally Vodafone), CCC Three Waters, Chorus, landscaping, and safety auditing.
- C. Design implications. Stormwater infrastructure to be reviewed due to increased impermeable space. Other potential design implications due to underground services not yet surveyed.
- D. Lighting review and upgrade likely required with poles and power connection to be installed against property boundaries.
- E. All trees to be removed from the berm. Two trees to be planted in place of every one removed as per the Council Tree Policy. These will likely be planted away from this section of Aorangi Road due to a lack of green space.
- F. Additional costs compared to Option A. Option B has a rough estimate, of being \$2.5 million more than Option A. Key contributors to the increase in cost for Option B relate to potential service relocations, additional street lighting, additional stormwater, intersection changes, tree removal and design costs.
- G. Time. 4 month delay due to additional survey, design work and approvals. Some time may be absorbed through the prioritisation of other work, such as the construction of other parts of the cycleway.

Increased Risks:

- H. Underground service clashes in berm may add cost/time to project. Services will need to be confirmed via survey.

4.33 **Option C – Separated cycleway on the existing berm, adjacent to the footpath.**

4.33.1 **Option Description:** ‘An amended version of Option B’, described as an on-berm cycleway alongside the footpath.

4.33.2 **Option Advantages**

Retention of the majority of existing car parking.

4.33.3 **Option Disadvantages**

- A. Professional services to be procured for scheme design, detailed design, consultation and project management, with associated additional costs.

- B. Additional reports to the Council for approval to consult the public; and approval to proceed to design and construction.
- C. Hearings Panel to be formed and process followed.
- D. Technical approvals will need to be revisited, this includes Orion, Connetics, Enable, One.nz (formally Vodafone), CCC Three Waters, Chorus, landscaping, and safety auditing.
- E. Lighting review and upgrade likely required. Lighting poles and power connections would be installed against property boundaries.
- F. Design implications. Footpath to be replaced due to poor condition. Overhead power poles would need to be undergrounded. Stormwater infrastructure to be reviewed due to increased impermeable space. Other potential design implications due to underground services not yet surveyed.
- G. All trees to be removed from the berm. Two trees to be planted in place of every one removed as per the Council Tree Policy. These will likely be planted away from this section of Aorangi Road due to a lack of green space.
- H. Additional Costs compared to Option A: Option C has a rough estimate being \$4 million more than Option A. The key contributors to the increase in cost for Option C are the same as Option B with the addition of scheme design and consultation fees, undergrounding of power lines to private properties and adjusting the kerb alignment.
- I. Time – 11 months delay to programme.
 - 1 month - Procure resources.
 - 3 months - Scheme Design and approvals.
 - 3 months – Consultation and approvals.
 - 4 months – Detailed Design and approvals.
- J. Some time may be absorbed through the prioritisation of other work, such as the construction of other parts of the cycleway.

Increased Risks:

- K. There is a risk that during consultation the public are not supportive of Option C with a preference for Options A or B.
- L. The scheme may still result in a loss of on-street parking due to minimum widths and offsets. It is noted that the retention of parking has been a driver for this option.

- 4.34 To meet the requirements of the Local Government Act, including our Significance and Engagement Policy, we consider consultation will be required to develop and approve a new design (Option C).

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option B	Option C
Additional cost to Implement	None	\$2.5 million	\$4 million

Maintenance/Ongoing Costs	All options are considered to have the same ongoing costs.	All options are considered to have the same ongoing costs.	All options are considered to have the same ongoing costs.
Current Funding Source			
Shovel Ready	\$10,500,000	\$10,500,000	\$10,500,000
CO- funding	\$16,125,995	\$16,125,995	\$16,125,995
Additional Cost to Implement (as above)		\$2,500,000	\$4,000,000
Total Budget to implement	\$26,625,995	\$29,125,995	\$30,625,995
Funding Availability	Planned in LTP	\$2.5m shortfall	\$4m shortfall
Impact to Ratepayers	None as planned in LTP	Approx. 0.028%	Approx. 0.04%

- 5.1 It was requested that staff provide greater explanation on the proposed additional costs related to the alternative Options B and C. Attachment C of this report provides high level indicative cost implications. As there are no detailed designs of Option B and C the additional costs of each option provided in the report are indicative rough order costs.
- 5.2 The likely scope increases that cause the additional costs for Option B and C are detailed in *Attachment D - Table of items contributing to cost by option*.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Identified Risks include:
- 6.1.1 Legal Risk – Ensure adequate engagement is undertaken if Option C is considered. As stated in paragraph 4.34 of this report.
 - 6.1.2 Reputational Risk – Public criticism due to a previous Council decision being reconsidered.
 - 6.1.3 Financial Risk – T An independent estimate has been requested and this may change the expected costs. A change from Option A will lead to an increase in costs.
 - 6.1.4 Delivery Risk – Delivery date likely to be extended if Option B or C is progressed.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa
- 6.2.1 The statutory power used to undertake proposals as contained in this report is under the Local Government Act 2002.
 - 6.2.2 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.
 - 6.2.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
 - 6.2.4 The decisions within this report falls within the Council's decision-making authority consistent with the Local Government Act.
 - 6.2.5 Note: Under Clause 12.9 of the Land Transport Rule Setting of Speed Limits 2022, if a road controlling authority has, before 19 May 2022 (commencement of the Rule), called for submissions on a proposal to set a speed limit under the previous Rule, the road controlling authority may in the interim period set the speed limit under the previous Rule under an existing Bylaw.

6.3 Other Legal Implications Ētahi atu Hiraunga-ā-Ture

- 6.3.1 The legal consideration is ensuring procedural obligations are met should Council revisit the design, by considering the new design Option C.

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decisions:

- 6.4.1 Align with the [Christchurch City Council's Strategic Framework](#).

- This project supports Council's Strategic Priority: *Increasing active, public and shared transport opportunities*.

- 6.4.2 Are assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the level of media and community interest in cycleways and availability of Government funding, balanced with the relatively low impact on the city as a whole.

- 6.4.3 Are consistent with Council's Plans and Policies by increasing active, public and shared transport opportunities by providing a safe option for cyclists particularly those who would not normally feel comfortable biking within the main stream of traffic.

6.5 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

6.6 Governance

6.6.1 Activity: Governance and decision-making

- M. Level of Service: 4.1.28.3 Establish and maintain documented governance processes that ensure compliance with the local government legislation - Governance processes are maintained and published on council's website.

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 The decision affects the following wards/Community Board areas:

- 6.7.1 Waimaero Fendalton-Waimairi-Harewood Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.8 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 specifically impact Mana Whenua, their culture, or traditions.

- 6.9 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.

- 6.10 The decision does impact any 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.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.11 The decisions in this report are likely to:











- 6.11.1 Contribute positively to adaptation to the impacts of climate change.
6.11.2 Contribute positively to emissions reductions.

- 6.12 For each tree removed, two replacement trees will be planted within a local reserve as per CCC Tree Policy.

7. Next Steps Ngā Mahinga ā-muri

7.1 The decision will provide the direction of next steps.

Attachments Ngā Tāpirihanga

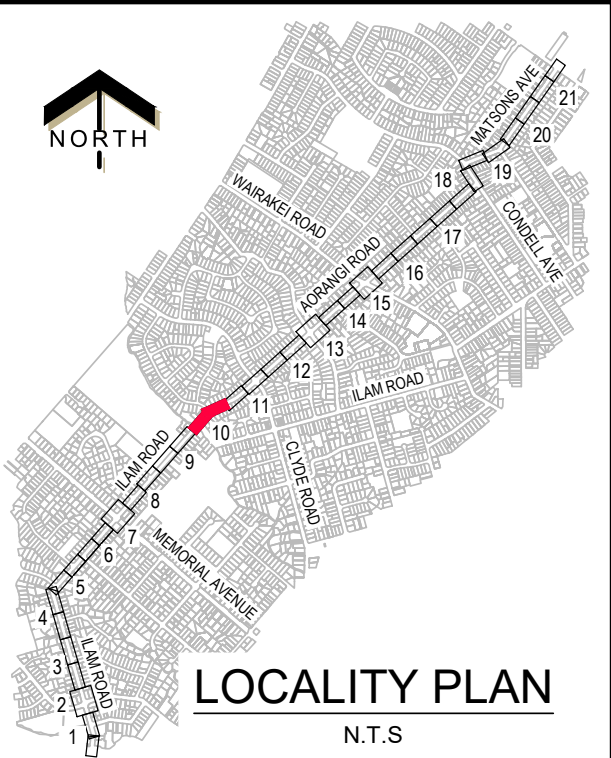
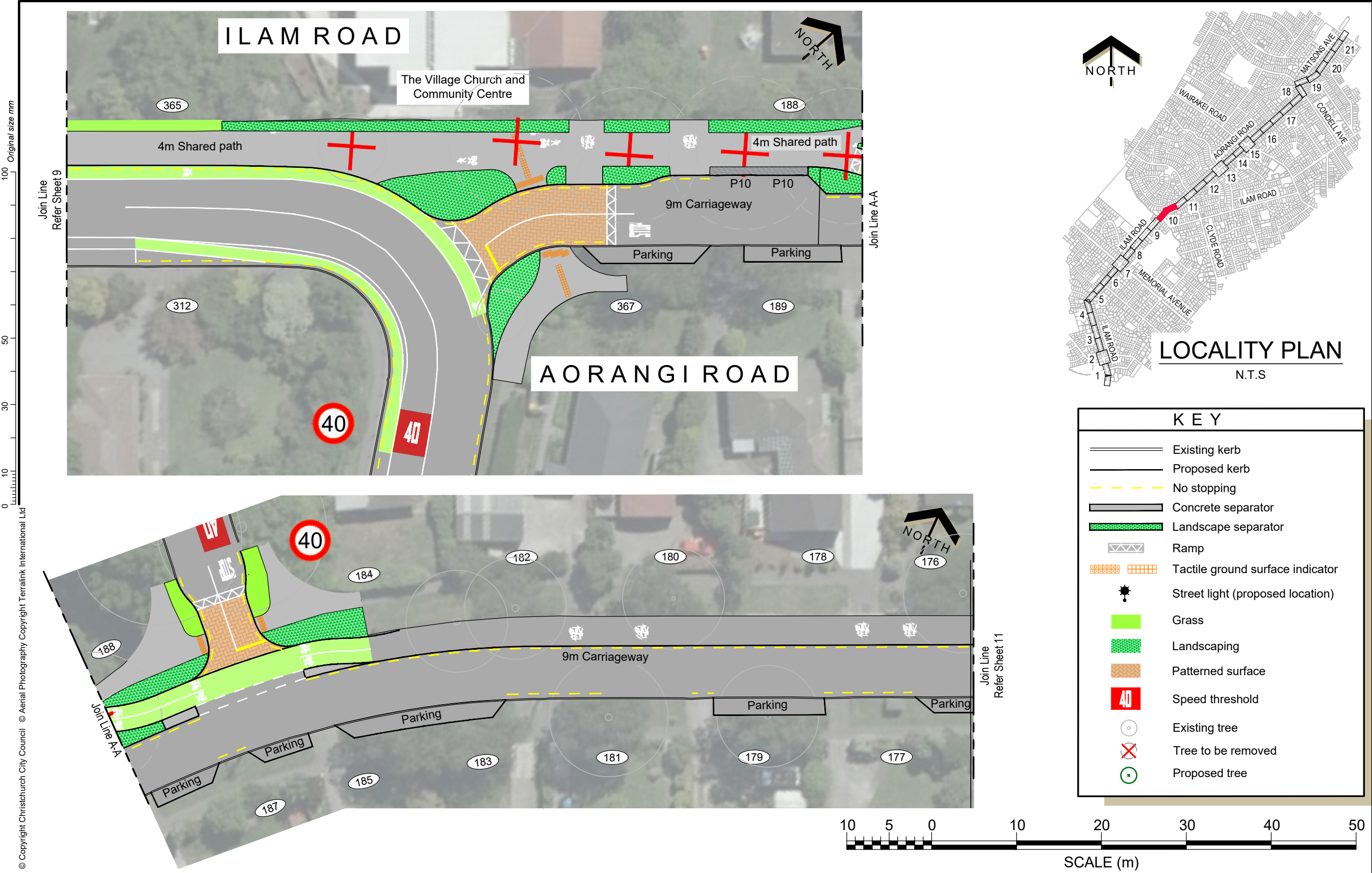
No.	Title	Reference	Page
A  	Option A - As previously approved	23/1855584	343
B  	Option B - As previously consulted	23/1855857	347
C  	Nor'West Arc Cycleway - Aorangi Road Notice of Motion Memo (31 March 2024)	24/308800	351
D  	Table of Items Contributing to Cost by Option	24/309304	354
E  	Hearings Panel Report - Nor'West Arc Section 3 - Te Ara O-Rakipaoa Cycleway	21/1475784	355

