



COUNCIL 6. 12. 2012

**ENVIRONMENT AND INFRASTRUCTURE COMMITTEE  
28 NOVEMBER 2012**

**A meeting of the Environment and Infrastructure Committee  
was held in the No. 2 Committee Room  
on 28 November 2012 at 11am.**

**PRESENT:** Councillor Claudia Reid (Chairperson)  
Councillors Sally Buck, Jimmy Chen, Barry Corbett, Aaron Keown, and Sue Wells.

**APOLOGIES:** An apology for early departure was received and accepted from Councillor Corbett, who left the meeting at 12.30pm and was absent for clauses 5, 6, and 7.

An apology for early departure was received and accepted from Councillor Chen, who left the meeting at 12.50pm and was absent for clauses 6 and 7.

An apology for early departure was received and accepted from Councillor Buck, who left the meeting at 12.51pm and returned to the meeting at 1pm. Councillor Buck was absent for part of clause 6.

The Committee reports that:

**PART A - MATTERS REQUIRING A COUNCIL DECISION**

**(1.) CEMETERIES BYLAWS REVIEW AND CEMETERIES MASTER PLAN**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Unit Manager Asset and Network Planning and Strategic Policy Unit Manager
<b>Author:</b>	Eric Banks, Parks and Waterways Planner

**PURPOSE OF REPORT**

1. To seek Council approval to replace the three existing cemeteries bylaws with a new city wide bylaw.
2. To recommend to the Council to undertake a statutory special consultative procedure (SCP) to revoke the old bylaws, make a new bylaw, and to consult on the Cemeteries Master Plan and Handbook.

**EXECUTIVE SUMMARY**

3. The Christchurch City Council Cemeteries Bylaw No. 110 (1980), the Waimairi District Council Bylaw No.1, 1983 Cemeteries, and the Banks Peninsula District Council Cemeteries Bylaw 1996 are all current bylaws of the Council.
4. Each bylaw was made under the Burial and Cremation Act 1964 and was not subject to the review provisions in the Local Government Act 2002. However, it is appropriate for the Council to review older bylaws to ensure they remain relevant. As a result of the review of these bylaws it is proposed that they be revoked and replaced by one new bylaw.

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5. Council staff carrying out the bylaw reviews first began looking at these bylaws in 2009, with the assistance of a working party of Councillors. The working party became aware that there was another process being undertaken to develop a Cemeteries Master Plan. Following amalgamation there was a greater need for consistency between the management of Christchurch and Banks Peninsula cemeteries. New issues had arisen in recent times including the needs of users and greater recognition of the value of cemeteries as open space. Up until now the only plans have been plot allocation maps for each cemetery. The development of a master plan provides a better opportunity to coordinate management in a strategic manner.
6. The working party made the decision to put the bylaw review process on hold until the Cemeteries Master Plan was also ready to be consulted on, so the two consultation processes could be carried out at the same time. The earthquakes intervened, but now the documentation for both the bylaw review and the Cemeteries Master Plan is ready for consultation.
7. The Cemeteries Master Plan does not have to be consulted on using the special consultative procedure (SCP), but the bylaw revocation and making of a new bylaw does need to use the SCP process. As any other consultation can be carried out using a SCP, the Cemeteries Master Plan is also included in the statement of proposal and summary of information, but under a separate part of the documentation from the bylaws.
8. It is proposed that the new bylaw be made using the powers contained in the Burial and Cremation Act 1964 and the Local Government Act 2002. The Local Government Act 2002 sets out the procedure for making bylaws, and this procedure also applies to bylaws made under the Burial and Cremation Act. Section 155 of the Act requires that determinations be made as to whether the bylaw is the most appropriate way of addressing the perceived problem, is in the most appropriate form, and does not conflict with the New Zealand Bill of Rights Act 1990.
9. The current bylaws address a number of matters which, following the section 155 review process, are no longer considered to be needed in the bylaw (see the clause by clause analysis table, **Attachment 1** of this report). The provisions proposed to be included in the draft bylaw deal with the following issues:
  - (a) Providing that the following activities that may take place in, or in relation to, cemeteries, are carried out in accordance with the Act and any conditions adopted by the Council in its Cemeteries Handbook, and subject to the payment of any fees that may apply:
    - interments and disinterments;
    - the installation and maintenance of vaults, monuments, fences, trees and shrubs and other things on graves and in cemeteries;
    - working in a cemetery;
    - the purchase of burial plots (including exclusive rights of burial).
  - (b) Requiring that persons in cemeteries must conduct themselves in accordance with the Act and any standards for behaviour set out in the Cemeteries Handbook adopted by the Council.
  - (c) Making provision for the Council to be able to prescribe fees and charges payable in relation to activities in cemeteries.
10. The present bylaws contain a large number of detailed provisions relating to the management of cemeteries and activities in cemeteries. These detailed provisions will not appear in the proposed new bylaw but in the proposed Cemeteries Handbook. This is similar to the approach used by the Council in the Waste Management Bylaw, which came into force on 1 February 2009.



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11. The Handbook sets out rules relating to activities and behaviour in cemeteries, and will be adopted separately by the Council. The rules can in future be amended (after seeking community views) without having to amend the bylaw itself. Using this process means the Handbook can more easily be kept up to date as minor amendments can be made with appropriate targeted consultation without having to use the more extensive SCP process that must be used when amending a bylaw.
12. The Master Plan provides a strategic vision for the Council's cemeteries across the District and includes some principles for the management of the cemeteries. Information is also included on the physical cemetery assets, legal classification, plot layout, proposed actions, landscaping, access and future provision of cemeteries.
13. The proposed Statement of Proposal is **Attachment 2** of this report. It includes the draft Cemeteries Bylaw, draft Cemeteries Handbook and the table (**Attachment 1**), analysing the former and new bylaw provisions in terms of section 155(1) of the Local Government Act 2002. The statement of proposal also attaches the draft Cemeteries Master Plan, which is **Attachment 3** of this report.
14. **Attachment 4** is a Summary of Information, which is also required for an SCP under the Local Government Act 2002. Both the Statement of Proposal and Summary of Information must be given formal approval by the Council.
15. The proposed process for revoking the current bylaws and adopting a new bylaw is as follows:
  - (a) consideration of this report by the Environment and Infrastructure Committee;
  - (b) consideration of this report by the Council, and the adoption of the recommendations below which authorise the special consultative procedure;
  - (c) a special consultative procedure from Friday 14 December 2012 to Friday 22 February 2013;
  - (d) the hearing of submissions to take place Wednesday 27 March 2013;
  - (e) The Council to receive a report from the hearings panel during April/May 2013 and to consider the recommendations of the panel.
  - (f) The proposed revocation of and date for the new bylaw and Handbook to come into effect is 1 June 2013.
  - (g) The Cemeteries Master Plan will come into effect on the date of the Council resolution.

**FINANCIAL IMPLICATIONS**

16. There is no direct impact on rates and charges through the review and revocation of the existing bylaws and the introduction of the new bylaw; and the introduction of the Cemeteries Master Plan. Any changes to the current cemeteries fees will be addressed, if required, through the annual fees and charges process.

**Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

17. Long Term Plan budgets are not affected by the proposed new bylaw. The SCP costs have been funded through the Cemeteries Master Plan budget which is identified in the 2012/13 Annual Plan as part of the Cemeteries Activity Management Plan. Any expenditure highlighted as part of the Cemeteries Master Plan will be considered at future Long Term Plan reviews.

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LEGAL CONSIDERATIONS

Bylaws

18. Section 146(b)(v) of the Local Government Act 2002 provides a specific bylaw making power for the purposes of *"managing, regulating against, or protecting from, damage, misuse, or loss, or for preventing the use of, the land, structures, or infrastructure associated with ...cemeteries"*. Section 16 of the Burial and Cremation Act 1964 also provides that councils may, in respect of any cemetery or closed cemetery under its control, make bylaws relating to various cemetery related matters.
19. Section 158 of the Local Government Act 2002 contains provisions for the review of bylaws made under that Act or under provisions that are still current in the Local Government Act 1974, not bylaws made under other enactments. It is not clear whether the existing three bylaws were made solely under the Burial and Cremation Act or whether they were also made under the repealed powers in the Local Government Act 1974, but it appears likely that the more specific powers in the Burial and Cremation Act were used. In that case there is no legislative requirement in the Burial and Cremation Act to review these bylaws, however, good practice suggests that the Council should review older bylaws to ensure that they remain relevant. It is also appropriate in this case to amalgamate the three bylaws and have a consistent approach for all of the cemeteries the Council controls.

Section 155 Analysis

20. Section 155 of the Local Government Act 2002 requires the Council to determine whether a new bylaw to be made is *"the most appropriate way to address the perceived problem", that it is in the most appropriate form, and is consistent with the New Zealand Bill of Rights Act 1990*. The problem in this particular instance is the appropriate management of cemeteries and activities in cemeteries. In reviewing the existing bylaws the Council has also asked this question in relation to the existing clauses of the bylaw – are they still the most appropriate way to address the particular issue covered by that clause.
21. The result of this review is set out in the clause by clause analysis table (**Attachment 1**) which will also be attached to the draft Statement of Proposal (**Attachment 2**).
22. Section 77 of the Local Government Act 2002 requires the Council, in the course of a decision making process, to seek to identify and assess all reasonably practicable options for the achievement of the objectives. This is also part of the assessment under section 155. The following options exist:
  - (a) Do nothing i.e. allow the existing bylaws to continue without amendment. The Council's existing three bylaws have worked well to manage cemeteries in each area but are now clearly dated with the Christchurch bylaw made in 1980, and the other two bylaws dealing with respectively the historic territorial authorities of Waimairi and Banks Peninsula. Not having a cemeteries bylaw in place would exclude management of the issues listed in paragraph (c) below;
  - (b) Seek voluntary cooperation. This was presumably deemed impractical by the respective Councils in the past because they enacted the bylaws and did not seek voluntary cooperation. In addition, the bylaws have generally proved to work well;

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- (c) Make a new bylaw regulating the management of cemeteries. It is considered that a bylaw is still required to provide appropriate regulation around the management of cemeteries, and so that, if necessary, enforcement steps can be taken in relation to any activities or behaviour which do not comply with the standards set by the Council. It is considered that this option addresses these issues more effectively than either of the other options above, because it provides for an updated modern bylaw that can be applied consistently to all cemeteries in the Council's district. It is therefore proposed that the draft Bylaw be authorised for special consultative procedure purposes.
23. It is considered that the new bylaw is in the most appropriate form. The discretion it leaves to the Council in relation to approving the Cemeteries Handbook, which sets the more detailed "rules" that stand outside the bylaw is not unreasonable, because the scope of the Handbook is provided for in the bylaw. It is also consistent with the current drafting style of the Council's other recently reviewed bylaws.
24. Section 15 of the New Zealand Bill of Rights Act 1990 provides that *"every person has the right to manifest that person's religion or belief in worship, observance, practice, or teaching, either individually or in community with others, and either in public or in private"*. Section 20 also states that *"a person who belongs to an ethnic, religious, or linguistic minority in New Zealand shall not be denied the right, in community with other members of that minority, to enjoy the culture, to profess and practise the religion, or to use the language, of that minority"*.
25. These rights may have some relevance to bylaws made for the purposes of regulating cemeteries. For example, if a bylaw attempted to control the way in which particular religious ceremonies at funerals could be conducted, it may breach one of these rights. In some circumstances it may be appropriate for a bylaw to provide controls that appear to limit these rights, particularly if the purpose related to the safety of persons in the cemetery. The shared use of cemeteries by different persons of different religions may also be a reason for limitations.
26. Limitations on a right may be appropriate if the limitation is considered *"a reasonable restriction in a free and democratic society"*, in accordance with section 5 of the New Zealand Bill of Rights Act 1990. The draft Christchurch City Council Cemeteries Bylaw does not provide for any limitations on, or contain inconsistencies with, the New Zealand Bill of Rights Act 1990, although the Cemeteries Handbook proposes some limitations on things on graves. If this limit is contrary to any of the rights in the Act then it is a reasonable restriction in accordance with section 5.

**Cemeteries Master Plan**

27. The Reserves Act 1977 requires all reserves subject to it to have a management plan prepared. For those not subject to the Reserves Act 1977 and those which are, but classified as Local Purpose (Cemetery) Reserve, a management plan is not required. The Reserves Act does not prevent a non-statutory plan, such as this one, from being produced.
28. Although not prepared under the Reserves Act, the Cemeteries Master Plan, once approved as final, will however form an obligation for the Council to manage cemeteries under its control as outlined in the master plan, subject to funding and any other constraints as outlined in the plan.
29. Cemeteries adjacent to reserves, for example, Garden of Tane next to the Akaroa Anglican Cemetery and the Akaroa Dissenters Cemetery, have considered the linkages and management of those reserves as may be prescribed in any management plan.

**1 Cont'd**

**Special Consultative Procedure**

30. The SCP process under the Local Government Act 2002 requires that the Council prepare a statement of proposal that must include:
- (a) as the case may be:
- a draft of the bylaw as proposed to be made or amended; or
  - a statement that the bylaw is to be revoked; and
  - the reasons for the proposal; and
  - a report on any relevant determinations by the local authority under section 155.
31. The Act also allows the SCP to be used even when it is not statutorily required (such as for the Cemeteries Master Plan). In that case the statement of proposal simply has to attach a draft of the plan proposed to be adopted (see section 87(2)(a)).
32. The Act also requires the Council to determine the form of the summary of information and to determine the appropriate manner for distributing that summary. Section 89(c) requires that it be distributed as widely *“as reasonably practicable....having regard to the matter to which the proposal relates”*. Section 83(e) of the Act also requires that the Council must give public notice of the proposal and the consultation being undertaken.

**Have you considered the legal implications of the issue under consideration?**

33. Yes as outlined above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

34. Alignment with LTP Community Outcomes through:
- (a) a Safe City - by ensuring that our parks, open spaces and waterways are healthy and safe places, and by controlling and minimising flood and fire hazards;
- (b) a City of Inclusive and Diverse Communities – by providing spaces for communities to gather and interact, and by providing community burial grounds;
- (c) a City of People who Value and Protect the Environment - by enabling people to contribute to projects that improve our environment;
- (d) a Well Governed City - by involving people in decision-making about parks, open spaces and waterways;
- (e) a Healthy City - by providing areas for people to engage in healthy activities. By managing surface water.
35. Alignment with Activity Management Plans:
- (a) activity 6.4 Cemeteries: maintain cemetery grounds; provide burial administration for cemeteries;
- (b) activity 2.2 Build Stronger Communities: operate cemeteries in a safe manner to support Safe City Accreditation;
- (c) activity 4.1 Public Participation in Democratic Processes: provide opportunities for public participation in decision-making processes; manage consultation processes.

**1 Cont'd**

**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

36. Yes, the provision, operation and management of the cemeteries align with agreed Levels of Service in the Parks, Open Spaces and Waterways Activity Management Plans 2009-19: 6.4 Cemeteries.

**ALIGNMENT WITH STRATEGIES**

37. Yes – it aligns with the Council's Public Open Space Strategy 2010-2040.

**Do the recommendations align with the Council's strategies?**

38. Yes, this aligns with the Parks, Open Spaces and Waterways activity management plans 2009-19.

**CONSULTATION FULFILMENT**

39. In 2009 there was preliminary consultation with a number of groups on the bylaw and the handbook. There has not been any more recent consultation on the bylaw and Handbook. These have not changed greatly since the draft documents were prepared in 2009.
40. Community consultation was initially undertaken in 2005, with further consultation from 2007 - 09 using a questionnaire, focus groups and workshops. There were a number of issues that repeatedly arose during the consultation that are applicable to the majority of the cemeteries. These issues are addressed in the master plan either by way of proposed cemetery design or suggested options.
41. Specific information will be requested of special interest groups during the consultation period in order to update and clarify issues. Many of these groups expressed views in the above consultation. Implementation of some options may require additional liaison with the parties concerned post final plan approval. Some of these options will require technical investigation and further consultation to determine their viability.
42. The statutory special consultative procedure will follow the adoption of the recommendations of this report.

**1 Cont'd**

**STAFF RECOMMENDATION**

It is recommended that the Council:

- (a) Resolve that Christchurch City Council Cemeteries Bylaw 2013 is the most appropriate way to manage and regulate the management of cemeteries.
- (b) Resolve that there are no inconsistencies between the draft Christchurch City Council Cemeteries Bylaw 2013 and the New Zealand Bill of Rights Act 1990, and that the draft bylaw is in the most appropriate form (including that it will revoke the Christchurch City Bylaw No. 110 (1980) Cemeteries, the Waimairi District Bylaw No.1 1983 Cemeteries, and the Banks Peninsula District Council Cemeteries Bylaw 1996).
- (c) Resolve that the attached Statement of Proposal (which includes the draft Cemeteries Bylaw, draft Cemeteries Handbook, Clause Analysis Table and draft Cemeteries Master Plan) and the Summary of Information be adopted for consultation.
- (d) Resolve that the Summary of Information and other documentation be distributed as widely as practical.
- (e) Resolve that public notice of the proposal be published in a newspaper having a wide circulation in the Council's district.
- (f) Appoint a hearings panel to consider submissions on the draft Christchurch City Council Cemeteries Bylaw 2013, Cemeteries Handbook and the Cemeteries Master Plan.

**COMMITTEE RECOMMENDATION**

That the staff recommendation be adopted subject to (a) being amended as follows:

- (a) Adopt the Draft Cemeteries Master Plan and Handbook for consultation and resolve that the proposed Christchurch City Council Cemeteries Bylaw 2013 is the most appropriate way to manage and regulate the management of cemeteries.

**(2.) COUNCIL BUILDING / INFRASTRUCTURE IMPROVEMENT ALLOWANCE REQUEST FOR INFRASTRUCTURE REBUILD PROGRAMME**

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Unit Manager Asset and Network Planning
<b>Author:</b>	Mike Bourke, Senior Technician Water and Waste Planning

**PURPOSE OF REPORT**

1. To seek the Committee's recommendation to the Council to fund the betterment portion of a number of wastewater projects that the Stronger Christchurch Infrastructure Rebuild Team (SCIRT) are undertaking to design and build and for one project involving a seawall rebuild. The requests are based on costs estimated at the time of concept design and these projects have now moved into the detailed design stage.

**EXECUTIVE SUMMARY**

2. The SCIRT mandate for the rebuild is to return the assets to their pre-earthquake condition, however there are a few situations where it is sensible and practical to carry out additional work over and above the earthquake repair. These situations arise where (i) the asset only has a short remaining life, (ii) to avoid digging up the new road again in the short term, (iii) to repair non-earthquake damage as part of the rebuild to extend the asset life, or (iv) to provide future flexibility to the rebuild or flexibility and resilience to future operation. Reports on all of the betterment projects described in this report have been presented to the Scope and Standards Committee, and approval given for funding to be sought from the Council.

**BACKGROUND**

3. This report includes five projects where betterment has been identified and the additional cost of the betterment needs to be funded separately from the rebuild costs.
  - (a) Owles Terrace sewer rebuild (refer **Attachment 1**).
  - (b) Milton Street - Frankleigh Street sewer repairs (refer **Attachment 2**).
  - (c) Milton Street - Frankleigh Street sewer upsizing from 150 millimetre diameter to 225 millimetre diameter (refer **Attachment 2**).
  - (d) Diversion of the Colombo Street sewer (refer **Attachment 3**).
  - (e) Pump Station 15 gravity trunk mains (refer **Attachment 4**).
4. The Owles Terrace sewer rebuild package involves repair of trunk mains, sewer mains and laterals in the area (refer **Attachment 1**). In the South Brighton area there are 591 metres of sewer main that have corrosion damage and have less than 15 years of life remaining. It is proposed that these lengths of pipe would be relined at the same time as all the other pipes are repaired in this area. The additional cost of this relining is \$270,000. The overall cost of this work package in this area is \$23.9 million. This work will avoid the road being re-excavated in the relatively near future to fix pipe corrosion issues.
5. The Milton Street - Frankleigh Street sewer repairs package involves repair of various sizes and lengths of trunk mains, sewer mains and laterals in the area (refer **Attachment 2**). The trunk mains will be renewed by relining in situ (significantly reducing the need to excavate the road). At concept design stage the overall cost of sewer repair and renewal in this catchment is approximately \$66 million. The total cost of relining one of the main sewers (525 millimetres diameter) is \$2.2 million of which \$736,000 is for betterment (repairing pipe wall corrosion damage) on one portion of this pipeline. This will extend the remaining life of this sewer main from 10 years to 50 years and avoid the need for road excavation and service disruption in the foreseeable future.

**2 Cont'd**

6. The Milton Street - Frankleigh Street sewer upsizing is part of the project above and involves the upsizing of a 199 metre length of 150 millimetre diameter pipe to 225 millimetre diameter pipe to address capacity issues in this section of the line (refer **Attachment 2**). This takes the cost of renewal of this pipe from \$795,000 to \$876,000, an additional cost of \$81,000. This upsizing will help relieve surcharging of the local sewers that has been witnessed in heavy rain events in this area.
7. The Colombo Street diversion proposes to replace the damaged 375 millimetre diameter pipe between Edgeware Road and Bealey Avenue (830 metres) with a 600 millimetre diameter pipe (refer **Attachment 3**). This will allow controlled diversion of flow away from the severely damaged northern relief sewer downstream of Edgeware Road. The Northern Relief sewer running through Richmond is severely damaged and will require repairing and is a large pipe (1,200 millimetre diameter) with high flows. To repair this pipe will require extended overflows

to the Avon River unless a significant portion of the normal flow can be diverted to other areas of the wastewater network. The upsizing of the Colombo Street main helps achieve this objective. In the long term this diversion will also allow future management of flows to best match capacity available in the downstream sewers. The replacement cost in the same size pipe is estimated at \$2.03 million and the additional cost of increasing the pipe size is estimated at \$928,000.

8. Pump Station 15 Gravity Trunk Mains – It is recommended that as part of the repair and replacement of the gravity trunk mains in the Pump Station 15 catchment that the sewer main under Ferry Road from near the Tunnel Road roundabout to near the Ferrymead Bridge be lined with a structural liner (1,336 metres) (refer **Attachment 4**).

This sewer main has some earthquake damage but has also severely deteriorated due to corrosion from sulphide attack on the inside of the pipe. The pipe has a remaining life of five to 10 years and should be fully rehabilitated with structural liner prior to reconstruction of Ferry Road itself. Ferry Road is experiencing continual slumping along the alignment of this gravity sewer, from the earthquake damage, and there is a risk of road collapse. It would seem prudent to reline this pipe now and provide a 60 plus year pipe life and avoid the need to dig up the road in five to 10 years time. Failure of this pipeline would impact on sewer services east of the Ferrymead Bridge, thus this is a critical piece of infrastructure for the south eastern sewer catchments. The betterment portion of this project is estimated at concept design stage at \$2.879 million while the net present value of a full replacement in year 10 is estimated at \$5.279 million. The total cost of this package of work at concept design stage is estimated at \$39.9 million.

**FINANCIAL IMPLICATIONS**

9. Funding of these betterment initiatives will be requested from the Council Building / Infrastructure Improvement Allowance which currently stands at \$77,740,116.

**Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

10. This work represents a marginal increase in scope (betterment) over work being conducted as part of the infrastructure rebuild being undertaken by SCIRT. SCIRT will perform these betterment elements as part of the infrastructure packages of work. Work to be requested from the Council Building/Infrastructure Improvement Allowance.

**LEGAL CONSIDERATIONS**

11. The projects are all on Council land and there are no legal implications of these works.

**Have you considered the legal implications of the issue under consideration?**

12. Not applicable.



**2 Cont'd**

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

13. These works are associated with the Wastewater Collection Activity (11.0).

**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

14. Works additional to work programmed by SCIRT as part of the infrastructure rebuild. Budget provision made for the base scope of work in FY 12/13 Annual Plan (Infrastructure Rebuild Budget).

**ALIGNMENT WITH STRATEGIES**

15. Aligns with the draft Wastewater Strategy.

**Do the recommendations align with the Council's strategies?**

16. Aligns with the draft Wastewater Strategy.

**CONSULTATION FULFILMENT**

17. Not applicable.

**STAFF RECOMMENDATION**

That the Council:

- (a) Approve the allocation of the betterment funds from the Council Infrastructure / Building Improvement Allowance as follows:

<b>Summary of betterment funds sought</b>	
<b>Project</b>	<b>Betterment Request</b>
Owles Terrace Sewer Rebuild	\$270,000
Milton Street Frankleigh Street Sewer Repairs	\$736,000
Milton Street Frankleigh Street Sewer Upsizing	\$81,000
Colombo Street Diversion	\$928,000
Pump Station 15 Trunk Mains	\$2,879,000
<b>Total (Wastewater)</b>	<b>\$4,894,000</b>

- (b) Authorise the City Environment General Manager to instruct the Stronger Christchurch Infrastructure Rebuild Team to complete betterment elements as part of the infrastructure rebuild works being progressed in each of the respective areas.

**COMMITTEE RECOMMENDATION**

That the staff recommendation be adopted.

**(3.) STOLEN WHEELIE BINS**

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941 8608
<b>Officer responsible:</b>	Unit Manager City Water and Waste
<b>Author:</b>	Tim Joyce, Manager Contracts Management

**PURPOSE OF REPORT**

1. The purpose of this report is to clarify the current kerbside collection services rules in respect to stolen wheelie bins and present an alternative option. The report seeks the Committee's recommendation to the Council that no change be made to the current kerbside collection service rules.

**EXECUTIVE SUMMARY**

2. If a wheelie bin is stolen from a property this is treated in the same manner as any other theft of goods. That is a matter between the property owner and their insurance company. Replacement cost of a standard set of bins is currently \$342.
3. If a bin is stolen from kerbside, as long as the bin was at kerbside for collection and within the timeframe specified (5pm on day before collection to 11pm on day of collection), and the owner or occupier notifies Council within 24 hours, then the contractor replaces the bin at no cost to the ratepayer. Note that the 24 hours starts from 11pm on collection day through to 11pm on the next working day.
4. If a bin is stolen from kerbside outside the above timeframe, the property owner has to pay for replacement bins.
5. There is the option of modifying the current policy to cater for "special circumstances". The difficulty is defining what constitutes "special circumstances" as we have had a significant number of requests to date and most of them believe they are a "special circumstance". There would be an additional cost to the Council depending on how we changed the policy.
6. There are 9,200 unaccounted for bins, (stolen, moved, abandoned or missing) in the residential red zone.

**FINANCIAL IMPLICATIONS**

7. Since the February 2011 earthquake event the Council has received 2872 requests to replace either one bin, two bins or a complete set of bins due to bins going missing or being stolen. These requests have been rejected in line with the Council policy however, if approved, it would have cost the Council \$1,148,800.

**DO THE RECOMMENDATIONS OF THIS REPORT ALIGN WITH 2009-19 LTP BUDGETS**

8. Not applicable.

**LEGAL CONSIDERATIONS**

9. Legal advice has confirmed that the rules are aligned with the Bylaw and Terms and Conditions.

**ALIGNMENT WITH LTP AND ACTIVITY MANAGEMENT PLANS**

10. Yes.

**3 Cont'd**

**Do the recommendations of this report support a level of service or project in the 2009-19 LTP?**

11. Yes.

**ALIGNMENT WITH STRATEGIES**

12. Not applicable.

**CONSULTATION FULFILMENT**

13. No consultation has been undertaken.

**STAFF RECOMMENDATION**

It is recommended that the Environment and Infrastructure Committee recommends that Council agree that no change should be made to current kerbside collection services rules.

**COMMITTEE RECOMMENDATION**

That the report lie on the table and a discussion be held with Transpacific Industries.

**THE OPTIONS**

**Option 1: Maintain the current policy**

14. Maintain the current policy regarding lost and stolen bins where the householder is responsible for their replacement if the loss is not reported within 24 hours. This preserves the current settings and maintains consistency for those who have already paid for replacement bins.

**Option 2: Modify current policy to allow for Council payment of stolen bins under special circumstances:**

15. The policy could be amended to permit payment of stolen or lost bins by the Council under special circumstances. These circumstances would have to be clearly formulated and communicated to the public and embedded in the "Kerbside Collection and Waste Collection Points Terms and Conditions". The risk associated with any amendment is where to draw the line with special circumstances so that such a position could be justified to someone who loses their bins and sits outside those circumstances. This policy would have increased financial cost to Council. The extent of this would depend on what constituted special circumstances.

**THE PREFERRED OPTION**

16. Option 1 – Maintain the current policy and "Kerbside Collection and Waste Collection Points Terms and Conditions".

**(4.) INFRASTRUCTURE REBUILD MONTHLY REPORT**

<b>General Manager responsible:</b>	General Manager Capital Programme, DDI: 941-8235
<b>Officer responsible:</b>	Infrastructure Rebuild Client Manager
<b>Author:</b>	Will Doughty, Infrastructure Rebuild Leader

**PURPOSE OF REPORT**

1. To provide the Environment and Infrastructure Committee with a monthly update on the infrastructure rebuild.

4 Cont'd

**EXECUTIVE SUMMARY**

2. At its April 2011 meeting, Council gave approval for an Alliance to be formed to deliver the reinstatement of the City's damaged infrastructure. It was also agreed that the Chief Executive would report regularly to the Council on progress with regard to the reinstatement work.
3. The report (**Attachment 1**) is the 13<sup>th</sup> of what will be a regular monthly report that is provided to the Environment and Infrastructure Committee, Council and the Canterbury Earthquake Recovery Authority (CERA).

**STAFF RECOMMENDATION**

It is recommended that the Council receive the Infrastructure Rebuild Monthly Report for November 2012.

**COMMITTEE RECOMMENDATION**

That the staff recommendation be adopted.

