Anticipated effects:
The proposed project methodology has had rigorous professional and technical investigation and peer review by a multi-disciplinary team including planners, engineers, geologists, landscape architects, construction and operations consultants, and ecologists.

The team has investigated many potential effects during construction and in the long term. These include: threats to plant and wildlife; erosion; stormwater runoff; nuisance, noise and dust effects; landscape impacts; impacts on walkers and mountain bikers using the Crater Rim paths and many more.

The project team is developing strategies for avoiding,remedying and mitigating these effects, which may include native restoration planting and lizard translocation.

How to make a comment:
If you wish to comment, please complete the enclosed freepost form OR send your comments to the Council at resourceconsentapplications@ccc.govt.nz or write to us at:

Christchurch City Council
PO Box 73014,
Christchurch 8154

Attention: Kent Wilson

A downloadable form is available as a pdf at www.ccc.govt.nz/sumnerroad

A list of Frequently Asked Questions regarding Sumner Road re-opening is at www.ccc.govt.nz/sumnerroad

This is an “Earthquake Recovery Project”. Resource Consent applications have been lodged for the proposed works with both the Christchurch City Council and Environment Canterbury (the regional council). Those consents will be processed under the Canterbury Earthquake (Resource Management Act) Order 2011 (the Order). Key stakeholders, including the Department of Conservation, Lyttelton Port Company, Ngai Tahu, Summit Road Protection Authority and Te Runanga o Ngati Whaka a (Rapaki Runanga) have been consulted and involved in decision making on this project to date.

Christchurch City Council is now considering the application for Resource Consent for the Sumner Road Reopening project. The work includes the removal of unsafe rock above the road and a reshape of the land to reduce the risk of rockfall onto the road below. The work and retaining walls will be repaired and the risk to road users from geotechnical hazards will be reduced. The work will enable the re-opening of the earthquake damaged Sumner Road between Lyttelton and the Summit Road near Evans Pass.

Other alternatives to removing rock to eliminate major risk along Sumner Road have been assessed. The Council has considered an upgrade of Dyers Pass or Gebbies Pass and creating a new road from Heathcote Valley to Cass Bay. They consider that reinstating the current road to be the most effective means of achieving a fully functioning infrastructure and addressing the access needs for Christchurch and Lyttelton. It is also recognised that Sumner Road is an important link between communities in Lyttelton and Sumner, an alternative route out in emergencies and an alternative route for port vehicles unable to use the Lyttelton Tunnel, particularly over-sized vehicles and those carrying specified hazardous substances.

Since the closure of the road due to risk of rockfall and significant damage to the road surface, those vehicles have accessed the port via Dyers Pass or Gebbies Pass. These are longer routes, with the Dyers Pass route also passing through residential areas. Sumner Road was also a popular link for cyclists and serves as an alternative route for the port should an emergency (including a natural disaster) close other roads.

Reopening this road adds to Christchurch’s resilience and is an important part of Lyttelton and Canterbury’s economic recovery.
The proposed works:

The area for the proposed work extends from the small upper bluffs approximately 100 metres from the Evans Pass layby down to Reserve Terrace in Lyttelton. It includes the Crater Rim Bluffs and the slopes below these, the Battery Point Bluffs, the road cuttings, the forested areas and Double Gully. After this work is completed the embankments and retaining walls below the road under the Crater Rim Bluffs will require repairs.

The proposed work varies depending on the specific area of the site, and includes scaling to remove loose surface materials; blasting to remove boulders and outcrops; and earthworks including engineered removal of soil and rock to reshape the land (to create benches). Bunds will also be required to contain any future rock fall.

There is also a proposal for the Council to undertake native restoration planting in the area which would contribute towards environmental mitigation for the project.

Minimal disturbance and disruption to the residents of Lyttelton Harbour and Sumner/Redcliffs areas is a priority.

The overall project will be undertaken in two phases as follows:

- Works above Sumner Road to reduce risks to road users.
- Road works by contractors to repair the road, including retaining walls and any necessary drainage.

The works will generally move from the higher parts of the site down toward the road and from western and eastern sides of the project site toward the centre. It is possible some stages may occur simultaneously.

The proposed work will start mid 2015 and the road will potentially open in late 2017 or early 2018.