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

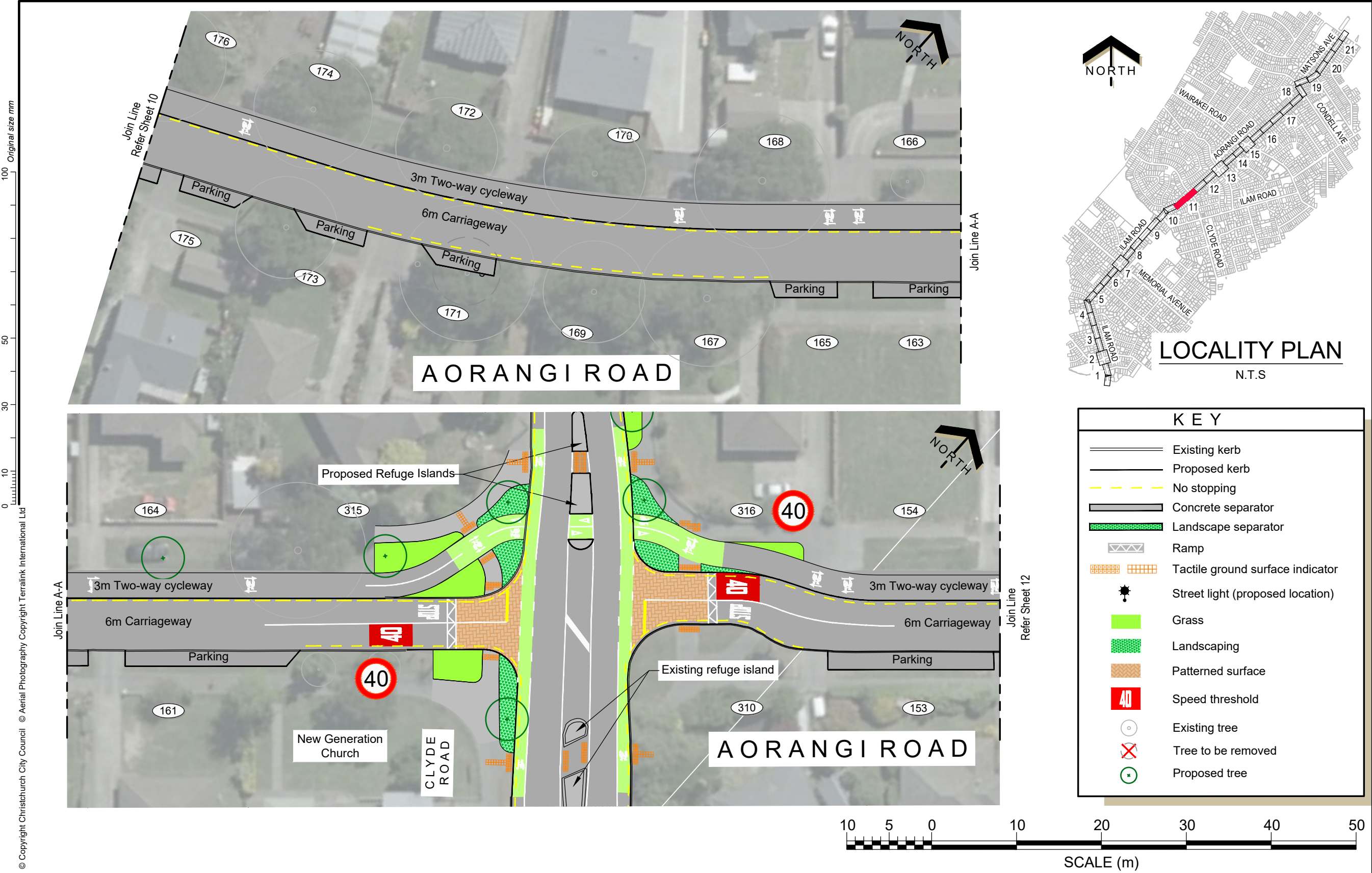
Document Name – Location / File Link
Not applicable

