



Christchurch City Council AGENDA

Notice of Meeting:

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

Date: Wednesday 21 August 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

15 August 2024

Principal Advisor

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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.

To watch the meeting live, or a recording after the meeting date, go to:

<http://councillive.ccc.govt.nz/live-stream>

To view copies of Agendas and Minutes, go to:

<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

Note: The Council, consistent with its Standing Orders, will not be accepting public forum or deputation requests regarding Item 8 – Plan Change 14 Housing and Business Choice – Request for amendment to Gazette notice, Delegation for clarifications, as this matter was subject to a hearing including the hearing of submissions. Those interested are welcome to attend the meeting in person, or watch via the Council's livestream at the following link: <http://councillive.ccc.govt.nz/live-stream>

3.1 Public Forum Te Huinga Whānui

A period of up to 30 minutes is available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

3.1.1 Upstream

Mitch Shaw, Director / Co-founder will speak on behalf of Upstream regarding three success stories where Council projects have generated charitable funding through Social Procurement and highlight his vision that Procurement Projects and Upstream could generate local impact, beyond grant funding.

3.1.2 Christchurch City Mission

Melissa McCreanor, Social Impact Manager will speak on behalf of the Christchurch City Mission regarding the difference the City Mission Community Outreach service is making and to introduce new kaimahi Matiu Taitoko.

3.1.3 Brad Stokes Cassidy, Will Davis and Brodie Gardiner

Brad Stokes Cassidy, Will Davis and Brodie Gardiner will speak regarding the threatening behaviour of some homeless people towards the public and businesses and to propose a change to the current public places bylaw.

3.2 Deputations by Appointment Ngā Huinga Whakaritenga

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

There were no deputations by appointment at the time the agenda was prepared.

4. Presentation of Petitions Ngā Pākikitanga

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

Report from Waipapa Papanui-Innes-Central Community Board – 11 July 2024

5. South-East Central Neighbourhood Plan

Reference Te Tohutoro:	24/1202705
Responsible Officer(s) Te Pou Matua:	Laura Botica, Planner Urban Regeneration
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Waipapa Papanui-Innes-Central Community Board Consideration Te Whaiwhakaarotanga

The Board considered the submitter feedback (available to the public on the [consultation site](#)), the deputations from Greater Ōtautahi and Te Whare Roimata Trust (recorded on the [Board's channel](#), with the latter's handout for the meeting available in the Board's [Minutes Attachments](#)), and the staff presentation (**Attachment C**), before accepting the Officer Recommendations.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receive the information in the South-East Central Neighbourhood Plan Report.
2. Endorse the South-East Central Neighbourhood Plan (Attachment A).
3. Note that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.

That the Waipapa Papanui-Innes-Central Community Board recommends that the Council:

1. Receive the information in the South-East Central Neighbourhood Plan report.
2. Adopt the South-East Central Neighbourhood Plan as a guide to decision making (Attachment A).

3. Waipapa Papanui-Innes-Central Community Board Decisions Under Delegation Ngā Mana kua Tukuna

Officer recommendations accepted without change

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Receive the information in the South-East Central Neighbourhood Plan Report.
2. Endorse the South-East Central Neighbourhood Plan (Attachment A to the report).
3. Note that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.



4. Waipapa Papanui-Innes-Central Community Board Recommendation to Council







That the Council:

- 1. Receives the information in the South-East Central Neighbourhood Plan report.
- 2. Adopts the South-East Central Neighbourhood Plan as a guide to decision making (Attachment A to the report).

Item 5

Attachments Ngā Tāpirihanga

No.	Report Title	Reference	Page
1	South-East Central Neighbourhood Plan	24/468584	9

No.	Title	Reference	Page
A  	South-East Neighbourhood Plan - July 2024	24/1049993	19
B  	Submission analysis	24/844504	40
C  	South-East Central Neighbourhood Plan - Staff Presentation to Community Board Meeting on 11 July 2024	24/1282570	44

South-East Central Neighbourhood Plan

Reference Te Tohutoro: 24/468584

Responsible Officer(s) Te Laura Botica, Planner Urban Regeneration

Pou Matua: Danielle Endacott, Engagement Advisor

Accountable ELT

Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to recommend adoption of the South-East Central Neighbourhood Plan (**Attachment A**). The plan has been refined following feedback gathered through community consultation.
- 1.2 The report is staff generated.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receive the information in the South-East Central Neighbourhood Plan Report.
2. Endorse the South-East Central Neighbourhood Plan (Attachment A).
3. Note that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.

That the Waipapa Papanui-Innes-Central Community Board recommends that the Council:

1. Receive the information in the South-East Central Neighbourhood Plan report.
2. Adopt the South-East Central Neighbourhood Plan as a guide to decision making (Attachment A).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The South-East Central (SE Central) area is shown on the map overleaf. A key anchor catalysing growth in this area is Te Kaha, Canterbury's Multi-Use Arena. The neighbourhood also includes a range of education offerings, hospitality, offices, some light industrial uses, and a growing residential population. The development of this area of the Central City is key to achieving the Council's ambition of 20,000 residents by 2028.
- 3.2 A neighbourhood plan has been developed through engagement with community members, businesses, and organisations. The draft South-East Central Neighbourhood Plan was last shared with the Community Board on 15 February 2024, prior to consultation.
- 3.3 The SE Central Neighbourhood Plan aims to guide the area's transition over the next 10+ years and sets out a range of actions for the Council, our partners and the community.

- 3.4 Feedback gathered through Kōrero Mai during March has helped to refine the plan. Key changes include refining the vision statement, adding new actions that support safety initiatives, clarifying housing outcomes the community want to see and adding detail about the current businesses and organisations in the neighbourhood. The analysis of submissions is included in **Attachment B** (and the submissions with address and other private details unredacted are available separately for the decision-makers in confidential format to protect the privacy of those details).

- 3.5 The key themes of the plan address environmental, community, housing, mixed use and movement outcomes.

- 3.6 Adopting the plan will enable integrated and coordinated development of a quality, mixed use living environment that delivers on the Council's identified strategic outcomes for the city.



4. Background/Context Te Horopaki

Background

- 4.1 In 2018, the Council adopted the Central City Residential Programme ('Project 8011' – CNCL/2018/00198). This programme set an ambition to achieve 20,000 Central City residents by 2028 and staff have progressed a range of initiatives to facilitate this growth.
- 4.2 In 2021, the Council requested staff to investigate measures to 'further integrate [Te Kaha] with the surrounding community and catalyze regeneration' (CNCL/2021/00067).
- 4.3 In 2024, the Council adopted the Greater Christchurch Spatial Plan (GCSP), which identifies the Central City as a Priority Development Area (PDA). PDAs provide opportunity to accelerate development in locations that will support the desired pattern of growth, including greater intensification and higher densities around centres and public transport routes. Thriving neighbourhoods are described as ones that enable people and communities to meet their day-to-day needs, strengthen quality of life, and increase community connection and resilience. They are well connected, enable safe and equitable access for all, have high quality and safe open spaces, green spaces and public realm, and provide a diverse range of housing including social and affordable housing.
- 4.4 The SE Central Neighbourhood is a key opportunity to grow the Central City's population and achieve a quality, mixed-use neighbourhood. Transformation in this neighbourhood is already underway with Te Kaha under construction, new residential developments being built and new businesses opening in the area.
- 4.5 The community has been at the heart of the development of this plan, inputting during in-person information gathering sessions and sharing feedback through Kōrero Mai. The following related information sessions/workshops have taken place for community board members:

Date	Subject
13 April 2023	Briefing – update on regeneration work in South-East Central City Neighbourhoods
21 September 2023	Briefing – summary of early engagement in South-East Central City Neighbourhoods
15 February 2024	Community Board meeting - Draft South-East Central Neighbourhood Plan – approval to proceed to consultation. Agenda of Waipapa Papanui-Innes-Central Community Board - Thursday, 15 February 2024 (infocouncil.biz)

The Neighbourhood Plan

4.6 The SE Central Neighbourhood Plan comprises a vision statement, key themes, actions and a high-level implementation plan. These collectively give effect to the various directions embodied in subregional and district level plans and policies.

4.7 The vision statement of SE Central is:

South-East Central – everything on your doorstep!

This vibrant, green neighbourhood is a key destination for study, work and play. People are attracted to the creative vibe, a range of affordable, quality homes, the proximity to Te Kaha and the friendly community spirit.

4.8 The key themes in the SE Neighbourhood Plan include:

- **Good mixed-use neighbours:** Businesses and residents adapt well to one another with an improved offering to meet needs of residents and visitors.
- **More people in quality housing:** Accelerated housing growth and diversity to meet needs of all ages and abilities.
- **Healthy, green neighbourhood:** Increased tree canopy, more open space and native and productive plantings.
- **Easy and enjoyable to get from A to B:** More appealing pedestrian, cycle and bus journeys with green links, street furniture, safety improvements, attention to vacant sites and well-located bus stops.
- **Strong sense of community:** Residents are well-connected, feel safe, enjoy an established identity for the area and are engaged in community place-making initiatives.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- Adopt the South-East Central Neighbourhood Plan
- Do not proceed with adopting the Draft South-East Central Neighbourhood Plan

Options Descriptions Ngā Kōwhiringa

4.10 **Preferred Option: Adopt the South-East Central Neighbourhood Plan**

4.10.1 **Option Description:** Adopt the South-East Central Neighbourhood Plan as a guide to decision making.

4.10.2 **Option Advantages**

- An agreed plan for the neighbourhood supports alignment between the Council, key partners and the community in the delivery of actions. Addressing the identified current and future challenges will support residential and commercial growth and help to create a great neighbourhood.
- The SE Neighbourhood Plan helps to deliver on the Council's Strategic Framework, the Climate Resilience Strategy, the Urban Forest Plan, and the Central City Residential Programme.
- The plan has been developed alongside the community and there is collective buy-in to support the delivery of the SE Neighbourhood Plan.

4.10.3 Option Disadvantages

- The SE Neighbourhood Plan will require time and budget to implement actions in the plan.

4.11 Alternative option: Do not proceed with adopting the Draft South-East Central Neighbourhood Plan

4.11.1 **Option Description:** The plan is not adopted, and work ceases on the SECNP.

4.11.2 Option Advantages

- Short to medium term financial savings.

4.11.3 Option Disadvantages

- Would not follow through on the identification of this area as a regeneration priority.
- Doesn't respond to feedback gathered through engagement.
- Fails to deliver on the request of Council to integrate Te Kaha into the surrounding neighbourhood.
- Does not contribute to addressing climate resilience imperatives via improved greening and multi-modal shift.
- Does not test approaches and provide leadership on supporting intensification to occur in appropriate locations.
- Action will still likely be required in this neighbourhood in the future (i.e. transport improvements, creating new open space and development support). Without alignment to a wider vision, there is risk of ad hoc and uncoordinated delivery.

Analysis Criteria Ngā Paearu Wetekina

4.12 The criteria used to assess the options considered the extent to which each option achieves:

- Alignment with the Council's previous resolutions, its Strategic Framework and other plans and policies.
- Best outcomes for the community, with reference to community views and feedback.
- Efficient and coordinated delivery.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option – adopt SE Neighbourhood plan	Option 2 – Do not adopt neighbourhood plan
Cost to Implement	<ul style="list-style-type: none"> ○ The decision to adopt the Neighbourhood Plan involves no direct or immediate costs. ○ The delivery of elements of the SE Neighbourhood Plan, over coming years, will require separate decision-making processes or can be achieved under existing delegations. Costs to implement include: ○ New parks - to be funded predominantly by Development Contributions (estimated \$10 million). ○ Transport and streetscapes improvements – would need to be funded in future LTP (estimated \$24 million): Pedestrian and cycle-friendly infrastructure; Safety improvements; Increasing greenery through street tree planting and landscaping; Street furniture; Improve access through long city blocks and increased permeability by walking and cycling within the neighbourhood. ○ Placemaking initiatives and ‘trial and test’ approaches – within current Enliven Places Programme budgets (up to 100k per FY). ○ Other initiatives to be scoped and costed. 	N/A
Maintenance/ Ongoing Costs	<ul style="list-style-type: none"> ● Facilitating community connections and site development advice within existing operational budgets (estimated 30k per FY). ● Staff time ● Ongoing maintenance costs of new open space or new planting - will be investigated during the delivery phase. 	N/A
Funding Source	<ul style="list-style-type: none"> ● CPMS 61731 – Development Funded Neighbourhood Parks Urban Catchment ● CPMS 36874 and 77079 - Enliven Places ● Urban Regeneration Team operational budgets 	N/A
Funding Availability	Transport improvements require funding in the future LTP.	N/A
Impact on Rates	If transport improvements were added to future LTP's there would be an increase in rates by 0.02%	Cost neutral

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The current fiscally constrained environment affects timing of implementation, in particular the shorter term delivery of actions to achieve a walkable, cycle friendly neighbourhood. However, the neighbourhood plan is future focused and outlines the opportunities for future

implementation. Over time, the actions in this plan are achievable, reflect community feedback and are high level to allow for more detailed investigations once the plan is adopted.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 This project will be delivered as part of Council services under the Local Government Act.
- 6.3 Other Legal Implications:
- 6.3.1 There is no legal context, issue, or implication relevant to this decision to adopt the neighbourhood plan as a guide to future decision making.

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 medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the level of wider community interest in the plan and the associated costs and benefits of the proposed neighbourhood plan.
- 6.4.3 Is consistent with Council's Plans and Policies, including;
- The Christchurch Central Recovery Plan, which sets a vision for the rebuild of the Central City. The development of SE Central will build on this vision and will be consistent with An Accessible City.
 - The Central City Action Plan, which aims for 'A Central City built on exploration, open to new ideas and ways to work, live and play'. As a mixed-use area, this neighbourhood provides multiple ways to address vacant sites and other amenity issues, support economic prosperity and engage in neighbourhood level planning to grow numbers of residents and visitors.
 - The Central City Residential Programme ('Project 8011'), which has an ambition of 20,000 residents by 2028. This area of the Central City provides the greatest opportunity for new housing.
 - The Christchurch Climate Resilience Strategy, which sets out how to reduce our greenhouse gas emissions. The development of the South-East Central Neighbourhood provides an opportunity to improve resilience to the effects of climate change and reduce transport emissions.
 - The Urban Forest Plan, which sets out guidance to grow the city's tree canopy cover which includes ambitions to have no ward with less than 15% tree canopy cover and increasing planting on streets.
 - The Draft Ōtautahi Transport Plan, which sets the direction for transport in Christchurch over the next 30 years and includes goals to create safe and healthy streets and a transport system that supports the transition to a low-emission city.
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Strategic Planning and Policy
- 6.6.1 Activity: Strategic Planning, Future Development and Regeneration

- Level of Service: 17.0.20.2 Place-based policy and planning advice to support integrated urban regeneration, city identity, community leadership and place making. - Provide annual regeneration programme report/s to Council, that report on: Central City regeneration projects, including a focus on residential development (P8011) Regeneration projects in priority Suburban Centres, Annual Heritage Festival

Community Impacts and Views Ngā Mariu ā-Hāpori

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

6.7.1 Waipapa Papanui-Innes-Central Community Board

Early engagement

- 6.8 Conversations with Central City residents has been ongoing through a variety of forums including meeting with Central City residents through a series of 'Conversation Walks' in 2020, a Central City residents forum in 2021 and a community Asset Mapping process in 2022. This engagement helped to focus attention on the South-East area of the Central City.
- 6.9 Early engagement with strategic partners, key stakeholders, and residents located in the SE Central area started in January 2023.
- 6.10 Staff gathered insights on the opportunities, challenges, investment, and interest in the SE Central area by meeting with SALT District, Central City Business Association (CCBA), Methodist Mission, Gap Filler, Kainga Ora, Te Whatu Ora, Atlas Quarter residents, and inner-city developers.
- 6.11 Community insights and knowledge of the area were gathered using an interactive online tool (187 people provided 364+ pieces of feedback) and at an in-person neighbourhood gathering (35 attendees provided 245+ pieces of feedback).
- 6.12 Early feedback informed the development of the draft plan including the vision statement, five key themes, and their respective actions and aims. In particular:
- **Good mixed-use neighbours** - There is a wide range of businesses in this area that help create a vibrant neighbourhood. A short walk to the services in the core of the city and easy access to everyday services is a key attractor for living in this area.
 - **Quality housing** - People would like housing that is affordable and meets the needs of a wide range of people. Access to sunlight, greenspace and bike parking are important considerations for people wanting to live in this area.
 - **Healthy, green neighbourhood** - The area is lacking greenspace and would benefit from more trees and landscaping.
 - **Easy and enjoyable to get from A to B** - Safety, access and appearance of streets warrants improvement. The area should become cycle and pedestrian friendly.
 - **Strong sense of community** - As a newly evolving community, it doesn't have an established identity. Residents would value support to build community - through events, a resident group, and spaces to gather.
- 6.13 Feedback gathered about Central City noise in September 2023 also informs the draft Plan.
- 6.14 The Community Board approved the plan to proceed to consultation in February 2024.
- #### **2024 consultation on the Draft Plan**
- 6.15 Public consultation on the draft plan ran between 4 March and 1 April 2024. An email was sent to over 2000 key stakeholders, including business owners and operators in the area, local

resident associations, the Accessibility Advisory Group, and Life in Christchurch survey participants who live or want to live in or near the Central City (Central City Survey 2022, Housing and Neighbourhoods Survey 2023).

- 6.16 The consultation link was shared on the Council, CōN-centric Christchurch Ōtautahi Neighbours, and Chester Community Facebook pages, and via Newsline (1,854 views). Submissions were invited on our Kōrero Mai | Let's Talk webpage (1,605 views).
- 6.17 The consultation was also promoted as a video on the Council's Instagram page (12,700 views) and in the Te Kaha e-newsletter, which was sent to a database of more than 9,000 subscribers.
- 6.18 Consultation documents were delivered to Te Whare Roimata, St Paul's Trinity Pacific Presbyterian Church, Youth and Cultural Development (YCD), Christchurch Community House, City Mission, Ara Institute of Canterbury, Christchurch East School, and Ao Tawhiti. Documents were made available at Tūranga and Papanui libraries, and at the Council Civic Offices.

Summary of Submissions Ngā Tāpaetanga

- 6.19 Submissions were made by 10 recognised organisations, one business and 71 individuals.
- 6.20 Most submitters somewhat or fully agreed that the plan's vision aligns with their ideas for the neighbourhood's future:
 - 45 (64%) fully agreed
 - 22 (32%) somewhat agreed
- 6.21 The feedback showed general support for the themes and actions set out in the draft plan. Submitters also had suggestions which have resulted in changes to the plan. Key feedback and changes include:
 - Revising the vision to reflect ideas from the community.
 - Support for creating a greener neighbourhood with more trees to soften the current environment.
 - Support for improving pedestrian and cyclist journeys and enhancing public transport.
 - Ensuring the plan covers specific characteristics of the housing outcomes sought for SE Central.
 - Monitoring and delivering actions to attract long-term residents.
 - Having a focus on safety as the neighbourhood grows.
- 6.22 A full analysis of submissions is available in Attachment B.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.23 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.
- 6.24 Discussions were commenced with Mana Whenua, seeking involvement in the development of this plan. However, Whitiara confirmed that the planning process was not a matter of direct interest and would progress without specific input at this stage, confirming this will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga. Specific elements in the delivery of the SE Central Neighbourhood Plan may be of interest in due course and will be shared as the project progresses.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.25 The decisions in this report are likely to:

- 6.25.1 Contribute positively to adaptation to the impacts of climate change.
- 6.25.2 Contribute positively to emissions reductions.
- 6.26 This project seeks to facilitate housing intensification in the Central City. This will support a reduction in travel emissions by enabling more people to live in a major employment centre and have easy access to their everyday needs. Transport is the largest source of emissions in Christchurch, and reducing the need to travel long distances is a key element in reducing those emissions.
- 6.27 Climate change is increasing the severity and frequency of extreme weather. This project will also explore opportunities for increasing tree canopy cover, green spaces and water-sensitive design in the neighbourhood which will absorb carbon dioxide, provide shade, and help absorb rainfall - which will all help the neighbourhood become more resilient to the effects of climate change. The plan may also identify opportunities to repurpose spaces to use existing resources more efficiently.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Once the report is adopted by Council as a guide to decision making, actions will begin to be implemented.
- 7.2 The first year of delivery will include: investigating suitable land for purchase to provide new open space; supporting community development through organising community gatherings and supporting the establishment of a residents group; providing site development support; small scale placemaking initiatives at key locations to improve greening and transport outcomes; and investigating opportunities for new public open space.
- 7.3 Community Board will be kept up to date at key stages. The implementation of actions may require separate approval processes.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	South-East Neighbourhood Plan - July 2024	24/1049993	
B	Submission analysis	24/844504	
C	Unredacted submissions table (<i>Under Separate Cover</i>) - CONFIDENTIAL	24/1162726	

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

Document Name – Location / File Link
<ul style="list-style-type: none">South-East social pinpoint online feedback tool: South-East Central Neighbourhood Plan Social Pinpoint (mysocialpinpoint.com.au)South-East Let's talk webpage: South-East Central Neighbourhood Plan Kōrero mai Let's talk (ccc.govt.nz)

Signatories Ngā Kaiwaitohu

Authors	Laura Botica - Planner Urban Regeneration Danielle Endacott - Community Development Advisor
Approved By	Bruce Rendall - Head of City Growth & Property Brent Smith - Acting General Manager City Infrastructure

South-East Central Neighbourhood Plan

July 2024

Item 5

Attachment A



ccc.govt.nz

Christchurch
City Council 

Waipapa Papanui-Innes-Central Community Board foreword

The South-East Central Neighbourhood is a vibrant community in central Christchurch that is undergoing an exciting transformation.

With Te Kaha, Canterbury’s Multi-Use Arena, and a number of commercial and residential properties coming online in the coming years, South-East Central has a bright future.

A strong and cohesive vision for the neighbourhood is essential for creating a vibrant neighbourhood where people want to live, work and visit.

The South-East Central Neighbourhood Plan has been co-created with residents, businesses, landowners and Council staff. It includes a number of actions that stakeholders can work towards collaboratively to guide the development of this unique part of our city.

Thank you to everyone who has attended the drop-in sessions and workshops, and provided feedback and ideas through the consultation process. Your contributions have shaped this plan and helped create the vision for the future of the neighbourhood.

Emma Norrish
Chairperson, Waipapa Papanui-Central-Innes Community Board



Keep up to date on progress on the SE Neighbourhood Plan
ccc.govt.nz/se-central-neighbourhood-plan/

Speak to the team
urbanregeneration@ccc.govt.nz

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1. Summary

Overview

Christchurch's Central City has an exciting future. Through reinvention it is becoming a drawcard for business, residents and visitors. The South-East Central neighbourhood offers a particular opportunity for large-scale change and enhancement. A key feature of the area is Te Kaha, Canterbury's Multi-Use Arena.

The South-East Central (SE Central) Neighbourhood Plan aims to guide the area's transition and sets out focus areas and actions for the Council, our partners, and the community, in supporting residential growth.





The vision for South-East Central South-East Central – everything on your doorstep!


This vibrant, green neighbourhood is a key destination for study, work and play. People are attracted to the creative vibe, a range of affordable, quality homes, the proximity to Te Kaha and the friendly community spirit.


This plan sets out a range of actions – summarised below by the key themes. The map and visuals over the page (more detail in Appendix A) draw together some of the key moves that will contribute to great outcomes for this neighbourhood.


Key themes

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Good mixed-use neighbours
Businesses and residents adapt well to one another with an improved offering to meet needs of residents and visitors (Actions 1, 2 & 3).
- 

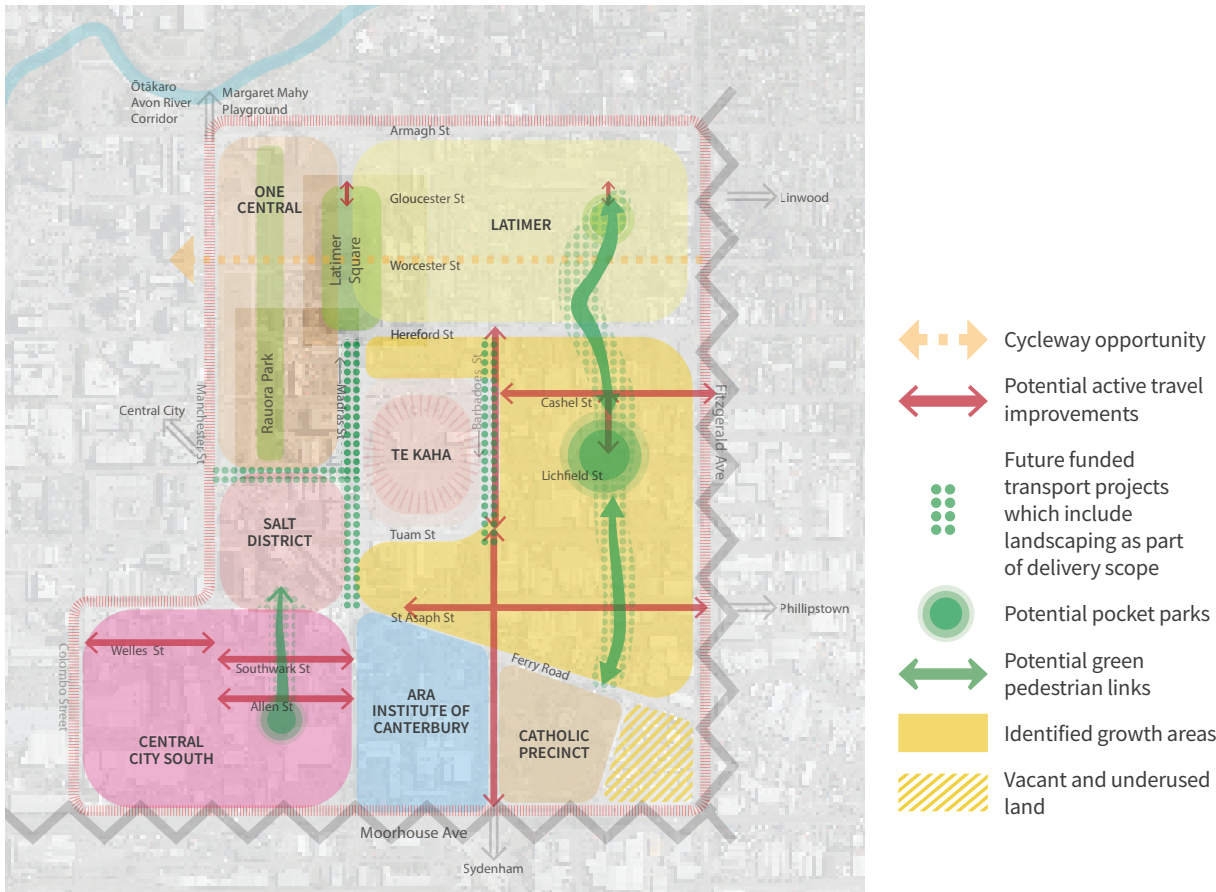
More people in quality housing
Accelerated housing growth and diversity to meet needs of all ages and abilities (Actions 4 & 5).
- 

Healthy, green neighbourhood
Increased tree canopy, more open space and native and productive plantings (Actions 6, 7 & 8).
- 

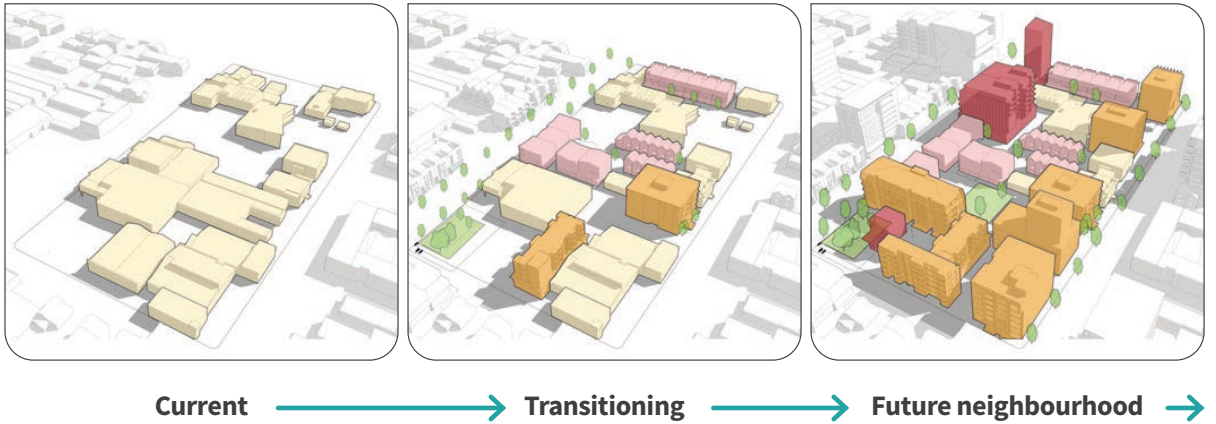
Easy and enjoyable to get from A to B
More appealing pedestrian, cycle and bus journeys with green links, street furniture, safety improvements, attention to vacant sites and well-located bus stops (Actions 9 & 10).
- 

Strong sense of community
Residents are well-connected, feel safe, enjoy an established identity for the area and are engaged in community place-making initiatives (Actions 11 & 12).

Key actions (refer to larger map in Appendix A)



What change can you expect to see?



2. Introduction

Over the next 10 years SE Central is expected to change. We've been working alongside the community to develop a neighbourhood plan with a strong vision to support development.



The SE Central area is home to a range of education offerings, offices, some light industrial uses and increasingly, houses and apartments. Clusters of food and entertainment venues can be found along St Asaph, Manchester and High streets. A key feature of the area is Te Kaha, Canterbury's Multi-Use Arena. This facility, supported by the surrounding public space (Te Kaharoa) and the upgrade of adjacent streets, is a strong attraction for people to visit and work in the neighbourhood and is a driver of both public and private investment.

New homes are being built and the planning framework continues to provide for an ongoing increase in housing. Large sites (vacant sites and those with older commercial buildings) provide opportunities for comprehensive redevelopment as medium and high-density housing, or for mixed commercial and residential use.

Unlike longer established Central City residential neighbourhoods, the area has received a relatively low level of investment (both public and private). We have heard from existing and potential residents through a series of [conversation walks](#) that the area's low amenity reduces its attraction as a desirable neighbourhood. Research on the [demand for Central City living](#) suggests that the perception of the neighbourhood held in the wider Christchurch community is relatively low when compared to the other neighbourhoods within the Central City.

There's an opportunity to lead change and regeneration, to optimise good outcomes for this Central City neighbourhood. The SE Central Neighbourhood Plan will guide this transition, with a strong focus on building a neighbourhood to support and accelerate the supply of new homes in a vibrant mixed-use environment. This includes considering aspects such as open space, greening, people movement, mixed-use and building community identity. The plan sets out the context, rationale, focus areas and actions to achieve the vision for this neighbourhood.

The why

3. Why South-East Central City?

Encouraging and supporting growth in this area helps deliver on post-earthquake priorities to create a vibrant, green and thriving city centre.

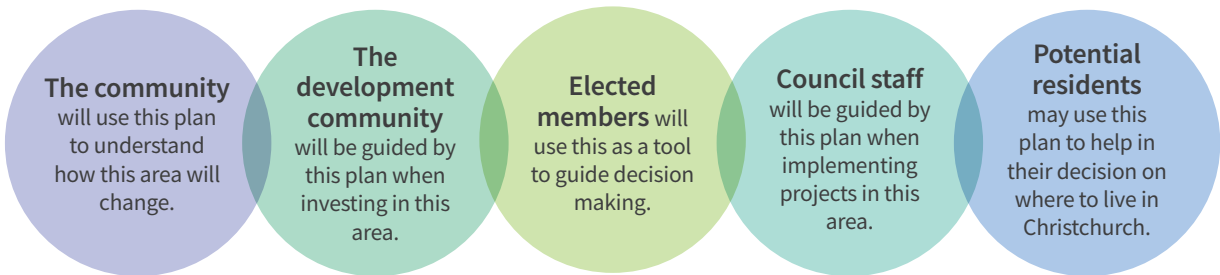
The development of SE Central is key to achieving our ambition for 20,000 Central City residents by 2028 ([Project 8011](#)). A supply of relatively large sites (compared to elsewhere in the Central City), vacant sites and relatively lower value buildings (e.g. warehouses, older commercial buildings) suggest the SE Central neighbourhood has good potential for land supply to help to meet this ambition. However, engagement with the local community, developers and the wider community suggests a need for investment and focused work to help make the neighbourhood more attractive to builders and buyers of new homes, while helping to maintain its strong mixed-use function in the Central City.

The national, regional and local planning framework aims to encourage growth close to commercial centres where there is good access to services, public transport networks and infrastructure. Facilitating housing growth in SE Central delivers on this direction while making use of existing and committed infrastructure improvements, reducing transport emissions, growing our climate resilience and supporting nearby businesses to thrive.

4. Why a neighbourhood plan?

The purpose of this neighbourhood plan is to set a strong vision for the future of the neighbourhood and articulate what it will take to achieve this vision. The plan reflects feedback gathered from those who currently live or work in or visit this area as well as those who may do so in the future.

Preparing a neighbourhood plan will help us ensure that separate initiatives delivered in this area align with the overall vision and are delivered in a way that most efficiently achieves good outcomes. The plan will help guide decision making and will be useful to a variety of groups including:



5. The bigger picture

The South-East Central Neighbourhood Plan fits into a wider strategic framework of plans and policies. The hierarchy of national, regional, and local priorities set out in these plans and policies provide a strong strategic context for investing in SE Central. A few of the key guiding documents are listed below:

National and regional direction

National Policy Statement on Urban Development (NPS-UD): ensures that New Zealand's towns and cities are well-functioning urban environments. It aims to encourage growth in areas with good access to services, public transport and infrastructure.

Greater Christchurch Spatial Plan: provides a blueprint for how population and business growth will be accommodated in the greater Christchurch area into the future. The Central City is a priority development area.

Mahaanui Iwi Management Plan (2013): will guide the delivery of the South-East Central Neighbourhood Plan especially in relation to sustainable transport, climate change and increasing native planting.

Christchurch's strategic direction

Council's Strategic Framework and Community Outcomes: (draft 2024-2034 LTP) include a collaborative confident city; a green, liveable city; a cultural powerhouse city and a thriving prosperous city.

Urban Forest Plan: sets out guidance and ambitions to grow the city's tree canopy cover.

Draft Ōtautahi Transport Plan: sets the direction for transport in Christchurch over the next 30 years, including enhancements that contribute to a vibrant Central City and a balance between streets as movement corridors and places for people.

Ōtautahi Christchurch Climate Resilience Strategy: sets out how to reduce our greenhouse gas emissions.

Strengthening Communities Together Strategy: supports active and connected communities.

Central City recovery

Christchurch Central Recovery Plan: sets a vision and direction for the rebuild of the Central City. The development of SE Central will build on this vision and will be consistent with **An Accessible City**.

Central City Action Plan: aims to improve the Central City environment, grow its economic activity and attract people to enjoy, visit and live.

Central City Residential Programme (Project 8011): supports the establishment of liveable neighbourhoods and facilitates growth to meet our ambition of 20,000 residents in the Central City by 2028.

Neighbourhood planning

South East Central Neighbourhood Plan: Engagement has helped to inform our work in SE Central, shaping up the actions and scope of the plan. Actions and delivery will be guided by strategic direction and levels of service including: access to parks, improving streets and stimulating private and public investment.

Inner City East Linwood Revitalisation Plan: is a community-led plan that interfaces with the SE area.

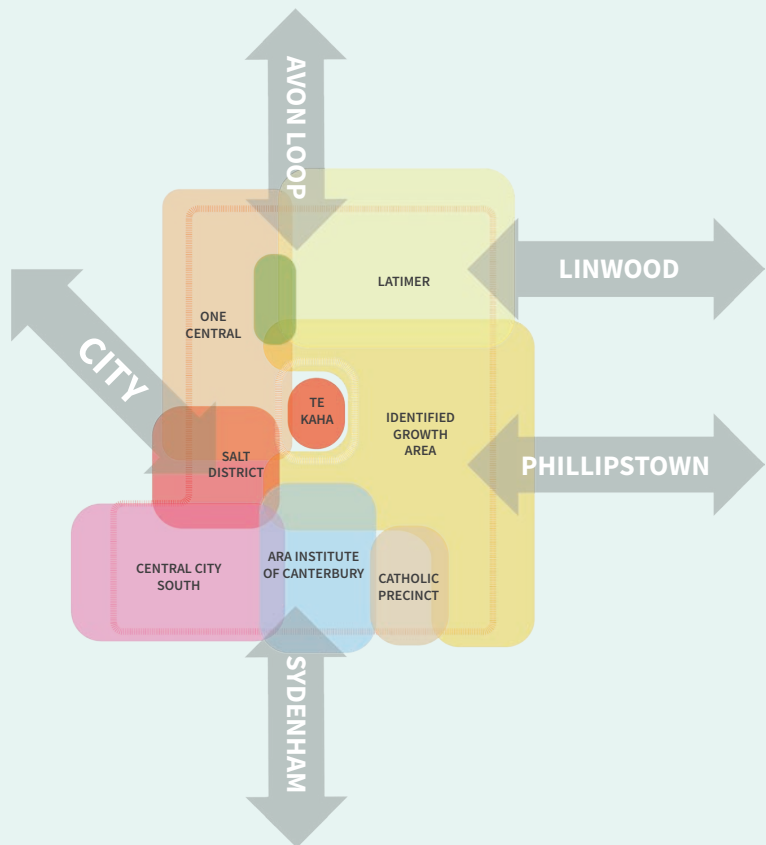
The place

6. Spatial scope

The SE Central area is bordered by Fitzgerald Avenue, Moorhouse Avenue, Colombo Street, St Asaph Street, Manchester Street and Armagh Street.

South-East Central is a placeholder name for the area and may change as the identity of the neighbourhood is established. There are several clusters of activity and emerging identities (see diagram).

The different parts of this neighbourhood will need different types of and levels of attention. While the focus of effort will be within these boundaries, this plan will consider connections with neighbouring areas including the Central City core, Linwood, Sydenham and Phillipstown.



One Central: a new residential area created under the Central City Recovery Plan which is centred around a green space (Rauora Park).

Latimer: an established residential area with some room for growth.

SALT District: a cluster of retail, hospitality and office spaces.

Central City South: a mainly commercial area with some new residential activity and some opportunity for change.

Identified growth area: surrounding Te Kaha in the mixed-use zoned area, this offers the greatest opportunity for change.



7. History of South-East Central

Mana whenua

Ngāi Tahu is tangata whenua for most of the South-Island with Ngāi Tūāhuriri Rūnanga holding mana whenua over the Central City area. This is a significant area for mana whenua for mahinga kai (food and resource gathering) and settlement sites located near the Ōtākaro Avon River. Historically, the area contained areas of wetland, grass, flax and cabbage trees as shown in the 'black map' of the area.

Mana whenua describe their interest in the development of the SE Central Neighbourhood Plan as being focused towards future actions that may result from this plan.



Source: Canterbury Maps

Historic background

The uniform street grid of Ōtautahi Christchurch was laid out by Edward Jollie over the natural environment and remains an important part of the city's identity. Latimer Square was included in the original design of Christchurch and was originally used for horse racing and sports events. Ferry Road was one of the first surveyed roads, providing access to the Bridle Path and Lyttelton via Sumner and Evans Pass. The city developed over 160 years into a commercial hub, with the south-east area predominately used for workshops and manufacturing.

The Cathedral of the Blessed Sacrament in Barbadoes Street was built in 1905 and the precinct grew to include Catholic Cathedral College. Following the earthquakes the Basilica was damaged and eventually demolished. The neighbourhood was also home to St Paul's Presbyterian Church on the corner of Cashel and Madras streets.



Source: Canterbury Stories

St Paul's Presbyterian Church on the corner of Cashel and Madras streets.

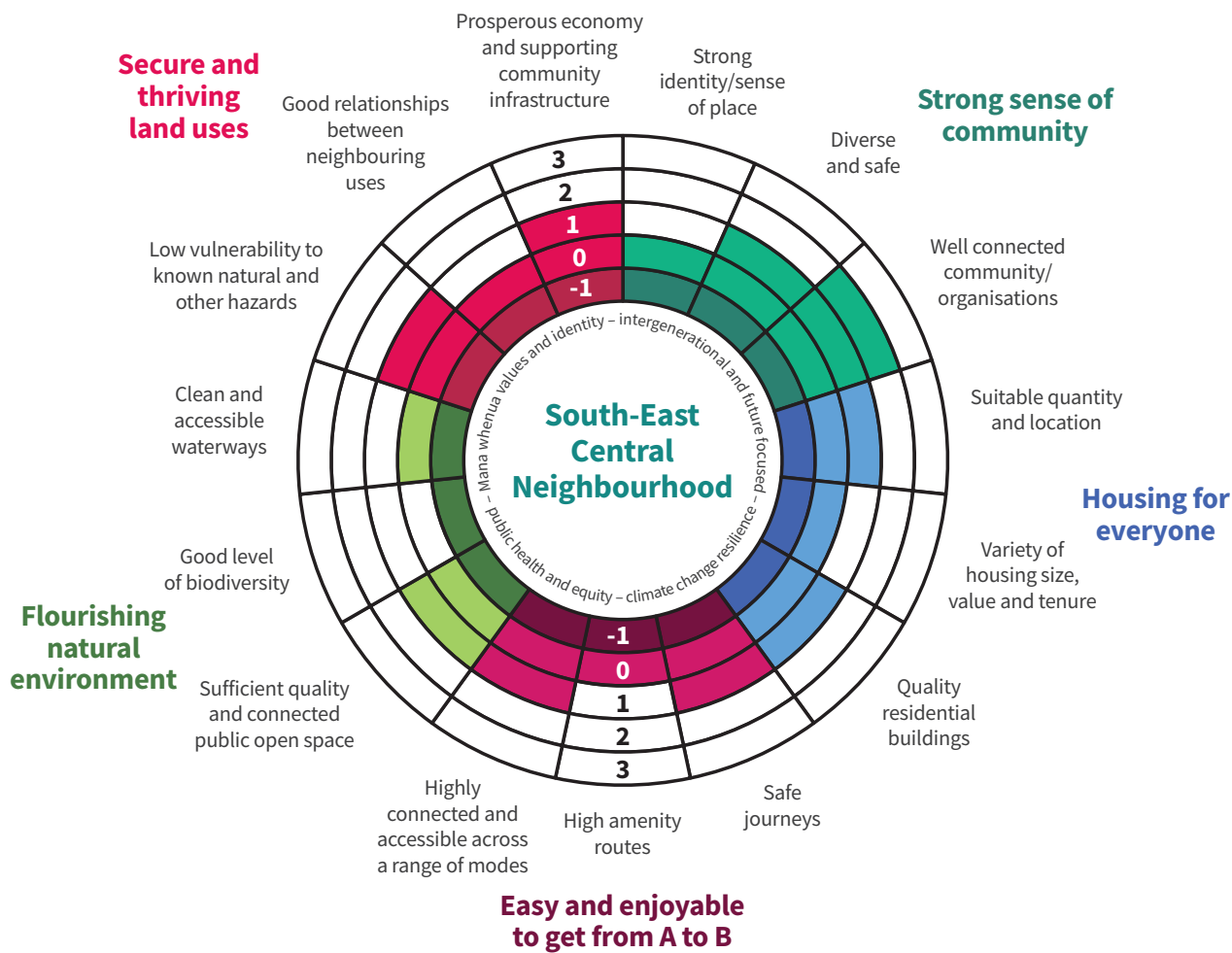


Source: Canterbury Stories

Aerial view of the south of the Central City (1980).

8. Existing environment

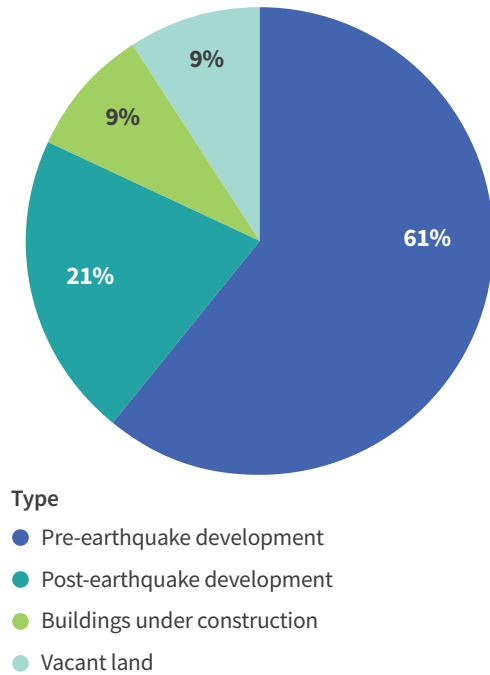
This diagram seeks to show the current status of the environment. Many factors contribute to making a neighbourhood a vibrant and attractive place to live, work and visit. Neighbourhoods are measured against these various factors with either a -1 (detractor), 0 (very low or no evidence), 1 (low), 2 (medium), 3 (high) status. The status is drawn from a range of qualitative and quantitative data (outlined in more detail in the next section). It also includes a subjective view that is formed from early engagement and Life in Christchurch Surveys.



Zoning context

The neighbourhood is a mix of residential and mixed-use zoning. Under proposed Plan Change 14 the pattern of zones will remain largely the same for the neighbourhood. However, height limits will rise. Please view the current **District Plan** as this will be updated as the plan change progresses. From an activity perspective, the Central City Mixed-use Zone allows for residential development and some supporting commercial activity. However, it is likely that the Central City core (to the west of the neighbourhood) will remain the focus for office, retail and hospitality.

Opportunity sites – 2022



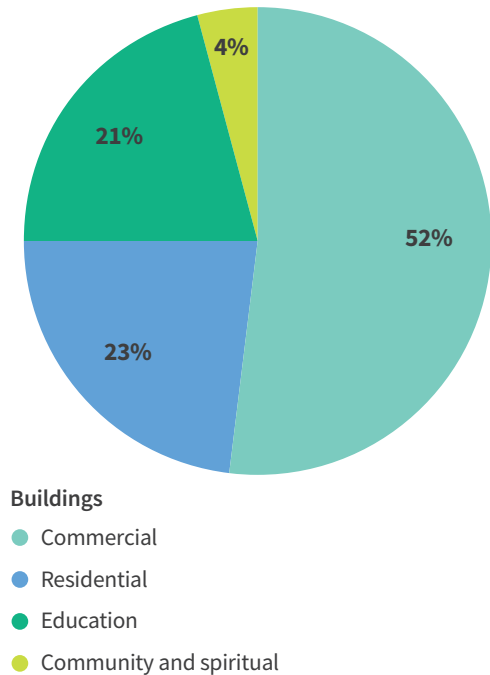
As shown in the pie charts above, a substantial portion of the land in SE Central provides significant opportunity for further development. Sixty percent of land was developed pre-earthquake with 20% of this land classified as partially vacant. Most of the current buildings are one or two storeys. Ten percent of the total land is vacant. The area is made-up of large blocks with no significant infrastructure limitations. The identified growth area in **Appendix A** provides the most significant opportunity for land-use transition.

Current land-use

In past decades the neighbourhood has become home to light industrial, service and manufacturing businesses (transitioning from a primarily residential neighbourhood pre-1950). A variety of small and creative businesses flourish in this neighbourhood, attracted by more affordable rents and the ability to reuse former commercial spaces (where these have been or are suitable for conversion). In more recent times the range of business activity has expanded to include music venues, restaurants, cafes, retail businesses and office spaces.

A range of organisations is active in the neighbourhood, including: Ara, CCS Disability Action, Christchurch Community House, Elim Church and St Paul's Trinity Pacific Church. Through engagement we heard that Boxed Quarter, Little High, and the variety of restaurants and entertainment venues are key attractors for residents and visitors.

Building stock – 2022



Fifty percent of current land-use is commercial. There is a growing number of residential developments and a good range of educational and community services.

Housing

The area north of Hereford Street is already developed, primarily for housing. There's a mix of older homes and more recent post-earthquake development, including the One Central development around Rauora Park. South of Hereford Street, in the mixed-use zoned area, new housing developments are becoming more common.

In 2018 the population of SE Central was 1401. We've assessed the potential population yield based on townhouse and low-rise apartments on vacant and underused sites and estimate that 9000 residents could live in this area in the next 10 years. Elsewhere in the Central City there are several four, five and six-storey developments including on Manchester, Madras and Welles Streets as well as overlooking Cranmer Square. The same potential development opportunity exists in SE Central. We're on track to achieve population growth with 462 homes built in SE Central since 2018. A further 192 homes are in the pipeline. On average homes are being built with two bedrooms.

In SE Central 46% of people are aged 15-29 years, 67% of households are a couple without children, 80% of properties are rented, and 20% are owner occupied. The population is currently quite transient with 41% of residents having lived in the area for less than a year and 28% living in the area between 1-4 years. This is likely to continue given the high proportion of rentals, short-term student accommodation and visitor accommodation. Improving the neighbourhood environment may encourage people to stay longer term.

The neighbourhood includes several community housing developments that provide tenants with a range of housing options including transitional and emergency housing. A range of social services are also located nearby to support tenants.