**(5.) GREATER CHRISTCHURCH TRANSPORT STATEMENT**

<b>General Manager responsible:</b>	General Manager Strategy and Planning, DDI 941-8281
<b>Officer responsible:</b>	Alan Bywater, Acting Manager Transport and Research Unit
<b>Author:</b>	Rae-Anne Kurucz,, Principal Advisor – Transport

**PURPOSE OF REPORT**

1. This report provides the background of the Greater Christchurch Transport Statement (GCTS) and seeks the Committee's recommendation to the Council.

**EXECUTIVE SUMMARY**

2. The GCTS bridges the gap between the Regional Land Transport Strategy and the local transport and areas plans. It helps implement the Recovery Strategy for Greater Christchurch and contributes to the effective transport provision for the whole of the South Island. The GCTS is being developed in partnership between the UDS partners, CERA, Lyttelton Port of Christchurch, Christchurch International Airport, Kiwirail and the Ministry of Transport. In summary:

*"The key transport providers are working together to deliver a seamless transport system over the greater Christchurch area that:*

- *supports earthquake recovery and the growth of Canterbury*
- *connects people and places with a range of sustainable and affordable transport options.*

*This will be achieved through:*

- *integrated transport and land use decision making*
- *aligning our transport investments to achieve better value for money.*

**5 Cont'd**

3. The GCTS incorporates a framework for “investing for outcomes”. The respective economic, social and environmental outcomes of the partners have been distilled into three key transport outcomes for:
  - journey – links between people and places, connected travel choices that are resilient, reliable and efficient
  - safety
  - environment – for liveable communities and low environmental impacts.
4. The partnership has been working collaboratively together to agree and identify top priority transport issues faced in Greater Christchurch following the earthquakes. These have been compiled into the GCTS Overview (**Attachment 1**). The action plan identified on page 7 of the GCTS Overview shows the critical priorities for the partners to work on in the short, medium and long term. The key issues for action are summarised as:
  - port access, including freight challenges around Lyttelton, Brougham Street and Evans Pass and Sumner Road
  - passenger transport operation and growth
  - western corridor, airport access and overall freight growth and opportunities
  - northern and south-west access, future growth and changing land use
  - central city linkages to other key places.
5. The GCTS provides guidance on key areas for strategic collaboration and action, to address key issues of recovery (post earthquake) and or strategic direction. The GCTS will influence and help prioritise spending and investment, across a range of programmes, for example, the Regional Land Transport Strategy and the Council’s Long Term Plan (LTP), though the funding decisions of individual agencies and players will need to continue to be made through established processes. The GCTS will provide a framework to identify the key strategic level challenges for the region, and assist with prioritisation.
6. The GCTS has been developed by a steering group of the partner agencies, who have reviewed their specific issues and collaboratively identified a set of key issues that require the partners to work collaboratively to address in an integrated and cost effective manner. The GCTS (**Attachment 1**) was approved by CEAG on 7 November 2012.

**FINANCIAL IMPLICATIONS**

7. Financial implications of this plan are within the current LTCCP and upcoming Long Term Plan (LTP). There are no direct financial implications of this report. However, there will be costs of participating in the further planning around the five main issues. It is anticipated that these costs can be accommodated within the existing operational budgets. The GCTS issues and outcomes are likely to shape funding prioritisation, and will influence local decision making. One of the benefits may be more aligned investment at local, regional and national levels to support priority areas. The Council will need to manage these expectations along with local issues and priorities as part of any funding and budgetary environment, and within the context of its LTP priorities.

**Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

8. As noted above the financial implications of this report are largely for future LTPs and Annual Plans.

**LEGAL CONSIDERATIONS**

9. The GCTS is a non statutory document to guide future decision making by the Council and its partners.

**5 Cont'd**

10. This report presents the Statement, (**Attachment 1**) and a Supporting Document (**Attachment 2**). The Council is being asked to endorse Attachment 1, and note Attachment 2. The letter document provides background to the GCTS. It is however not an agreed or joint document, but provides an important summary of the issues and objectives of the variety of parties involved in the development of the GCTS.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

11. The GCTS is aligned to a number of Activity Management Plans in the Streets and Transport Group of Activities.

**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

12. The recommendations in this report align to Performance Standard – Development of policy and plans to implement the Council's component of the Greater Christchurch Urban Development Strategy (UDS) Action Plan in the City and Community Long Term Policy and Planning Activity. It also aligns with a number of capital projects in the LTCCP to support access to new growth areas, links to the Roads of National significance and down stream effects, and improved Port and Airport access.

**ALIGNMENT WITH STRATEGIES**

13. The GCTS gives effect to the Regional Land Transport Strategy, and provides the overarching framework to enable a consistent, integrated approach to planning, prioritising, implementing and managing the transport system using a "one-network" approach.
14. The GCTS focuses on the strategic links between key places, the agreed outcomes and top priority issues that require a partnership approach for response. The detail of how the outcomes are delivered, and the activities to deliver these will remain in the partner transport plans and programmes. The GCTS does not address localised partner issues that will continue to be addressed by the partners.
15. The GCTS has been developed in parallel to the Regional Public Transport Plan, the draft Christchurch Transport Plan and An Accessible City – Draft Central City Transport to support the recovery strategy.

**Do the recommendations align with the Council's strategies?**

16. Yes.

**CONSULTATION FULFILMENT**

17. Public consultation has not been carried out specifically on the GCTS. However, a number of recent consultation processes such as the Draft Christchurch Transport Plan, the Lyttelton Master Plan and the Regional Public Transport Plan have provided a good understanding of the view of stakeholders groups and public on related issues in the city. In addition, as the GCTS provides guidance for future decisions by the Council (and other partners) there will be suitable consultation processes as part of the specific decision making processes that emanate from this work.

5 Cont'd

**STAFF RECOMMENDATION**

It is recommended that the Council:

- (a) Approve the Greater Christchurch Transport Statement (**Attachment 1**).
- (b) Note the Supporting Document (**Attachment 2**) as a basis for working on "one network" with our partner agencies.

**COMMITTEE RECOMMENDATION**

That the Council:

- (a) Approve the Greater Christchurch Transport Statement (GCTS) as amended below (**Attachment 1**):
  - On page 2 of the GCTS change the last sentence to read "We the undersigned will make our best endeavours to give effect to the intended direction of this transport statement *and will undertake an annual review of the priorities.*"
  - On page 3 of the GCTS, move the fifth paragraph to become the second paragraph and change the last sentence of that paragraph to read "*Further and other* localised activities for active transport and other improvements will continue to be developed through the local area transport plans of partners."
  - On page 5 of the GCTS, change the heading "Top Priorities" to read "Greater Christchurch Area Priorities". Also change the subheading to read "The most pressing strategic transport issues needing *partnership* action in the short term."
  - On page 6 of the GCTS, add the following paragraph "*The partners recognise that funding and local priority decisions will be made through processes including Annual Plans, Long Term Plans, National Land Transport Fund, and other partner funding processes.*"
  - On page 7 of the GCTS, add an asterix next to the Top Priorities heading and note at the bottom of the page that "*the partners recognise that the actions to address these top priorities will be weighed up against other local priorities and other funding options will be explored.*"
- (b) Note the Supporting Document (**Attachment 2**) as a basis for working on "one network" with our partner agencies.
- (c) The Committee regards the Greater Christchurch Transport Statement (GCTS) as a regional strategic network plan and notes that the Council's priority projects as developed through the Long Term Plan process may not be simply those five top priorities as outlined in the GCTS.
- (d) Seek to have a statement included in the GCTS which reflects (c).

**(6.) EASEMENT FOR WASTE WATER PIPE OVER CAMBRIDGE RESERVE**

<b>General Manager responsible:</b>	General Manager, City Environment, DDI 941 8608
<b>Officer responsible:</b>	Acting Unit Manager, Transport and Greenspace
<b>Author:</b>	Justin Sims, Property Consultant

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Environment and Infrastructure Committee's recommendation to the Council to approve the granting of an easement to the Council for the right to convey sewage in gross over part of Cambridge Reserve, identified in Schedule 3 (29) of the Christchurch City (Reserves) Empowering Act 1971.

**6 Cont'd**

**EXECUTIVE SUMMARY**

2. The Stronger Christchurch Infrastructure Rebuild Team (SCIRT) have identified that a new wastewater pumping station is required at 283 Cambridge Terrace to service two sewer mains that run beneath Kilmore Street and Cambridge Terrace. The location on Council owned land has been determined because of its proximity to the sewer mains and also as alternatives would likely require the purchase of privately owned property which would incur avoidable costs.
3. In order to connect the pump station to the sewer main in Kilmore Street, a pipe needs to run beneath part of Cambridge Reserve which is administered under the Reserves Act and is classified as a reserve for the purposes of lawns, ornamental gardens, and ornamental buildings. An easement is therefore required for the pipes future protection. The pipeline route proposed will be clear of existing trees and structures.
4. Following consultation with the Christchurch Central Development Unit (CCDU) and Council staff, it is proposed to locate the pump station's control cabinet in the road reserve whilst the pump station itself will be located on Council owned land which also forms part of Cambridge Reserve.
5. The cabinet has been designed to meet the development standard in the City Plan for Group 1 zones – 42 decibels at night. The noise level at one metre from the front of the kiosk (pointing towards the park) is predicted to be 40-45 decibels, with noise at the rear of cabinet 35-40 decibels.
6. Approval is therefore sought for the creation of an easement to convey sewage in gross over the above stated land for the benefit of the Council as shown edged blue on the plan at **Attachment 1**.

**FINANCIAL IMPLICATIONS**

7. The land in question is held by the Council in fee simple as a reserve for the purposes of lawns, ornamental gardens, and ornamental buildings under the Reserves Act. No fee will therefore be payable for the benefit of the easement.

**Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

8. Not applicable. The works budget for the related works will form part of the Infrastructure Rebuild Programme.

**LEGAL CONSIDERATIONS**

**Have you considered the legal implications of the issue under consideration?**

9. Procedurally an easement is required to create proper and accurate land title records and legally protect the infrastructure.
10. Provision exists under Section 48 of the Reserves Act 1977 to grant such easements where the Reserve will not be materially altered or permanently damaged. This application falls into this category and as such approval has been recommended subject to appropriate conditions. Public notification is not required. Legal services will be involved in the final documentation of the easement.
11. The Council standard easement instrument will be completed and registered at Land Information New Zealand once Council consent is given.



**6 Cont'd**

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

12. Yes, page 70 of 2009/19 LTCCP and 11.0.1 of Activity Management Plan – wastewater collection is provided in a safe, convenient and efficient manner.

**ALIGNMENT WITH STRATEGIES**

**Do the recommendations align with the Council's strategies?**

13. Yes – in alignment with Waste Water Activity Management Plan.

**CONSULTATION FULFILMENT**

14. It is considered that as the reserve will not be materially altered or permanently damaged, and the rights of the public in respect of the reserve are not likely to be permanently affected, public notice is not required to be undertaken.
15. There is no consultative requirement associated with the granting of this easement but the owner of the property adjacent to the location of the pump station will be contacted in advance of construction to be informed of the extent and affect of the works.

**STAFF RECOMMENDATION**

It is recommended that the Council approve an easement shown edged blue on **Attachment 1** in gross to convey sewage over the land identified in Schedule 3 (29) of the Christchurch City (Reserves) Empowering Act 1971, also known as the Cambridge Reserve, subject to the following conditions:

- (a) The restoration of the Reserve to the condition it was in prior to the commencement of the works.
- (b) The Unit Manager Corporate Support being authorised to finalise and conclude the granting of the easement.
- (c) The consent of the Department of Conservation being sought.

**COMMITTEE RECOMMENDATION**

That the staff recommendation be adopted.

**PART C – DELEGATED DECISIONS**

**(7.) RESOLUTION TO EXCLUDE THE PUBLIC**

At 1pm the Committee **resolved** to exclude the public for Clause 9 on the grounds set out on page 345 of the agenda.

**(8.) CONCLUSION**

The public were readmitted at 1.10pm, at which point the meeting concluded.

**CONSIDERED THIS 6TH DAY OF DECEMBER 2012**

**MAYOR**

**ATTACHMENT 1 TO CLAUSE 3 ENVIRONMENT AND INFRASTRUCTURE COMMITTEE 28. 11. 2012**

<b>ISSUE</b>	<b>SUMMARY OF PROVISIONS</b>	<b>CHRISTCHURCH CITY BYLAW NO. 110 (1980) CEMETERIES</b> (Note: Amendments made by Bylaw IIOA (1980) and Bylaw IIOB (1987) are incorporated in the print-out.)	<b>WAIMAIRI DISTRICT BYLAW NO.1 1983 CEMETERIES</b>	<b>BANKS PENINSULA DISTRICT COUNCIL CEMETERIES BYLAW 1996</b> (a 2003 bylaw was never formally adopted by the BP District Council)	<b>RECOMMENDATIONS</b>
<b>INTERPRETATION</b>	Definitions used in bylaws				
<b>BURIALS GENERALLY</b>	<p>Burial &amp; Cremation Act Part 1 - 4 Local Authority to provide cemetery 5 Functions of Local Authorities</p> <p><i>Authority for Council to set the Conditions under which interments to take place</i></p>	<p><b>4. BURIALS GENERALLY</b></p> <p>Subject to the conditions prescribed in this Bylaw burials may take place in any cemetery under the control of the Council which is not closed in the manner provided by law in that behalf.</p>	<p><b>4. BURIALS</b></p> <p>Burials may be carried out in any cemetery under the control of the Council and not closed in manner provided by law but subject to the conditions prescribed by this by-law.</p>	<p><b>1. BURIALS AND SALE OF PLOTS</b></p> <p>1 Burials may be made in any cemetery for the time being vested in the Local Authority or under its control and not closed in a manner provided by law in that behalf subject to the conditions prescribed in this part of this bylaw.</p> <p>2 Burial plots shall be sold upon such terms and conditions as may be decided by the Local Authority and the exclusive right of burial may be granted in perpetuity.</p> <p>3 Burial plots having been purchased, and not used after 50 years should be offered for re-sale after deliberate effort has been made to trace the descendants of the purchaser.</p> <p>4 Burial plots having been purchased cannot be bought back by the Council after a period of 2 years has elapsed from the time of sale.</p>	<p><b>Clause not required</b> – Sections 4, 5 and 6 of the BCA provide that LAs must establish and maintain cemeteries, they have control and management of them and cemeteries are open to the public for interments, subject to the Act – which prevents burials in closed cemeteries anyway except as provided for in section 42(2) of the BCA..</p>
<b>BURIAL WARRANTS</b>	<p><i>No interments to take place without a warrant of interment being filed with the Cemeteries Administrator and in the case of a private individual filing the warrant an original death certificate to be viewed .</i></p> <p><i>Burial &amp; Cremation</i></p>	<p><b>5. BURIAL WARRANTS &amp; CEMETERY FEES</b></p> <p>(i) No burial or disinterment or reinterment shall take place in any cemetery without a warrant for that burial.</p> <p>(ii) An out of City Fee shall be payable in the case of the burial of a deceased person who was neither a resident nor a ratepayer in the</p>	<p><b>5. BURIAL WARRANTS</b></p> <p>(i) No burial shall be carried out in any cemetery without a burial warrant for that purpose having first been obtained from the District Clerk.</p> <p>(ii) The Funeral Director or other person proposing to carry out a burial shall make application to the District Clerk and shall</p>	<p><b>4. PROVISIONS FOR ALL INTERMENTS</b></p> <p>1. No interment whatever shall be made in any cemetery without full notification and the payment of any necessary fees to the Local Authority.</p> <p>2. In all cases of intended interments, the funeral director or person having the management or control of the</p>	<p><b>Clause not required in Bylaw</b> – Sections 9 and 10 of the BCA deal in part with the matters in these clauses. But the information in these clauses can be included as conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b></p>

**ATTACHMENT 1 TO CLAUSE 3 ENVIRONMENT AND INFRASTRUCTURE COMMITTEE 28. 11. 2012**

	<p><i>Act Powers to Vaults etc 9(a)</i>  <i>Extra fee for anyone being buried from outside the Christchurch City Council area</i></p> <p><b>Application for Interment warrant must be completed on the appropriate schedule by the funeral director or person having the control of the burial and all fees paid prior to the burial. No warrant will be issued unless all fees are paid or in the case of a FD the necessary credit facility is made available</b></p> <p><i>Minimum time that the interment needs to be notified prior to the interment taking place</i></p>	<p>city for at least three months immediately prior to the date of death, and in the case of a stillborn child unless one of whose parents was a resident or ratepayer of the City for three months prior to the birth of such child. Deceased persons from outside the City shall not be deemed resident in the City by virtue of residence in a hospital or institution in the city.</p> <p>(iii) In all cases of intended burials, the funeral director or person having the control or management of the burial shall make application in the form of the Second Schedule in this Bylaw to the Town Clerk for a warrant of such burial, and shall produce to the Town Clerk such evidence of death as may be required; the Town Clerk for or on behalf of the Council, is hereby authorised to grant such warrants in the form of the Third Schedule in this Bylaw.</p> <p>(iv) No such warrant shall be issued until there shall have been paid the fee for interment as prescribed in the First Schedule hereto. In the case of an interment under the management or control of a funeral director, the Town Clerk may, at his discretion, waive the foregoing requirements as to prior payment and charge the cost of the same against the funeral director concerned on the basis of a monthly account, or such period as the Town Clerk decides.</p> <p>(v) Notification of the intended burial shall be given to the Sexton at least 8 working hours prior to the time fixed for the funeral and no such shall take place until the said warrant has been delivered to the Sexton.</p>	<p>produce such evidence of death as may be required, and the District Clerk for and on behalf of the Council is hereby authorised to grant a warrant in the form of the First Schedule to this By-Law.</p> <p>(iii) No burial warrant shall be issued until there shall have been paid the fees prescribed by the Second Schedule hereto, provided that if application for a burial warrant is made by a person carrying on the business of a funeral director, the District Clerk may waive the requirement for prepayment of fees and may charge such fees to the funeral director whether on a monthly account or otherwise, as the District Clerk from time to time decides.</p> <p><u>Short Notice Funerals</u></p> <p>These will only be accepted for first and second interments where there is no construction on the plot which will have to be removed prior to the grave digging.</p> <p>Short notice is deemed to be less than 6 working hours within the normal working week</p>	<p>same shall make application to the Local Authority for such burial, and shall produce to the Local Authority such evidence of death as may be required. The Clerk, on behalf of the Local Authority is hereby authorised to arrange for such interments.</p> <p>3. No such interment shall be arranged until there have been paid the fee for interment specified in the Local Authority's list of fees and charges: Provided, however the Clerk of the Local Authority may, at his discretion, waive the foregoing requirement as to prior payment and charge the cost of the same against the representative of the deceased on the basis of a monthly account, or such period as the Clerk of the Local Authority decides.</p> <p>4. Notification of the intended interment shall be given to the sexton at least 16 working hours prior to the time fixed for the funeral. The issue of the order, when received by the sexton, shall be sufficient authority to him for such burial.</p>	<p><b>Note:</b> although the City Bylaw provides for an out of City Fee to be paid there is no such charge provided for in the Council's Fees and Charges Schedule.</p>
	<p><i>Fees as set by council</i></p>	<p><b>6. FEES</b></p> <p>(a) All fees required by this Bylaw and as referred to in the First Schedule hereto shall be as the Council by resolution decides.</p>	<p><b>24. FEES</b></p> <p>The fees for the grant of exclusive rights of burial, the carrying out of burials and for such other permits, authorise and things as may be required or authorised by this By-</p>	<p><b>8. FEES</b></p> <p>1 All fees required by this part of the bylaw and as referred hereto shall be as the Local Authority by resolution decides each year.</p>	<p><b>Clause required</b> – but to be amended to be consistent with fees and charges clauses in other Council bylaws.</p> <p>Charges dealt with through Fees and Charges clause/Schedule</p>

		(b) The fees prescribed in the First Schedule hereto (except those specified for keeping graves in order) do not include payment for any work to be done beyond the actual digging of an ordinary grave, and, after burial, filling in the same.	law, shall be as set out in the Second Schedule hereto or such other amounts as the Council may from time to time by resolution determine.	2 A search fee may be prescribed for every inspection of the cemetery plan and records held at the office of the Local Authority.  <b>14.0 What Fees Cover</b> 1 The sexton's fees mentioned in the Local Authority's list of fees and charges (except those specified for keeping graves in order and the administration of cemetery records) do not include payment for any work required to be done beyond the actual digging of an ordinary grave, and, after burial, filling in the same.	
<b>PLOT HOLDERS AND BURIAL RIGHTS PURCHASE</b>	<i>Burial &amp; Cremation Act 1964 – Exclusive Right of Burial -10 (2)</i>	<p><b>7. PLOT HOLDERS</b></p> <p>No burial shall take place in any lot or vault in respect of which the exclusive right of burial shall be held by any person unless such person, representative or authorised agent shall have consented to such burial in the form set out in the Fifth Schedule in this Bylaw or to the like effect.</p> <p><b>8. CERTIFICATE OF PURCHASE OF BURIAL RIGHT</b></p> <p>(a) Exclusive rights of burial in perpetuity may be purchased from the Town Clerk who shall issue a Certificate of Purchase in the form contained in the Fifth Schedule to this Bylaw. Such certificate shall be conclusive evidence of title to the exclusive right of burial in the lot or lots mentioned therein.</p> <p>(b) Upon satisfactory proof being given to him of the original having been lost, and upon payment to him of the fee prescribed in the First Schedule hereto, the Town Clerk may issue to the person entitled thereto a duplicate of such agreement. Should the original subsequently be found, any person holding such duplicate shall at once return the same to the Town Clerk for cancellation.</p>	<p><b>8. EXCLUSIVE RIGHT OF BURIAL</b></p> <p>(i) An exclusive right of burial in a specified plot pursuant to the provisions of this clause, shall subsist for a maximum period of thirty years from the date of the agreement for the purchase of such right or during the lifetime of a spouse, parent, child or brother or sister of any deceased person already buried in any plot, in respect of which a right of exclusive burial is held, whichever shall be the longer.</p> <p>(ii) Any person desiring to purchase an exclusive right of burial shall apply to the Council in the form set out in the Third Schedule hereto and upon payment of the prescribed fee and the completion of such person of an agreement in the form set out in the Fourth Schedule, the District Clerk may execute such agreement on behalf of the Council if he is satisfied that it is appropriate in all the circumstances to grant such right.</p> <p>(iii) While any such agreement subsists, no burial may be carried out in a plot in respect of which an exclusive right of burial is held unless the owner for the time</p>	<p><b>4. BURIALS AND SALE OF EXCLUSIVE RIGHT OF BURIAL</b></p> <p>(5) The Local Authority may specify that plots in certain cemeteries or portions of cemeteries may not be pre-purchased.</p> <p>(7) The price and size of the plot shall be fixed by the Local Authority. The size of the plot purchased shall be described on the Certificate of Purchase.</p> <p>(8) The Local Authority will not sell the exclusive right of burial in respect of any plot in those portions of a cemetery reserved exclusively for the burial of the bodies of persons who have served in Her Majesties Forces or the spouses of those persons.</p> <p>The maximum number of burial plots that can be reserved by one family in each council administered cemetery shall be two; with the exception of the Diamond Harbour Memorial Gardens where this figure shall be one; unless the Local Authority permits otherwise</p>	<p><b>Clause not required in bylaw -</b> exclusive rights of burial are in the nature of a commercial arrangement between the Council and the plot holder, which is sanctioned by section 10 of the BCA. There is no bylaw making power in section 16 of the BCA which provides a power to make bylaw in relation to exclusive rights of burial, however, the wider power in clause 146 of the LGA02 would allow clauses relating to exclusive rights or burial – it is appropriate for this information to be included in the proposed Handbook document.</p>

		<p>(c) Any liability for Stamp Duty in respect of or purchase or transfer of such exclusive rights of burial shall rest with the purchaser or transferee.</p> <p>(d) No burial shall take place in any plot in respect of which the exclusive right of burial shall be held by any person unless such person shall have consented to such burial in the form set out in the Sixth Schedule hereto or the funeral director has satisfied himself that such burial is authorised.</p>	<p>being of such exclusive right has consented thereto or it appears to the District Clerk that he would not object to the burial taking place and the District Clerk may require such evidence thereof as he thinks fit.</p> <p>(iv) Upon satisfactory proof being given to him of the original of any agreement for the exclusive right of burial having been lost upon payment of the prescribed fee, the District Clerk may issue to the person for the time being appearing to be entitled to such right a duplicate of such agreement but upon the condition that if the original agreement should subsequently be found, the duplicate shall at once be returned to the District Clerk for cancellation.</p>		
<p><b>TRANSFER OF EXCLUSIVE RIGHT OF BURIAL</b></p>	<p><i>Council may let the owner of the Burial Right transfer to a third party.</i></p> <p><i>Not to happen without the consent of council</i></p> <p><i>A person applying for a transfer shall pay all fees relating to the transfer.</i></p> <p><i>Council may require the Exclusive Right of Burial to be surrendered back to council.</i></p> <p><i>Time in which council will take back the exclusive right of burial</i></p> <p><i>Unused burial plots may be bought back by council and the fee at which this will happen</i></p>	<p><b>9. BURIAL GROUND RIGHTS TRANSFERABLE</b></p> <p>(a) Any purchaser or owner of the exclusive right of burial in any plot in which no burial shall have taken place may, with the consent of the Council transfer his or her interest in such ground to any other person.</p> <p>(b) Where such an exclusive right of interment has been purchased after the coming into force by this Bylaw the Council may in lieu of consenting to any such transfer, require the holder of such right to surrender the same to the Council upon payment to such holder of the price paid by him for such right, or where this may not be ascertained, this the fair current value, and any such holder shall upon receiving payment forthwith comply with any such requirement, failing which such right shall within 24 hours be automatically surrendered.</p>	<p><b>9. TRANSFER OF EXCLUSIVE RIGHT OF BURIALS</b></p> <p>The owner of an exclusive right of burial in any plot in which no burial shall have taken place may, with the consent of the District Clerk and subject to the payment to the Council of the prescribed fee, transfer his interest under an agreement to any other person provided that the District Clerk shall not be obliged to consent to such transfer.</p>	<p><b>9. PURCHASE OF THE EXCLUSIVE RIGHT OF BURIAL</b></p> <p>Every application for the purchase of the exclusive right of burial in any part of the cemetery shall be in the form set out in Appendix 1 of this bylaw or to the like effect.</p> <p>No burial shall take place in any plot in respect of which the exclusive right of burial shall be held by any person unless such person shall have consented to such burial, or the funeral director has satisfied himself that such burial is authorised, and the Local Authority is duly notified.</p>	<p><b>Clause not required in bylaw -</b> exclusive rights of burial are in the nature of a commercial arrangement between the Council and the plot holder, which is sanctioned by section 10 of the BCA. There is no bylaw making power in section 16 of the BCA which provides a power to make bylaw in relation to exclusive rights of burial, however, the wider power in clause 146 of the LGA02 would allow clauses relating to exclusive rights or burial – it is appropriate for this information to be included in the proposed Handbook document.</p>

**ATTACHMENT 1 TO CLAUSE 3 ENVIRONMENT AND INFRASTRUCTURE COMMITTEE 28. 11. 2012**

<b>AUTHORITY TO SEXTON</b>	<i>Burial Warrant authority for the Sexton to inter</i>	<b>10. WARRANT AUTHORITY TO SEXTON</b>  The burial warrant, when received by the Sexton, shall be sufficient authority to him for such burial, and after such burial he shall sign the certificate at the foot of such warrant.	<b>5. BURIAL WARRANTS</b>  (iv) The burial warrant shall be sufficient authority to the sexton for such burial and after such burial has been carried out, the sexton shall sign the certificate at the foot of the warrant.	<b>5. PROVISIONS FOR ALL INTERMENTS</b>  (6) The burial warrant shall be sufficient authority for the authorised officer to allow the burial	<b>Clause not required in Bylaw – But the information in these clauses should be included as conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b></b>
<b>FUNERAL HOURS</b>	<i>Hours for funerals</i>  <i>Operating hours that the interments can take place within.</i>  <i>Special provision for ethnic or religious funerals that need to take place within a specified time</i>	<b>11. HOURS FOR FUNERAL</b>  (a) Subject to Clause 11(d), no funeral shall be held on any Sunday or Statutory Holiday. Funerals on any other days shall be between the hours of 7.30 a.m. and 4.00 p.m. or such hours as the Town Clerk may fix.  (b) Where in his opinion special circumstances so require the Town Clerk may fix the time for arrival of any funeral at a cemetery and, following notification, the person ordering such funeral shall ensure compliance with the time so fixed.  (c) Where a funeral service continues or commences after 4.00 pm at a cemetery, the funeral director shall be liable for any additional labour costs including overtime payments.  (d) Where, in his opinion, special circumstances so require the Town Clerk may permit a funeral to be held on any Sunday or Statutory Holiday. The provisions of sub-clauses (a) to (c) of this clause, with the necessary modifications, shall apply to any funeral held on a Sunday or Statutory Holiday.	<b>6. HOURS FOR BURIALS</b>  No burial shall be carried out on any Saturday, Sunday or statutory holiday, nor between the hours of 4.30 pm on any day and 8.00 am the following day, unless the District Clerk shall, in any special case, have permitted otherwise.	<b>5. HOURS FOR FUNERALS</b>  (1) No funerals shall be held on any day except between the hours of 8 am and 5 pm Monday to Friday. However provided a minimum of three days notice has been given, it may be permissible for funerals to be held at the weekend.	<b>Clause not required in Bylaw – But the information in the clauses should be included as conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook and subject to any fees and charges that might apply</b></b>
<b>DIGGING OF GRAVES</b>	<i>Only sexton or assistant can open grave</i>	<b>12. SEXTON OR ASSISTANT ONLY TO DIG GRAVES</b>  No person other than the Sexton or his assistant, or any other person for the time being duly authorised by the Council shall dig any grave or open the ground for burial, in any part of any cemetery.	<b>5. BURIAL WARRANTS</b>  (v) No person other than the sexton or his assistants, or any other person for the time being duly authorised by the Council, shall dig any grave or open the ground for burial in any part of	<b>6. SEXTON OR ASSISTANT ONLY TO DIG GRAVE</b>  (1) No person other than the Sexton or his assistant, or any other person for the time being duly authorised by the Council shall dig any grave or open the ground for burial, in any part of	<b>Clause not required in Bylaw – But the information in the clauses should be included as conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to</b></b>