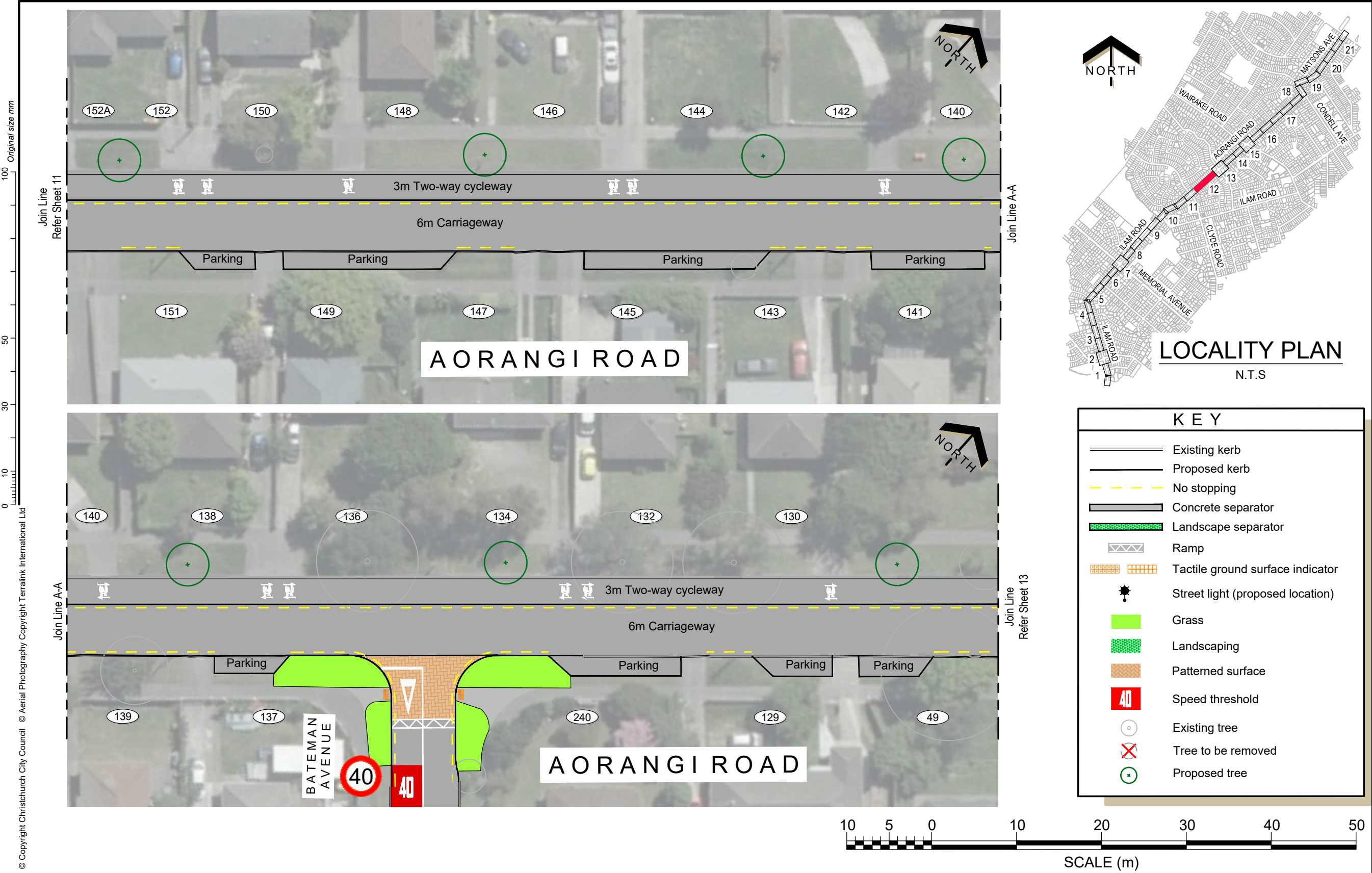
Signatories Ngā Kaiwaitohu

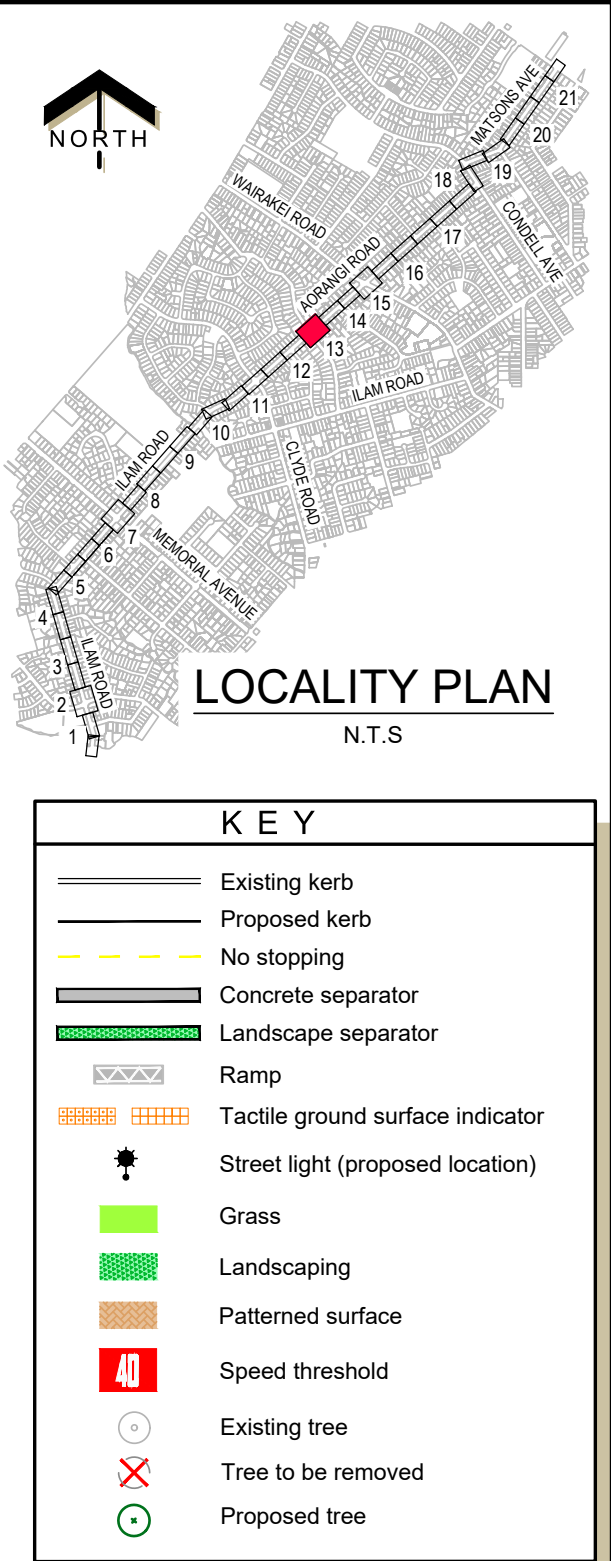
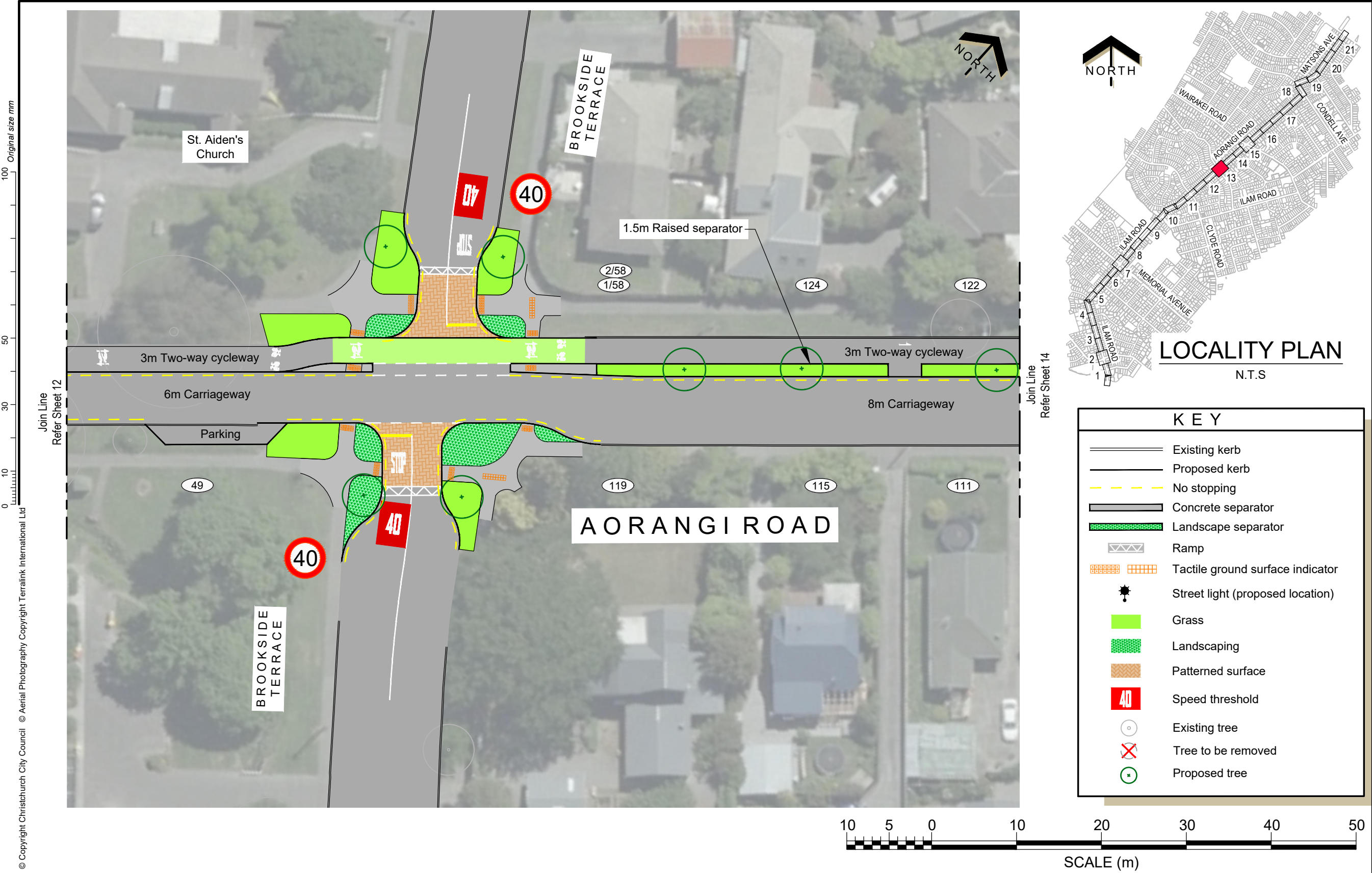
Authors	Richard Humm - Project Manager Ron Lemm - Manager Legal Service Delivery, Regulatory & Litigation Tessa Zant - Manager Engagement Naomi Soper - Senior Legal Counsel
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management Brent Smith - Acting General Manager City Infrastructure



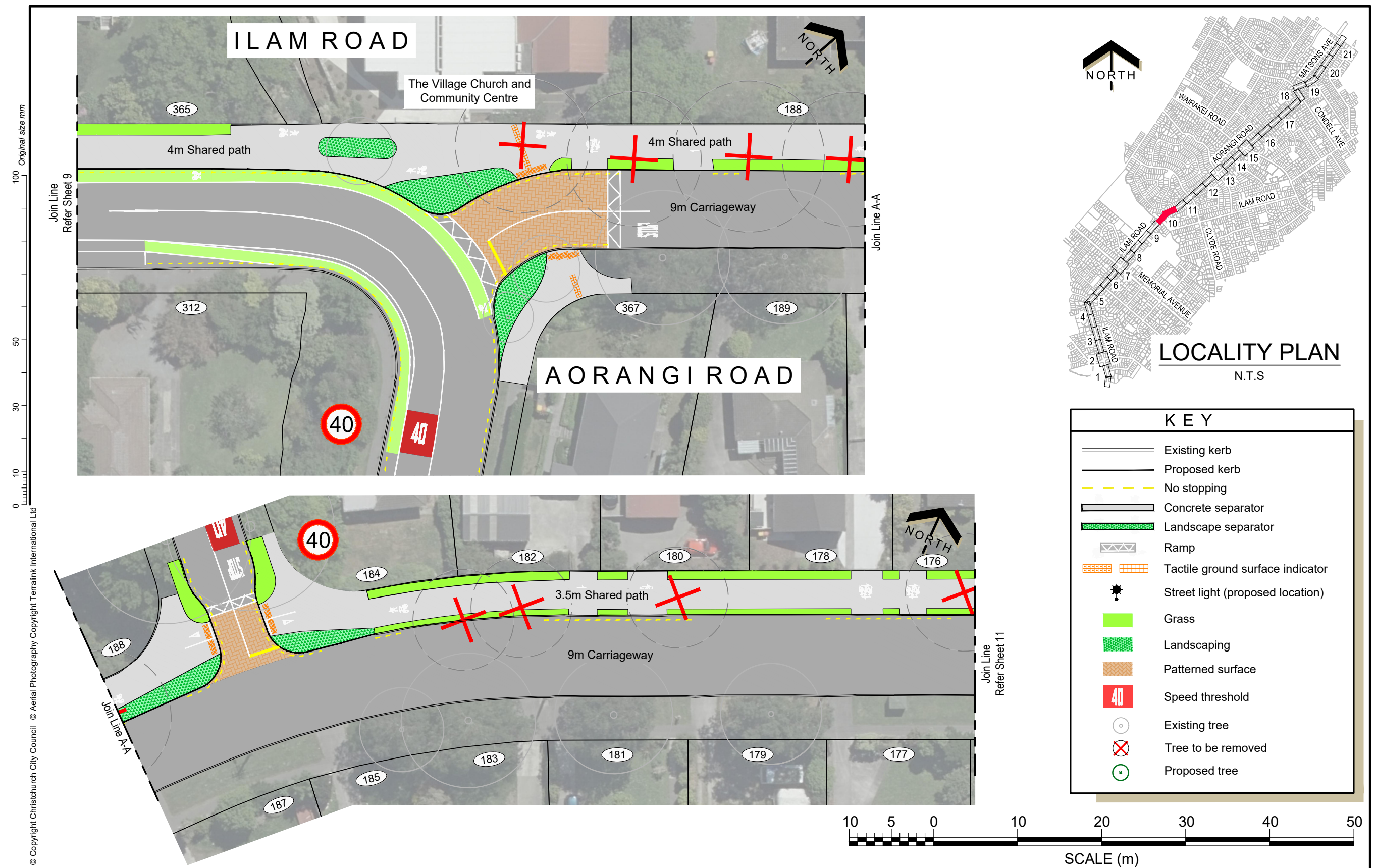
KEY	
	Existing kerb
	Proposed kerb
	No stopping
	Concrete separator
	Landscape separator
	Ramp
	Tactile ground surface indicator
	Street light (proposed location)
	Grass
	Landscaping
	Patterned surface
	Speed threshold
	Existing tree
	Tree to be removed
	Proposed tree