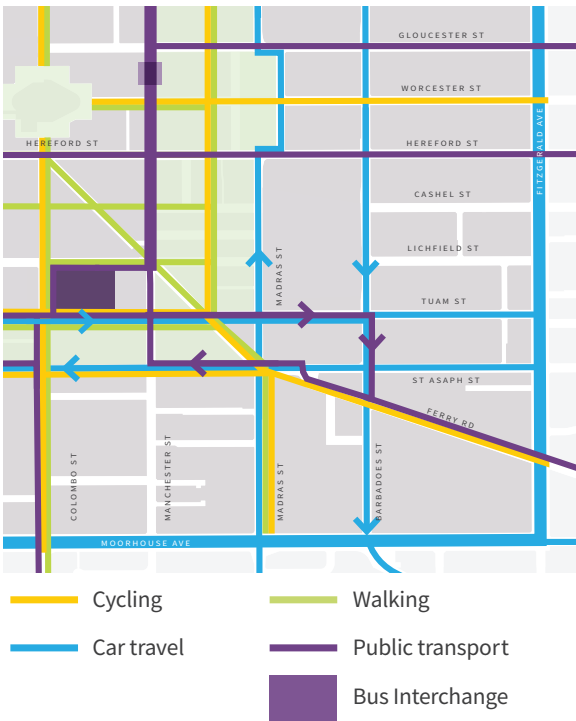
Existing housing in SE Central

Data is sourced from the 2018 Census and Christchurch City Council databases.

Transport network

Movement to and around SE Central is currently serviced by bus routes along Ferry Road, Manchester, Gloucester and Hereford streets, and via the nearby bus interchange.

The Rapanui-Shag Rock Cycleway connects the neighbourhood to Linwood and Sumner, with the main connection along Worcester Street. Cycleways along Ferry Road, St Asaph and Tuam Streets also enhance connectivity. Movement around the neighbourhood on foot is enhanced by an increasing number of 30km/h slow streets and shared pathways along Rauora Park and the South Frame. General vehicle movement is well serviced by the grid pattern of roads through the neighbourhood.



9. Challenges of the existing environment

This section addresses the challenges of the existing mixed-use neighbourhood as it transitions to provide more new housing alongside existing businesses and activities. These are challenges that may need to be addressed to support transition and challenges that may arise from that transition. The 'Actions and Implementation' section addresses the potential responses to these challenges.

Public realm

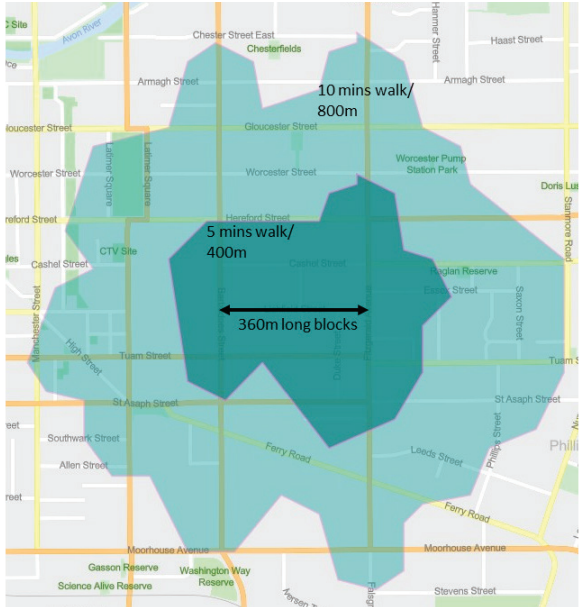
In many places through the SE Central neighbourhood, the existing public realm environment has received relatively low levels of investment. The streets are designed for the area's current commercial and industrial occupants. The streets are wide to primarily accommodate vehicle movement and parking. Many streets lack greenery which results in low amenity.

Rauora Park and the South Frame greenways are positive examples of quality public realm on the edges of this neighbourhood.

Connectivity

The road network has a strong grid pattern that supports good access across the neighbourhood, traditionally by car. There is room for improvement, especially in making it easier for pedestrians, cyclists and micro-mobility users as well as connecting people to public transport services. There is an opportunity to better connect people to the core of the Central City and surrounding suburbs. The long blocks between Barbadoes Street and Fitzgerald Avenue limit north-south movement, effectively isolating these streets from one another rather than functioning in an integrated way. The former east-west routes of Lichfield and Cashel Streets have now been disconnected by the construction of Te Kaha, which has altered the movement patterns in the area. As the area grows and with events frequently being held at Te Kaha, streets will become an important place to manage large visitor numbers and there will be more competition for on street parking alongside other potential uses in the public realm (e.g. cycleways, bus stops and greening).

For most residents, workers and visitors, bus stops are a short walk away, but some residents have identified a desire for more stops, improved frequency and better connectivity to and from bus stops.



Walking radius from the centre of the neighbourhood.



Greening and open space

Latimer Square, Rauora Park, Margaret Mahy Playground and the Ōtākaro Avon River Corridor provide larger spaces for recreation. The Te Kaharoa precinct includes open space surrounding the arena which is likely to be well-used by residents and workers outside of event days. However, there is a lack of open space within walking distance for residents in the east and south of the neighbourhood. This makes it difficult for biodiversity to flourish and to support urban stormwater management. Current levels of service aim to have 80% of homes within 500m walking distance of a park at least 3000m2 in size. With higher densities there won't be as much private or communal open space, making the streets and spaces within a neighbourhood more important. While the Council's 2010 Public Open Space Strategy anticipates new neighbourhood parks for the Central City, additional pocket parks would also be appropriate given the intensification anticipated.

The tree canopy cover for the neighbourhood is currently at 7%. Many other areas of the Central City have canopy cover over 20% (see **Appendix B** for more detail). The Urban Forest Plan sets out ambitions to grow the tree canopy cover to improve sustainability and amenity of the neighbourhood. An increase of trees, native planting and open space will help attract a variety of bees, insects and native birds and support building a functioning ecosystem in this neighbourhood.

Climate change will result in increasing temperatures, more frequent droughts, more frequent storm events and extreme rainfall. Intensification and climate change will put pressure on the existing stormwater system. A lack of greening and open space further increases the risk for flooding.



Existing built form and mix of activities

The existing environment in the opportunity area east of Te Kaha comprises mostly one and two-storey commercial buildings. Overall, many businesses lack connection with the street due to inactive frontages or car parking at the front of the site. Many of the commercial uses are light industrial service industries which may be noisy for new residents. Repurposing existing commercial buildings may be possible in some cases, although many are of poor quality and low value. Redevelopment of whole sites and amalgamation is a more likely outcome.

Current market conditions favour two and three-storey townhouse residential developments. Residents have indicated a preference for townhouses with private outdoor space. The area is yet to see a comprehensive shift towards low-rise apartments and mixed-use buildings (ground floor commercial uses with apartments above). Some of the barriers to achieving higher densities are small land parcels, low public realm amenity and low demand for higher density living, although more established parts of the Central City have begun to make this shift.



Transitioning to a new mix of activities

The current commercial offering lacks localised neighbourhood services such as medical services, childcare, hospitality and community spaces which may be required as the mix of uses includes a growing housing component.

Many of the existing businesses are a 'good fit' for a mixed-use neighbourhood and may seek to stay in the neighbourhood. However, for some it may be a challenge to operate alongside a growing residential population, and for these businesses there are opportunities within the city's industrial zones where there is less need to accommodate residential neighbours. As more sites are redeveloped, the stock of older commercial buildings will reduce and there will be fewer opportunities for re-purposing older buildings; this may narrow the range of businesses attracted to the area.

Sense of community

The current low population base, together with a high number of rentals and short-term accommodation units, works against the development of community identity and connection. Te Kaha is likely to drive demand for visitor accommodation.



10. Building the future

There is already great momentum in the South-East Neighbourhood. This page outlines some of the key anchor developments, completed, planned and underway.



Te Kaha – Canterbury's Multi-Use Arena

Te Kaha will attract a range of large events with seating capacity for 30,000 people for sports events and 36,000 people for music events. Te Kaha will add to the Central City's vibrancy and catalyse further development.



Catholic Cathedral Precinct

The Catholic Diocese has intentions to create a Catholic Cathedral Precinct on the large Barbadoes Street site where the Cathedral of the Blessed Sacrament once stood. The precinct will likely include a Cathedral, community facility, education spaces, offices and parking.



Ara Institute of Canterbury – Te Pūkenga

Ara is a hub for students and staff. The campus includes learning spaces, offices, food and beverage options, health services, a gym, greenspace, parking and student accommodation for 192 students. Educational facilities are a hive of activity and a place for people to gather.

Students of Ara, University of Canterbury and University of Otago Christchurch Campus are an important part of the future of this neighbourhood. There is an opportunity to provide housing and facilities to service this market.



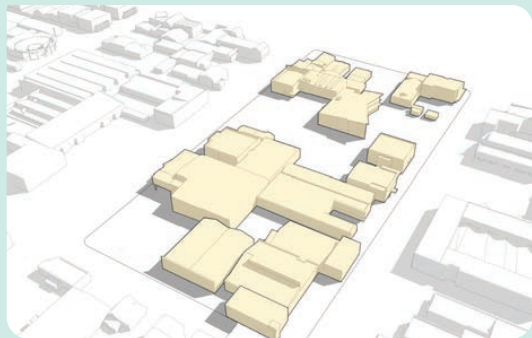
Residential growth

East Frame runs from Lichfield Street to Kilmore Street between Manchester Street and Madras Street. Hundreds of homes will fill this space in the next few years bringing vibrancy to the neighbourhood.

Developers are attracted to this neighbourhood for the availability of land, proximity to the attractions of the Central City and demand for housing.

11. What further change can you expect to see?

The SE Central area is expected to transition from its current built form over the next 10 or more years. Different parts of the neighbourhood will transition in different ways and some areas more rapidly than others. This transition is guided by the vision set out in this document, the current District Plan provisions and how other parts of the Central City have developed over time.



Current neighbourhood

The current neighbourhood is mostly commercial in nature with pockets of residential communities. The area has poor amenity, vibrancy and tree canopy.



Transitioning neighbourhood

With Te Kaha's completion we anticipate increased investment in the neighbourhood. Streets surrounding Te Kaha will be upgraded, private investment opportunities will be identified and new homes will pop up to meet demand. We expect to see a mix of homes alongside the existing businesses, with some three and four-storey developments.



Future neighbourhood (long term)

The future neighbourhood is green, easy to get around and has a growing residential population. There will likely be more apartment developments exceeding four storeys and a greater number of mixed-use developments. The proximity to Te Kaha and the growing residential population is likely to attract more businesses, including hospitality, everyday services and small offices.

- Existing commercial
- Medium density housing
- High density housing
- Mixed use developments

The South-East Central Neighbourhood Plan seeks to support and guide this transition.

The how

12. Our approach

The Neighbourhood Plan is the next step towards identifying and implementing actions to help SE Central grow and flourish.

Research and analysis

Neighbourhood-level planning and engagement across the Central City identified SE Central as a priority neighbourhood for future investigation and support.

Early engagement

- 1) Meetings with strategic partners, key stakeholders, businesses and residents in the SE Central area.
- 2) Interactive map (26 June until 24 July 2023): Through an online mapping tool, people could provide public comments to share their insights and knowledge of the area (187 people provided 364 pieces of feedback).
- 3) Neighbourhood gathering: We held a community get-together at a local venue, with pizza and conversation about the future of SE Central (35 attendees provided 245 pieces of feedback).
- 4) Feedback gathered about Central City noise in September 2023 also informs the draft Plan.

Draft SE Central Neighbourhood Plan

We asked for feedback on the draft plan via the Council's Kōrero Mai portal from 4 March until 1 April 2024. Posts on Facebook and Instagram helped to boost submissions from a variety of demographics. Submissions were made by 10 recognised organisations, one business and 71 individuals.

Final SE Central Neighbourhood Plan

The neighbourhood plan has been refined based on feedback and reported to Council for final adoption in August 2024.

Implementation

Delivery of key moves and actions outlined in the neighbourhood plan commences post-adoption.



Community engagement

In the development of the South-East Neighbourhood Plan staff engaged with residents, businesses, organisations, developers and visitors. Community insights helped us to understand the challenges, opportunities, development activity and interest in SE Central.

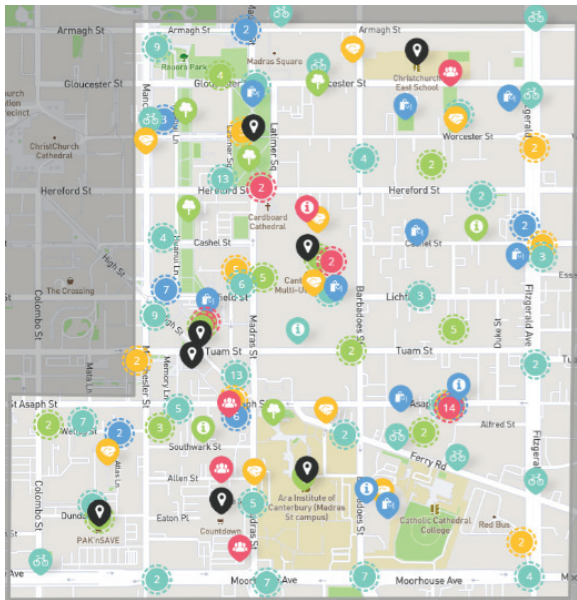
Clear themes emerged which have helped guide the plan.

People shared that the future of SE Central should be:

edgy alternative
green walkable mixed-use
cultural arty friendly
vibrant inclusive
colourful

People supported the draft plan and agreed with the vision. Key feedback and changes to the plan include:

- Revising the vision to reflect ideas from the community.
- Support for creating a greener neighbourhood with more trees to soften the current environment.
- Support for improving pedestrian and cyclist journeys and enhancing public transport.
- Ensuring the plan covers specific characteristics of the housing outcomes sought for SE Central.
- Monitoring and delivering actions to attract long-term residents.
- Having a focus on safety as the neighbourhood grows.



The community is passionate about staying involved throughout the implementation of this plan.

13. The draft vision for South-East Central

Feedback during engagement has supported the development of a vision for this neighbourhood. The vision will help guide our actions and those of our partners and the community to support growth in this neighbourhood.



This image is an artist impression that reflects elements that are currently a part of this neighbourhood and other elements that will be introduced over time.

The vision for South-East Central South-East Central – everything on your doorstep!

This vibrant, green neighbourhood is a key destination for study, work and play. People are attracted to the creative vibe, a range of affordable, quality homes, the proximity to Te Kaha and the friendly community spirit.



Actions and implementation

14. Focus areas to achieve the vision

The challenges of the existing environment, along with the community feedback have together helped shape five focus areas. These, and a summary of actions are shown below and expanded further in the next section.



Good mixed-use neighbours

- Understand the current offering of facilities, amenities and commercial services for existing residents.
- Support growth of everyday services to meet the needs of the growing population.
- Resolve challenges in the mixed-use environment through support to existing businesses.



More people in quality housing

- Encourage good development outcomes that improve neighbourhood liveability.
- Incentivise housing growth through investment in the public realm.
- Galvanise partnerships to achieve a growth in housing.



Healthy, green neighbourhood

- Increase tree canopy cover.
- Create pockets of open space.
- Support greater resilience towards climate change.



Easy and enjoyable to get from A to B

- Improve pedestrian and cycle links around the neighbourhood.
- Create safe, accessible and pleasant routes to key destinations.



Strong sense of community

- Foster and promote local identity and character.
- Support people to build community connections.
- Support the development of a safe neighbourhood.



15. Good mixed-use neighbours

SE Central is home to a variety of businesses that help to create a vibrant neighbourhood. There are clusters of music venues, service industries, restaurants, cafes, creative businesses and retail. This neighbourhood is mainly zoned Central City Mixed-Use, allowing for growth in small-office space and services. The current mix of businesses helps to create an emerging identity..

Rationale for action

Central City living offers a different experience to suburban neighbourhoods. The concentration of hospitality, retail and offices is a key attractor for residents. A mixed-use neighbourhood allows more people to walk and cycle to work, retail and hospitality venues from their homes. Residents should expect some noise that will come from neighbouring businesses. New housing needs to factor in the mixed-use environment when planning site development –including improved noise mitigation.

SE Central will continue to be a mixed-use environment and will evolve over time. Many businesses are in older buildings such as warehouses, with limited engagement with their

surrounding neighbourhood. Both the completion of Te Kaha and the growing residential population are likely to attract new business to the area. Some businesses are likely to remain in the area, some will pivot to meet the changing needs, while other businesses are likely to be replaced by new development.

The biggest opportunity for transformation is in the identified growth area in **Appendix A**. Vacant and underused land in this area provides an opportunity for new mixed-use development to service the growing residential population and the increase in visitors anticipated with the opening of Te Kaha.

Current Mixed-Use Environment



Future Mixed-Use Environment



Topic	Outcome sought	Actions
Land-use transition	Business and landowners in SE Central are engaged in the future of the neighbourhood. They understand the opportunity to grow or evolve to meet the changing needs. New businesses are added to the neighbourhood to meet the needs of the growing population.	<p>1a. Gather information on existing commercial businesses in SE Central to understand the current offering and identify any potential gaps. This information will help build an understanding of the likely change that will happen over time and ensure that advice and support is effectively targeted.</p> <p>1b. Develop relationships with business and landowners to understand future intentions and provide support as the area transitions particularly where there may be tensions with residential neighbours. Advice and support will address design, future intentions planning and how to make the most of site opportunities, tailored to suit the needs of businesses / landowners.</p>
	Residents adapt to the evolving mixed-use neighbourhood.	<p>2a. Continue to manage expectations of residents moving into the area that a mixed-use environment provides a range of opportunities and a level of activity that is different from suburban areas – particularly in relation to noise. This may include advice on what to expect in a vibrant Central City neighbourhood, emphasising benefits over, and differences from, other locations.</p> <p>2b. Developers consider noise mitigation approaches in the development of new homes. This will be actioned through support and advice, and potentially future changes to District Plan rules. Monitoring the issue will also help identify or refine solutions as the neighbourhood develops, to help developers meet the needs of residents.</p>
Business and service attraction	The offering of facilities and commercial services is improved, and sites are developed in a way that meets the needs of residents and visitors.	<p>3a. Continue to monitor the changing needs of the growing residential population and share information with key agencies to encourage consideration of future requirements for more education, health or community facilities.</p> <p>3b. Council supports development through providing an information resource for site owners that reflects the community's aspirations for the neighbourhood and provides early guidance in the development of sites.</p>



16. More people in quality housing

SE Central has the potential to transform into a vibrant, mixed-use, walkable neighbourhood. This area has room to grow to help achieve our ambition for 20,000 Central City residents by 2028.

The most significant area for growth is east of Te Kaha with a concentration of both vacant and underused land (shown in **Appendix A**). It's important to achieve good development outcomes to improve neighbourhood liveability.

Government direction has consistently enabled higher densities in urban centres. The Christchurch District Plan responds to this through increased height limits in the SE Central neighbourhood. For example, the National Policy Statement on Urban Development (NPS-UD) (2023) has provided strong direction for greater densities in and around the Central City.

Rationale for action

Feedback during engagement highlighted the need for affordable, medium and high-density housing of a variety of different types. People also commented on the need for housing developments to include space for bikes and EV charging, shared open space, good access to sunlight, and adequate noise insulation.

Quality housing examples



Best practice housing qualities for SE Central:

- Housing for all – a mix of housing types, sizes, densities and designs that service people from all stages of life and abilities.
- Affordability – create homes that are an affordable option to rent and buy.
- Mixed-use - developments with ground floor commercial spaces can help to create a vibrant neighbourhood with a variety of services nearby for residents.
- Healthy homes - Delivering healthy and climate-resilient houses that are warm, dry, insulated and well-ventilated.
- Increased building height – the delivery of apartment buildings helps to make the most efficient use of land.
- Sustainable housing - Incorporating sustainable principles such as secure cycling facilities, EV car-share, trees, shared gardens and communal spaces.
- Storage – Create homes that attract long-term residents by having sufficient storage spaces.

Topic	Outcome sought	Actions
Accelerated housing growth	Housing providers are supported and encouraged to develop housing that achieves positive outcomes in the neighbourhood.	<p>4a. Continue to support owners of vacant sites and buildings to progress plans for permanent development, through providing early planning advice.</p> <p>4b. Encourage developers and landowners to build housing that achieves positive outcomes and efficient use of development sites through: development support, incentives, site amalgamation and partnerships.</p> <p>4c. Monitor the effectiveness of the District Plan policy direction in achieving good outcomes for residential development and through this identify where more targeted advice and support may be required, or where policy settings may need to be adjusted (accepting that this may be a longer-term action).</p> <p>4d. Monitor numbers of homes that are vacant or used for short-term accommodation. Deliver actions (e.g. 6, 7 and, 9) to support more long-term residents to call SE Central home.</p> <p><i>Note: Actions 6, 7 & 9 (more appealing streets and improved tree canopy cover, more open space and climate change mitigation) will also achieve this outcome. Feedback from developers has shown this will improve feasibility of developments, giving confidence to developers and adding value to housing projects.</i></p>
Diverse housing	Housing providers develop a diverse range of housing that meets market demand and enables growth of healthy communities of all ages and family configurations.	<p>5a. Continue to provide early support and information to housing providers to overcome challenges in their development journey and support good quality design outcomes that are attractive to buyers. This can include providing advice on knowledge of demographic trends and what we have heard through the engagement process.</p> <p>5b. Delivery by housing providers of a range of affordable and social housing options with support from the Council.</p> <p>5c. Investigate opportunities to partner with housing providers to deliver mixed-tenure developments. This could include site amalgamation to support better design outcomes and/or allow for a mix of housing.</p>

Our role in achieving housing growth

Create a desirable neighbourhood: Deliver parks and quality streets that encourage investment.

Support and encourage: Help developers through their planning journey by sharing information that supports good outcomes, pre-application advice and case management support.

Investigate incentives: Support best practice housing qualities to be achieved through investigating appropriate incentives to catalyse development.

Explore partnerships: Work in partnership with housing developers to achieve positive outcomes including exploring site amalgamation.

Encourage social and affordable housing: Support and/or partner with housing providers to deliver social and affordable housing through advice, investment and/or access to land.



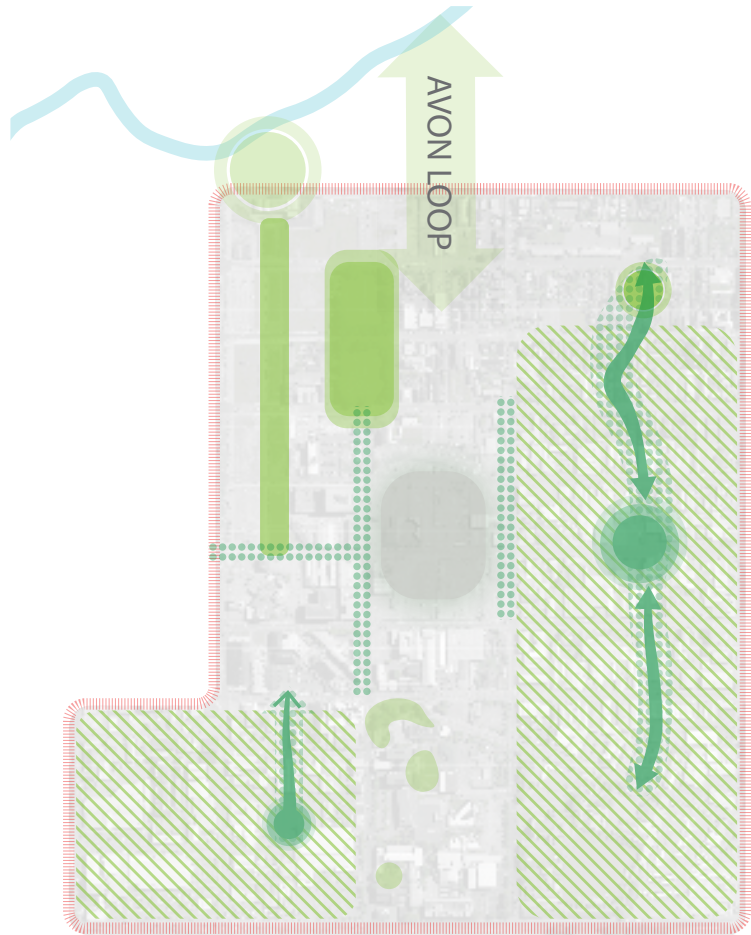
17. Healthy, green neighbourhood

To support and encourage quality residential development and help mitigate the effects of climate change, it is timely to shape this area as a healthy, green neighbourhood.

Rationale for action

There are currently several greenspaces within SE Central including Latimer Square, Te Ara a Rongo Reserve and Rauora Park. Te Kaharoa precinct is a valuable new space (outside of event times) for recreation with some lawn area and trees. Feedback during engagement showed concern over a lack of parks east and south of Te Kaha. Engagement with residents showed a preference for smaller parks dotted throughout the neighbourhood for residents living in townhouses or apartments. Greenspaces can improve residential design outcomes by allowing homes to face towards a park, resulting in improved amenity and engagement between residents. Higher densities can be encouraged through reducing the need to provide large private outdoor space. Greenspaces can also improve accessibility by creating pathways between neighbourhood streets.

The current tree canopy cover is 7.3% due to the area's large proportion of commercial and light industrial activities. Recent residential development offers only a limited number of trees. The streets in this area are dominated by cars and have not been upgraded with street trees and other enhancements. Plans for Te Kaha and the surrounding streets will contribute to increasing the tree canopy cover. Trees have significant amenity and health benefits and contribute to reducing temperatures, managing stormwater and filtering out air pollutants.



- Existing green network
- Future funded transport projects which include landscaping as part of delivery scope
- Potential green pedestrian, cycle and micromobility link
- Identified area for enhancing landscaping and tree canopy
- Potential pocket parks

Topic	Outcome sought	Actions
Green infrastructure	Streets become more appealing for residential activity and the neighbourhood's tree canopy cover is increased.	<p>6a. Implement public realm greening on suitable streets ahead of any permanent upgrades.</p> <p>6b. Increase tree canopy cover on streets through permanent upgrades (see map on previous page for key opportunity areas).</p> <p>6c. Incorporate stormwater treatment systems into street renewals to manage contaminants and flooding. Explore opportunities for planted rain gardens to also improve amenity.</p>
	Residents have a park within walking distance of their homes.	<p>7a. Acquire land for new parks, that improve:</p> <ul style="list-style-type: none">Pedestrian, cyclist and micromobility connections through blocks.Access to neighbourhood greenspace that is safe for everyone to use for recreation, events and social activities.Access to shaded areas.Biodiversity through planting a range of native trees and shrubs to create a safe habitat and food source for wildlife.Urban stormwater management through native plantings and rain gardens. <p><i>Note: creating new open space will be delivered through Council purchasing vacant or underused land and where appropriate in partnership with housing providers through easements.</i></p>
Healthy city	The neighbourhood is resilient to the effects of climate change.	<p>8a. Increase tree canopy cover, increase landscaping and use sustainable materials in the design of parks and streets to help mitigate the effects of climate change.</p> <p>8b. Include urban orchards, community gardens and other productive planting where appropriate to provide amenity and community building opportunities for nearby residents.</p> <p>8c. Developers explore opportunities to retain existing trees and integrate landscaping that helps provide shade, biodiversity and drainage in-line with the Urban Forest Plan.</p> <p>8d. Opportunities for car-share and secure bike storage are located on streets, in carparking buildings and in private developments.</p> <p><i>Note: Climate change resilience is integrated throughout the actions in this plan, including through housing design (refer to Actions 4 & 5) and supporting active travel choices (refer to Actions 9 & 10).</i></p>





18. Easy and enjoyable to get from A to B

Transport movements through SE Central are currently car-dominated due to the mostly commercial and light-industrial uses. Many streets are lined with parked cars and people use the key connector streets to access the CBD. Access to the area using active modes can be difficult due to the major arterial routes like Fitzgerald and Moorhouse avenues and busy one-way streets like Madras and Barbadoes streets. The area is also dominated by long blocks with little greening or other amenity. This makes the area less easy or pleasant to walk, cycle and live in than it could be.

Rationale for action

People told us they often feel unsafe cycling and walking around this area. To make it easier and more enjoyable to get around for a range of ages and abilities, people have requested improved cycling routes, bike parking at key locations, safer crossing points on busy roads, slower speeds, , and improved amenity on streets and improved public transport services. Making active travel and public transport options more appealing is a key way we can reduce transport emissions.

Te Kaha, Canterbury's multi-use arena, is going to impact movement around the south-east of the Central City. The Te Kaha surrounding streets package of works is designed to ensure the streets around the arena can cater for, the high volume of visitors that comes from frequent large events. Current and future businesses and residents near to Te Kaha benefit from these upgrades with more pleasant, slower and walkable streets. Extensive community feedback has helped to shape the detail of these upgrades, which

can complement ease of movement around the Central City including: wider footpaths in places, safer crossing points, drop off zones and increased amenity through improved landscaping, tree planting and street furniture enhancements. Te Kaha and the associated package of street improvements support the delivery of actions set out in this plan.

Community feedback has provided direction to further enhance connectivity, greening and amenity (for streets outside the scope of the Te Kaha project package). These will be further investigated as the neighbourhood evolves. The below actions will help guide and inform future Annual Plan and Long Term Plan decision making. Residents and business owners can also advocate through future Long Term Planning submissions for specific transport improvements to this neighbourhood. Small improvements may be made ahead of permanent upgrades by using existing funding sources.



Topic	Outcome sought	Actions
Active travel, car-share and public transport	Improved pedestrian journeys	<p>9a. Investigate opportunities to enhance pedestrian routes through safety, accessibility and environmental improvements including; slow speed streets, new pedestrian links through long blocks (see detailed map over the page), footpath widening, additional safe crossing points, traffic calming measures, trees, landscaping and street furniture. Monitor residential growth to understand streets with the greatest need for change.</p> <p><i>Note: interventions will be compatible with the purpose of the street as set out in the Road Classification System.</i></p> <p>9b. Investigate opportunities to improve wayfinding throughout the neighbourhood to help connect visitors and residents with the CBD, surrounding neighbourhoods, public transport nodes, key pedestrian and cycle routes and other key destinations.</p> <p>9c. Investigate incorporating mana whenua cultural design elements and artworks in the area.</p> <p>9d. Investigate opportunities to implement appropriate lower speed environments to improve pedestrian safety (in line with policy direction).</p> <p>9e. Encourage improvements to the visible appearance of vacant sites along key pedestrian journeys.</p> <p>9f. Encourage internal linkages through private developments (see map on page 33 for opportunity area).</p>
	Improved cyclists journeys	<p>9g. Investigate opportunities to install secure and convenient cycle parking at key locations where there are no current stands or not enough parking (SALT District, St Asaph and Cashel streets).</p> <p><i>Note: cycle parking will be installed as part of delivery of Te Kaha.</i></p> <p>9h. Investigate opportunities to improve cycle infrastructure across the area, including the continuation of the Rapanui-Shag Rock cycleway along Worcester Street.</p>
	Ease of access, less reliance on cars, reduced transport emissions	<p>10a. Work in partnership with Environment Canterbury for improved public transport frequency on core routes through the PT Futures programme, alongside other service improvements in alignment with the Greater Christchurch Transport Plan. Monitor increases in the residential population and travel patterns to inform increases in stops.</p> <p>10b. Promote existing services (car-share, bike repair services, bus routes etc.) that reduce reliance on cars.</p> <p>10c. Provide a balance of amenity improvements outlined above with maintaining short-term parking to service existing businesses.</p>



18. Easy and enjoyable to get from A to B (continued)

Range of street environments in SE Central

Feedback during engagement and an external transport assessment have helped identify challenges with the current street environment and the range of potential future street changes.



Current street environment

The current environment has:

- Low overall pedestrian amenity
- Few mid-block crossing points
- Substandard footpath widths
- Low tree canopy cover
- Gaps in public transport infrastructure



Improved street environment

Modest changes to the street environment within smaller budgets can help to make a more pleasant place to live, work and visit. An improved street environment may have:

- More greenery
- Safer speeds
- Cycle parking
- Traffic calming measures to support speed reduction
- Safe crossing points
- Seating areas



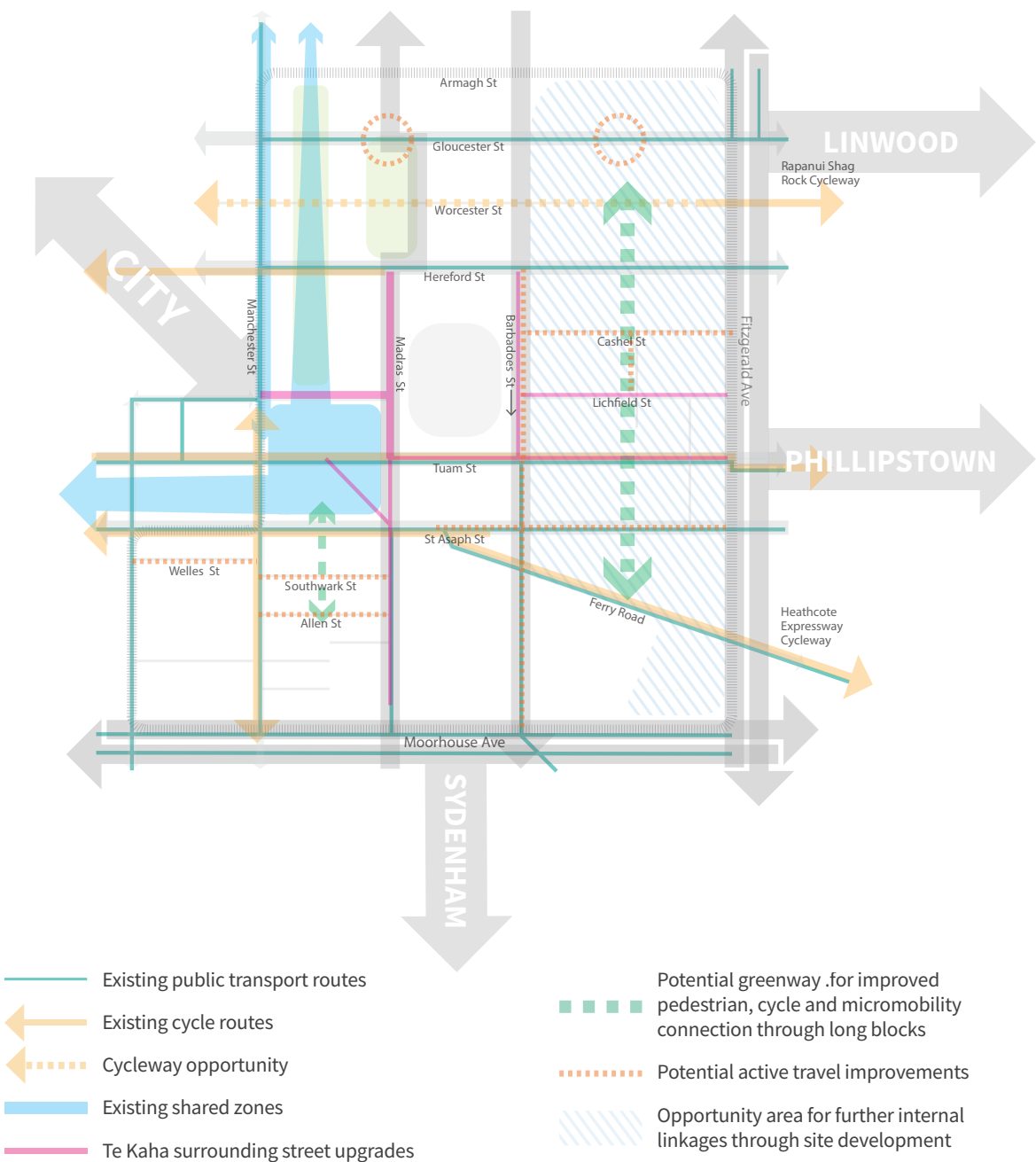
Pedestrian friendly living streets

Comprehensive renewal of streets can contribute to creating a more desirable neighbourhood. This can include:

- Cycleways
- Frequent and easily accessible public transport stops
- Pleasant and safe pedestrian routes
- Mid-block greenways
- An increased tree canopy cover and raingardens
- Art, lighting and similar features to grow place identity and sense of safety

Transport opportunities

This map shows the key transport routes (correct as at July 2024) and Te Kaha street upgrades. The community have shared with us which streets currently lack amenity and may require future upgrades as the residential population grows (dashed orange streets). Other opportunities to improve linkages are also shown. An external transport assessment has given us more detail on the transport needs of this neighbourhood and how that may change in response to increased residential and mixed-use development. The private development in the neighbourhood will continue to be monitored to help us investigate which streets should be prioritised for future Long Term Plan funding and in partnership with the development community.





19. Strong sense of community

SE Central is home to an increasing residential population (last estimated at 1401 residents in the 2018 census). There are more established communities, including along Gloucester, Worcester and Hereford streets and new emerging communities near Rauora Park and on Welles Street. The businesses, organisations, employees and education facilities are also an important part of the community.

Rationale for action

The history of the SE Central neighbourhood, along with more recent establishment of businesses and attractions, helps to build a localised identity as a unique 'place' in the city. Building this sense of place will involve telling the story of the neighbourhood's development, alongside maintaining and enhancing a cluster of small businesses, creative industries, art and music venues, education facilities and hospitality.

As the area grows over time, an identity and vision for the area will emerge. This will help build a strong sense of place so that residents feel connected to their neighbourhood and there is more appeal for prospective residents and developers.

This theme will be delivered in collaboration with residents, businesses and organisations.

One of the focus areas, based on community feedback, is to support residents to feel well connected, safe and have a good level of capacity to engage in community placemaking initiatives and explore opportunities to improve their neighbourhood.



Topic	Outcome sought	Actions
Community capacity	<p>Strong sense of neighbourhood cohesion and connectedness.</p> <p>Residents are engaged in civic processes and have capacity to give feedback on proposals for the area.</p> <p>Residents lead placemaking initiatives and projects.</p> <p>Everyone feels safe in their neighbourhood.</p>	<p>11a. Support the development of neighbourhood residents' and business groups.</p> <p>11b. Support residents to be aware of existing community assets, spaces and funding that helps to strengthen community connections through placemaking and events.</p> <p>11c. Support the development of amenities that meet the needs of residents as the area evolves. This could include community gardens, car-share schemes, and spaces for residents to meet and run community initiatives.</p> <p>11d. Support safety initiatives through existing partnerships with Council, Police and social service providers. Monitor and adapt approaches as the neighbourhood grows with more visitors and residents.</p>
Vision and identity – a sense of 'place'	<p>Create a cohesive vision of what the area can become that guides vibrant residential and mixed-use neighbourhood transformation.</p> <p>Residents and businesses understand the vision for SE Central.</p>	<p>12a. Support the community in the ongoing development of a vision for SE Central, including a vision for the future of the growth area identified in Appendix A.</p> <p>12b. Tell/reflect the story of SE Central as a place, from pre-colonial times to present, as part of new projects.</p> <p>12c. Involve the Catholic Diocese, Te Kaha, Ara Institute of Canterbury and other key organisations in community development and identity establishment.</p> <p>12c. Promote the vision and identity of the area to help existing residents feel connected and attract new residents.</p> <p>12e. Deliver placemaking projects and initiatives in collaboration with the community to enhance the identity of the neighbourhood.</p>

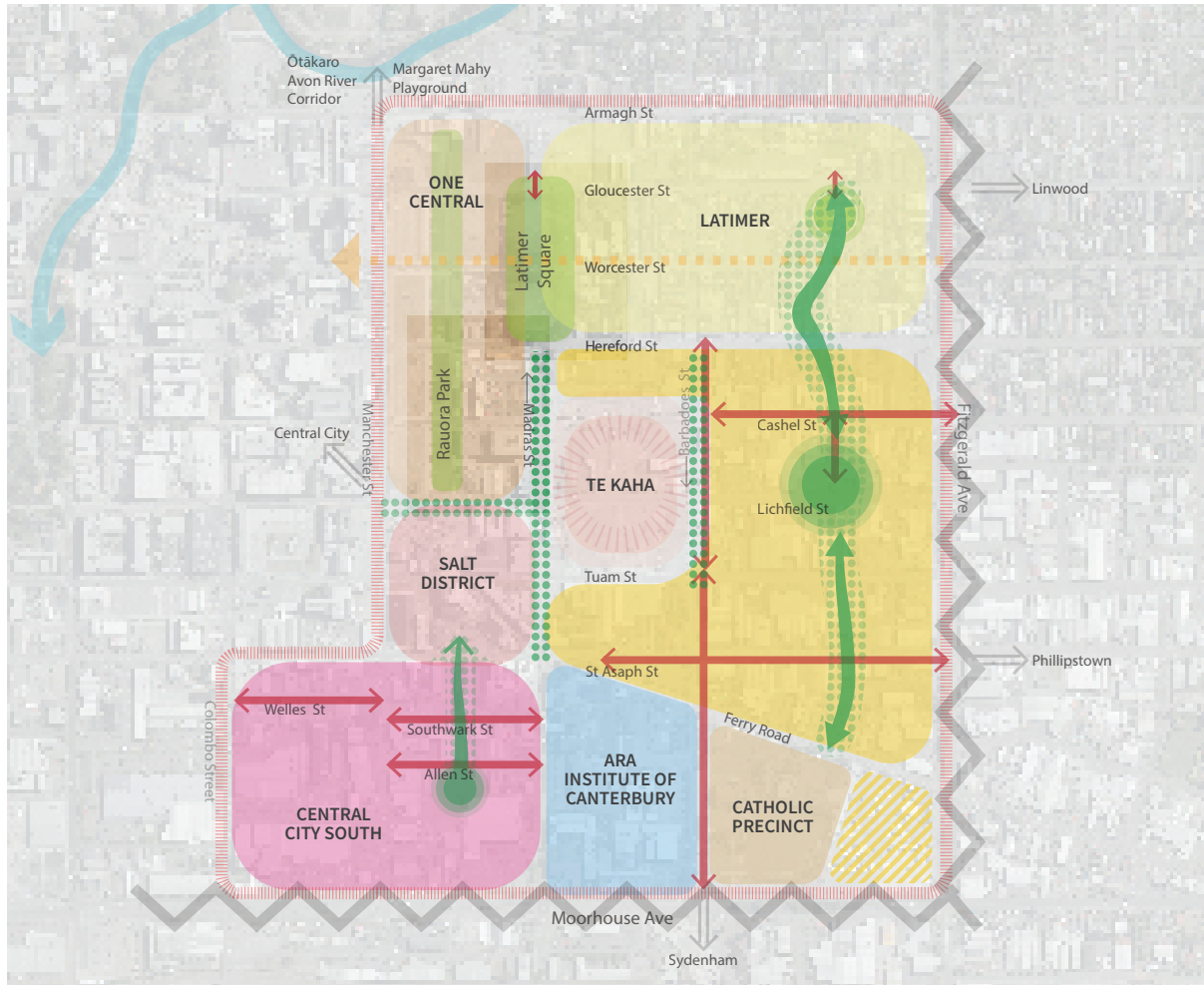
20. Implementation plan

Action		Time frame	Lead	Support	Cost to Council
Good mixed-use neighbours					
1	Support land-use transition	0–10 years	Private landowner/ business community	Council	Opex
2	Support residents to adapt to the mixed-use environment.	0–10 years	Council	Business community, private landowner and residents	Opex
3	Grow mixed-use development	0–10 years	Private landowner	Council	Opex
More people in quality housing					
4	Accelerate housing growth	0–10 years	Private landowner/ housing providers	Council	Opex
5	Develop diverse housing to meet market demand	0–10 years	Private landowner/ housing providers	Council	Predominantly Opex
Healthy, green neighbourhood					
6	Increase the tree canopy cover	0–10 years	Council	Private landowner	Financial contributions/Capex
7	Create mid-block open spaces	0–10 years	Council	Private landowner	Predominantly funded by Development Contributions
8	Explore climate change mitigation	0–10 years	Council	Business community, private landowner and residents	Capex* and Opex
Easy and enjoyable to get from A to B					
9	Improve pedestrian and cyclist journeys	0–10 years	Council		Capex*^
10	Encourage a reduction in car-use	0–10 years	Council	Community	Predominantly Opex
Strong sense of community					
11	Strengthen neighbourhood connections	0–3 years	Community	Council	Opex
12	Create a vision and identity for the area	0–3 years	Community	Council	Opex

Council costs: Opex = Operational budget (principally staff or consultant time)
Capex = Capital budget (e.g. installing new build infrastructure including temporary placemaking initiatives)
All projects have existing budgets except those marked with a (*) which are to be considered for funding during future LTP processes.
^The Te Kaha surrounding street upgrades are planned and due to be completed pre-2026. Further enhancements are to be identified for future LTP's.



Appendix A: Map for the future of SE Central



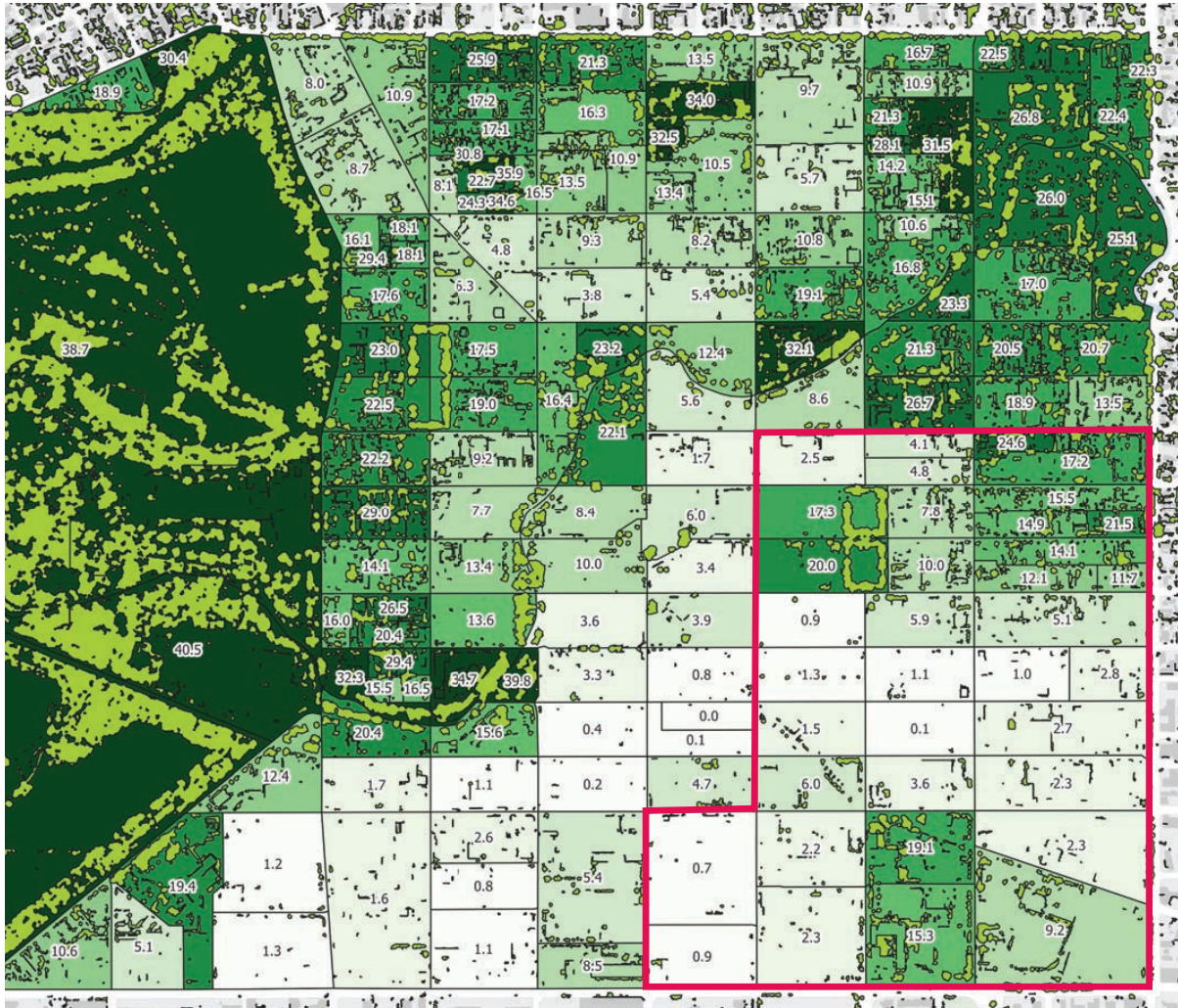
- Cycleway opportunity
- Potential active travel improvements
- Future funded transport projects which include landscaping as part of delivery scope
- Potential pocket parks
- Potential green pedestrian links
- Identified growth areas
- Vacant and underused land

South-East Neighbourhood Plan – Key moves

- More people in quality housing:** The area marked in yellow provides the greatest opportunity to house more people. Proposed public realm improvements will make this a desirable place to live.
- Good mixed-use neighbours:** As the area transitions, businesses and housing take steps to accommodate one another, whether through noise mitigation, provision of local services or progressing plans for vacant sites.
- Healthy, green neighbourhood:** Green links, pocket parks and more trees throughout the neighbourhood will create a more pleasant place to live.
- Easy and enjoyable to get from A to B:** Potential upgrades to enhance active travel across the neighbourhood are marked in red and may include safer crossing, wider footpaths and improved amenity.
- Strong sense of community:** Fostering community connections and local identity will occur throughout the neighbourhood and will build on the existing emerging identities.

Appendix B: Tree canopy cover

This map shows the Tree Canopy Cover for the Central City with a percentage for each meshblock (2018-2019 data).



South-East Central Neighbourhood Plan

July 2024

STR656 July 2024

ccc.govt.nz

Christchurch
City Council 

Item 5

Attachment A

South-East Central Neighbourhood Plan – Analysis attachment

Overview

Between 4 March and 1 April 2024, 82 groups and individuals made submissions on the Draft South-East Central Neighbourhood Plan.