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			any cemetery.	any cemetery. The minimum depth of cover for any coffin shall not be less than 1m: Provided that if any provision is required for the interment of a second coffin (i.e. double depth) then the minimum depth must be calculated as the minimum after that second interment.	<b>any fees and charges that might apply</b>
<b>INTERMENT CONDITIONS</b>	<p><i>Minimum cover over caskets (legal requirement)</i></p> <p><i>Size of graves</i></p> <p><i>Number of caskets in graves</i></p> <p><i>Size and price of the plot fixed by Local Authority</i></p> <p><i>No charges for the plot in Services/Veterans area</i></p> <p><i>Maximum number of plots that can be purchased at any one time</i></p>	<p><b>13. INTERMENT CONDITIONS</b></p> <p>(a) All graves, other than those in areas which may be specially set aside for the interment of ashes or for single burials, shall be dug 2.2 metres deep, a depth of 2.5 metres being required the extra grave depth fee, as prescribed in the First Schedule hereto shall be payable. No casket containing human remains shall be buried less than 1.4 metres below the surface level of the ground immediately surrounding the grave.</p> <p>(b).No burial which necessitates a grave opening of more than 1.3 metres in length shall take place in a quarter lot.</p> <p>(c) The Council will provide all necessary appliances and attendance for properly conducting burials.</p>	<p><b>11. CONDITIONS OF BURIAL</b></p> <p>(i) Not more that two deceased persons over five years of age plus one deceased person under five years of age, may be buried in any one grave provided that the burial of ashes of deceased person is not prohibited by this subclause and provided further, that if the District Clerk is satisfied that ground conditions in respect of a particular grave or the depth of the first burial therein so require, he may direct that not more than one burial shall take place in a particular grave.</p> <p>(ii) Human remains shall be buried at such a depth as will ensure that when the grave is filled, there is at least one metre of fill covering those remains, measured from the top of any casket containing those remains.</p>	<p><b>5. PROVISIONS FOR ALL INTERMENTS</b></p> <p>(9) The minimum depth of cover for any coffin shall be 1 metre</p> <p>(10) No grave may be reopened for a further burial except with the consent of an authorised officer, and such consent shall permit only the burial of a person who is a relative of the person already buried in that grave.</p> <p>(11) Not more than two persons shall be buried in any one plot without the prior consent of an authorised officer.</p>	<p><b>Clause not required in Bylaw – But the information in the clauses should be included as conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b></b></p>
<b>BURIAL OF ASHES</b>	<p><i>Burial of ashes permissible in any area set aside for that purpose.</i></p> <p><i>Number of ashes plots that a person may prepurchase.</i></p> <p><i>Number of ashes urns that can go in the plot</i></p>	<p><b>14. BURIAL OF ASHES</b></p> <p>Upon application being made on that behalf and the prescribed fees paid to the Council, the urn containing the ashes of any deceased person may be buried in the special portion of the cemetery set aside for that purpose or in any plot, subject to an exclusive right of burial.</p>	<p><b>7. BURIAL OF ASHES</b></p> <p>Upon payment of the prescribed fees a vessel containing the ashes of deceased person may be buried in any special portion of a cemetery set aside for that purpose or subject to the provisions of this By-Law in any plot, subject to an exclusive right of burial.</p>	<p><b>3. ASHES PLOTS</b></p> <p>(1) Upon application being made in that behalf and the prescribed fees paid to the Local Authority the urn containing the ashes of any deceased person may be buried in the special portion of the cemetery set aside for that purpose or in any plot subject to an exclusive right of burial.</p> <p>(2) The maximum number of interments per ashes plot shall be two unless the Local</p>	<p><b>Clauses not required in Bylaw – But the information in the clauses should be included as conditions under which the Council operates cemeteries – <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b></b></p>



				<p>Authority permits otherwise.</p> <p>(3) Ashes plots can only be reserved when a deceased family member occupies an existing plot. The reservation is limited to one additional plot.</p> <p><b>7. ASHES</b></p> <p>(1) Upon application being made, and the necessary fees being paid (if applicable) the ashes of any deceased person may be scattered on, or entered into the grave of a friend or relative, subject to the permission of the family having been obtained and the necessary fees paid.</p>	
<b>RECORDS</b>	<p><i>B &amp; C Act</i> <i>Registers for burials and ash interments.</i></p> <p><i>Register for prepurchase of plots</i></p>	<p><b>15. RECORD BOOKS AND LOTS AND BURIALS</b></p> <p>The Town Clerk shall keep a book in which he shall enter from time to time the number of every lot sold in any cemetery and the full name and address of the purchaser thereof, and the date of any sale or transfer of such lot. He shall also keep a cemetery plan and record of all the burials including the full names of persons buried in the cemetery and of the place or lot of each interment.</p>			<p><b>Clause not required</b> – Exclusive right of burial issue, and second part of clause is covered by section 50, which requires Council to keep registers</p>
<b>BURIAL RESTRICTIONS</b>	<p><i>B &amp; C 1964 Section 49</i></p> <p><i>Burial of Poor Person that LA need to provide for.</i></p> <p><i>No Certificate of Right of Burial issued retained by Local Authority</i></p> <p><i>Family or friend by pay all fees due and</i></p>	<p><b>16. RESTRICTIONS WHERE NO BURIAL RIGHT PURCHASED</b></p> <p>(a) Where the exclusive right of burial in perpetuity has not been purchased, such burial shall take place in such cemetery lot as the Town Clerk or Sexton shall determine and no headstone, fence or other monument shall be erected thereon unless the exclusive right of burial in perpetuity therein shall have been purchased as provided in the following sub-clause.</p> <p>(b) Any friend, relative or executory of a person so buried may at any</p>	<p><b>10. BURIALS WHERE NO EXCLUSIVE RIGHT OF BURIAL PURCHASED</b></p> <p>(i) A burial otherwise than pursuant to an exclusive right of burial shall be carried out in such plot as the District Clerk shall determine and no fence, monument, tablet, kerb or other structures shall be erected on such plot unless an exclusive right of burial therein is purchased.</p> <p>(ii) Any friend, relative or personal representative of the deceased</p>	<p><b>22 DECEASED SERVICEMEN</b></p> <p>Notwithstanding anything to the contrary contained in this part of this bylaw, the fee payable to the Local Authority, for the disinterment of any deceased servicemen and the reinterment thereof in the war graves section of the cemetery, if application is made therefore by the War Graves Branch of the Department of Internal Affairs, shall be as may be agreed upon between the parties from time to</p>	<p><b>Clause not required in Bylaw</b> – Partly a matter for terms and conditions and partly dealt with by section 49 BCA. But the information in the clauses should be included as conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b></p>

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	<i>a Burial right will be provided and the headstone maybe erected</i>	time from the date of such burial, purchase the exclusive right of burial in perpetuity in such cemetery lot in the manner provided in this Bylaw for the purchase of such rights.	person so buried, may at any time within two years from the date of burial or such further period as the District Clerk may, in any particular case agree, purchase the exclusive right of burial in such plot.	time.  The interment into a grave or ashes plots within the RSA services of the cemeteries, must be done with the approval of the War Graves commission.  The headstones, plaques and surrounds for such graves are under the jurisdiction of the War Graves Commission.  Payment of the sexton's fees for the interment is made to the Local Authority directly by the person representing the deceased.	
<b>INTERMENT CHARGES FOR POOR</b>	<i>Application for Interment and Declaration signed by a JP that there are no funds to pay for the burial</i>	<b>17. INTERMENT CHARGES POOR PERSONS</b>  Where application is made to the Council for the interment at reduced charges of any deceased poor person, the applicant shall on making such application, furnish to the Council a certificate duly signed by him, certifying that such deceased person has not left sufficient means to pay the ordinary charge of interment fixed by this Bylaw, and that his relatives and friends are unable to pay the same. Such certificate shall be in the form specified in the Seventh Schedule to the Bylaw or to the like effect.	<b>12. BURIAL OF POOR PERSON</b>  (i) Any persons wishing to bury a deceased poor person at a rate less than that provided for shall certify to the Council that such deceased person has not left sufficient means to pay the ordinary charge for burial fixed by this By-law and that relatives and friends of the deceased are also unable to pay such charge, and the District Clerk shall be empowered to remit all or part of such fees as in his opinion is appropriate in the circumstances.  (ii) No exclusive right of burial may be purchased in respect of a grave in which a deceased poor person has been buried unless the full fee for the burial warrant is paid.	<b>21. INTERMENT CHARGES POOR PERSONS</b>  21.1 Where application is made to the Local Authority for the interment at reduced charges of any deceased poor person, the applicant shall, on making such application, furnish to the Local Authority a letter duly signed by them certifying that such deceased person has not left sufficient means to pay the ordinary charge of interment fixed by this part of this bylaw, and that his relatives and friends are unable to pay the same.  .2 An agreement to bury such persons must be granted by the Mayor and General Manager.	<b>Clause not required</b> – Section 49 BCA applies and also will be dealt with through Fees and Charges clause/Schedule
<b>PURCHASE</b>	<i>Prepurchase of plots and the number that one person can prepurchase at Council discretion</i>	<b>18. PURCHASE OF ALLOTMENTS</b>  Any person may upon payment of the fees and charges as prescribed in the First Schedule hereto purchase allotments. The number of plots to be sold at any one time shall be left to the discretion of the Council.		<b>2. BURIAL PLOTS</b>  1 Where the exclusive right of burial has not been purchased and the full purchase price thereof paid, and where the human remains to be buried are not that of a poor person as mentioned in clause 21.0 hereof, such burial shall take place only by arrangement with	<b>Clause not required</b> – will be dealt with through Fees and Charges clause/Schedule

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				<p>the persons arranging the funeral, guaranteeing subsequent purchase of that plot.</p> <p>2 Such burial shall take place in such plot as the Local Authority shall determine, and no fence or headstone shall be erected thereon unless the exclusive right of burial therein shall have been purchased.</p> <p>2.3 The maximum number of interments per plot shall be two, unless the Local Authority permits other wise.</p>	
<b>DISINTERMENT</b>	<p><i>Allowed for in the B &amp; C Act. Application for Disinterment plus copy of license from the Ministry of Health and all fees</i></p>	<p><b>19. DISINTERMENT</b></p> <p>Where an application for a disinterment is received by the Council, the disinterment shall be conducted pursuant to Sections 51 and 55 of the Burial and Cremation Act 1964 and subject to the payment of such fee as is prescribed in the First Schedule.</p>	<p><b>21. DISINTERMENT</b></p> <p>The disinterment or removal of any body or the remains of any body, pursuant to a licence granted under Section 51 of the Burial and Cremation Act 1964, shall be carried out under the supervision of the sexton and after payment of the prescribed fee.</p>	<p><b>23. DISINTERMENT</b></p> <p>Where an application for a disinterment is received by a Local Authority, the disinterment shall be conducted pursuant to Sections 51 and 55 of the Burial and Cremation Act 1964 and subject to the payment of such fees as the Local Authority by resolution decides.</p>	<p><b>Clause not required in Bylaw –</b> Sections 9 and 51 and 55 of the BCA deal with the matters in these clauses. Information also relevant to conditions – <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b></p>
<b>MAINTENANCE</b>	<p><i>Responsibility for Maintenance of graves and plots by council.</i></p> <p><i>Neglect of graves</i></p> <p><i>Neglect of headstones</i></p> <p><i>Removal of damaged headstones</i></p>	<p><b>20. MAINTENANCE OF GRAVE HOLDERS OR BURIAL GROUND RIGHTS</b></p> <p>All structures, erections, articles, lawns or surfaces of any cemetery lot shall be kept in proper order and condition by the holder of the burial ground rights thereof, his trustees, representatives, or assigns. Where the Council is satisfied there has been any gross neglect of such requirement, the Town Clerk may give to the person so made responsible one months written notice specifying such neglect, and failing compliance with such notice the Council may, within one month, at the cost of such person, remedy the specified neglect.</p>		<p><b>12. KEEPING IN ORDER</b></p> <p>All kerbs, enclosures, tombstones, headstones, and other monuments shall be kept in proper order or repair by the purchasers of lots or their representatives or assigns. Subject to the provisions of the Burial and Cremation (Removal of Monuments and Tablets) Regulations 1967, all monuments, tablets, and fences or erections of any kind which shall fall into a state of decay or disrepair may at any time be removed from the cemetery by order of the Local Authority subject to Section 9 of the Burial and Cremation Act 1964, having given due provision to the Historic Places Amendment Act. In the event of there being</p>	<p><b>Clause not required in Bylaw –</b> Include information as conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b></p>

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				no one available to effect repairs or permit removal, a photographic record of the plot shall be taken before removal and filed with cemetery records.	
<b>MAINTENANCE BY COUNCIL</b>	<i>The local authority may agree to look after a grave</i>	<p><b>21. COUNCIL MAY MAINTAIN GRAVES</b></p> <p>The Council shall maintain a cemetery lot in a cemetery in proper order and condition upon payment of the maintenance fee prescribed in the First Schedule hereto but in no case shall any person in the employment of the Council do any work on such lot, unless previously especially authorised in writing by the Town Clerk. Maintenance shall not include the upkeep, painting and repair of any monumental work, kerbing, stone or composition surface on a cemetery lot.</p>		<p><b>10. KEEPING THE GRAVES IN ORDER</b></p> <p>The Local Authority may agree to keep any grave in any cemetery in order upon payment of the fees in that behalf prescribed in the Local Authority's list of fees and charges.</p> <p>Payment of the cemetery cost maintenance element as listed in the Local Authority's list of fees and charges does not constitute an agreement to keep that specific grave. This element is used towards the general cost of maintaining the cemetery.</p>	<p><b>Clause not required in Bylaw –</b> Include information as conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b></p>
<b>VAULTS</b>		<p><b>22. VAULTS</b></p> <p>(a).Any person purchasing the exclusive right of burial in any plot of ground may, subject to prior written permission of the Council, excavate the same up to the boundaries of such plot for the purpose of constructing the vault.</p> <p>(b).Before any such work is commenced towards the construction of any vault, the plans and specifications of the work connected therewith shall be submitted to the Council for approval, and no work shall be commenced until such approval has been obtained in writing.</p> <p>(c).All vaults shall be lined throughout with masonry concrete or with stone set in portland cement, mortar or other approved material. The entrance to the vault shall be sealed by a stone at the top or by an iron door and</p>	<p><b>13. VAULTS</b></p> <p>As from the commencement of this by-law, no person may construct any vault in any cemetery.</p>		<p><b>Clause not required in Bylaw –</b> Dealt with in section 9 which provides that Council can remove any monument that does not comply with any conditions under which permission for monument has been granted. Include information as terms and conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b></p>

		<p>such entrance shall have secure fastenings made and maintained to the satisfaction of the Council.</p> <p>(d).A duplicate key of each vault shall be deposited with the Sexton.</p> <p>(e) Coffins for vaults shall be lined with lead or other approved material, firmly and securely sealed; but coffins not lined as aforesaid may be laid in vaults and completely encased in cement, concrete or other approved material so as to prevent the escape of offensive odours.</p> <p>(f) All labour, material and tools required for constructing or excavating vaults shall be provided by the person constructing the vaults.</p> <p>(g) All vaults shall be kept in proper order and repair by the owners thereof, or their representatives or assigns. If at any time any vault shall fall into disrepair, the Council may give such owner or his executors, administrators. or assigns or such person or persons as are the last known owner or owners of the right of burial in the vault 28 days notice to repair the same. If such owner or his executors, administrators, or assigns shall fail to do or cause to be done, the required repairs within such 28 days, the Council may prohibit any further interment in such vault until such repairs shall have been made. or at its option may affect such repairs and recover the cost thereof from any such owner, his executors, administrators or assigns, and any such owner or other person so making default shall be liable to prosecution for an offence against the Bylaw.</p> <p>(h).All earth and rubbish thrown out when excavating for a vault shall be removed without delay by the person who applies for permission to construct such vault to a place</p>			
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		<p>approved by the Sexton.</p> <p>(i).No interment shall be made in any vault unless or until a warrant of interment has been obtained from the Council.</p>			
<b>MONUMENTS</b>		<p><b>23. MONUMENTAL WORK PERMIT</b></p> <p>(a) All monumental work in cemeteries shall be carried out in accordance with a Monumental Work Permit. Such permit shall be in the form specified in the Ninth Schedule to this Bylaw.</p> <p>(b) The Monumental Work Permit will be issued upon the payment of the fee as prescribed in the First Schedule to this Bylaw.</p> <p>(c)Such permit shall not allow monumental work to be carried out in cemeteries on Saturdays, Sundays or Statutory Holidays.</p>	<p><b>17. MONUMENTS</b></p> <p>(iii) No person shall construct any monument or carry out any other construction work except in accordance with the terms of a permit issued by the District Engineer, in the form set out in the Fifth Schedule, which permit shall be issued only if the Engineer shall have approved plans and specifications for the proposed monument or other construction work upon payment of the prescribed fee.</p> <p><b>20. INSCRIPTION</b></p> <p>If the Council is reasonably of the opinion that any inscription on any tombstone, headstone, memorial, plaque or tablet is indecent, libellous or in any way offensive or is likely to or calculated to offend or annoy the public or any member thereof, the Council may, by notice in writing served upon the owner of the exclusive right of burial in respect of such grave or his personal representative, require the removal of such inscription.</p>		<p><b>Clause not required in Bylaw – Include information as conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b></b></p>
<b>STATUARY</b>		<p><b>24. STATUARY</b></p> <p>Statuary may be permitted in other than Memorial Park and Lawn type cemeteries, subject to any conditions and requirements of the Council.</p>			<p><b>Clause not required in Bylaw – Include information as conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b></b></p>

<b>REGULATION OF CEMETERIES</b>		<b>25. REGULATION OF CEMETERIES BY RESOLUTION</b>  Owners of the exclusive right of burial in any cemetery may erect a tombstone or other monument, provided always that no such tombstone or other monument shall be erected unless a plan or adequate description or both shall have been submitted to the Town Clerk and approved by him and a permit issued therefore upon payment of such fee as the council may from time to time by resolution determine. All foundations for tombstones, headstones and monuments shall be laid to the satisfaction of the Council and in accordance with sound engineering principles.		<b>11. FENCING, TOMBSTONES, ETC.</b>  (1) Purchasers or owners of the exclusive right of burial in any cemetery (other than a memorial park or plaque lawn cemetery) may erect kerbing, fences tombstones, headstones, or other structures .  (2) Provided, always, that any kerbing, fences tombstones, headstones or other structures shall be erected in accordance with the specifications set out in Appendix 2 and at the discretion of the authorised officer.	<b>Clause not required in Bylaw –</b> Include information as conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b>
<b>DEPOSIT OF MATERIALS</b>	<i>Conditions that Monumental Masons or other authorized person may work in a cemetery.</i>  <i>Authorised person not to use paths or roadways as a work site</i>  <i>Council may construct or enable the use of existing buildings by an person authorized to work in the cemetery.</i>  <i>Any rubbish to be removes by the person authorized to work in the cemetery</i>	<b>26. DEPOSIT OF MATERIALS</b>  (a) No monumental mason or other person carrying out any work in any cemetery shall make use of any part of such cemetery for placing or depositing thereon any tools, planks or material in connection with the work for a longer time than is reasonably necessary for the purpose of completing such work. Any such mason or other person who, after service upon him of a notice in writing, signed by the Town Clerk, requesting the removal thereof within a time specified in such notice, shall neglect or refuse to remove any such material from such cemetery shall be liable to prosecution for any offence against this Bylaw.  (b) No person shall make use of any footpath or roadway in the cemetery for the purpose of mixing cement or mortar otherwise than upon a proper mixing board or other approved manner.  (c) The Council may construct and may order the use of sheds or other buildings for the storage of	<b>17. MONUMENTS</b>  (iv) No person erecting or repairing any monument or carrying out any other construction work or repairing any vault in any cemetery, shall make use of any footpath or other part of the cemetery for placing or depositing thereon any tools, planks, casks or materials in connection with the work being carried out for a longer time than is reasonably necessary for the execution of the work and any such person who after service upon him of a notice in writing signed by the District Engineer, requiring the removal thereof within a time specified in such notice, shall neglect or refuse to remove any such tools, planks, casks or material from such cemetery, shall commit an offence against this by-law.  (v) No person shall make use of any footpath or roadway in a cemetery for the purpose of making cement or mortar, otherwise than upon a proper mixing board.	<b>16. DEPOSIT OF MATERIALS</b>  No monumental mason or other person erecting or repairing any headstone, monument, fence or other work in, on, or around any grave, in any cemetery shall make use of any footpath or other part of such cemetery for placing or depositing thereon any tools, planks, casks, or material in connection with the work of such erection, construction, or repair for a longer time than is reasonably necessary for the purpose of completing such work; any such mason or other person who, after service upon him of a notice in writing signed by the Local Authority, requesting the removal thereof within a time specified in such notice, shall neglect or refuse to remove any such tools, planks, casks, or material from such cemetery, shall be liable to prosecution for any offence against this part of this bylaw.  No person shall make use of any footpath or roadway in the cemetery for the purpose of	<b>Clause not required in Bylaw –</b> Include information as conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b>

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		<p>tools, planks or other material belonging to such masons or other persons, and may make such charges for the use of the same and for the supply of turf or of water or for such other services whatsoever as the Council may from time to time fix by resolution.</p> <p>(d) No person doing monumental or other work at any lot shall leave any rubbish, stones, or other waste materials after the completion of such work in any grave or on any lot of path within the cemetery.</p>		<p>mixing cement or mortar otherwise than upon a proper mixing board or in other approved manner.</p> <p>The Local Authority may construct sheds or other buildings for the storage of tools, planks, casks, or other material belonging to such masons or other persons, and may make such charges for the use of same and for the supply of turf or of water or for such other services whatsoever as the Local Authority may from time to time fix by resolution.</p> <p>If the Local Authority so requires, a deposit (as prescribed in the annual list of fees and charges) shall be lodged with every application for a permit to carry out any work. Such deposit shall be refunded when the work has been completed to the satisfaction of the Local Authority.</p> <p>If the Local Authority shall provide any such shed or building, the local authority may require any such mason or other person to remove either from the cemetery or into such shed or building all tools, planks, casks, or other material, and any such mason or other person failing to comply with any such direction shall be liable to prosecution for an offence against this part of the bylaw.</p>	
<b>LEVELING</b>	<p><i>Enclosed plots to be kept in order by the owner of the exclusive right of burial.</i></p>	<p><b>27. LEVELLING</b></p> <p>Every person who encloses any plot of ground shall do all levelling required at his own cost and in accordance with the requirements of the Council.</p>		<p><b>15. LEVELING</b></p> <p>Every person who encloses any plot of ground shall do all levelling required at his own cost and in accordance with the requirements of the Local Authority.</p> <p>15.2 Every such person shall, without delay, remove from the cemetery all rubbish and earth</p>	<p><b>Clause not required in Bylaw –</b> Include information as conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b></p>



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				not required in the filling in of the grave, or in connection with such levelling to a place approved by the Local Authority.	
<b>QUARTER LOTS</b>	<i>Size of memorial headstone as determined by the council</i>	<b>28. QUARTER LOTS</b>  Memorial headstones which may be erected on quarter lots for the burial of infants and ashes in the area of the Linwood Cemetery known as Block A and block B shall be limited in size to 610 millimetres in height from the ground and 610 millimetres in width. All such stones shall be placed and set on a concrete beam to the satisfaction of the Council.			<b>Clause not required in Bylaw –</b> Include information as conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b>
<b>LIABILITY</b>	<i>Council not liable for any damage to headstones etc unless due to council negligence.</i>	<b>29. LIABILITY FOR DAMAGE</b>  The Council shall not be liable for any damage to any headstone, plaque or any grave vault or plot or part thereof (including vases and containers and contents thereof) or any tree, shrub or flowers planted and maintained as permitted by the Council Under clause 34 of this Bylaw, unless such damage is due to the negligence of the Council's employees.			<b>Clause not required –</b> Common law principles apply in regard to whether or not Council will be liable in any case.
<b>BEHAVIOUR IN CEMETERIES</b>	<i>No advertising or soliciting at all in any cemetery</i>  1. <i>No commercial photography without the consent of FD</i>  2. <i>No commercial photography without the consent of Council</i>	<b>30. SOLICITING OF ORDERS</b>  (a) No person shall, in any cemetery, advertise or solicit any order of custom from any other person for any work whatsoever to be done in or in connection with any cemetery, or for the sale, preparation, or supply of any article, material, or thing to be set up, affixed, placed or used in any cemetery.  (b) Except at the specific request of a purchaser of plots or their representatives	<b>14. BEHAVIOUR IN CEMETERIES</b>  (ii) Advertise or solicit any order or custom for any works whatsoever to be done in or in connection with any cemetery or for the sale, preparation or supply of any article, material or thing to be set up, affixed, placed or used in any cemetery.  (iii) Except at the specific request of the owner of an exclusive right of burial or his personal representative, accept or take any such order or custom.	<b>20. SOLICITING OF ORDERS</b>  1 No person shall, in any cemetery, advertise or solicit any order or custom from any person for any work whatsoever to be done in or in connection with any cemetery, or for the sale, preparation, or supply of any article, material, or thing to be set up, affixed, placed, or used in any cemetery.  2 Except at the specific request of a purchaser of plots or their representatives or assigns, no	<b>Clause not required in Bylaw –</b> Include as conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b>

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		<p>or assigns, no person shall, in any cemetery, accept or take any such order or custom as aforesaid.</p> <p>(c) No commercial photographer shall, without the consent of the funeral director, or special permit in writing for the occasion from the Town Clerk, attend any funerals for the purpose of taking photographs</p>	<p>(iv) Being a commercial photographer, take any photograph at any burial being carried out in a cemetery without a permit in writing granted for the specific occasion by the District Clerk.</p>	<p>person shall, in any cemetery, accept or take any such order or custom as aforesaid.</p> <p>.3 No commercial photographer shall, without the consent of the funeral director, or special permit in writing for the occasion from the Clerk, attend any funeral for the purpose of taking photographs.</p> <p>4 No person shall, in any cemetery, take photographs, videos or films for any commercial purposes without the written permission of the Local Authority.</p>	
<b>VEHICLES</b>	<p><i>Conditions under which any vehicle is allowed to operate in a cemetery</i></p>	<p><b>31. VEHICLES</b></p> <p>(a) No person shall take any vehicle of any kind into any cemetery except between the hours of sunrise and sunset, or at such time as time as the Council in any particular case by resolution decides.</p> <p>(b) No person shall permit any vehicle of any kind under his control to remain in any cemetery after sunset on any day without the permission of the Council.</p> <p>(c) No person, other than the duly authorised servants or agents of the Council, acting within the scope of their employment or agency shall drive, conduct or permit any vehicle to be on any part of any cemetery other than roadways or places open for vehicular traffic.</p> <p>(d) No person shall drive or conduct any vehicle of any kind in any cemetery at a greater speed than 25 kilometres per hour, or that indicated on any road within any cemetery.</p> <p>(e) The drivers of all vehicles shall yield an unconditional right of way to any funeral procession in any</p>	<p><b>14. BEHAVIOUR IN CEMETERIES</b></p> <p>(v)Take any vehicle of any kind into any cemetery between the hours of sunset and sunrise, except with the approval of the District Clerk in any particular case.</p> <p>(vi)Suffer or permit any vehicle under his control to remain in any cemetery between the hours of sunset and sunrise, except with the prior permission of the District Clerk.</p> <p>(ix)Drive or permit or suffer to be driven, any vehicle on any part of a cemetery except upon roadways or other places formed for the vehicular traffic unless he be authorised so to do by the District Clerk and does so within the scope of his employment.</p> <p>(vii)Drive any vehicle at a speed greater than 20 kilometres per hour, or greater than such speed as may be indicated by notice placed on any road within a cemetery.</p> <p>(viii)Being the driver of a vehicle, fail to yield unconditional right of way to any funeral procession in any cemetery.</p>	<p><b>17. VEHICLES</b></p> <p>1 No person shall take any vehicle of any kind into any cemetery except between the hours of sunrise and sunset, or at such time as the Local Authority in any particular case by resolution decides. An exception however will be made with a vehicle required for the exhumation of bodies, where this exhumation must occur under the hours of darkness.</p> <p>2 No person shall permit any vehicle of any kind under his control to remain in any cemetery after sunset on any day without the permission of the Local Authority.</p> <p>3 No person in control of any vehicle unless authorised by the Local Authority shall drive or conduct the same or permit the same to be on any part of any cemetery except the roads open for vehicular traffic.</p> <p>4 No person shall drive or conduct any vehicle of any kind in any cemetery at a greater speed than 8 km/h, or than indicated on any road within any cemetery.</p>	<p><b>Clause not required in Bylaw –</b> Clause 8 of the Parks and Reserves Bylaw prevents anyone from driving in a reserve except in areas where vehicles are allowed, such as driveways, parking areas or cycle tracks. This clause does not override this but limits it further by providing that vehicles cannot be in cemeteries between the hours of sunrise and sunset.. The bylaws also set a speed limit for driving in a cemetery, but speed limits are now set under other legislation.</p> <p>The relevant provisions of this clause can be included in the terms and conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b></p>