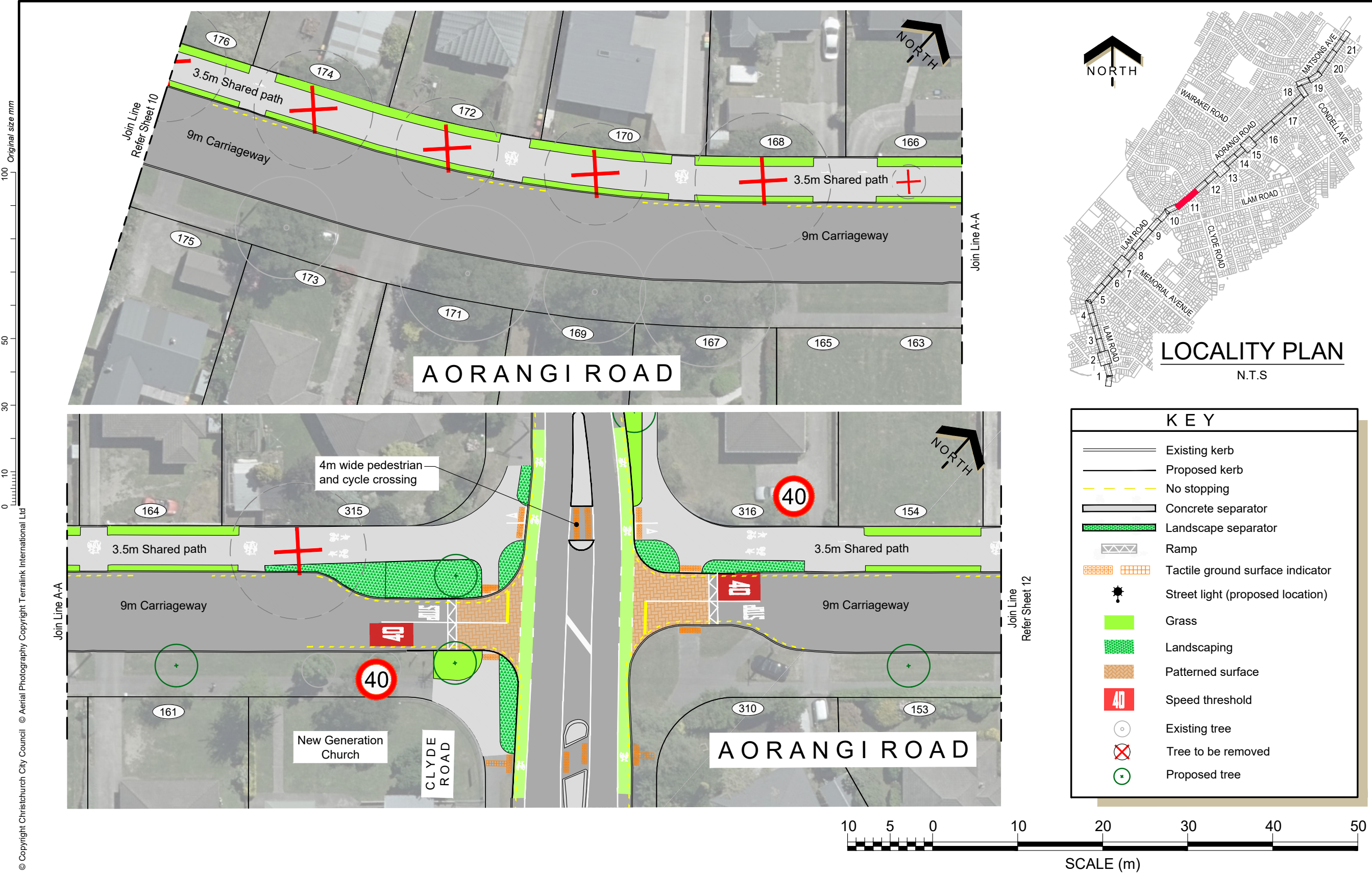


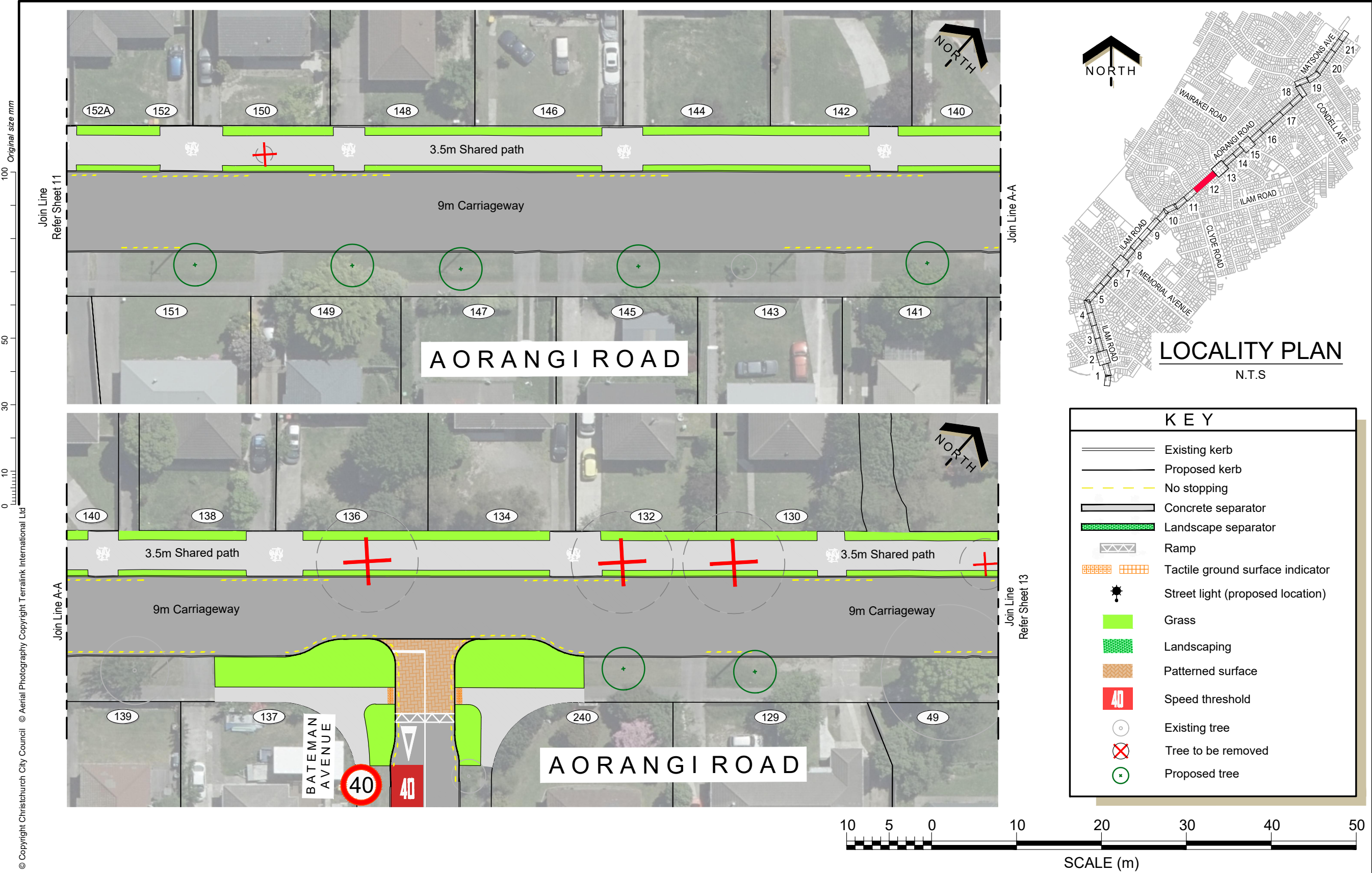




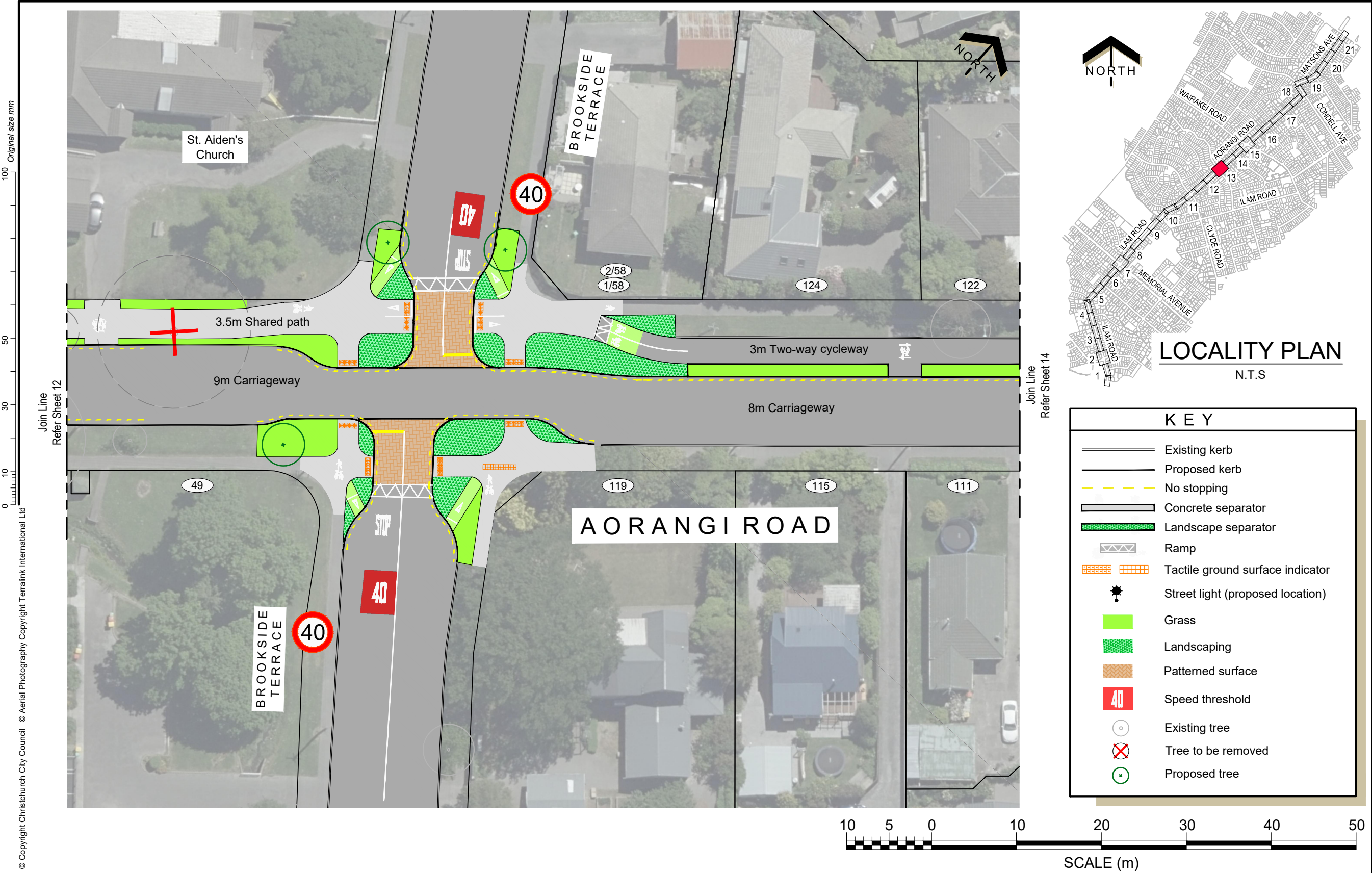
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KEY	
	Existing kerb
	Proposed kerb
	No stopping
	Concrete separator
	Landscape separator
	Ramp
	Tactile ground surface indicator
	Street light (proposed location)
	Grass
	Landscaping
	Patterned surface
	Speed threshold
	Existing tree
	Tree to be removed
	Proposed tree

Memos



Memo

Date: 26 February 2024
From: Jacob Bradbury – Manager Planning & Delivery Transport
To: Mayor and Councillors
Cc: Executive Leadership Team
Reference: 24/308800

Nor'West Arc Cycleway - Aorangi Road Notice of Motion

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to respond to queries raised by elected members regarding costs of options presented in the 15 November 2023 report titled "Process for changing approved design - MCR Nor'West Arc".
- 1.2 On 15 November 2023 a report (Attachment A) was submitted to Council as a result of a Notice of Motion requesting information on the process for revoking an approved design and adopting a new one. The report also included indicative cost implications of each one.
- 1.3 The information in this memo is not confidential and can be made public.