Submitter profile

Submissions were made by one local business, 10 recognised organisations, and the remaining 71 from individuals.

Business/organisation type	Name
Organisation	<ul style="list-style-type: none">• Active Canterbury• Spokes Canterbury• Te Whatu Ora• Greater Ōtautahi• National Council of Women of New Zealand, Ōtautahi Christchurch Branch• The Catholic Diocese• Ara Institute of Canterbury• Christchurch Methodist Mission• Victoria Neighbourhood Association• Te Whare Roimata Trust
Local business	<ul style="list-style-type: none">• Darkroom/Art Hole/Moonbase Record Collective

Most organisations/businesses noted general support for the draft plan and the aims it sets to achieve. Points raised in support included:

- Creating a greener neighbourhood will benefit the area and people (Active Canterbury, Spokes Canterbury, Te Whare Roimata, Ara, Methodist Mission, Te Whare Roimata). Particularly with increased tree canopy cover (Greater Ōtautahi) and native plantings (Te Whatu Ora).
- Improving pedestrian and cyclist journeys and enhancing public transport would benefit the area and its residents (Active Canterbury, Te Whatu Ora, Methodist Mission), as well as increasing car-sharing options (Ara).
- The plan’s focus and actions to support the mixed-use environment will benefit the area (Spokes, Te Whatu Ora, Greater Ōtautahi, Methodist Mission)
- A strengthened sense of community would benefit the area (Spokes, Te Whatu ora, National Council of Women of New Zealand)

Common suggestions that organisations/businesses raised included:

- Short-term rental accommodation can make it hard to build a strong sense of community (Methodist Mission, Victoria Neighbourhood Association, Te Whatu Ora, National Council of Women of New Zealand)
- The plan could go further to improve public transport offerings in the area (Spokes, Victoria Neighbourhood Association, Te Whare Roimata)

- The plan could go further to encourage cycling (Greater Ōtautahi, Ara), like making sure bike parking works for most types of bikes (Active Canterbury, Spokes, Te Whatu Ora)

The Darkroom/Art Hole/Moonbase Record Collective emphasised the importance of understanding the current mixed-use environment and supporting its growth to ensure that live music venues and residents can coexist.

The Catholic Diocese proposed better labelling for their future Barbadoes Street site in the plan, as it's currently labelled as "underutilised land." Staff have worked with them to make this change.

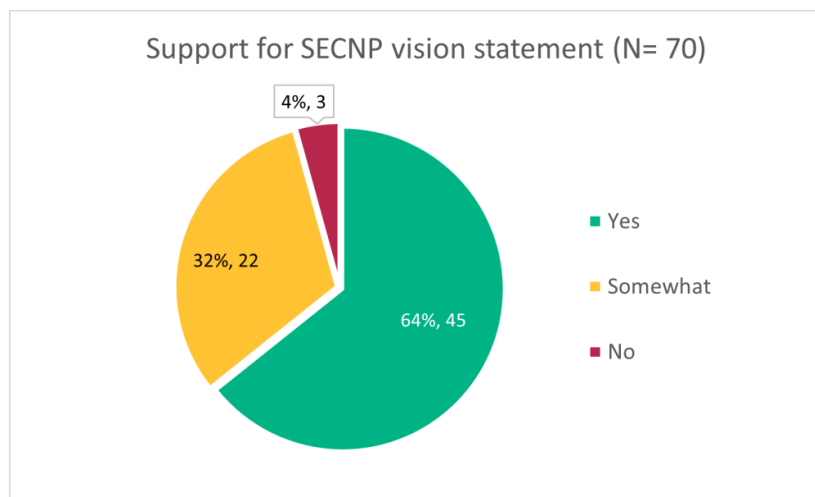
Of the 71 individuals that submitted:

- 19 (26%) live within the Central City, including 14 that live within the defined SEC area
- 48 live elsewhere in Christchurch
 - 20 of which would like to live in SEC in the future
- 2 live in wider Canterbury
- 1 lives internationally

Feedback on vision statement

When submitters were asked if the plan's vision statement aligns with their ideas for the neighbourhood's future;

- 45 fully agreed(64%)
- 22 somewhat agreed (32%)
- Three did not agree (4%)

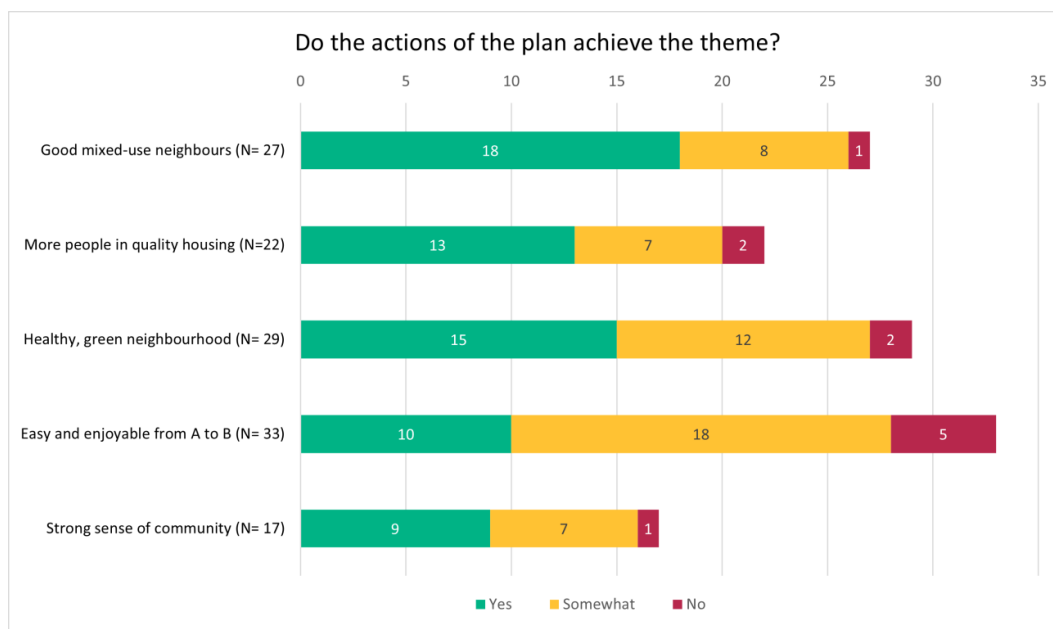


Submitters who 'somewhat' agreed with the vision, suggested a stronger focus on discouraging private vehicle use (5), encouraging active travel (4), and increasing greenery (4). Of the three submitters who did not agree with the vision, two suggested a stronger focus on supporting central city businesses.

Three submitters selected 'Unsure/ Don't know' for this question.

Feedback on theme areas

Submitters were able to provide feedback on the five themes of the plan and whether they believed the actions outlined would achieve those themes.



Good mixed-use neighbours

As shown above, 27 submitters provided specific feedback on the theme “Good mixed-use neighbours”, of which 26 partially or fully agreed that the identified actions will achieve that theme.

Common comments made in support agreed that higher housing densities (3) and increased greenery (3) would benefit the area. Three submitters also noted general support of the theme and its actions without specifics.

Some submitters felt the plan could go further to promote active travel, specifically walking (4) and cycling (3). Other common suggestions focused on discouraging short-term accommodation (3) and noise: improving noise reduction infrastructure (such as soundproofing) (3) and managing residents' expectations to minimise complaints (3).

More people in quality housing

22 submitters provided feedback on the theme “More people in quality housing”, of which 20 partially or fully agreed that the identified actions will achieve that theme.

Comment made in support agreed with the importance of achieving higher densities (6), developing underutilised land (3), supporting multi-storey development (3), and providing housing options that are affordable (3) with shared amenities (4), and social housing options (4).

Some submitters thought the plan could go further to support a wider range of housing options (4) and multi-storey development (3).

Healthy, green neighbourhood

29 submitters provided feedback on the theme “Healthy, green neighbourhood”, of which 27 partially or fully agreed that the identified actions will achieve that theme.

Common comments in support agreed with the importance of increased tree canopy coverage (8), green spaces (8), stormwater management infrastructure (4) and pedestrian links through the area (3).

Some submitters thought the plan could go further to increase greenery (5) and stormwater management infrastructure (3).

Easy and enjoyable to get from A to B

The theme “Easy and enjoyable to get from A to B” received the most feedback. Out of 33 respondents, 28 fully or somewhat agreed that the identified actions will achieve this theme, while five did not.

Submitters commonly noted support for aspects of the plan that focus on increasing pedestrian (12) and cycling (9) infrastructure, increasing greenery (4), slowing speeds (3), and improving public transport (3).

Some submitters thought that the plan could go further to improve infrastructure for cyclists (8), public transport (7), and pedestrians (3). Improved public safety was also commonly requested (3).

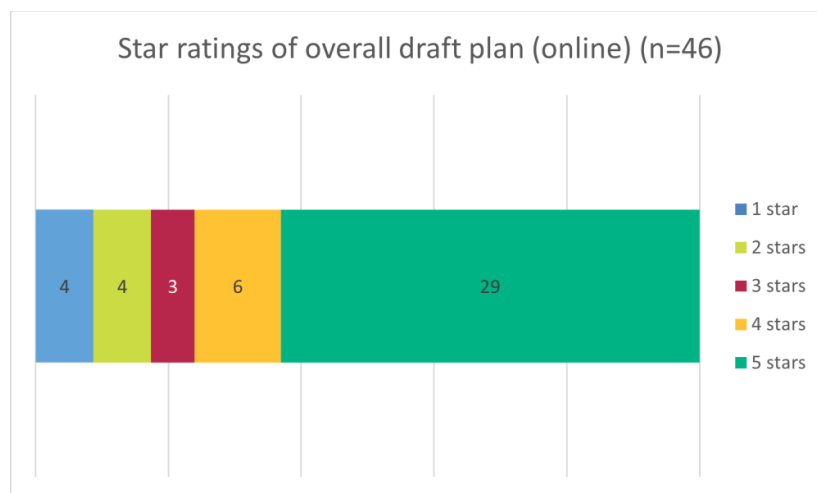
Strong sense of community

Compared to the other theme areas, “Strong sense of community” received the lowest amount of specific feedback. Of the 17 submitters that provided feedback on this theme, 16 partially or fully agreed that the identified actions achieve this theme.

While the rationale raised in support was varied, some common requests can be identified, including request for short-term rental accommodation to be discouraged (3), and request for more community events in the neighbourhood (3).

Quick Poll Star Rating on the Kōrero Mai | Let’s Talk page

An online quick-fire poll was set up for those who may not be able to make a submission. Participants were asked to rate the overall plan (1 star low rating to 5 star high rating). There were 46 responses, with most allocating five stars, as shown in the graph below.



South-East Central Neighbourhood Plan

Waipapa Papanui – Innes - Central
Community Board

11 July 2024

Plan endorsement



South-East Central Neighbourhood Plan



Consultation on the draft plan

Who did we talk to?

- Over 200 people involved in early engagement
- 1:1 meetings
- 82 submissions

Key trends

- Support for overall vision and themes
- Opportunities to add more detail, clarify and add new actions.

Key changes to the plan

- Revised vision
- Including actions to encourage desired housing outcomes (e.g. mix of housing types, sizes and prices)
- New actions to:
 - encourage long term residents
 - Have a focus on Central City safety

Draft South-East Central Neighbourhood Plan

With the help of the community, we have drafted a neighbourhood plan to help guide the growth of the South-East Central city.

Vision for South-East Neighbourhoods



South-East Central – everything on your doorstep!

This vibrant, green neighbourhood is a key destination for study, work and play. People are attracted to the creative vibe, a range of affordable, quality homes, the proximity to Te Kaha and the friendly community spirit.

Key themes



Good mixed-use neighbours



More people in quality housing



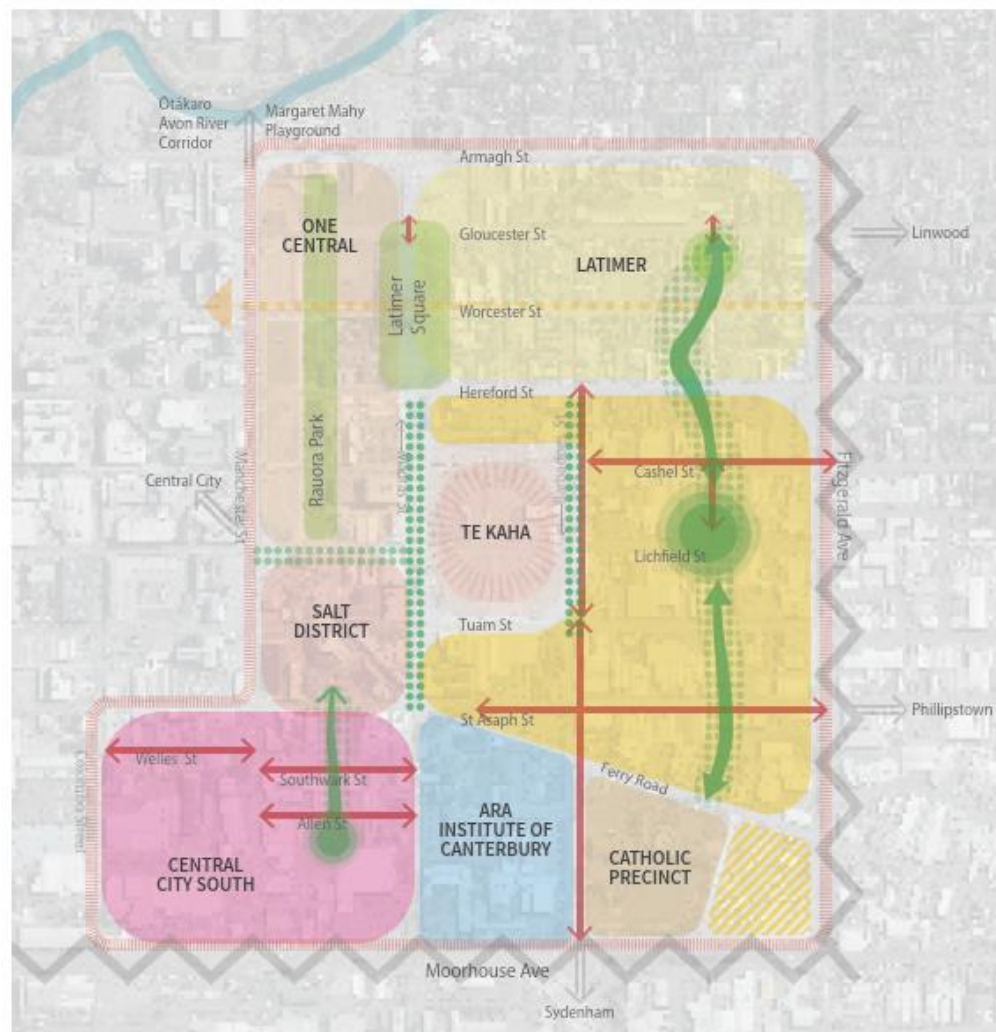
Healthy, green neighbourhood



Easy and enjoyable to get from A to B



Strong sense of community



- Cycleway opportunity
- Potential active travel improvements
- Future funded transport projects which include landscaping as part of delivery scope
- Potential pocket parks
- Potential green pedestrian links
- Identified growth areas
- Vacant and underused land



Good mixed-use neighbours



Actions

- Understand the current offering of facilities, amenities and commercial services for existing residents.
- Support a growth of everyday services to meet the needs of the growing population.
- Resolve challenges in the mixed-use environment through support to existing businesses.

Quality housing



Current SE housing



Examples of density we anticipate in the future

Actions

- Support housing providers to develop housing that achieves positive outcomes for the neighbourhood.
- Incentivise housing growth through investment in the public realm.
- Investigate partnerships to achieve a growth in housing.

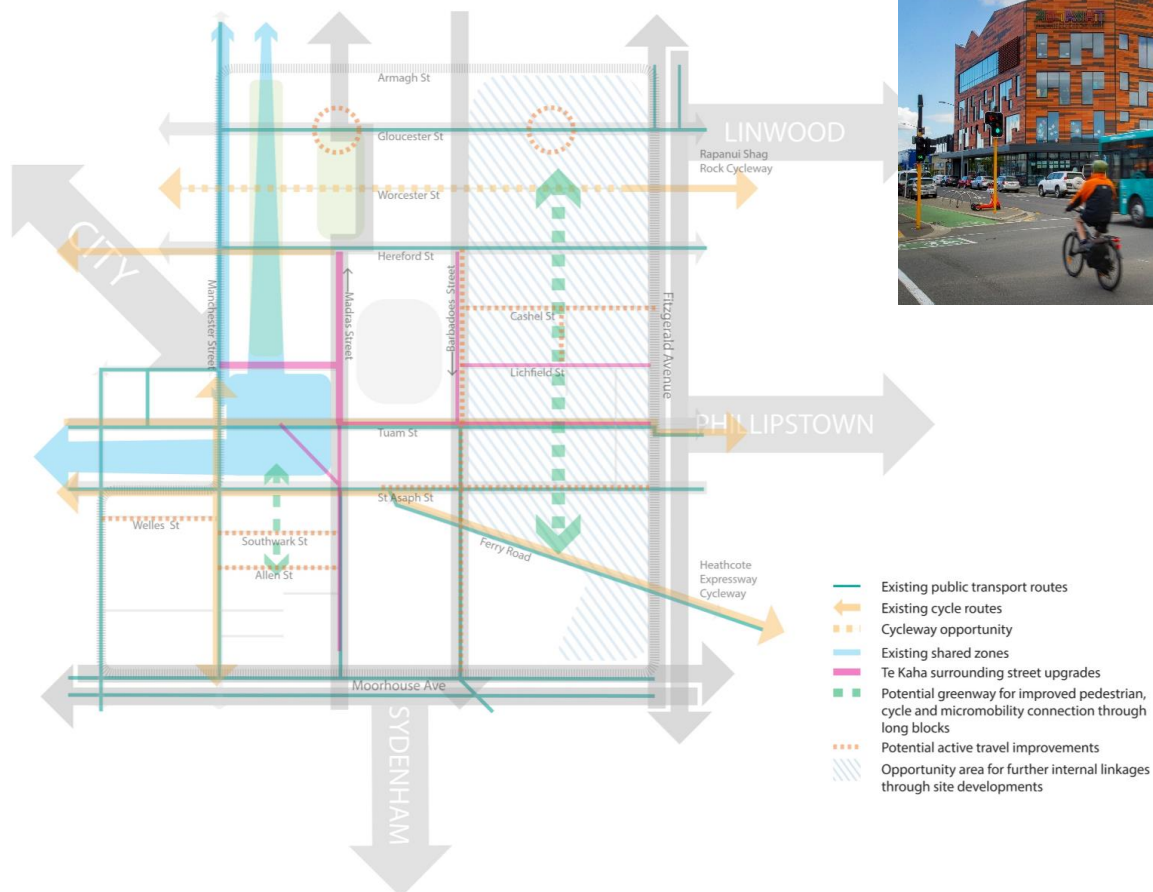


Actions

- Increase tree canopy cover.
- Create pockets of open space.
- Support greater resilience towards Climate Change.



Easy and enjoyable to get from A to B

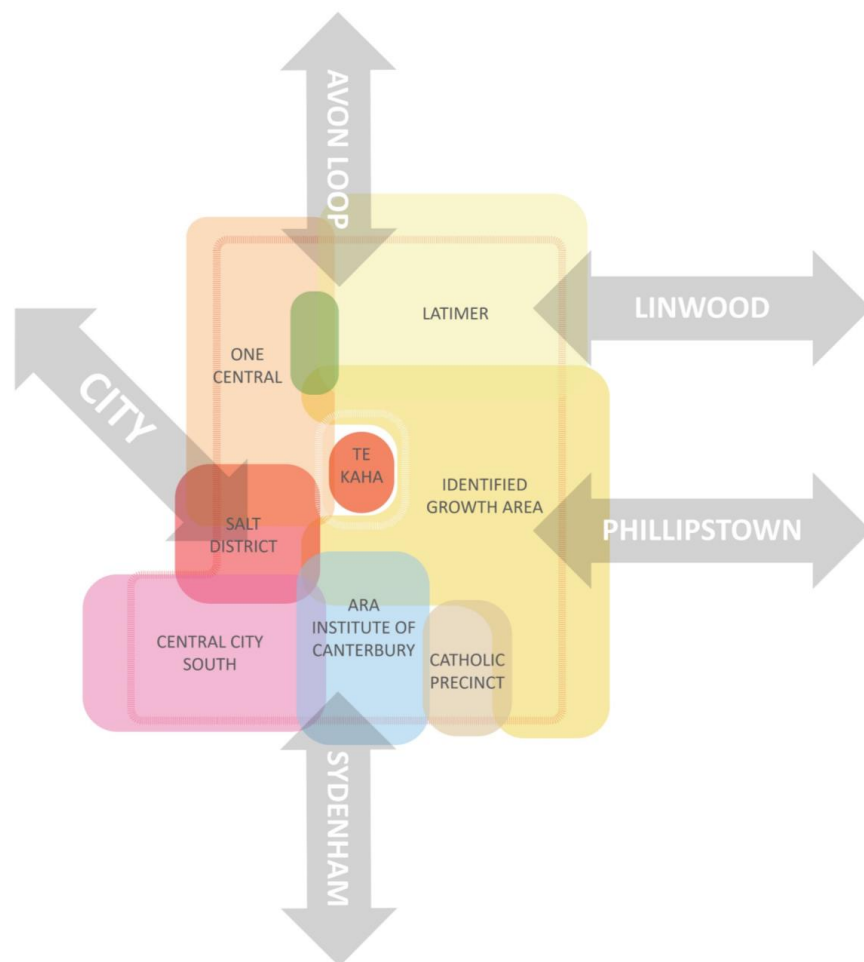


Actions

- Improve pedestrian and cycle links around the neighbourhood.
- Create safe, accessible and pleasant routes to key destinations.



Strong sense of community

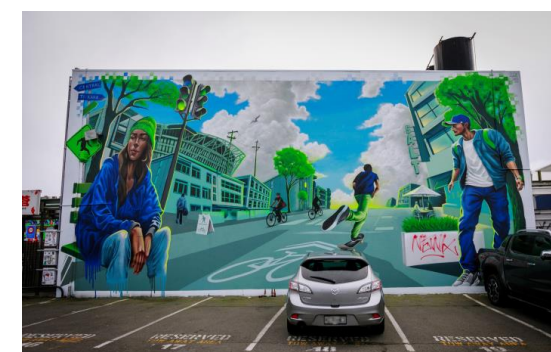


Actions

- Foster and promote local identity and character.
- Support people to build community connections.
- Support safety initiatives

Implementation plan (key moves 1-3 years)

Actions	Funding source
Development support to vacant site owners, building owners and residential developers.	Staff time and existing OPEX
Creating new mid-block open spaces	Development contribution funding
Increasing the tree canopy cover	Existing budgets
Supporting community development and connections	Staff time and existing OPEX
Marketing and promotions to catalyse growth	Staff time and existing OPEX
Small scale placemaking to improve greening and transport outcomes	Existing CAPEX



Next steps

21 August 2024

Council adoption as a guide
to decision making

Implementation

Phased delivery



Report from Waipapa Papanui-Innes-Central Community Board – 11 July 2024

6. Request for an Alcohol Ban – Northern Stanmore Road

Reference Te Tohutoro:	24/1382048
Responsible Officer(s) Te Pou Matua:	Teena Crocker, Senior Policy Analyst Mark Saunders, Community Board Advisor
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

Secretarial Note: The Council resolved that pursuant to Standing Order 20.2, this item be left to lie on the table and not be further discussed at the meeting of 7 August 2024, but be reconsidered at the Council meeting on 21 August 2024.

1. Waipapa Papanui-Innes-Central Community Board Consideration Te Whaiwhakaarotanga

The Board accepted the officer recommendations; in reference to the third of these it considered that the request for an alcohol ban has merit to be further investigated, and so this was converted to its decision to recommend that the Council request staff to initiate the relevant process as noted in the attached presentation delivered at the Board meeting (**Attachment D**).

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Request for an Alcohol Ban – Northern Stanmore Road Report.
2. Requests that staff initiate a six-month trial of working with external agencies to address the underlying social issues in the area, including aggressive begging.
3. Notes that if the Board considers the request for an alcohol ban has merit to be further investigated in terms of the legislative requirements, it may recommend further investigations be requested in accordance with that process, which requires these precede consideration of any ban (temporary or permanent) and be reported back to the Council.
4. Considers whether to recommend that the Council:
 - a. Notes the concerns and support attached to the agenda report relating to the Richmond Residents and Business Association's request for an alcohol ban around northern Stanmore Road.
 - b. Requests that staff investigate an alcohol ban for the area under the Alcohol Restrictions in Public Places Bylaw 2018.
5. Noting the information in this report on the requirements of a temporary alcohol ban added in response to the Board's consideration at its 13 June 2024 meeting of the request for an alcohol ban in Edgeware Village, alter its resolution PCBCC/2024/00044 passed at that meeting to read as follows:

That the Waipapa Papanui-Innes-Central Community Board recommends that the Council:

1. Notes the Board's support for implementing a trial alcohol ban in Edgeware Village.

2. *Requests that staff investigate ~~and implement~~ a trial alcohol ban for Edgeware Village under the Alcohol Restrictions in Public Places Bylaw 2018.*

3. Waipapa Papanui-Innes-Central Community Board Decisions Under Delegation Ngā Mana kua Tukuna

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Request for an Alcohol Ban – Northern Stanmore Road Report.
2. Requests that staff initiate a six-month trial of working with external agencies to address the underlying social issues in the area, including aggressive begging.
3. Noting the information in the agenda report on the requirements of a temporary alcohol ban added in response to the Board's consideration at its 13 June 2024 meeting of the request for an alcohol ban in Edgeware Village, alters its resolution PCBCC/2024/00044 passed at that meeting to read as follows:

That the Waipapa Papanui-Innes-Central Community Board recommends that the Council:

1. *Notes the Board's support for implementing a trial alcohol ban in Edgeware Village.*
2. *Requests that staff investigate ~~and implement~~ a trial alcohol ban for Edgeware Village under the Alcohol Restrictions in Public Places Bylaw 2018.*

4. Waipapa Papanui-Innes-Central Community Board Recommendation to Council







Part A

That the Council:

1. Notes the concerns and support attached to the agenda report relating to the Richmond Residents and Business Association's request for an alcohol ban around northern Stanmore Road.
2. Requests that staff investigate an alcohol ban for the area under the Alcohol Restrictions in Public Places Bylaw 2018.

Attachments Ngā Tāpirihanga

No.	Report Title	Reference	Page
1	Request for an Alcohol Ban – Northern Stanmore Road	24/1030375	60

No.	Title	Reference	Page
A  	Richmond Residents and Business Association's tabled materials in support of request for an alcohol ban around Northern Stanmore Road	24/1157776	66
B  	Briefing note on alcohol ban bylaw processes and requirements	24/1154000	93
C	Police assessment (<i>Under Separate Cover</i>) - CONFIDENTIAL	24/1162928	
D  	Staff Presentation - Alcohol Ban - How the bylaw operates and what is required for a ban?	24/1202703	95

Request for an Alcohol Ban – Northern Stanmore Road

Reference Te Tohutoro: 24/1030375

Responsible Officer(s) Te Pou Matua: Mark Saunders, Kaitohutohu Hāpori – Community Board 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 Waipapa Papanui-Innes-Central Community Board to consider making a recommendation that the Council investigate a new alcohol ban area for the northern section of Stanmore Road and surrounds under the Alcohol Restrictions in Public Places Bylaw 2018, and alter its recommendation from last meeting in relation to the request for an alcohol ban in Edgeware Village to confirm both its support for trialling a ban in Edgeware Village, and accept confirmation below a temporary ban also requires staff further investigate in terms of the legislative requirements before the Council considers implementation.
- 1.2 This report was generated at the behest of the Board to commence the process to consider the request for an alcohol ban in this area from the Richmond Residents and Business Association (RRBA) in their public forum presentation to the Board meeting of 13 June 2024.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Request for an Alcohol Ban – Northern Stanmore Road Report.
2. Requests that staff initiate a six-month trial of working with external agencies to address the underlying social issues in the area, including aggressive begging.
3. Notes that if the Board considers the request for an alcohol ban has merit to be further investigated in terms of the legislative requirements, it may recommend further investigations be requested in accordance with that process, which requires these precede consideration of any ban (temporary or permanent) and be reported back to the Council.
4. Considers whether to recommend that the Council:
 - a. Notes the concerns and support attached to the agenda report relating to the Richmond Residents and Business Association's request for an alcohol ban around northern Stanmore Road.
 - b. Requests that staff investigate an alcohol ban for the area under the Alcohol Restrictions in Public Places Bylaw 2018.
5. Noting the information in this report on the requirements of a temporary alcohol ban added in response to the Board's consideration at its 13 June 2024 meeting of the request for an alcohol ban in Edgeware Village, alter its resolution PCBCC/2024/00044 passed at that meeting to read as follows:

That the Waipapa Papanui-Innes-Central Community Board recommends that the Council:

1. Notes the Board's support for implementing a trial alcohol ban in Edgeware Village.
2. Requests that staff investigate and implement a trial alcohol ban for Edgeware Village under the Alcohol Restrictions in Public Places Bylaw 2018.

3. Detail Te whakamahuki

Introduction Te Whakatkinga

- 3.1 The Council can make alcohol ban areas under the Alcohol Restrictions in Public Places Bylaw 2018. An alcohol ban area is a defined area of public open space where people cannot drink alcohol or have alcohol containers during specified times and days. The procedure to request a new alcohol ban is set out in the guide found in the link at the end of this report.
- 3.2 Once a request for a ban is received, the community board may consider the proposal and make a recommendation for the Council to investigate a ban. Alternatively, it may note the concerns generating the request, but consider that further investigation into an alcohol ban bylaw is not warranted at this time. It may instead request that the issues of concern to the community are referred to the Council for action, which may include working with the Police and other agencies. There are some overlapping issues with persistent and sometimes aggressive or intimidating begging, for example, which may not be alcohol related.
- 3.3 Matters to consider concerning a request for an alcohol ban include:
 - Is there clear evidence of ongoing problems of crime and disorder linked to people drinking in the area?
 - Is there support for an alcohol ban within the community and from the Police?
 - Alternatively, could the problems be resolved by using other methods e.g. instituting community patrols, improving security lighting, or improving rubbish collection?
- 3.4 The request should be supported by evidence of alcohol-related disorder in the public space that warrants investigating a ban. There are legal thresholds to proceed with implementing a temporary or permanent ban as indicated below, which would take some time for policy staff to assess, so it may be considered whether resource and expectation is appropriately focused on this regulatory approach, and an alcohol ban the relevant mechanism to addressing the issues of concern to the community.
- 3.5 Once the Council has received a request from a community board, it will decide whether to ask staff to investigate further. The staff investigation will provide advice to the Council in line with the requirements in legislation. The addition of a new alcohol ban area to the bylaw would require a bylaw amendment process. Before amending a bylaw, the Local Government Act 2002 (LGA) requires that the Council determines that a bylaw is the most appropriate tool to address the identified problem (section 155). In considering whether to make a bylaw for alcohol control purposes, the LGA requires that the Council establishes:
 - whether there is evidence of a high level of crime or disorder that can be shown to have been caused or made worse by alcohol consumption in the area (section 147B(a));
 - that the ban is appropriate and proportionate in light of the evidence (section 147B(b)(i)); and
 - that the ban can be justified as a reasonable limitation on people's rights and freedoms (section 147B(b)(i)).
- 3.6 If the Council was satisfied that these legal requirements had been met, the LGA would then require a consultation process to amend the bylaw.

Requirements of a temporary alcohol ban

- 3.7 A temporary alcohol ban still has the legislative requirements of section 147B of the LGA to be implemented; the assessment of whether the evidential threshold for a temporary ban is met

will take due account that it will be contributing to the evidence related whether the threshold is met for a permanent ban.

- 3.8 The Alcohol Restrictions in Public Places Bylaw 2018 (clauses 4 and 5) shows the distinction between permanent and temporary alcohol ban areas, where the former only is noted as needing to be in accordance with section 156 of the LGA, which sets out consultation requirements when amending bylaws made under the LGA. However, it confirms the requirements of section 147B of the LGA apply to the Council for even a temporary ban, as well as the decision-making provisions in part 6 of the LGA. These requirements for Council decision-making include identifying all reasonably practicable options to achieve the objective and considering the views and preferences of persons likely to be affected by, or to have an interest in, the decision.
- 3.9 These requirements dictate that it should be left to the Council if it requests further investigation to approve even a temporary ban. Accordingly, the procedure set out in the guide (in the link at the end of this report) allows for the Board to recommend the Council investigate further if it supports the ban proposal, though it should not drive implementation of a ban (even on a trial basis) prior to Council asking staff to report back with the necessary analysis. The Board can note its support for a ban, whether temporary or permanent, in its discretion, but the staff advice remains that applying the LGA accords with the procedure set out that Council requesting staff further investigate would be the first step before a ban (including a temporary one) is considered.

Alteration to resolution in relation to Edgeware Village trial alcohol ban

- 3.10 There is opportunity through this report for the Board to alter its recommendation to the Council at its last meeting in relation to a trial alcohol ban in Edgeware Village in accordance with this advice that the Council may note the Board's support for a trial ban, though should not consider implementation of one prior to reviewing further investigation of this in terms of the legislative requirements.

Request for an Alcohol Ban Area around the northern section of Stanmore Road

- 3.11 On 13 June 2024, Richmond Residents and Business Association (RRBA) presented to the Board in its public forum requesting that the Council put in place an alcohol ban around the northern section of Stanmore Road, including Richmond Village. They provided evidence and support for the proposed ban in the form of the materials collated in Attachment A.
- 3.12 In their presentation in the Board's public forum, RRBA indicated they were seeking assistance through their request for an alcohol ban with issues of aggressive begging in public, and related petty thefts from the businesses, in northern Stanmore Road area, which they have seen as increasing since last Christmas. They also specifically referenced:
- reports of the community restricting their movements in the area to avoid the beggars as being intimidated by them;
 - indications there is an organised group delivering the beggars to the area;
 - evidence of increased related litter (bottles and cans) and other nuisances associated with the issues in the area;
 - ongoing discussion of the reach of the issues as relevant to the boundaries of a ban, centring on the northern section of Stanmore Road from around the NPD and Gull petrol stations northward to the Richmond Village shopping centre, but also highlighting the issues being reported in Richmond Village Green with it being regularly cleared of alcohol and drug paraphernalia and human faeces;
 - the interest in potentially extending the ban toward Avebury House and 'Adventure Ave';

- anecdotal evidence of people drinking in the street, and threatening abuse to the public (noting the range of underlying issues, including substance abuse and mental health issues, as well as alcohol abuse);
- a previous request in 2021 for an alcohol ban in Richmond, pointing to an ongoing problem; and
- the short time in which on this occasion RRBA have been able to obtain the volume of community support for an alcohol ban indicated in their supporting materials (Attachment A).

Considerations

- 3.13 The legislative (LGA) thresholds in relation to the power of territorial authorities to make bylaws for alcohol control purposes essentially are that:
- A high level of crime or disorder is likely in the proposed ban area if the bylaw is not made;
 - The ban is appropriate and proportionate in light of that likely crime or disorder; and
 - Amending the bylaw can be justified as a reasonable limitation on people's rights and freedoms.
- 3.14 The Board should consider whether the issue in this area is with lack of an alcohol ban – is it linked to people drinking in the area – or is the issue with disorderly forms of begging and shop lifting, and lack of an alcohol ban not related to a high level of crime or disorder in the area.
- 3.15 The Policy team, if the Council directs it, will need to commit resource to investigating whether the request for an alcohol ban in the area meets the requirements of the Local Government Act 2002. They have supplemented this report with a briefing note on alcohol ban bylaw processes and requirements (Attachment B).
- 3.16 When the Community Governance Team contacted the local community patrol about the Edgeware Village issues raised at the previous Board meeting, their capacity in the Stanmore Road area was also inquired about. They indicated they would make contact with other patrols around the Stanmore Road area (the City Parks and City-Sumner Patrols).
- 3.17 The Community Governance Team have also contacted the Police to ascertain their views on the requested alcohol ban, which will be provided when supplied. It is not a requirement of the process that Police views are received by the Board for their consideration of whether to make a recommendation to the Council, since the process is for those to be analysed if the Council requests staff to further investigate a prospective alcohol ban. Police views would be relevant to whether there is merit in recommending further investigation, but staff have prioritised presenting this report at the earliest opportunity.
- 3.18 Views on alcohol-related disorder in the area have additionally been sought from the Alcohol Licensing Team, which similarly are still to be received, though are not necessary to the Board's consideration.
- 3.19 The Board may find enough merit in Richmond Residents and Business Association's supporting materials to recommend the Council request the further investigations, and further relevant evidence and views would be collected for analysis at the Council's request.
- 3.20 Staff discussions to date have highlighted that the road and other works in Linwood Village may have temporarily contributed to the issues currently being reported further north on Stanmore Road, as displacing some of the relevant activity from Linwood Village to the north. This may prove relevant to whether a ban for the area would be proportionate.

- 3.21 It should also be considered before resource is invested in this policy work whether the issues in the area are likely to meet the other legislative thresholds for a ban – particularly whether, on the face of it, there are indications of a high level of crime or disorder likely in the proposed ban area if the bylaw is not made. If it is not believed that a ban will address the issues, but merely seen as something to add to the Police’s toolkit, it cannot be expected that this would be an area at this time Parliament had intended to allow an alcohol ban to be applied to.

Conclusion

- 3.22 In conclusion, staff recommend that the Board consider the information in this report and the evidence provided by the Richmond Residents and Business Association and consider whether an alcohol ban is sufficiently relevant to warrant recommending further investigation of a ban.
- 3.23 If, on its face, an alcohol ban will not have a real impact on the issues in the area, such as if they are principally driven by other social issues associated with, for example, instances of begging with no significant connection to alcohol consumption, then the process invites that the Board, rather than recommending a use of resource unlikely to meet the legislative requirement to be implemented, may in the alternative request that non-regulatory tools be explored.
- 3.24 Staff would form their view with particular reference to Police and other evidence; the Board may recommend the Council request further investigation if it wishes that evidence to be considered. To comply with the legislative requirements, the Council cannot skip to implementing an alcohol ban, even a temporary (trial) one.

Supplementary

- 3.25 Subsequent to the writing of this report, Police have provided their assessment in confidence (Attachment C) and make no specific recommendation in respect of the proposed ban, commenting that whether a territorial authority should impose an alcohol ban in a specified area is not one which Police do, or should, seek to make, but is a matter for Council to determine after consultation with the community and relevant stakeholders. They also comment that where alcohol consumption in public places, and associated issues arising, are particularly prevalent in an area – Canterbury Police have at times specifically sought or recommended an alcohol ban be imposed.
- 3.26 They also highlight that the recently undertaken deployment by Police of dedicated community beat patrols in the CBD and surrounds is likely to have a positive effect in terms of public safety in areas such as Richmond, and suggest the following options might be considered:
- 3.26.1 Consideration of activity to address the underlying social issues in the area – including homelessness and aggressive begging.
 - 3.26.2 Utilisation of relevant social agencies to identify and engage with problematic individuals.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Richmond Residents and Business Association's tabled materials in support of request for an alcohol ban around Northern Stanmore Road	24/1157776	
B	Briefing note on alcohol ban bylaw processes and requirements	24/1154000	
C	Police assessment (<i>Under Separate Cover</i>) - CONFIDENTIAL	24/1162928	

Other Reference links:

Procedure to Make New Alcohol Bans
https://ccc.govt.nz/consents-and-licences/business-licences-and-consents/alcohol/alcohol-bans

Signatories Ngā Kaiwaitohu

Author	Mark Saunders - Community Board Advisor
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central

We would like to submit the following documents for our Alcohol Ban petition, to be presented tomorrow 13/06 at the Waipapa Papanui-Innes-Central Community Board meeting.

Our online original survey was posted 5 June 2024:

<https://docs.google.com/forms/d/e/1FAIpQLSdizcjkSLAxd8Bxm3fVSLqEJdAzfJczzKCX6CSf4LL3xjnpG/viewform>

Our online petition results as of 11:30am 12 June 2024:

162 responses support the alcohol ban

70% of the respondents are from Richmond 8013

10.6% Dallington 8061

5.6% Linwood 8062

5.6% Linwood/Central

3.1% Burwood/Marshland

4.2% Christchurch Other

0.6% Leeston

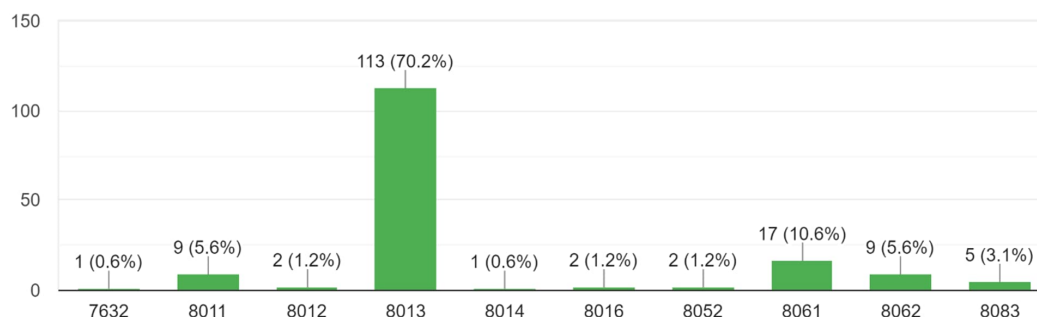
Suburb (eg Richmond)

161 responses



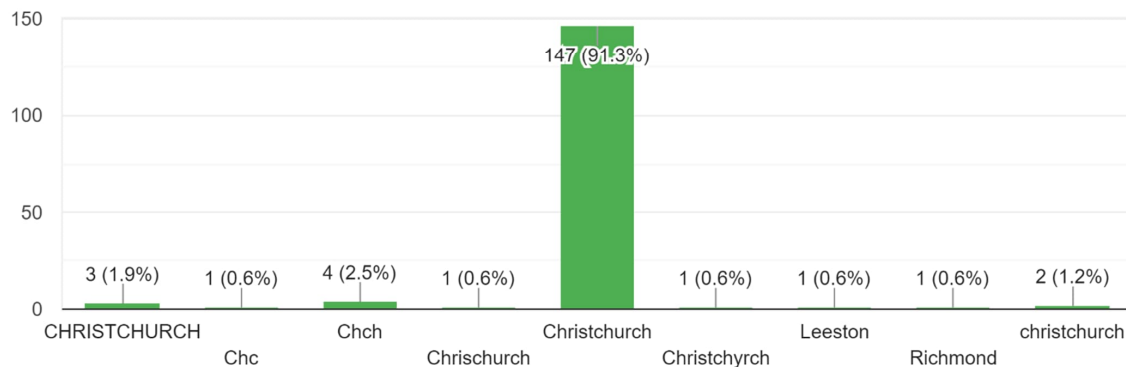
Postcode (eg 8013)

161 responses



City (i.e. Christchurch)

161 responses



Attached are the results of the survey "Richmond Alcohol Ban Petition RESPONSES"

We have provided a second document detailing the responses to the online petition so they are easier to read titled "Richmond Alcohol Ban Petition STORIES" document attached.

Our paper petition document are supplied "Richmond Alcohol Ban Petition PAPER PETITION 1, 2, 3" with 26 signatures. These were only obtained in the last 2 days.

Support Letter from Reuben Davidson, MP

An Alcohol Ban for Richmond?

An alcohol ban makes it an offense to drink on the street. Therefore local businesses and the community could call the police to move on people drinking and congregating on the street.

If you would like to see an alcohol ban in place in Richmond, please sign this petition.

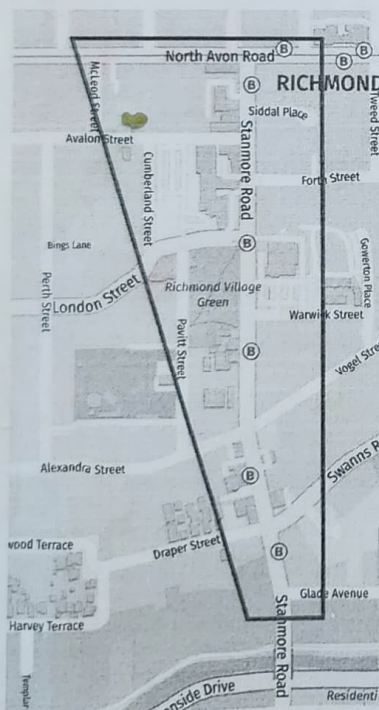
Contact: Rachel Crawford

We are Richmond

secretary@wearerichmond.co.nz

Potential Alcohol Ban Area--

The specific border will be determined at a later date, but will include Stanmore Road and Richmond Village Green. The maps below are indicative only:
















We, the undersigned, petition that the Christchurch City Council implements an alcohol ban in Richmond.

Name	Address	Email	Signature
1 Suzy Kim			
2 Jacqui Govin			
3 Jennifer			
4 Anna Versluis			
5 Shane Speden			
6 Shelley Wellman			
7 Patsy Simons			
8 LATES MARK			
9 Kerry Tinkler			
10 STEVE LEWIS			
11 Barry Brier			
12 Pam Cornelius			
13 Judy Cornelius			

4

I've been approached numerous times - makes me angry, - Doesn't get takeaways
I don't shop here anymore because of constant stream of beggars, - If no parks in front of Sun Ning

We, the undersigned, petition that the Christchurch City Council implements an alcohol
ban in Richmond. Many of them elderly feel intimidated by the transient population that lingers
outside the ATM. I'm escorting people when my clients are going to the ATM for money, I offer the service walking out with them.
no people are dangerous alcohol coming into my premises looking for aggressive behaviour outside the ATM.

Name	Address	Email	Signature
14  Lisa Taylor			
15  Kara Hamel			
16  Allen Rayner			
17  Rene Watson			
18  Janine Lesser 176655			
19  Wenna Bendol			
20  Will Robinson			
21  Holly Brown			
22  Catherine Clark			
23  Penny Meine			
24  Brendon Green			
25  Julie Robin			
26  Chris Noel			

Handwritten notes on the right margin: "Kaitiaki... start... premises... be... door... extreme... doesn't... be left... reported... to police... storage... available"

I will send a separate email with photo evidence. [These are copied below]

Thanks so much,

Rachel Crawford

Capacity Builder/ Secretary
We Are Richmond
(Richmond Residents and Business Association)

















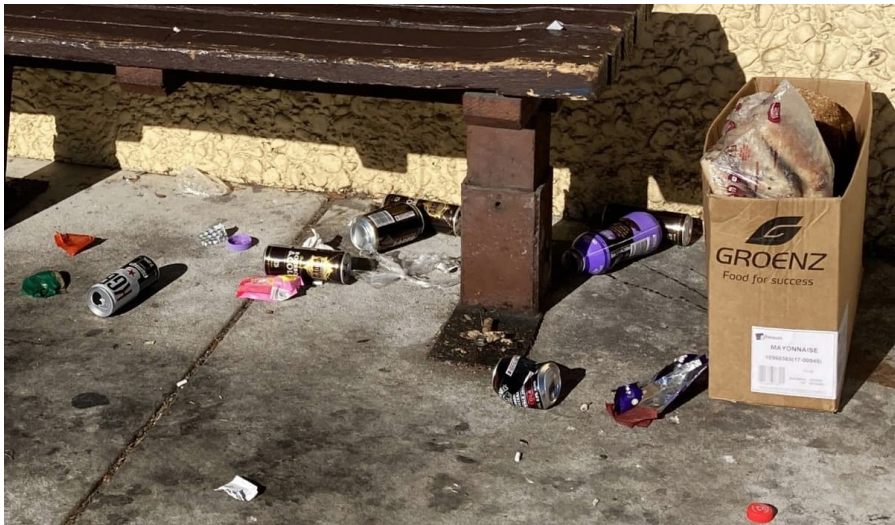




Photos from Sideline Sports Bar. James Muir said a man came in clearly intoxicated or under the influence of drugs. He was escorted out.