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		<p>cemetery.</p> <p>(f) Every person driving or conducting any vehicle in any cemetery shall stop or move such vehicle as directed by the Sexton or his assistant.</p> <p>(g) No person shall drive or conduct any vehicle in any cemetery except in the direction indicated by traffic notices.</p>	<p>(x)When driving any vehicle in any cemetery, fail to stop or move such vehicle as directed by the sexton or his staff.</p> <p>(xi)Drive any vehicle in any cemetery except in the direction indicated by traffic notices.</p>	<p>5 All vehicles (other than hearses) shall yield unconditional right of way to any funeral procession.</p> <p>6 Any person driving or conducting any vehicle in any cemetery shall stop or move such vehicle as directed by the sexton or his assistant.</p> <p>7 No person shall drive or conduct any vehicle in any cemetery except in the direction indicated by traffic notices.</p>	
<p><b>REMOVAL OF THINGS FROM GRAVES</b></p>		<p><b>32. REMOVAL OF THINGS FROM CEMETERIES OR GRAVES</b></p> <p>(a) No monumental mason or other person shall, without the permission of the Council, remove from any cemetery or from any grave any kerb, headstone, monument or tablet.</p> <p>(b) No person shall, without authority, remove or take from any cemetery, or from any grave in any cemetery, any vase, wreath, plant, flower, or any other thing, except that the Council may cause to be removed any neglected or broken material of this nature.</p>	<p><b>22.</b> It shall be an offence against this By-law for any person to:</p> <p>(i) Do or cause to be done, or knowingly permit or suffer to be done, or be concerned in doing anything whatsoever contrary to or otherwise than as provided by this By-law, or any provision thereof, Or,</p> <p>(ii) Omit or neglect to do, or knowingly permit or suffer to remain undone, anything which according to the true intent and meaning of this By-law or any provision thereof, ought to be done by that person at the time and in the manner therein provided; Or:</p> <p>(iii) Not refrain from doing anything which under this By-law or any provision thereof, he is required to refrain from doing to knowingly permit or suffer any condition of things to exist contrary to any provision contained in this By-law, or to refuse or neglect to comply with any notice duly given to him under this By-law or any provision thereof, or to obstruct or hinder any officer of the Council in the performance of any duty imposed upon such officer, or in the exercise of any power conferred upon him by this By-law or any</p>	<p><b>18. REMOVAL OF FENCES ETC</b></p> <p>1 No monumental mason or other person shall, without permission of the Local Authority, remove from any cemetery or from any grave any kerb, headstone, monument or tablet.</p> <p>2 No person shall, without authority, remove or take from any cemetery, or from any grave in any cemetery, any vase, wreath, plant, flower, or any other thing, except that the Local Authority may cause to be removed any neglected or broken material of this nature.</p> <p><b>19. MISCONDUCT</b></p> <p>No person shall, in any part of any cemetery, by any violent or improper behaviour, prevent, interrupt, or delay the funeral service.</p>	<p><b>Clause not required in Bylaw</b> – removal of items may be an offence under the Summary Offences Act or Crimes Act (theft). Section 8 of the BCA allows Council, in its management of cemeteries to maintain a cemetery in a safe, clean and orderly condition, which would allow it to remove such things without a bylaw power.</p> <p>These matters can still be included as part of the conditions under which the Council operates cemeteries</p>

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			provision thereof  (iv) Upon being found committing a breach of any provision of this By-law, fail to immediately leave the cemetery upon being requested so to do by the sexton or his assistants.		
<b>DOGS</b>	<i>Control of animals</i>	<b>33. CONTROL OF DOGS WITHIN CEMETERIES</b>  Any person taking a dog into a cemetery shall keep the same on a leash and under proper control at all times.			<b>Clause not required</b> - Clause 8 of the Dog Control Bylaw provides that, through the Policy the Council can declare public places to be "leashed dog areas" and under the policy, in all Council cemeteries dogs must be on a leash at all times. [Note regarding this bylaw is included in the Cemeteries Handbook.]
<b>TREES AND SHRUBS</b>	<i>No planting of shrubs etc unless where directed by council.</i>  <i>Unauthorised planting may be removed</i>	<b>34. TREES AND SHRUBS IN CEMETERIES</b>  (a) No trees, shrubs or flowers shall be planted and maintained in any cemetery except if planted as and where directed by the Council.  (b) Any trees, shrubs or flowers planted in any portion of any cemetery may at any time be trimmed, removed or cut down by order of the Council.	<b>15.</b> Any tree, shrub or other vegetation planted without the consent of the Council, may be trimmed, pruned, cut down or removed by the Council.	<b>13. SHRUBS AND TREES</b>  1 No tree, plant or shrub shall be planted in any cemetery by any person without the consent of the Local Authority being first obtained.  2 Trees, plants and shrubs planted in any portion of any cemetery may at any time be trimmed, removed, or cut down by order of the Local Authority.	<b>Clause not required in Bylaw</b> – Partly covered by clause 6 of the Parks and reserves Bylaw but can also be included in the conditions under which the Council operates cemeteries - <b>will have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b>
<b>TYPES OF CEMETERY</b>		<b>35. TYPES OF CEMETERIES</b>  For the purpose of this Bylaw:  (a) Memorial Park Cemetery means the cemetery so named and bounded by Cypress Street and Ruru Road.  (b) Plaque Lawn Cemetery means the Ruru Lawn Cemetery bounded by Ruru Road and Raymond Road.			<b>This and the rest of the existing clauses in the Bylaw are not required in the new Bylaw</b> – this information can be included in the conditions under which the Council operates cemeteries – can have a section that has conditions that relate to specific cemeteries - <b>will also have a general clause providing that certain activities and behaviour are permitted in cemeteries provided the activity and/or behaviour complies with the Cemeteries Handbook, and subject to any fees and charges that might apply</b>
		<b>36. APPLICATION OF BYLAW TO DIFFERENT TYPES OF CEMETERIES</b>			

		<p>(a) Clauses 1 to 34 inclusive of this Bylaw apply to all cemeteries.</p> <p>(b) In addition to the provisions of clauses 1 to 34, clauses 37 to 39 inclusive shall apply to a memorial park cemetery and clauses 40 to 42 inclusive shall apply to a plaque lawn cemetery.</p>			
		<p><b>"MEMORIAL PARK CEMETERIES"</b></p> <p><b>37. INTERMENTS</b></p> <p>Interments may be made from time to time in ground in any cemetery set aside by the Council for the purpose of a memorial park (berm or garden cemetery) and shown on a plan prepared by the Council, but no fences or monuments other than headstones shall be erected, or trees, shrubs or flowers planted except as approved by the Council, and no kerbing shall be erected anywhere within the precincts of such memorial park cemetery.</p>			
		<p><b>38. ERECTION OF MEMORIALS</b></p> <p>(a) The Council shall construct or cause to be constructed a continuous concrete platform or berm at ground level or below as required, of a width suitable to maintain stability, ranging from 650 millimetres if underground and set on solid subsoil, to 1 metre if flush with the surface on which base or platform foundation work for all memorials shall be placed. The cost of the platform shall be included in the purchase price of the plot.</p> <p>(b) Concrete-based work for all memorials shall not stand higher than 150 millimetres above the highest point of the concrete berm or ground level, whichever is the higher, and shall be of a depth (front to back) of 650 millimetres and shall, where required, allow insets for flower containers.</p>	<p><b>18. TYPES OF MONUMENTS OR OTHER MEMORIALS PERMITTED</b></p> <p>(i) <b>Old Section- Waimairi Cemetery</b></p> <p>The owner of an exclusive right of burial in the old section of the Waimairi Cemetery being that part of the cemetery situated in Grahams Road comprising Blocks 1 to 25 of the Anglican area, Blocks 1 to 5 of the Roman Catholic area, Blocks 1 to 7 of the Methodist area and Blocks 2 to 13 of the Presbyterian area, or in the Belfast Cemetery being the cemetery situated at the intersection of the Belfast Road and Guthries Road, or their personal representatives may erect a monument in accordance with the following provisions:</p> <p>(a) The headstone or tablet</p>		

		<p>(c) On surface berms (or platforms) a space of 150 millimetres clear of such memorial foundation base shall be maintained, both front and back.</p> <p>(d) No erected memorial shall, at the head of the plot, be wider than 1 metre in the case of a single plot or 2 metres in the case of a double width (family) plot.</p> <p>(e) No erected memorial shall, at the head of any block, be higher than 1.5 metres. The plans of such memorial shall be submitted to and approved by the Council before the erection of any such memorial be permitted.</p> <p>(f) No erected memorial shall be made of any other material, than granite, or similar suitable material approved by the Council. Concrete shall be finished in grey cement, no coloured cements shall be added or used.</p> <p>(g) In constructing bases and in erecting memorials, the adjoining roads, paths or allotments shall not be damaged.</p> <p>(h) All memorials shall be kept in good repair by the purchasers of the allotments or their assignees. Subject to the provisions of the Burial and Cremation (removal of Monuments and Tablets) Regulations 1967, all memorials of any kind which shall fall into a state of decay or disrepair, may at any time be removed from the cemetery by order of the Council, and in the event of there being no one available to effect repairs or permit removal, a photographic record of the plots shall be taken before removal and filed with cemetery records.</p>	<p>may be erected only upon the concrete beam installed by the Council, provided that such headstone is of the type specified in the Sixth Schedule and does not exceed the dimensions specified in that schedule.</p> <p>(b) No kerb, rail, fence, permanent cover or other structure, shall be permitted.</p> <p>(c) Any headstone or tablet may include not more than two receptacles for flowers, provided that such receptacles may not be placed within the concrete beam and do not exceed a width of 100mm at the mouth.</p> <p>(iv) <b>Avonhead Park Cemetery</b></p> <p>Owners of an exclusive right of burial in the Avonhead Park Cemetery situated in Hawthornden Avenue, Christchurch, or their personal representatives, may erect a headstone or tablet in accordance with the following provisions:</p> <p>(a) The headstone shall be made of granite with dimensions not exceeding 29 centimetres by 20 centimetres;</p> <p>(b) The headstone or tablet shall be installed only in the area within the ring road as shown on the plan in the Seventh Schedule of this By-law;</p> <p>(c) The headstone or tablet shall be laid flat 20 millimetres below ground level on an individual concrete base with or without a concrete edge strip which should be no more than 50 millimetres in width;</p> <p>(d) No flowers shall be placed on the headstone or tablet and personal representatives shall be responsible for maintenance of the lawn edge of headstones and tablets.</p>		
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			<p>(Note: Clause 18(iv) above was inserted in substitution for the original Clause 18(iv) by the Waimairi District Bylaw No 1 1983 Alteration Bylaw 1998, which came into force on 7 September 1998).</p> <p><b>19. LOCATION OF GRAVES IN THE AVONHEAD PARK CEMETERY</b></p> <p>Except for those graves individually marked with headstone or tablet in accordance with Clause 18(iv), each grave in the area contained within the ring road shown on the plan in the Seventh Schedule to this Bylaw will be marked by means of a stainless steel plate set in a concrete cylinder at the head of the grave and 50 mm below the surface of the ground. Except as authorised by the Council, no person shall excavate the surface of the ground in the area contained within the ring road shown on the plan in the Seventh Schedule to this By-law but any person wishing to locate the exact position of any grave must apply to the sexton or his assistants, during normal working hours and the sexton or his assistant are hereby required to locate the exact position of any grave in respect of which such inquiry is made.</p> <p>(ii) Except for wreaths and other floral tributes placed upon a grave at the time of the burial, which may remain for no longer than forty eight hours, no person shall place any flowers, whether natural or artificial in the area contained within the ring road shown on the plan in the Seventh Schedule to this By-law except in such areas as shall have been specially provided by the Council for that purpose.</p> <p>(Note: Clause 19 above was inserted in substitution for the original Clause 19 by the Waimairi District Bylaw No 1 1983</p>		
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			Alteration Bylaw 1998, which came into force on 7 September 1998.)		
		<b>39. VASES OR CONTAINERS</b>  All vases or containers for flowers shall be housed in insets set into the base on which the memorial is placed in such manner as approved by the Council.			
	Ruru Lawn Cemetery	<b>“PLAQUE LAWN CEMETERIES</b>  <b>40. MEMORIALS</b>  (a) Purchasers of the exclusive right of burial in a lot in a lawn type cemetery may with the written permission of the Town Clerk and upon payment of the prescribed fee in the First Schedule hereto install on such lot a headstone, memorial, plaque, or tablet of such design as may be prescribed by the Council by resolution from time to time.  (b) Any memorial plaque installed pursuant to a permit issued in accordance with sub-clause (a) of this clause in the Ruru Lawn Cemetery shall have a surface measurement of 600 millimetres x 400 millimetres in the case of a single lot of 250 millimetres x 400 millimetres in the case of a quarter lot and shall consist of bronze or other non-ferrous metal, dark granite or other stone approved by the Council. Such plaque shall be securely embedded in a concrete base and the upper surface shall be kept not less than 38 millimetres below the general level of the turf. Any such installation shall be carried out to the satisfaction of the Sexton in charge of the cemetery.  (c) No person shall on any lot where a headstone, memorial, plaque or tablet exists, install an additional headstone, memorial, plaque or tablet.  (d) If the Council is of the opinion that any inscription on any			



		headstone, memorial, plaque or tablet is indecent, libellous, or in any way offensive or likely or calculated to offend, or annoy the public, or any members of it, the Council may by notice in writing serve upon the person who has installed such headstone, memorial, plaque or tablet, require its removal forthwith from the cemetery.			
		<p><b>41. SPECIAL RECEPTACLE FOR FLOWERS</b></p> <p>(a) After such period of two days has expired no person shall place on a plot any floral tribute except flowers and foliage which shall be placed in a special receptacle of an approval type. Any such floral tribute may be removed by the Sexton at any time after the fifth day from the latest interment in that plot.</p> <p>(b) The special receptacle herein before referred to shall be installed adjoining any tablet or plaque on the side nearest the head of the plot.</p> <p>(c) Every part of such receptacle shall be 50 millimetres or more below the level of the adjoining ground surface.</p> <p>(d) The Sexton shall be at liberty at any time to remove damaged receptacles of at type not approved by the Council and he may also remove at any time dead flowers and dead foliage.</p>			
		<p><b>42. WREATHS AND OTHER FLORAL TRIBUTES</b></p> <p>No person shall plant anything on any plot but during a period of two days following interment any wreath or other floral tribute may be placed on a plot but shall be removed at the expiration of such period.</p>	<p><b>16. WREATHS AND FLORAL TRIBUTES</b></p> <p>Wreaths or other floral tributes may remain on any grave for no longer than forty-eight hours following the carrying out of a burial and thereafter, flowers, whether natural or artificial, may</p>		

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			<p>be placed on any grave only in an approved receptacle and then only subject to the condition that any person authorised by the Council may remove such flowers from time to time, if they shall have become unsightly or otherwise detract from the appearance of the cemetery, provided that this clause shall not authorise the placing of flowers on graves in the Avonhead Park Cemetery, except in accordance with Clause 19 hereof.</p>		
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## **STATEMENT OF PROPOSAL FOR PROPOSED 'CHRISTCHURCH CITY COUNCIL CEMETERIES BYLAW 2013', CEMETERIES HANDBOOK AND CEMETERIES MASTER PLAN**

### **1. NATURE OF THE PROPOSAL**

The Council owns or administers the following operational cemeteries:

Akaroa Anglican Cemetery	Little River Cemetery
Akaroa Catholic Cemetery	Lyttelton Anglican Cemetery
Akaroa Dissenters Cemetery	Lyttelton Catholic & Public Cemetery
Avonhead Park Cemetery	Memorial Park Cemetery
Belfast Cemetery	Okains Bays Cemetery
Bromley Cemetery	Pigeon Bay Cemetery
Diamond Harbour Memorial Gardens Cemetery	Ruru Lawn Cemetery
Duvauchelle Cemetery	Sydenham Cemetery
Kaituna Valley Public Cemetery	Waimairi Cemetery
Le Bons Bay Cemetery	Wainui Cemetery
Linwood Cemetery	Yaldhurst Cemetery

It also manages the following cemeteries, which are closed (interments are no longer allowed):

Addington Cemetery  
Barbadoes Street Cemetery  
French Cemetery (Akaroa)  
Mount Magdala Cemetery of the Good Shepherd Sisters  
Rutherford Cemetery

This Statement of Proposal proposes the revocation of 3 older cemeteries bylaws and introduces a replacement bylaw and Cemeteries Handbook, that together will provide for the management of cemeteries and activities in cemeteries owned and administered by the Council.

The Statement of Proposal also introduces a Cemeteries Master Plan. Although the Master Plan includes some principles for the management of cemeteries, its purpose is to provide a strategic vision for cemeteries across the Council's district, and also provide information on Council's physical cemetery assets, legal classification, plot layout, proposed actions and landscaping, access and future provision of cemeteries.

### **2. REASONS FOR THE PROPOSAL**

The Christchurch City Council Cemeteries Bylaw No. 110 (1980), the Waimairi District Council Bylaw No.1, 1983 Cemeteries, and the Banks Peninsula District Council Cemeteries Bylaw 1996 are all current bylaws of the Council.

Each bylaw was made under the Burial and Cremation Act 1964 and were not subject to the review provisions in the Local Government Act 2002. It is appropriate for the Council to review older bylaws to ensure they remain relevant. As a result of the review of these bylaws it is proposed that they be revoked and replaced by one new bylaw.

The present bylaws contain a large number of detailed provisions relating to the management of cemeteries and activities in cemeteries. These detailed provisions will not appear in the proposed new bylaw but in the proposed Cemeteries Handbook so that changes can be made more easily in relation to the day to day management of cemeteries. Any changes will still need to be made by resolution of the Council, after the Council has considered community views, but will not require a special consultative procedure.

At the same time as consulting on the Bylaw and Handbook it is appropriate to consult on the Cemeteries Master Plan (even though this would not usually be consulted on as a special consultative procedure).

### **3. DETAILS OF THE PROPOSAL**

The proposed Christchurch City Council Cemeteries Bylaw 2013 (attached as appendix 1):

- Provides that the following activities that may take place in, or in relation to, cemeteries, are carried out in accordance with the Act and any conditions adopted by the Council in its Cemeteries Handbook, and subject to the payment of any fees that may apply:
  - interments and disinterments;
  - the installation and maintenance of vaults, monuments, fences, trees and shrubs and other things on graves and in cemeteries;
  - working in a cemetery;
  - the purchase of burial plots (including exclusive rights of burial).
- Requires that persons in cemeteries must conduct themselves in accordance with the Act and any standards for behaviour set out in any Cemeteries Handbook adopted by the Council by resolution.
- Makes provision for the Council to be able to prescribe fees and charges payable in relation to activities in cemeteries.
- Provides for an offence provision for anyone breaching the Bylaw.

The proposed Cemeteries Handbook (attached as appendix 2) provides conditions and information on the following matters:

- Opening hours of cemeteries.
- Exclusive right of burial (plot purchase):
  - immediate purchase and use of exclusive right of burial
  - pre-purchase of exclusive right of burial
  - allocation of plots
- Cemetery Fees and forms.
- Booking procedure for burial and ash interments.
- Interments:
  - hours for interments
  - interment equipment
  - subsequent interments in a grave
  - full interment next to an infant interment
  - ash interments
  - eco-burials
  - poor person's burial
  - burial of still born babies
  - shrouds
  - grave preparation
  - pet burials
  - Services areas
  - War Service eligibility & contacts
  - Avonhead Cemetery interment site for the victims of the 22<sup>nd</sup> February 2011 Christchurch earthquake
  - authority to inter
- Disinterment:
  - booking process and procedures
  - ashes disinterment

- Health and Safety:
  - caskets
  - shoring boards
  - request to fill grave
  - site safety at graveside
  - maintenance of plots and graves
- Monuments (Headstones):
  - installation of monuments on concrete beam
  - type and size of monuments
  - monuments placed on continuous concrete beam
  - plaques in lawn areas
  - recumbent headstones
  - garden plots
  - older style cemeteries on areas with graves that have an enclosed burial area
  - Banks Peninsula cemeteries
- Vaults.
- Burial and Ashes Plots:
  - plot dimensions
  - locating graves
  - grave testing
- Trees and Shrubs and other Tributes:
  - wreaths and other tributes
  - temporary markers
- Behaviour in cemeteries:
  - vehicles
  - advertising and soliciting of custom
  - ground side services
  - removal of items from cemeteries or graves
  - control of dogs and animals with any cemetery
- Genealogical Information.

**Background:**

The *Christchurch City Council's Water and Sanitary Services Assessment – Cemeteries and Crematoria report* (2005) identified a substantial increase in predicted deaths over the next 20 years due to an aging population and an increase in population within the district. The assessment indicated the current areas of land available for cemetery purposes is adequate to meet overall demand within the Christchurch District for the next ten years but will reach full capacity by 2028. The 2005 report highlighted a community preference for local cemeteries and that some community needs were not being addressed including the special requirements for some religious and ethnic groups. In response to issues identified in the 2005 report and following preliminary community consultation in 2007, Council staff have prepared the draft Master Plan.

**Purpose and Content of Master Plan:**

It is to provide a vision that sets the direction for the development and management of the cemeteries for the next 50 years. The plan will also include a breakdown of projects with approximate costings to enable future Long Term Plan (LTP) budget planning to be undertaken.

The objectives of the Master Plan are to

- Align the operational and management practices for the cemeteries of similar type and location.
- To provide the planning principles applied to public open space reserves to all cemeteries, such as public access, recognition of historic features and protection of the ecological, landscape, cultural, spiritual and religious values.
- To recognise and acknowledge the cultural and spiritual relationship of tangata whenua with the cemetery and its environment.
- To recognise and manage heritage cemetery sites and the values associated with these sites.
- To identify opportunities for the future provision of land for a cemetery in the next 20 – 30 years.

The draft Master Plan supports other operative planning and regulatory documents. It summarises some key elements of these documents that are relevant to the planning areas, highlighting key issues concerning public, natural and recreational open space values, while incorporating tangata whenua values.

The proposed Cemeteries Master Plan (attached as appendix 3) contains:

- A summary of proposed actions and policies to be applied to all cemeteries as well as a summary of proposed actions and policies for individual cemeteries. The proposed actions and policies do not constitute a commitment by the Council to implement those matters, as this depends on other decisions to be made by the Council about funding and its works programme.
- The planning drivers and objectives and vision for the plan, which is that the natural, cultural, heritage, landscape and spiritual values of the cemeteries in the District are protected and enhanced by the integrated management of these areas as reserves and open spaces.

- A summary of the consultation on issues related to:
  - the presence/absence of trees and shrubs
  - grave decoration
  - presence of food
  - presence/absence of grave markers/headstones
  - maintenance
  - identification of place
  - grave security
  - disposal of ashes
  - accommodating different requirements
  - cemetery designs
- Discussion on the issues and opportunities related to:
  - cemeteries as public open space
  - vegetation
  - culturally specific areas
  - eco-burials
  - pre-borns
  - pandemic
  - heritage
  - cemeteries in the future
- Information on each cemetery in the Council's district and the proposals in relation to that cemetery.

#### **4. SECTION 155 REPORT AND OPTIONS ANALYSIS**

When making a bylaw under the Local Government Act 2002, the Council must comply with the matters in section 155 of that Act, which requires that the Council must determine whether the bylaw is the most appropriate way of addressing the perceived problem, and once that has been determined, that the bylaw is in the most appropriate form, and it does not give rise to any implications under the New Zealand Bill of Rights Act 1990 (NZBORA). No bylaw may be made that is inconsistent with the NZBORA.

The problem in this particular instance is the appropriate management of cemeteries and activities in cemeteries. In reviewing the existing bylaws the Council has also asked this question in relation to the existing clauses of the bylaw - are they still the most appropriate way to address the particular issue covered by that clause.

The result of this review is set out in the clause by clause analysis table (attached as appendix 4)

Section 77 of the Local Government Act 2002 requires the Council, in the course of a decision making process, to seek to identify and assess all reasonably practicable options for the achievement of the objectives. This is also part of the assessment under section 155. The following options exist:

- (a) Do nothing i.e. allow the existing bylaws to continue without amendment. The Council's existing three bylaws have worked well to manage cemeteries in each area but are now clearly dated with the Christchurch bylaw made in 1980, and the other two bylaws dealing with respectively the historic territorial authorities of Waimairi and Banks Peninsula. Not having a cemeteries bylaw in place would exclude management of the issues listed in paragraph (c) below;
- (b) Seek voluntary cooperation. This was presumably deemed impractical by the respective Councils in the past because they enacted the bylaws and did not seek voluntary cooperation. In addition, the bylaws have generally proved to work well;

- (c) Make a new bylaw regulating the management of cemeteries. It is considered that a bylaw is still required to provide appropriate regulation around the management of cemeteries, and so that, if necessary, enforcement steps can be taken in relation to any activities or behaviour which do not comply with the standards set by Council. It is considered that this option addresses these issues more effectively than either of the other options above, because it provides for an updated modern bylaw that can be applied consistently to all cemeteries in the Council's district. It is therefore proposed that the draft Bylaw be authorised for special consultative procedure purposes.

It is considered that the new bylaw is in the most appropriate form. The discretion it leaves to the Council in relation to approving the Cemeteries Handbook, which sets the more detailed "rules" that stand outside the bylaw is not unreasonable, because the scope of the Handbook is provided for in the bylaw. It is also consistent with the current drafting style of Council's other recently reviewed bylaws.

Section 15 of the New Zealand Bill of Rights Act 1990 provides that *"every person has the right to manifest that person's religion or belief in worship, observance, practice, or teaching, either individually or in community with others, and either in public or in private"*. Section 20 also states that *"a person who belongs to an ethnic, religious, or linguistic minority in New Zealand shall not be denied the right, in community with other members of that minority, to enjoy the culture, to profess and practise the religion, or to use the language, of that minority"*.

These rights may have some relevance to bylaws made for the purposes of regulating cemeteries. For example, if a bylaw attempted to control the way in which particular religious ceremonies at funerals could be conducted, it may breach one of these rights. In some circumstances it may be appropriate for a bylaw to provide controls that appear to limit these rights, particularly if the purpose related to the safety of persons in the cemetery. The shared use of cemeteries by different persons of different religions may also be a reason for limitations.

Limitations on a right may be appropriate if the limitation is considered *"a reasonable restriction in a free and democratic society"*, in accordance with section 5 of the NZBORA. The draft Christchurch City Council Cemeteries Bylaw does not provide for any limitations on, or contain inconsistencies with, the NZBORA, although the Cemeteries Handbook proposes some limitations on things on graves. If this limit is contrary to any of the rights in the Act then it is a reasonable restriction in accordance with section 5, and is therefore consistent with the NZBORA.

## **5. CONSULTATION PROCESS**

- (a) The Council has resolved on the matters in section 155 of the Local Government Act 2002 and has approved this statement of proposal and the summary of information, which will be publicised, and has appointed a hearings panel to hear any submissions;
- (b) The special consultative procedure will commence on Thursday 29 November 2012;
- (c) Submissions on this proposal may be made to the Council no later than 5pm on Monday 4 February 2012. The submissions may be sent either:
- Through the Council's website ([www.ccc.govt.nz/Haveyoursay](http://www.ccc.govt.nz/Haveyoursay)), or
  - By email to [cemeterybylaw@ccc.govt.nz](mailto:cemeterybylaw@ccc.govt.nz); or
  - By using the submission form or any other written form and posted to:

Freepost 178  
Cemetery Bylaw and Masterplan  
Christchurch City Council  
Democracy Services  
PO Box 73013  
Christchurch 8154

- (d) Any person who makes a submission has the opportunity to be heard by the hearings panel at public hearings to be held during March/April 2013, but must make that request in their written submission.



- (e) The Council is legally required to make all written or electronic submissions available to the public and to Councillors, including the name and address of the submitter. Information will be available to the public subject to the provisions of the Local Government Official Information and Meetings Act 1987. If you consider there to be compelling reasons why your contact details and/or submission should be kept confidential, you should contact the Council's Public Affairs Consultation Team Leader,, telephone 03 941 8999.
- (f) The Council will receive a report from the hearings panel, will consider the recommendations of the panel and make a final determination on this proposal.

### **Drop-in Sessions**

In addition, the Council will be holding drop-in sessions where you can view the draft documents, discuss their contents with Council staff and make your submission at the following places and times:

- Thursday 6 December 2012, 3.30 - 7.00pm  
Diamond Harbour Community Centre Memorial Hall, 2L Waipapa Ave, Diamond Harbour
- Monday 10 December 2012, 4.00 – 7.00pm  
Woolston Club, 43 Hargood Street
- Tuesday 29 January 2013, 4.00 – 7.00pm  
Little River Service Centre and Library, 4236 Christchurch Akaroa Road
- Thursday 31 January 2013, 4.00 - 7.00pm  
Fendalton Service Centre, 4 Jeffreys Road

## **6. COPIES OF CONSULTATION DOCUMENTS**

The consultation documents (including the proposed new bylaw) are available:

- Through the 'Have your Say' web page [www.ccc.govt.nz/haveyoursay](http://www.ccc.govt.nz/haveyoursay);
- At open Council Libraries and Service Centres; or
- By ringing the Council on 03 941 8999 or for Banks Peninsula residents, 0800 800 169.

## CHRISTCHURCH CITY COUNCIL CEMETERIES HANDBOOK

### INTRODUCTION

This handbook contains conditions applying to activities and conduct in cemeteries and for the management of cemeteries owned by, or under the administration of, the Christchurch City Council. It provides information to assist the smooth running, operation and provision of services in the cemeteries.