2. Update Te take o tēnei Pānui

BACKGROUND

- 2.1 This memo relates to the section of Nor'West Arc Major Cycleway on Aorangi Road between Ilam Road and Brookside Terrace only.
- 2.2 On 15 November 2023 a report was submitted to Council as a result of a Notice of Motion. The Notice of Motion requested information on the process for how Council would revoke the current approved design and approve a new one. The report also included indicative cost implications of each one.
- 2.3 The Mayor requested this memo to provide greater explanation on the proposed additional costs related to the alternative Options B and C.
- 2.4 The options referred to in the report were noted as:
 - Option A – Separated cycleway on the carriageway (current design)
 - Option B – Shared path on the existing berm.
 - Option C – Separated cycleway on the existing berm, adjacent to the footpath.
- 2.5 Option B was noted to be ~\$2.5 million more than Option A; and Option C was noted to be ~\$4 million more than Option A.
- 2.6 As there are no detailed designs of Option B and C the additional costs of each option provided in the report were indicative rough order costs.
 - 2.6.1 In short, this means – other than for Option A – they have not been through a thorough design and costing process. Therefore there is scope for these to vary considerably from the costings given.

Memos



- 2.6.2 To develop the designs to an equivalent level to gain more confidence would involve a significant investment.
- 2.6.3 What can be confidently advised to Council is that there is more cost and time associated to changing the option, from the current approved Option A, to either of the alternative Options B and C. This is because changing the design will result in an increase in the scope to be delivered, and also due to the additional design costs and time associated with any change.
- 2.7 The likely scope increases that cause the additional costs for Option B and C are detailed in **Attachment B**. The below discusses these rough order cost differences in more detail.
- 2.8 Note: An estimate cannot be provided for Option A as the project is in the tender phase and a contract price is subject to negotiation. Therefore, the report's rough order cost differences provided for the alternative options are presented relative to Option A.

OPTION B

- 2.9 The report indicated changing to Option B would cost ~\$2.5 million more than Option A. The November report highlighted this was due to:
- Potential in berm service relocations
 - New path and lighting
 - Detailed design required
 - The items 'Undergrounding of powerlines' and 'kerb realignment' are yellow in the table (Attachment B) as the design team have noted these items as 'risks' and may possibly be required as more becomes known during the detailed design phase. These items have not been included in the indicative cost difference.
- 2.10 The cost of this option has been offset by the removal of the Option A features of a 'kerb separator' and 'indented parking' as they are not required for this option. Due to the poor condition of the road surface, stormwater, kerb and channel there is minimal cost offset from removing Option A's separated cycleway from the design, as significant work in this part of the carriageway is still required due to the poor condition of the infrastructure.

OPTION C

- 2.11 The report indicated changing to Option C would cost ~\$4 million more than Option A. The report highlighted this was due to the same items as Option B with additional items. These are:
- Potential in berm service relocations
 - New path and lighting
 - Detailed design required
 - Scheme plan required
 - Consultation
 - Undergrounding of powerlines
 - Adjusting the kerb alignment
 - There is a risk the adjusted kerb will result in indented parking being required due to the likely loss of parking due to the reduction of the carriageway width. This has not been allowed for in the indicative cost difference.

Memos



- 2.12 The cost of this option has been offset by the removal of the Option A features of a kerb separator not being required and it has been assumed the indented parking is also not required. Due to the poor condition of the road surface, stormwater, kerb and channel there is minimal cost offset from removing Option A's separated cycleway from the design, as significant work in this part of the carriageway is still required due to the poor condition of the infrastructure.

NEXT STEPS

- 2.13 "Process for changing approved design - MCR Nor'West Arc" report to be resubmitted to Council for decision making.

3. Conclusion Whakakapinga

- 3.1 Option A is the cheapest option. Option B is estimated to be ~\$2.5 million more than Option A. Option C is estimated to be ~\$4 million more than Option A.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Attachment A - Process for Changing Approved Design - MCR Nor'West Arc	23/1973915
B	Attachment B - Table of Items Contributing to Cost by Option	24/309304

Signatories Ngā Kaiwaitohu

Authors	Richard Humm - Project Manager Jacob Bradbury - Manager Planning & Delivery Transport
Approved By	Oscar Larson - Team Leader Project Management Transport Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management Brent Smith - Acting General Manager City Infrastructure

Table of Items Contributing to Cost by Option

	Option A – Approved separated cycleway on carriageway	Option B – consulted on shared path on berm	Option C – Separated footpath and cycleway on berm	Reasons
Renewals including stormwater, kerb & channel, road resurfacing	Needed – Partly absorbed by cycleway construction.	Needed	Needed	Infrastructure in poor condition
In berm service relocations	Not required	Needed	Needed	Berm has underground services
New path & lighting on berm	Not required	Needed	Needed	Design requirement for option
Detailed design	Completed	Needed	Needed	Required for option development
Additional project management fees	Not Applicable	Needed	Needed	Additional fees due to additional time required
Undergrounding of power lines	Not required	Possibly needed	Needed	Design requirement for option
Kerb realignment	Not required	Possibly needed	Needed	MCR standard requires additional width
Scheme and consultation	Completed	Completed	Needed	Required for option development
Indented parking	Needed	Not Required	Possibly needed	Included to mitigate lost on-street parking
Kerb separator	Needed	Not Required	Not Required	MCR standard requirement
Rough cost increase	Planned in LTP	+\$2.5M	+\$4M	

Hearings Panel
15 November 2021



4. Nor'West Arc Section 3 - Te Ara O-Rakipaoa Cycleway

Reference Te Tohutoro: 21/1475784

Report of Te Pou Matua: Jannie Greeff, Project Manager, jannie.greeff@ccc.govt.nz
Tessa Zant, Senior Engagement Advisor, tessa.zant@ccc.govt.nz

General Manager Jane Davis, General Manager Infrastructure, Planning and
Pouwhakarae: Regulatory Services, jane.davis@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report on the Nor'West Arc Section 3 is to advise the Hearings Panel on the outcome of the consultation and engagement process and to inform it of the preferred option before it considers the views of submitters both oral and written.
- 1.2 The report also requests that the Hearings Panel makes a recommendation to Urban Development and Transport Committee to approve the preferred options. This includes:
 - a one-way cycleway on Ilam Road;
 - a shared-path on Ilam Road from Jellie Park up to Aorangi Road,
 - a shared path on Aorangi Road from Ilam Road up to Truman Road;
 - a two-way cycleway on Aorangi Road from Truman Road up to Brookside Terrace;
 - a two-way cycleway on Aorangi Road, Condell Avenue and Matsons Avenue (Brookside Terrace up to Harewood Road); and
 - Wairakei Road/ Aorangi Road intersection safety improvement, as shown in **Attachment A**.
- 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 by the level of media and community interest in cycleways and availability of Government funding, balanced with the relatively low impact on the city as a whole.

2. Proposed Officer Recommendations Ngā Tūtohu

That the Hearings Panel:

1. Receives the information within, attached to this report, and considers the written and oral submissions made as part of the public consultation process.
2. Recommends that the Urban Development and Transport Committee approves:
 - a. Revised scheme design of the MCR Nor'West Arc Section 3, as detailed in **Attachment A**; including changes to the Wairakei Road/ Aorangi Road intersection.
 - b. change of speed to 40km/hr along the route and associated cul-de-sac streets;
 - c. time restricted parking, as detailed in **Attachment A**; and
 - d. tree removal, as detailed in **Attachment A**.
3. Recommends to the Urban Development and Transport Committee that the detailed traffic resolutions required for the implementation of the project are brought back to the Committee for approval at the end of the detailed design phase, prior to the beginning of construction.

Hearings Panel
15 November 2021



3. Background Te Horopaki

- 3.1 The Nor'West Arc Major Cycleway Route (MCR) is one of the 13 major cycle routes planned across the City and is designed to go from Princess Margaret Hospital up to Harewood Road and join the Northern Line and Wheels to Wings major cycleways. Sections 1 and 2 of Nor'West Arc (Princess Margaret Hospital up to University of Canterbury) are complete and this Section 3 (University of Canterbury up to Harewood Road) is scheduled for construction in financial year 23/24. This is within the LTP budget.
- 3.2 Nor'West Arc Section 3 has received \$10.5million in Government funding. However, if both the recommended Option A scenarios are chosen, the project will require an additional \$1million of Council Funding.
- 3.3 Progress to date on Nor'West Arc Section 3:
 - 3.3.1 Route selection endorsed by Urban Development and Transport Committee in December 2020.
 - 3.3.2 Respective Community Boards updated on design progress in May 2021.
 - 3.3.3 Respective Community Boards briefed on scheme design for consultation in July 2021.
 - 3.3.4 Non-resident stakeholder engagement between May – July 2021.
 - 3.3.5 Council briefed on scheme design for consultation in August 2021.
 - 3.3.6 Public consultation from 14 September up to 12 October 2021 including two community drop-in sessions on 20 and 23 September 2021.

4. Options Analysis

Options Considered

The following reasonably practicable options were considered and are assessed in this report:

- 4.1 **Section 1 - Ilam Road from University of Canterbury up to Jellie Park**
 - 4.1.1 Option A - One-way cycleway
 - 4.1.2 Option B - Two-way cycleway
- 4.2 **Section 2 - Shared path on Ilam Road from Jellie Park up to Aorangi Road.**
- 4.3 **Section 3 - Aorangi Road from Ilam Road up to Brookside Terrace.**
 - 4.3.1 Option A - Two-way cycleway
 - 4.3.2 Option B - Shared path
- 4.4 **Section 4 - Two-way cycleway on Aorangi Road, Condell Avenue and Matsons Avenue from Brookside Terrace to Harewood Road.**
- 4.5 **Wairakei/ Aorangi intersection safety improvement**
 - 4.5.1 Stop through-traffic and right turns for cars on Aorangi Road, at the Wairakei Road intersection in conjunction with increasing the offset of the northern and southern legs of Aorangi Road and implementing a cycle and pedestrian signalised crossing centrally between the two Aorangi legs.
 - 4.5.2 Alternative intersection options were considered at scheme investigation stage and discounted prior to consultation. These included:
 - Signalised crossing to the west of the Aorangi Road / Wairakei Road intersection for cycles and pedestrians

Hearings Panel
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- Fully signalised intersection – full signalisation of the intersection including a signalised crossing on the west side for cyclist and crossing for pedestrians on all sides.