He came back to kick the door in.

in the main Richmond Village Shopping Centre

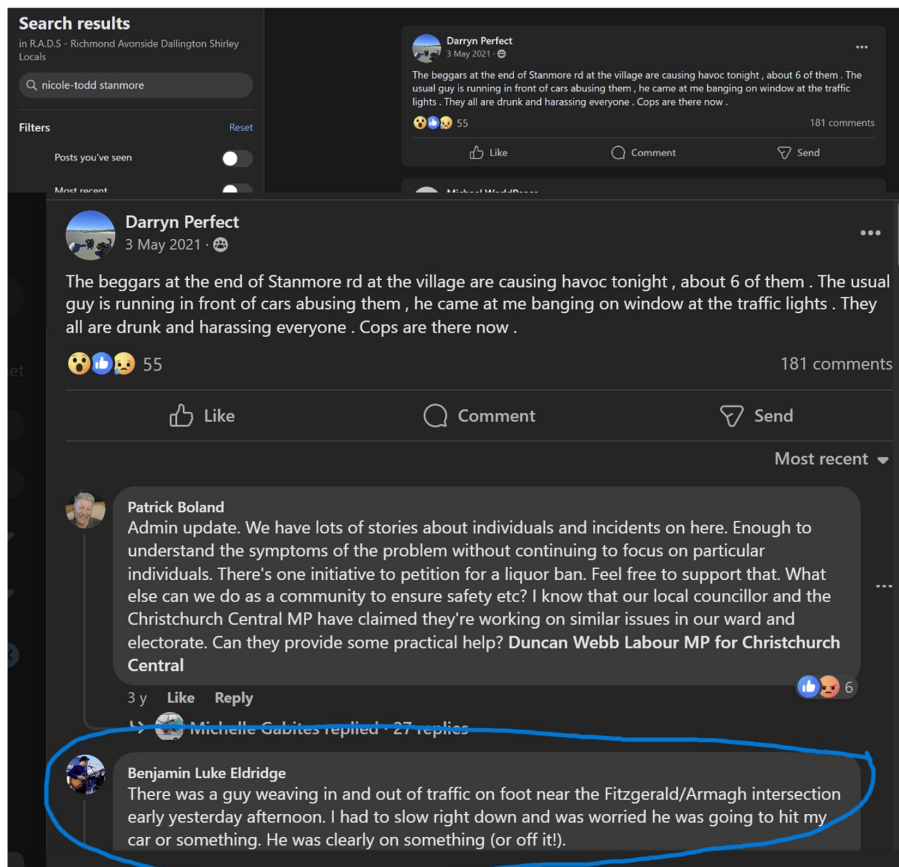


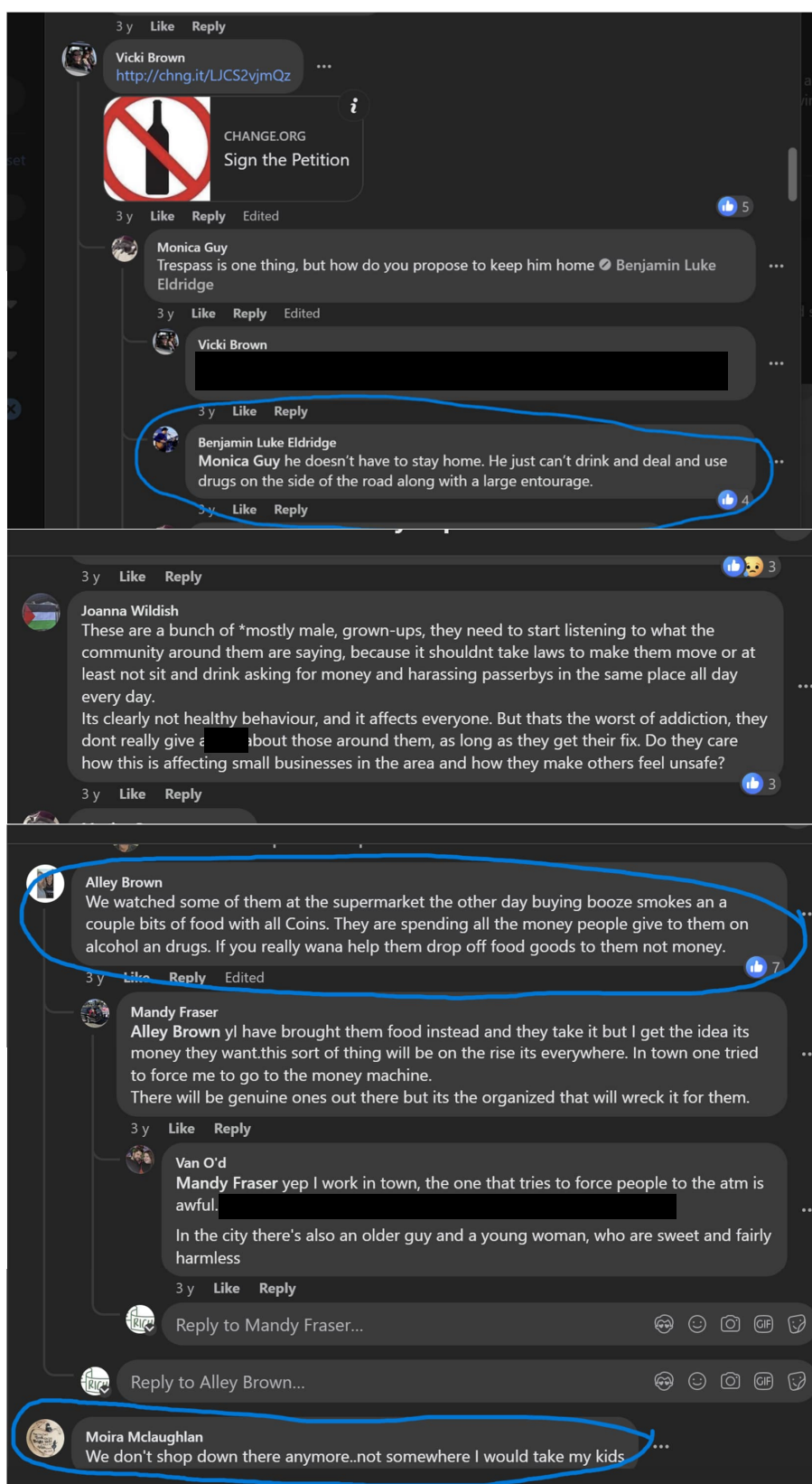
We'd like to call attention to a previous alcohol ban petition being made for the same Stanmore Rd area, 3 yrs ago, 2021. It had 170 signatures...I'm not sure if was ever formally presented to CCC? So it is a historic issue. Not just now.

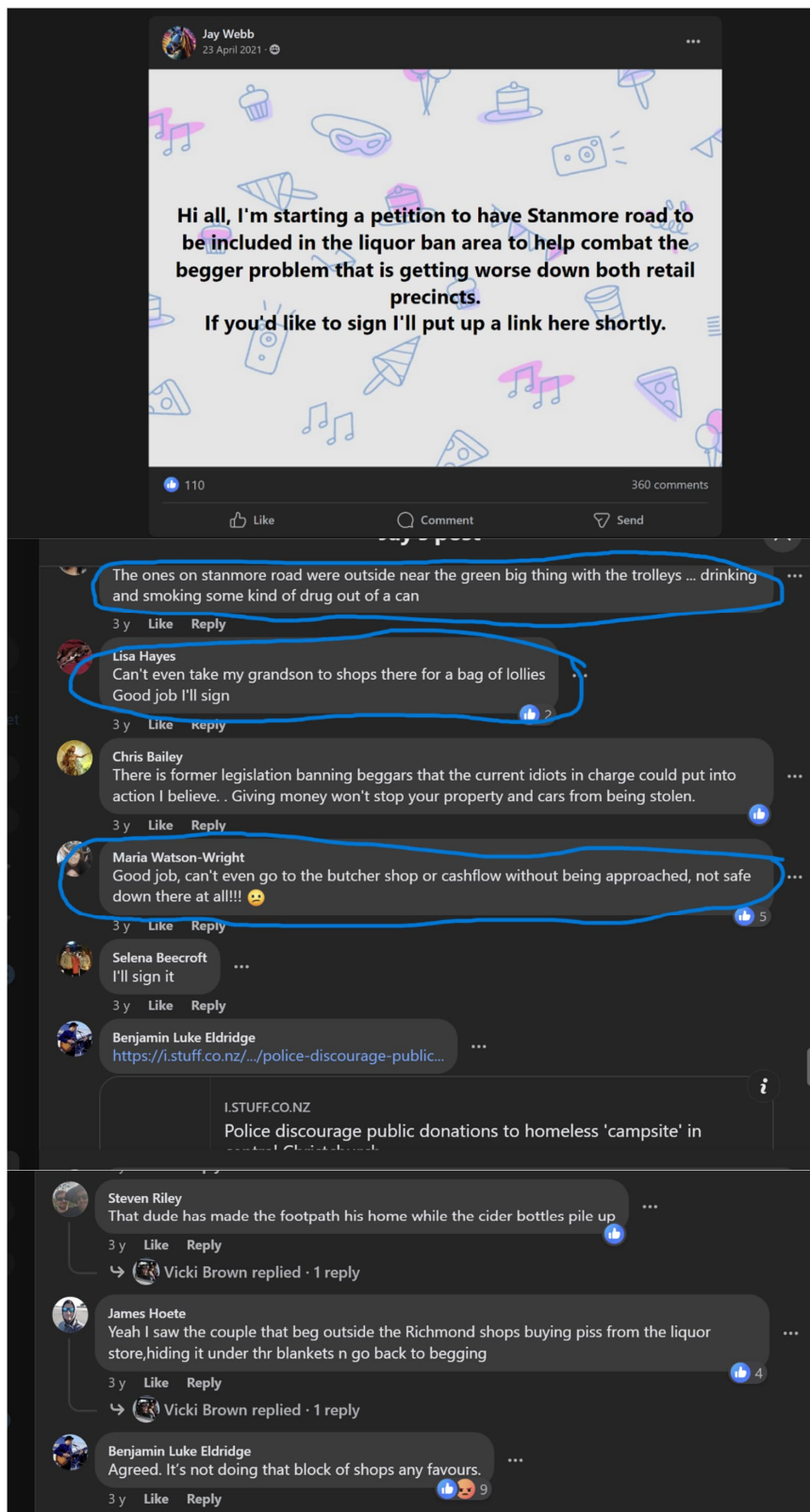
Here is the link:

<https://www.change.org/p/christchurch-city-council-alcohol-ban-in-public-areas-of-richmond-christchurch>

Here are screenshots from local facebook RADS group regarding the alcohol/addiction issue and how it was affecting residents, from 2021. Just trying to show that it's been a problematic issue for many years, not just now:







Timestamp	Potential A The specif Full Name	Address: Street Number and Nan Email Address	Suburb (eg R Postoc City (i.e. Christc	(Optional) For an alcohol ban to be approved by CCC, we need to present: Evidence/Stories of crime and disorder linked to people drinking in the area. DO YOU HAVE STORIES OF: Incidents that made you feel unsafe due to alcohol use? Litter Property damage	
04/06/2024 1	I support a Rachel Crawford		Richmond	8013 Christchurch	
05/06/2024 1	We, the un Andrew Button		Richmond	8013 Christchurch	Aggressive beggars. Concerned for elderly and children more than anything else. Ive been threatened often, even whilst sitting in my car in the New
05/06/2024 1	We, the un Suzanne McMillan		Richmond	8013 Christchurch	
05/06/2024 1	We, the un Malcolm Baker		Richmond	8013 Christchurch	Property damage and abuse
05/06/2024 1	We, the un Karen Hibberd		Shirley	8052 Christchurch	
05/06/2024 2	We, the un Natasha Moutter		Mairehau	8011 Christchurch	
05/06/2024 2	We, the un Maryann Dance		Richmond	8013 Christchurch	
05/06/2024 2	We, the un Claire Sherwood		Richmond	8062 Christchurch	The alcohol and antisocial behaviour in Stanmore Road has becoming increasingly concerning. I regularly visit the Richmond club and my children
05/06/2024 2	We, the un Ajentah rose Alabaster		Richmond	8013 Christchurch	Hi there. We currently live [REDACTED] from Alaxandra street park and have witnessed a lot of littering of alcohols and drugs. They sometimes g
05/06/2024 2	We, the un Simone McLean		Shirley	8013 Christchurch	When I lived in Hills Road I often had drunk people walking past, yelling, screaming, smashing bottles, having fights. The police were called numer
05/06/2024 2	We, the un Monica Guy		Richmond	8013 Christchurch	There is often alot of litter at the North Avon end of Petrie Street, [REDACTED] I have felt unsafe going into the dairy m
05/06/2024 2	We, the un Aaron Dekker		Richmond	8013 Christchurch	
05/06/2024 2	We, the un Craig John Dance		Richmond	8013 Christchurch	Unsocial behavior and very aggressive.
05/06/2024 2	We, the un Donna Mitchell		Richmond	8013 Christchurch	My family and I have seen half drunk cans and bottles outside our property and in other areas near our home. When I have seen them especially o
06/06/2024 2	We, the un Jess Lyons		Richmond	8013 Christchurch	
06/06/2024 2	We, the un Liesbeth van Bruchem		Richmond	8013 Christchurch	
06/06/2024 2	We, the un Rachael Dick		Richmond	8013 Christchurch	Intimidation at NPD station and also New World Stanmore Road
06/06/2024 2	We, the un Kathryn Russell		Dallington	8016 Chc	Being harassed at local businesses
06/06/2024 2	We, the un Duncan Hurren		Richmond	8013 Christchurch	Concerned about drinking and unruly behaviour around the shops at Richmond Village
06/06/2024 2	We, the un Michaela Conlan		Dallington	8061 Christchurch	
06/06/2024 2	We, the un Jason Mercer		Shirley	8013 Christchurch	
06/06/2024 2	We, the un Leila Aghardach		Richmond	8013 Christchurch	I hate having to answer my young children's question when we go to buy milk at the dairy and come out to drunk men vomiting.
06/06/2024 2	We, the un Angela Stevenson		Richmond	8013 Christchurch	
06/06/2024 2	We, the un Lisa McCann		Richmond	8013 Christchurch	
06/06/2024 2	We, the un Matt Fleming		Richmond	8013 Christchurch	
06/06/2024 2	We, the un Kate Dekker		Richmond	8013 Christchurch	
06/06/2024 2	We, the un Raima Kameta-Poihipi		Mairehau/Shi	8013 Christchurch	
06/06/2024 2	We, the un Gemma Dutton		Richmond	8013 Christchurch	
06/06/2024 2	We, the un Nachayada Sanitmatjaro		Richmond	8013 Christchurch	I am working at the massage shop (Chada Traditional Thai Massage) so many homeless and people who drunk sometimes they walk into the shop
06/06/2024 2	We, the un Janine welsh		Dallington	8061 Christchurch	
06/06/2024 2	We, the un Rubee Mackey Harrison		Richmond	8013 Christchurch	
06/06/2024 2	We, the un Chris Carter		Richmond	8013 Christchurch	Litter
06/06/2024 2	We, the un Debra Crackett		Richmond	8013 Christchurch	We often cross to the opposite side of the road when we see persons congregating outside Richmond shops as we feel unsafe.
06/06/2024 2	We, the un Scott cresswell		Richmond	8013 Chrichurch	So many stories. Richmond is becoming unsafe and uncomfortable it's time for action before someone is hurt!
06/06/2024 2	We, the un Graham Rowe		Richmond	8013 Christchurch	
06/06/2024 2	We, the un Phil Oliver		Richmond	8013 Christchurch	Over the last 3 months have been approached several times in the afternoon/early evening at the Richmond Village Shop carpark by beggars. The
06/06/2024 2	We, the un Nicola shand		Richmond	8013 Christchurch	We constantly pick up cans and bottles in the area. Our children don't feel safe waking to the shops.
06/06/2024 2	We, the un David Gibson		Mairehau	8052 Christchurch	
06/06/2024 2	We, the un Megan Foster		Richmond	8013 Christchurch	Yes. Whilst getting petrol at both gas stations on Stanmore Rd ive been approached by men who are intoxicated and asking for money then got qui
06/06/2024 2	We, the un Celia Sheerin		Richmond	8013 Christchurch	
06/06/2024 2	We, the un Deanna Campbell		Richmond	8013 Christchurch	
06/06/2024 2	We, the un Leanne Woodham		Richmond	8013 Christchurch	The use of alcohol during the day and by 5pm they were arguing and fighting out into the muddle of the road into the traffic on multiple occasions. /

Timestamp	Potential A The specif Full Name	Address: Street Number and Nan Email Address	Suburb (eg R Postcod City (i.e. Christchurch	(Optional) For an alcohol ban to be approved by CCC, we need to present: Evidence/Stories of crime and disorder linked to people drinking in the area. DO YOU HAVE STORIES OF: Incidents that made you feel unsafe due to alcohol use? Litter Property damage				
06/06/2024 2	We, the un Rhonda Louise Pattinson		Richmond	8013 Christchurch	Intimation at bank machine and abuse at shops			
06/06/2024 2	We, the un Shona Milne		Richmond	8013 Christchurch				
06/06/2024 2	We, the un Charlotte Goodyer		Shirley	8013 Christchurch				
06/06/2024 2	We, the un Louise Lambie		Richmond	8013 Christchurch				
06/06/2024 2	We, the un Rebecca Hughes		RICHMOND	8013 Christchurch				
06/06/2024 2	We, the un Hayley Guglietta		Richmond	8013 Chch	Tired of being asked for money everywhere down stanmore road also tired of picking alcohol bottles and cans out of the bushes on my property an			
07/06/2024 1	We, the un Karina Huang		Avondale	8061 Christchurch				
07/06/2024 1	We, the un Max Grammer		Burwood	8061 Christchurch				
07/06/2024 1	We, the un Paul Waterhouse		Richmond	8013 Christchurch	People drinking and urinating up street. Also had someone reliving themselves on our frint verge during daylight while leaving with kids. Often being			
07/06/2024 1	We, the un Dorothy Webster		Richmond	8013 Christchurch	I am asked for money while walking my dog.			
07/06/2024 1	We, the un Stan Wilkins		Richmond	8013 Christchurch				
07/06/2024 1	We, the un Jordyn Marie Steer		Shirley	8013 Christchurch				
07/06/2024 1	We, the un Fiona Margetts		Richmond	8013 Christchurch				
07/06/2024 1	We, the un Patrick		RICHMOND	8013 Christchurch				
07/06/2024 1	We, the un Ali Greening		Richmond	8013 Christchurch				
07/06/2024 1	We, the un Tanja Webster		Richmond	8013 Christchurch				
07/06/2024 1	We, the un Joanne Elizabeth Church		Richmond	8012 Christchurch				
07/06/2024 1	We, the un Jason Koning		Richmond	8013 Christchurch				
07/06/2024 1	We, the un Richmond Community Ga		Richmond	8013 Christchurch				
07/06/2024 1	We, the un Mike Williamson - Gull Ne		Richmond	8013 Christchurch				
07/06/2024 1	We, the un SARA ANN PHILIP		RICHMOND	8013 CHRISTCHURCH				
07/06/2024 1	We, the un Robert & Alison Kendall		Richmond	8013 Christchurch				
07/06/2024 1	We, the un Jennifer Gale Dalziel		Richmond	8013 Christchurch	I have been hassled for money at Richmond Village and on the footpath outside the Dairy adjacent to Richmond Village on Stanmore Road			
07/06/2024 1	We, the un Kerry Tu;		Richmond	8013 Chch	Significant amount of littering, we pick it up everyday.			
07/06/2024 1	We, the un Michelle Larson		Richmond	8013 Christchurch				
07/06/2024 1	We, the un Tony Garing-John Rhind		Richmond	8013 Christchurch				
07/06/2024 1	We, the un Lisa Quinn		Richmond	8013 Christchurch				
07/06/2024 1	We, the un Sally-Anne Tull		Richmond	8013 Christchurch	Litter in our carpark nearly every day. Intoxicated/abusive people that we have to turn away			
07/06/2024 1	We, the un Chrystal		Richmond	8061 Chch	Buggers who are clearly drunk and on drugs have followed me asking for money so they can buy food , smashed on the car window at npd begging			
07/06/2024 1	We, the un Elizabeth tipper		Avonside	8061 Christchurch				
07/06/2024 2	We, the un Fraser Blakemore		Burwood	8061 Christchurch	Approached by gentleman at service station with alcohol in hand wanting money. Clearly intoxicated.			
08/06/2024 1	We, the un Zoe Odering		Richmond	8013 Christchurch	Constant alcohol litter on Forth Street and all throughout Richmond. We have a 2.5 year old and would love to see Richmond grow into the family fi			
08/06/2024 1	We, the un Anna Williams		Christchurch	8013 Christchurch				
08/06/2024 1	We, the un Kevin Wills		Richmond	8013 christchurch				
08/06/2024 1	We, the un Vicky Harris		Richmond	8013 Christchurch				
09/06/2024 1	We, the un Nadia Sole		Richmond	8013 Christchurch				
09/06/2024 1	We, the un Helen Viney		Dallington	8061 Christchurch				
09/06/2024 1	We, the un Amanda Clifford		Dallington	8061 Christchurch				
09/06/2024 1	We, the un Matthew Saul Clifford		Dallington	8012 Christchurch				
09/06/2024 1	We, the un Rachel Dejong		Dallington	8061 Christchurch				
10/06/2024 1	We, the un Alexandra McKubre-Jorde		Shirley	8013 Christchurch				
10/06/2024 1	We, the un Amanda Roulston		Richmond	8013 Christchurch				

Timestamp	Potential A The specif Full Name	Address: Street Number and Nan Email Address	Suburb (eg R Postco	City (i.e. Christo	(Optional) For an alcohol ban to be approved by CCC, we need to present: Evidence/Stories of crime and disorder linked to people drinking in the area. DO YOU HAVE STORIES OF: Incidents that made you feel unsafe due to alcohol use? Litter Property damage If you do, please write a statement about it below:
10/06/2024 1We, the un Kristine Spoor			Richmond	8013 Christchurch	feeling unsafe when visiting some shops on Stanmore Rd
10/06/2024 1We, the un Catherine willart			Richmond	8083 Christchurch	
10/06/2024 1We, the un Rousselle eric			Marshland	8083 Christchurch	
10/06/2024 1We, the un Luc wong			Richmond	8083 Christchurch	
10/06/2024 1We, the un Tanya Didham			Richmond	8013 Christchurch	
10/06/2024 1We, the un Jenna Richards			Richmond	8013 Christchurch	
10/06/2024 1We, the un Suzanne Mary Power			Richmond	8013 Christchurch	I have moved to [REDACTED] in Richmond over the last month. I have lived here before in Medway Street. There was never people on the streets &
10/06/2024 1We, the un Andrew Button			Richmond	8013 Christchurch	
10/06/2024 1We, the un Ghana Sapkota			Richmond	8013 Christchurch	As a business owner we have had issues that have been going on for the last 5+ years with alcohol and alcohol related drunk disorder. Firstly, The
10/06/2024 1We, the un Anna Versluis			Linwood	8011 Christchurch	I have given up using the Richmond shops because of anti social behavior with people drinking alcohol and the begging has gone completely gone
10/06/2024 1We, the un Vanessa Knowles			Richmond	8013 Christchurch	
10/06/2024 1We, the un Shona Berry			Richmond	8013 Christchurch	
10/06/2024 2We, the un Andrew Bailey			Richmond	8011 Christchurch	
10/06/2024 2We, the un Shanti Niven			Richmond	8013 CHRISTCHURCH	
11/06/2024 1We, the un Rochelle			Richmond	8013 Christchurch	
11/06/2024 1We, the un Anna Versluis			Linwood	8011 Christchurch	I have encountered numerous beggars approaching me for money, some can be quite aggressive. I am also getting very tired of young people sta
11/06/2024 1We, the un Dongho Choo			Richmond	8013 Christchurch	Sometimes people come to my shop and take sushis without pay.
11/06/2024 1We, the un Kylie Berry			Shirley	8013 Christchurch	
11/06/2024 1We, the un Tegan Dalley			Richmond	8013 Christchurch	
11/06/2024 1We, the un Don Gould			Richmond	8013 Christchurch	
11/06/2024 1We, the un Alice Bates			Woolston	8062 Christchurch	Yes. I have worked in the Richmond area at both Arahina and Pareawa schools and there is constant litter of bottles, particularly after the weekend
11/06/2024 1We, the un Deb Williams			Phillipstown	8062 Christchurch	
11/06/2024 1We, the un Dylan McCabe			North Linwoo	8062 Christchurch	
11/06/2024 1We, the un David Ross Skinner			Merivale	8014 Christchurch	
11/06/2024 1We, the un Liza Hewison			New Brighton	8083 Christchurch	
11/06/2024 1We, the un Mark Dowd			Linwood	8011 Christchurch	
11/06/2024 1We, the un Denise Matthews			Phillipstown	8011 Christchurch	
11/06/2024 1We, the un Audra Given			Richmond	8013 Christchurch	
11/06/2024 1We, the un Ewout van Bruchem			Richmond	8013 Christchurch	
11/06/2024 1We, the un Karyn Pearce			Shirley	8061 Christchurch	We get litter and human poo up our driveway but this is from The Palms mall. Our toby box was often opened on the weekend and our water turned
11/06/2024 1We, the un Theo Bell-Baxter			Linwood	8062 Christchurch	
11/06/2024 1We, the un Jackalyn Lyons			Dallington	8061 Christchurch	
11/06/2024 1We, the un Konrad Lilley			Dallington	8061 Christchurch	
11/06/2024 1We, the un Verity Verster			Shirley	8013 Christchurch	
11/06/2024 1We, the un Pauline Clifford			Dallington	8061 Christchurch	
11/06/2024 1We, the un Samantha Morrhall			Richmond	8013 Christchurch	
11/06/2024 1We, the un Jehanna Callosa			Richmond	8013 Christchurch	It has always felt unsafe to walk around the area especially at night. I have experienced verbal abuse
11/06/2024 1We, the un Portia Osmena			Richmond	8013 Christchurch	
11/06/2024 1We, the un Caitlin Hewitt			Linwood	8011 Christchurch	
11/06/2024 1We, the un Ben Alder			Phillipstown	8011 Christchurch	
11/06/2024 1We, the un Portia Osmena			Richmond	8013 Christchurch	
11/06/2024 1We, the un Cynthia Packman			Avonside	8061 Christchurch	

Timestamp	Potential A The specif Full Name	Address: Street Number and Nan Email Address	Suburb (eg R Postoc City (i.e. Christo	(Optional) For an alcohol ban to be approved by CCC, we need to present: Evidence/Stories of crime and disorder linked to people drinking in the area. DO YOU HAVE STORIES OF: Incidents that made you feel unsafe due to alcohol use? Litter Property damage		
11/06/2024 1	We, the un Sacoya Butler		Richmond	8013 Christchurch		
11/06/2024 2	We, the un Keryn Scott		Mairehau	8013 Christchurch		
11/06/2024 2	We, the un Morgan Lambert		Richmond	8013 Richmond		
11/06/2024 2	We, the un Wendy Day		Avonside	8061 Christchurch		
11/06/2024 2	We, the un PETER England		Richmond	8013 Christchurch	No	
11/06/2024 2	We, the un Michelle Frisby		Richmond	8013 Christchurch		
11/06/2024 2	We, the un Mark Keith		Richmond	8013 Christchurch	Property damage feeling unsafe going to shops	
11/06/2024 2	We, the un Sharron Jakubcik		Richmond	8013 Christchurch		
11/06/2024 2	We, the un Brooke Gardner		Richmond	8013 Christchurch		
11/06/2024 2	We, the un Shane Pedersen		Richmond	8013 Christchurch		
11/06/2024 2	We, the un Linda Nicolson		Southshore	8062 Christchurch		
11/06/2024 2	We, the un Abel van Bruchem		Richmond	8013 Christchurch		
11/06/2024 2	We, the un Marina Pukeroa		Ruchmond	8013 Christchurch		
11/06/2024 2	We, the un Brenda Banning		Richmond	8013 Christchurch		
11/06/2024 2	We, the un Boris van Bruchem		Richmond	8013 Christchurch		
11/06/2024 2	We, the un Mary de Roo		Richmond	8013 Christchurch		
11/06/2024 2	We, the un Abbie Pickrill		Linwood	8062 Christchurch		
11/06/2024 2	We, the un Monique Cadigan		Shirley	8061 Chch		
11/06/2024 2	We, the un Alison Fowler		Richmond	8013 Christchurch		
11/06/2024 2	We, the un Warren Firth		Leeston	7632 Leeston		
11/06/2024 2	We, the un Nicholas Treloar		Richmond	8013 Christchurch		
11/06/2024 2	We, the un Dianne Messenger		Burwood	8083 Christchurch		
11/06/2024 2	We, the un Billie Malyon		Richmond	8013 CHRISTCHURCH	Have felt unsafe walking my dogs multiple times due to people drinking and fighting outside of the cash machine on stanmore rd, and people drinki	
11/06/2024 2	We, the un Lisa van Vuuren		Avondale	8016 Christchurch		
11/06/2024 2	We, the un Vicky Anderson		Phillipstown	8011 Christchurch	Yes many. I work at the community centre on north Avon Rd with the special needs group, theMembers are scared to go to the shops, some come	
11/06/2024 2	We, the un Mark Lawrence wootton		Christchurch	8013 Christchurch		
11/06/2024 2	We, the un Jean		Aranui	8062 Christchurch	Aggressive men asking me for money at the ATM. Lots of groups yelling at cars. Blocking the street and smashing bottles on the ground.	
11/06/2024 2	We, the un Rebecca Wilson		Richmond	8013 Christchurch	People begging for money by the New World and Petrol Stations approaching customers aggressively. I can hold my own but I suspect more vulne	
12/06/2024 1	We, the un Fiona Kiwi		Richmond	8013 Christchurch		
12/06/2024 1	We, the un Rob Co3		Richmond	8013 Christchurch		
12/06/2024 1	We, the un Marina Paz		Richmond	8013 Christchurch	Beggars asking for money at the npd in Stanmore road and getting agitated when I said I didn't have any cash with me	
12/06/2024 1	We, the un Tamara Perfect		Richmond	8013 Christchurch		
12/06/2024 1	We, the un Paula Edge		Richmond	8013 Christchurch		
12/06/2024 1	We, the un Raewyn Holmes		Linwood	8062 christchurch		
12/06/2024 1	We, the un Steven John Scott		Edgeware	8013 Christchurch		
12/06/2024 1	We, the un Carmen Hepi		Richmond	8013 Christchurch		

DO YOU HAVE STORIES OF: Incidents that made you feel unsafe due to alcohol use? Litter, Property damage, etc	
1	The use of alcohol during the day and by 5pm they were arguing and fighting out into the middle of the road into the traffic on multiple occasions. Also their litter just left where they were drinking. Agression towards innocent public.
2	People drinking and urinating up street. Also had someone reliving themselves on our frint verge during daylight while leaving with kids. Often being asked for money by people outside alcohol store. Also seen drunk person verbally assault two females outside liquour store and then prceed ti threaten to bash them till I stepped in and was also verbally attacked.
3	The alcohol and antisocial behaviour in Stanmore Road has becoming increasingly concerning. I regularly visit the Richmond club and my children attend school and kindy in the area and we now find ourselves avoiding the amenities due to the behaviour of alcohol fuelled locals. I certainly do not go into the area alone, and I find myself locking my car doors as I drive down Stanmore road. It's got to be stopped.
4	I have given up using the Richmond shops because of anti social behavior with people drinking alcohol and the begging has gone completely gone out of control. Going to Richmond Village I was approached 5 times for money with one beggar even sitting by ATM asking for money. It got to the stage where it made me so depressed going to Richmond shops that I had to go to other areas to shop. I also have to keep my car locked at all times when going down Stanmore Road.
5	Constant alcohol litter on Forth Street and all throughout Richmond. We have a 2.5 year old and would love to see Richmond grow into the family friendly suburb it could be, but there needs to be changes. We go for at least one family walk daily and there is alcohol rubbish most days, broken glass in the streets, it's awful.
6	Buggers who are clearly drunk and on drugs have followed me asking for money so they can buy food , smashed on the car window at npd begging for money.
7	Aggressive beggars. Concerned for elderly and children more than anything else. Ive been threatened often, even whilst sitting in my car in the New World carpark. Ive stopped shopping un Richmomd until theyre dealt with and gone.
8	My family and I have seen half drunk cans and bottles outside our property and in other areas near our home. When I have seen them especially outside our home I have picked it and tipped out what was left in the cans or bottles and put them in our bins. One morning as I was walking out our front door I saw someones shoes in our garden and I saw on the footpath that someone had urinated on our fence as that evidence showed on the footpath we a 10 year old daughter and there are other young families in our area so I feel that this alcohol ban should include our area as well since we have the preschool [REDACTED] Our daughter goes for walks over at the river and has told me she has seen alcohol bottles and cans over at the river as well. The shoes that I found in our garden I threw in the bin. I am always picking up alcohol cans and bottles that have been left on the road or in the kerb and on our berm. My family and I are now in our second year of living in the area we love it but we don't love the anti social behaviour the alcohol ban should be widened to include Kershaw Place as well so that it covers right down to River Road and North Avon Road.
9	As a business owner we have had issues that have been going on for the last 5+ years with alcohol and alcohol related drunk disorder. Firstly, There have been increasing numbers of open bottles being left outside on the footpath and carparks which are then being used by people that are drunk to do drugs (such as using a alcohol can to smoke drugs). Secondly, Threatning behaviour by drunk individuals are pushing away people from enjoying the businesses and premises located in the potential alcohol ban area. Broken glass and unsave consumption of alcohol, in an area where families and elderly will be walking in and visiting is damaging the reputation and safety of richmond.
10	Tired of being asked for money everywhere down stanmore road also tired of picking alcohol bottles and cans out of the bushes on my property and also on the street and in the planters etc
11	I hate having to answer my young children's question when we go to buy milk at the dairy and come out to drunk men vomiting.

12	I am working at the massage shop (Chada Traditional Thai Massage) so many homeless and people who drunk sometimes they walk into the shop and asking for money from the customer and they was yelling outside which is interrupted to customers and business.
13	I have encountered numerous beggars approaching me for money, some can be quite aggressive. I am also getting very tired of young people standing around Richmond shops drinking and disorderly behavior. I will not use the local shops any longer because of this terrible behavior and now do business elsewhere. I feel very strongly that something drastic needs to happen here to stop this problem. Sitting begging under an ATM machine is a dangerous safety issue.
14	in front of the kids playground and it's very unsettling the amount of people (most beggars & homeless) that drink there. They are loud, angry, abusive and make a dangerous mess with broken glass.
15	Have felt unsafe walking my dogs multiple times due to people drinking and fighting outside of the cash machine on stanmore rd, and people drinking in the park across from the new world while letting their intimidating dogs run around off leash
16	Aggressive men asking me for money at the ATM. Lots of groups yelling at cars. Blocking the street and smashing bottles on the ground.
17	People begging for money by the New World and Petrol Stations approaching customers aggressively. I can hold my own but I suspect more vulnerable people would be intimidated by the manner of this approach. I can't point to a specific incident of litter because I see empty alcohol cans regularly along Stanmore Road. I personally don't go to the Richmond Green due to concerns about unsanitary rubbish and/or used needles being there.
18	We often cross to the opposite side of the road when we see persons congregating outside Richmond shops as we feel unsafe.
19	Over the last 3 months have been approached several times in the afternoon/early evening at the Richmond Village Shop carpark by beggars. They have no hesitation to tap on car windows, or approach you while putting items in the car/boot making people feel uneasy and unsafe.
20	Yes many. I work at the community centre on north Avon Rd with the special needs group, the Members are scared to go to the shops, some come of the bus and say the get followed every day . Especially Mira she is really bad
21	Litter in our carpark nearly every day. Intoxicated/abusive people that we have to turn away
22	Property damage and abuse
23	It has always felt unsafe to walk around the area especially at night. I have experienced verbal abuse
24	Hi there. We currently live from Alaxandra street park and have witnessed a lot of littering of alcohols and drugs. They sometimes get loud across the road at silly hours of the mornings.
25	When I lived in Hills Road I often had drunk people walking past, yelling, screaming, smashing bottles, having fights. The police were called numerous times as people would fight in the street and sit and the bus stop and drink.
26	There is often alot of litter at the North Avon end of Petrie Street, where I have felt unsafe going into the dairy more than once and have been stopped on the street many times by people asking for money
27	Unsocial behavior and very aggressive.
28	We constantly pick up cans and bottles in the area. Our children don't feel safe waking to the shops.
29	Intimidation at NPD station and also New World Stanmore Road
30	Being harassed at local businesses
31	Concerned about drinking and unruly behaviour around the shops at Richmond Village
32	Sometimes people come to my shop and take sushis without pay.

33	Yes. Whilst getting petrol at both gas stations on Stanmore Rd ive been approached by men who are intoxicated and asking for money then got quite intimidated
34	Litter
35	So many stories. Richmond is becoming unsafe and uncomfortable it's time for action before someone is hurt!
36	Intimation at bank machine and abuse at shops
37	I am asked for money while walking my dog.
38	I have been hassled for money at Richmond Village and on the footpath outside the Dairy adjacent to Richmond Village on Stanmore Road
39	Significant amount of littering, we pick it up everyday.
40	Approached by gentleman at service station with alcohol in hand wanting money. Clearly intoxicated.
41	Beggars asking for money at the npd in Stanmore road and getting agitated when I said I didn't have any cash with me
42	feeling unsafe when visiting some shops on Stanmore Rd
43	I have moved to [REDACTED] in Richmond over the last month. I have lived here before in Medway Street. There was never people on the streets & Begging as sadly is in the city. I visited one of the stores on Stanmore Road & very concerned about someone begging on Stanmore Road.
44	Yes. I have worked in the Richmond area at both Arahina and Pareawa schools and there is constant litter of bottles, particularly after the weekend. I have also had to be careful when taking children on outings along the road as there are people who drink in the daytime and shout things out at passer-by's that aren't appropriate for children
45	We get litter and human poo up our driveway but this is from The Palms mall. Our toby box was often opened on the weekend and our water turned off.
46	Property damage feeling unsafe going to shops



**Reuben
Davidson**

MP for Christchurch East

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[f /ReubenDavidsonLabour](#)

[@ /reuben4east](#)

11 June 2024

via email

To whom it may concern,

I write in support of the petition put forward to the Christchurch City Council by We Are Richmond for an Alcohol Ban on Stanmore Road.

Stanmore Road is a central hub for the communities of the surrounding suburbs, it provides local shopping and dining options and is a popular commuting route for cyclists and pedestrians traveling to work and school.

Recently I've heard multiple concerns from local residents and businesses that anti-social behaviour is having a detrimental effect. Putting an Alcohol Ban in place would make Stanmore Road and the surrounding area a safer place for local families and the wider community as well as set visible standards for what is acceptable social behaviour.

I wish We Are Richmond all the best and hope to see success with their petition.

Ngā mihi,

Reuben Davidson

MP for Christchurch East

Authorised by Reuben Davidson MP, Parliament Buildings, Wellington.



Briefing note on alcohol ban bylaw processes and requirements

To:	Waipapa Papanui Innes Central Community Board		
Re:	Supplementary to the report on the request for an alcohol ban in Richmond		
From:	Teena Crocker, Senior Policy Analyst	Date:	For the meeting of 11 July 2024

1. We are seeing an increase in requests for alcohol ban areas (for example, in Edgeware Village and in Richmond).
2. Alcohol ban bylaws are put in place by the Council to address disorderly behaviour and criminal offending linked to the consumption of alcohol in public places. They can only be enforced by the Police.
3. Alcohol ban areas are made using bylaw-making powers in the Local Government Act 2002 (LGA). In order for a council to use this regulatory power, certain requirements must be met.
4. The Council has a bylaw that specifies public places where alcohol cannot be possessed or consumed (alcohol ban areas) – the [Alcohol Restrictions in Public Places Bylaw 2018](#). Adding a permanent ban area to the bylaw constitutes an amendment to the bylaw, while putting a trial in place can be undertaken by a resolution of Council. In both cases, similar legislative requirements must be met (including evidence and consultation).
5. Generally, alcohol ban areas are focused on addressing crime and disorder associated with clusters of licensed premises at night (i.e. Merivale, Northlands, the Central City). Alcohol ban areas being used as a tool to deal with daytime drinking (associated with begging or loitering) is a more recent development.

What does legislation require before an alcohol ban can be put in place?

6. The LGA requirements are similar for both a trial (temporary ban), or a permanent ban (amendment to the bylaw).
7. The requirements are set out in sections 147A and 147B of the LGA, and require:
 - that there is evidence that the area to which the bylaw is intended to apply has experienced a high level of crime or disorder that can be shown to have been caused or made worse by alcohol consumption in the area;
 - that the bylaw is appropriate and proportionate in the light of that crime or disorder; and
 - that a bylaw would be a reasonable limitation on people's rights and freedoms.
8. As with all bylaws made under the LGA, a council must also determine that a bylaw is the most appropriate way of addressing the identified problem (section 155 of the LGA).
9. Problem definition is important to determine whether a bylaw is an appropriate or legally justifiable approach. It is also important to ensure that any bylaw can address the problem.

Requirements for a trial ban or a permanent ban	
Evidence of a high level of crime and disorder related to alcohol	Reasonable limitation on rights
Appropriate and proportionate	That a bylaw is the most appropriate way of addressing the identified problem(s)

Understanding the problem and gathering evidence are required

10. The LGA requires evidence of a high level of crime and disorder that can be shown to have been caused or made worse by alcohol consumption in the area.¹ It does not set out what is required for that evidence or what would constitute a high level. However, it is clear that in order to put an alcohol ban in place, alcohol must be shown to be a significant issue.
11. For example, if the problem is a reduced sense of community safety from persistent and intimidating or at times aggressive begging, where alcohol consumption is sometimes a factor, then an alcohol control bylaw may not be appropriate and may not help to address the problem(s).
12. As the LGA also requires that any bylaw of this type is proportionate (and that there is a high level of crime and disorder), the activities of a small number of people causing problems may not be appropriate to regulate with a bylaw.
13. People begging or persistently occupying public spaces can lead to a sense of community stress and intimidation and has a negative impact on businesses. However, in order to put an alcohol ban in place, alcohol must be shown to be a significant cause of the issues.
14. An alcohol ban bylaw:
 - will not stop people from loitering or begging;
 - will not stop people from being intoxicated;
 - relies on Police enforcement.
15. An alcohol ban bylaw can provide a tool the Police would not otherwise have, to address alcohol possession and consumption in specified public places. Once a bylaw is in place, the Police can request that any alcohol is tipped out or removed from the area. It gives the Police the power to infringe (\$250 fine), search for and seize alcohol, and arrest anyone breaching the bylaw.
16. Requests for alcohol bans need to be analysed individually, based on the local evidence available. In some cases, a bylaw may be appropriate. It is important to assess what the problem is, before moving to a bylaw as the solution.

What else can be done?

17. Often people do not report incidents to the Police. Any incidents should be reported to the Police, as they occur. This will:
 - alert the police to issues that require their attendance or response (eg anything violent, intimidating or threatening);
 - increase Police visibility in the area and support the sense of community safety; and
 - create data indicating the types of incidents, frequency, etc, which, in turn, can provide evidence to support an alcohol ban.
18. Some of the behaviour being reported may already constitute an offence under the Summary Offences Act (e.g. intimidation (s.21) and obstructing a public way (s.22)). The Police can take enforcement action under the Summary Offences Act.
19. An alternative to a bylaw is taking a non-regulatory approach to address the causes of the problems, rather than regulating to criminalise the activities. This would involve working with the community, the Police, Government agencies like Ministry of Social Development (emergency housing) and social service providers e.g. City Mission.
20. Homelessness, emergency housing, marginalisation, mental health, substance abuse, addiction and other factors may be involved.

¹ The LGA was amended in 2012 to increase the threshold for regulating with a bylaw of this type.

Alcohol Ban Bylaw

How the bylaw operates and what is required for a ban?

Teena Crocker, Senior Policy Analyst
Adam Eggleton, Senior Policy Analyst



1



Alcohol ban – use of regulatory power

- Law-making process
- Controlled by legislation
- Alcohol Restrictions in Public Places Bylaw 2018
- Local Government Act 2002
- Trial / pilot / temporary ban / resolution under the bylaw
- Has to comply with legislation
- Permanent ban / amendment to the bylaw
- Has to comply with legislation



What does the bylaw do?

- Put in place by the Council
- Specifies public places where no alcohol can be possessed or consumed
- Excludes licensed premises, private property not open to the public
- Exemption for carrying alcohol through the area if unopened

- It relies on Police enforcement
- Can only be enforced by the Police

Enables the Police to:

- direct that alcohol is tipped out or removed from the area
- search for and seize alcohol
- issue a \$250 infringement fine or prosecute
- arrest anyone breaching the bylaw₃

Alcohol ban – Legislative requirements

Local Government Act, sections 147A and 147B:

- Evidence of a high level of crime and disorder related to alcohol
- Appropriate and proportionate in light of the crime and disorder
- Justified as a reasonable limitation on rights and freedoms

Local Government Act section 155 and 156 (also s.82)

- Most appropriate way of addressing the identified problem(s)
- Must consult when amending a bylaw (or putting a temporary ban in)



Alcohol Ban – What is the process?

1. Alcohol ban requested
2. Community evidence gathered
3. Community Board consideration and decision
4. **Council decision** to investigate
5. Staff prepares advice (legislative requirements, Police, evidence)
6. **Council decision** on how to proceed – proposal
7. Consultation
8. **Council decision** to implement
9. Notification of new temporary ban (signs, notice and comms)
10. New temporary ban area is put in place (enforceable)
11. Assessment on if temporary ban should be made permanent
12. Bylaw amendment process (back to stage 5)⁵

Setting up an alcohol ban
**What you need
to know and do**



Understanding the problem

- Assess what the problem is - before moving to a bylaw as the solution
- First question: What is the problem? (s.155)
- What are the causes and possible solutions? What other tools or options are there?
- For an alcohol ban bylaw, alcohol must be a significant issue
- High level of crime and disorder
- An alcohol ban bylaw:
 - will not stop people from loitering or begging
 - will not stop people from being intoxicated
- Relies on Police enforcement (reporting is an issue)
- General public safety role of the Police



What else can be done ? Or what can be done in the meantime?

Police reporting is important:

- especially anything violent, intimidating or threatening
- increase Police visibility and supports an increased sense of community safety
- creates data (can provide evidence to support an alcohol ban)
- Some behaviour may already be an offence (Summary Offences Act)
- Non regulatory approaches
- working with the community, Police, government agencies and social services providers
- environmental design options?
- other factors involved - complex



Summary Offences Act 1981

Public Act 1981 No 113
Date of assent 23 October 1981
Commencement see section 1(2)

Questions and discussion

8

7. Council submission on New Zealand's Emissions Reduction Plan 2026-2030

Reference Te Tohutoro: 24/1241463

Responsible Officer(s) Te Tony Moore, Principal Advisor Climate Resilience

Pou Matua: Edward Lewis, Advisor 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 seek approval of the Council's submission on the Draft Emissions Reduction Plan for New Zealand for the 2026-2030 emissions budget period.
- 1.2 The Ministry for the Environment released New Zealand's second Emissions Reduction Plan for public consultation on Wednesday, 17 July 2024. The deadline for lodging submissions is Wednesday, 21 August 2024.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Approves lodging the Council submission on New Zealand's Draft Emissions Reduction Plan for the 2026-2030 budget period (Attachment A) to the Ministry for the Environment.
2. Agrees to request a meeting with the Minister for Climate Change to discuss the Council's views on the Draft Emissions Reduction Plan and appoints a representative of the Council to share these views.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Ministry for the Environment is seeking feedback by 21 August 2024 on the Draft Emissions Reduction Plan for New Zealand for the emissions budget period of 2026-2030 (the Plan).
- 3.2 Because climate change is a significant issue for our community, is a strategic priority for the Council, and many of the proposed actions would impact our community and Council, a draft Council submission on the Plan has been prepared (Attachment A). Staff are now seeking Council approval of this submission.
- 3.3 The key point made by the Council's submission is that Central Government needs to amend the Plan to include bold, robust and proven actions to reduce emissions that meet New Zealand's emission reduction targets. Missing our targets exposes New Zealand to additional risks and costs.
- 3.4 The Council may wish to make a verbal submission to Central Government because of the significance of this consultation and topic. This consultation process is being run by the Ministry for the Environment (MfE), which means no process exists to make verbal submissions. MfE have suggested a representative for the Council could speak directly with the Minister of Climate Change to share the Council's views on the Plan if they wanted to. The Council will need to determine if it would like to speak with the Minister on this matter, and if so, who should represent the Council.

4. Background/Context Te Horopaki

New Zealand's Emissions Reduction Plan 2026-2030

- 4.1 Under the Climate Change Response (Zero Carbon) Act 2002 the Government must develop successive five-yearly greenhouse gas emissions budgets to reach net zero emission by 2050 (excluding methane) and develop action plans to meet each budget. On 17 July the Ministry for the Environment released the Draft Emissions Reduction Plan for New Zealand for the period of 2026-2030. This Plan outlines Government's proposed actions to decarbonise energy, transport, waste, and agriculture, and increase forestry carbon removals. The Ministry for the Environment is inviting submissions on the Plan by 21 August 2024.

Summary of the Council's submission

- 4.2 The Council makes both general and sector specific recommendations about the Plan. Key points raised in the Council's submission are:
- 4.3 The Council supports many aspects of the Plan including increasing renewable energy generation, decarbonising public transport, developing sustainable aviation and marine fuels, and adopting an opportunity focused approach to address our climate challenges.
- 4.4 The Council recommends the Plan is amended to include bold, robust and proven actions that meet and not miss, as currently proposed, New Zealand's target of net zero emissions by 2050. Missing our targets exposes New Zealand to additional risks and costs.
- 4.5 The Plan needs a greater emphasis on gross emission reductions, rather than heavily relying on carbon removals using forestry. For example, encourage proven ways to reduce emissions at source, such as incentives for households, businesses and farms to decarbonise.
- 4.6 The Plan has an over reliance on the Emissions Trading Scheme to drive changes throughout the economy and on technologies that, at best, may take a long time to deliver at scale. Over reliance on these presents risks to meeting New Zealand's emissions targets.
- 4.7 The Plan needs to include a wider range of options for reducing transport emissions such as encouraging walking, cycling, public transport, and integrated land-use and transport planning.
- 4.8 The Plan should better recognise and build upon the many and far-reaching benefits delivered by emission reductions such as lower costs, improved health, and enhanced competitiveness. By focusing on carbon removals instead of the full range of emission reductions, these additional benefits will not be realised.
- 4.9 The Council is keen to work with Central Government on key implementation aspects of the Plan including enhancements to public transport infrastructure, integrated transport and land-use planning, regional energy transition planning, innovative energy solutions and clean technologies, and waste minimisation.
- 4.10 The following related memos/information were circulated to Elected Members:

Date	Subject
2 August 2024	Draft submission circulated to councillors for their feedback

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.11 The only reasonably practicable option considered and assessed in this report is that the Council lodges a submission to the Ministry for the Environment on New Zealand's second

Emissions Reduction Plan. Lodging a submission is the preferred option because climate change is a significant issue for our community, is a strategic priority for the Council, and many of the proposed actions would impact our community and Council.