The operational cemeteries within the Christchurch District include:

Akaroa Anglican Cemetery	Little River Cemetery
Akaroa Catholic Cemetery	Lyttelton Anglican Cemetery
Akaroa Dissenters Cemetery	Lyttelton Catholic & Public Cemetery
Avonhead Park Cemetery	Memorial Park Cemetery
Belfast Cemetery	Okains Bays Cemetery
Bromley Cemetery	Pigeon Bay Cemetery
Diamond Harbour Memorial Gardens Cemetery	Ruru Lawn Cemetery
Duvauchelle Cemetery	Sydenham Cemetery
Kaituna Valley Public Cemetery	Waimairi Cemetery
Le Bons Bay Cemetery	Wainui Cemetery
Linwood Cemetery	Yaldhurst Cemetery

For interments in these cemeteries contact the Christchurch City Council Cemeteries Administrator, phone 941-8646, Monday to Friday 8.30 am to 4.30 pm,  
Email: [cemeteries@ccc.govt.nz](mailto:cemeteries@ccc.govt.nz) , Web site: [www.ccc.govt.nz](http://www.ccc.govt.nz).

### *Closed Cemeteries*

The following cemeteries are closed and interments are no longer allowed:

Addington Cemetery  
Barbadoes Street Cemetery  
French Cemetery (Akaroa)  
Mount Magdala Cemetery of the Good Shepherd Sisters  
Rutherford Cemetery

The conditions applying to cemeteries and activities in cemeteries contained in this handbook were made in accordance with the Christchurch City Council Cemeteries Bylaw 2013 and legislation relevant to the activities in cemeteries, which include the:

- Burial and Cremation Act 1964 and any amendments
- Burial and Cremation (removal of Monuments and Tablets) Regulations 1967<sup>1</sup>

The definitions below are additional to those terms as defined in the Cemeteries Bylaw 2013:

‘BURIAL RIGHT’	an exclusive right of burial is a right to be buried in a particular plot in a cemetery.
‘CEMETERIES ADMINISTRATOR’	the person appointed by the Council to carry out administration work on behalf of the Council in relation to its cemeteries.
‘PLOT’	a vacant numbered lot in a cemetery where a burial or interment can occur.

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<sup>1</sup> The Burial and Cremation Act of 1964 is under review by the Law Commission

'SEXTON'	the person and any assistant of that person, who is authorised by the Council to carry out work on behalf of the Council in any cemetery.
'SPOUSE OR PARTNER'	have the same meaning as in the Property Relationships Act 1976.

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## Opening Hours

Cemeteries operated by the Christchurch City Council are open for public visiting seven days a week.

Summer (daylight saving time)	7.00 am – 8.00 pm
Winter (standard time)	8.00 am – 5.00 pm

## Exclusive Right of Burial (Plot Purchase)

The Council charges a fee to purchase a burial right (exclusive right of burial). This fee only relates to the purchase of the burial right and other fees will be payable at the time of a burial or disinterment. The Council reserves the right to refuse to sell any exclusive right of burial. The exclusive right of burial is required to purchase either an ashes or burial plot.

A person purchasing an exclusive right of burial will receive a Certificate of Right of Burial upon receipt of full payment. An exclusive right of burial is granted in perpetuity.

### ***Immediate purchase and use of exclusive right of burial***

When a burial is completed a Certificate of Right of Burial will be forwarded to the family or Funeral Director.

### ***Pre-Purchase of exclusive right of burial***

When an exclusive right of burial has been pre-purchased and no burial has occurred within a period of 60 years the burial right will revert back to the Council (there is no entitlement to a refund for the burial right).

An exclusive right of burial that is no longer required cannot be sold to a third party. The purchaser of the burial right (or immediate family if the purchaser is deceased) can apply for a refund of 50% of the current price of the burial right, where the exclusive right of burial has been pre-purchased and no burial has occurred within a period of 10 years from date of purchase. The Certificate of Right of Burial must be returned to the Council to receive a refund.

The person named on the Certificate of Right of Burial determines who may be interred in the plot and is the only person who may authorise the placement of a headstone or other council approved memorial on the grave. If the person named on the Certificate of Right of Burial is deceased the immediate next of kin or the person acting on behalf of the deceased may give approval for a burial in the plot. The person giving approval for a burial in a plot must complete an "Authority to Inter" form.

### ***Allocation of Plots***

Plots are allocated by the Cemeteries Administrator. Where a family wishes to obtain a plot in a particular area the request will be accommodated if possible, providing this does not conflict with the effective management of the cemetery. A maximum of two plots may be bought by an individual in any city cemetery.

## Cemetery fees and forms

Cemetery fees are set by the Council on an annual basis and are available on the web site or by contacting the Council's Call Centre. Fees relate to plot purchase (exclusive right of burial), burial and/or disinterment, and memorial work.

Burial and disinterment fees must be paid prior to any burial or disinterment taking place. In the case of a burial or disinterment under the control of a Funeral Director, the Cemeteries Administrator jointly with the Team Leader, Revenue & Receivable may, at their discretion waive the requirement for prior payment and will charge the Funeral

Director by a monthly account. Payment by monthly account will also be made available to the Council approved Monumental Masons.

Where a person other than a Funeral Director is organising the burial or disinterment, that person will need to contact the Council's Cemeteries Administrator and attend in person at the Civic Offices to complete the appropriate forms and pay all fees prior to the burial or disinterment taking place. The original *Medical Certificate of Cause of Death (HP4720)* or Coroner's Authorisation for Release of Body (form Coroners 3) must accompany the application. All original documentation will be returned to the applicant.

The forms referred to in this handbook that are available from the Cemeteries Administrator are:

- Application for Interment
- Authority to Inter
- Application for Burial of a Poor Person
- Application for Disinterment
- Application for Monumental Work Permit

### **Booking Procedure For Burial And Ash Interments**

The Cemeteries Administrator is to be notified by telephone of an intended burial. The minimum notice for an "Application for Interment" to be received by the Cemeteries Administrator is:

- *Christchurch City* - no fewer than 1 working day prior to the time of the interment.
- *Banks Peninsula* - no fewer than 2 working days prior to the time of the interment.

The Funeral Director or person organising the burial must submit an "Application for Interment" form (available in electronic form).

### **Interments**

No interments can take place in any cemetery under the control of the Council unless permission has been obtained from the Cemeteries Administrator. The appropriate fee must be paid prior to the burial taking place, and the "Application for Interment" form must be lodged with the Cemeteries Administrator. Where the applicant requires a new plot the 'New Right of Burial' section on the "Application for Interment" form must be completed.

#### ***Hours for interments***

Monday to Friday between the hours of:	9.00 am - 4.30 pm
Saturday between the hours of:	9.00 am - 1.30 pm

The expected time of arrival in the cemetery is to be given on the "Application for Interment" form. If the expected arrival time is going to change by more than 15 minutes of the original notified time the Cemeteries Administrator or Sexton must be notified of the new time.

No interments will be scheduled after 4.00 pm Monday to Friday or 1.00 pm Saturday, or Sunday unless in exceptional circumstances and only with the prior approval of the Cemeteries Administrator or Cemeteries Sexton (extra fees will apply). Interments will only be accepted on the hour and on the ½ hour.

Where an interment service continues after 4.30 pm on weekdays or 1.30 pm on a Saturday, a Late Fee will be charged to the Funeral Director or person organising the service.

A Weekend/Public Holiday fee will be charged for burials, including ash interments, that take place on a weekend or public holiday. A burial can occur on a Sunday or public

holiday with the prior approval of the Team Leader Urban Parks and payment of all applicable Fees.

No interments will be scheduled on Christmas Day, Good Friday or Anzac Day.

Where Boxing Day and 2nd January fall on a Sunday and are observed on a Tuesday, a interment can take place on the Tuesday between 9.00 am and 1.00 pm, at the discretion of the Cemeteries Administrator.

### ***Interment Equipment***

All equipment for interments is to be supplied and removed by the Cemetery Sexton ensuring all safety procedures are complied with while on the site.

### ***Subsequent interments in a grave***

Where a second or subsequent interment takes place, and the grave has a concrete cover or surround, only an approved Council Contractor is permitted to break the concrete (the Cemeteries Administrator can provide a list of approved Contractors). Any costs involved with breaking the concrete and reinstating the concrete cover or surround is the responsibility of the owner of the grave and must comply with all the monumental specifications for that cemetery.

### ***Full size interment plot next to an infant interment plot***

Where records show an infant has been interred next to a full size interment plot the Sexton is to check the plot to see if a full interment is possible before confirming the next interment.

### ***Ash interments***

The bookings and forms required for ash interments are managed in the same way as a casket interment.

### ***Special procedures for Māori burial***

The Council recognises, and provides for, the spiritual and cultural values of Māori regarding the departure of *mate* (dead people). These includes the choice to select a Plot that is significant to them, such as having the headstone face north, the availability of water at the cemetery, the opportunity for Māori to fill in the grave, and to have a ceremony to unveil the headstone, if desired.

The special procedures for Māori burials apply to all Maori burials in cemeteries owned and, or under, the administration for the Christchurch City Council.

### ***Eco-burials***

NB: The Cemeteries Master Plan proposes an Eco-burial site although a site has not been confirmed at the time of public notification of the Plan, Bylaw or Handbook.

Eco-burials (also referred to as natural burials or green burials) are a natural form of burial where no chemicals or toxic substances are used to preserve or embalm<sup>2</sup> the body or in the burial process. Decomposition is encouraged. The aim of the eco-burial area is to encourage indigenous restoration of the site. Plant habitat lists suitable to the soil and site will be used to select different compositions of plants suitable to the site.

A planting ceremony will be undertaken in the Autumn and Spring each year, where friends and relatives are invited to participate in the ceremony and join in the planting. A donation can be made towards plants for the site, but due to the unreliability of plants to become established in restoration programmes individual trees and shrubs can not be selected and planted for individual graves. After each of the Autumn and Spring ceremonies, the planting programme will continue to the most recent grave.

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<sup>2</sup> "Embalm – to treat a dead body with chemicals, oils etc to prevent it from decaying", Longman Dictionary of Contemporary English)



The graves are in a grid format and follow a consecutive pattern. Graves are allocated on the next adjoining plot that is available. A site map with plot numbers and approximate location will be situated near the entrance and available on the Council's website. The plots can not be reserved or pre-purchased. The plot sizes are 1.5m x 2.7m.

***Criteria for an eco-burial:***

- Caskets, coffins or body coverings shall be biodegradable, made of untreated wood, and not contain any chemical or substances that will prevent breakdown of the materials used
- Caskets and coffin linings are to be biodegradable and not of synthetic fibre
- Caskets and coffin handles and ornamentation are to be removed before burial
- Body coverings or shrouds shall be placed on a solid base of natural untreated timber for burial and firmly fastened to the base to prevent movement of the body when transferring or lowering
- Body coverings or shrouds, including clothes, must be non-toxic and biodegradable including zips, buttons, any personal items or keepsakes to be buried with the body. No artefacts are to be buried with the body
- Caskets, coffins, body coverings or shrouds must not be leaking fluids or have an offensive smell
- The body is not to be embalmed or contain any chemicals that would slow or prevent the natural breakdown of the body in the soil
- Graves are single depth only and are a maximum of 1 metre deep
- One untreated wooden marker per burial plot may be placed on the grave at the time or within the first week of the burial service. The marker shall be no larger than 150 mm x 100 mm in size and 250 mm high above ground level. The marker shall be attached to an untreated timber stem a maximum size of 100 mm x 100 mm that can be pushed into the soil and is to be centrally located at the head of the grave. The marker will be removed when the plot is planted with natives.
- No other markers or ornamentation shall be placed in or on the grave
- A GPS marker will be placed on the top of the coffin at the time of burial
- Disinterment is discouraged (except as may be required by law).

***Poor person's burial***

The Burial and Cremation Act 1964 requires the Council to bury the bodies of poor persons, and persons from any hospital, penal institution, or other public institution free of charge upon an order from a Justice of the Peace. An "Application for Interment" form must still be completed before the burial takes place.

No monuments or crosses are permitted on a poor person's grave as the exclusive right of burial has not been purchased and still belongs to the Council.

If a family wishes to erect a monument on a poor person's grave this can be facilitated when all the cemeteries fees and charges have been paid. The Council will issue a Certificate of Right of Burial, which entitles the person to apply for a Monumental Work Permit.

***Burial of stillborn babies***

A stillborn baby can be interred in a new plot, which may be purchased in the still born area of a cemetery (where available). The definition of a stillborn baby is one that weighed 400g or more, or was delivered after the 20<sup>th</sup> week of pregnancy.

***Shrouds***

If a body is to be interred in a shroud, the shrouded body must be placed on a board for burial. The body is to be firmly fastened to the base to prevent movement of the body when transferring or lowering.

***Grave preparation***

Only an approved Council Contractor or person authorised by the Council is permitted to dig a grave for the burial of human remains or ashes of human remains in a Council cemetery.

***Pet burials***

No animal(s), including birds or fish, either as ashes or as a body, can be interred in a Council cemetery.

***Services Areas (Bromley, Ruru Lawn, Diamond Harbour, Lyttelton Public Cemeteries)***

Ex-Service personnel who have had war service or service that is defined as equivalent to war service and their spouses or partners may be buried in a Services area.

If the interment of a deceased veteran is to be in a Services area, a standard ex-service memorial either as a plaque or a headstone, depending on the type of cemetery, is available at a subsidised rate through Veterans' Affairs New Zealand. In a Services area only the standard ex-service memorial is permitted. The memorials are of a uniform style and there is no provision for personal messages or photographs.

If the interment is to be in a public cemetery (but not within the Services area), the next of kin can order a standard ex-Service memorial, either a plaque or headstone, at a subsidised rate.

Details of service needs to be supplied on the "Application for Interment" form. Failure to provide this information could result in the application for interment in a Services plot being declined. All burials before 1988 are single depth and a second interment in these graves can only be ashes. After 1988 burials were double depth on request.

- The service person must be the first deceased to be buried
- Only service personnel and their spouse or partner may be buried in the Returned Services area. Double depth burials are permitted in Services area to allow the spouse or partner of the deceased veteran to be interred in the same plot. A double plaque commemorating both deceased persons is provided at a subsidised rate
- If the spouse or partner wishes to be buried to the side of the service person, they will have to pay the fee to purchase the burial right for the adjoining plot
- Children cannot be buried in a returned persons plot

***War Service Eligibility & Contacts***

Please refer to Veterans Affairs website for eligibility-  
<http://www.veteransaffairs.mil.nz/memorials/eligibility.html>

Application for an Ex-Service Memorial or for recognition of a Services area please apply to:

Supervisor Services Cemeteries  
Veterans' Affairs New Zealand  
PO Box 5146  
Wellington 6145

Freephone (NZ): 0800 483 8372 (0800 4 VETERAN) or from overseas 07 859 767  
(international toll charges will apply)

Facsimile: (04) 495 2080

Email: [veterans@xtra.co.nz](mailto:veterans@xtra.co.nz)

***Service records***

Please refer to New Zealand Defence Force Archives

<http://www.nzdf.mil.nz/personnel-records/nzdf-archives/default.htm>

**Avonhead Cemetery Interment Site for the Victims of the 22<sup>nd</sup> February 2011  
Christchurch Earthquake**

The combined site for the unidentified and identified victims of the 22<sup>nd</sup> February 2011 Christchurch earthquake.

***The Inner Interment Circle***

The inner circle is reserved for the four unfound victims and their spouses or partners. The spouse or partner's ashes of the four unidentified victims can be interred in the same plot. Only one recumbent headstone per site and both the victims and spouse or partner's name can be engraved on the headstone.

No immediate family (including children) can be interred in this plot. An ashes plot can be purchased on the outer circle for immediate family members (children, parents and grandparents).

***The Outer Interment Circle – Blocks 2A and 3A***

The outer circle has 600 x 600 mm plots available for the ashes of all victims of the earthquake and their spouse or partner. The plots can hold two ash urns and one headstone per site. The headstones are upright in this area and made of granite. Both the victim and their spouse or partner can have their names engraved on the headstone. The immediate family (parents/children/grandparents) can purchase adjacent plot/s at the time of the interment of the victim's ashes.

There is provision to purchase a plot to install a plaque without actually interring ashes. This may be the case if victims are buried in other locations, but the family would still like to be part of the interment site.

***Authority to inter***

The 'Application for Interment' form, when received by the Sexton, is sufficient authority for the Sexton to proceed with the interment or disinterment. After the interment or disinterment has been completed the Sexton will sign the application.

**Disinterment**

A disinterment must be conducted pursuant to Section 51 of the Burial and Cremation Act 1964, and is subject to the payment of any fee provided for in the Council's Schedule of Fees. All enquiries must be directed to the Cemeteries Administrator.

***Booking process and procedures***

Any disinterment must be booked with the Cemeteries Administrator and the form Application for Disinterment must be accompanied by the Ministry of Health Licence to Disinter. The procedures for a disinterment are the same as that for a burial or ashes interment.

***Ashes disinterment***

Both the owner of the right of burial and the immediate next of kin of the deceased, or the executor / trustee need to sign the application for disinterment of ashes.

**Health & Safety**

***Caskets***

For health and safety reasons any casket that exceeds 400 mm in depth will only be buried at single depth.

If an interment involves a couch style casket this must be notified on the "Application for interment" form as these caskets will only be interred at single depth.

The casket size, shape, and the type and size of the handles are to be recorded on the "Application for interment". The Council retains the right to determine what is a suitable casket.

### ***Shoring Boards***

Graves must be shored up in cemeteries for safety reasons. The shoring boards will be removed at the conclusion of the burial unless the family or friends wish to hand fill a grave. A request to hand fill a grave must be made in the "Application for interment" form.

### ***Request to fill grave***

There are two options available:

- Only fill the grave to cover the casket. No heavy machinery is required to remove the shoring boards
- Fill the complete grave. If this option is requested the Council Contractor with the appropriate equipment will be required to remove the shoring boards as the grave is filled. Families will need to follow the directions of the Sexton during this process. A lowering device is not able to be used if family or friends elect to fill the grave

### ***Site safety at graveside***

Funeral Director(s) will advise the Sexton upon arrival at the grave site and the site will be handed over to the Funeral Director. The Funeral Director is then responsible for the safety of the members of the public at the grave site until the Funeral Director formally hands the site back to the Sexton after the public have left the site.

If there is no Funeral Director controlling a burial then the site safety remains in the care of the Sexton and members of the public must follow the direction of the Sexton.

### ***Maintenance of plots and graves***

Maintenance work includes mowing and maintaining grassed plots and graves, and trimming trees over and around plots and graves, all of this work is undertaken by the Council. Maintenance does not include the upkeep, painting and repair of any monumental work, kerbing, stone or composition surface, such as exposed aggregate on a grave.

Maintenance of plantings within the kerb area of a grave is the responsibility of the next of kin. If the Sexton determines that any plants on a grave are not being maintained by family or Friends of the Cemetery and require maintenance, the plants will be removed by the Council. If the Sexton determines that any dead plants or plants are covering adjoining headstones, they will be removed by the Council. Any plant covered in the Christchurch City Council Operational Pest Plan growing in the cemetery will be removed.

## **Monuments**

### ***Monuments (Headstone)***

Only one monument is allowed per plot.

A member of the NZ Master Monumental Masons Association who is approved by the Cemeteries Administrator and is issued a Monumental Work Permit, can undertake any monument, concrete or structural work in a cemetery. The following conditions apply:

- The owner of the burial right or their agent must give permission for a monument to be erected, structural work carried out, or wording to be added to an existing monument

- Maintenance is the responsibility of the owner of the right of burial or their representative and must be kept in good repair. The Council does not take any responsibility for damage or vandalism to any monument
- Any monuments that have fallen into a state of disrepair, may at any time be removed from the cemetery by the Council, if the Sexton or Cemeteries Administrator determines that a monument is a health and safety risk. The Cemeteries Administrator may give to the person responsible (the owner or their representative) one months written notice to repair or remove the item in disrepair. Failure to comply with the notice will result in the monument being removed at the cost to the owner of the exclusive right of burial
- If a monument is unsafe and/or a health and safety risk and there is no owner or representative available to effect repairs or permit removal, the monument will be laid flat within the grave surround or removed from the cemetery if there is no grave surround. A photographic record of the monument will be taken and filed with cemetery records if the monument is removed
- A monument cannot be removed without the consent of the Council.
- No person shall erect or place any monument on any part of the cemetery without first obtaining a Monument Permit.

***Installation of monuments on concrete beams***

- The base for the monument will be constructed in accordance with sound engineering principles and to the satisfaction of the Council
- All monuments are to contain a minimum of two stainless steel rods to secure the monument to the concrete base, which sits on the Council's concrete beam. Marine grade stainless steel is to be used in cemeteries that are susceptible to sea salt spray, e.g. Linwood, Memorial Park and Bromley Cemetery and Banks Peninsula Cemeteries
- For monuments up to 900 x 600 mm, 2 stainless steel rods that are up to 300 mm or 1/3 of the overall height of the monument are to be used. The diameter of the stainless rods are to be a minimum of 10 mm and maximum of 1/3 of the stone thickness
- For monuments larger than 900 x 600 mm and up to 1200 x 750 mm, 2 stainless steel rods that are longer than 300 mm or 1/3 of the overall height of the monument are to be used. The minimum diameter of the stainless rods are to be 20 mm or a maximum of 1/3 of the stone thickness.
- For monuments larger than 1200 x 750 mm an engineers specifications are required
- No fibre glass rods are to be used in the installation of any monuments due to their propensity to shatter during earthquakes
- The Cemetery Sexton is to approve the stainless steel rods before installation of the headstone
- The Council will construct a continuous concrete beam of a suitable width to maintain stability at ground level for the concrete base, which the monument is to be placed on. This cost of the beam is included in the purchase price of the exclusive right of burial
- The concrete base for all monuments will be no higher than 150 millimetres from ground level and 650 millimetres in width and can allow inserts for up to 2

containers for flowers or plants. The base can be of concrete (finished in natural cement) or granite. Only the base of the monument is permitted on the concrete beam

- The base of the monument must be 150 millimetres away from the base of any other monument and in from the edge of the Council's concrete beam. This is to allow a mowing strip around the concrete beam
- A monument must be made of granite, bronze or other non-ferrous metal, or similar suitable material approved by the Cemeteries Administrator prior to the installation of the monument. No schist, sandstone, limestone, marble, wood, fibreglass, ceramic, plastic, glass or other unsuitable material as determined by the Cemeteries Administrator will be allowed
- Photographs or any type of inscription (letters, symbols, drawings) on the reverse side of a monument is not permitted
- The adjoining roads, paths or allotments must not be damaged while constructing bases and erecting monuments
- No work is to be started or continued while an interment is underway
- No mixing of concrete is permitted on pathways and all rubbish is to be removed from the cemetery when the work is completed
- Tools and materials may not be left unattended in a cemetery
- No work is allowed on weekends without the prior approval of the Cemeteries Administrator

#### ***Type and size of monuments***

There are different requirements for the measurements of monuments in different cemeteries, as set out below.

#### ***Monuments placed on continuous concrete beam***

The headstones in all Cemeteries including Banks Peninsula are to be standardised from the implementation of the Cemeteries Bylaw 2013.

*Upright monuments on a continuous concrete beam are to be made from bronze or other non-ferrous metal, dark granite or stone pre-approved by the Council*

#### **Monument size**

Single plot – 1070 mm wide x 1210 mm high from the Council's concrete beam (including the concrete base).

Double plot (side by side) – 2140 mm wide x 1210 mm high from the Council's concrete beam (including the concrete base).

Base Plaque – 200 mm x 75 mm. Maximum of two plaques on the front of the base.

Ash or quarter plot – 610 mm wide x 610 mm high from the top of the concrete beam.

#### ***Plaques in Lawn areas***

##### ***Avonhead Park Cemetery***

These are made of granite and laid flat on the ground, not on a concrete beam.

Single plot – 290 mm wide x 200 mm high– laid flat 20 mm below ground level.

#### ***Recumbent headstones***

##### ***Lawn Area – Waimairi Cemetery***

The recumbent headstones are on a concrete base only.

Single plot - 610 mm wide x 150 mm (front) height x 420 mm (back) height.

**Garden plots**

*Sydenham and Ruru Cemeteries*

Granite or bronze plaque depending on the garden bed, 300 mm wide x 150 mm high, with square edges only. These are placed on the kerb surrounding the garden.

**Older style cemeteries or areas with graves that have an enclosed burial area**

*Belfast, Bromley, Linwood, Waimairi, Yaldhurst and Banks Peninsula Cemeteries – old areas (defined as pre-1950s due to the Council allowing large ornamental monuments).*

Monuments in these areas need to be placed on a levelling block at the head of the grave. Graves can be enclosed with a kerb and family are responsible for the area within the kerb. There is a monument height limit of 1210 mm from ground level.

**Banks Peninsula Cemeteries**

Upright headstones

Single plot – 1070 mm wide x 1210 mm high from concrete beam.

Double plot (side by side) – 2140 mm wide x 1210 mm high from concrete beam.

Ash Plots

500 mm wide x 250 mm high per plot

*The Wall–Canterbury Street, Lyttelton*

Granite 16 mm thick, or thin bronze 300 mm wide x 200 mm high

*Ashes Akaroa – Recumbent granite panel*

450 mm wide x 265 mm high (at back) x 25 mm high (at front) per plot

*Diamond Harbour Memorial Garden*

510 mm wide (inclusive of levelling base and plinth) x 610 mm high

Ash Plots – granite plaque

Single - 550 mm wide x 265 mm high

Double - 550 mm wide x 450 mm high

**Vaults**

The Council does not allow the construction of new vaults in any cemetery.

The following conditions relate to existing vaults:

- All vaults must be fully lined with masonry concrete or stone set in cement, mortar or other approved material. The entrance to the vault must be sealed and have secure fastenings maintained to the satisfaction of the Council
- A duplicate key of each vault must be deposited with the Sexton
- Coffins for vaults must be lined with lead or other approved material, and be securely sealed. Coffins not lined may be laid in vaults and completely encased in cement, concrete or other approved material
- All vaults must be kept in proper order and repair by the owners or their representatives. If a vault falls into disrepair, the Cemeteries Administrator may give the owner of the vault (or their representatives) one months written notice to repair the vault. If the above persons fail to do the required repairs within one month, the Council may prohibit any further interment in the vault until the repairs have been made. Council may carry out the repairs and recover the cost from the owner of the vault, or their representatives as a debt

## Burial and Ashes Plots

A full size single depth interment plot can accommodate one casket and up to five ash interments, depending upon the cemetery.

A full size double depth interment plot can accommodate two caskets and up to four ash interments, depending upon the cemetery.

When an Exclusive Right of Burial is purchased, the land remains in Council ownership and the Council maintains the land. An Exclusive Right of Burial is in perpetuity.

### ***Plot dimensions***

Interment plot

No casket will be buried less than 1.4 metres, except for a Eco-burial, below the surface of the ground surrounding the grave.

### ***Depths of burials***

Single - 1.40 m (4'7")

Eco-burial – 1 metre

Double - 1.83 m (6'0")

Ash burial - 600 mm

### ***Size of Plots***

The size of all plots is standardised at 1.4 m wide x 2.7m long. If a larger plot is required arrangements can be made at the time of booking and confirmed with the Cemeteries Administrator.

### ***Ash plot***

Ash plots can hold either 4 or 2 lots of ashes depending upon the size of the plot. Ashes can either be buried in front of or under the headstone to a depth of 600 mm.

### ***Quarter plot***

These plots will hold either two lots of ashes or an infant burial at single depth. The quarter plot is slightly longer than an ashes plot. No burial which requires a grave opening of more than 1.3 metres in length shall take place in a quarter lot.

### ***Locating Graves***

Please contact the Cemeteries Administrator or alternatively visit the Council website [www.ccc.govt.nz/library/heritage](http://www.ccc.govt.nz/library/heritage) the cemeteries database can be viewed online.

### ***Grave testing***

A testing service is available at no cost to the applicant to obtain the availability of sufficient space for a second interment in an existing grave.

## Trees And Shrubs And Other Tributes

### ***Trees and shrubs***

Trees planted on a grave following an interment are to be removed after 10 days before the tree can become established.

Shrubs planted on a grave following an interment can remain providing the plant is being maintained by the family or friends. If not being maintained the plant will be removed after 12 months or sooner if dead.

### ***Wreaths and other tributes***

Wreaths, food items, and other floral tributes or ornaments not permanently fixed to the monument, may be placed on any plot for a period of ten days following the interment but must be removed after ten days.



***Temporary markers***

A temporary plain marker, such as a white painted wooden cross, can be placed at the head of a grave in any cemetery but must be removed once a permanent monument is erected on that grave. A temporary marker cannot be any higher than 600 mm above ground level. Temporary markers may be removed for maintenance purposes.

If the Sexton considers that any temporary marker has fallen into a state of disrepair it may be removed by the Sexton.

**Behaviour In Cemeteries**

***Vehicles***

No private vehicle is to be left or taken into any cemetery when the cemetery is closed. Except for a hearse or council authorised vehicle, vehicles are only permitted on marked roadways or an area open for vehicles,. The indicated speed limit and traffic rules are to be observed at all times.

The drivers of all vehicles must yield right of way to any funeral (cortege) procession in any cemetery.

If the Sexton indicates that a vehicle should stop or move, the driver must respond as directed.

(Also see the CCC Parks & Reserves Bylaw 2008.)

***Advertising and soliciting of custom***

No advertising or soliciting for custom is permitted in any cemetery.

No filming (television footage) or photography is permitted in any operational cemetery.

Company names discreetly placed at the bottom of a monument are permitted.