4.6 A 40km/h speed limit along the entire route and adjoining cul-de-sac streets.

Option Descriptions

4.7 **Section 1: Ilam Road from University of Canterbury up to Jellie Park:**

Preferred Option A - one-way cycleway on each side of Ilam Road next to the footpath.

4.7.1 **Option Description:** This option provides a one-way cycleway on each side of Ilam Road next to the footpath. It differs from the consultation plan by minor changes in response to submissions received (refer to **Attachment A**). These changes are detailed in [Section 4.16](#)

Key features of the scheme include:

- The existing one-way cycleways on both sides of Ilam Road extend north to the intersection of Maidstone Road. The cycleways run behind the bus stops. Pedestrian crossings from the footpath to new bus shelters keep pedestrians and bus passengers separated and improves safety. The southbound bus stop becomes an in-lane bus stop.
- Upgraded signals at the Creyke / Maidstone Road intersection allowing cyclists and pedestrians to cross the intersection safely.
- The one-way cycleways continues on each side of Ilam Road to Memorial Avenue. The cycleways are protected by a raised separator. Parking on the east side of Ilam Road is removed and some parking on the west side is retained between Maidstone Road and Memorial Avenue.
- A 40km/h speed limit on Ilam Road Improves safety for all modes.

4.7.2 **Option Advantages**

In addition to the scheme features listed above, this option:

- is considered safer and more intuitive for all users as cyclists are travelling in the same direction as drivers.
- is consistent with the treatment applied on Ilam Road toward the south (Nor'West Arc Section 2).
- has a lower safety risk at the existing combined zebra crossing for pedestrians and cyclists on Ilam Road near the University of Canterbury compared to the two-way cycleway.
- is based on utilising the existing kerb-to-kerb width to avoid other constraints such as power poles and costs associated with replacing kerb and/or stormwater infrastructure.
- 190 submitters supported this option with 81 submitters stating no preference.

4.7.3 **Option Disadvantages**

- Reduces the number of on-street parking spaces by an additional 20. This reduction is measured from Option B (two-way cycleway).
- This option is likely to require an additional \$600,000 of Council funding. The additional funding is due to construction work on both sides of the road,

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increased quantity of separators, risk of additional services clashes and additional traffic management.

- Cycleway width reduces to min 1.8m in some locations, which restricts passing opportunities for cyclists.
- Cycleway will be behind parking on one-side, which can possibly restrict visibility and increase risk at access ways.

4.8 **Section 1: Ilam Road from University of Canterbury up to Jellie Park:**

Option B - Two-way cycleway on the western side of Ilam Road next to the footpath.

4.8.1 **Option Description:** This option provides a two-way cycleway on the western side of Ilam Road next to the footpath.

Key features of the scheme include:

- The existing one-way cycleways on each side of Ilam Road near the University will transition into a two-way cycleway on the west side at the existing zebra crossing. A two-way cycleway runs behind the bus stop. Pedestrian crossings from the footpath to a new bus shelter keep pedestrians and bus passengers separated and improves safety. The existing cycle lane on the east side of Ilam Road and the pedestrian refuge islands for crossing Ilam Road are removed.
- Upgraded signals at the Creyke / Maidstone Road intersection allowing cyclists and pedestrians to safely cross the intersection.
- The cycleway crosses the intersection and continues on Ilam Road to Memorial Avenue, protected by a raised separator planted with trees. Parking on the west side of Ilam Road is removed and on the east side most parking is kept.
- A 40km/h speed limit on Ilam Road improves safety for everyone.
- 153 submitters supported this option with 81 submitters stating no preference.

4.8.2 **Option Advantages**

In addition to the scheme features listed above, this option:

- Is more efficient at intersections.
- Retains more parking compared to Option A as cycleway is on one-side only.
- Is more cost effective compared to Option A as work is on one-side only.
- Easier for cyclist to pass.
- This option is based on utilising the existing kerb-to-kerb width to avoid other constraints such as power poles and costs associated with replacing kerb and/or stormwater infrastructure.

4.8.3 **Option Disadvantages**

- Increased conflict risk. People turning across the cycleway will need to look for cyclists coming from either direction.
- Less intuitive to all road users and can be more difficult for cyclists to access the two-way cycleway from the non-cycleway side of Ilam Road.

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4.9 **Section 2: Ilam Road from Jellie Park up to Aorangi Road:**

4.9.1 **Option Description:** The cycleway merges with the existing footpath into a new 3 metre-wide shared path. It differs from the consultation plan by minor changes in response to submissions received (refer to **Attachment A**). These changes are detailed in [Section 4.16](#)

Key features of the scheme include:

- The north-west cycleway gives way to vehicles at the entry to the Laura Ferguson Brain Injury Trust.
- A new signalised crossing of Ilam Road will allow cyclists to cross from the shared path in front of Jellie Park to join the southbound cycleway to Memorial Avenue and provide direct access to Cobham Intermediate School and Burnside Primary School.
- A raised table at the entry to Jellie Park slows vehicles and improves safety. Cyclists give way to vehicles.
- Existing on-road cycle lanes on Ilam Road are kept for faster cyclists, to increase safety for slower cyclists and pedestrians using the shared path.
- A 40km/h speed limit on Ilam and Aorangi Roads improves safety for all modes.
- New street lighting is proposed along the shared path within Jellie Park.

4.9.2 **Option Advantages**

In addition to the scheme features listed above, this option:

- Retains majority of on-street parking.
- Provides a new signalised safe crossing point for cyclists and pedestrians between Jellie Park and Burnside Primary/ Cobham Intermediate schools.
- Provides P3 parking areas on both sides of Ilam Road outside the schools to provide a designated and convenient space for student pick-up and drop-off and provide bus parking opportunities.
- Provides P180 parking spaces to provide medium term parking options during busy periods.
- Moves the crossing location slightly to the north to align better with the shared path through Jellie Park, move the crossing closer to the main entrance of the school whilst minimising traffic conflicts and reduce the risk of students exiting from the blind alleyway (leading into the school) directly onto the crossing.

4.9.3 **Option Disadvantages**

- The shared path is less than preferred width for a major cycleway (3m as opposed to 4m in high use areas) however this is mitigated by the retention of the on-road cycle lanes through this section.

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4.10 **Section 3: Aorangi Road from Ilam Road up to Brookside Terrace.**

Preferred Option A (Amended) – Shared Path on north-west side of Aorangi Road up to Truman Road and then a two-way cycleway on the north-west side of Aorangi Road next to the footpath between Truman Road and Brookside Terrace.

4.10.1 **Option Description:** This option provides a shared path that continues from Jellie Park up to Truman Road and then continues with a two-way cycleway up to Brookside Terrace. It differs from the consultation plan by minor changes in response to submissions received (refer to **Attachment A**). These changes are detailed in [Section 4.16](#).

Key features of the scheme include:

- There is a shared path along the north-west side of Aorangi Road from Jellie Park up to Truman Road. There is a grass verge between the shared path and properties to reduce the risk to path users from reversing vehicles.
- There is a two-way cycleway continuing on Aorangi Road from Truman Road up to Brookside Terrace.
- On-road parking is removed between Ilam Road and Brookside Terrace and some indented parking is created in the verge on the southeast side of Aorangi Road.
- Raised and narrowed pedestrian crossing points on Aorangi Road at the intersection of Ilam Road and either side of Clyde Road, and across Truman Road, slow vehicles and increase safety. Cyclists give way to traffic on Clyde Road.
- Median islands on Clyde Road improve crossing safety for pedestrians and cyclists by allowing them to cross one traffic lane at a time.
- Safety Audit Network Functionality (SANF) endorsed this option.
- A 40km/h speed limit on Aorangi Road improves safety for everyone.

4.10.2 **Option Advantages**

In addition to the scheme features listed above, this option:

- Shared area in front of Village Church with the opportunity to improve the overall amenity of the area in collaboration with the church, improve existing footpath condition/ levels and provide a drop-off area for elderly.
- Additional parking on the south-east side of Aorangi Road due to opportunity created by CCC tree removal program (due to existing conflict with power lines).
- Greater safety through reduced pedestrian/cycle conflict and conflict with vehicles at driveways.
- Retains majority of trees on northern side of Aorangi Road. Ten more matured trees retained compared to Option B.
- 210 submitters supported this option with 85 submitters stating no preference.

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4.10.3 **Option Disadvantages**

- Majority of on-road parking is removed due to road corridor width reduction.
- This option is likely to require an additional \$400,000 of Council funding. The additional funding is due to construction work in road corridor, new separators and kerb / stormwater infrastructure changes.

4.11 **Section 3: Aorangi Road from Ilam Road up to Brookside Terrace.**

Not recommended Option B – Shared path along the north side of Aorangi Road from Ilam Road to Brookside Terrace.

4.11.1 **Option Description:** Shared path for cyclists and pedestrians on the west side of Aorangi Road in the verge area replacing the footpath. This keeps on-road parking but removes the silver birch trees and people walking and biking share this space.

Key features of the scheme include:

- There is a shared path along the north-west side of Aorangi Road from Ilam Road to Brookside Terrace. There is a grass verge between the shared path and properties to reduce the risk to path users from reversing vehicles and a narrow grass verge between the path and the road to accommodate existing power poles.
- Raised and narrowed pedestrian crossing points on Aorangi Road at the intersection of Ilam Road and either side of Clyde Road, and across Truman Road, slow vehicles and increase safety. Cyclists give way to traffic on Truman Road and Clyde Road.
- Median islands on Clyde Road improve crossing safety for pedestrians and cyclists by allowing them to cross one traffic lane at a time.
- A 40km/h speed limit on Aorangi Road improves safety for everyone.

4.11.2 **Option Advantages**

In addition to the scheme features listed above, this option:

- Retains most on-street parking. Provide close and safe parking for Churches on Aorangi Road.
- Shared path will make it easier for school aged children to walk, scoot and cycle in this section of neighbourhood. It was observed that this route is very popular for schoolchildren and some on bikes or scooter may not feel confident using the separated cycleway.
- Construction is more cost effective as the carriageway generally remains as is with path construction within the existing berm.
- 129 submitters supported this option with 85 submitters stating no preference.

4.11.3 **Option Disadvantages**

- Increased conflict between people on bikes and pedestrians on shared path and potential that confident users will want to stay on the road.
- Increased risk with reversing vehicles from driveways.
- No priority across side roads for cyclists (Truman Road, Brookside Terrace).