- 4.12 The Council regularly makes submissions on proposals which may impact Christchurch or Council activities. Submissions are an important opportunity to influence the thinking and decisions of Government.
- 4.13 The alternative option would be to not submit on the Emissions Reduction Plan. This is not recommended, as making a submission is a valuable opportunity to influence the direction of the final Emissions Reduction Plan.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option – Lodge submission	Option 2 – No submission
Cost to Implement	Staff time	No further staff time
Maintenance/Ongoing Costs	No cost	No cost
Funding Source	N/A	N/A
Funding Availability	Staff time covered in LTP	N/A
Impact on Rates	No impact on rates	No impact on rates

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The decision to lodge a Council submission is low risk.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
 - 6.2.1 The opportunity to lodge a submission on the second Emissions Reduction Plan is open to any person or organisation.
- 6.3 Other Legal Implications:
 - 6.3.1 There is no legal context, issue, or implication relevant to this decision.

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](#), in particular, outcomes around reducing emissions, creating a green liveable city, and a thriving and prosperous economy.
 - 6.4.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The low level of significance was determined because of the indirect nature of any impact resulting from the Council's submission. Any actions will be taken by Central Government and determined through Government engagement and decision-making processes.
 - 6.4.3 Is consistent with Council's Kia tūroa te Ao Ōtautahi Christchurch Climate Resilience Strategy.

6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):

6.6 Strategic Planning and Policy

6.6.1 Activity: Strategic Policy and Resilience

- Level of Service: 17.2.34 Provide policy and advice for Council on climate resilience
- Council teams receive advice enabling action on climate change

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 The Council has gathered community views on climate change over many years and through a range of methods. The most recent Life In Christchurch public survey found that respondents were concerned about climate change and wanted greater levels of action from Central Government, Local Government and businesses.

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

6.8.1 No specific community board or ward area will be affected by the decision to make a submission to central government.

6.9 The views of Community Boards have not been gathered.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.10 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.

6.11 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

6.12 The decisions in this report are likely to:

6.12.1 Contribute positively to adaptation to the impacts of climate change.

6.12.2 Contribute positively to emissions reductions.



6.13 While making a submission to Central Government does not have a direct impact on emissions or adaptation, the potential enhancements to a national Emission Reduction Plan would result in less emissions and improved climate resilience.

7. Next Steps Ngā Mahinga ā-muri

7.1 Should the Council approve the submission, the Mayor will sign the submission on behalf of the Council and then lodge the submission with the Ministry for the Environment before the deadline on 21 August 2024.

7.2 Should the Council decide to speak with the Minister of Climate Change on this Plan, the approved Council representative will need to arrange a meeting and verbally present the key points of this submission.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Christchurch City Council Draft Submission on ERP2 21 August 2024	24/1381529	108

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

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21 August 2024

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Christchurch City Council submission on the Draft Emissions Reduction Plan for 2026-2030

Introduction

Christchurch City Council (the Council) thanks the Ministry for the Environment for the opportunity to provide comment on the Draft Emissions Reduction Plan for New Zealand for the 2026-2030 budget period (the Plan). We understand that a significant amount of work has gone into preparing this document and we offer our feedback in an effort to maximise the benefits to current and future New Zealanders.

Section A. Summary of key points

1. The Plan lacks ambition and clarity, and fails to create the pathway needed to reach net zero emissions by 2050 which is fundamental to achieving our Paris commitments. This exposes New Zealand to additional costs and risks. Council recommends preparing a Plan containing bold actions to reduce emissions that meet New Zealand's emission reduction targets using proven methods.
2. The Plan has an over reliance on the Emissions Trading Scheme (ETS), on carbon removals using forestry (rather than emission reductions), and on technologies that at best could take a long time to be delivered at scale. These represent significant risks to the success of the Plan and the achievement of New Zealand's emission reduction targets.
3. Government actions need to be consistent and aligned to achieve national emission reduction targets. Many recent decisions (e.g., opening New Zealand to oil and gas mining, removing vehicle kilometres travelled reduction plans, removing incentives for electric vehicles and industry decarbonisation) and proposed changes (e.g., lowering insulation standards for buildings) seem out of step with our climate targets. Effective climate responses will require a consistent and sustained whole-of-Government approach.
4. Our Council supports many aspects of this Plan including:
 - a. Adopting an innovation and opportunities-based approach to our climate challenges.
 - b. Making the ETS more robust and effective for reducing emissions.
 - c. Providing policy and legislative certainty for the market to support long-term decision making and investment.
 - d. Significantly increasing the generation of renewable energy.

- e. Developing sustainable aviation and marine fuels.
 - f. Decarbonising public transport services.
5. The Plan would be improved by:
- a. Providing clear direction and support for local Government to significantly increase emission reduction work, including through District and Long-Term Plans and strategic partnerships with central Government.
 - b. Encouraging proven ways to reduce emissions at source including incentives for households, businesses and farms to decarbonise.
 - c. Supporting low carbon travel options: electric vehicles, electric public transport, walking and cycling.
 - d. Demonstrating how the Government will provide climate leadership (e.g., the Carbon Neutral Government Programme).
 - e. Establishing methods to recognise and reward indigenous biodiversity-based sequestration.

Section B. General Christchurch City Council feedback on the Plan

6. We support the Government's stated commitment to meeting New Zealand's 2050 emission reduction targets. It is vital that we play our part and join global efforts to limit the worst effects of climate change for current and future generations. Therefore, it is vital that planned actions achieve our targets. Missing our targets will expose our country to additional risks and costs. We want to see a bold and robust transition pathway with specific actions that reach our targets. Delaying action to decarbonise our economy risks a steeper and more disruptive transformation. Likewise, a reliance on international offsetting to meet our international commitments will expose New Zealand to significant costs which could be reduced through greater domestic action.
7. Our Council remains willing to work with Central Government to take climate action that benefits our community, economy and environment. However, the role of local Government was barely recognised within the Plan (only mentioned twice). Given the Plan proposes policies around core council activities such as public transport and waste management, greater emphasis on working with local Government would be beneficial to the success of the Plan.
8. We support adopting an innovation and opportunities-based approach to addressing our climate challenges. Innovating and boldly investing in climate solutions can deliver numerous, far-reaching and enduring benefits for our community. Kiwis are highly inventive and collaborative and can deliver many of the solutions needed here and abroad. New Zealand will benefit from being a climate leader offering solutions and providing quality and trusted products to the world. Consequently, it will be important to develop and invest in collaborative partnerships to rapidly develop and deliver solutions.
9. There are many proposals within the Plan that our Council supports such as: decarbonising public transport, increasing renewable energy, better utilisation of our organic resources and sustainable fuels for air and sea transport (provided these are genuinely sustainable). However, the majority of the Plan currently lacks clarity around most of the action proposed. As an example, Appendix 2 lists action proposed in this Plan. Most of the proposals are very general and vague (e.g., address barriers or develop predictable regulations). This does not provide confidence that actions are clear, meaningful or will be

implemented. The Plan would benefit from greater certainty and clarity about the actions proposed by Government, and who would be responsible for leading the delivery of the actions.

10. Our Council supports a core approach that is referenced throughout this Plan which is to have clear, consistent and aligned Government policies driving climate action. It is important for decision making and long-term investments to have this certainty. However, recent Government actions seem inconsistent with this. For example, Appendix 3 lists 35 specific actions that have been dropped by this Government, such as the Climate Emergency Response Fund, Incentives for Electric Vehicles and the Decarbonising Industries Fund. In addition, reversing the ban on oil and gas exploration and exploring the lowering of insulation standards for homes appear to be inconsistent with achieving national climate targets. Effective climate responses will require a consistent and sustained whole-of-Government approach.
11. Our Council supports making enhancements to the ETS to encourage decarbonisation by sending effective price signals across the economy. However, this Plan has an over reliance on the ETS as a driver of change. Section 3 of the Plan explains that the ETS could become ineffective, largely because the price of carbon will fall to the level effectively set by exotic afforestation (around \$60 per tonne of carbon), which will not be sufficient to encourage gross emission reductions in most sectors. The Government is also delaying the entry of agriculture into the ETS by five years, meaning that a significant portion of New Zealand's emissions are not managed by this method. These represent fatal flaws with the Government's current approach and are projected to result in New Zealand missing its third emissions budget (2031 to 2035) and its 2050 target. In addition to the ETS, New Zealand should directly invest in the solutions needed to reduce all emission sources to reach our targets.
12. We understand that some removals (offsetting) of residual emissions will be needed to meet our 2050 carbon neutral target. We favour emission reductions wherever viable, and strongly favour investing in domestic emission reductions so New Zealanders can benefit from the solutions delivered. An over reliance on international offsetting will expose our country to significant risks and costs and may not result in the credible emission reductions our climate needs. In addition, this Plan has an over reliance on carbon removals through forestry grown in New Zealand. Planting trees only buys us time; we must still reduce emissions because our need for carbon reductions will not stop at 2050.
13. Our Council supports investing in climate related innovation and technologies so our community and economy can benefit from these solutions. However, this Plan has an over reliance on technologies that do not currently exist or, at best, will take time to be fully implemented (e.g., carbon capture and storage, biogenic methane inhibitors and sustainable aviation and marine fuels). This represents a risk to achieving the emission reduction budgets and targets. We encourage this Government to fully deliver proven and reliable methods to reduce emissions.
14. In this Plan there is no mention of education to support behaviour change. Encouraging people and businesses to reduce their carbon footprint and letting them know the most effective way to do so, is an area where Central Government is best placed to coordinate and take the lead.

15. The Plan does not address the skills and labour needed to deliver the transformations proposed by the Plan. For example, doubling renewable energy generation in New Zealand as proposed by the Government, would require a significant increase in skilled labour. We support creating new jobs through our climate actions, and this needs to be planned and resourced.
16. Our Council supports a just transition to a thriving, low emissions and resilient economy. The Plan does not address equity aspects and the removal of the Just Transitions Programme led by MBIE could mean the Government may miss opportunities to fairly share the costs and benefits across all New Zealanders.
17. Through recent public surveys undertaken in Christchurch (e.g., The Life In Christchurch Survey 2024) we have found that our community supports bold climate action and wants to see climate leadership from central Government, local Government and business. We encourage Government to be bold and take the necessary steps to achieve our targets. As an example, there is no mention within the Plan of central Government leadership on climate change such as the Carbon Neutral Government Programme. And there is no mention of strengthening national targets based on the latest climate science that shows more action is needed from countries throughout the world. This Plan represents a reduction in action and ambition when compared to previous plans.

Section C. Sector specific feedback

C1. Transport (Section 6, pages 59 to 67 of the Plan)

Integrated land-use and transport planning

18. The Plan has no mention of the urban form transformations needed to lock in emission reductions and to underpin public transport, walking and cycling efforts. We would welcome discussions with Government about policies that enable integrated land-use and transport planning.

Electric vehicles

19. Our Council supports the installation of electric charging points in strategic places throughout New Zealand. Government should be aware that most of our light vehicle emissions arise from daily commuting and most people charge their electric vehicles at home. Most trips in Christchurch (60%) are less than 6 kilometres in length, so are well within the range for electric vehicles. We do not consider “range anxiety” to be a key barrier for our city’s commuters.
20. Following the removal of Government incentives for electric vehicles, registrations in Christchurch have plummeted by 97% from a peak of 1,770 per month in August 2022 to 43 in April ([Smart View Emissions Tracker](#)). Installing charging stations will not result in a significant increase in electric vehicle purchases in the near-term because the key barrier remains the initial capital purchase price. Now the Government has introduced Road User Changes, even less incentive exists to choose an electric car. Charging infrastructure benefits people who have already purchased an electric vehicle. If New Zealand is going to reduce transport emissions (one of our largest emission sources), further measures will be needed.

Public transport

21. Our Council supports Government funding to decarbonise public transport vehicles (e.g., 2024 Government Budget allocation of \$44.721 million over four years). However, all public transport

infrastructure enhancements appear to be planned for the North Island and none in the South Island. We would like to partner with Central Government on plans in Greater Christchurch to enhance public transport services and infrastructure.

22. We are seeing strong growth in public transport use in Christchurch and expect this to accelerate in future with further policy changes such as more transit-oriented development, business growth in the central city and higher fuel prices. The city developed an agreed investment plan to improve public transport in the city. Christchurch City Council requests that the Greater Christchurch Public Transport Futures and Mass Rapid Transit projects are included in the Emission Reduction Plan to reflect the national importance of these projects, and how far they are already progressed.
23. Because of the rapid urban development taking place, we have a narrowing window of opportunity to deliver public transport improvements at scale in Greater Christchurch without the widescale disruption that retrofitting would cause later. This requires the commitment of all partners, including Central Government, to progress with some urgency.

Walking, cycling and micromobility

24. The Plan has no mention of walking and cycling or opportunities to encourage electric bicycles, micro-mobility, vehicle sharing services or ways to remove old vehicles from our roads. Public transport, walking and cycling are fundamental approaches for reducing emissions, while supporting affordable mobility and choice for residents. We are already seeing increases in people cycling and scootering in Christchurch as we make changes to our urban form and mobility networks.
25. The discussion document states the core principle of reducing emissions at least cost. The limited set of transport actions within the discussion document do not align with this principle. For instance, we know that walking and cycling improvements reduce carbon for relatively little cost, while delivering significant health and wellbeing benefits. We support a broader suite of interventions being included in the Plan, especially the lowest cost ones such as walking and cycling improvements.

Shipping, freight and aviation

26. Our Council supports the need for sustainable aviation and marine fuels provided that these are genuinely sustainable and that whole of life assessments are included to ensure that emissions are managed throughout the process of fuel production and use.
27. Christchurch is an innovation hub for low emission transport (e.g., solar and electric flight) and clean technologies (e.g., hydrogen and biogas generation) as demonstrated in the [Christchurch NZ Business Clusters](#). Lyttleton Port is also exploring decarbonising its port operations and charging infrastructure for shipping. We welcome conversations with Central Government about how to further encourage action and growth in these sectors.

C2. Energy (Section 5, pages 48 to 58 of the Plan)

Renewable energy and flexibility

28. Our Council supports increasing the amount of renewable energy generation in New Zealand, combined with decarbonising our national electricity grid and improving energy efficiency and flexibility. Having a diversity of renewable energy sources throughout the country will strengthen our resilience and self-reliance. It will also make it much easier for our Council and community to decarbonise in using energy sources.
29. The Plan would benefit from a greater emphasis on energy efficiency and demand flexibility. As our homes, businesses and vehicles become electrified, and to manage peaks in energy demand, smarter use of energy will be needed. To decarbonise the grid, we must additionally focus on seasonal storage and renewable energy patterns that match demand. Effective demand control is crucial for maintaining the network, and load shedding in buildings can help manage peak loads (times when fossil fuels are currently used to meet peak demand).

Electrification of homes and businesses

30. Our Council supports the “Electrify NZ” concept proposed in the Plan (e.g., electric space heating, water heating, cooking and vehicles). According to the [2024 Rewiring Aotearoa Electrifying Homes Report](#) electrification will deliver significant cost savings and emission reductions. New Zealand is well placed to lead the world in the smart use of clean, affordable, reliable and resilient electricity. Upfront capital costs and low levels of awareness about the benefits / value case remain key barriers to this transition. The Plan would benefit from addressing these barriers and the interconnections between decentralised renewable energy (e.g. rooftop solar) and enhanced resilience to natural hazards and extreme weather events.

Energy transition planning

31. Our Council supports regional energy transition planning to align partners around key opportunities in each region. The Canterbury Mayoral Forum is leading work on this in our region and would welcome Government support for our key energy transitions.
32. Expanding oil and gas production is inconsistent with reaching our emissions goals.
33. A reliance on carbon capture and storage technologies that are currently unproven, uneconomic, and at best will take a long time to deliver at scale, undermines the credibility of this Plan.

Tree planting near electric lines

34. Our Council wishes to be involved in the drafting of any new standards on how close trees can be planted near energy infrastructure. While we understand that extreme weather events can impact powerlines, we also have an Urban Forest Plan and Tree Policy aiming to increase the tree canopy throughout our city. Urban trees deliver many benefits for our community and environment and these proposed rules could impact our city.

C3. Waste (Section 10, pages 87 to 92 of the Plan)

Organic waste disposal and landfill gas capture

35. Our Council supports the proposal to review the scope of landfills that require Landfill Gas (LFG) capture systems and improve settings to raise the average LFG capture efficiency. We recommend that LFG capture systems and improvements to existing systems be mandated across all Class 1 Facilities.

36. We also support improving ETS accounting, but the methodology for calculating LFG surrender obligations must be consistent. At present, the use of both unique and default emission factors leads to significant variation in surrender obligation reporting, despite similar waste inputs to different sites. We recommend that disposal facility operators are brought together to determine actual versus perceived / misinterpreted reporting requirements.
37. Our Council also supports improvements to organic waste processing. Improving processing capacity across the country will require infrastructure investment from central Government, particularly for smaller, more remote communities.

Product Stewardship

38. Our Council supports a product stewardship approach to enhancing resource recovery across New Zealand. Product stewardship internalises the environmental and social costs of goods and services entering the market, reflecting them in sales prices. It would shift businesses toward service models, holding them accountable for resource use and emissions throughout the product lifecycle, rather than transferring this responsibility and harm to the community.
39. The resource recovery sector in New Zealand needs a combination of private and public sector investment. Advancing a mandatory product stewardship scheme would create investment certainty and reduce reliance on community funding and fluctuating recycling commodity prices.
40. Additionally, the waste disposal levy has been redirected to broader environmental projects, reducing funds for waste infrastructure. This approach should be reviewed alongside New Zealand's waste strategy priorities, as infrastructure investment depends on the policy framework guiding resource recovery.

C4. Farming and Forestry (Section 7 and 8, pages 68 to 82 of the Plan)

Agriculture

41. Our Council understands that farmers need practical and viable solutions to enable their transition to low emission productive systems. However, a five-year delay on pricing agricultural emissions in the ETS will lower the incentive to innovate and adopt best practice and undermine our ability to reach our national targets. New Zealand has much to gain from being a leader in sustainable production systems and technologies. Many solutions exist now and should be fully deployed to meet the growing needs of our markets for sustainable products.
42. Our Council supports the goal of being a global leader in sustainable production systems and technologies, however greater investment is likely required. The Plan fails to mention how the Government will support solutions to be rapidly deployed and adopted by farmers.
43. Nitrogen fertiliser importers and manufacturers could be entered into the ETS now, instead of waiting for an alternative agricultural emissions pricing scheme. There are few barriers to this, as fertiliser manufacturers already report associated emissions. Revenue could be used to fund the development and uptake of further mitigation technologies.

Forestry

44. Our Council supports planting and maintaining permanent native vegetation to remove carbon as this delivers many other benefits including biodiversity and resilience to disease, water quality, land stability,

enhanced natural landscape character, and recreation. The co-benefits of managing land to enable the passive regeneration of indigenous forest (where appropriate) to sequester carbon should not be overlooked. New ways to recognise and reward (monetise) the benefits delivered by native forests are needed to balance the ETS incentives offered to fast-growing exotic plantations, such as biodiversity credits or additional incentives offered through the ETS.

45. Exotic forestry has a role to play in sequestering emissions. However, our Council supports additional regulations on new exotic forestry plantations to help manage their impacts (e.g., wilding pines, tree slash entering waterways, and erosion following harvest) This would aim to ensure that the right trees are planted in the right places for the right purpose. Mass roll out of monoculture tree species without consideration of the local context and ongoing management presents significant risks to climate resilience (wildfire, disease, drought, and severe storms). There is evidence to show that New Zealand is increasingly exposed to these risks because of climate change. In addition, the benefits of pine plantations must be balanced by the cost of managing wilding pines. Exploring ways these external costs can be included within the forestry production system would address a systemic issue for New Zealand, where the costs are borne by the community, local and central Government.
46. Our Council also supports the inclusion of non-forest removal sources (including blue carbon, wetlands, peat lands and biochar) if they can be proven to meet science based, proven, best practice standards for measuring and reporting carbon removals. We recommend that the Government explores national guidance for promoting, measuring and reporting on such sequestration opportunities.

Land use

47. The Plan fails to discuss land-use change beyond whole-farm exotic forestry conversion. Our Council would like to see a clearer national strategy for land use that considers the risks and benefits of different land uses in different locations. Diversifying land use, i.e., converting some pasture into cropland, native vegetation, or horticulture, offers an opportunity to reduce emissions, build climate resilience, diversify income and produce higher value primary products, and minimise risks associated with monoculture. Investment will be required to identify suitable options for land use diversification, and to address any barriers to enabling different production types.

C5. Emissions Trading Scheme and climate financing (Section 3 and 4, pages 36 to 46 of the Plan)

48. Our Council is concerned that this Plan has an over reliance on the ETS as a driver of change. Government should prioritise gross emissions reductions over removals. The Plan recognises in Section 3 that from the mid-2030s onwards the ETS may not deliver the needed reductions or removals to meet our net zero target. The recent failure of national auctions to sell carbon credits to the New Zealand market already shows the limitations of the ETS. Consequently, refinements to the ETS and a wider range of measures to reduce emissions will be needed.
49. The Government has made the assertion throughout the Plan that emission reductions will only be a cost to society. The analysis appears not to fully account for the tangible benefits of early and robust climate action. Numerous benefits will arise by New Zealand taking a leadership position on climate change and selling our solutions and sustainable products to a world demanding these. There are numerous opportunities in a low-carbon economy. Likewise, emission reductions can deliver many widespread and

far-reaching benefits. For example, reducing transport emissions also improves air and water quality, reduces noise and congestion, and significantly enhances public health. Energy efficiency measures save money as well as greenhouse gas emissions. The more we reduce emissions now, the less we will spend on adaptation measures later. By focusing on carbon removal via trees instead of the full range of emission reduction measures available to us, these additional benefits will not be realised.

Conclusion

50. We recommend the Government amends the Plan to include bold and robust actions to reduce emissions that meet New Zealand's emission reduction targets.

Thank you for the opportunity to share our feedback on the draft Plan.

For any clarification on points within this submission please contact Tony Moore, Principal Advisor Climate Resilience on Tony.Moore@ccc.govt.nz

Yours faithfully

Phil Mauger

Mayor of Christchurch

8. Plan Change 14 Housing and Business Choice - Request for amendment to Gazette notice, Delegation for clarifications

Reference Te Tohutoro: 24/1363339

Responsible Officer(s) Te Pou Matua: Mark Stevenson, Acting Head of Planning and Consents; Brent Pizzey, Senior Legal Counsel, Legal Services unit

Accountable ELT Member Pouwhakarae: John Higgins, General Manager Strategy, Planning & Regulatory Services

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 request the Minister for Resource Management Reform to amend the Gazette notice direction under section 80M of the Resource Management Act for when the Council must notify decisions on the parts of chapter 14 (Residential chapter) of Plan Change 14 to implement policies 3 and 4 of the National Policy Statement on Urban Development.
- 1.2 The report also seeks to delegate authority to the Acting Head of Planning and Consents to seek clarification from the Independent Hearings Panel (IHP) of its recommendations on Plan Change 14 in accordance with schedule 1 clause 101(4) of the Resource Management Act.
- 1.3 The report is in light of recommendations of the Independent Hearings Panel, received on Tuesday 30 July 2024 and to be reported to the Council for a decision on 4 September 2024.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Plan Change 14 Housing and Business Choice - Request for amendment to Gazette notice, Delegation for clarifications Report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a request to the Minister for Resource Management Reform to amend the Gazette notice direction under s80M of the Resource Management Act for when Council must notify its decisions on the parts of chapter 14 (Residential chapter) of plan change 14 to implement policies 3 and 4 of the National Policy Statement on Urban Development to 30 November 2024.
4. Delegates authority to the Acting Head of Planning and Consents to seek clarification from the Independent Hearings Panel of its recommendations on plan change 14 in accordance with schedule 1 clause 101(4) of the Resource Management Act.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Independent Hearings Panel on Plan Change 14, directed in paragraph 70 of part 1 of their report that the "Council (is) to revisit the drafting of the provisions in their entirety" in relation to Chapter 14 (Residential chapter) of the District Plan. Staff have commenced work on this but it cannot be completed in time to enable notification of decisions on a

revised residential chapter by the 12 September 2024 deadline in the Minister's Gazette notice direction for the Council to notify its decisions on the IHP's recommendations on areas subject to policies 3 and 4 of the NPS-UD. It is therefore proposed that the Council requests the Minister for Resource Management Reform to amend the Gazette notice direction for notification of a decision on chapter 14 (Residential chapter) that implements policies 3 and 4 of the National Policy Statement on Urban Development (NPS-UD) by 30 November, rather than 12 September 2024.

- 3.2 The Council has discretion to seek clarification from the IHP on matters in their recommendations under clause 101 of Schedule 1 to the Resource Management Act. Delegation is sought to the Acting Head of Planning and Consents for this, enabling the Council to have sufficient information to make a decision on Plan Change 14 (excluding chapter 14 Residential) by the 12 September 2024.

4. Background/Context Te Horopaki

Request to Minister for change to Gazette notice direction on date for notifying decision on Chapter 14 (Residential chapter) of Plan Change 14

- 4.1 The Independent Hearings Panel on Plan Change 14, directed in paragraph 70 of part 1 of their report (link below) that the "Council (is) to revisit the drafting of the provisions in their entirety" in relation to chapter 14 (Residential chapter) of the District Plan.
<https://chch2023.ihp.govt.nz/assets/IHP-Report-/IHP-Recommendations-Report-Part-1-29-July-2024.pdf>
- 4.2 Counsel sought clarification from the IHP of this statement in a memorandum filed on 2 August 2024 (link below). Specifically, the Council sought clarification on the intended outcomes of the IHP in a redrafted chapter 14 (Residential chapter) as well as the process for revisiting the drafting of chapter 14.
- 4.3 <https://chch2023.ihp.govt.nz/assets/Council-Memo/Correspondence/Memorandum-of-Counsel-for-Christchurch-City-Council-2-August-2024-Regarding-initial-clarifications.pdf>
- 4.4 The IHP subsequently responded to the Council's memorandum in Minute 50 (<https://chch2023.ihp.govt.nz/assets/IHP-Minutes-Directions-Docs/IHP-Minute-50-Response-to-Council-Memorandum-regarding-initial-clarification-6-August-2024.pdf>). In their minute, the IHP indicated their availability for further clarification including review of a revised chapter 14.
- 4.5 We anticipate that implementing the direction for redrafting of the residential chapter will take time to complete and staff will not be in a position to enable decisions on a revised residential chapter on 4 September 2024. Staff are still in a position to deliver the remainder of PC14 and therefore propose that Council considers all non-residential parts of the Plan Change, with the residential components subject to Policies 3 and 4 of the NPS-UD delayed no later than 30 November 2024.. The Council would on the same date resolve whether to delay to 2025 decision making on the parts of the residential chapter that are not subject to policies 3 and 4 of the NPS-UD. This would allow time for a process of redrafting provisions, a review by the IHP and subsequent changes to address the IHP's recommendations before bringing it to the Council for approval.
- 4.6 Due to the additional time required, the Council must request a change to the Gazette notice prescribing a 12 September 2024 deadline for public notification of the Council decision on implementation of policies 3 and 4 of the NPS-UD.

Delegation

- 4.7 Clause 101 of Schedule 1 to the Resource Management Act prescribes that the Council must decide whether to accept or reject each recommendation of the independent hearings panel (subclause 1(a)) and may provide an alternative recommendation for any recommendation that the authority rejects (subclause 1(b)). This is for Council to decide on at its 4th September meeting.
- 4.8 When making decisions under subclause (1), the Council may seek clarification from the independent hearings panel on a recommendation in order to assist the Council to make a decision under subclause (1).
- 4.9 For the Council meeting on 4 September 2024, it is important the Council has the information it requires to make a decision. To enable this, this report requests the Council to delegate authority to the Acting Head of Planning and Consents for seeking clarification on any matter in the IHP's recommendations.
- 4.10 This decision is in advance of further clarification being sought from the IHP and is also retrospective insofar that Council staff have sought clarification from the IHP on three matters to date, being as follows:
- 4.11 *Initial clarifications sought 2 August 2024*
<https://chch2023.ihp.govt.nz/assets/Council-Memo/Correspondence/Memorandum-of-Counsel-for-Christchurch-City-Council-2-August-2024-Regarding-initial-clarifications.pdf>
- 4.12 *Further clarifications sought 8 August 2024*
<https://chch2023.ihp.govt.nz/assets/Council-Memo/Correspondence/Memorandum-of-Counsel-for-Christchurch-City-Council-8-August-2024-Regarding-further-clarifications.pdf>
- 4.13 *Mapping*
- 4.14 A process was set out in Minute 46 (link below) from the IHP for clarification of changes to the planning maps of the District Plan. A set of maps were supplied to the IHP on 13 August 2024 for their review.
- 4.15 <https://chch2023.ihp.govt.nz/assets/IHP-Minutes-Directions-Docs/IHP-Minute-46-Christchurch-City-Council-Right-of-Reply-22-April-2024.pdf>
- 4.16 The following related memos/information were circulated to the meeting members:

Date	Subject
30 July 2024	Memo with IHP recommendations report
31 July 2024	Memo on the IHP's recommendations including recommendations on key topics
9 August 2024	Memo addressing questions of elected members and with summaries of evidence

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

Date	Subject
6 August 2024	Information Session on recommendations of the Independent Hearings Panel on plan change 14 to the Christchurch District Plan
13 August 2024	Information Session on recommendations of the Independent Hearings Panel on plan change 14 to the Christchurch District Plan

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.18 The following reasonably practicable options were considered and are assessed in this report:
- 4.18.1 To request to the Minister for Resource Management Reform to amend the Gazette notice direction for when Council must notify decisions on chapter 14 (Residential chapter) of plan change 14 to implement policies 3 and 4 of the National Policy Statement on Urban Development to 30 November 2024.
 - 4.18.2 To not make a request for an amendment to the Gazette notice for the Council to notify decisions on the chapter 14 (Residential chapter) of Plan Change 14 i.e. a decision would be required by 12 September 2024.
 - 4.18.3 To delegate authority to staff for seeking clarification from the IHP on their recommendations.
 - 4.18.4 To not delegate authority to staff for seeking clarification from the IHP on their recommendations.

Options Descriptions Ngā Kōwhiringa

Request to Minister for Resource Management Reform for amendment to Gazette notice

- 4.19 **Preferred Option:** To request to the Minister for Resource Management Reform to amend the Gazette notice direction for when the Council must notify decisions on chapter 14 (Residential chapter) of Plan Change 14 to implement policies 3 and 4 of the National Policy Statement on Urban Development to 30 November 2024

4.19.1 Option Advantages

- It would enable sufficient time for the rewriting of chapter 14 (Residential chapter) and a review to occur, reducing the risk of errors before the Council resolves under the LGA about whether to delay decisions on the parts of the residential chapter that are not subject to policies 3 and 4 of the NPS-UD until 2025 and before the Council decides to accept or reject the IHP recommendations on the matters that it is deciding now.

4.19.2 Option Disadvantages

- The Council may be perceived as delaying its decisions on Plan Change 14, which may not be to the satisfaction of the Minister for Resource Management Reform.
- It will delay the timing of when residential zone provisions become operative. This would impact on any person seeking resource consent under rules being introduced by Plan Change 14.
- When the Minister considers whether to accept the IHP recommendations that the Council rejects, the Minister may have regard to whether the Council has complied with the Minister's Gazette notice timetabling direction and how the IHP has had regard to that direction (schedule 1 cl.105(2) of the RMA). However, in the circumstances here, there should be little risk of the Minister's decision on accept/reject recommendations being influenced by the delay.

- 4.20 **Alternative:** To not request the Minister to amend the Gazette notice for the Council's decision on the Chapter 14 (Residential chapter) of Plan Change 14 i.e. notification of a decision would be required by 12 September 2024.

4.20.1 Option Advantages



- The Council is perceived as acting in accordance with the Gazette notice. In reality, a decision could not be made by 12 September 2024 on Chapter 14 (Residential chapter).

4.20.2 Option Disadvantages

- The Council would not meet the requirement for a decision on Chapter 14 (Residential chapter) by 12 September 2024 as per the Gazette notice. This would be a breach of the RMA.

Delegation

4.21 Preferred Option: To delegate authority for staff to seek clarification from the IHP on their recommendations.

4.21.1 Option Advantages

- It would enable an expedient process for seeking clarification from the IHP, reducing the timeframes for getting further clarity from the IHP, and retrospectively authorises clarification requests already made by staff.

4.21.2 Option Disadvantages

- The Council would not itself be deciding on what clarifications to request of the IHP.

4.22 Alternative: To not delegate authority for staff to seek clarification from the IHP on their recommendations.

4.22.1 Option Advantages

- The Council would itself be deciding on what clarifications to request of the IHP.

4.22.2 Option Disadvantages

- It would be inefficient for matters of clarification to be approved by the Council having regard to the timeframes/ process of obtaining Council’s approval.
- The Council may not be in a position to notify a decision before 12 September 2024 due to not having all the information it requires to make a decision on 4 September 2024.
- The matters for which clarification has been sought on to date would need to be taken to the Council for a decision, delaying the timeframe for the IHP to respond and potentially not enabling the Council to receive the information before its decision on 4 September 2024.

Analysis Criteria Ngā Paearu Wetekina

4.23 Considerations in determining the appropriateness of options include:

- 4.23.1 The lawfulness of each option and abiding by the Gazette notice
- 4.23.2 The efficiency of the Council acting to make a decision.
- 4.23.3 The impact of a decision on those affected.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Request for amendment to gazette notice	Delegation
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	Recommended Option	Option 2 – No request	Recommended option	Option 2 - No delegation
Cost to Implement	No additional cost		No additional cost	
Maintenance/Ongoing Costs	None		None	
Funding Source	Operational budget for Planning		Operational budget for Planning	
Funding Availability	Within existing budget		Within existing budget	
Impact on Rates	Nil		Nil	

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 By making the request for more time the Council is being transparent with the Minister and community about the Council being unable to comply with the 12 September 2024 deadline. That may mitigate the risk of adverse reaction to that delay.
- 6.2 The proposal in this report is to confine the delay to being for just the residential chapter, rather than for all of the IHP recommendations, and for as little additional time as is reasonably possible to achieve.
- 6.3 The risk of the Minister “having regard to” the delay when making the accept/reject decisions is mitigated by explaining the reasons for the delay and the narrow scope of the delay.
- 6.4 There is a risk that the Minister will be either unwilling or unable to make the Gazette notice amendment in the time available. As a consequence, Council would be in breach of its obligations under the RMA. Staff have told the Ministry that the Council is likely to make the amendment request.

Legal Considerations Ngā Hīraunga ā-Ture

6.5 Statutory and/or delegated authority to undertake proposals in the report:

- 6.5.1 The Council has the statutory ability to request the Minister to amend the Gazette notice direction. It could be arguable that the IHP has no ability under the legislation to “direct” the Council to re-draft the chapter; however, there is nothing to be gained by declining to provide this assistance. The IHP request is consistent with the drafting work that Council staff have been doing for the Panel throughout this process. The drafting work needs to be done. Council staff are well placed to do it. The IHP recommendation to the Council on the residential chapter will be made after the IHP has reviewed that drafting.

6.6 Other Legal Implications:

- 6.6.1 If the Minister does not amend the Gazette notice, the Council will be in breach of its obligations under the RMA because the Council is unable to notify a decision on the IHP recommendations on the residential chapter by 12 September 2024. There is no “penalty” for the breach. Where any council is not performing its functions under the RMA, the Minister for the Environment has residual powers to appoint a person to perform the Council’s functions; however, there would be nothing for the Minister to gain by doing that here, as the timetable described in this report is of the Council making its LGA and RMA decisions on the residential chapter as soon as it is reasonably able to do so.

Strategy and Policy Considerations Te Whai Kaupapa here

6.7 The required decisions:

- 6.7.1 Align with the [Christchurch City Council's Strategic Framework](#).
- 6.7.2 Are assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the nature of the decision being about the process and timing of it, rather than the substantive decision on the IHP recommendations. Notwithstanding this, the decision in this report is of high interest to the community, having regard to the number of submitters.
- 6.7.3 are consistent with Council's Plans and Policies.
- 6.8 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.9 Regulatory and Compliance
 - 6.9.1 Activity: Strategic Planning and Resource Consents
 - Level of Service: 9.5.1.1 Prepare plan changes to the District Plan to address issues and to implement national and regional direction, identified as a high priority by Council - In accordance with statutory processes and timeframes

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.10 The decision affects all of the Community Board areas, having regard to the scope of plan change 14.
- 6.11 The decision on the request for an amendment to the gazette notice to enable a decision on chapter 14 (Residential chapter) will delay the timing of when residential zone provisions become operative. This would impact on any person seeking resource consent under rules being introduced by plan change 14.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.12 The decision does not involve a significant decision in relation to ancestral land, 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 on the basis that it is about the timing of Council's decision on the recommendations of the IHP and delegation of authority.
- 6.13 Notwithstanding this, the decision involves a matter of interest to Mana Whenua. It will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.14 The decisions 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 Subject to the Council's resolution on this report, a letter will be sent to the Minister for Resource Management Reform seeking an amendment to the gazette notice for when decisions on Chapter 14 (Residential chapter) of Plan Change 14) need to be made by.
- 7.2 The Council will be asked to make a decision on Plan Change 14 on 4 September 2024.

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	Mark Stevenson - Acting Head of Planning & Consents Brent Pizzey - Senior Legal Counsel Ike Kleynbos - Principal Advisor Planning
Approved By	John Higgins - General Manager Strategy, Planning & Regulatory Services

9. Stop Road (airspace) and Dispose of to Adjoining Landowners

Reference Te Tohutoro: 24/1144193

Responsible Officer(s) Te Pou Matua: Colin Windleborn Property Consultant

Accountable ELT Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council, as landowner, to consider stopping the road (airspace) and selling the airspace to the adjoining landowners of a development to occur at 137 Cambridge Terrace (**Attachment A**).
- 1.2 The developers of 137 Cambridge Terrace have requested permanent use of the airspace above legal road for the ultimate construction of a building (**Attachment B**).
- 1.3 A resource consent for the demolition of the existing building and construction of a hotel with 11 floors was publicly notified with submissions on 24th May 2024 and closed on 24th June 2024 with a hearing to be held in September.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Stop Road (airspace) and dispose of to the adjoining landowners report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Pursuant to Section 116(1) of the Public Works Act 1981, agree to stop the legal road, being airspace above the formed carriageway, and amalgamate the parcels of land that arise from that road stopping with the adjoining properties:
 - a. 137 Cambridge Terrace contained within Title CB18K/448 and CB18K/449.- The parcels of road (airspace) containing an area of 34.6 m² approximately are shown on Drawings A 2006-2010 (Attachment A of this report).
4. Agrees to deal exclusively with the adjoining property owner (Cambridge 137 Limited or nominee) in relation to sale of the property as described in recommendation 3 above on the basis that there is a clear reason to do so under the Disposal of Council Property Policy 2000 (Attachment F of this report). Specifically, that clear reason is they are the only logical purchaser and have initiated the request to purchase.
5. Delegates to the Property Consultancy Manager the authority to take and complete all steps necessary to stop the legal road and dispose of the stopped parcels of airspace as shown on drawings A 2006-2010 (Attachment A of this report).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The definition of a road not only includes the land at ground level but also the subsoil and airspace above the road. For this reason, the Council can lease the subsoil/airspace or lease or sell the subsoil/airspace above the road without affecting the primary purpose of the road.

- 3.2 A commercial building is to be constructed at 137 Cambridge Terrace comprising 11 floors. Level 00 contains access, reception and restaurant back of house and fitness centre, Levels 01 – 10 consists of 200 hotel rooms, with 20 bedrooms per level. The plant will be located on the roof (Level 11).
- 3.3 No parking is proposed to be provided on site, but a loading and drop off facility will be provided, suitable for coaches as well as cars.
- 3.4 The developer has applied for a resource consent to demolish the existing building and construct a new building. This consent was publicly notified on 24th May 2024 with submissions closing on 25th June 2024 with a hearing to be held in early September 2024.
- 3.5 A building consent will be applied for following a decision by Council (as the Regulatory Authority).
- 3.6 For use of the airspace (encroachments) above Council road, the developers need to be granted permission from the Council as landowner and have made an application for this. **Attachment C.**
- 3.7 The encroachments do not fit nicely with Council's Policy on Structures on Road Policy which refers to encroachments for private non-habitable structures.
- 3.8 The report therefore deals with the Council's Road Stopping Policy utilising the Public Works 1981 for the process of dealing with the encroachments.
- 3.9 When this has been completed then the disposal of the stopped road (airspace) will be completed in accordance with the Disposal of Council Property Policy 2000 and sold to the adjoining property owners.

4. Background/Context Te Horopaki

- 4.1 The Council has received an application from developers of multi-level building for use of the airspace above legal road. They will require a building and resource consent from the Council, as Regulatory Authority, and will also need Council approval, as landowner, to encroach on the airspace above the road.
- 4.2 The properties are situated at:
 - 4.2.1 **137 Cambridge Terrace Central City** – this is a multi-level development by Cambridge 137 Limited comprising a 11 Level building within which there will be 20 hotel rooms on each of the 10 levels. The building being designed as an international 4-star standard with room sizes ranging from 24-29m². The ground level will contain access, reception and restaurant back of house and fitness centre(**Appendix I**).
- 4.3 The airspace encroachments do not fit within the parameters of the Council's Policy on Structures on Road Policy 2020 which allows for structures encroaching over, under or on roads. However, the purpose of the Policy which refers to private non-habitable structures. (balconies, signs etc.) and these encroachments will be for habitable purposes (**Attachment D**).
- 4.4 The lease/licence mechanism is not conducive to the life of the building being more than 50 years.
- 4.5 In a previous road stopping (airspace) application staff sought legal advice which recommended that road stopping under the Public Works Act 1981 and sale of the airspace would be the most appropriate mechanism rather than the lease/licence.
- 4.6 The Council has delegated road stopping to the respective Community Boards; however, road stoppings have been suspended until the review of the policy is undertaken.
- 4.7 In this instance because the road stopping is unique i.e. airspace rather than the physical road/formed carriageway and a building consent and resource consent is under

determination staff thought it prudent to bring this matter to the Council. In addition, the sale of the airspace (property) is not supported by a delegation and therefore requires a Council decision.

- 4.8 The Councils Road Stopping Policy **Attachment E** provides guidance on the Council's approach to:
- 4.8.1 Road stopping applications generally.
 - 4.8.2 Identifying which statutory road stopping process will be used.
 - 4.8.3 The evaluation criteria to be applied when considering road stopping applications.
 - 4.8.4 Achieving consistency with road stopping applications, decisions and processes ensuring statutory compliance.
 - 4.8.5 While the policy does not specifically deal with stopping the airspace over roads it does not prevent it, therefore what is proposed in this report is not inconsistent as the Council will be stopping airspace as distinct from the surface of roads.
- 4.9 Road Stoppings are managed under one of two statutory processes: - **Attachment F**
- 4.9.1 the Public Works Act 1981; or
 - 4.9.2 the Local Government Act 1974
- 4.10 In this instance the thresholds of the Public Works Act 1981 are met (section 6.6 below) and stopping of the road (airspace) will be undertaken utilising the provisions the Public Works Act 1981.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.11 The following reasonably practicable options were considered and are assessed in this report:
- Proceed with the road stopping and dispose of the areas encroached upon to the adjacent landowner.
 - Proceed with the road stopping and lease the area being encroached upon.
 - Lease the area being encroached upon.
- 4.12 The following option was considered but ruled out:
- Do not give permission as landowner - this option would mean that the developers of 137 Cambridge Terrace would need to redesign the buildings to avoid the encroachments. This option is not feasible as it would mean:
 - The Council would need to consider as a regulatory authority to re advertise the planning consent which is currently before Council.

Options Descriptions Ngā Kōwhiringa

- 4.13 **Preferred Option:** Proceed with the road (airspace) stopping and dispose of the areas encroached on to the adjacent landowner.
- 4.13.1 **Option Description:** The road (airspace) would be stopped using the Public Works Act 1981, valued and then a sale at market valuation undertaken with the adjoining landowners (developers).
- 4.13.2 **Option Advantages**
- The permanent structures within the airspace can occupy the airspace for an indefinite period.

- The Council would receive market value for the sale along with the additional rates revenue for an increase in value of the units the airspace is being added to.
- The right to use the airspace is transferable with the title of the property it is amalgamated with; the Council would not be involved when the property changes hands.

4.13.3 Option Disadvantages

- Additional costs associated with the road stopping including legal, survey.

4.14 Option 2: Proceed with the road stopping and lease the area being encroached upon.

4.14.1 **Option Description:** Under this option, the Council would proceed with the road stopping of the airspace but rather than transferring ownership to the developer, the Council would enter into a lease of the area that the building is encroaching into.

4.14.2 Option Advantages.

- The Council would retain ownership of the airspace in case it is needed in the future.

4.14.3 Option Disadvantages

- There would be more administrative work as each time the property was transferred with the lease needing to be separately assigned or a new lease entered.
- Council would not receive a market value for the airspace.
- Leases can only be granted for a finite period which may be longer than the life of the building.

4.15 Option 3: Lease the areas encroached upon.

4.15.1 **Option Description:** Under this option, the road (airspace) would not be stopped and would remain in Council ownership with a lease of the area that the building is encroaching into.

4.15.2 Option Advantages

- The Council would retain ownership of the airspace in case it is needed in the future.
- There would be less administrative work initially.

4.15.3 Option Disadvantages

- Leases can only be granted for a finite period which may be longer than the life of the building.
- If the Council did ever want use of the airspace, it would be problematic as the building would need to be partially rebuilt to ensure there was no encroachment.
- Council would not receive a market value for the airspace.

Analysis Criteria Ngā Paearu Wetekina

- 4.16 Staff considered all the options which are discussed in this report to provide a long-term cost-effective process for the encroachments.
- 4.17 The recommended option of stopping the road (airspace) and disposing to the adjoining landowners will provide this.

- 4.18 The Council will receive revenue from the disposal, with additional rate intake from having the additional space added to the area of the various units and subsequent capital value.
- 4.19 The decision does not set a precedent as all applications for encroachments will need to come to the Council and will be assessed on an individual basis.

5. Financial Implications Ngā Hīraunga Rauemi

- 5.1 This proposal is funded by the applicants (the developers) with Council recovering all costs along with receiving the value of the road (airspace) being sold along with long term increase in rates from the properties which will have an additional area added to the rateable area of their properties.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The Minister may not give approval for the stopping but given the criteria the stopping is assessed against this risk is considered minimal.
- 6.2 As a Regulatory Authority Council hasn't granted resource and building consents for the construction of the buildings. There is a reputational risk to Council as the landowner if Council does not offer an appropriate form of tenure for the road(airspace) when Council is to consider the resource consent.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.3 Statutory and/or delegated authority to undertake proposals in the report:
 - 6.3.1 Councils have powers under Sections 116, 117 and 120 of the PWA 1981 to stop roads. The Christchurch City Council has delegated this authority to the Property Consultancy Manager, due to the uniqueness of this proposal that delegation is not being exercised in this instance, hence referral to the Council by way of this report.
 - 6.3.2 Legal advice was previously sought with respect to the process to be used and this was confirmed that a road stopping under the Public Works Act 1981 was the appropriate procedure.
- 6.4 Other Legal Implications:
- 6.5 **Local Government Act 1974**
 - 6.5.1 The Local Government Act 1974 road-stopping procedure will not be adopted if one or more of the following circumstances apply:
 - 6.5.2 Where any public right of access to any public space could be removed or materially limited or extinguished because of the road being stopped; or
 - 6.5.3 If it is found through the review process that the road stopping could injuriously affect or have a negative or adverse impact on any other property; or
 - 6.5.4 The road stopping is, in the judgment of the Council, likely to be controversial; or
 - 6.5.5 If there is any doubt or uncertainty as to which procedure should be used to stop the road.
- 6.6 **The Public Works Act 1981**
 - 6.5.6 Public Works Act 1981 process considerations.
 - 6.5.7 The Public Works Act 1981 road stopping procedure may be adopted only if all the following circumstances apply:

- 6.5.8 Where there are no more than two properties, other than the applicant's property, adjoining the road proposed to be stopped.
- 6.5.9 Where the written consent to the proposed road stopping of all adjoining landowners (other than the applicant) to the proposed road-stopping is obtained.
- 6.5.10 Where no other persons, including the public generally, are considered by the Council in its judgment to be adversely affected by the proposed road stopping.
- 6.5.11 Where the road(airspace) proposed to be stopped is to be amalgamated with the adjoining property or properties (as appropriate); and
- 6.5.12 Where other reasonable access exists or will be provided to replace the access previously provided by the road proposed to be stopped (i.e. by the construction of a new road); and
- 6.5.13 Where the use of the Public Works Act 1981 road stopping procedure is approved by the relevant Government department or Minister.
- 6.7 If any one of the circumstances referred to in clause 6.6 does not apply, then the Local Government Act 1974 process must be used.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.8 The required decisions:
 - 6.8.1 Align with the [Christchurch City Council's Strategic Framework](#).
 - 6.8.2 This recommendation is strongly aligned to the Strategic Framework and in particular Councils vision of providing an opportunity for all open to new ideas and a new way of doing things.
 - 6.8.3 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy in that the stopping of the (road)airspace does not compromise the primary purpose of the road at street level, doesn't not set a precedent for future developments of a similar nature provides a benefit to the community by providing additional revenue for the sale and additional revenue through rates in the future.
 - 6.8.4 The decision to be made is considering whether or not to stop a portion of road (airspace) which while contemplated by the Public Works Act 1981 and the Local Government Act 1974 there are thresholds which must be met as described in this report and therefore what methodology should be used.
 - 6.8.5 The development which is occurring to which the airspace will be added will go through the Council's Planning consent process which considers the effects of the development and a decision made to grant a resource consent for the development with conditions.
 - 6.8.6 The road stopping application has been assessed against the criteria in the Council's Road Stopping Policy with all criteria being satisfied:

Land Status	Is the land legally held by the Council as road?
District Plan	Would there be there any adverse impacts from the proposed road stopping on adjoining properties under the District Plan, e.g. setback, site coverage, neighbourhood, amenity, etc.?
Current Level of Use	Is the road the sole or most convenient means of access to any existing lots, public space, community facilities, or amenity features such as a river, coast, park, etc.? Is the road used by the public, including vehicles, cycles and/or pedestrians? Is the road corridor an essential component of the resilience/evacuation network or the over-dimensional vehicle network, or any other relevant network?
Future Use	Will the road be needed to serve future residential, commercial, industrial and agricultural developments? Will the road be needed for a future connection in the existing network? Will the road be required to provide an inter-district link?
Alternative Uses	Can the road be utilised by the Council for other public works either now or in the future? Does the road have current or potential value for either amenity or conservation functions e.g. walkway, footpath, cycle path, utilities, esplanade strip, protection of vegetation or trees, etc.?
Road adjoining a water body	Is the land required to be vested in the Council as an esplanade reserve after road stopping is completed (Local Government Act 1974 s345(3))?
Utilities	Does the road include any services or infrastructure, e.g. pipes, conduits or cables? Can the services or infrastructure be adequately protected by easement? (i.e. there will be cases when an easement is not suitable, e.g. major underground infrastructure, water supply, etc.).
Traffic Safety	Does the access and egress of motor vehicles on the section of road proposed for road stopping constitute a danger or hazard to other road users? Would the road stopping have a negative impact on road safety?