***Ground side service***

No-one may, without the written consent of the Council and the consent of the family attend any funeral for the purpose of taking photographs, television footage or for any other media purpose.

No-one may disturb or interrupt a funeral.

***Removal of items from cemeteries or graves***

No person (including monumental masons) may remove from any plot or grave, any kerb or monument unless they have permission from the Cemeteries Administrator.

No person may remove or take from any grave vase, wreath, plant, flower, or any other thing unless they have permission from the Cemeteries Administrator. The Council may remove any neglected or broken items.

***Control of dogs and animals within any cemeteries***

These provisions are found in the CCC Dog Control Policy 2008 and the CCC Parks & Reserves Bylaw 2008:

*"Any person taking a dog into a cemetery shall keep the dog on a leash and under effective control at all times."*

Without the express permission of the City Council Cemeteries Administrator, no person may bring any animal, other than a dog, onto a reserve or allow any such animal in his or her custody, charge or control to be on a reserve.

### **Genealogical Information (Whakapapa)**

Genealogical information and information about the historic Barbadoes Street, Addington and Woolston cemeteries is available from the Central Library, and the Christchurch City Council archives.

The cemeteries database is also available on the Council website:

[www.ccc.govt.nz/parks/cemeteries](http://www.ccc.govt.nz/parks/cemeteries) Please note: There are limited records for the Barbadoes Street Cemetery.

If the Cemeteries Administrator is approached to source genealogical information, the applicant may be requested to pay a fee for the search as per the Council's Schedule of Fees.

### **Council Owned or Administered Cemeteries**

<b>Cemetery Name</b>	<b>Open or Closed</b>	<b>First Burial</b>	<b>Year Closed</b>
Addington Cemetery	Closed	1858	1980
Akaroa Anglican Cemetery	Open	1857	N/A
Akaroa Catholic Cemetery	Open	1863	N/A
Akaroa Dissenters	Open	1873	N/A
Akaroa French Cemetery	Closed	1842	1926
Avonhead Cemetery	Open	1983	N/A
Barbadoes Street Cemetery	Closed	1851	1931
Belfast Cemetery	Open	1904	N/A
Bromley Cemetery	Open	1918	N/A
Diamond Harbour Memorial Gardens Cemetery	Open	2002	N/A
Duvauchelle Cemetery	Open	1881	N/A
Kaituna Valley Cemetery	Open	1940	N/A
Le Bons Bay Cemetery	Open	1862	N/A
Linwood Cemetery	Open	1884	N/A
Little River Cemetery	Open	1878	N/A
Lyttelton Anglican Cemetery	Open	1851	N/A
Lyttelton Public Catholic Cemetery	Open	1873	N/A
Memorial Park Cemetery	Open	1956	N/A
Mount Magdala Cemetery Of The Good Shepherd Sisters	Closed	1888	1972
Okains Bay Cemetery	Open	1869	N/A
Pigeon Bay Cemetery	Open	1871	N/A
Ruru Lawn Cemetery	Open	1941	N/A
Rutherford (Woolston) Cemetery	Closed	1866	1989
Sydenham Cemetery	Open	1896	N/A
Waimairi Cemetery	Open	1911	N/A
Wainui Cemetery	Open	1890	N/A
Yaldhurst Cemetery	Open	1887	N/A

## **DRAFT CEMETERIES MASTER PLAN**

October 2012



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DRAFT

## PLAN STATUS

This Draft Cemeteries Master Plan (the plan) has been prepared by the Christchurch City Council (the Council) with input on the Māori content from Ngāi Tahu, through Te Rūnanga o Koukourārata, Te Ngāi Tūāhuriri, Te Taumutu Rūnanga, Te Hapū o Ngāti Wheke (Rāpaki Rūnanga), Ōnuku Rūnanga and Wairewa Rūnanga<sup>1</sup>.

The plan is not a statutory plan (as required by or prepared under legislation, such as the Reserves Act 1977) or a legal document committing the Council or any other organisation to any proposed action.

The Council's approval of the plan will acknowledge the opportunities and consideration given to the proposed actions for implementation.

This plan does not include a complete or scientific account of the values or issues associated with the cemeteries, but provides a summation and assessment of concerns raised and proposes solutions the issues raised.

The plan is only applicable to cemeteries that the Council owns, manages or administers on

behalf of someone else. The Plan does not apply to any other cemetery, crematorium, burial ground or urupā that is under the control of another person or organisation.

The plan is one of a number of overlapping plans, strategies, policies, regulations, bylaws and other planning and regulatory documents that cover the planning area. These are listed in Appendix 4.

There are two draft documents proposed alongside the plan.

The **Draft Cemeteries Bylaw** (the bylaw) is proposed to replace earlier cemeteries bylaws for Christchurch and Banks Peninsula. The approved bylaw will allow Council to set rules for the operation and management of cemeteries it owns or administers, including specific rules about graves, interments (burials) and disinterment's and relevant tangata whenua matters. The **Draft Cemeteries Handbook** (the handbook) provides the detail of those rules - the conditions to implement and manage day-to-day functions and activities relating to burials, individual graves and the cemetery generally.

The **Draft Cemeteries Master Plan** does include some principles for the management of cemeteries however the primary purpose of the Plan is to provide a strategic vision for cemeteries across the District together with information on Council's physical cemetery assets, legal classification, plot

layout, proposed actions, landscaping, access and future provision of cemeteries.

The plan and the handbook should be read together in order to obtain a full understanding of the proposed management and operation of Council owned or administered cemeteries.

The plan supports other operative planning and regulatory documents. It summarises some key elements of these documents that are relevant to the planning areas. The Plan also addresses Māori values, while highlighting key issues concerning public, natural and recreational open space values.

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<sup>1</sup> Consultation was undertaken in 2005 and advice from Mahaanui Kurataiao Ltd (MKT) from 2010 - 2012

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## SUMMARY OF ACTIONS

The following list is a summary of the planning and / or management proposals in this master plan. The planning and management proposals do not constitute a commitment on the Council to implement. Approval of this plan only indicates the Council's willingness to progress further investigation into the planning and management proposals.

Any costs stated are indicative of the costs for development and are additional to any funds already budgeted for in an existing works programme. The costs are a rough order of capital (capex) and annual operational costs that can be considered for inclusion in a future Long Term Plan (LTP).

There is no certainty that the funding for the projects will be approved in the Long Term Plan.

## SUMMARY OF ACTIONS AND POLICIES THAT APPLY TO ALL THE CEMETERIES

*\*Priority: Urgent, High, Medium, Low, Policy*

Index	Action / Policy	Includes	Cemetery	Possible Costs	Priority*
P1	After 60 years <sup>2</sup> an unused plot can be taken over by the Council for resale	In some cemeteries there are unused plots that have been held by the Council for more than 60 years. Under the Burial and Cremations Act 1964 the Council can claim these plots for resale or use	All Cemeteries	Operational	P

<sup>2</sup> The 60 year period is currently under review by the Law Commission.

<sup>3</sup> District denoted Christchurch City Council boundaries (including the former Banks Peninsula District)



Index	Action / Policy	Includes	Cemetery	Possible Costs	Priority*
Pnew	To include in management and operation of cemeteries, the relationship of Māori, and their culture and traditions and with their ancestral land, water, sites, waahi tapu, fauna and flora, and other taonga.	<p>Engagement with the appropriate runanga to determine significance of existing cemeteries prior to significant decisions.</p> <p>Engagement with the appropriate runanga in the planning and scoping for new sites for cemeteries, and extension of existing cemeteries.</p> <p>The recognition of Māori cultural values within the operations of cemeteries.</p>	All Cemeteries	\$5,000 - \$10 000 Operational	P
P2	Acquire land for future cemetery use in the outer Christchurch or Selwyn Districts <sup>3</sup> after consultation with appropriate runanga.	In 20 - 40 years additional land will be required for cemetery use to provide enough burial area for Christchurch for the next 100 years, and as a buffer to allow for a pandemic. If no suitable Council land is available, purchase a 50 hectare farm in the outer north to north-west suburbs or in the Selwyn District. Lease out the land as a working farm until required in approximately 2030-50	Future Cemetery	\$1 - \$1,500,000	H
P3	Addington Cemetery, Akaroa French Cemetery, Mount Magdala Cemetery of the Good Shepherd Sisters and Rutherford Cemeteries are to be gazetted as closed	Addington Cemetery, Akaroa French Cemetery, Mount Magdala Cemetery of the Good Shepherd Sisters and Rutherford Cemeteries are heritage cemeteries and have been closed to interments however they need to be formally gazetted under the Burial and Cremations Act 1964. Mount Magdala Cemetery of the Good Shepherd Sisters will need to be shown in the District Plan as a Conservation 2 zone in order to be subject to heritage regulations	Addington Cemetery, Akaroa French Cemetery, Mount Magdala Cemetery of the Good Shepherd Sisters and Rutherford Cemetery	Operational	M
P4	A gazetted cemetery is closed to ash and burial interments	When a cemetery has been gazetted as closed, this is defined as not permitting any further interments of either ashes or burial	All Cemeteries	Operational	P



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Index	Action / Policy	Includes	Cemetery	Possible Costs	Priority*
P5	All cemeteries should have clear and visible block and plot markers	To assist with the identification and location of grave and ashes plots, there should be block markers clearly visible at the end of each block and indication of the plot numbering	All Cemeteries	Operational	M
P6	Investigate an eco-burial cemetery site after consultation with Ngāi Tahu.	Investigate options for an eco-burial site. Refer to the section on Eco-burials		Future development costs + possible purchase	H
P7	Planting on graves is to progressively be removed	Planting, including trees, on graves is to be removed as plants require pruning or when they die. This is to be done carefully with minimum intervention.	All Cemeteries	Operational – part of contract	P
P9	Develop a signage plan	A signage plan for cemeteries is to be developed in alignment with the Greenspace Signage Policy. Each cemetery has its own unique style and character and the signage for each cemetery should reflect this. The plan should also consider appropriate interpretation for each cemetery	All Cemeteries	Operational	H
P10	Cemetery furniture to be consistent with the style of the cemetery	New or replacement furniture in the cemetery such as seats, watertaps, rubbish bins and gates should be consistent with the style and character of the cemetery	All Cemeteries	(ongoing capex renewals)	P
P11	Install water taps at strategic locations	Where possible one water tap is to be placed near the entrance to each cemetery with any others located at strategic locations throughout the cemetery	All Cemeteries	Operational cost	M
P13	A publicity programme is to undertaken to promote the type and location of the cemeteries	Initiate a publicity programme as some cemeteries are becoming short of space due to lack of public awareness of other cemeteries in the city or the different types of cemeteries	All Cemeteries	Operational	M

Index	Action / Policy	Includes	Cemetery	Possible Costs	Priority*
P14	Earthquake damaged headstones	Earthquake damaged headstones and beams have been made safe. Where a pre-purchased plot is no longer useable, an alternative plot will be made available. A set of criteria is currently being developed for prioritising Council funded headstone restoration. In other cases, plot owner / families can have repairs undertaken by a monumental mason if they wish. Volunteer groups are also being coordinated by Council to assist where possible.	All traditional cemeteries	Operational	L

## SUMMARY OF ACTIONS THAT APPLY TO INDIVIDUAL CEMETERIES

\*Priority: Urgent, High, Medium, Low, Policy

Index	Action	Includes	Cemetery	Page No.	Possible Costs	Priority*
P15	Remove vegetation	Planting on graves is to be removed as plants require pruning or when they die. This is to be done carefully with minimum intervention.	Addington Cemetery		\$5,000	L
P16	Remove trees	Trees that are damaging the heritage fabric are to be removed. Trees to be removed from beam areas over time.	Addington Cemetery		\$25,000	M
	Tree maintenance	Additional tree maintenance work including removal, limbing etc. For development at east end.	Addington Cemetery		\$5,000	L
P17	Centralise cemetery database and administration	The records database and administration of all the Akaroa cemeteries to be centralised at the main civic building (Hereford Street)	All Akaroa Cemeteries		Operational	In progress
P18	Rezone the cemetery	Rezone the cemetery land from Residential to Conservation 4 (Cemetery)	Akaroa Anglican Cemetery		Operational	Policy
P19	Remove fence	Remove the post and wire fence around the cemetery boundary	Akaroa Anglican Cemetery		\$5,000	L
P20	Enhance vehicle entrance	Enhance vehicle entrance and car park including signage, planting and post and chain fence	Akaroa Anglican Cemetery		\$5,000	H
P21	Enhance walking track	Enhance walking track and extend existing walking tracks including signage and entrance improvements	Akaroa Anglican Cemetery		\$10,000	M
P22	Remove vegetation	Planting on graves to be removed as plants require pruning or when they die. To be done carefully with minimum intervention	Akaroa Anglican Cemetery		\$5,000	L
	Remove trees	Trees that are damaging the heritage fabric are to be removed. Pine trees on cliff face require removal.	Akaroa Anglican Cemetery		\$50,000	H
P23	Tree maintenance	Additional tree maintenance work including removal, limbing etc For track/path maintenance/development	Akaroa Anglican Cemetery		\$5,000	L

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Index	Action	Includes	Cemetery	Page No.	Possible Costs	Priority*
P24	Planting	Undertake tree or landscape planting as per the Development Plan	Akaroa Anglican Cemetery		\$6,000	
P25	Rezone the cemetery	Rezone the cemetery land from Residential to Conservation 4 (Cemetery)	Akaroa Catholic Cemetery		Operational	Policy
P26	Negotiate with Roman Catholic Church regarding ownership of the cemetery	The cemetery is managed and maintained by Council although the land is owned by the Roman Catholic Church. Continue negotiations with the Church for either ownership of the site or maintenance and management operations to be returned to the Church	Akaroa Catholic Cemetery		Operational	M
P27	Replace fence	Replace the wood and wire fence around the cemetery with a post and chain fence	Akaroa Catholic Cemetery		\$3,500	M
P28	Enhance entrance	Enhance vehicle entrance including signage, planting and post and chain fence	Akaroa Catholic Cemetery		\$5,000	L
P29	Enhance walking track	Enhance walking track and extend existing walking tracks including signage and entrance improvements	Akaroa Catholic Cemetery		\$5,000	L
P30	Remove vegetation	Planting on graves is to be removed as plants require pruning or when they die. This is to be done carefully with minimum intervention.	Akaroa Catholic Cemetery		\$5,000	Policy
P31	Remove trees	Trees that are damaging the heritage fabric are to be removed	Akaroa Catholic Cemetery		\$5,000	M
P32	Tree maintenance	Additional tree maintenance work including removal, limbing etc. For track/path maintenance/development	Akaroa Catholic Cemetery		\$5,000	M
P33	Rezone the cemetery	Rezone the cemetery land from Residential to Conservation 4 (Cemetery)	Akaroa Dissenters Cemetery		Operational	Policy
P34	Remove fence	Remove the post and wire fence around the cemetery boundary	Akaroa Dissenters Cemetery		\$5,000	L
P35	Remove vegetation	Planting on graves is to be removed as plants require pruning or when they die. This is to be done carefully with minimum intervention.	Akaroa Dissenters Cemetery		\$5,000	Policy

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Index	Action	Includes	Cemetery	Page No.	Possible Costs	Priority*
P36	Remove trees	Trees that are damaging the heritage fabric are to be removed.	Akaroa Dissenters Cemetery		\$5,000	L
P37	Tree maintenance	Additional tree maintenance work including removal, limbing etc. For track/path maintenance/development	Akaroa Dissenters Cemetery		\$5,000	L
P38	Enhance entrance	Enhance vehicle entrance including signage, planting and post and chain fence	Akaroa Dissenters Cemetery		\$5,000	H
P39	Improve walking track	Enhance walking track and extend existing walking tracks including signage and entrance improvements	Akaroa Dissenters Cemetery		\$5,000	L
P40	Prepare a Joint Conservation Plan for Akaroa cemeteries	Undertake a Joint Conservation Plan for all three Akaroa cemeteries (Anglican, Catholic, Dissenters) and align it with the Garden of Tane Management Plan	Akaroa Anglican, Catholic, and Dissenters Cemetery		\$50,000	M
P41	Prepare a Conservation Plan	Undertake a Conservation Plan for the Akaroa French Cemetery	Akaroa French Cemetery		\$10,000	L
P42	Rezone cemetery	Rezone the cemetery from Residential to Conservation 2 (historic cemetery - closed to future burials and protected)	Akaroa French Cemetery		Operational	Policy
P43	Negotiate ownership	The land the cemetery is situated on is owned by the Roman Catholic Church. Negotiate with the church for the Council to take over ownership of the site.	Akaroa French Cemetery		Operational	M
P44	Repair signage	Repair or repaint the existing information board	Akaroa French Cemetery		\$5,000	M
P45	Enhance pedestrian entrances	Enhance pedestrian entrances including signage and interpretation outlining where the extent of the original cemetery was, including views to Akaroa Harbour.	Akaroa French Cemetery		\$5,000	M
P46	Planting maintenance	Maintain planting around the cemetery ensuring it does not encroach onto grave sites and a two metre clear area around the concrete wall	Akaroa French Cemetery		Operational	Policy

Index	Action	Includes	Cemetery	Page No.	Possible Costs	Priority*
P47	Remove the toilets and records room	The exterior and interior of the public toilets and records room are in poor condition. Demolish these buildings and decommission the septic tank. Including tree removal	Avonhead Cemetery		\$45,000	M
P48	Replacement records area	Open seating area including planting and granite walls with plaques to include information from the memorial walls	Avonhead Cemetery		\$20,000	M
P49	Enhance Entrance	Enhance entrance including signage and modifications to the concrete entrance wall	Avonhead Cemetery		\$10,000	L
P50	Pedestrian connection	Enhance pedestrian connection with Avonhead Park including signage indicating the location of the public toilets in Avonhead Park	Avonhead Park Cemetery		\$5,000	H
P51	Tree maintenance & removal	Additional tree maintenance work including removal, limbing etc. (see P47 & P48). Eucalypts in northern area to be progressively removed.	Avonhead Park Cemetery		\$75,000	M
P52	Planting	Undertake tree or landscape planting as per the Development Plan	Avonhead Park Cemetery		\$75,000	H
	Enhance entrance	Enhance pedestrian entrance including signage	Barbadoes Street Cemetery		\$5,000	L
P53	Commemorate the mortuary chapel and original sextons house sites	The original sextons house, mortuary chapel and lychgate sites (including history, design and location) are to be commemorated on an interpretation panel	Barbadoes Street Cemetery		\$5,000	L
P54	Improve drainage	Investigate means to improve surface water flooding to be done in conjunction with the Historic Places Trust	Barbadoes Street Cemetery		Operational	M
P55	Remove vegetation	Planting on graves to be removed as plants require pruning or when they die. To be done carefully with minimum intervention	Barbadoes Street Cemetery		Operational	Policy
P56	Remove trees	Trees that are damaging the heritage fabric should be removed. Global Resource Consent required.	Barbadoes Street Cemetery		Operational & Capital	Policy

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Index	Action	Includes	Cemetery	Page No.	Possible Costs	Priority*
P57	Extension development	Cemetery expansion including access road, fencing, footpath connection, beam development and landscaping. Including tree removals	Belfast Cemetery		\$110,000	H
P58	Remove trees	Trees that are damaging the heritage fabric are to be removed	Belfast Cemetery		Operational & Capital	Policy
P59	Planting	Undertake tree or landscape planting as per the Development Plan	Belfast Cemetery		\$10,000	L
P60	Realign the vehicle entrance	The entrance to the cemetery is to be realigned to allow for access to the proposed extension. As part of the northern arterial development, the entrance location will be negotiated with NZTA	Belfast Cemetery		Negotiated with NZTA	M
	Expand cemetery	Current negotiations with land owner	Belfast Cemetery			U
P61	Remove the sexton's house, and use for burials	The sexton's house is vacant and in poor condition, this is to be removed including out buildings so the land can be used for burials.	Bromley Cemetery		\$50,000	H
P62	Remove Macrocarpa hedge along boundary and replace with fence	Open up the cemetery entranceway to improve visibility into the grounds by removing the large overgrown Macrocarpa hedge. Improved visibility into the cemetery from the road could deter vandalism and undesirable behaviour	Bromley Cemetery		\$30,000	M
P63	Replace post and wire fence	The post and wire fence around the road boundary is to be replaced with a post and chain fence and low planting	Bromley Cemetery		\$25,000	L
P64	Improve visibility	Remove hedges and replace with low planting and post and chain fence	Bromley Cemetery		\$20,000	M
P65	Entrance enhancement	Replanting, signage and modifications to the entrance wall	Bromley Cemetery		\$5,000	H
P66	Tree maintenance	Additional tree maintenance work including removal, limbing etc	Bromley Cemetery		\$5,000	M



Index	Action	Includes	Cemetery	Page No.	Possible Costs	Priority*
P67	Remove vegetation	Planting on graves to be removed as plants require pruning or die, to be done carefully with minimum intervention	Bromley Cemetery		Operational	Policy
P68	Planting	Undertake tree or landscape planting as per the Development Plan	Bromley Cemetery		\$30,000	M
P69	Rezone the cemetery	Rezone the cemetery land from Recreation to Conservation 4 (Cemetery)	Diamond Harbour Memorial Gardens Cemetery		Operational	Policy
P70	Redevelop top level sunken seating area	Construct a memorial wall for ashes and plaques (including commemorative plaques for ashes or burial at sea) utilising the sunken area	Diamond Harbour Memorial Gardens Cemetery		\$20,000	Policy
P71	Enhance entrance	Enhance entrance including gates, signage and planting	Diamond Harbour Memorial Gardens Cemetery		\$5,000	M
P72	Improve vehicle and pedestrian access	Form vehicle access to top of first terrace and footpath to all three levels including steps and handrails where required	Diamond Harbour Memorial Gardens Cemetery		\$15,000	M
P73	Improve connection to Stoddart Point Recreation Reserve	Enhance pedestrian access from adjacent Stoddart Point Recreation Reserve, including signage and removal of fence where required.	Diamond Harbour Memorial Gardens Cemetery		\$5,000	L
	Tree maintenance & removals	Additional tree maintenance work including removals of pines and macrocarpas along boundary with Godley House site	Diamond Harbour Memorial Gardens Cemetery		\$25,000	M
P74	Planting	Undertake tree or landscape planting as per the Development Plan	Diamond Harbour Memorial Gardens Cemetery		\$25,000	L
P75	Rezone the cemetery	Rezone the cemetery land from Rural to Conservation 4 (Cemetery)	Duvauchelle Cemetery		Operational	Policy
P76	Remove carpark and fencing	Remove the existing carpark, post and wire fence and trees in the fruit trial area	Duvauchelle Cemetery			M



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Index	Action	Includes	Cemetery	Page No.	Possible Costs	Priority*
P77	Entrance enhancement	Enhance vehicle and pedestrian entrances including gates, fencing and signage, internal access road and compacted chip footpaths	Duvauchelle Cemetery		\$30,000	M
P78	Extend the car park.	New car park area including retaining where required	Duvauchelle Cemetery		\$30,000	M
P79	Install a toilet.	Construct a toilet with disabled access	Duvauchelle Cemetery		\$150,000	M
P80	Planting	Undertake tree or landscape planting as per the Development Plan	Duvauchelle Cemetery		\$20,000	L
P81	Rezone the cemetery	Rezone the cemetery land from Rural to Conservation 4 (Cemetery)	Kaituna Valley Cemetery		Operational	Policy
P82	Formalise cemetery boundary	Formalise the boundary and reclaim the cemetery land for cemetery purposes including removing existing post and wire fencing and any new fencing required	Kaituna Valley Cemetery		\$10,000	H
P83	Formalise entrance	Formalise entrance to the cemetery with a gravel driveway from Kaituna Valley Road including wooden entrance gates (in a similar style to the church gates) and signage	Kaituna Valley Cemetery		\$20,000	H
P84	Planting	Undertake tree or landscape planting as per the Development Plan	Kaituna Valley Cemetery		\$4,000	L
P85	Rezone the cemetery	Rezone the cemetery land from Rural to Conservation 4 (Cemetery)	Le Bons Bay Cemetery		Operational	Policy
P86	Headstones in grazed area need to be fenced from stock either individually or as a group	Some marked graves are outside the fenced area and susceptible to damage from stock, these need to be fenced either individually or collectively to protect the headstones	Le Bons Bay Cemetery		\$2,000	M
P87	Entrance signage	Entrance signage	Le Bons Bay Cemetery		\$2,500	M
P88	Planting	Undertake tree or landscape planting as per the Development Plan	Le Bons Bay Cemetery		\$3,000	
P89	Replace fence	Replace existing stock fence around the boundary of the cemetery with a post and chain fence and low planting.	Linwood Cemetery		\$25,000	L

Index	Action	Includes	Cemetery	Page No.	Possible Costs	Priority*
P90	Reveal historic tram tracks	Remove asphalt cover over the buried tramlines leaving the adjacent asphalt for vehicle access, following guidance from the Historic Places Trust Regional Archaeologist	Linwood Cemetery		\$15,000	L
P91	Pedestrian entrance	Enhance pedestrian entrances including planting and signage	Linwood Cemetery		\$5,000	H
P92	Vehicle access	Enhance car park area including signage	Linwood Cemetery		\$10,000	L
P93	Enhance turning Circle	Enhance turning circle area with seating and planting	Linwood Cemetery		\$10,000	L
P94	Interpretation	Interpretation outlining the original location of the sextons house, tramway, mourning kiosk	Linwood Cemetery		\$6,000	M
P95	Remove vegetation	Planting on graves is to be removed as plants require pruning or die. To be done carefully with minimum intervention	Linwood Cemetery		\$5,000	Policy
P96	Remove trees	Trees that are damaging the heritage fabric should be removed	Linwood Cemetery		\$5,000	Policy
	Tree maintenance & removal	Additional tree maintenance work including removal of pines in southern area.	Linwood Cemetery		\$50,000	H
P97	Planting	Undertake tree or landscape planting as per the Development Plan	Linwood Cemetery		\$40,000	M
P98	Rezone the cemetery	Rezone the cemetery land from Rural to Conservation 4 (Cemetery)	Little River Cemetery		Operational	H
P99	Install barrier between the car park and cemetery grounds	Develop vehicle access into the cemetery from the church carpark and define the area between the carpark and the cemetery with a post and chain fence	Little River Cemetery		\$5,000	M
P100	Enhance entrances	Enhance the existing wooden vehicle and pedestrian gates including signage.	Little River Cemetery		\$5,000	M
P101	Tree maintenance	Additional tree maintenance work including removal, limbing etc. For beam and carpark development	Little River Cemetery		\$5,000	L

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Index	Action	Includes	Cemetery	Page No.	Possible Costs	Priority*
P102	Planting	Undertake tree or landscape planting as per the Development Plan	Little River Cemetery		\$10,000	L
P103	Enhance entrance	Enhance vehicle entrance including plastering concrete block pillars and any repairs required to the volcanic stone retaining wall and signage	Lyttelton Anglican Cemetery		\$5,000	M
P104	Pedestrian entrances	Enhance pedestrian entrances including signage and fencing where required.	Lyttelton Anglican Cemetery		\$5,000	M
P105	Tree maintenance	Additional tree maintenance work including removal, limbing etc.	Lyttelton Anglican Cemetery		\$5,000	L
P106	Planting	Undertake tree or landscape planting as per the Development Plan	Lyttelton Anglican Cemetery		\$5,000	L
P107	Pedestrian entrances	Enhance the pedestrian entrances including reconditioning existing wrought iron gates and signage.	Lyttelton Catholic Cemetery		\$10,000	L
P108	Continue retaining wall	Continue the stone retaining wall along the Reserve Terrace frontage	Lyttelton Catholic Cemetery		\$10,000	L
P109	Tree maintenance	Additional tree maintenance work including removal, limbing etc.	Lyttelton Catholic Cemetery		\$5,000	L
P110	Planting	Undertake tree or landscape planting as per the Development Plan	Lyttelton Catholic Cemetery		\$3,000	L
P111	Enhance entrances	Enhance vehicle and pedestrian entrances including signage and post and chain fencing.	Memorial Park Cemetery		\$30,000	L
P112	Remove fencing	Remove existing fencing along street boundaries and replace with post and chain fencing and low planting	Memorial Park Cemetery		\$15,000	L
P113	Cycleway	Shared cycle / pedestrian pathway to link Ruru Rd and Taurus Rd	Memorial Park Cemetery		\$25,000	L
P114	Tree maintenance & removal	Additional tree maintenance work including removal, limbing etc. For beam and path developments on north and east boundaries.	Memorial Park Cemetery		\$30,,000	H
P115	Planting	Undertake tree or landscape planting as per the Development Plan	Memorial Park Cemetery		\$90,000	M