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4.12 **Section 4: Aorangi Road, Condell Avenue and Matsons Avenue from Brookside Terrace to Harewood Road.**

Portion 1 – Brookside Terrace to Condell Avenue

4.12.1 **Option Description:** North of Brookside Terrace there is a two-way cycleway, protected by a raised separator planted with trees. It differs from the consultation plan by minor changes in response to submissions received (refer to **Attachment A**). These changes are detailed in [Section 4.16](#).

Key features of the scheme include:

- North of Brookside Terrace there is a two-way cycleway, protected by a raised separator planted with trees. Between Brookside Terrace and Wairakei Road, parking on the north-west side of Aorangi Road is removed. North of the Wairakei Road intersection, parking on the north-west side of Aorangi Road is set back from driveways, to improve the visibility and safety of cyclists.
- There are pedestrian crossing points outside 106 Aorangi Road. A raised and narrowed pedestrian crossing point on Colwyn Street, at the intersection with Aorangi Road, slows vehicles and improves safety.
- Aorangi Road is narrowed and raised at the intersection with Wairakei Road to slow vehicles and improve safety. The areas in front of the two blocks of shops are wider and landscaped.
- The cycleway crosses Aorangi Road to a new signalised cycle and pedestrian crossing (traffic lights) of Wairakei Road. Refer to Sections [4.13](#), and [4.14](#) and [4.15](#) for technical notes on intersection options.
- North of the Wairakei Road intersection, there is a two-way cycleway along the entire north-west side of Aorangi Road. The road is wide enough in this location for parking on both sides of the road and a separator planted with trees protects the cycleway.
- A raised and narrowed pedestrian crossing point on Wallace Street at the intersection with Aorangi Road, slows vehicles and improves safety. There is a pedestrian crossing point on Aorangi Road, south of Christian Street.
- A 40km/h speed limit on Aorangi Road improves safety for everyone.

Portion 2 – Condell Avenue, Matsons Avenue to Harewood Road

4.12.2 **Option Description:** There is a two-way cycleway protected by a raised separator planted with trees, along the north-west side of Aorangi Road continuing, onto the south-west side of Condell Avenue. It then crosses Condell Avenue to the north-east side before continuing on the southeast side of Matsons Avenue up to Harewood Road. Just prior to Harewood Road the cycleway transitions to a shared path and a shared crossing is provided to give cyclists access to the proposed signalised crossing of Harewood Road. It differs from the consultation plan by minor changes in response to submissions received (refer to **Attachment A**). These changes are detailed in [Section 4.16](#).

Key features of the scheme include:

- The raised and narrowed intersection of Condell Avenue and Aorangi Road slows vehicles and improves safety. There are pedestrian crossing points on

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Aorangi Road and on Condell Avenue south of the intersection. The two-way cycleway continues on the southwest side of Condell Avenue and parking on this side of the road is removed.

- The raised and narrowed intersection of Matsons Road and Condell Avenue slows vehicles and improves safety. There are pedestrian crossing points on Condell Avenue south of the intersection and Matsons Road.
- The cycleway crosses Condell Avenue and continues on the south-east side of Matsons Avenue. The road is wide enough for parking on both sides and the cycleway, is protected by a raised separator planted with trees. All existing trees on Matsons Avenue are removed. However, these are generally not in good condition and some are close to power lines.
- The intersection of Windermere Road is narrowed to slow vehicles and improve safety. The current speed humps outside 164 and 138 Matsons Road are removed and replaced with a narrowed pedestrian crossing point outside number 186 Matsons Road.
- A 40km/h speed limit on Condell Avenue and Matsons Road improves safety for everyone.

4.12.3 Option Advantages

In addition to the scheme features listed above, this option:

- Changes and increases time restrictions to a mix of P10 and P30 on Aorangi Road near the Wairakei intersection to better suit the type of shops in the area.
- Reduces safety through pedestrian/cycle conflict and conflict with vehicles at driveways.
- Provides priority across side roads for cyclists.
- Replaces deep-dish gutter on cycleway side and replaced with standard kerb and channel.
- Reduces road corridor width, road thresholds, raised platforms and pedestrian crossing points proposed to encourage lower speed.

4.12.4 Option Disadvantages

- No disadvantages notable.

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- 4.13 **Wairakei Road/ Aorangi Road intersection:** Refer to Attachment B for technical notes on intersection options.

Preferred Option – Offset Intersection

- 4.13.1 **Option Description** – The existing offset at the northern and southern legs of the Aorangi Road intersection with Wairakei Road is increased. A new signalised cycle and pedestrian crossing (traffic lights) at Wairakei Road, between the south and north corners of the intersection is located between the two legs. Vehicles can only turn left out of Aorangi Road on Wairakei Road. Left and right turns from Wairakei Road onto Aorangi Road will still be possible.

Key features of the scheme include:

- Stop through-traffic and right turns for cars on Aorangi Road, at the Wairakei Road intersection.
- A centrally located signalised pedestrian and cycle crossing that connects the community on each side of the road and provides a direct connection between the two areas of shops.
- Time restrictions changed to a mix of P10 and P30 to better suit the type of shops in the area.

4.13.2 **Option Advantages**

In addition to the scheme features listed above, this option:

- Provides a safe crossing point for cyclists and pedestrians to cross Wairakei Road while minimising potential safety risks from conflicts with traffic or between pedestrians and cyclists. Adequate available for cyclists and pedestrians to share. The main crossing is located away from shop frontages.
- Reduced traffic delays on Wairakei Road compared to a signalised intersection. Wairakei Road traffic flow will only be impacted once signalised crossing is used for pedestrians or cyclist.
- Improved connectivity between the two shopping areas.
- Reduces traffic volumes on Aorangi Road by limiting the movements into and out of the street via the Aorangi Road / Wairakei Road intersection. This improves the general safety of Aorangi Road for residents and cycleway users and is consistent with its function as a local road providing access to residences rather than a through route for longer trips.
- Requires less space to fit the traffic lanes compared to a fully signalised intersection hence provides much more opportunity to accommodate greenspace, improve amenity of the area and provide pedestrian friendly access to the shops. This will improve the attractiveness of the shopping area whether accessing by car, bicycle or foot.
- Safety Audit Network Functionality (SANF) endorsed this option
- Of the 53 submitters who commented on the intersection, 21 submitters supported this option, including Spokes and The Ministry of Education.

4.13.3 **Option Disadvantages**

- This option prevents right turn and through movements from Aorangi Road. Both traffic counts and anecdotal feedback indicate many users avoid

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right-turns or through movements from Aorangi Road, hence this reduces the impact the proposed changes will have to commuters' current journeys. A number of alternative routes are available depending on origin / destination points, which do not create a significant detour.

- May encourage some traffic that would have completed right-turn or through movements from Aorangi Road onto other streets however traffic modelling shows this is likely to be redistributed throughout the surrounding network with negligible increase in traffic volumes on any one street.
- Requires an additional crossing of Aorangi Road for cyclists just south of the intersection.
- Of the 53 submitters who commented on the intersection, 25 submitters opposed this option. 12 submitters raised concern about increased traffic on side roads, and 16 raised concern about the restriction on access.

4.14 **Wairakei Road/ Aorangi Road intersection:** Refer to **Attachment B** for technical notes on [intersection options](#).

Alternative Option 1: Signalised cycle and pedestrian crossing west of intersection

4.14.1 **Option Description:** A signalised cycle and pedestrian crossing west of the Wairakei Road/ Aorangi Road intersection.

Key features of the scheme include:

- A cycle and pedestrian signalised crossing to the west of the Aorangi Road / Wairakei Road intersection.
- Retention of current vehicle turn movements on Aorangi Road, at Wairakei Road intersection.
- Time restricted parking added and changed to a mix of P10 and P30 to better suit the type of shops in the area.

4.14.2 **Option Advantages**

In addition to the scheme features listed above, this option:

- Retains all movements at the intersection.
- Unlikely to have any impact on Aorangi Road or surrounding road traffic compared to existing situation.
- An additional cycle crossing of Aorangi Road is not required.

4.14.3 **Option Disadvantages**

- Some safety risks due to the close proximity of the crossing to the Aorangi Road intersection and risk from left turning traffic or right-turning traffic queuing through the intersection.
- Cyclists will be in conflict with pedestrians on shared path on northwest corner directly outside shop frontages and doorways on the north-west corner of the intersection
- No significant improvement to vehicle safety however safer gaps may be available due to the new signalised crossing

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- 4.15 **Wairakei Road/ Aorangi Road intersection:** Refer to **Attachment B** for technical notes on intersection options.

Alternative Option 2: Fully Signalised Intersection

4.15.1 Option Description: A fully signalised Intersection allowing for all movements

Key features of the scheme include:

- Full signalisation of all intersection movements with a cycle crossing on the west side of the intersection.
- Time restricted parking added and changed to a mix of P10 and P30 to better suit the type of shops in the area.

4.15.2 Option Advantages

In addition to the scheme features listed above, this option:

- Retains all movements at the intersection.
- All pedestrian crossings are signalised.
- 16 submitters suggested this option.

4.15.3 Option Disadvantages

- Two signal phases required for pedestrians to cross between shop areas.
- Additional delays on Wairakei Road due to extra signal phases which will be triggered every time a vehicle exits Aorangi Road and will be longer to clear both cyclists and traffic.
- May increase traffic on Aorangi Road as it will be easier to make right-turn or through movements hence increasing the attractiveness of Aorangi Road as a through route.
- This may encourage increased traffic on surrounding local roads as cut-through routes become more attractive as it will be easier to cross Wairakei Road. It could also encourage traffic onto local roads to avoid the increased delays at the intersection when travelling on Wairakei Road for wider trips.
- The location of the cycle crossing means cyclists will travel across the frontage of the dairy on the northwest corner in close proximity to pedestrians exiting from the dairy.
- Space mainly taken up by road / asphalt. Limited opportunities to provide streetscape landscape and amenity improvements to make it an attractive place to stop.
- This option is likely to require an additional \$300,000 of Council funding. The additional funding is due to additional traffic light foundations, poles, signal hardware and risks associated with service clashes.

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Changes presented to the Hearings Panel as a result of consultation feedback

4.16 The preferred options incorporates the following minor changes as a result of the feedback received on the consultation plan, refer to **Attachment A**:

4.16.1 **Section 1: Ilam Road from University of Canterbury up to Jellie Park:**

Option A (Preferred option) - One-way cycleway on Ilam Road from University of Canterbury up to Jellie Park.

- Pedestrian crossing near Hamilton Avenue has been relocated south closer to Ryeland Avenue (refer to Sheets 5-6).
- Small landscaping area removed in front of 193 Ilam Road (refer to Sheet 4).
- Small landscaping area removed between 195A and 197 Ilam Road (refer to Sheet 4).
- Green surfacing removed at 225/227 Ilam Road (refer to Sheet 6).
- Green surfacing added at entrance to Ilam Medical Centre (refer to Sheet 7).
- Chateau Drive to have a paved threshold treatment (refer to Sheet 8).