6.8.7 Following this assessment to progress the application a 3-dimensional road stopping survey plan with upper and lower reference points shown on the plans. **Attachment I.**

These plans will be used to assess the value of the road(airspace) to be stopped with a sale and purchase agreement entered with the adjoining owner. This agreement is conditional upon Minister of Land's approval and subject to the stopped road (airspace) being amalgamated with the applicant's adjoining title.

6.9 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):

6.10 Economic Development

6.10.1 Activity: Economic Development

- Level of Service: 5.1.7.3 Ensure Christchurch is well positioned as a Confident City that is attractive to businesses, residents, visitors, students and potential migrants - 60 engagements with trade agents or investors in priority markets and sectors

6.11 Transport

6.11.1 Activity: Transport

- Level of Service: 10.5.41 Increase access within 15 minutes to key destination types by walking - >=49% of residential land holdings with a 15- minute walking access

6.12 Internal Services

6.12.1 Activity: Facilities, Property and Planning

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

Community Impacts and Views Ngā Mariu ā-Hāpori

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

6.13.1 Waipapa Papanui-Innes-Central Community Board.

6.14 The Community Board has been notified of the proposal in this report.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.15 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 these decisions do not specifically impact Mana Whenua, their culture, and traditions.
- 6.16 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.
- 6.17 Specific consultation is not required as the decision of this report relates to the sale of encroachments into public airspace. The decision is of low significance and would not impact on the relationship between council and Mana Whenua.
- 6.18 Mahaanui Kurataiao Limited provided a Cultural Advice Report dated 4th April 2024 which recommended conditions to the resource consent which would moderate the effects of the proposed activity on mana whenua values. They were also notified as part of the public notification process. **Attachment H.**

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.
- 6.16 The decision is procedural to do with road stopping (airspace) and disposal.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If the Council agrees to the proposals in this report, staff will continue with the statutory processes for road stopping.
- 7.2 Sale and Purchase Agreement will be prepared by the Council Legal Services Unit and entered with the respective property owners which will be subject to obtaining Ministerial approval.
- 7.3 Application to Minister to proceed with the road stopping.
- 7.4 All road stoppings that fall within the Public Works Act 1981 process are subject to approval from the Minister of Lands. The Minister's consent is obtained by submitting a report to Land Information New Zealand (LINZ) that contains all information relevant to each individual application.
- 7.5 The Minister considers the following critical factors set out in LINZ's road stopping standard:
- Public use of the road.
 - Is sufficient road remaining?
 - The reasons for it being stopped.
 - Access to adjoining properties either remains or is provided for.
 - All necessary regulatory authorities have been obtained i.e. The Council approval, and

- Is the use of the Public Works Act 1981 warranted?
- If the Minister's approval is given, then a road stopping notice is published in the New Zealand Gazette stopping the road and automatically amalgamating it with the adjoining title(s). The notice is then lodged with the District Land Registrar who issues one new title for the stopped road and the adjoining parcel of land.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Attachment A Site Plan 137 Cambridge Terrace	24/1146409	134
B 	Attachment B Street View and encroachment Proposed Building 137 Cambridge Terrace	24/1146079	135
C 	Attachment C Road Stopping Application (<i>Under Separate Cover</i>)	24/1146111	
D 	Attachment D Structures on Road Policy 2020 (<i>Under Separate Cover</i>)	24/557916	
E 	Attachment E Road Stopping Policy (<i>Under Separate Cover</i>)	24/424160	
F 	Attachment F Disposal of Council Property Policy 2000 (<i>Under Separate Cover</i>)	24/425955	
G 	Attachment G Flow Diagram Road Stopping process (<i>Under Separate Cover</i>)	24/427010	
H 	Attachment H Cultural Advice Report (<i>Under Separate Cover</i>)	24/1149178	
I 	Attachment I Elevations showing road encroachment (<i>Under Separate Cover</i>)	24/1350679	

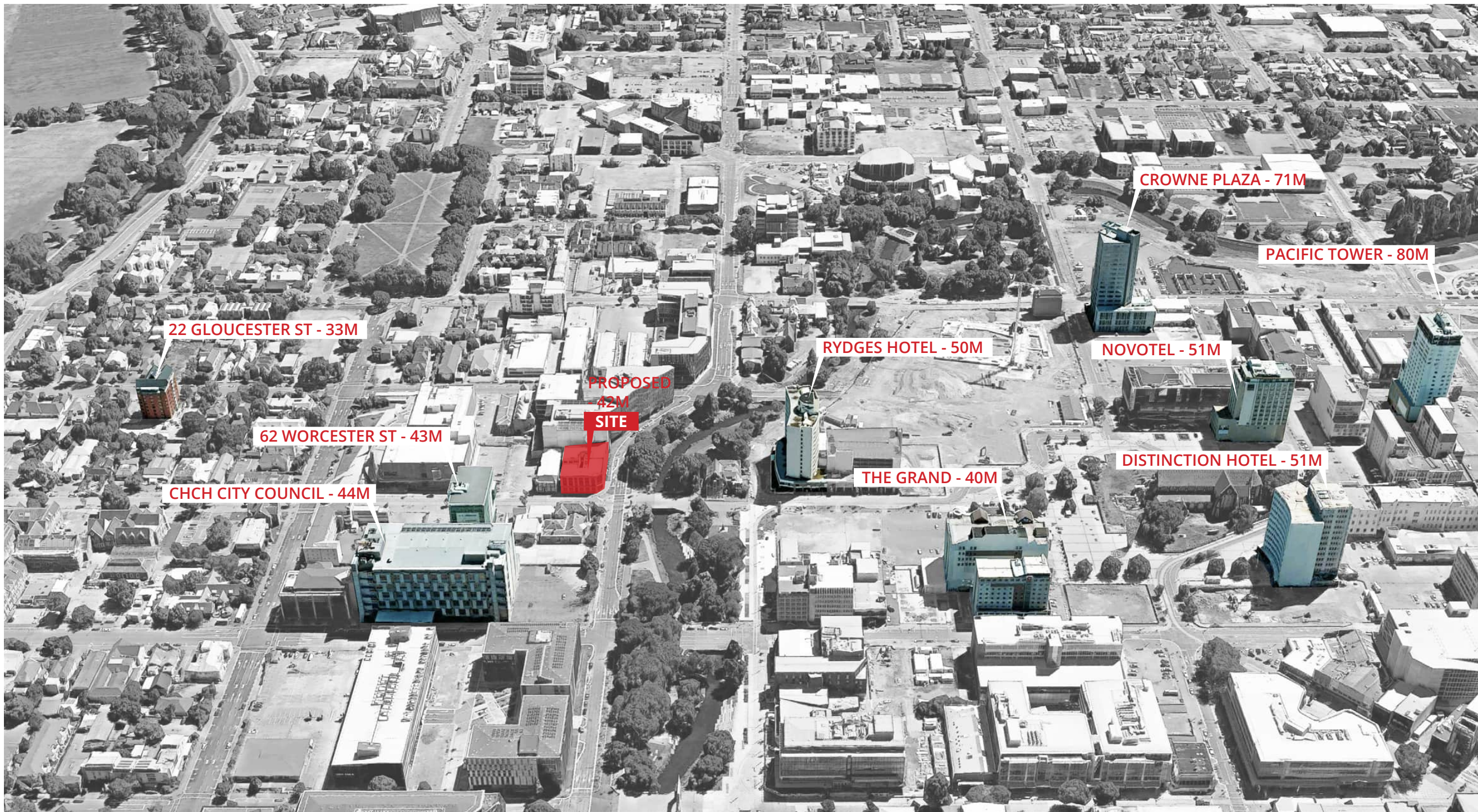
In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

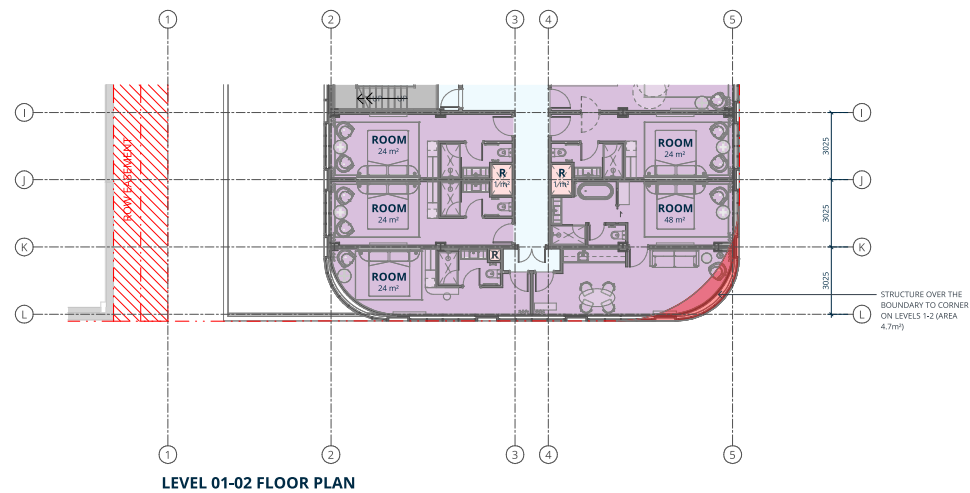
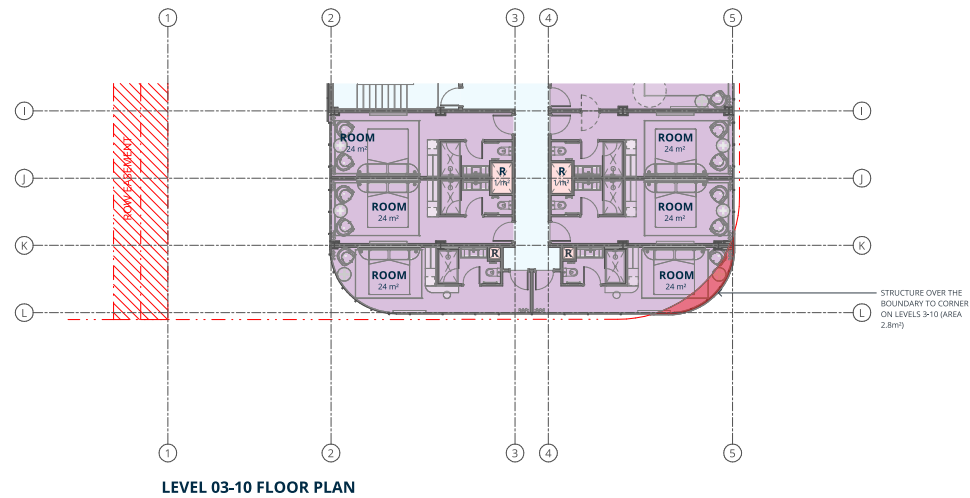
Author	Colin Windleborn - Property Consultant
Approved By	Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management Brent Smith - Acting General Manager City Infrastructure

Surrounding Tall Buildings - Post Earthquake

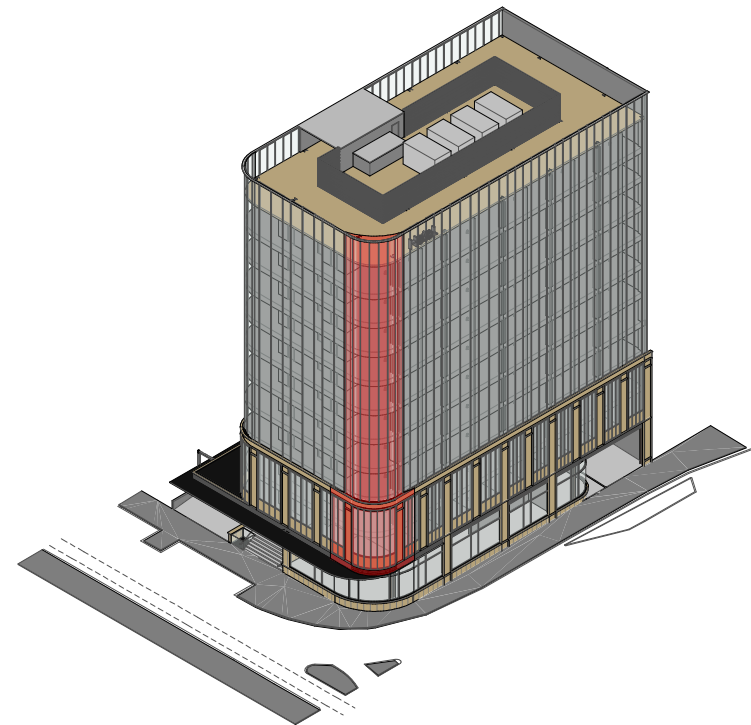


Attachment B - Diagrams showing hotel encroachment over road (airspace)

Structures Over Boundary



road stopping shown
in red



Structures Over Boundary



STRUCTURES OVER
BOUNDARY

06 JUNE 2024



137 CAMBRIDGE TERRACE

65

10. Waste Minimisation and Management Plan 2026

Reference Te Tohutoro: 24/1251353

Responsible Officer(s) Te Pou Matua: Eilidh Hilson, Regional Waste Projects Facilitator

Accountable ELT Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

The purpose of this report is to inform the Council of;

- 1.1 The process for updating the status of Christchurch City Council Waste Management and Minimisation Plan (WMMP) 2020 action plan activities.
- 1.2 The proposed timeframe to meet legislative requirements to adopt a WMMP in 2026.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Waste Minimisation and Management Plan 2026 report.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves that staff undertake a waste assessment in accordance with section 51 of the Waste Minimisation Act 2008.
4. Approves staff to proceed with advising the Ministry for the Environment (MfE) of the intention to put the Waste Minimisation and Management Plan 2020 into an "under review" status in August 2024 to allow for two years for a thorough revision process to be undertaken.
5. Notes that staff will provide a further report to the Council recommending further actions required to write the Waste Minimisation and Management Plan 2026, under section 43 of the Waste Minimisation Act 2008, once the waste assessment has been completed.

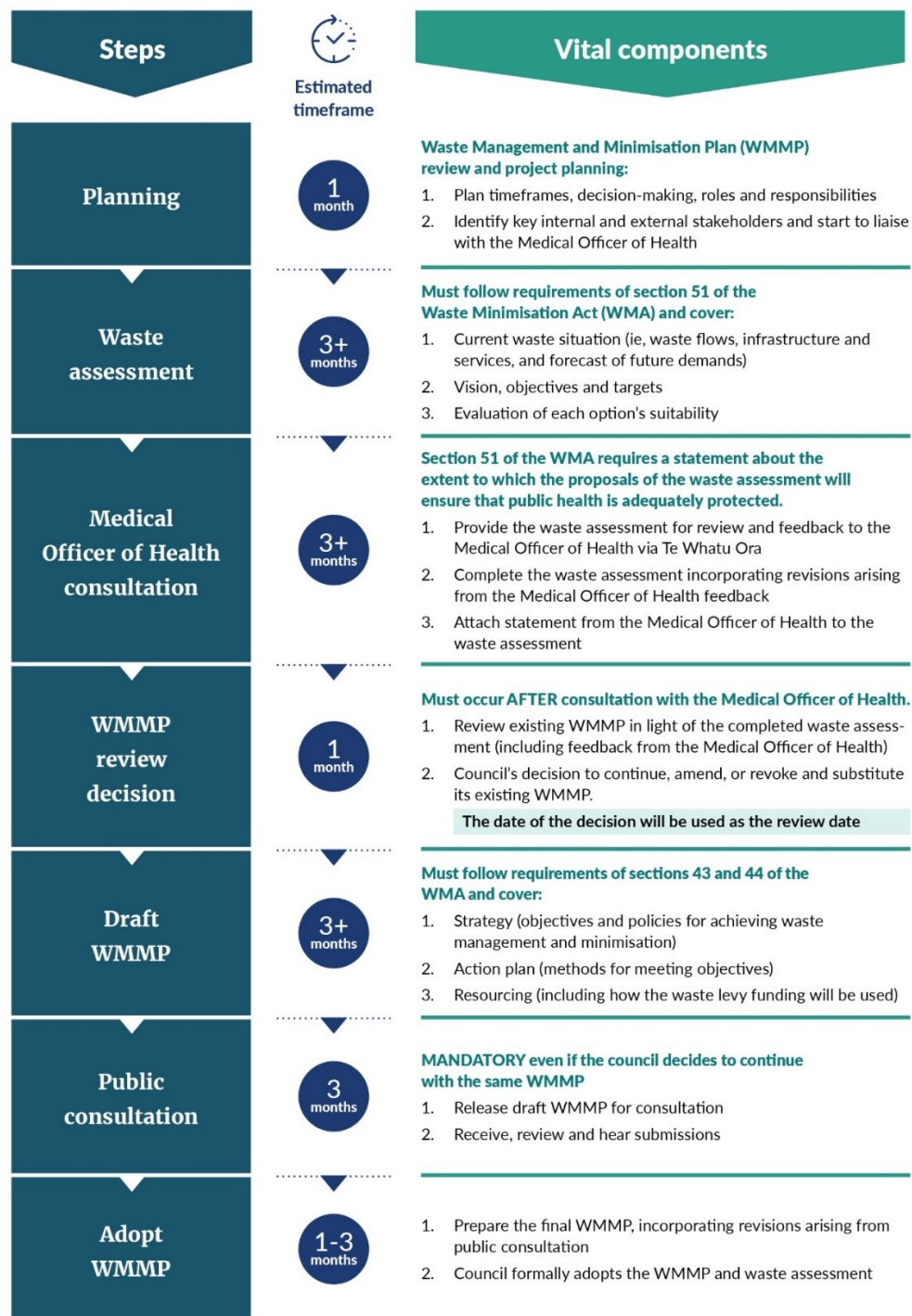
3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Under section 50 of the Waste Minimisation Act 2008 (WMA 2008), Territorial Authorities (TAs) are required to adopt a Waste Minimisation and Management Plan (WMMP) every six years.
- 3.2 A WMMP must have the status of being current or under review, as a requirement of the Ministry for the Environment (MfE) continuing to distribute 50% of the Waste Levy to a TA.
- 3.3 The Waste Levy is currently \$60 per tonne of waste to municipal landfills such as Kate Valley and \$10 per tonne to managed class 3 and 4 landfills such as Burwood (Site C). As per the WMA 2008, the 50% returned to a TA is to be spent on waste minimisation activities. It may not be used for disposal fees.
- 3.4 Updates on the WMMP 2020 action plan activities, are being made available on the Council's public website.

4. Background/Context Te Horopaki

- 4.1 The last Christchurch City Council WMMP was adopted in October 2020, which schedules a renewed or revised plan due for adoption, in the last quarter of 2026.
- 4.2 Under the 2020 WMMP, five main focus areas were developed. Ongoing updates on the actions are and will continue to be updated on the public webpage: ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/waste-management-and-minimisation-plan
- 4.3 A waste assessment of the status of waste management in the district is required as part of this review, under the Waste Minimisation Act 2008.
- 4.4 A waste assessment was carried out prior to the last plan, in 2019. In reviewing findings of the next assessment, and the outcomes of the WMMP 2020, staff will then make further recommendations to the Council, as to the level of revision and the consultative process.
- 4.5 The waste assessment will then be reviewed by the Medical Officer of Health (MoH), and feedback provided. As per section 51 of the Act, the assessment is to contain;
 - (a) a description of the collection, recycling, recovery, treatment, and disposal services provided within the territorial authority's district (whether by the territorial authority or otherwise); and
 - (b) a forecast of future demands for collection, recycling, recovery, treatment, and disposal services within the district; and
 - (c) a statement of options available to meet the forecast demands of the district with an assessment of the suitability of each option; and
 - (d) a statement of the territorial authority's intended role in meeting the forecast demands; and
 - (e) a statement of the territorial authority's proposals for meeting the forecast demands, including proposals for new or replacement infrastructure; and
 - (f) a statement about the extent to which the proposals will—
 - (i) ensure that public health is adequately protected;
 - (ii) promote effective and efficient waste management and minimisation.
- 4.6 As shown in *Diagram 1; Timeline for reviewing a Waste Management and Minimisation Plan (below)*, at least 18 months is required for the WMMP revision process. Further information can be found on the Ministry for the Environment website. <https://environment.govt.nz/what-government-is-doing/areas-of-work/waste/waste-disposal-levy/overview/>.
- 4.7 Some neighbouring districts in New Zealand carry out shared waste assessments, and then may also have a joint WMMP. Staff are not proposing a joint plan. However, the continuation of shared infrastructure and collaboration is intended, where beneficial to ratepayers.

Timeline for reviewing a Waste Management & Minimisation Plan



This proposed timeline suggests a minimum of 17 months to complete a WMMP review. However, we recommend you include additional time for planning and pre-engagement activities.

Diagram 1; Timeline for reviewing a Waste Minimisation and Management Plan,
<https://environment.govt.nz/acts-and-regulations/acts/waste-minimisation-act-2008/role-of-territorial-authorities-in-managing-and-minimising-waste/>

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.8 The final decision to continue, amend, revoke or substitute the WMMP must not be made until after the Ministry of Health report.
- 4.9 The following reasonably practicable options were considered and are assessed in this report.
- 4.9.1 Proceed to request MfE categorise the WMMP 2020 as “under review”, in August 2024.
 - 4.9.2 Delay proceeding with this request until April 2025 (18 months from October 2026).

Options Descriptions Ngā Kōwhiringa

- 4.10 **Preferred Option:** Proceed to advise MfE of the intention to put the WMMP 2020 into an “under review” status in August 2024.
- 4.10.1 **Option Description:** Staff would inform MfE that, in anticipation of the likelihood of the need to revoke and substitute the WMMP 2020, they will proceed to request the plan is placed in the under-review category, to allow for two years for a thorough revision process.
 - 4.10.2 Auditing of the refuse stream for October 2024 will be scoped. The data will form part of the waste assessment, which will inform the rewrite of the plan.
 - 4.10.3 The high - level draft timeline proposed is as below:



4.10.4 Option Advantages

The resource recovery activity is moving into a different phase. The transfer station masterplan project, the commencement of the use of the new organics processing facility, the tender and award of waste management and minimisation contracts by 2029, and potential changes in national waste minimisation legislation during this time, requires a plan reflective of the new activities.

4.10.5 Option Disadvantages

This is a more extensive piece of work, involving more internal time resources.

- 4.11 **Second Option;** Delay proceeding with this request until April 2025 (18 months from October 2026).

4.11.1 Option Description

The Council would resolve to instruct staff to proceed with a shorter timeline.

4.11.2 Option Advantages

This would be a more straightforward process, with less time and technical advisory resource required.

4.11.3 Option Disadvantages

The Resource Recovery activity for Christchurch City is moving into a different phase with significant amounts of new activity in the next six years.

Therefore, while the final decision cannot be made until the MoH consultation process has occurred, it is anticipated that if council resolve to revoke and substitute the current WMMP 2020, a substantial amount of time will be required to carry this out.

Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option: Review to Start Aug 24	Option 2 – Review to Start April 25
Cost to Implement	Internal staff time and resources, to be scoped.	Internal staff time and resources, to be scoped. Additional resources and costs may be required to meet shorter timelines.
Ongoing Costs (WMMP projects)	Allowed for in LTP planning.	Allowed for in LTP planning.
Funding Source	Planned for in Operational budgets	Planned for in Operational budgets

5. Considerations Ngā Whai Whakaaro

- 5.1 Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau Should the Council decide not to review the WMMP, the Council will be inconsistent with the requirements of the Waste Minimisation Act 2008. The consequence of not meeting the requirements of the legislation is that Council could no longer receive the 50% return of the waste levy.

Legal Considerations Ngā Hīraunga ā-Ture

- 5.2 Statutory and/or delegated authority to undertake proposals in the report are:

- 5.2.1 As per section 43 of the Waste Minimisation Act 2008, local authorities are required to adopt a Waste Management and Minimisation Plan, every 6 years, for the purpose of promoting effective and efficient waste management and minimisation within their districts.

Strategy and Policy Considerations Te Whai Kaupapa here

- 5.3 The required decision
- 5.3.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
- 5.3.2 Is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
- 5.3.3 Is consistent with Council's Plans and Policies.
- 5.4 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 5.5 Solid Waste and Resource Recovery
- 5.5.1 Activity: Solid Waste and Resource Recovery
- Level of Service: 8.0.6 Engage with Central government, Industry and Sector interest groups on policy and strategy to reduce waste to landfill - 12 interactions per annum.

Community Impacts and Views Ngā Mariu ā-Hāpori

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

5.6.1 The Waste Assessment and the WMMP are subject to public consultation. All community boards will be included as part of the stakeholder engagement and public engagement planning process.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 5.7 The decisions do not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 5.8 The decision involves a matter of interest to Mana Whenua and could impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 5.9 Mana Whenua will be approached at the beginning of the process. Proposed actions and activities to reduce waste, will involve seeking Mana Whenua partnership throughout.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

5.10 The decisions in this report are likely to:

5.10.1 Contribute positively to adaptation to the impacts of climate change.

5.10.2 Contribute positively to emissions reductions.

5.11 Emissions are produced throughout the lifecycle of a product, including after disposal. While methane is captured and utilised in modern landfill systems, the bulk of emissions have already been created, in the preceding production and transportation of the materials.

5.12 Programme 9 of the Ōtautahi Christchurch Climate Resilience Strategy states;

About 9% of Christchurch's greenhouse gas emissions come from our waste. However, approximately 40% of waste currently going to landfill in Christchurch has the potential to be recycled or composted, using the services currently available.

<https://ccc.govt.nz/assets/Documents/Environment/Climate-Change/Otautahi-Christchurch-Climate-Resilience-Strategy.pdf>

5.13 This does not encompass all emission generating activity from the flow of materials from extraction to disposal.

5.14 Planning for the management and minimisation of waste, therefore, assists in the reduction of emissions. Projects to increase the efficiency of resource usage, requires full lifecycle analysis of activities, to monitor accurate emission reductions. This would be also be a key component of any project management undertaken as a city and or as a region, to collaboratively reduce waste.

6. Next Steps Ngā Mahinga ā-muri

6.1 Staff will proceed to conduct a waste assessment activity.

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

Author	Eilidh Hilson - Regional Waste Projects Facilitator
Approved By	Alec McNeil - Manager Resource Recovery Lynette Ellis - Head of Transport & Waste Management

11. Policy and Practices 2023/2024 Section 10A requirement of the Dog Control Act

Reference Te Tohutoro: 24/1227524

Responsible Officer(s) Te Pou Matua: Lionel Bridger, Manager Animal Services, Regulatory Compliance Unit

Accountable ELT Member Pouwhakarae: John Higgins, General Manager Strategy, Planning & Regulatory Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 Section 10A of the Dog Control Act 1996 requires that the Council report on the administration of its dog control policies and practices each year. The Council must give public notice of the report and make it publicly available.
- 1.2 The purpose of this report is to fulfill the legislative requirements in the Dog Control Act 1996.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. [Receives the information in the Policy and Practices 2023/2024 Section 10A requirement of the Dog Control Act 1996.](#)

3. Background/Context Te Horopaki

- 3.1 Section 10A of the Dog Control Act 1996 (the Act), requires territorial authorities to report on their dog control policies and dog control practices.
- 3.2 The report must include, in respect of each financial year, information relating to:
 - the number of registered dogs
 - the number of probationary owners and disqualified owners
 - the number of dogs classified as dangerous and how the classification was made
 - the number of dogs classified as menacing and how the classification was made
 - the number of infringement notices issued
 - the number of dog related complaints and the nature of those complaints.
 - the number of prosecutions taken.
- 3.3 The territorial authority must give public notice of the report and make it publicly available (section 10A of the Act).

4. The Council's Dog Control Policy (Section 10A (1a))

- 4.1 The Act requires every council to have a policy on dogs and a bylaw to enforce it. The Council adopted its Dog Control Policy in September 2016. The Policy has provisions relating to the control of dogs in public places, which are enforceable under the Christchurch City Council Dog Control Bylaw 2016.

Purpose of the policy

- 4.2 The purpose of the Dog Control Policy is to outline how the Christchurch City Council addressed the requirements set out in the Dog Control Act.
- 4.3 The Policy balances regulatory controls to allow for the recreational needs of dogs and their owners with appropriate controls to minimise the danger, distress or nuisance that may be caused by dogs. It is designed as an educational tool to help encourage and facilitate good dog behaviour and good dog ownership. The policy should be read in conjunction with the Dog Control Bylaw 2016 and the Dog Control Act.
- 4.4 The full policy can be accessed here: [Dog-Control-policy-2016.pdf \(ccc.govt.nz\)](https://ccc.govt.nz/Dog-Control-policy-2016.pdf). In summary, the policy contains the following:

	Section title and brief summary of coverage
Section 1:	Introduction
Section 2:	Dog Control Bylaw (nature and application of the bylaw)
Section 3:	Obligations of dog owners
Section 4:	Registration of dogs (including registration classifications, and responsible dog owner criteria, registration and desexing, working and rural working dogs)
Section 5:	Micro-chipping of dogs
Section 6:	Prohibited and leashed areas (general prohibited and leashed areas)
Section 7:	Other special areas – Dog Parks and Dog Exercise Areas
Section 8:	Licence to own more than two dogs
Section 9:	Other dog matters (barking dogs, female dogs in season, desexing of dogs, dogs in outdoor dining areas, exercising dogs at night, dogs in vehicles over summer months, dogs at Council events and festivals)
Section 10:	Education and training (teaching children about dogs, learning how to be a good dog owner, teaching dog safety for workers)
Section 11:	Ways of managing troublesome dog owners and dogs (probationary and disqualified dog owners, dangerous dogs, menacing dogs, desexing of menacing dogs)
Section 12:	Seizing dogs, impounding dogs and adopting dogs from the Council dog shelter facility
Section 13:	The issuing of infringement notices
Section 14:	Controlled or open dog areas under the Conservation Act

Review of the Policy (and Bylaw)

- 4.5 The Council's Dog Control Policy and Bylaw are currently being reviewed. They must be reviewed at least once every ten years to meet legislative requirements.
- 4.6 Proposals for changes to the Policy and Bylaw will be brought to the Council later in the year. If the Council is happy with the proposals, they will go out for public consultation and hearings, before coming back to the Council for adoption.

5. Christchurch City Council's Practices (Section 10A (1b))

- 5.1 To satisfy the requirements of section 10A of the Dog control Act 1996, the following information is provided.

Dog Registration

- 5.2 The total number of dogs recorded on the Council's dog registration database for the period was 44,962.

Probationary and Disqualified Owners

- 5.3 The Council recorded 13 owners as probationary, and 4 owners as disqualified over the period.

Dangerous Dog Classifications

- 5.4 The Council classified 15 dogs as dangerous under section 31 of the Act, adjusting the total number of dogs on the dangerous dog register to 49.

Menacing Dog Classifications

- 5.5 The Council has two separate menacing dog classifications.
- Dogs classified as menacing based on the dog's aggressive behaviour (section 33A(1)(b)(i) of the Act). For the period, 61 new dogs were classified as menacing, adjusting the total number of dogs classified in this category on the Council's register to 223.
 - Dogs to be classified as menacing based on the dog's breed or breed type (section 33C of the Act). For the period, 5 new dogs were classified as menacing, adjusting the total number of dogs classified in this category on the Council's register to 83.

Infringement Notices issued

- 5.6 The Council issued 1,227 infringement notices for breaches against the Act.
- Failing to comply with a menacing classification (10 notices)
 - Failure to implant a microchip (8 notices)
 - Failure to keep controlled or confined (357 notices)
 - Failure to register a dog (825 notices)
 - Failure to supply information (6 notices)
 - Failure to comply with the bylaw (6 notices)
 - Fail to comply with probationary /disqualified owner (2 notices)
 - Fail to comply with effects of a dangerous dog classification (10 notices)
 - Fraudulent sale of a dangerous dog (1 notices)
 - Failure to provide proper care (1 notices)
 - Failure to comply with a barking dog abatement notice (1 notices)

Warnings issued

- A total of 660 warnings were issued.
- Warnings are issued in cases where there is insufficient evidence to support the issuing of an infringement or in cases where the breach of the Act is minor and there is no previous recorded breaches.

Dog related complaints

- 5.7 The Council investigated 618 priority one complaints (dogs attacking persons, stock, poultry, domestic animals and protected wildlife or traffic hazards relating to wandering stock on roads).
- 5.8 The Council received 5,241 complaints relating to dogs barking, wandering, fouling, rushing and unregistered dogs.

- 5.9 Council received a total of 9,903 complaints relating to breaches of the Dog Control Act and / or Dog Control Bylaw 2016

Prosecutions

- 5.10 1 prosecution was successfully completed due to a serious attack on a person. Upon conviction, the owner was disqualified from owning a dog for a period of three years and the offending dog was destroyed.

Found Dogs

- 5.11 Council found 2,123 dogs, wandering. 1,482 were returned to their owners, 641 were impounded. Of these, 514 were claimed by their owners from the animal shelter, 51 were adopted to new homes, and 38 were rehomed to dog rescues.
- 5.12 Of the found dogs, 38 were euthanised. 13 dogs were euthanised due to a parvo virus outbreak in the shelter, 12 dogs were euthanised as they were classified as Dangerous or Menacing. Six dogs were assessed and could not be safely rehomed, while seven dogs were not adopted and were not coping in the shelter environment.

Education

- 5.13 A total of 36 child education and adult educational talks were provided free of charge to the community.

Free microchipping

- 5.14 The Council continues to offer free microchipping to all dog owners, which is available every Wednesday.

6. Statistical Summary

Category	Number
Total number of dogs on record	44,962
Total number of probationary owners	12
Total number of disqualified owners	9
Total number of dogs classified as dangerous (live records only)	49
Total number of dogs classified as menacing (live records only)	306
Number of infringement notices issued	1,227
Dog attacks on people, stock, poultry, domestic animals or protected wildlife	656
Dog rushing, intimidating people or domestic animals.	631
Dogs barking, roaming or fouling, roaming dogs and miscellaneous matters)	5,241
Number of prosecutions taken	1

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	Lionel Bridger - Manager Animal Services Teena Crocker - Senior Policy Analyst
Approved By	Tracey Weston - Head of Regulatory Compliance

12. Central City Biannual Report - January to June 2024

Reference Te Tohutoro: 24/1281275

Responsible Officer(s) Te Robbie Schmidt, Assistant Planner Urban Regeneration

Pou Matua: John Meeker, Principal Advisor Urban Regeneration

Accountable ELT

Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to provide the Council with information and statistics about Council-funded regeneration activity, within the Central City for the period January to June 2024.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Central City Biannual Report - January to June 2024 Report.

3. Background/Context Te Horopaki


- 3.1 The Central City's progress has been biannually reported since 2015 to meet a Level of Service set out in the previous Long Term Plan. Looking ahead, regeneration service reports will continue to be delivered biannually, alternating between the Central City and Suburban regeneration and supplemented with online updates as key milestones are reached.

4. Considerations Ngā Whai Whakaaro

- 4.1 **Attachment A** provides a summary of activity in the six-month reporting period. It includes updates on Council and ChristchurchNZ projects and programmes, the use of grants and key development trends. Selected highlights include:
 - **Retail spending** slightly grew in the period, with visitor spending growing by 24% from 2023.
 - **Housing completions** have been slightly lower than 2023, but the number of homes in the pipeline (under construction or consented) grew by 14%.
 - The final **South-East Central Neighbourhood Plan** is ready for Council approval, and will help in enabling a mixed-use feel, new homes and new investment in the area.
 - The number of abandoned **vacant sites** has fallen by half over the last three years. The number of sites that are liable for the City Vacant Different Rating has also fallen.
 - Two sites have been removed from the **Barrier Sites** list, and most of the remaining sites have repair or development plans in place.
 - **Pedestrian footfall** data indicates that activity grew by 3% in the first half of 2024, compared to the same period last year.
 - **Central City events** attracted over 150,000 people during the period. Tirama Mai attracted high activity at the end of June.
- 4.2 Details of these and other key progress and projects is at Attachment A. Statistics and trends are also available on the Council's interactive [Central City Progress](#) webpage.



Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Central City Biannual Report - Attachment, Jan - June 2024 - PDF - 1-08-24	24/1336219	153

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

Document Name – Location / File Link
Central City Progress Dashboards are available online.

Signatories Ngā Kaiwaitohu

Authors	Robbie Schmidt - Assistant Planner Urban Regeneration John Meeker - Principal Advisor Urban Regeneration
Approved By	Carolyn Bonis - Team Leader Urban Regeneration Bruce Rendall - Head of City Growth & Property

Central City Biannual Update

January-June 2024



This report looks at:

- long term Central City progress and trends,
- recent projects to improve Central City vibrancy and liveability,
- the use of relevant Council grants and funding.

Find out more about our full set of progress measures, and their influences, in this report and at www.ccc.govt.nz/our-progress/

Key Progress

The Thriving Economic Heart of an International City

(See pages 2-4)

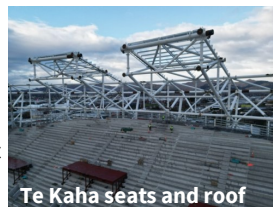
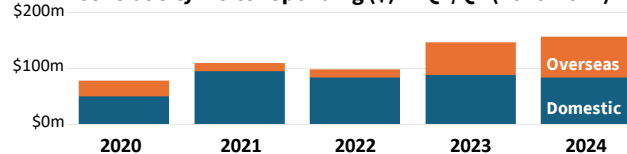
Between 18-20% of all citywide **retail spending** is concentrated in the Central City. This is a good balance with the city's other commercial centres.

Q1/Q2 2024 Central City spending headlines

- Retail spending reached \$567m— up 1.4%
- Visitors spending contribution— 28%
- International visitor spending growth + 24% on 2023

A range of construction projects have been consented or are underway despite the wider economic conditions. Te Kaha continues to proceed on (or ahead) or schedule and the Court Theatre is also on track for its first performances in early 2025.

Central City Visitor Spending (\$) in Q1/Q2 (2020-2024)



Te Kaha seats and roof



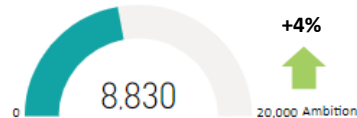
Court Theatre interior

Growing Liveable Central City Neighbourhoods

(See pages 5-6)

The Central City Residential Programme's ambition is to grow the population to 20,000 people by 2028. The last published projection (Oct. 2023) saw the population grow by 4% to 8,830.

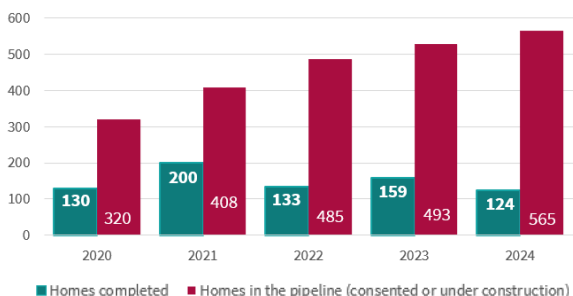
Actual counts from the 2023 Census are due in October 2024



Central City housing delivery has remained steady.

- Completions — mid year completions were down on 2023, but over 100 completions in Q1 was above previous years.
- The number of homes in the pipeline (under construction and consented) grew by 14% to 565 new units.

Central City Housing Growth Q1/Q2 2020-24

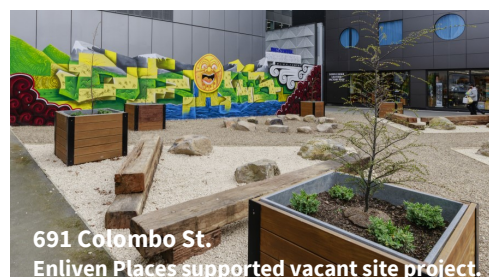


To help unlock future blocks of housing supply, the final **South-East Central Neighbourhood Plan** is ready for Council approval. Its purpose is to support the transition of streets to a more mixed use feel, establish a neighbourhood that generates demand for new homes and attract new investment.

A Vibrant, People Focused Place Day and Night

(See pages 7-12)

- **Vacant Sites (p.7)** — the number of abandoned vacant sites has fallen by half over the past 3 years. Construction is underway on 7 sites. City Vacant Differential Rating now applies to less than 1 in 3 sites, with the total number falling from 81 to 63 in 2023/24.
- **Barrier Sites (p.9)** Two sites on Cashel Street have been removed from the list, and 12 of the remaining 14 have plans for repair.
- **Pedestrian footfall (p.9)** data is now back online, allowing the Council to track activity levels in the Central City. Early results are positive, with 3% pedestrian growth this year, and 7% in Q2.
- **Central City Events (p.10)** attracted over 150,000 people during the first half of 2024. Tirama Mai attracted close to 100,000 people.



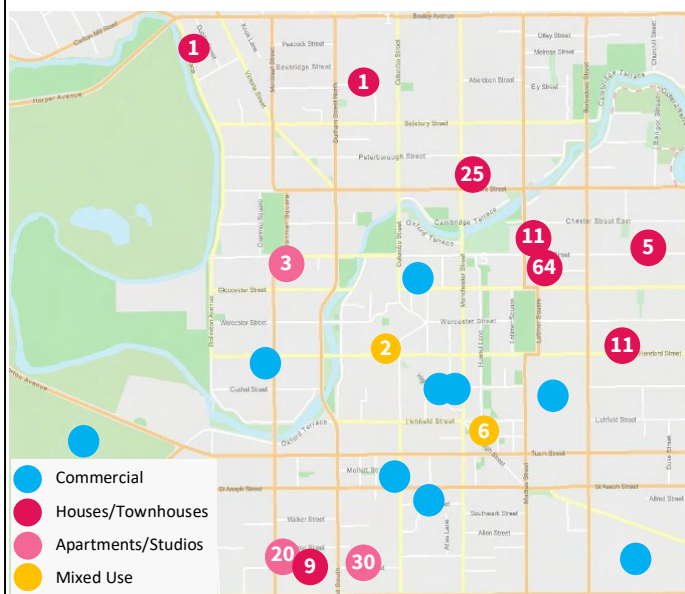
691 Colombo St.
Enliven Places supported vacant site project.

The Thriving Economic Heart of an International City (continued) *January-June 2024*

Commercial and Residential Development

Resource consent applications received (by zone)	Number	Building Consents Issued (by zone)	Number	Net New Homes (units)	New Floorspace (sqm)
All Central City (Four Avenues) - excl. Commercial Core	36	Central City Business zone	2	2	7,193
Commercial Core only	6	Central City Mixed Use zones (incl. South Frame)	65	65	45,203
		Central City Residential zones (incl. Guest Accommodation)	122	121	11,138
TOTAL	42	TOTAL	189	188	63,534

Location of developments granted Building Consent between January and June 2024 (with net new housing shown)



Resource consent application numbers are now lower than the peaks seen 2-3 years ago, and more in line with the recent five-year average.

Significant applications include:

- A 30 unit studio complex by Williams Corp. on Bath St for residential/visitor accommodation
- Two retail/office buildings at 170-172 Cashel St. by the Carter Group.
- An 18-unit development at 17 Kilmore Street.

The map (left) shows **Building Consents** approved over the January—June 2024 period:

- 189 residential units were consented on a range of sites (net housing gain of 188 units).
- This is less than the record of 314 that was set in the last reporting period, but it is well above the 5-year average (100-150).

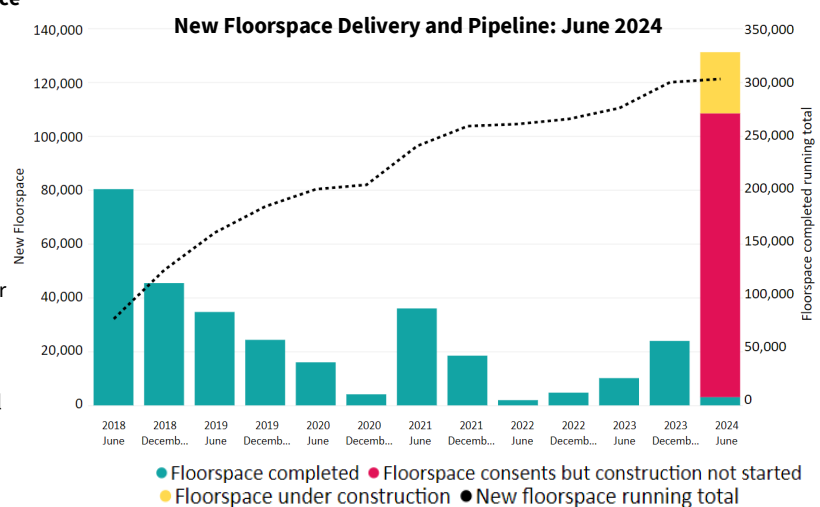
Most residential consents continue to be for attached townhouse complexes. But some housing providers are now developing attached studio units in the city's southern area—tapping into new markets.

The graphic (right) shows new **floorspace** delivery.

At 3,051 sqm, delivery (in blue) has slowed down to its lowest level in two years, after a strong 2023. But there is a strong pipeline of construction underway (yellow) and a significant number of consents ready to deliver (red).

Key contributors to floorspace are:

- The continued construction of major projects (multi-use arena Te Kaha, and the Court Theatre).
- Completion of the Carter Group's office/retail building at 33 Cathedral Square.
- The progressing development of Williams Corporation's mixed-use Manchester Square in the East Frame.



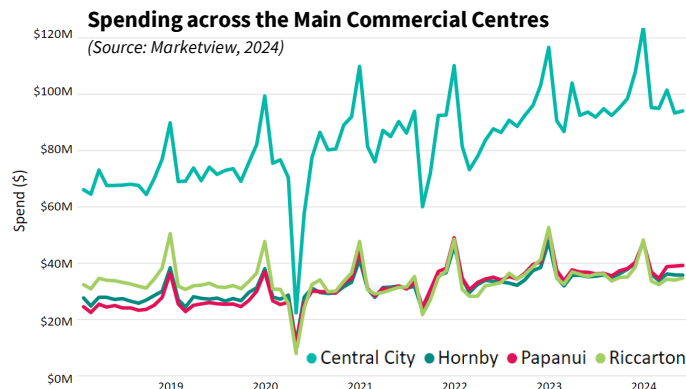
The Thriving Economic Heart of an International City (continued)

January-June 2024

Central City Spending

Central City spending was 1.4% higher than the same period last year, but below the prevailing rate of inflation of 3.3%, underlining that times remain tough for retailers and consumers.

As if to emphasise that, spending has slowed as the year has progressed with Q2 spending dipping lower than the normal post summer drop. With the latest inflation figures showing further drops there should be optimism that spending activity will return in the spring and summer.



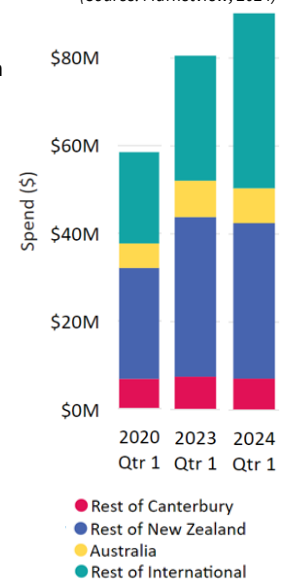
Visitor Spending

- New and renewed direct flight services from China and the US, and expanded services (including a second A380 connection) from Australia, have enabled 188,000 international visitors to visit Christchurch from January-May, up 26% from last year.
- In what has become a year-on-year trend, growth in international visitor spending (24% in the Four Aves) has softened the impact of curtailed domestic visitor and resident spending. \$157m was spent by visitors within the Four Aves including more American guests (enjoying the new United Airlines services) — whose spending across the city as a whole, according to ChristchurchNZ, increased by 56%.
- 82 cruise ships visited Lyttelton between October- April. Changes to the shuttle service bringing cruise passengers into the Central City, have resolved the public transport challenges seen in 2022/23. The Local Ambassador volunteer program, established to guide cruise ship visitors, continued and will be extended to operate in the city on non-cruise days, so other visitors can benefit from this expertise.