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Index	Action	Includes	Cemetery	Page No.	Possible Costs	Priority*
P116	Rezone the cemetery to Conservation zone	Rezone the cemetery land from Business 1 (local centre), to Conservation 2 (Historic Cemetery). Closed to future burials and protected. Gazette.	Mount Magdala Cemetery of the Good Shepherd Sisters		Operational	Policy
P117	Signage and interpretation	Signage and interpretation outlining the history of the Good Shepherd convent at Mount Magdala and the cemetery.	Mount Magdala Cemetery of the Good Shepherd Sisters		\$5,000	M
	Tree maintenance	Additional tree maintenance work including removal, limbing etc.	Mount Magdala Cemetery of the Good Shepherd Sisters		\$5,000	M
P118	Planting	Undertake tree planting as per the Development Plan	Mount Magdala Cemetery of the Good Shepherd Sisters		\$3,000	L
P119	Entrance enhancement	Enhance entrance including signage and removal of shrubs.	Okains Bay Cemetery		\$2,500	M
P120	Tree maintenance	Additional tree maintenance work including removal, limbing etc.	Okains Bay Cemetery		\$5,000	L
P121	Planting	Undertake tree planting as per the Development Plan	Okains Bay Cemetery		\$3,000	L
P122	Protect headstones	Fence cemetery boundary and remove from grazing to protect the headstones and unmarked graves	Pigeon Bay Cemetery		\$10,000	H
P123	Entrance improvements	Reconfigure entrance including wooden gates and signage and an informal car park area on cemetery land	Pigeon Bay Cemetery		\$15,000	H
P124	Tree maintenance & removal	Additional tree maintenance work including removal, limbing etc. As part of development for macrocarpas at entrance and pine shelterbelt on northern boundary	Pigeon Bay Cemetery		\$15,000	M
P125	Planting	Undertake tree or landscape planting as per the Development Plan	Pigeon Bay Cemetery		\$10,000	L
P126	Enhance entrance	Enhance entrance including signage	Ruru Lawn Cemetery		\$5,000	H
P127	Sextons House	Sextons house and grounds to be refurbished for use by CCC and City Care as a secure working yard. All other sheds or buildings to be removed	Ruru Lawn Cemetery		\$40,000	M

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Index	Action	Includes	Cemetery	Page No.	Possible Costs	Priority*
P128	Entrance enhancements	Close Raymond Rd entrance to public vehicles and provide signage at the Ruru Road entrance	Ruru Lawn Cemetery		\$10,000	L
P131	Tree maintenance & removal	Additional tree maintenance work including removal, limbing etc. For removals of pine, macrocarpa and eucalypts on eastern boundary.	Ruru Lawn Cemetery		\$100,000	H
P132	Planting	Undertake tree or landscape planting as per the Development Plan	Ruru Lawn Cemetery		\$75,000	M
P133	Improve entrances	Enhance pedestrian entrances including signage. Rebuild brick wall on Connal Street to a lower level to improve visibility into the Cemetery.	Rutherford Cemetery		\$8,000	L
P134	Remove vegetation	Planting on graves is to be removed as plants require pruning or when they die. This is to be done carefully with minimum intervention.	Rutherford Cemetery		\$5,000	Policy
P135	Tree maintenance & removal	Additional tree maintenance work including removal, limbing etc. For removal of (maytenus) trees along North West boundary	Rutherford Cemetery		\$25,000	M
P136	Remove trees	Trees that are damaging the heritage fabric should be removed., including removal of heritage/notable trees.	Rutherford Cemetery		Operational & Capital	Policy
	Planting	Undertake tree or landscape planting as per the Development Plan	Rutherford Cemetery		\$25,000	M
P137	Rezone portion for park use	The open ground along the southern side of the cemetery adjacent to Somerfield Park is to be rezoned for park use due to the high water table. Survey, classify, gazette, and zone Open Space 2	Sydenham Cemetery		\$5,000	M
P138	Define cemetery boundary with park	Define the edge of the cemetery and Somerfield Park with low planting and a post and chain fence	Sydenham Cemetery		\$5,000	M
P140	Enhance carpark area	Enhance car park area including planting and interpretation outlining the original sextons house location	Sydenham Cemetery		\$10,000	L
P141	Replace planting	Remove planting in raised ashes area and replant.	Sydenham Cemetery		\$5,000	L

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Index	Action	Includes	Cemetery	Page No.	Possible Costs	Priority*
P142	Remove vegetation	Planting on graves is to be removed as plants require pruning or when they die. This is to be done carefully with minimum intervention.	Sydenham Cemetery		Operational	Policy
P143	Remove trees	Trees that are damaging the heritage fabric should be removed	Sydenham Cemetery		Operational & Capital	Policy
P144	Tree maintenance & removal	Additional tree maintenance work including removal, limbing etc. For removal of Lombardy poplar trees along eastern boundary	Sydenham Cemetery		\$30,000	H
P145	Planting	Undertake tree or landscape planting as per the Development Plan	Sydenham Cemetery		\$20,000	M
P146	Enhance entrance	Enhance entrance including signage and removal of any inappropriate planting	Waimairi Cemetery		\$15,000	L
P147	Remove planting around toilets	Overgrown shrubs and trees that are growing around the toilet block are to be lifted to improve visibility and safety and comply with CPTED principles	Waimairi Cemetery		\$5,000	H
P148	Remove vegetation	Planting on graves is to be removed as plants require pruning or when they die. This is to be done carefully with minimum intervention.	Waimairi Cemetery		Operational	Policy
P149	Remove trees	Trees that are damaging the heritage fabric should be removed.	Waimairi Cemetery		Operational & Capital	Policy
P150	Tree maintenance & removal	Additional tree maintenance work including removal, limbing etc. For removal of trees in Transmission Line corridor.	Waimairi Cemetery		\$10,000	H
P151	Planting	Undertake tree and landscape planting as per the Development Plan	Waimairi Cemetery		\$10,000	L
P152	Rezone the cemetery to Conservation zone	Rezone the cemetery land from Rural to Conservation 4 (Cemetery).	Wainui Cemetery		Operational	Policy
P153	Increase capacity of working cemetery.	Continue beams within the working cemetery out to the east and west boundaries including fencing.	Wainui Cemetery		\$20,000	M

Index	Action	Includes	Cemetery	Page No.	Possible Costs	Priority*
P154	New vehicle access	New vehicle access/ driveway to be developed on the northern side of the working cemetery area including wood gates and signage.	Wainui Cemetery		\$15,000	L
P155	Enhance entrance	Enhance entrance (including any renovation required on the brick pillars and steel gates) and signage	Wainui Cemetery		\$5,000	M
P156	Tree maintenance	Additional tree maintenance work including removal, limbing etc. For development of Cemetery	Wainui Cemetery		\$5,000	L
P157	Planting	Undertake tree or landscape planting as per the Development Plan	Wainui Cemetery		\$8,000	M
P158	Complete fencing boundary	Post and rail wood fence along West Coast Rd boundary	Yaldhurst Cemetery		\$10,000	M
P159	Tree maintenance	Additional tree maintenance work including removal, limbing etc.	Yaldhurst Cemetery		\$15,000	L
P160	Planting	Undertake tree or landscape planting as per the Development Plan	Yaldhurst Cemetery		\$15,000	L



## INTRODUCTION

There are a total of twenty seven cemeteries which the Council owns, manages or administers on behalf of others. Thirteen of the cemeteries are in the Christchurch City area. Four of these cemeteries are closed (Barbadoes Cemetery, Addington Cemetery, Rutherford Cemetery and Mount Magdala Cemetery of the Good Shepherd Sisters) with a further four reaching their capacity (Linwood Cemetery, Sydenham Cemetery and Waimairi Cemetery).

On Banks Peninsula there are twelve cemeteries owned by the Christchurch City Council and a further two owned by the Roman Catholic Diocese. Three of the twelve are managed by other organisations. The Catholic Cemetery and the French Cemetery in Akaroa are managed and maintained by the Christchurch City Council but the land is owned by the Roman Catholic Church. The Christchurch City Council and the Roman Catholic Church are in negotiations over the future use of the cemeteries and ownership.

*The Christchurch City Council's Water and Sanitary Services Assessment – Cemeteries and Crematoria report* (2005) identified a substantial increase in predicted deaths over the next 20 years due to an aging population and an increase in population within the district. The assessment indicated the current

areas of land available for cemetery purposes is adequate to meet overall demand within the Christchurch District for the next ten years but will reach full capacity by 2028.

The 2005 report highlighted a community preference for local cemeteries and that some community needs were not being addressed including the special requirements for some religious and ethnic groups.

The plan is to provide a vision that sets the direction for the development and management of the cemeteries for the next 50 years. The plan will also include a breakdown of projects with approximate costings to enable future Long Term Plan (LTP) budget planning to be undertaken. There is no certainty that any project raised for funding through the LTP will be funded.

The purpose of the Cemeteries Master Plan is to:

- Guide, influence and advocate for the on-going integrated management and development of the cemeteries as public open space
- Recognise the cultural and spiritual values in relation to burials and cemeteries and the sites of significance to Ngāi Tahu
- Promote the protection and enhancement of the cultural and historical features of the sites
- Ensure provision of land suitable for burial and ash interments for future generations

- Promote and ensure safe public access in all cemeteries
- Ensure the right of residents to be interred in any of the "open" cemeteries in the District
- Retain, manage and promote the unique character of each cemetery
- Advocate the use and management of the cemeteries as public open space reserves
- Encourage the use of some cemeteries for public social activities



## PLANNING DRIVERS

- An aging population and the demand for burial sites with limited land available for cemeteries.
- To include in decision-making the relationship of Māori and their culture and traditions to their ancestral land, water, sites, waahi tapu, fauna and flora, other taonga, tikanga and associated with burials.
- The recognition of different religions and the ability of the religious groups to fulfil their customs associated with burials and disposal of ashes.
- A growing demand for eco-burials (natural burials) and a location for these burials.
- Coordinate cemetery planning across the District.
- The management of historic cemeteries, recognising their cultural, heritage and conservation values.
- The review of the Christchurch City Council Cemetery Bylaw to include all the council owned and administered cemeteries in the District under one Bylaw.
- Provision to accommodate a mass burial, such as a pandemic.

- Rezoning the Banks Peninsula cemeteries to align with the zoning of the Christchurch City cemeteries.
- The planning, operation and maintenance of the cemeteries are consistent throughout the District (including Banks Peninsula).
- Recognition of the historic, cultural, spiritual and religious differences of each cemetery and to protect and conserve these values – the cemetery character.

## VISION

To provide direction for the development and management of the cemeteries owned, managed or maintained by the Council for the next 50 years,

and

the natural, cultural, heritage, landscape and spiritual values are protected and enhanced by the integrated management of these areas as reserves and open spaces,

while

Māori values and traditions to their ancestral land, water, sites, waahi tapu, fauna and flora, and other taonga are protected and culture are enhanced.

*period additional land will be required to undertake cemetery burials.)*

- To recognise and acknowledge Ngāi Tahu objectives in the operation and management of cemeteries.

- Conducting unauthorised funeral services or ceremonies in cemeteries
- Filling in a grave without a sexton present
- Burning of a body or part of in a cemetery (outside of a crematorium)
- Lighting a ceremonial fire in a cemetery
- Placing or depositing a body, body part, or body fluid in a waterway

## PLANNING OBJECTIVES

- Align the operational and management practices for the cemeteries of similar type and location in the District.
- To provide the same planning principles applied to public open space reserves to all cemeteries, such as public access, recognition of historic features and protection of the ecological, landscape, cultural, spiritual and religious values.
- To recognise and manage heritage cemetery sites and the values associated with these sites.
- The future provision of land for a cemetery in the next 20 – 30 years (2031-2041) for a minimum time period of 50 years.  
*(The working cemeteries in Christchurch City are estimated to reach their capacity for burial internments in approximately 20 - 30 years time (2031-2041). After this time*

## KEY ISSUES FOR CEMETERIES

- Replacement of the Christchurch City Bylaw No. 110 (1980), Waimairi District Bylaw No. 1 (1983) and Banks Peninsula District Council Cemeteries Bylaw (1996) with the Christchurch City Council Cemeteries Bylaws 2013.
- Ensuring that Māori cultural and spiritual values are incorporated into the management and operations of cemeteries where relevant.
- Provision for eco-burials (natural burial) in culturally appropriate ways and places.
- Management of heritage cemeteries
- Accommodating cultural, religious and ethnic beliefs.
- Glass or ceramic receptacles for flowers or ornaments on concrete beams or graves
- Maintaining plants on graves
- Mature trees damaging graves
- Space for a mass burial i.e. pandemic.

## CONSULTATION SUMMARY

Community consultation was initially undertaken in 2005, with further consultation from 2007 - 09 using a questionnaire, focus groups and workshops. There were a number of issues that repeatedly arose during the consultation that are applicable to the majority of the cemeteries, these are a summary of the main points:

### **Presence/absence of trees and shrubs:**

Advocates of natural burials wanted to see burial sites become areas of regenerating native bush. For other people the idea of trees in a cemetery especially on top of a grave site was deeply disturbing.

### **Grave decoration:**

Extensive grave decoration is desirable to some people who can become very distressed if it is removed. Other people who expect and prefer a neat and tidy lawn cemetery can become very upset if an adjacent grave has been extensively decorated.

### **Presence of food:**

Food left on a headstone as a sign of respect or consumed by visitors during feasting/picnicking in a burial place or a gravesite common, may be acceptable among some cultures, but is highly offensive, abhorrent or forbidden to others, especially Māori culture.

### **Presence/absence of grave marker/headstone:**

Grave sites need to be locatable by GPS/GIS with on-site maps and electronic forms available. The method can vary for headstones, plaques, names inscribed on a memorial wall or grave plots.

### **Maintenance:**

Mowers running over graves and/or headstones was considered disrespectful by some people. Other people wanted neat edges

and tidy lawns. While others would like no maintenance or very little maintenance.

### **Identification of place:**

Designated burial places to be clearly set aside and identifiable as a special place of tranquillity and respect: not obviously a cemetery but integrated into the parks and walkways areas.

### **Grave security:**

Graves covered with a concrete slab and some sort of fencing or concrete kerbing to act as a barrier to prevent people (or mowers) from going over the grave.

### **Disposal of Ashes:**

Scattering of ashes in rivers and waterways is desirable by some but abhorrent to others, especially Māori.

### **Accommodating different requirements:**

All groups believed different requirements should be addressed, some preferred to have separate areas set aside. The sentiment that one rule should be for all and enforced by a bylaw was of a minority opinion.

### **Extension of existing cemeteries and acquisition of land for new cemeteries**

The need to consult with Ngāi Tahu regarding the extension of existing cemeteries and any proposal to acquire land to establish new cemeteries was identified.

### Cemetery designs:

Design considerations for cemeteries included:

- Incorporation of Māori values into the design of cemeteries.
- The need for gathering areas for large groups of people without having to stand on graves
- The orientation of graves
- The recognition each cemetery has its own style or theme and not all cemeteries have the same look
- An entranceway that signifies the entrance to a special place of remembrance and respect
- Built structures for multiple storage of ashes
- Paths and shelter from adverse weather
- Seating to enable people to rest and reflect while walking through the cemetery
- Car park areas to restrict cars from parking on grassed areas or too close to graves
- The cemetery not situated close to areas of industrial noise or excessive traffic noise
- Landscaping should create smaller private spaces, assist in buffering noise and provide seasonal colour
- Water outlets should be available near grave sites and designed to limit fire risk
- Grave markings to identify the location of the grave, with the exception of natural burials.

## TANGATA WHENUA

Tangata whenua is the Māori name for 'people of the land'. In the area of the Cemeteries Master Plan area, the tangata whenua for this Plan are Ngāi Tahu, through Te Rūnanga o Koukourārata, Te Ngāi Tūāhuriri, Te Taumutu Rūnanga, Te Hapū o Ngāti Wheke (Rāpaki Rūnanga), Ōnuku Rūnanga and Wairewa Rūnanga.

The iwi of Ngāi Tahu comprises whānau who descend from both the northern ancestor Tahu and the peoples who were here before the Ngāi Tahu southward migration: Ngāti Mamoe and before them Waitaha. Ngāi Tahu rangatira (leaders/chiefs) gained control of the land and resources from Ngāti Mamoe through acquisition and intermarriage to become the rangatira of the area and to hold manawhenua (tribal authority) over the lands, waters and other taonga. Ngāi Tahu holds the ancestral and spiritual relationships within the in the area of this plan.

### Ngai Tahu issues

There are several key matters that arise for Ngai Tahu in relation to the development of the Cemeteries Master Plan.

- Spiritual and cultural values. The departure of *mate* has significant

spiritual and cultural meaning to Māori. The main identified spiritual requirements are; the provision of a watertap for safety and spiritual well being, whanau being able to fill the grave, and determine the placement of headstones, undertake unveiling ceremonies and be involved in the maintenance of grave sites. Consideration is also required regarding the dispersal of human ashes into water ways as it is considered to be culturally inappropriate unless it is in an area specifically agreed to by tangata whenua.

- Ngai Tahu also advocate for the provision of special areas within cemeteries for Māori from other places that recognize and provide for Māori spiritual values including ensuring that grave sites face east and towards the North Island. Ngai Tahu support recognition of other cultural practices as long as tikanga Māori is protected.
- Cemeteries management and future planning should focus on the recognition of kaitiakitanga, sustainability and long term protection of the environment. In addition, the management and maintenance of cemeteries is of importance to Ngai Tahu. All cemeteries should be maintained to a standard that reflects their cultural and spiritual significance. It is important that databases of bodies

and ashes are well managed and publically accessible to allow for the easy identification of hapu and whanau. Ngāi Tahu supports the introduction of systems that plot each grave site using GIS. It is expected that names and signage in cemeteries reflect Maori associations.

- Procedures to be followed when whanau are burying their members need to be developed that take into account spiritual values.
- Cemetery expansion and new sites is a culturally significant issue that requires consultation in the early stage of considering options,
- Internment of human bodies can lead to adverse environmental effects that result in effects on tangata whenua values. Of particular concern are effects on ground water levels and the need to ensure that water is not contaminated. The spreading of ashes is also sensitive to tangata whenua.
- Ngāi Tahu urupā (ancestral and contemporary) are not under the control of Council, but issues surrounding them have arisen from consultation with Ngāi Tahu, and is a specific area for follow up by Council in this management plan.

## Planning Proposals

To enable Māori values and relationships to be recognised and provided for by Council in the management of cemeteries in Christchurch, the following planning proposals are listed below:

Provision to allow Māori to meet their cultural and spiritual requirements regarding mate departure.

- To allow for Māori to meet their cultural and spiritual requirements it is necessary that special arrangements be implemented in all public cemeteries. This includes provision of a water tap at each cemetery and the development of procedures between Council and Māori that will allow whanau to fill in grave sites as well as determine the placement of headstones and accommodate any special protocols for unveiling of graves. Council will work with Ngā Runanga to develop special procedures to provide for this.
- Engage with Nga Runanga on issues and protocols regarding the management of urupā.

Naming and involvement of Ngāi Tahu in the design, landscaping and development of structures and facilities in public cemeteries (in relevant locations).

- Recognition of Ngāi Tahu's mana through identification of Māori issues in

planning documents and through the use of appropriate names in location and directional signage, management plans, maps, information tools and interpretation panels, for cemetery management.

- Involvement of Ngāi Tahu with the naming of structures and facilities within public cemeteries and through advice on constructions in cemeteries.
- Dual names to be used where specifically requested.

Protection, restoration and enhancement of natural values in some cemeteries (as appropriate).

- Council will engage with Ngā Rūnanga for review of relevant operating and closed cemeteries to determine if any indigenous plantings are necessary.
- In the event that cemeteries are identified by Ngāi Tahu for this purpose, Council will work with Ngā Rūnanga to identify appropriate landscape design and planting requirements.

New cemetery planning and scoping.

- Ngāi Tahu will be consulted regarding the extension of existing cemeteries and the identification of sites for new cemeteries.
- Council will consult further with Ngāi Tahu for planning and management of

new and extended cemeteries in Christchurch.

- The Council will actively protect tangata whenua values in the establishment of new cemeteries or extensions to existing cemeteries.

Research and monitoring.

Council will consider the following research and monitoring proposals for public cemeteries.

- Identification of ground water levels in relation to the siting of graves for all public cemeteries.
- To support regular monitoring of cultural health of any waterways that are nearby cemeteries using the Ngai Tahu State of the Takiwa<sup>3</sup> methodology

## Issues & opportunities

### Cemeteries as public open space

Cemeteries are usually thought of as places to grieve, for quiet contemplation, but for some people cemeteries are a place to visit to gain an insight into the history and culture of an area. In America, school groups visit

cemeteries as a field trip to gain an understanding of the history of their city<sup>4</sup>.

In city urban areas the demands for green open space can change the ways that cemeteries are used from what was initially anticipated in their design. For example in Congressional Cemetery, Washington, D.C. the community allows “running, picnicking, sledding, children with balls and even off-leash dogs”<sup>5</sup> In other cemeteries in America, live jazz concerts are held, while in some states, Shakespeare’s plays are performed in the cemetery.

Communities in America are using cemeteries as places for social activities. A positive outcome of encouraging more people to visit cemeteries, has been the decline in the amount of graffiti and crime occurring in the cemeteries.

Barbadoes Cemetery (east) with its open spaces, long road frontage overlooking the Avon River and proximity to residential areas could be an ideal venue for social activities, such as weekend concerts or social gatherings. Public tours through Barbadoes Cemetery have been organised during Heritage Week, which have proven popular.

<sup>3</sup> State of the Takiwā, Te Āhuatanga o Te Ihutai – Cultural Health Assessment of the Avon-Heathcote Estuary and its Catchment, July 2007, Craig Pauling (Te Rūnanga o Ngāi Tahu) et al.

<sup>4</sup> Odland, A. 2010. *Urban Spaces. Landscape Architecture. June: 40-49*

<sup>5</sup> Harnik, P., & Merolli, A. 2010. *Cemeteries Alive. Landscape Architecture. December: 46pp.*

In New Zealand, the cultural considerations for tikanga Māori would need careful consideration in an event where Council would be considering such multiple use.

## Vegetation

Cemeteries in the Christchurch District have traditionally opened for internments as a site cleared of any vegetation. When native plants are seen in the District's cemeteries this has occurred through either natural regeneration or planted by humans. In 2011, the bush valley between the Akaroa Catholic, Anglican and Dissenters Cemeteries has a mixture of large exotic trees growing amongst mature (regenerating) bush.

Traditionally trees seen in the older cemeteries, such as yew and oak trees were usually planted after the cemetery opened and often as a commemorative plant on a grave. Some of these plants have grown into large trees that are now causing damage to grave headstones and surrounds. Where trees are causing damage to grave memorials they should be removed. It is a reasonable assumption that when these trees were planted on the grave the long term intention would not have been for the trees to have destroyed the grave memorial in years to come, or the adjoining grave site.

It would have been preferable if the issue with large trees and overgrown shrubs close to and

in graves was addressed before the plants grew to such a large size that they started to cause damage to the grave, or surrounds. The exception to removing the shrub or tree would be if the family or relative of the person buried in the grave, or tangata whenua requested the plant to remain and there was no damage to other grave memorials in the vicinity.

The practice of planting a plant or shrub on a grave has been continuing for many years. The plants are usually maintained by the family for possibly the first 12 months, then often left to grow un-maintained. If plants are left to grow without on-going maintenance their size will often increase to obscure the headstone, grow over the adjoining grave or obstruct access along the path.

If plants are not being maintained on the grave (by family or Friends of the cemetery) after 12 months and require maintenance, then the plants should be removed by the council. This is a cost to the council but is more economical in the long term than continually pruning and maintaining plants that are on what equates to private property. Any dead plants will be removed by the council.<sup>6</sup> This policy will be

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<sup>6</sup> The burial plot had been sold for the purpose of a grave. The council has entered into a legal agreement with the person allowing them to use council land for a specific purpose (of a grave), for an indefinite period of time. The person (or family) who purchased the burial plot is responsible for the grave area, indefinitely.

clearly stated in all public cemeteries information.

However, some cemetery sites such as Addington contain significant plants which, although may be captured by this policy, will be specified on the particular cemetery landscape plan as being worthy of retention because of their special character or heritage value.

Any plant covered in the Christchurch City Council Operational Pest Plan growing in the cemetery is to be removed.

## Culturally specific areas within cemeteries

There have always been areas set aside for religious denominations, and this is provided for under the Burial and Cremation Act 1964. Council must consider requests for areas to be set aside.

Māori have cultural and spiritual requirements regarding the departure of *mate* (dead people), and these requirements need to be provided for in the management of cemeteries.

More recently there have been requests for areas to be set aside for ethnic groups. Some exist already, the Muslim area in Memorial Cemetery, for example. Different ethnic groups have different customs for grave decoration, ceremonies, and protocols around

burials. One of the most common requests is for an area to be set aside for exclusive use by that particular group.

Some possible plot allocation options are –

1. Groups pre-purchase of plots. This is common for families but less so for groups and has been discouraged for large groups because of resulting unutilised plots in some cemeteries.
2. Council hold plots for groups. Not an official policy and generally works for smaller requests but results in plots tied up without payment, for example, White Russians in Belfast, and pressure on Council to provide more land which may have otherwise not been required.
3. Council purchase new land for a cemetery to be divided into separate areas for cultural groups. This has worked well in Wellington's Makara cemetery.
4. Groups purchase land for a private cemetery. This option is provided for under the Burial and Cremation Act 1964, but is an expensive and time consuming process that would be beyond many groups.

### **Grave / plot decorations**

Another issue sometimes associated with cultural groups is the adornment of graves and / or plots with various personal items such as ribbons, windmills, toys, etc. Problems associated with this practise include having to

remove items and additional mowing around plots, items blowing over other graves, items becoming unsightly, and can be offensive to other users.

Possible options for this issue as set out in the Handbook include –

1. Identify cemeteries in which areas could be set aside where plot adornments were allowed and the family could enter into a maintenance agreement (family maintains) for perpetuity.
2. Currently a time limit of 10 days exists – after this period any adornments will be removed.

### **Eco-Burials (Natural Burials)**

There has been an increasing demand from residents to have a burial area for eco-burials in the District.

Eco-burials, or natural burials, are burials that involve the unembalmed body, in an untreated soft-wood casket, being buried one metre below the ground. Eco-burials have low environmental impact and try to maximise the conditions for bacteria to decompose the body, by not using potentially toxic chemicals, such as embalming fluid. Native plants are planted on the grave with the long term purpose of establishing a native forest.

Double depth burials are not permitted but a side-by-side plot can be purchased at the time of the first burial. The burial plots are wider

than conventional burial plots to provide maximum ground for bacteria. No cardboard caskets are permitted due to the instability of the cardboard. No permanent grave markers can be used but an untreated wooden marker can be placed on the burial plot. No other ornamentation is to be placed on the site (for further information refer to the Cemeteries Handbook).

The cemetery location especially the ground conditions are crucial for successful eco-burials. Ideally the soil should be a good loam with reasonable moisture content without being waterlogged. These conditions will encourage bacteria to aid in the decomposition of the body and for the establishment of a native forest.

When investigating possible locations for an eco-burial site the following conditions can be considered:

- One eco-burial site for the District.
- The site should be accessible to the main population base - Christchurch City
- The site selection will recognise and provide for protection of the cultural and spiritual values of Ngāi Tahu
- Aerobic, organically active soil suitable for decomposition and the establishment of a native forest
- Preferably within or adjoining an existing cemetery



- Low risk of contamination from adjacent land uses, for example, a traditional cemetery
- Low risk of contamination of groundwater or surface-water.

Options considered for an eco-burial cemetery-

1. The use of unused cemetery land adjacent to an existing traditional cemetery site. Le Bons Bay Cemetery has been identified as a suitable site. Le Bons has a large area not yet utilised for burials and would be appropriate to plant in natives in a rural setting. This is seen as a more appropriate option than setting aside an area within a cemetery within the city where eco-burial plots may be sold very slowly while demand for traditional burials continues in an area of the city popular for burial;
2. A regional eco-burial cemetery site shared with an adjacent district. Selwyn District Council are currently looking at the possibility of acquiring suitable sites close to Christchurch City;
3. A further alternative could be to utilise Council owned land to the west of the City, if the land were suitable;
5. Location of eco-burial site in regard to tangata whenua values and interests.

## Pre-borns

In addition to the provision of areas for still born burials, there is some demand for a memorial area to be set aside for families who have suffered loss of their pre-born child (died

or terminated prior to 20 weeks). This site would provide a place to bury their child as well as a place to remember them.

This could be achieved utilising the same site and practice as eco-burials.

## Pandemic

In the event of a pandemic there are two cemeteries, Avonhead and Memorial Park, that could accommodate a mass burial.

It is estimated the cemetery would need to allow for up to 3,000 bodies to be buried. The bodies would be buried shoulder to shoulder (on average allowing 1 metre width per body) and the bodies would be covered with a minimum of 1 metre of soil.

Alternatives such as freezing bodies at a temporary facility could be investigated so that bodies could be buried when and where requested rather than in a mass site.

Both Avonhead and Memorial Park Cemeteries have suitable ground conditions, easily accessible for vehicles and have a large enough area of vacant land. In order to provide a buffer for growth in future burials in addition to a possible pandemic an additional site will be investigated.

## Heritage

The five historic cemeteries in the District are closed to ashes and burial interments: Addington, Barbadoes, Mount Magdala Cemetery of the Good Shepherd, Woolston, and French Cemetery. Barbadoes Cemetery is the only cemetery to be Gazetted as closed, 31 January 1980 (Gazette Notice 1980 p2286). Addington, French, Mount Magdala, Cemetery of the Good Shepherd and Woolston Cemetery need to be Gazetted as closed. Mt Magdala and Linwood cemeteries need to be rezoned as Conservation 2 (Historic Cemeteries) in order to be subject to the rules of that zone.

There are Conservation Plans for Addington (October 2005), Barbadoes (July 2009) and Linwood Cemetery (February 2006). A joint Conservation Plan is proposed for the Anglican, Catholic and Dissenters Cemeteries in Akaroa. Separate Conservation Plans are proposed for the French Cemetery, Woolston Cemetery and Mount Magdala Cemetery of the Good Shepherd. City Council conservation plans are prepared in line with the ICOMOS NZ Charter which emphasises the need to recognise cultural heritage values of a site.

The Addington and Barbadoes Cemeteries are zoned as Conservation 2 (Heritage) in the City Plan and require a Resource Consent to undertake any repair work in the cemeteries. A Resource Consent application is to be lodged on behalf of the Transport and Greenspace, City Environment for a ten year global consent

for Council Contractors to undertake graffiti removal and repair work on headstones and other structures in the Addington and Barbadoes Cemeteries, without having to apply for a Resource Consent every time repair work is required.