Other changes that will be investigated and incorporated during the detail design phase:

- Signage and/or pavement marking in the southbound cycle lane outside 196 Ilam Road to warn cyclists of the concealed driveway.
- Width of driveways and separator length at driveways.

4.16.2 **Section 2: Ilam Road from Jellie Park up to Aorangi Road:**

Option A Preferred Option: Shared path on Ilam Road from Jellie Park up to Aorangi Road.

- Proposed streetlight on the east side of Ilam road (outside 290) near the crossing by Jellie park has been deleted (refer to Sheet 9).
- Green surfacing added at Jellie Park entrance and alongside the P3 parking areas for the on-road cycle lanes on (refer to Sheet 9).

Other changes that will be investigated and incorporated during the detail design phase:

- Street furniture including handrails and cycle parking.
- Widening of the shared path at the north end of Jellie Park.

4.16.3 **Section 3: Aorangi Road from Ilam Road up to Brookside Terrace.**

Option A (Preferred option) - Shared Path on western side of Aorangi Road up to Truman Road and then a two-way cycleway on the western side of Aorangi Road between Truman Road and Brookside Terrace.

- The plans have been updated to reflect the preferred option being the shared path from Jellie Park to Truman Road to allow the Ilam Road on-road cycle lane to be retained and for better management of movements and access around the

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Village Church. The shared path then transitions into a two-way cycleway just to the south of the Truman Road intersection (refer to Sheets 9-10).

- 5 no. trees removed on north-west side of Aorangi Road between Ilam Road and Truman Road (refer to Sheet 10).
- Additional parking introduced on the southern side of Aorangi Road due to opportunity created by CCC tree removal program (refer to Sheets 10-11).
- Provision of two parking spaces on the northern side of Aorangi Road near the Village Church (refer to Sheet 10).

Other changes that will be investigated and incorporated as appropriate during the next design phase:

- Ongoing work during detail design phase with Village Church on shared area at Ilam Road/ Aorangi Road intersection.
- Measures to further improve safety at the Aorangi Road / Ilam Road intersection.

4.16.4 **Section 4: Aorangi Road, Condell Avenue and Matsons Avenue from Brookside Terrace to Harewood Road.**

Preferred Option: Two-way cycleway on Aorangi Road from Brookside Terrace up to Harewood Drive via Condell Avenue and Matsons Avenue.

- Colwyn Street intersection with Aorangi Road realigned to be 90 degrees to Aorangi Road (refer to Sheet 14).
- Pedestrian crossing removed at 107 Aorangi Road (refer to Sheet 14).
- Green surfacing removed at 122 and 116 Aorangi Road (refer to Sheet 14).
- Additional speed platform and pedestrian crossing added between Windermere Road and Harewood Road outside 186 Matsons Avenue (refer to Sheet 20).
- Cycle crossing point and threshold on Matsons Avenue amended to accommodate approved consent for additional vehicle access at 51 Matsons Avenue on (refer to Sheet 21).

Other changes that will be investigated and incorporated as appropriate during the next design phase:

- Additional measures to prevent parking across driveways near shops on Wairakei Road.

4.16.5 **Wairakei Road/ Aorangi Road intersection:**

Preferred Option – Offset Intersection

Changes that will be investigated and incorporated during the next design phase:

- Street furniture including handrails and cycle parking.
- Residential entrance of 171 Wairakei Road.

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Analysis Criteria

4.16.6 A multi-criteria analysis was undertaken to choose the preferred options. The analysis considered the standard relevant criteria for Major Cycleways as outlined below, alongside the submissions received during public consultation:

- Design Context:
 - Safety;
 - Directness;
 - Coherence;
 - Attractiveness; and
 - Comfort
- Community & Stakeholder Interest:
 - Business/school impacts;
 - Residential impacts; and,;
 - Operational & Network effects.
- Risks:
 - Cost;
 - Programme and Consenting.

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5. Community Views and Preferences Ngā mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

- 5.1 Early engagement with the University of Canterbury, Burnside Primary, Cobham intermediate and Allenvale schools and the Ministry of Education started in 2020.
- 5.2 Further engagement of local businesses and community organisations along the route started in May 2021. Stakeholders were contacted to arrange approximately 40 individual meetings. This included key organisations such as the three churches along the route, Kainga Ora, The Laura Fergusson Brain Injury Trust, Spokes and shop owners at the intersections of Creyke Road and Wairakei Road.
- 5.3 Initial meetings were an opportunity for staff to share the planned route and potential design options. Stakeholders provided feedback that influenced the design that went out for consultation, including limited parking options, the Wairakei Road intersection and the development of a second option for Aorangi Road between Ilam Road and Brookside Terrace.
- 5.4 Following concept design in August 2020, follow up meetings were booked to 'walk through' the design prior to public consultation. Meetings with a number of organisations took place from 5 August 2020.
- 5.5 Due to staff illness, street meetings booked with Wairakei Road shop owners for 16 August were postponed and the country went into a level 1 lockdown two days later on 18 August. All stakeholders who had not been met in person were emailed on 27 August and offered an online meeting, and notified that staff would hand deliver consultation documents and be able to respond to questions at the start of consultation.
- 5.6 Consultation commenced a week later than planned on 14 September 2021 due to the Covid alert level changes and ran until 12 October 2021. Emails were sent to all stakeholders, including emergency services and community organisations were provided with a news item to share online. The project was posted on social media with information about how to make a submission. The have your say webpage featured each of the options as downloadable documents or on a side-by-side online map.
- 5.7 Consultation documents were delivered to all properties and property owners along the route on 16 and 17 September 2021, due to printing delays. Documents were available in four local service centres, Jellie Park, Cobham Intermediate School and at Civic Offices.
- 5.8 Drop-in sessions were held on Monday 20 and Thursday 23 October 2021 and attended by approximately 60 people. Staff met with residents on Wairakei Road and near Jellie Park to discuss possible changes to the design.
- 5.9 An Instagram post on 4 October 2021 allowed subscribers to 'vote' on each of the options and a UCSA survey in October asked students about their awareness of cycling services and infrastructure in the area and barriers to cycling.
- 5.10 Below are the links to the links to the original consultation plans:

[Map 1 - University to 157 Ilam Road \[PDF, 30 MB\]](#)

[Map 2 - 159 to 193 Ilam Road \[PDF, 25 MB\]](#)

[Map 3 - 193 to 239 Ilam Road \[PDF, 25 MB\]](#)

[Map 4 - 241 Ilam Road to Jellie Park \[PDF, 24 MB\]](#)

[Map 5 - Jellie Park to Aorangi Road \[PDF, 25 MB\]](#)

[Map 6 - Aorangi Road \(Ilam to Clyde\) \[PDF, 21 MB\]](#)

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[Map 7 - Aorangi Road \(Clyde to Brookside\) \[PDF, 20 MB\]](#)

[Map 8 - Aorangi Road \(Brookside to Condell\) \[PDF, 9.5 MB\]](#)

[Map 9 - Condell Avenue, Matsons Avenue to Harewood Road \[PDF, 21 MB\]](#)

Summary of Submissions Ngā Tāpaetanga

- 5.11 424 submissions were received from 18 relevant organisations and 406 residents. All submissions are provided in the Hearings Panel Agenda.
- 5.12 12% of submitters showed clear opposition to the cycleway.
- 5.13 The majority of submitters preferred Option A for Ilam Road (190, 55%)
- 5.14 The majority of submitters preferred Option A for Aorangi Road (210, 62%)
- 5.15 Of those who commented on the Wairakei Road intersection, 21 were in support due to the safety benefits and 25 were opposed or sought alternatives, such as a fully signalised intersection.
- 5.16 A full analysis of submissions is available in **Attachment D**.

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6. Details Te Whakamahuki

Decision Making Authority Te Mana Whakatau

- 6.1 The decision-making authority for all decisions in connection with the Major Cycleway Routes programmes sits with the Urban Development and Transport Committee. It is the role of the Hearings Panel is to consider and hear submissions and information provided by Council Officers, deliberate on those matters raised, and make recommendations to the Urban Development and Transport Committee as the final decision-maker.

Legal Implications Ngā Hīraunga ā-Ture

- 6.2 There is not a legal context, issue or implication relevant to this decision, beyond the normal decision-making considerations for the Council under the Local Government Act 2002.

Risks Ngā Tūraru

- 6.3 The inherent risks associated with this project are considered to vary between high and moderate, dependant on the options chosen. The risks are tabulated below with the associated consequences and proposed mitigation measures.

Risk	Rating	Consequence	Mitigation
Criticism from business and property owners about loss of on-street parking	High	Negative media, dissatisfied stakeholders	Proactive and ongoing communications and engagement about the benefits of increased cycling amenity.
Road corridor width reduction	Moderate	Negative media, dissatisfied stakeholders	Proactive and ongoing communications and engagement about the benefits of increased cycling amenity and lower speed limits which will provide safety for all road users.
Public criticism	Low	Negative media, dissatisfied stakeholders	Proactive and ongoing communications and engagement.
Disruption to businesses	High	Disruption to the operation of businesses along the route during the construction period	Daily engagement with the business owners to identify concerns and inform on construction activities. Pre-planning with businesses along the route on construction phasing and traffic management.

Hearings Panel
15 November 2021



Next Steps Ngā Mahinga ā-muri

- 6.4 Following the Hearings Panel's consideration of this report and submissions received, the Hearings Panel may seek further information of the project team, if it considers it necessary, and then report to the Urban Development and Transport Committee for a decision on its recommended option. It is desirable that the Urban Development and Transport Committee will consider the Hearings Panel's report at its meeting in February 2022.
- 6.5 Upon approval of an option, the project team will commence detailed design.
- 6.6 It is anticipated that the construction of this project will commence in September 2022, subject to contractor availability and Covid-19 impact.

Attachments Ngā Tāpirihanga

No.	Title	Page
A	Attachment A - Revised Plans	
B	Attachment B - Aorangi-Wairakei Intersection Technical Note	
C	Attachment C - Scheme Design Safety and Network Functionality Review (SANF)	
D	Attachment D - Submission Analysis	

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	Jannie Greeff - Project Manager Tessa Zant - Senior Engagement Advisor
Approved By	Ekin Sakin - Manager Planning & Delivery Lynette Ellis - Head of Transport Jane Davis - General Manager Infrastructure, Planning & Regulatory Services

17. 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 REVIEWED FOR POTENTIAL RELEASE
18.	GOVERNANCE UPDATE	S7(2)(A), S7(2)(H)	PROTECTION OF PRIVACY OF NATURAL PERSONS, COMMERCIAL ACTIVITIES	PROTECTION OF PRIVACY OF NATURAL PERSONS	AT THE DISCRETION OF THE CHIEF EXECUTIVE

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