Visitor Spending

(Source: Marketview, 2024)



- ChristchurchNZ report that the temporary iSite at Novotel (initially expected to operate from The Grand in Cathedral Square) was closed on 4 June 2024. ChristchurchNZ is working with VIN Inc to secure a new iSite operation in the city.



Local and Domestic Spending

The gap in spending between the Central City and the “Big Three” suburban centres shown in the graph remains, although it is notable that the new Northlink retail park has boosted Papanui’s turnover by \$20m/month since 2019.

The Central City continues to capture just under 20% of all Christchurch’s spending, which is a good balance. Residents will tend to obtain their everyday goods locally, but visit the Central City for more specialized or premium goods, services and experiences.

The Thriving Economic Heart of an International City (continued)

January-June 2024

Major Development Progress

The following progress has been made between January and June 2024:

- **Te Kaha's** construction continues at good pace, within budget and on schedule for its 2026 opening. Current work includes upper bowl construction, installing concrete floors for the seating, and installing the large radial trusses.
- **East Frame Residential Development**—Fletcher Living's Carriage Quarter is now complete and almost fully sold. Work on Gloucester Green (120 units across 10 buildings) has begun. Williams Corporation's Manchester Square complex is also under construction.
- **Christchurch Cathedral**— Following announcements about cost overruns, the Anglican Diocese have signaled they will scale back the Cathedral's reinstatement to fit their budget. The project is expected to be completed by October 2031. The current pace of work involves strengthening the building walls which is expected to continue throughout 2025.
- **Catholic Precinct**— In April, the Catholic Diocese confirmed they will be developing their new cathedral on the site at Barbadoes Street. The land bought for this purpose at Armagh Street will improved for its interim use as temporary parking.
- **Old Municipal Chambers**—strengthening and restoration is almost complete and the building is set to open progressively over the second half of 2024. Adjacent repaving work, matching in materials with the Riverside Promenade and Worcester St bridge is also underway.
- **High Street Improvements** — The final stage of streetscape transformation along this important historic connection—linking Ferry Road and Ara to Cathedral Square—is now complete.
- **Parakiore**—Work on the two final pools is underway, the car park is complete and planting of almost 20,000 new plants/ trees is underway.
- **Former Convention Centre Site** — The Quest hotel fronting Kilmore Street is nearing completion while Mike Greer housing is taking shape on the Peterborough street side.
- **Canterbury Museum** — partial demolition works are complete, while the strengthening of other buildings is underway. A new building will follow.
- **Court Theatre** — Construction of the core structure is well advanced. First performances are expected in Winter 2025.



Development Pipeline

Activity	Who	When
Major Public Facilities, Spaces and Buildings		
Performing Arts Precinct	Court Theatre	Opening Winter 2025
Parakiore Recreation and Sport Centre	Rau Paenga Ltd (formerly Ōtākaro Ltd)	To be announced.
Waipapa Building Project—Tower C	Christchurch Hospital/Whatu Ora	Spring 2025
Te Kaha/ Canterbury Arena	CCC / Kōtui Consortium	Mid-2026
Christ Church Cathedral	Christ Church Cathedral Reinstatement Limited	To be announced
Selected Commercial/Attraction Projects		
Gloucester Green (housing)	Fletcher Living	First releases due 2025
Madras Square (Housing/local retail)	Peebles Group and Mike Greer Group	From early 2025
Catholic Cathedral (Barbadoes St.)	Catholic Church	To be announced

(Dates above are based on direct or best available sources.)

Growing Liveable Central City Neighbourhoods

January-June 2024

Central City Residential Programme (Project 8011)

Census: Subnational population estimates from 2023 Census will be released in October 2024. These will help confirm whether the interim population projections are accurately guiding us in progress towards Project 8011's ambition of 20,000 Central City residents by 2028. Recent projections (last updated in Spring 2023 with a figure of 8,830 residents) have suggested that growth may be at the lower end of our growth scenario range - around 14,500 residents by 2028.

Residential Completions and development activity:

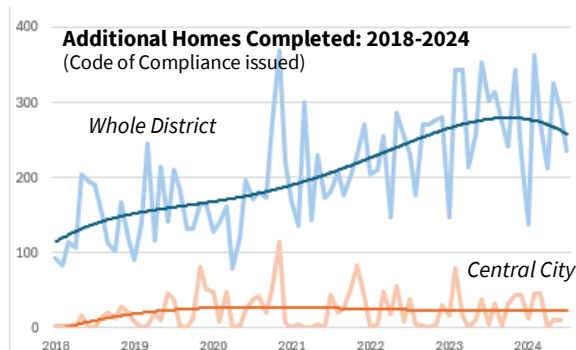
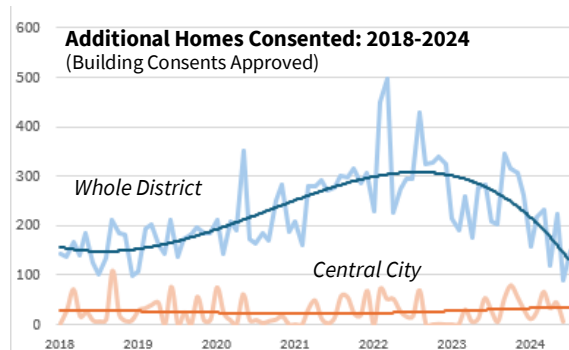
2024 started strongly in Q1 with over 100 new homes, but that delivery has slowed in Q2. Overall:

- 124 homes were completed in Jan—June.
- 96 homes were under construction at 30 June.
- 469 homes with consent, but yet to be started.

Looking at these numbers in the context of wider economic conditions, the pair of charts below show long term trends in housing consents (left) and housing completions (right).



Taking out seasonality and the 'lumpy' nature of housing delivery, the darker trend lines reveal that city wide (in blue) consent numbers have been dipping downwards since the post COVID peak of activity in 2022/23 while completions have remained steady, with a dip setting in during 2024. In contrast, Central City activity (in orange) - a proportion of the whole city—has remained relatively constant, with a recent uptick in consents indicating confidence in this sub-market.



Progress over time

The chart to the right shows progress in housing delivery over the last six years.

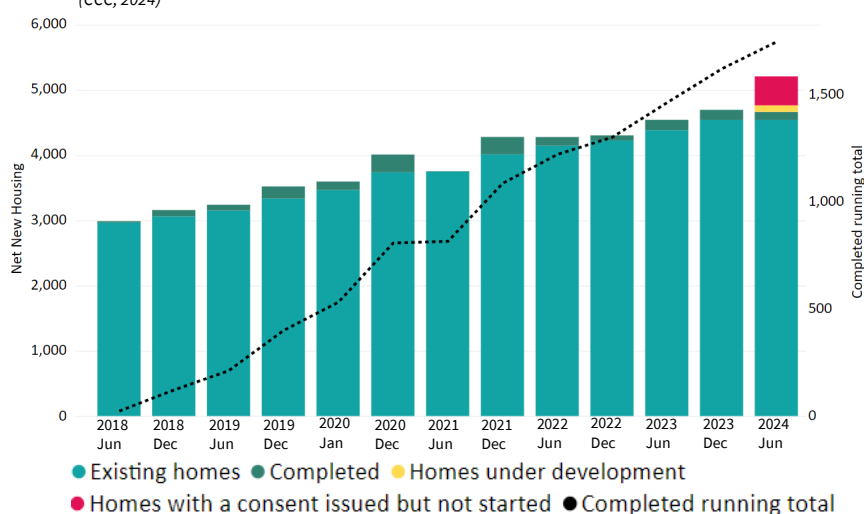
There have been consistently steady increases in housing since June 2018.

The 123 homes completed in the period is close to the six-year average of 132 homes built every six months.

High interest rates and living costs have kept some potential buyers out of the housing market this year, reducing the incentive for developers to build as rapidly as they have previously.

Housing Development Progress in the Central City (2018-2024)

(CCC, 2024)



But with a high number of housing consents in the pipeline, there is reason to be positive that delivery can bounce back—especially if interest rates are cut later in the year as inflation drops.

Growing Liveable Central City Neighbourhoods

January-June 2024

South-East Neighbourhoods

The **South-East Central Neighbourhood Plan** has been finalised following a period of public consultation from 4 March—1 April 2024. Feedback was received from over 80 stakeholders including residents, organisations and businesses.

The feedback has informed

- an updated vision and refined focus,
- additional actions
- buy-in from stakeholders to support delivery of the plan.

The final plan was endorsed by the Waipapa Papanui-Innes-Central Community Board (at the 11 July meeting) and will be presented to Council in August for adoption.

A pair of Enliven Places projects have been delivered on Cashel and Southwark Streets, to start to test outcomes of the plan, see page 8.



Central City Noise Programme

A comprehensive update on the Noise Programme was provided to the [Council](#) in early June. Key elements covered in that report, and other updates, include:

- **Reflections on the pilot acoustic assessment at a St Asaph Street venue:** staff sought feedback from elected members on considering a range of noise emitters beyond just live music, as part of any potential future acoustic assessment service. Staff are open to further guidance on this matter over the coming year.
- **Webpage development** is underway with initial content now published and further soundproofing/insulation advice coming soon.
- Staff are working with venues to determine an approach to support **neighbourhood 'meet up' events** and consider what further steps can be taken.

The next update, scheduled for early 2025, will likely focus on the regulatory initiatives of the Programme (i.e. A plan change to address any noise standard changes in the Central City).

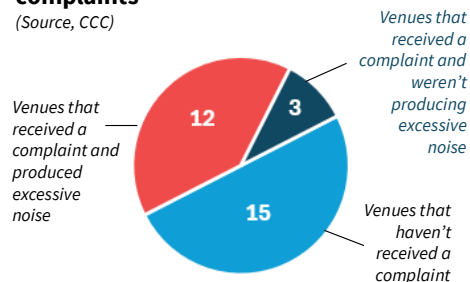
Monitoring: Enforcement data (shown in the diagrams) show that many venues are operating within noise limits - even where complaints have been lodged.

The next report on the Central City Noise programme will acknowledge the increased complaint numbers received from July '24.

Communication between all parties is continuing to ensure that a consistent, reasonable approach is taken—including applying 12 hour excessive noise directions, rather than the standard 72 hour direction.

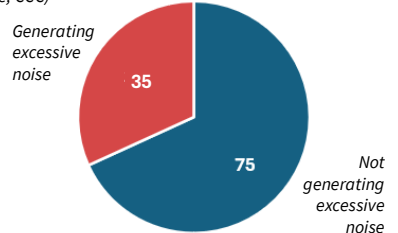
Number of venues with justified noise complaints

(Source, CCC)



Number of complaints upheld as making excessive noise

(Source, CCC)



A Vibrant, People Focused Place Day and Night

January—June 2024

Vacant Sites Programme — www.ccc.govt.nz/vacantsites

Case managers, planners and staff from many units continue to support owners to bring forward new development projects. The programme also seeks improvement in the appearance of unused/underutilised land.

The adjacent tables draw out progress over the last 12 months.

Abandoned vacant sites have decreased significantly and there is now almost complete consent coverage of temporary car parking. Consented car parking has enabled:

- Conversion of former 'gravel pits' into better facilities for users.
- more sites to now have significant urban greening, safer access, and manage their stormwater discharges.
- Lighting of sites, improving perceptions of safety after dark.

The number of sites liable for City Vacant Differential rating has fallen as owners take steps to improve sites. A number of improved sites (claiming remissions) have been permanently developed (e.g. *East Frame*, *Evolution Square*), but new owner action (see below, opposite) is being taken on other sites.

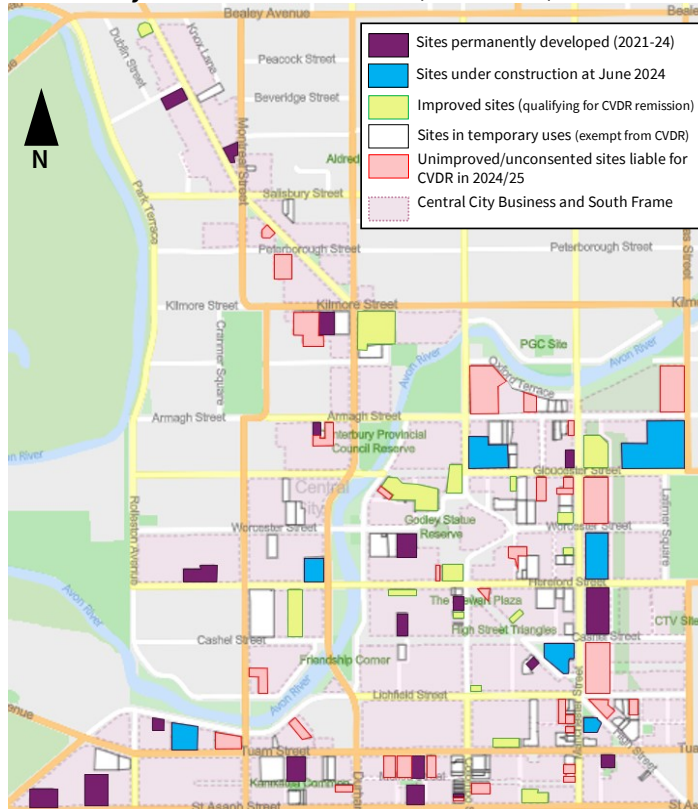
Changes in Vacant Site Status (2021-24)

	2021	2024	Change
Number of abandoned vacant sites (Unused and Unimproved)	47	21	▼ 55%
Unconsented temporary car parks	84/117	8/107	▼ 90%
Temporary car parks meeting consent conditions	33	65	▲ 96%

City Vacant Differential Rate (CVDR) Assessment 2024/25 (Qualifying sites in the Central City and South Frame planning zones)

	2022/23	2023/24	2024/25
Number of rating units in scope	196	185	188
Liable Unimproved / unconsented activities	75	81	63
Exempt Permitted activity / implemented consent	92	75	101
Remitted Improved sites (with or without public access)	20	27	24

Central City Vacant Sites - Site Status (30 June 2024)

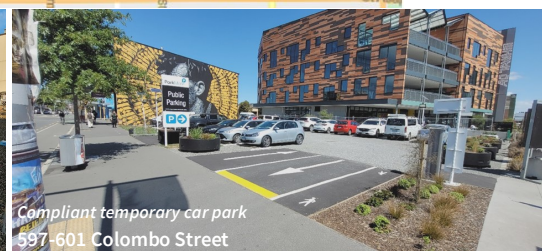
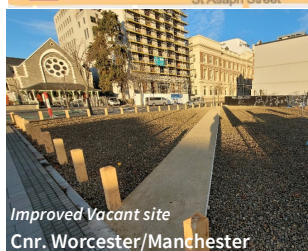


The adjacent map shows widespread progress in permanent development of vacant sites since 2021, and a concentration of current construction down the Manchester Street axis.

Around Cathedral Square,

- the pre-2020 cluster of abandoned sites and shabby unconsented car parks bordering the Square have been transformed by site improvements. Recent phases of repaving have also enhanced its appearance.
- Changing perceptions and steady progress on Te Kaha are making the investment proposition of the inner city more realistic now. A range of projects are understood to be in a more advanced stages of design work.
- The land assembled by the Catholic church on Armagh St. is now expected to be improved for use as temporary parking until new development objectives are agreed. This will serve the needs of the Performing Arts Precinct venues until there is certainty about a new parking building intended for this part of the city.

Among the sites liable for CVDR in 2024/25 (where development is not imminent) owners are taking steps to improve sites. In addition, parking operators are now more aware of the obligation to meet agreed consent conditions. Car park upgrades are delivering great results.



A Vibrant, People Focused Place Day and Night (continued)

January—June 2024

Enliven Places Programme — www.ccc.govt.nz/enliven-places-programme/

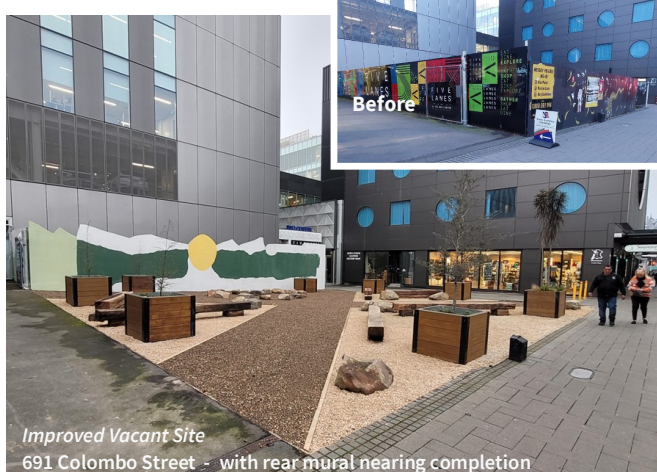
The Council's Enliven Places Programme has delivered the following projects.

Vacant Sites Programme : 691 Colombo Street

In a partnership with the owner, who signalled they won't be developing their site in the near future, Enliven Places helped improve a prominent Central City vacant site next to the BNZ Centre.

Supporting the owner, McDonalds, to deliver the ground improvement and surface treatment, Enliven Places have added greening, seating and a new mural on a reduced hoarding to open up this previously enclosed site - and the adjacent laneways - to improve perceptions of safety and create a calming, temporary open space for people to enjoy.

The mural was coordinated with support from Watch This Space, and painted by local artist Drows (Ngai Tahu, Ngāi Tuahuriri), exploring his personal connection to the natural environment.



Improved Vacant Site
691 Colombo Street - with rear mural nearing completion



Cashel St mural—Kophie



Southwark St mural—Dcypher

Project 8011: South-East Central Neighbourhood Plan

The Cashel and Southwark projects support actions set out in the [South-East Central Neighbourhood Plan](#) including to support identity building and an improved public realm.

Cashel Street improvements

Following public feedback for improved amenity on Cashel St east of Te Kaha, our Programme is planning a suite of temporary improvements on a low amenity block between Barbadoes Street and Fitzgerald Avenue.

The first stage involved the delivery of a vibrant mural of a young Samoan wahine surrounded by native flora. The artist is Kophie Su'a-Hulsbosch and the mural was delivered in collaboration with Tagata Moana Trust, Elim Church, and YCD.

Southwark Street mural

A large-scale mural was painted in June on a corner wall of Southwark and Manchester Streets, building on the FY23 Southwark St project to improve amenity. The wall was a persistent target for tagging.

Local artist Dcypher created the mural to celebrate the neighbourhood's future as a green, walkable and cycle-friendly space.

Legacy project : Wayfinding towers

The two remaining wayfinding towers have been decommissioned. The one on the corner of Worcester and Oxford Terrace was transferred to the Council's Events and Arts team who have repurposed it for artwork. The other wayfinding tower on the corner of Colombo and Armagh has been removed.

ChristchurchNZ

Central City Illumination Strategy ChristchurchNZ's commission of a Central City creative illumination strategy from ARUP has been completed. The next stage is the development of an implementation plan with Council and working group representatives to deliver on its actions over the next 1-5 years.

ARUP



Street Art Destination Development

The Street Art Destination programme was finalised by ChristchurchNZ and presented to Council as part of LTP considerations. The programme has secured funding for three years through the Capital Endowment fund. It will significantly boost efforts in growing the city as a global street art destination. Partners are now planning for implementation, and getting underway with the first projects.

A Vibrant, People Focused Place Day and Night (continued)

January—June 2024

Barrier Sites Programme - www.ccc.govt.nz/barrier-sites

Following the removal of **226—234 Cashel Street** (Former IRD Building) and **170 Cashel Street** (the former Holiday Inn), which are both being repaired/redeveloped, 14 Barrier Sites remain on the published Barrier Sites list.

12 of these properties have plans in place for their repair. There are no imminent intentions for the remaining properties at **112-114 Manchester Street** (former 2 Fat Indians), and **205 Manchester Street** (former Blue Jean Cuisine).

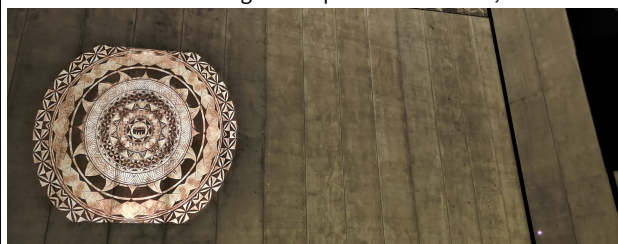
Key updates:

- **170 Oxford Terrace** (Former Noahs/Rydges): Work on reinstating the hotel is underway. It is expected to become operational in 2026.
- **214 Tuam Street** (Odeon site): Containers supporting this building have now been replaced with bracing of the façade. A future use remains to be identified.
- **119 Armagh Street** (former PWC basement) - this site is to be filled and levelled for use as temporary parking along with adjacent sites that had previously been earmarked for Catholic developments.



Contestable Funding

The **Place Partnership Fund** was fully allocated this financial year. It supported three Central City events, including the Ōtautahi Christchurch Kūmara Awards. The Fund also supported three creative installations, including the WORD Christchurch Festival large-scale public installation, *Ōtautahi Flash!*, to be located in a laneway at The Crossing in August.



Temporary Site Activation: Rates Incentive

The **Enliven Places Rates Incentive for Property Owners** supported two Central City sites in this reporting period, including a new LiVS-licensed Flying Nun Records in the BNZ Centre. ccc.govt.nz/rates-incentive

Budget 2023/2024 (city-wide): \$40,000

Credited this period (Central City): \$3,000

Balance 30 June 2024: \$17,000

Pedestrian Activity

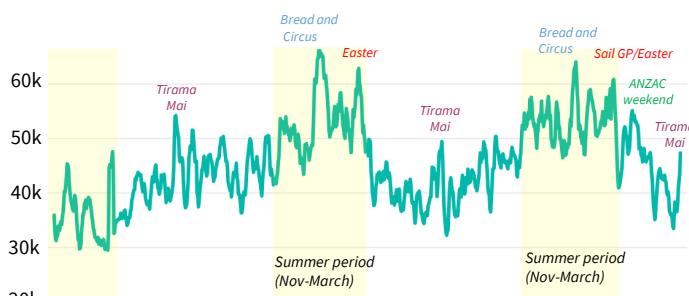
After a series of glitches and change to the counting approach, pedestrian count cameras can now again provide meaningful trend data to help [track change in the level of Central City activity](#). Previous less sophisticated data was gathered from mid 2018 to 2021.

Using weekly averages, taking samples from key Central City locations, the data reveals the seasonal flows and we are able to correlate peaks with key events during the year including Bread and Circus and Tīrama Mai.

Early results show that overall pedestrian volume this summer was roughly equal to the same period in 2022/23, with more consistent activity, but lower absolute peaks than Bread and Circus/Easter in 2023.

Most recently, a surge of activity surrounding ANZAC weekend, and another strong Tīrama Mai, led to 7% growth in Q2 compared to 2023. Through events to attract people, an ever more compelling range of commercial offerings and more people living in the Central City, there is renewed momentum. With new Performing Arts venues and Te Kaha yet to be added, it is no surprise that a new wave of investment is taking shape as discussed further in the Vacant Sites section.

Central City Pedestrian Counts: Weekly Averages (2022-24)
(Source, CCC)



A Vibrant, People-Focused Place Day and Night (continued)

January—June 2024

Events Programme

2023 ended with a new format to our New Years Eve celebrations with two different events to cater to all ages: a kids NYE event delivered earlier in the evening with a countdown at 8pm, followed by Rock the Park NYE, delivered in partnership with the Rock radio station.

Another new event initiative was the Outdoor Cinema, delivered in partnership with the Arts Centre which proved popular on summer nights.

The weather impacted Sparks, requiring a last-minute shift to the rain date of Sunday February 3, but the event was well attended with a wide range of attendees enjoying the showcase headlined by Annie Crummer.



Event Name	Event Date	Anticipated Attendance	Actual Attendance	Funded or Produced
Kids NYE	31 December	18,000	4,876	Produced
RTP New Year's Eve	31 December	18,000	16,600	Produced
Outdoor Movies	6, 7, 13, 14 January	700	1,000	Produced
Kite Day	13 January	6000	10,000	Produced
Summer Theatre	11-28 January	6000	6000	Produced
Summer Sundays	28 January 4, 11, 18 February	5,000	5,300	Produced
Sparks	3 February (rain date)	12,000	18,172	Produced
ANZAC Day Dawn Service	25 April	6000	7000	Produced
Tirama Mai	26-30 June	70,000	Approx 100,000	Produced
SCAPE	25 November— 2 February	500,000 foot traffic	923,295 foot traffic	Funded
Foodies Street Food Alley	22-23 March	10,000	6,000	Funded
Le Race	23 March	800 participants 1,000 spectators	600 participants 1,000 spectators	Funded
Open Christchurch	6-7 May	9,200	TBC	Funded
Christchurch Marathon	21 April	4,000 participants 7,000 spectators	5,285 participants 12,000 spectators	Funded
Live Broadcast of Chinese Lunar NY Celebrations	24 February		21,600 viewers 100 participants	Funded

Marketing and Promotion

The Council's marketing team is continuing its digital first approach to promote Council events, fulfilling sustainability and climate commitments.

We focussed on the planning and promotion of both our summer and winter events—Sparks, Kite Day, Summer Sundays, Summer Theatre, Tirama Mai, Winter Fireworks and more.

The **What's On** webpage was viewed 452,043 times between 1 Jan—30 June—a 6% increase year on year. Our digital 'always-on' approach on Google and Facebook significantly contributed to the year-on-year traffic increase.

Our **social media** followers are constantly increasing—there is strong demand to know what's happening in Ōtautahi.

- Facebook: 35,031 followers
- Instagram: 7,619
- CCC TikTok: 3,209
- EDM subscribers: 13,166

We also work closely with the ChchNZ marketing and events team to push and promote our events across their channels: **Pockets of Awesome** and **Ōtautahi Christchurch**.



A Vibrant, People-Focused Place Day and Night (continued)

January-June 2024

Smart Christchurch Programme



Smart City Validator

- The Innovation ecosystem has been busy this year, with the Smart City Challenge taking place, a 10-week validator offering future founders a fast-paced development course.
- Founder ideas included a Central City navigation system for people with disabilities and solar powered parking sensors.

Ōtākaro Avon River Digital Twin

- A digital twin is a digitised model of a physical asset, using accurate or real-time data to enable the virtual testing of an asset.
- Smart Christchurch collaborated with the University of Canterbury to develop a digital twin for the Ōtākaro Avon River and its catchments, through the Central City and Hagley Park.
- The twin will help improve understanding of all aspects of the river—managing natural hazards, improving environmental outcomes and giving effect to Te Mana o te Wai.



Ōtākaro Digital Twin

64 Ways of Being

- Smart Christchurch has supported the funding of the 64 Ways of Being app, an Augmented Reality (AR) Journey through Ōtautahi Christchurch City, available on the AppStore or GooglePlay.



64 Ways of Being

Free Wi-Fi

- Over 84,000 people used the Christchurch Free Wi-Fi network during this period. This is 12% higher than the previous period.

Grant-funding: city-making partners

The Council's grant funding agreements continued with city-making partners Gap Filler, The Green Lab and Life in Vacant Spaces. These organisations are placemaking leaders in Central Christchurch.

The Central City Business Association (CCBA) is also funded by a targeted rate, enabling them to act on key Central City issues and support business-led collaborations to grow public interest in the area.



Life in Vacant Spaces (LiVS)

Initiatives progressed in this reporting period:

- Over 2144 Central City activation days across 11 licences (63% of property portfolio in Central City).
- 1 new licence (92 Hereford Street, The Terrace/Flying Nun Record Store).
- Hosted 6 projects at the LiVS Incubator: art installations, community events and workshops, talks, exhibition space and a Watch this Space Take Over.

Continuing activation & new projects in development:

- Supported 22 ongoing projects including RAD Bikes on Lichfield St, the Streets for People 146 Gloucester St parklet and the 231 High Street Tech Hub where LiVS is supporting the participant to work toward a permanent tenancy.
- Received 30+ project enquiries to provide mentorship and knowledge-sharing.

Partnerships, participation fees and funding leveraged:

- In-kind support and other funding amounted to 100% of grant value.
- Christchurch Airport Community Funding received which supported the Watch This Space takeover of the Incubator

Awards and Accolades:

- Several LiVS-supported projects nominated for the 2024 Kūmara Award, including the Little Street Art and Flare Street Art Festivals, and Yarnarchy 2023.



A Vibrant, People Focused Place Day and Night (continued) January-June 2024



Central City Business Association (CCBA)

Marketing and Promotion:

- Our Spring/Christmas/Summer **marketing campaign** finished in February.
- We continued to profile businesses through nine original articles.
- Along with our AGM, we ran a **member event** “Learn to Navigate ChatGPT” to inform businesses about new opportunities in Artificial Intelligence (AI).

Street Issues:

- We continue to **manage day-to-day street issues with our Safety Team.**
- We worked with City Mall businesses to remedy an escalating rubbish issue, and we monitor and report on street maintenance issues with CCC.

Member Engagement and Awareness

- **Strategic Plan Refresh process:** we invited SALT & the New Regent Quarter to take part, engaged key partners from the Council and ChristchurchNZ for input, and drew on an independent member survey.
- In June 2024, we have **592 full members**, up from 533 in January. **87 new businesses** also opened within our service area since last January.
- Our **Inner-City Collaborative Group** continues to meet regularly.
- We **keep the wider membership informed** through regular newsletters, and through business visits by our manager and security team.

Advocacy

- We advocated to CCC for **changes to the street cleaning schedule** to ensure the city looks its best over the busy weekend days.
- We supported ChchNZ's bid for **city event attraction funding** in the LTP.



Gap Filler

Initiatives progressed in this reporting period:

- 64 Ways of Being, a Central City augmented reality journey, supported 18 local and national artists to deliver place-based participatory artworks, digital art, and stories that bring the Central City and Ōtākaro to life.
- Play Advocacy—presentation on Activating Community Play Spaces at Christchurch PechaKucha #45 PLAY

New projects in development and continuing activation:

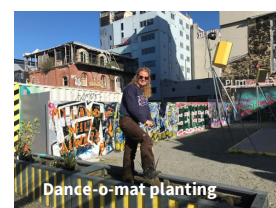
- In development: Paste Up Yarnarchy, Te Korero Tākaro/Stories of Games.
- Continuing activation including: Dance-O-Mat planting event.

Partnerships, participation and funding leveraged:

- Multidisciplinary partnerships with 14 organisations, and estimated 40 volunteer hours
- In-kind support and other funding to over 35% of grant value, including from Rata Foundation and Ministry of Ethnic Communities and Creative Communities Scheme.

Awards and Accolades:

- Kūmara Award, Loud Hurrah! for Yarnarchy 2023



The Green Lab

Initiatives progressed in this reporting period:

- Wāhi Taiao – additional native plant designs by local artist for the outdoor space, part of Streets for People, Gloucester Street.
- Dance-O-Mat—donated plants for the site.

Continuing activation & new projects in development:

- 3 Queer Games Nights—a dry, all ages event for LGBTQIA+ community—130 attendees.
- 3 Backyard Resilience workshops in July/August at the Botanic Garden kiosk

Partnerships, participation and funding leveraged:

- Over 20 multidisciplinary partnerships and collaborations.
- 15 volunteers contributed 100+ volunteer hours.
- In-kind support and other funding to 100% of grant value.





13. Transport Operations Report (July 2024)

Reference Te Tohutoro: 24/1356559
Responsible Officer(s) Te Pou Matua: Lynette Ellis, Head of Transport
Accountable ELT Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to update the Council on the Transport Operation activity to the end of July 2024.
- 1.2 The attached report was put together by the staff in Transport Unit.

2. Officer Recommendations Ngā Tūtohu

- That the Council:
- 1. Receives the information in the Transport Operations Report (July 2024) Report.

3. Considerations Ngā Whai Whakaaro

- 3.1 This is a new look quarterly Transport Operations report.
- 3.2 In this update we provide:
 - 3.2.1 An annual review of our maintenance programme for the last financial year.
 - 3.2.2 A quarterly review of our road safety operations between April and June 2024.
- 3.3 Staff welcome feedback on the report layout and topics. This will help us to create an informative document that provides useful information on a regular basis.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Transport Quarterly Report - July 2024	24/1355567	167

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Lynette Ellis - Head of Transport & Waste Management
Approved By	Brent Smith - Acting General Manager City Infrastructure

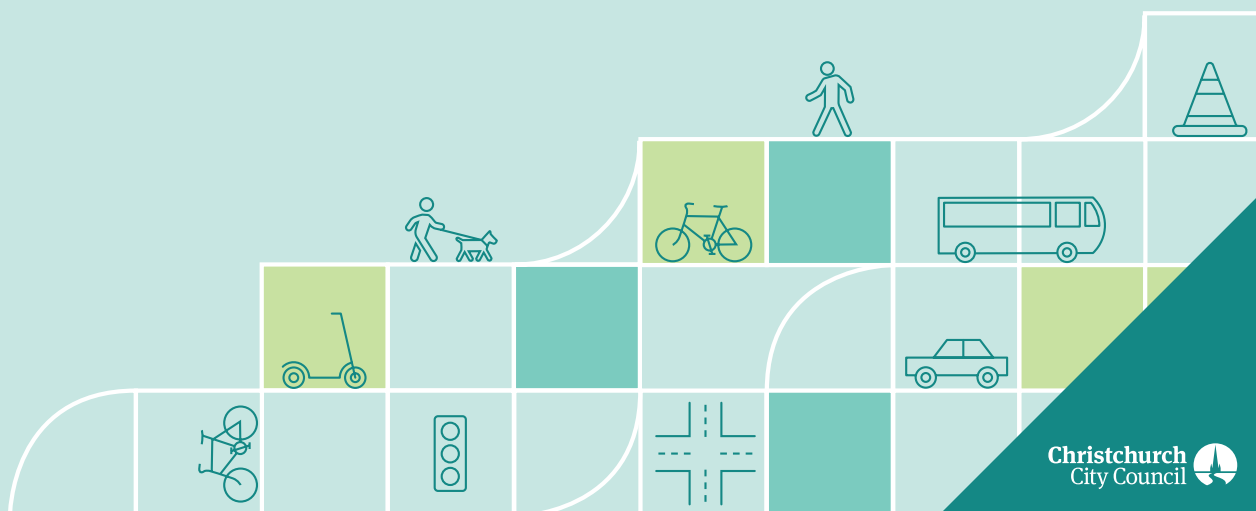
Transport operations report

Annual maintenance review (July 2023–May 2024)

Quarterly operations review (April–June 2024)

July 2024

ccc.govt.nz/transport



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Reaching our communities 25

Spotlight project: Way safer intersections in Shirley 26



A drone image of safety improvement work at the Shirley Road / Hills Road intersection in June 2024.

Image credit: Isaac Construction Ltd

Executive summary

Our latest Transport Operations Report provides an update on our efforts to keep Christchurch moving.

In this update we provide:

- An annual review of our maintenance achievements between July 2023 and May 2024 (p5–12)
- A quarterly review of our road safety operations between April and June 2024 (p13–27)

Our key achievements this quarter include surpassing our road resurfacing targets, making extensive pothole repairs, delivering and planning a number of road safety projects and connecting with communities through our Travel Demand Management Team.

We saw a significant milestone in the last quarter, as Christchurch City Council agreed its Long Term Plan 2024–2034, outlining what the city's \$16.8 billion budget will be spent on over the next 10 years.

Community feedback on our Long Term Plan showed support for safer streets initiatives, although opinions varied on transport emissions and spending priorities.

\$1.6 billion has been committed across our transport network, with \$1 billion of that on roads, footpaths and road infrastructure renewals and replacements, \$199 million on major cycling projects and

programmes, and \$101 million on bus infrastructure improvements. We'll do more work on our transport programme when the Government releases its National Land Transport Plan (NLTP) in September.

Looking forward, we're gearing up for wet weather challenges, exploring innovative resurfacing technologies, and planning our approach for safety improvements at several intersections across the city.

We hope this new look report makes it easier to see how we're making our transport network better and safer to use.

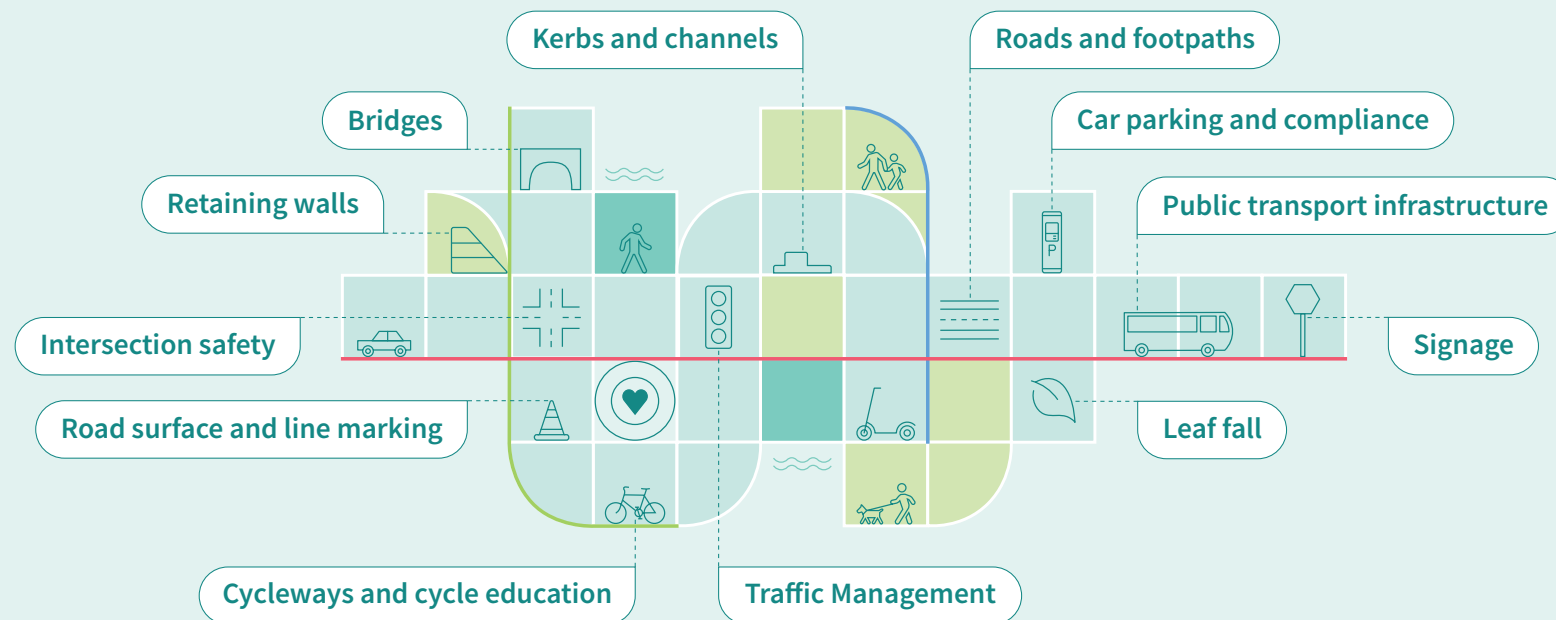


A bird's eye view of a recent safety improvement project at the Clyde Road/Ilam Road roundabout.

Our network

Christchurch City Council owns and maintains 3,938 roads that stretch for more than 2,000 kilometres – that's longer than the distance from Cape Reinga to Bluff.

We're responsible for more than you might think across that network:



Maintaining our network

Our maintenance achievements, in numbers – July 2023 to May 2024

Resurfacing



We have
584kms of asphalted roads and
1,550kms of chipsealed roads



4 contractors with **9** resurfacing crews
working across Christchurch and Banks Peninsula



Our resurfacing target is
104.3km (5%) of our road network

We resurfaced **118.6km (5.68%)** by the end of June

↑ an increase of **61km (2.5%)** on the previous year

We resurfaced **2.8%** of our road network in 2022,
3.5% in 2021 and **3.6%** in 2020



By the end of the financial year, we delivered:

18.7km of asphalt resurfacing

86.4km of chipseal resurfacing

2km of pavement rehabilitation

11.3km of rejuvenation/microsurfacing

Footpaths



22.9kms of footpaths resurfaced



14.7kms of footpaths repaired, excluding Rapid
Response Footpath Crew (RRFC) work



2,887 Customer Service Requests (CSRs) received
about footpaths

1,424 completed, **318** under investigation and

1,145 no action required

Potholes



4 trucks working full-time on potholes across the city every day



It takes us an average of:

4.43 days to repair potholes on sealed roads

0.47 days to repair potholes on unsealed roads

2.68 days to repair potholes on footpaths



6,637 potholes were reported on sealed roads

6,349 (95.66%) completed, **22** (0.33%) under investigation and **267** (4.02%) no action required

4,801 (72%) found by our contractors and

1,837 (28%) reported by the public



649 potholes were reported on footpaths

597 (92%) completed, **3** (0.5%) under investigation and **49** (7.5%) no action required

287 (44%) found by contractors and **362** (56%) reported by the public



Our Rapid Response Footpath Crews (RRFC) completed **3,424** jobs this financial year

The three most common types of repair were:

1,581 (46%) footpath repairs due to tree roots and subsidence

1,006 (29%) pothole repairs

770 (22%) signs that needed to be replaced or have graffiti removed

Leaf fall



980 streets on our high leaf fall register



8 leaf fall trucks across the city



517 Customer Service Requests (CSRs) received for leaf fall

197 CSRs cleared after meeting the intervention criteria
142 streets found and cleared by contractors inspecting the network

178 CSRs did not meet the intervention threshold

Our annual maintenance programme

We use data from previous years to plan the delivery of our seasonal work. Our regular maintenance programme ensures our roading infrastructure is safe, easy to use and reliable for everyone to travel on.

Selection criteria for resurfacing

We follow a maintenance cycle for road resurfacing. What's not well understood is how we select sites for resurfacing and cross check these with the National Forward Works Viewer (FWV). This is to ensure there are no clashes with work other Council units and external agencies have planned. This also means we can spot any opportunities to coordinate and collaborate.

We aim to:

- Use a dig-once approach to mitigate any programme risk and community disruption.
- Improve sustainable outcomes through collaboration with other organisations and agencies.
- Plan our programme with confidence.

This is when we tend to deliver our work:

1 October to 31 March Road resurfacing

This work requires warmer ground temperatures and surface temperatures, as well as stable weather conditions. We're able to do some work in September and April using new resurfacing technologies – more on page 10.

1 May to 30 September Footpath and drainage renewals

This work is more affected by weather conditions than ground temperature.

1 April to 31 May Leaf fall season

This is one of our busiest times of year as much of Christchurch is blanketed in autumn leaves.

May to August Emergency weather response

We prepare for and respond to issues caused by high rainfall.



The quarter ahead (July to September 2024)

Preparing for wet weather

In the coming months, we'll renew footpaths and respond to weather conditions. This is historically the wettest time of year, which often causes slips and surface flooding. This year, we're introducing a new GIS Enterprise Portal app. This allows operators to report weather events by creating a GPS-based location on a map, add comments and photos, and uploading the information automatically to the Council's GIS Enterprise Portal. Locations are logged on a scale from 1 (insignificant) to 5 (significant, life risk).



Upcoming resurfacing projects

Our resurfacing programme is part of our regular maintenance cycle to restore worn out roadways, making them safer and smoother to travel on. Regular resurfacing extends the road's life span, which reduces expensive repairs in future.

We're carrying over 42 streets that weren't resurfaced last season. Each financial year, we allocate a budget for necessary pre-resurfacing repairs and the following season's resurfacing. Sometimes, additional post-winter repairs are needed, impacting the budget capacity and causing some projects to be postponed to the next season.

Upcoming rehabilitation projects

We have four major rehabilitation works planned, which require building more strength into the road: Pound Road, Greers Road, Athelstan Terrace, and Amyes Road/ Springs Road. This additional strength will ensure that these roads can handle the current and expected traffic load. These are heavily used roads, so keeping traffic moving while we complete these projects will be our main challenge.

More information about our resurfacing and rehabilitation projects can be found on the 'Road and footpath resurfacing map' available at ccc.govt.nz/resurfacing



Spotlight: Prioritisation criteria for new footpaths

We've designed a programme to manage footpath requests. We analyse gaps in the existing network to identify areas of need and collaborate with community boards, stakeholders, and community groups to ensure the proposed footpaths meet community needs and integrate seamlessly with existing infrastructure.

We prioritise projects based on:

Population density

High-density areas get priority, promoting active travel and reducing car dependency.

Proximity to key destinations

Areas near schools, parks, shopping centres, healthcare, aged-care facilities and public transport hubs to encourage walking.

Potential for mode shift

Targeting areas where walking can replace car travel to help reduce congestion and emissions.

Underserved communities

Focusing on areas lacking safe pedestrian infrastructure to promote social equity.

ONF classification

Ensuring footpaths align with the **One Network Framework (ONF)**.

The programme also aims to connect new subdivisions to existing footpaths, enhance the pedestrian network, improve accessibility, promote active travel, and reduce environmental impact.

Success looks like

User satisfaction, increased pedestrian traffic, reduced car dependency, enhanced social equity, and alignment with ONF standards.



When thinking about the condition of footpaths in Christchurch, residents have an overall service satisfaction of 36%

↑4% on the previous year

Source: General Service Satisfaction Survey

What we're doing differently

We're using innovative technologies to save money, boost resident satisfaction, cut emissions, and improve efficiency.

Maintenance of separated cycleways

We've looked at how we do maintenance work on separated cycleways following the introduction of kerb and channel designs that separate cyclists from vehicle lanes.

Historically, standard large road sweepers managed on-road cycleways but the new layouts have increased costs. Contractors previously only needed to work around two kerbs but now handle six, due to cycleways on both sides of the road.

Some streets are now inaccessible to standard sweepers, prompting us to find new innovative methods. We've chosen to go with a quiet and small-scale electric sweeper, that will mean we can sweep at night, minimising disruption and keeping cyclists safer.

We'll soon roll out these purpose-built electric sweepers to clean all separated cycleways.



Exploring local solutions for microsurfacing

In most cases, chipseal is considered the most 'fit for purpose' and 'cost-effective' surfacing option. This is because the materials are affordable, the process can be done quickly and it's durable. However, it's not always what residents want.

We're always looking for ways to increase residents' satisfaction with our resurfacing programme as we acknowledge residents are often dissatisfied with chipseal. We've had a look overseas at alternatives and have encouraged our contractors to make alternative sealing options available.

Last year, we introduced rejuvenation sealing, which is a process that livens up old binders (collagen for roads) and extends the service life of road and footpath surfaces. We're currently investigating a promising Christchurch-manufactured rejuvenation sealing product that, if it meets quality standards, we'd like to introduce next season.



This year, we've also introduced 'microsurfacing' to our programme. Microsurfacing is a sustainable alternative to traditional hot-mix asphalt. It involves blending emulsified asphalt and mineral filler, with water and aggregate (finely crushed rocks). This provides a hard-wearing, skid-resistant waterproof layer over existing surfaces. Microsurfacing can be applied at lower temperatures (a cold-mix), which creates a more even and durable surface. This means it's smoother to travel on, compared to traditional seals.

This year we introduced a new American microsurfacing product that removed the need to mill out the existing surface and lay a new one, or to use a chipseal surface.

These new approaches help us meet emissions reduction targets while also minimising disruption for residents. They have also meant we've been able to resurface more roads within existing budgets.



Northwood Boulevard where we recently used microsurfacing to seal over the existing pavement (images taken before and after microsurfacing).

Resurfacing innovations

Best practice seal design

With increased bitumen costs following the Marsden Point refinery closure, we collaborated with our contractors to create a more efficient way of planning our programme. This avoids the contractors passing on the additional material costs to the Council. We now group more streets geographically to reduce costs and increase both productivity and resident satisfaction. This approach also reduces material wastage.

Single coat chipseal resurfacing

We're using a single coat mixed-grade chipseal approach – using grades 4/5/6 in a single pass. This extends the lifecycle of roads, reduces resurfacing costs, and allows us to allocate resources more efficiently.

Lean mix concrete pavements

To address damage from heavy electric buses, we've introduced a lean mix concrete pavement approach. This future-proofs the network against increased stresses from acceleration and braking.

Cold applied plastic (CAP) road markings

These hard-wearing road markings reduce long-term maintenance costs by eliminating the need for frequent repainting, leading to savings.

Stamped concrete

We've been replacing brick pavers with stamped concrete in heavy load areas, which retains the aesthetic appeal while significantly increasing strength and reducing maintenance.

Sustainability efforts and new technology

Contractor waste reduction

HEB and WasteCo have achieved a 33% recycling diversion rate by implementing waste sorting practices, reducing landfill waste and engaging in community upcycling projects.

Multi Seed Deflectometer (MSD)

Christchurch has pioneered the use of the MSD in New Zealand, swiftly gathering pavement deflection data to inform proactive road maintenance and renewal approaches. This technology, integrated with artificial intelligence (AI) and onboard cameras, enhances our infrastructure planning and makes our budget go further.

AI for asset condition rating

We've advanced our footpath and road condition assessments using AI, providing accurate data to inform maintenance budgets and renewal approaches. This ensures roads and footpaths are maintained to acceptable standards and also supports our financial planning.



Spotlight: Taking our teamwork to the next level

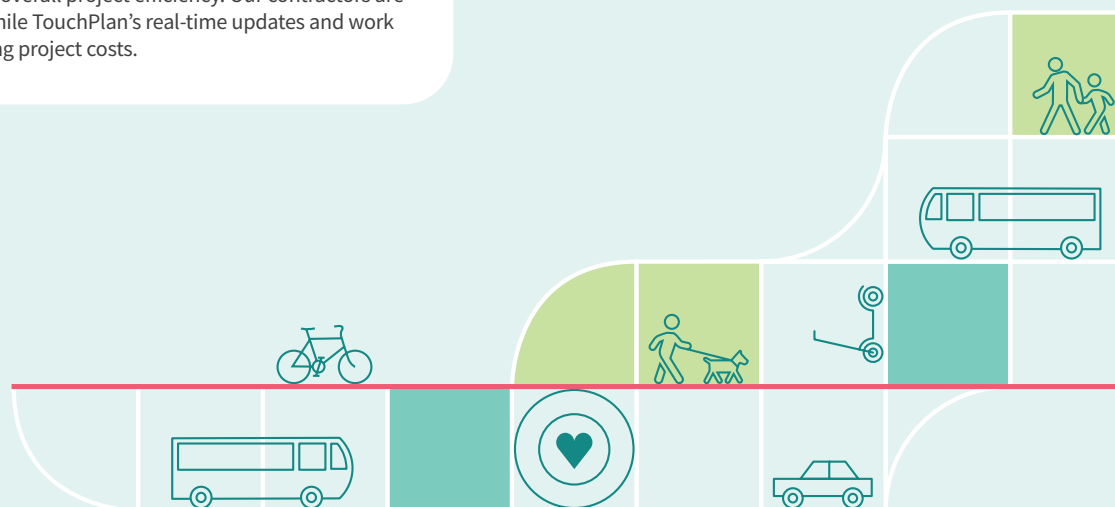
Team Management Profile (TMP)

Completing a transport project on time and to budget requires effective teamwork, with each member understanding their role and how to collaborate. To help our teams and contractors to work even better together we're using the Team Management Profile (TMP) tool. This helps us to understand:

- How individuals relate to others
- How we gather and use information
- How we make decisions
- How we organise ourselves and others

Last Planner and TouchPlan

To build on this work, we've integrated Last Planner and TouchPlan software into our project management. These tools are designed to improve our workflow and enhance overall project efficiency. Our contractors are receiving training in Last Planner to strengthen collaboration, while TouchPlan's real-time updates and work site analytics are instrumental in boosting efficiency and lowering project costs.



A way safer network

Quarterly operations update | April – June (Q2) 2024 2024




10,968 service requests for transport-related incidents
77.46% of these were resolved within our targets
More than half (52%) of these requests came via Snap Send Solve



92% of respondents in a point of contact survey said it was easy to travel in Christchurch by their main mode of travel
49% agreed that the road network is safe for all users



 **77%** of residents* find travel on foot easy or very easy 😊

 **69%** of residents* find travel by bike easy or very easy 😊

 **67%** of residents* find travel by bus easy or very easy 😊



1/3 of respondents* who use public transport have increased their frequency of use since last year. Here's what they're telling us:

\$2 bus fares make a difference

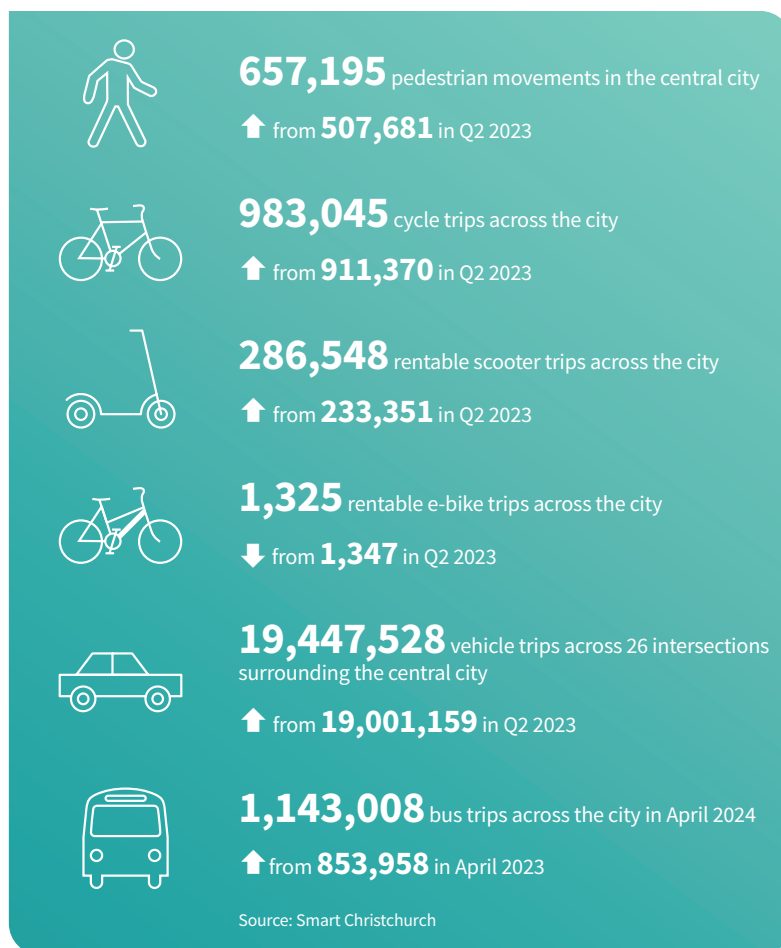
We need more frequent services on some routes

It would be great to have more bus priority

It would be nicer to have more bus lanes for skipping traffic, especially in Riccarton

*Source: Life in Christchurch – Transport Survey 2023–2024

How we're getting around



What people are telling us

Transport was, once again, a key theme people submitted on during the Long Term Plan consultation earlier in 2024.

This year the focus was on transport operations spending, with a lot of feedback on our safe streets and neighbourhoods work programme and public transport. Submitters were divided on our safe streets and neighbourhoods programmes. We saw the following themes come through in submissions:



It's making our streets safer for all users, continue to invest in this work or invest even more in projects that support this.

Accelerate or expand the programme.

It's made a difference to communities where speed lowering measures have already been implemented.

Making our streets safer is an important step in enabling more travel choice.

Focus on areas of the city where there is poor access (areas in the Southwest of the city were raised most often).



It's wasteful spending – this is an area where spending could be reduced.

It's unnecessary and is making it harder for vehicle users to travel.

Save money by cutting the programme while making travel in the city easier.

Changes have already been made to some streets – we don't want to see any more of these changes in other areas of the city.

Slowing vehicles would equate to more transport emissions, which is the opposite of what the Council is trying to achieve by providing transport choice.

Operational planning

Our programmes for safer roads, school safety and travel choice.

Minor Road Safety Programme Development

The projects in this programme have been identified through a co-design process with NZ Transport Agency Waka Kotahi (NZTA) for the 2024-2027 National Land Transport Programme Funding Cycle.

The **Pipeline Development Tool** used in this co-design process helps road controlling authorities and their funding partners plan road safety interventions. This enables better understanding of their benefits, including the expected reduction in death and serious injury (DSI). It also identifies the most effective interventions at a local, regional, and national level. Addressing the highest risk locations on the network will improve safety for all road users.

Success will look like:

A reduction in the number of death and serious injuries.

School Safety Programme Development

The Traffic Operations Team and Travel Demand Management Team have been working together to understand requirements for schools across Christchurch. The school safety programme is compiled from various sources of information including customer service requests (CSRs), community board requests and actions, and feedback from schools. Projects are prioritised based on risk to road users, land-use, and community feedback.

Success will look like:

Delivering improvements that make it safer for tamariki (children), rangatahi (young people) and whānau (families) travelling to and from school on foot, by bicycle and on scooters.

Minor Safety Interventions Programme Development

This programme is compiled from various sources of information including customer service requests (CSRs), feedback from the community and community board requests and actions.

The Minor Safety Improvements Programme is the most varied of the Traffic Operations programmes, covering traffic calming, crossing points, footpaths, and cycle improvements. These generally deliver low-cost, meaningful improvements for our residents, regardless of how they travel.

Success will look like:

Supporting transport choice and providing a safer, healthier environment for all.

Safe streets and neighbourhoods

Key road safety projects in Q2

Whether you're driving to and from home or work, visiting whānau (family) and friends, or letting tamariki (children) walk, scoot or bike to school, you should be able to do it safely. We worked on the following road safety projects between April–June 2024.

Shirley Road / Marshland Road / New Brighton Road / North Parade intersection

This intersection was a priority for safety upgrades due to heavy use by buses, cyclists, drivers, and pedestrians, including children and youth heading to and from schools and early childhood centres.

It was identified for safety upgrades through the Pipeline Development Tool with NZTA.

We received submissions from five recognised organisations, one local business, and 173 individuals during our consultation in late 2023. We made changes to the design based on feedback. These included providing a left turn lane on New Brighton Road that will be shared by people driving and biking.

To encourage safer speeds through the intersections, we installed safe-speed platforms on all approaches. The project is due to finish at the end of July, subject to weather conditions.

We recently completed a safety improvement project at the nearby Shirley Road / Hills Road / Warrington Street intersection, which is showcased on pages 26–27.

Dyers Pass Road / Cashmere Road / Centaurus Road / Colombo Street roundabout safety improvements

This roundabout is heavily used by buses, cyclists, drivers, and pedestrians – including tamariki (children) and rangatahi (young people) travelling to and from nearby schools.

There were 27 crashes at this roundabout in the last ten years, including 10 serious injuries involving motorcycles and bicycles. This project was identified through the Christchurch Regeneration Acceleration Facility (CRAF) Road Safety Priorities budget and is the final project in the programme.

We're improving safety with low-cost treatments including safe speed platforms and humps. During consultation in late 2022, we heard from 426 individuals, businesses, schools and organisations. We made changes to the design based on feedback. These changes included installing hold rails and developing a campaign to educate people on how to use the sharrow lane (where bikes and vehicles share the lane).

Construction was briefly delayed by urgent wastewater repairs in June. The contractor also had to accommodate another planned Three Waters project at the start of construction, to reduce disruption to the local community.



Travis Road / Bower Avenue / Rookwood Avenue roundabout safety improvements

This roundabout is well used by drivers, cyclists, and pedestrians, particularly those accessing Shirley Boys' High School and Avonside Girls' High School, Taiora QEII, and New Brighton township.

Feedback from our Safe Speed Neighbourhoods Programme consultation highlighted community concerns, especially during school hours.

We consulted on this work in late 2023. We heard from six organisations, a local business, Avonside Girls', Shirley Boys', and 156 individuals with 44% support for proposed safety improvements.

We recently received anecdotal feedback from a business-owner at the roundabout that, while they were initially sceptical about the work, they had noticed fewer incidents and less noise (honking, crashes and squealing brakes) after the safety improvements.

This work was completed in June.



Bridge Street / Estuary Road roundabout safety improvements

This roundabout is heavily used by drivers, cyclists, and pedestrians as it's the key route in and out of South Brighton. It's also located near several businesses, a school, early childhood centres, and Common Ground (a community greenspace).

It's frequently used by vulnerable road users, including children, the elderly and those with visual or mobility challenges, making safety a high priority.

We heard from the community that people felt unsafe at the Bridge Street / Estuary Road roundabout, due to high vehicle speeds and poor visibility.

We consulted on this work in late 2023. We heard from eight recognised organisations, four businesses and 59 individuals. We made changes to parking restrictions based on feedback.

This work has been completed.

Hoon Hay Road / Rose Street intersection safety improvements

This intersection is well-used by people who walk, cycle, scoot and drive to and from local schools and Council facilities, including Pioneer Recreation and Sport Centre.

The local community raised concerns about the safety of pedestrians crossing Hoon Hay Road near the Rose Street intersection.

Between 2018 and 2022, there were four crashes at this intersection, including one incident in 2020 that resulted in the death of a person biking while turning into Rose Street.

We made this intersection safer by installing a pedestrian refuge island, painting a flush median strip, renewing an existing refuge island and extending the kerb.

This work has been completed.



Shands Road cycle lanes

We had an opportunity to mark on-road cycle lanes on Shands Road during planned road maintenance work. This now provides a continuous on-road facility for people riding bicycles.

Due to tight timeframes, it was not possible to undertake engagement for this work. There were no changes to parking or the level of service to road users because of the re-marking. A report is due to go to the Waipuna Halswell-Hornby-Riccarton Community Board for retrospective approval.

Park Terrace / Salisbury Street intersection safety improvements and bus stop update

This intersection is well used by people accessing Hagley Park and the Victoria Street precinct.

When we were implementing our Park Terrace / Rolleston Avenue safety improvement project, people told us they found it hard to cross the slip lane from Park Terrace into Salisbury Street. This was due to the restricted visibility and speed of vehicles turning.

We made this crossing point safer by installing a speed hump and improving the pedestrian crossing.

This work has been completed and is currently going through a post-construction safety audit.

Upcoming and proposed work

Improving intersections and crossing points in Upper Riccarton

This is a very busy area for people travelling to and from the local shops and businesses around Upper Riccarton. We are due to make safety improvements at intersections and crossing points in the area.

To encourage safer speeds through the intersections, we will be installing a safe speed platforms on all approaches at the Riccarton/Hansons/Waimairi intersection. We're also removing a slip lane at the Main South Road / Curletts Road intersection to make it safer to turn left towards Yaldhurst Road.

Additional construction-related engagement is being undertaken by our contractors. This is to better understand how local businesses operate so disruption is minimised. Engagement material have been made available in English and Simplified Chinese.



Main South Road / Yaldhurst Road / Riccarton Road intersection safety improvements

There is a safety issue at this intersection, which involves right turning drivers exiting Main South Road and crashing with westbound vehicles.

It's particularly difficult for people walking and cycling in the area to cross the road from the south side of Main South Road.

It's a priority for us to eliminate or reduce the risks for drivers at this intersection and improve the crossing facilities for people walking and cycling.

Safety-related changes at this intersection were identified through the Pipeline Development Tool with NZTA.

Public consultation has been completed. The elected Council is due to decide on the approach for this intersection.

Sumnervale Drive / Wakefield Avenue pedestrian and bus layover improvements

Pedestrians currently lack formal crossing facilities on Wakefield Avenue, near the intersection with Sumnervale Drive intersection. The local community has asked for better crossing facilities here for several years.

A proposal has been developed to provide a pedestrian refuge island, pedestrian cutdowns, and a new footpath section north of Sumnervale Drive.

A report will soon be presented to the Waihoru Spreydon-Cashmere-Heathcote Community Board for its consideration.

Grahams Road / Wairakei Road safety improvements

We're investigating improvements at this intersection following a Waimāero Fendalton-Waimairi-Harewood Community Board action in late 2022.

We're reviewing the layout, especially the combined straight/right turn lanes. Our goal is to create a safer intersection for all users, including those traveling to and from school in this busy neighborhood.

The intersection spans two community board boundaries, and both boards have been briefed. A memo is being prepared to update the boards on the additional investigations that have been completed.

Grahams Road / Waimairi Road safety improvements

We've been trialling speed cushions, median handrails, and sharrow markings at the busy Grahams/Waimairi roundabout since July 2023.

We recently conducted a survey to see if the changes were effective and received positive feedback from the community, especially from local schools who said their school communities now feel safer using the roundabout. Westburn School has ongoing safety concerns for ākonga (students) walking, scooting and biking to and from school.

The Waimāero Fendalton-Waimairi-Harewood Community Board has approved permanent safety improvements for this roundabout. Permanent speed humps will be installed on all approaches of the roundabout.

Cypress Street safety improvements

For several years, local residents have expressed concerns about a pattern of speeding and anti-social road user behaviour on Cypress Street. A community-led presentation was shared with the elected Council as part of Safe Speed Neighbourhoods Hearings in mid-2023.

We propose to install four speed humps to reduce speed and anti-social road user behaviour.

We've requested pricing from the contractor for this work.



Community-focused safety programmes and initiatives

Good to Go Schools programme

- **53 schools** onboarded
- **105 schools** participated in Walk or Wheel
- **2,811 students** have participated in travel workshops
- **750 students** received scooter skills training



Good to Go Travel programme

- **3,697 people** across **49 workplaces** received travel planning advice and support
- We distributed **946** Metro cards through the programme



Good to Go Cycle Safe programme

- **3,242 students** participated across **77 schools**
- **100% satisfaction** reported



Cycle safety

- We're currently developing an educational roundabout video on how to use **sharrows**
- We'll be installing **Slow Zone decals** at Antigua and Armagh bridge and will put a Newsline story out at the time
- We've had **400 participants** on Adult Bike Skills courses



Road safety programme

- **4 videos** developed and delivered on TVNZ+
- Social media and YouTube to educate and inform on the issues of:
 - restraints
 - intersections
 - distraction
 - speed



Crash Bash / Crash, Bash & Beyond

- **27 schools** participated
- We believe the presence of NZ Police in the show and video content are the most effective parts of the programme



What's on our radar?

The release of the Government Policy Statement (GPS) on Land Transport

The GPS outlines the Government’s land transport strategy, including goals for investment through the National Land Transport Fund (NLTF), as well as available funding, and funding sources.

The GPS 2024 shifts focus from the previous GPS, constraining funding for projects funded by the walking and cycling activity class. More funding is allocated to carriageway renewals and maintenance, with a new Pothole Prevention activity class.

Now that the final GPS 2024 has been released, we expect NZ Transport Agency Waka Kotahi (NZTA) to release the final Investment Prioritisation Methodology (IPM), which will outline how projects will be prioritised for NLTF investment. We also await the National Land Transport Plan (NLTP) as this will confirm which projects are likely to receive funding assistance, as well as funding for our continuous maintenance and renewals programmes.

We’re taking a cautious, risk-based approach to progressing some of our capital improvement projects until the IPM and NLTP are confirmed.

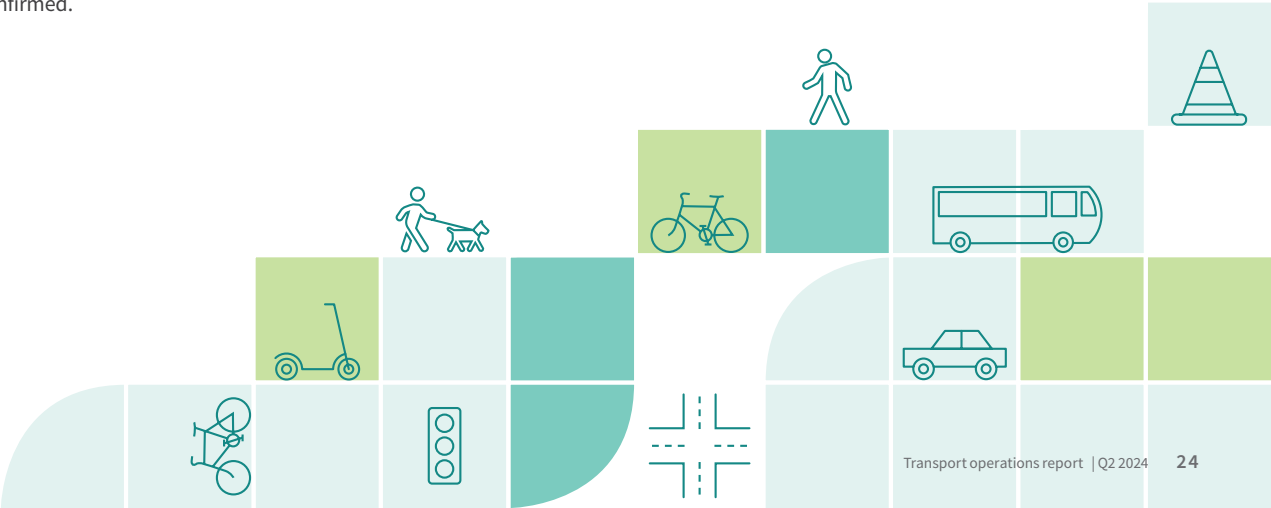
Changes at NZ Transport Agency Waka Kotahi (NZTA)

NZTA is a Crown entity that works with road controlling authorities (RCAs) to provide funding and regulation for land transport. We work with NZTA to get the best outcome for our network.

NZTA is currently undergoing an organisational restructure, which means several programmes – including the Speed and Infrastructure Program (SIP) – have been discontinued. Funding has been reduced or ceased for projects that do not give effect to the new Government Policy Statement (GPS).

The government has reinstated Roads of National Significance (RoNS) and introduced Roads of Regional Significance (RoRS) to support economic growth, reduce congestion, improve safety, support housing development, and enhance network resilience.

We’ll review our programme and projects to assess how they align with the GPS and will continue to work alongside NZTA staff to find a solution that works for everyone. We’ll report back to the elected Council on implications.



Reaching our communities

We take pride in keeping residents and businesses up to date about our transport services and projects. We aim to build understanding about what's planned, why we're making changes, what this means for people and how they can have their say.

During the last quarter we:



Published **13** Newsline stories about transport

This represented **12%** of all Newsline stories

The top stories covered:

1. How people can use their berm (this was popular!)
2. The Hearings Panel decision on New Brighton bridge
3. Consultation opening on the Marine Parade upgrade



Received **660** submissions across our **4** transport consultations

We consulted on:

1. Aranui Streets for People project
2. Improvements on Marine Parade
3. Arthur Street parking improvements
4. Improvements to the Colombo, Strickland and Somerfield area



Had **221,958** views across our Transport (**212,829 views**) and Kōrero mai | Let's talk (**9,129**) webpages

This represented **10%** of total views across both platforms

The top **5** pages were:

1. Our car and motorcycle parking map
2. Cashmere roundabout safety upgrades (construction)
3. Way safer intersections on Shirley Road (construction)
4. Work in your area (start works notices)
5. Way safer intersections in Linwood (construction)

One of our most popular Newsline stories was a berm-nanza!



Spotlight project: Way safer intersections in Shirley

You're more likely to have a crash at an intersection than any other part of the road, whether you're driving, walking, or cycling. The Shirley Road / Hills Road / Warrington Street intersection was a priority for us, as it's a busy spot for vulnerable road users, including children, older people, and people with visual or mobility challenges.

There have been 21 crashes at this intersection in the last five years, with seven resulting in injuries. We **consulted** on this project (and the nearby safety improvement at the intersection of Shirley Road / Marshland Road) in late 2023 and we received submissions from five recognised organisations, one local business, and 173 individuals.

We worked between May and June this year to make this intersection way safer. We installed a safe speed platform across the intersection, a raised pedestrian crossing, and added a new green turning arrow.

We planned a coordinated marketing and communications campaign to let people know about the safety improvements and construction impacts. This involved a combination of free, paid, online and offline channels. We published a Newsline story and project webpage, distributed start works notices (SWNs) to residents and businesses and posted in six local Facebook community groups.

The project (particularly the weekend closure needed to install the safe speed platform) was advertised online, in local newspapers, on drive-time radio and in Shirley Library and Customer Service Hub.

Open for business

This well-used intersection is surrounded by a number of local businesses. To minimise disruption, we worked with the businesses to understand their trading hours and access needs.

We offered the businesses a choice between an intensive four-week construction period and a less intensive 10-week programme. Feedback from businesses and members of the Waipapa Papanui-Innes-Central Community Board overwhelmingly supported the four-week option, which is the approach we took.

Several businesses requested information posters for their customers, and we were happy to provide them (more on page 27).



Image credit: Isaac Construction Ltd.

A bird's eye view of the Shirley Road / Hills Road intersection during safety improvements in June 2024.

Keeping the community informed

We create communications and marketing materials in-house, using our consistent visual style:



Posters provided for local businesses around the Shirley Rd / Hills Rd intersection to display for their customers



Facebook story



Transport operations report

Annual maintenance review (July 2023–May 2024)

Quarterly operations review (April–June 2024)

ccc.govt.nz/transport

INF1716 August 2024



14. Te Kaha Surrounding Streets - Construction Sequencing

Reference Te Tohutoro: 24/1253743

Responsible Officer(s) Te Pou Matua: Jenny Rankin, Senior Project Manager Transport

Accountable ELT Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to update the Council on the construction award for the Te Kaha Surrounding Streets Package of Works. It also requests a decision on critical Transport works sequencing to ensure the completion of works prior to the opening of Te Kaha stadium.
- 1.2 The report is staff generated following the contract award to enable next steps for construction.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Te Kaha Surrounding Streets - Construction Sequencing Report.
2. Notes that the decision in this report is assessed as high significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Notes that Attachment A Financial Implications attached to the report can be made public once the funding decision by NZTA has been finalised and contractual negotiations have ceased following the award of the contract.
4. Instructs staff to proceed with the critical Transport work around stadium and on Lichfield Street (west), identified as Separable Portion 2 for the Te Kaha Surrounding Streets project.
5. Notes that staff will report back with options for Separable Portion 3 - Outlying/non-critical Transport works for the Te Kaha Surrounding Streets project, following an investment decision by New Zealand Transport Agency (NZTA).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Te Kaha Stadium is due to be completed soon and there is a need to upgrade the surrounding streets to ensure alignment with the stadium and facilitate pedestrian movements during events.
- 3.2 Staff have submitted an application for New Zealand Transport Agency (NZTA) subsidy. NZTA have deferred any investment decision until the publication of the National Land Transport Programme (NLTP). Their decision is expected in October 2024.
- 3.3 This report provides options for the potential construction sequencing for the Transport works and the associated implications.
- 3.4 The Isaac Construction Company has been awarded the contract to construct the Te Kaha surrounding streets project. Their planned methodology aims to achieve the tight timeframes

for delivery, maintain flexibility to work with the Te Kaha stadium contractor and provide value for money.

- 3.5 The construction contract has been let with three separable portions (SP):

3.5.1 SP1 – Three Waters work

3.5.2 SP2 – Critical Transport works

3.5.3 SP3 – Outlying/non-critical Transport works.

At this stage only SP1 has been instructed. SP2 and SP3 have been awarded as provisional items.

- 3.6 Key risks for construction include:

3.6.1 Interface with the Te Kaha stadium works.

3.6.2 Stakeholder impacts working in the central city.

3.6.3 Timeline for completion.

3.6.4 Traffic impacts with Madras Street and Barbadoes Street being key north south traffic routes.

3.6.5 Risk of unknowns – e.g. unsuitable ground conditions, new to old connections, etc.

- 3.7 The following options were considered:

3.7.1 Preferred option: Proceed with Three Waters work (SP1) and critical Transport work around stadium and essential transport works on Lichfield Street (west) (SP2) (further described in Section 4 below).

3.7.2 Option 2: Proceed with Three Waters work (SP1) and critical Transport work (SP2) around stadium and **all** works on Lichfield Street (west) (further described in Section 4 below).

3.7.3 Option 3: Proceed with Three Waters work (SP1) only.

- 3.8 The preferred option will maximise the potential for construction efficiency following the Three Waters works and ensures the street levels are tied in with the new stadium.

4. Background/Context Te Horopaki

Te Kaha Surrounding Streets Project

- 4.1 Christchurch will soon have the most modern, state of the art, multi-use arena within the southern hemisphere (Te Kaha Stadium). There is a need to upgrade the surrounding streets to make them safer and more pedestrian friendly, so that they are ready for the increased activity that this area is going to experience.
- 4.2 After it opens, Te Kaha Stadium and its surrounding precinct (Te Kaharoa) will frequently host events that will attract an estimated 15,000-20,000 people. It will also host larger, events less frequently.
- 4.3 In working with the BESIX Watpac team through the design of the stadium it was identified that there are several issues in the surrounding streets that need addressing to facilitate the smooth running of the stadium. These include:
- 4.3.1 Ground level differences between the finished floor levels of the stadium and the street.

- 4.3.2 Facilitation of a smooth transition from the stadium to the streets without the potential for trip hazards or other accessibility concerns.
- 4.3.3 Roading-related stormwater and the potential for flooding of neighbouring properties in large rain events.
- 4.3.4 End of asset life sewer and water supply upgrades, including upgraded connections to the stadium.
- 4.3.5 Evacuation egress from the stadium during an emergency. Wider footpaths immediately surrounding the stadium will facilitate safe and more efficient evacuation.
- 4.3.6 The existing footpaths immediately surrounding the stadium are in a poor condition (particularly Madras Street – main access). Maintenance is required to improve the condition of the footpath surface in these areas
- 4.4 Experience with Orangetheory Stadium and Lancaster Park, and shared knowledge collected from other New Zealand stadiums, has shown that the surrounding streets need to be designed to accommodate large influxes of traffic and pedestrians. The proposed upgrades look to reduce the need for expensive area-wide event traffic management plans (ETMPs) at each event as well as enhancements to pedestrian safety and identified security risks. The designs also ensure the existing street levels are tied-in to match with the constructed height of the new arena.
- 4.5 The above issues were all addressed as part of the Hearings Report that was approved by Council on 28 June 2023.

Funding

- 4.6 The following budgets are identified in the 2024/34 Long Term Plan:
 - 4.6.1 Street upgrade works (including roading-related stormwater) - \$23,000,000
 - 4.6.2 Sewer and water supply upgrade - \$11,000,000
 - 4.6.3 The project costs to date are \$1,500,000.
- 4.7 The combined construction of Transport and Three Waters works in this area provide an opportunity to upgrade the streets efficiently, with as little additional disruption to the local community as possible.
- 4.8 The transport components of the project are potentially eligible for NZTA subsidy from the National Land Transport Fund (NLTF).
 - 4.8.1 Not all elements of Transport projects are eligible for NLTF subsidy, this is determined by the NZTA eligibility criteria.
 - 4.8.2 Staff have submitted a business case application for NLTF subsidy. This is in the order of \$11 million.
- 4.9 In parallel, finance staff have undertaken the revenue assumptions for the financial model to inform the 2024/34 Long Term Plan (LTP). This is what has been used in Council's financial borrowing forecasts and current LTP discussions, and is therefore the impact across the Council's total transport capital programme.
- 4.10 On 5 April 2024 NZTA met to formally review the application for funding, and subsequently advised that a decision on funding will be made in or after October 2024. This is due to the uncertainty relating to the changes proposed in the draft Government Policy Statement (GPS) as identified at the time.
- 4.11 NZTA has not refused to make funding available, they have deferred their investment decision.

- 4.12 The final GPS has been amended to not just require an existing demand for the walking and cycling activity class, but to have a reliably forecast demand. The potential pedestrian demand generated from the new stadium has been forecast and modelled through the project development process and has been provided to NZTA.
- 4.13 Staff will provide an options report back to the Council following the advisement of any investment decision from NZTA.

Construction contract

- 4.14 An open market request for tenders (RFT) was undertaken, the scope of which was based on the agreed works from the 28 June 2023 decision meeting.
- 4.15 The construction contract has been awarded to The Isaac Construction Company.
- 4.16 The final construction contract value is \$16,500,000. Other anticipated costs for the project are estimated at \$4,000,000. These include street lighting, professional fees and ancillary works.
- 4.17 The three waters component of the contract has been awarded for construction. The Transport component of the contract has been awarded as a provisional item and has been broken into separable portions (as detailed below). This means that the transport work cannot commence without specific approval from the Engineer to Contract and the contractor has not specific expectations of receiving the work.
- 4.18 The contract has been split into the following separable portions (SP) and estimated values:
- 4.18.1 **SP1** – Three Waters work – sewer and water supply (\$6.5m to \$7.5m).
- 4.18.2 **SP2** – Critical Transport works – surrounding stadium and essential Transport works on Lichfield Street (west) (\$10m to \$12m).
- 4.18.3 **SP3** – Outlying/non-critical Transport works – Madras St, Tum Street and Lichfield Street (east) and remainder of Lichfield Street (west) (\$4m to \$6m).
- 4.19 Figure 1 and Figure 2 indicate the extent of the different separable portions of the contract.

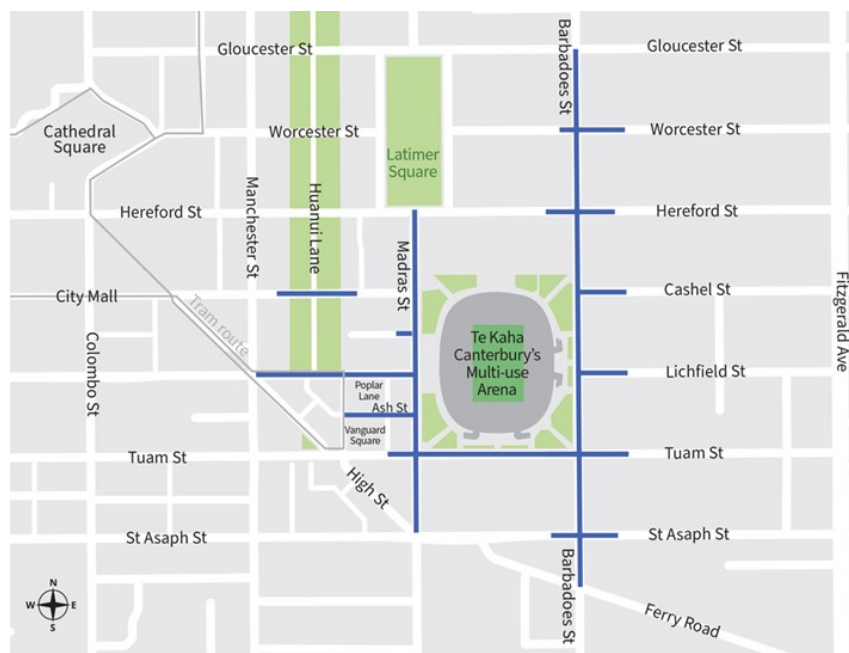


Figure 1: SP1 Three Waters works



Figure 2: SP2 & SP3 Transport works

Planned Construction Methodology

- 4.20 The planned construction methodology is designed so that the selected contractor Isaac Construction can efficiently progress through tasks to achieve the delivery ahead of the stadium completion.
- 4.21 Our procurement method allowed our teams to select a contractor who demonstrated they could achieve the particularly tight programme, remain flexible to cater for the stadium build, provide value for money and above all else minimise the impact on the surrounding community. Isaac Construction demonstrated an experienced team, efficient programme, well thought out methods.
- 4.22 The proposal consisted of multiple project teams across the site working simultaneously to complete the work systematically and efficiently.
- 4.23 Starting with underground infrastructure the construction teams have equated efficient sequencing that sees one task transition to the next. Primarily focussing on those streets immediately surrounding the stadium they then plan to move to the further extents (consistent with SP2 & SP3 above). This would essentially see works on Madras St, Barbadoes St, Lichfield and Tuam St all commence simultaneously with multiple crews.
- 4.24 As these areas near completion works would then progress to those identified as SP3 above being Madras (Moorehouse to St Asaph), Tuam and Lichfield East of Barbados St. This offers staff confidence that the maximum time is available within the programme to coordinate and work with the Te Kaha project team and reduce the risk of either project having an impact on the other.
- 4.25 Although each road has differing work to complete the below image illustrates the general sequence of work.

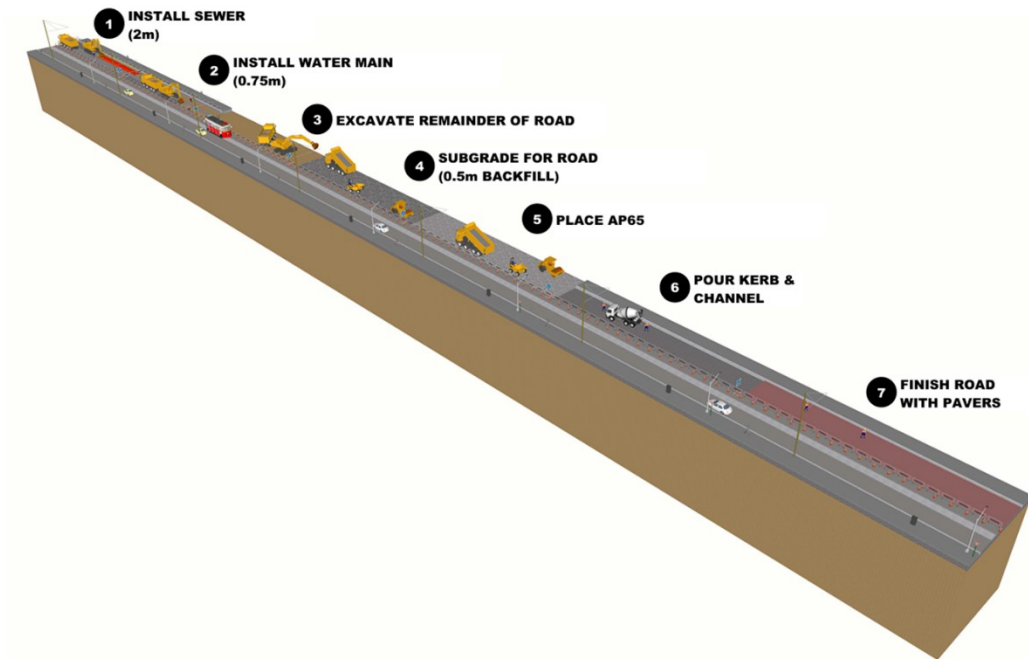


Figure 3: Construction sequencing

- 4.26 By transitioning from one task to the next contractors can minimise costly temporary work, they gain efficiency in machinery and labour through often completing multiple tasks at once and most importantly they can reduce the overall programme.
- 4.27 Lichfield St West (Manchester to Madras) is considered the critical path for the contract, this is because:
- 4.27.1 New water, sewer and stormwater infrastructure.
 - 4.27.2 Tunnelling under the tram lines 5 times with underground services.
 - 4.27.3 Complex sewer and water connections within the Manchester/Lichfield and Madras/Lichfield intersections.
 - 4.27.4 Modification to the traffic lights at Manchester St and new lights at Madras St.
 - 4.27.5 New tram infrastructure with pole and overhead line upgrades.

Risks to Construction

- 4.28 The key unique risk on this project is the requirement to interface with the Te Kaha Stadium works and attempt to align programmes. Both teams are already working closely together to manage how they interface with each other however it is acknowledged that a delay on either project could impact the other.
- 4.29 Work within the CBD interfaces with a wide range of stakeholders including but not limited to commercial, retail and hospitality businesses, buses, trams and general public. Our contractors work hard to accommodate each and limit the disruption however often managing the competing needs of each stakeholder can cause delays.
- 4.30 Madras and Barbados Streets include critical south bound and north bound routes across the city, the construction works will remove a lane in each direction, we do expect some wider network impacts from this lane reduction and as a result the north and south bound lanes on Montreal, Durham and Fitzgerald become critical to remain at full service.
- 4.31 Much of the infrastructure we are upgrading is well over 100 years old, with this often comes surprises particularly where we tie new pipes onto old, these surprises can impact the programme.

- 4.32 According to early programmes, transport activities were planned to start at the commencement of the project where space allowed, by starting early with a ‘hard and fast approach’ we were able to create some float in the programme on many of the streets. Although the current delays being experienced while funding decisions are made can be accommodated, we are starting to remove this float. What this means is as the inevitable challenges are encountered on the project can become more costly due to the need to increase the project duration or pay the contractor to accelerate works i.e. bring in additional resource.

Supporting Information

- 4.33 The following related memos/information were circulated to the meeting members:

Date	Subject
17 April 2024	Te Kaha Surrounding Streets – NZTA Funding Council Memo April 24

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

Date	Subject
9 August 2022	Council Briefing (closed at the time) -see Attachment B for presentation
8 November 2022	Council Briefing (closed at the time) - see Attachment C for presentation
December 2022	Consultation Document https://ccc.govt.nz/assets/Documents/Consultation/2023/03-March/Getting-ready-for-Te-Kaha-consultation-document-WEB-v2.pdf
03 March 2023	Staff Report to Hearings Panel - https://christchurch.infocouncil.biz/Open/2023/03/BLHP_20230303_AGN_9397_AT.PDF
28 June 2023	Hearings Panel Report to the Council (Item 10) - https://christchurch.infocouncil.biz/Open/2023/06/FPCO_20230628_AGN_8435_AT.PDF

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.35 The following reasonably practicable options were considered and are assessed in this report:
- 4.35.1 Proceed with Three Waters work (SP1) and critical Transport work around stadium and essential transport works on Lichfield Street (west) (SP2).
 - 4.35.2 Proceed with Three Waters work (SP1) and critical Transport work (SP2) around stadium and **all** works on Lichfield Street (west).
 - 4.35.3 Proceed with Three Waters work (SP1) only.
- 4.36 The following options were considered but ruled out:
- 4.36.1 Proceed with instruction of all Transport work (SP2 and SP3) – the decision relating to NZTA subsidy has been delayed until at least October 2024, therefore the financial impact of any revenue will not be known until then.
 - 4.36.2 Cancel the project – there is a need to address the tie-in requirements and the roading-related stormwater works around the new stadium.

Options Descriptions Ngā Kōwhiringa

- 4.37 **Preferred Option:** Option 1 - Proceed with Three Waters work (SP1) and critical Transport work around stadium and essential transport works on Lichfield Street (west) (SP2).
- 4.37.1 **Option Description:** Instruct the construction of critical Transport works on the immediately surrounding streets (SP2), including:

- Madras Street – Tuam to Hereford
- Tuam Street – Madras to Barbadoes
- Barbadoes Street – Tuam to Hereford
- Lichfield Street (west) – Manchester to Madras

4.37.2 All works are in streets following Three Waters works.

4.37.3 The inclusion of Lichfield Street (west) in this option is due to the preceding sewer and water supply works. There is a requirement to ensure the street is returned to a trafficable state and ensure it ties-in with the levels at Madras Street. These levels will have changed due to the new levels at the stadium boundary.

4.37.4 The Lichfield Street changes also include the roading related stormwater changes to manage the potential impact of any unwanted surface flooding, resurfacing of the street and the installation of permanent tram pole infrastructure.

4.37.5 The final solution for Lichfield Street will be completed as part of SP3.

4.37.6 Option Advantages

- Maximises the efficiency of the street reinstatement following the Three Waters works.
- Ensures surrounding street levels are tied-in with the new stadium and addresses roading-related stormwater concerns in the area.
- Minimises construction disruption to neighbouring businesses and property owners.
- Allows for a decision on remaining works following NZTA decision on potential subsidy.

4.37.7 Option Disadvantages

- Businesses and property owners along Lichfield Street (west) will potentially have extended disruption to the street. This can be managed through good communication and clear programming of works.

4.38 Option 2 - Proceed with Three Waters work and critical Transport work (SP2) around stadium and **all** works on Lichfield Street.

4.38.1 **Option Description:** Instruct the construction works as per 4.26.1 and undertake all works on Lichfield Street (west).

4.38.2 Option Advantages

- One-pass approach applied to Lichfield Street construction minimises disruption to local businesses.

4.38.3 Option Disadvantages

- Work will proceed prior to having funding certainty.

4.39 Option 3 - Proceed with Three Waters work only.

4.39.1 **Option Description:** Proceed with Three Waters work (SP1) only and delay any decision in the Transport works until an NZTA funding decision has been made.

4.39.2 Option Advantages

- Funding certainty. This will provide complete assurance on the impact on Council revenue and the wider capital programme.

4.39.3 Option Disadvantages

- Least efficient construction methodology and will extend the impact on local residents and businesses.
- Risk that construction works will not be completed in time for the opening of Te Kaha.

Analysis Criteria Ngā Paearu Wetekina

4.40 The following considerations have been taken into account when analysing the options:

4.40.1 Construction impact – what is the impact on the construction timeline and methodology.

4.40.2 Financial impact – is there additional cost to the project or is there an impact on potential subsidy.

4.40.3 Reputational impact – what will the impact be on local stakeholders and how does the option relate to the original decision.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 5.1 Financial implications are detailed in Attachment A of this report which is public excluded as potential subsidy from NZTA has yet to be decided upon and while the contract has been awarded, negotiations with contractor are ongoing as a result of the delay in NZTA decisions.
- 5.2 NZTA have made a decision to delay its determination on funding support for this project until at the earliest October 2024.
- 5.3 The budget for this project is ringfenced within the Council's transport budget for the current LTP and is available for the total construction cost. However, should funding from the NLTP not be approved later this year, it will affect the projected subsidy Council finance staff have assumed across future capital expenditure on the wider programme of projects.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There a number of risks associated with the decision in this report. The main risks have been identified as;

6.1.1 Financial.

6.1.2 Engineering/Technical.

6.1.3 Reputational.

Financial Risks

- 6.2 The risk of costs associated with delaying or rescoping the project are likely to increase on the basis of a number of factors:

6.2.1 Re-design of Te Kaharoa landscape area.

6.2.2 Potential for re-tendering reduced construction package.

6.2.3 Loss of efficiencies.

Engineering/Technical Risks

- 6.3 The Te Kaharoa precinct has been designed and constructed to an agreed height. Any reduction in delivery of the adjacent streets will require further engineering work to ensure that safe and accessible access can be gained from the current street level to the height of the new facility.
- 6.4 The conversion of Tuam Street to a one-way street (between Barbadoes Street and Fitzgerald Avenue) and the conversion of Lichfield Street (between Barbadoes Street and Fitzgerald Avenue) to a two-way street are required to allow smooth and efficient access for patrons using shared passenger vehicle services. The designated areas for drop-off/pick-up and coach parking are located in these two blocks. Their design has been developed to ensure traffic flow and operations within the city during events has a limited impact on the wider transport network.
- 6.5 Construction risks are covered in section 4.27 to 4.31.

Reputational Risks

- 6.6 The decision to undertake the construction of the surrounding streets package of works in line with the construction of the stadium was to ensure that the disruption to the neighbouring properties and businesses was limited to a small duration. Re-scoping or pausing the project has the potential to add delays to the construction and adds risk that the delivery will not be completed in time of the opening of Te Kaha for events.
- 6.7 A reduction in scope or change in design may result in a need to further consult on any proposed changes.

Legal Considerations Ngā Hiraunga ā-Ture

- 6.8 Statutory and/or delegated authority to undertake proposals in the report:
- 6.8.1 The statutory power used to undertake the proposals as contained in this report are under the Local Government Act 2002.
- 6.9 Other Legal Implications:
- 6.9.1 There is no legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.10 The required decision:
- 6.10.1 Aligns with the [Christchurch City Council's Strategic Framework](#). Creating a well-connected and accessible city, promoting active and public transport as well as a vibrant and thriving city centre.
- 6.10.2 Is assessed as high significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the high level of interest from stakeholders through project progression and as part of the Hearing process and the fact that the decision has an impact on the metropolitan area of the central city.
- 6.10.3 Is consistent with Council's Plans and Policies.
- 6.11 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.12 Transport
- 6.12.1 Activity: Transport
- Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - >=85% resident satisfaction

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.13 Community views have not been sought in relation to this decision because it relates to a contractual arrangement and construction sequencing. Community impacts and views were sought as part of the Hearings Panel process and changes as a result of consultation were made to the final approved design. The approved design has been reflected in the detailed design and tender process.
- 6.14 The decision affects the following wards/Community Board areas:
- 6.14.1 Central Ward/Waipapa Papanui-Innes Central Community Board.
- 6.15 The decision in this report is determined to be of metropolitan significance because it is within the metropolitan (Part A) area of the central city.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.16 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.17 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, as the decision relates to construction methodology issues.



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, as it relates to construction methodology issues.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Should the Council decision be to accept the preferred option, staff will arrange for the Engineer to Contract to instruct the Transport works relating to SP2. This will enable to contractor to proceed with the critical Transport works.
- 7.2 Staff will return to Council following the publication of the NLTP. This will be an options report when the funding implications are known and is expected no earlier than October 2024.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Attachment A - Financial Implications (<i>Under Separate Cover</i>) - CONFIDENTIAL	24/1356358	
B 	Attachment B -Te Kaha Council Briefing (Transport) August 2022 (<i>Under Separate Cover</i>)	22/1049064	
C 	Attachment C -Te Kaha Council Briefing (Transport) November 2022 (<i>Under Separate Cover</i>)	24/682790	

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Jenny Rankin - Senior Project Manager Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management
Approved By	Lynette Ellis - Head of Transport & Waste Management Tony Richardson - Finance Business Partner Brent Smith - Acting General Manager City Infrastructure

15. Mayor's Monthly Report

Reference Te Tohutoro: 24/1427371

Report of Te Pou Matua: Mayor Phil Mauger

To be separately circulated.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Mayor's Report <i>(Additional Documents – To be circulated separately)</i>		

16. 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
6.	REQUEST FOR AN ALCOHOL BAN – NORTHERN STANMORE ROAD				
	ATTACHMENT C - POLICE ASSESSMENT	S6(C), S7(2)(A)	MAINTENANCE OF THE LAW, PROTECTION OF PRIVACY OF NATURAL PERSONS	TO PRESERVE PRIVACY OF INDIVIDUALS, INCLUDING AROUND VICTIMISATIONS, AND THE MAINTENANCE OF POLICE OPERATIONS.	KEY FINDINGS AND CONCLUSIONS FROM THE POLICE ASSESSMENT ARE INCLUDED IN THE REPORT. FURTHER DETAIL FROM POLICE IS NOT INTENDED FOR RELEASE.
14.	TE KAHA SURROUNDING STREETS - CONSTRUCTION IMPLICATIONS				
	ATTACHMENT A - ATTACHMENT A - FINANCIAL IMPLICATIONS	S7(2)(B)(II), S7(2)(H)	PREJUDICE COMMERCIAL POSITION, COMMERCIAL ACTIVITIES	POTENTIAL SUBSIDY FROM NZTA HAS YET TO BE DECIDED UPON AND WHILE THE CONTRACT HAS BEEN AWARDED, NEGOTIATIONS WITH THE CONTRACTOR ARE ONGOING AS A RESULT OF THE DELAY IN NZTA DECISIONS.	ATTACHMENT A FINANCIAL IMPLICATIONS CAN BE RELEASED FOLLOWING THE NZTA DECISION AND THE FINALISATION OF CONTRACT NEGOTIATIONS.

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