## Cemeteries the Future

### Medium Term (2011 – 2031)

Within the next twenty years it is anticipated the Christchurch City cemeteries will reach their capacity for burials.

Within the next ten years there should be a cemetery open for burials in each of the four main areas of the city. These cemeteries in Christchurch City will be:

- Memorial Park Cemetery in the east
- Avonhead Cemetery in the west
- Yaldhurst Cemetery in the south-west
- Belfast Cemetery in the north

It is anticipated these cemeteries will be reaching their capacity for burials towards the end of the next twenty years (2031).

Second internment for double graves will be continuing in some of the other cemeteries and there should be space for ash interments in most of the cemeteries except the gazetted “closed” cemeteries.

In Banks Peninsular the Akaroa Anglican, Catholic and Dissenters Cemeteries are full and only open for second burial internments. Burials for Akaroa residents will be accommodated at Duvauchelle Cemetery.

In Lyttelton both of the Cemeteries are full and only open for second burial internments. Burials for Lyttelton residents can be accommodated at Diamond Harbour Memorial Gardens Cemetery or one of the Christchurch City Cemeteries. There is land available for expansion at all of the other Banks Peninsula Cemeteries.

### Long Term (2031 – 2041)

The working cemeteries in Christchurch City are estimated to reach their capacity for burial internments in approximately 20 -30 years time (2031-2041). After this time period additional land will be required to undertake cemetery burials. Consultation with Ngāi Tahu will take place regarding the extension of existing cemeteries and the siting and management of new cemeteries.

Instead of operating a number of smaller cemeteries around the city (which is the current situation), the proposal is to purchase a large area of land that would accommodate one large cemetery for all of Christchurch City.

The area of land required would be approximately 40 – 50 hectares, within 5 kilometres from the city urban – residential boundary and to the west or southwest of the city. The site would need to be away from any underground aquifers, have a low water table in winter (not prone to flooding or waterlogged), loamy soil (not sand or stony soil - old riverbed), have a flat terrain and avoid areas that are of cultural and spiritual significance to Ngāi Tahu.

To locate a site that meets all of the conditions may require the council to negotiate with an adjoining territorial authority and to develop a formal agreement with the authority to comply with the Burial and Cremation Act 1964.

## CEMETERIES

Many of the early municipal cemeteries in the Christchurch City Council and Boroughs were managed by Cemetery Boards until the mid 1930s when Cemetery Boards were disbanded by Central Government. The control of the cemetery was vested in the County Councils, who often established Independent Trustee Boards to operate the cemeteries. Many of the cemeteries only came under County Council control when the Cemetery Boards faced

financial difficulties and maintenance issues. The cemetery remained in the County Council's control until amalgamation in 1989 when the cemetery came under the jurisdiction of the Christchurch City Council.

Each cemetery has had two development (landscape) plans prepared for it; the first represents the current situation, the second shows how it is proposed to look following implementation of the policies and actions points. Please see Appendices for development plans.

## Addington Cemetery



**Cemetery Character**

Addington Cemetery opened in 1858 and closed in 1980. The cemetery was established by the Presbyterian Church of St Andrews in reaction to the 'exclusiveness' of the Anglican Barbadoes Street Cemetery which was at that date the only cemetery in the city. As a public cemetery, Addington was open to all denominations with no degradation according to religion. The cemetery was in effect the city's first public cemetery and its plots were taken up over a relatively short period of time.

The cemetery has a formal grid pattern of rows and plots head to head with a wide central gravel path which terminates at the original circular carriage turning area. The plots and paths are closely laid out not only because of the defined rectangular site but because the Presbyterian Church had a requirement to make money from selling individual burial plots at the cemetery. Burials occur right up to the legal boundaries on the north and south sides and near to the edge of Baxter's Creek at the east end of the cemetery.

The masonry styles are predominantly monumental Victorian style. There are a small number of elaborate sculptural monuments. The most common form of grave in the cemetery consists of a plain rectangular flat concrete slab on the ground, with an upright headstone.

There are a number of established trees in the cemetery, particularly yew trees, however early photographs show that the cemetery had very

little vegetation. Recent oak, beech and sycamore trees have aesthetic value and as plant types are appropriate for a Victorian cemetery, however they are recent and they are not significant. Many are intrusive and root growth is damaging the heritage fabric.

### Policies

- All work is to align with the Addington Cemetery Conservation Plan, 2005.
- All work is to be carried out according to Accepted Best Practice Guidelines for Historic Cemeteries.
- Historically the cemetery had little vegetation, as the cemetery is full no further trees or landscape planting is proposed to protect the heritage fabric.
- Commemorative plaques and any reinstatement of damaged graves must be undertaken or placed within the boundary of plots and not on Council land.
- Additional signage and seats are to be in keeping with the style and character of the cemetery and the sites historic context.
- No further interpretation is required, existing interpretation may require updating maximising quality of visitor understanding.

### Actions

- Planting on graves is to be removed as plants require pruning or when they die. This is to be done carefully with minimum intervention.

- Trees that are damaging the heritage fabric should be removed.
- Additional tree maintenance work including removal, limbing etc.

### Conservation Plan for Addington Cemetery

A conservation plan was prepared for Addington Cemetery on behalf of the Christchurch City Council in October 2005. The key recommendations in the conservation plan are:

- All the graves and memorials are to be regarded as important cultural objects. All conservation work to be undertaken to a minimum (ideally reversible) intervention with their historic elements, but enough to ensure long term retention.
- Any work is carried out according to accepted best practice guidelines for historic cemeteries, with the International Council on Monuments and Sites (ICOMOS) New Zealand Charter for the Conservation of Places of Cultural Heritage Value providing underlying principles.
- The key conservation interventions, as defined by the ICOMOS Charter, include 'maintenance' and 'repair'. To a lesser extent, 'restoration' and partial 'reconstruction' is appropriate for some graves. 'Adaptation' is inappropriate.
- The original cemetery design and layout should be preserved.
- Effective management of vegetation should be a key focus in the conservation

of the cemetery. Identified historic trees should be maintained yet managed to ensure minimum damage to graves. Further planting on graves is not recommended.

- Any proposed works (other than actual burials), may require an archaeological authority from the New Zealand Historic Places Trust.
- Future development or enhancement proposals should take into account the heritage values of the cemetery and conform to best practice conservation principles as outlined in the conservation plan.
- The current level of interpretation is adequate.
- Where graves are in a particularly poor condition and the general guidelines are not adequate, expert conservation advice to guide repair work should be sought.

### Akaroa Anglican Cemetery



#### Cemetery Character

Akaroa Anglican Cemetery opened in 1857 and is reaching capacity. The cemetery is available for second interments and there is a limited availability of new plots. The cemetery is located on an area of flat to rolling hillside adjacent to the Garden of Tane overlooking Akaroa Harbour. The cemetery is surrounded by dense native planting and exotic trees. There is a walking connection between Beach Road, the Garden of Tane and the Dissenters and Catholic Cemeteries.

The cemetery has associations with early history and the local community. Graves are laid out in an informal grid pattern on a gentle slope with an interesting range of headstones including some carved Totara grave markers.

#### Policies



- Additional signage and seats are to be in keeping with the style and character of the cemetery.

#### **Actions**

- Undertake a joint Conservation Plan for all three Akaroa Cemeteries and align it with the Garden of Tane Management Plan.
- The records database and administration of the cemetery is to be centralised at the main Civic building.
- Rezone the cemetery land from residential to conservation 4.
- Remove the post and wire fence around the cemetery boundary.
- Enhance vehicle entrance and car park including signage, planting and post and chain fence.
- Enhance walking track and extend existing walking tracks including signage and entrance improvements.
- Undertake tree or landscape planting as per the Development Plan
- Planting on graves is to be removed as plants require pruning or when they die. This is to be done carefully with minimum intervention..
- Additional tree maintenance work including removal, limbing etc.

### **Akaroa Catholic Cemetery**



#### **Cemetery Character**

Akaroa Catholic Cemetery opened in 1863 and is reaching capacity. The cemetery is available for second interments only.

There are good visual connections to Akaroa Harbour from the top of the cemetery and it is separated from the adjacent Akaroa Dissenters Cemetery by a row of trees and a post and wire fence. Both cemeteries are adjacent to the Garden of Tane. Dense native plantings and exotic trees surround the two cemetery sites. A network of walking tracks connects the cemeteries to the Garden of Tane.

The cemetery has associations with the early history of the local community.

There are a variety of graves and headstones from the older Victorian style plots with covers or kerbing to more recent modern upright stone memorials. The graves are orientated lengthwise in an east west fashion and are stepped down the hillside in distinct blocks with mown grass paths.

#### **Policies**

- Additional signage and seating are to be in keeping with the style and character of the cemetery.

#### **Actions**

- Undertake a joint Conservation Plan for all three Akaroa Cemeteries and align it with the Garden of Tane Management Plan.
- The records database and administration of the cemetery is to be centralised at the main Civic building.
- Rezone the cemetery land from residential to conservation 4.
- The cemetery is managed and maintained by the Council although the land is owned by the Roman Catholic Church. Continue negotiations with the Church for either ownership of the site or maintenance and management operations to be returned to the Church.
- Replace the wire and stock fence around the perimeter with post and chain fence.
- Enhance vehicle entrance including signage, planting and post and chain fence.

- Enhance walking track and extend existing walking tracks including signage and entrance improvements.
- Planting on graves is to be removed as plants require pruning or when they die. This is to be done carefully with minimum intervention..
- Trees that are damaging the heritage fabric are to be removed.
- Additional tree maintenance work including removal, limbing etc.

### Akaroa Dissenters Cemetery



#### Cemetery Character

Akaroa Dissenters Cemetery is located immediately below the Akaroa Catholic Cemetery. It was opened in 1873 and is reaching capacity. The cemetery is available for second interments only.

It is separated from the adjacent Akaroa Catholic Cemetery by a row of trees and a post and wire fence. Both cemeteries are adjacent to the Garden of Tane. Dense native plantings and exotic trees surround the two cemetery sites. A network of walking tracks connects the cemeteries to the Garden of Tane.

The cemetery has associations with the early history of the local community.

The grave plots in this cemetery appear to be older and more decorative than the adjacent Akaroa Catholic Cemetery. Laid in an east west orientation across the steep slope, these graves are randomly clustered in blocks separated by mown grass strips.

#### Policies

- Undertake a joint Conservation Plan for all three Akaroa Cemeteries and align it with the Garden of Tane Management Plan.
- The records database and administration of the cemetery is to be centralised at the main Civic building.
- Rezone the cemetery land from residential to conservation 4.
- Remove the post and wire fence around the cemetery boundary.
- Planting on graves is to be removed as plants require pruning or when they die. This is to be done carefully with minimum intervention..

- Enhance vehicle entrance including signage, planting and post and chain fence.
- Enhance walking track and extend existing walking tracks including signage and entrance improvements.

#### Actions

- Trees that are damaging the heritage fabric are to be removed.
- Additional tree maintenance work including removal, limbing etc.
- Additional signage and seats are to be in keeping with the style and character of the cemetery

## Akaroa French Cemetery



### Cemetery Character

The Cimetière Catholiques or French Cemetery as it came to be known is the oldest consecrated European cemetery in the South Island. It opened in 1840 and is now closed.

The cemetery is located on a flat terrace in the L'Aube Hill Reserve. From early photographs it appears the cemetery had good views down to the township and the waterfront, which is very different to the enclosed feeling the cemetery has today surrounded by established trees and dense shrub vegetation. The layout of the original cemetery is now not visible and there are no remaining headstones around the

cemetery as they were removed in the 1926 clean up of the cemetery.

As part of the 50<sup>th</sup> anniversary of the constitution of the Akaroa Borough, the cemetery was given a total face lift. Funded by the War Graves Commission, all existing plant fabric and remnant grave material was cleared from the grounds. Bodies were reburied in a central plot and two coffin inscription plates were salvaged and included as memorial fabric mounted on a central burial feature. The central memorial feature lists the names of those known to be buried on L'Aube Hill as far as it was possible to ascertain.

The cemetery was the first in Akaroa and therefore would have had both French and English burials until the Anglican and Dissenters Cemeteries were opened at the opposite end of the Akaroa settlement. Early descriptions of the original cemetery landscape indicate that it was originally hedged with gorse, ornamental willows and roses.

### Policies

- Additional signage and seating are to be in keeping with the style and character of the cemetery.
- All work is to be carried out according to accepted best practice guidelines for historic cemeteries.

### Actions

- Undertake a Conservation Plan for the cemetery
- Rezone the cemetery from residential to conservation 2 (Historic Cemetery), closed to future burials and protected.
- The land the cemetery is situated on is owned by the Roman Catholic Church. Negotiate with the church for the Council to take over ownership of the site.
- Repair or repaint the existing information board.
- Enhance pedestrian entrances including signage and interpretation outlining where the extent of the original cemetery was, including views to Akaroa Harbour.
- Maintain planting around the cemetery ensuring it does not encroach onto grave sites and a two metre clear area around the concrete wall..

## Avonhead Cemetery



### Cemetery Character

Avonhead Park Cemetery was opened in 1983 and is still open for full burials. The cemetery is



surrounded by established trees in a park like setting.

Graves are marked either in the original lawn area with plaques or in the newer memorial area with headstones.

When the cemetery was developed in the late 1970s and early 1980s it was proposed that there would be a complete absence of memorials in the cemetery - no headstones and no plaques. Instead, a metal tag was buried on the spot where the deceased lay and names were added to the memorial wall by the records room. A metal detector could be utilised to track the location of specific graves. However, this scheme did not find favour with the community and the placement of lawn cemetery style plaques was allowed. In 1993 a second area was created allowing for upright memorials.

The cemetery is not laid out in denominational divisions, however it is popular with the Polynesian and Asian communities and there are areas for children and stillborn. There are no war graves in the cemetery. The extension to the cemetery was opened in August 2009 and includes the Interment Site for the victims of the 2011 Christchurch Earthquake.

#### **Policies**

- Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery.

#### **Actions**

- The exterior and interior of the public toilets and records room are in poor condition. Demolish these buildings. Decommission septic tank.
- Open seating area including planting and granite walls with plaques to include information from the memorial walls.
- Enhance entrance including signage and modifications to the concrete entrance wall.
- Enhance pedestrian connection with Avonhead Park including signage indicating the location of the public toilets in Avonhead Park.
- Undertake tree or landscape planting as per the Development Plan.
- Additional tree maintenance work including removal, limbing etc.
- Investigate options for acquiring adjacent land for future cemetery expansion.

#### **Barbadoes Street Cemetery**



#### **Cemetery Character**

Barbadoes Street Cemetery, the city's oldest cemetery opened in 1851 and closed in 1885. The cemetery is a cultural heritage landscape made up of three original, denominationally distinct cemeteries. The two lanes of one – way Barbadoes Street separate the former Roman Catholic and Dissenters Cemeteries on the west from the Church of England Cemetery on the east. Despite this significant physical separation there is a strong visual connection between the east and west cemetery landscapes, reinforced by their shared landscape character.

In the years after the cemeteries were closed, desecration and vandalism in the grounds increased. The history of the cemetery through most of the 20<sup>th</sup> century was mainly one of



neglect and vandalism. Community initiatives over the years have improved the cemetery, over recent years the general maintenance of the cemetery has been orientated towards order and passive amenity.

The sexton's house on the Cambridge Terrace frontage of the former Church Of England Cemetery is the only surviving historic building associated with the use and management of the cemetery. The present house was built in the 1920's replacing an earlier cottage on the same site. Previously there was also a mortuary chapel which was demolished in 1955 and a lychgate.

The cemetery contains a mix of remnant ornamental tree species and introduced indigenous and exotic plant species. There are four observable overlays of planting. Remnant vegetation from the establishment and operation of the original cemeteries before they were closed (1851 – 1885), closure and post – closure 'sanitary planting strategies' (1885 – 1890), 1950s exotic ornamentals – possibly influenced by the colonial revival landscape style popular in New Zealand in that decade, 1970s native species plantings and mid 1990s plantings.

#### **Policies**

- Additional signage and seats and any modifications to lighting are to be in

keeping with the style and character of the cemetery and the sites historic context.

- All work is to align with the Barbadoes Street Cemetery Conservation Plan, July 2009.
- All work is to be carried out according to accepted best practice guidelines for historic cemeteries.

#### **Actions**

- Enhance pedestrian entrance including signage.
- The original sextons house, mortuary chapel and lychgate sites (including history, design and location) are commemorated on an interpretation panel.
- Investigate means to improve surface water flooding to be done in conjunction with the Historic Places Trust.
- The sexton's house and grounds are to be kept separate from the cemetery while the property is not used for council services.
- Planting on graves is to be removed as plants require pruning or when they die. This is to be done carefully with minimum intervention..
- Trees that are damaging the heritage fabric should be removed.

#### **Conservation Plan for Barbadoes Cemetery**

A conservation plan was prepared for Barbadoes Cemetery on behalf of the Christchurch City Council in July 2009.

The key recommendations in the conservation plan are:

- Any work should be carried out according to accepted best practice guidelines for historic cemeteries, with the ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value providing underlying principles.
- The key conservation interventions, as defined by the ICOMOS Charter, should be restricted in most cases to 'maintenance' and 'repair'. 'Restoration' and 'partial reconstruction' may, in certain defined circumstances, be appropriate for some graves. 'Adaptation' is inappropriate. Regular maintenance, carried out according to a plan prepared by an appropriately experienced person, is essential. Existing levels of authenticity should be retained.
- Documentation, including recording the condition of memorials, should be extended from the notable graves identified in the conservation plan to all graves. Remedial work programmes for all memorials should be developed following the completion of the condition reports. Volunteer groups should carry out this remedial work only in consultation with Council staff and conservators. Documentation should be appropriately stored for public access.
- The cemetery is an archaeological site and an authority from the New Zealand Historic Places Trust (NZHPT) should be gained

for any modifications to graves or ground surfaces.

- The remains of the original cemetery landscape, planting, fabric and layout should be retained. All the graves and memorials are important cultural objects. All conservation work should be undertaken in a manner that ensures minimum (ideally reversible) intervention with the historic elements, but should be sufficient to ensure the long-term retention.
- Effective management of vegetation should be a key focus in the conservation of the cemetery. Mature vegetation within the cemetery should be retained but managed to ensure minimum damage to graves. No new plantings should take place without a development plan being prepared. Further planting on graves is not recommended.
- Most work at the cemetery, particularly vegetation management and conservation of memorials, should be undertaken by skilled staff. Stabilisation, repair, restoration and reconstruction of memorials should generally be carried out by conservator members of the New Zealand Conservators of Cultural Materials. Certain work can be carried out by tradesmen skilled in conservation work, working under the direction or supervision of a qualified conservator. Simple maintenance tasks such as cleaning undamaged memorials and biocide treatments may be carried out by

volunteers under supervision and following the guidelines outlined in the conservation plan.

- The conservation plan should be reviewed after a period of five years and fully revised after a period of ten years. The review should incorporate the results of monitoring changes in the definitions of significance and authenticity as well as changes in social attitudes that affect how the cemetery is regarded by the community.

### Belfast Cemetery



#### Cemetery Character

Belfast Cemetery opened in 1904 and is available for second interments only.

Originally a traditional cemetery with large traditional monumental style headstones the cemetery was redeveloped in 1985 as a lawn cemetery, catering for upright and reclining memorials. The memorial area of the cemetery is divided into rooms using a series of hedges. There are two distinctive areas in the cemetery, the children's area and the Orthodox Russian area.

The rural location of the cemetery is significant, and is part of the reason the cemetery has been so popular in the past. From all sides of the cemetery there are rural vistas, which help provide a feeling of openness. There are a number of established trees in the cemetery in keeping with the memorial park nature of the cemetery. Plantings include hedges, exotic and native planting. Existing buildings include a public toilet and a shed.

The recent purchase of additional cemetery land will enable further development of the cemetery in the future.

#### Policies

- Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery..

#### Actions

- Cemetery expansion including access road, fencing, footpath connection, beam development and landscaping.

- The entrance to the cemetery is to be realigned to allow for access to the proposed extension. As part of the northern arterial development, the entrance location will be negotiated with NZTA.
- Undertake tree or landscape planting as per the Development Plan
- Trees that are damaging the heritage fabric are to be removed

## Bromley Cemetery



### Cemetery Character

Bromley Cemetery opened in 1918 and although it is approaching capacity it is still open for second interments. The cemetery is located on ancient dunes which are still partly visible along Keighley's Road.

The cemetery is a typical traditional monumental cemetery and is laid out in a highly regimented north-south orientation allowing graves to face due east or west. Narrow mown grass paths bisect the gravesites breaking the 'mass' of grave headstones and grave coverings into smaller rectangular 'blocks'. Tree planting is largely confined to the edges of the cemetery and along the main vehicle drive. A sexton's house is located in the south east corner and there is a public toilet.

The majority of memorials tend to be lower and more conservative than other cemeteries, providing a more orderly appearance which is accentuated by the uniformity of the Returned Services section. There is also a memorial for stillborn children.

### Policies

- Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery.

### Actions

- The sexton's house is vacant and in poor condition, this is to be removed including outbuildings so the land can be used for burials.
- Open up the cemetery entranceway to improve visibility into the grounds by removing the large overgrown macrocarpa hedge Improved visibility into the cemetery

from the road could deter vandalism and undesirable behaviour.

- The post and wire fence around the road boundary is to be replaced with a post and chain fence and low planting.
- Remove hedges and replace with low planting and post and chain fence.
- Enhance entrance including replanting, signage and modifications to the entrance wall.
- Undertake tree or landscape planting as per the Development Plan
- Additional tree maintenance work including removal, limbing etc.
- Planting on graves is to be removed as plants require pruning or when they die. This is to be done carefully with minimum intervention.

## Diamond Harbour Memorial Gardens Cemetery



### Cemetery Character

Diamond Harbour Memorial Gardens Cemetery was officially opened in May 2002. The cemetery is designed in terraces in accordance with the natural topography of the site and has been designed in a manner that allows it to blend in a park – like manner with the adjacent Stoddart Point Recreation Reserve.

The cemetery is in the memorial garden style with low, raised headstones placed on concrete beams. Monuments are to be made of permanent materials such as granite, 'hard rock', natural boulders, marble, steel or concrete. In the ashes area only granite is permitted and plaques are laid directly onto raised concrete beams.

There are informal walking tracks to the cemetery from the Stoddart Point Reserve.

### Policies

- Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery

### Actions

- Rezone the cemetery land from recreation to Conservation 4 (cemetery)
- Construct a memorial wall for ashes and plaques (including commemorative plaques for ashes or burials at sea), utilising the existing sunken area.
- Enhance entrance including gates, signage and planting.
- Form vehicle access to top of first terrace and footpath to all three levels including steps and handrails where required.
- Enhance pedestrian access from adjacent Stoddart Point Recreation Reserve, including signage and removal of fence where required.
- Undertake tree or landscape planting as per the Development Plan
- When the first terrace has reached its capacity as a burial area then the next area for burials is to be the area on the top of the circular mound. When this area has also reached its capacity, the middle and lower terraces are to be used for burial plots. Use of the lower terrace is dependant upon suitable ground

conditions. In the future the lower terrace will need to be accessed from Stoddart Point Recreation Reserve.

- Memorial trees can be planted in the shrub borders, species to be selected by the Council and a memorial plaque placed on the memorial wall.
- The lower terraces are not conducive to eco-burials or green burials because the clay soil conditions in the cemetery are susceptible to water logging and low in organic matter required for bacteria and native regeneration. The lower terraces should be left as long-term conventional burial sites. Ground conditions within the site will be investigated to determine the usability of the third terrace for any burials and whether eco-burials could potentially be accommodated anywhere within the cemetery.



## Duvauchelle Cemetery



### Cemetery Character

Duvauchelle Cemetery is located on the hill just outside the settlement of Duvauchelle, at the head of the Akaroa Harbour Basin. The cemetery was opened in 1881 and is still open for full burials. The cemetery is enclosed by a well maintained macrocarpa hedge at the base of the slope. There are excellent views northwards over the whole harbour basin from the cemetery.

The cemetery is set out in long, level rows of back to back headstones. There are distinctive family areas in the cemetery however, there is no evidence of denominational division. The cemetery has a variety of headstones from Victorian style to more recent modern upright memorial headstones. Most of the headstones and covers are in good condition.

Several mature oak trees are randomly located throughout the cemetery.

### Policies

- Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery.

### Actions

- Rezone the cemetery land from rural to conservation 4 (cemetery).
- Remove the existing car park, post and wire fence and trees in the fruit trial area.
- Enhance vehicle and pedestrian entrances including gates, fencing and signage, internal access road and compacted chip footpaths.
- New car park area including retaining where required.
- Construct a toilet with disabled access.
- Undertake tree or landscape planting as per the Development Plan.

## Kaituna Valley Cemetery



### Cemetery Character

Kaituna Valley Cemetery is located adjacent to St Kentigens Church. The cemetery was opened in 1935 and is still open for full burials.

The rural location of this cemetery is significant as from all aspects of the site there are rural vistas which helps provide a feeling of openness. Within the cemetery area which is operational there are no trees. This is in contrast to the mature trees within the church yard.

The plots in the cemetery are laid out with rows back to back orientate the same direction east/west. The existing layout plan for the cemetery indicates denominational separation however, this has not been enforced. The headstones are mainly upright memorial headstones. There are a few with simple low cross structures and some plaques are attached to a

cut natural rock. Extensive use of Halswell Quarry stone as plot covers is a significant feature of this cemetery.

#### **Policies**

- Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery.

#### **Actions**

- Rezone the cemetery land from rural to conservation 4 (cemetery).
- Formalise the boundary and reclaim the cemetery land for cemetery purposes including removing existing post and wire fencing and any new fencing required.
- Formalise entrance to the cemetery with a gravel driveway from Kaituna Valley Road including wooden entrance gates (in a similar style to the church gates) and signage.
- Undertake tree or landscape planting as per the Development Plan

### **Le Bons Bay Cemetery**



#### **Cemetery Character**

Le Bons Bay Cemetery opened in 1862 and is still open for full burials. It is generally flat with a moist treed section near the western end. The rural location of the cemetery is significant, from all sides of the cemetery there are rural vistas which helps provide a feeling of openness. A large area of the cemetery is fenced off and either grazed or open for public access to the lagoon.

The cemetery has a formal layout with distinctive family areas. The cemetery has a variety of graves/ headstones from older Victorian style to more recent upright memorial headstones.

The cemetery has strong community associations and is maintained by the local community.

#### **Policies**

- Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery.

#### **Actions**

- Rezone the cemetery land from rural to conservation 4 (cemetery).
- Some marked graves are outside the fenced area and susceptible to damage from stock, these need to be fenced either individually or collectively to protect the headstones.
- Entrance signage
- Formalise a lease arrangement with the farmer to continue grazing the area of the cemetery where there are no headstones.
- Investigate as a potential ecoburial site location
- Undertake tree or landscape planting as per the Development Plan

## Linwood Cemetery



### Cemetery Character

Linwood Cemetery opened in 1884 and is available for second interments only. The cemetery was the first Christchurch cemetery located outside the town 'on sanitary grounds' and is situated on what was once a large sand dune.

The cemetery was open to all denominations though it was divided into specific areas. The layout of the cemetery is a set grid pattern despite the undulating topography.

The cemetery has a Jewish section, including graves re-sited from the 19<sup>th</sup> century Jewish Cemetery in Hereford Street and is an important site for the Jewish community as it is the only designated Jewish cemetery in Christchurch.

In March 1884 the Christchurch City Council approved the construction of a tramway to the cemetery from the corner of Cashel and High streets at a cost of £700 and by 1885 had built a tramway hearse. Although now covered by asphalt, tram tracks survive beneath the main pathway within the cemetery.

There was a sexton's house situated near the Butterfield Avenue entrance and a simple mourning kiosk. New gates similar in design to the original were built in 2005 at the Butterfield Avenue entrance.

The cemetery contains a range of graves from traditional monumental style to newer memorial style. There are a small number of elaborate sculptural monuments the most notable being the Fairhurst mausoleum, the Peacock mausoleum and the Henry Thomson grave.

Plantings in the cemetery include exotic and more recent native planting, pines and macrocarpas which are concentrated around the perimeter of the cemetery.

### Policies

- Additional signage and seats are to be in keeping with the style and character of the cemetery.
- All work is to align with the Linwood Cemetery Conservation Plan, February 2006.

- Maintain regular contact with the Friends to offer assistance where possible, using the Linwood Cemetery Conservation Plan as the basis of work being undertaken in the cemetery.

### Actions

- Replace existing post and wire fence around the boundary of the cemetery with a post and chain fence and low planting.
- Remove asphalt cover over the buried tramlines leaving the adjacent asphalt for vehicle access, following guidance from the historic places trust regional archaeologist.
- Enhance pedestrian entrances including planting and signage
- Enhance car park area including signage.
- Enhance turning circle area with seating and planting.
- Interpretation outlining original location of the sextons house, tramway and, mourning kiosk.
- Planting on graves is to be removed as plants require pruning or when they die. This is to be done carefully with minimum intervention.
- Trees that are damaging the heritage fabric should be removed.
- Undertake tree or landscape planting as per the Development Plan



### Conservation Plan for Linwood Cemetery

A conservation plan was prepared for Linwood Cemetery on behalf of the Christchurch City Council in February 2006.

The key recommendations in the conservation plan are:

- Any work is undertaken to best practice guidelines for historic cemeteries with the International Council for Monuments and Sites (ICOMOS) New Zealand Charter for the Conservation of Places of cultural Heritage Value providing the underlying principles. People with the appropriate skill level are required for certain conservation tasks.
- Key conservation interventions as defined by ICOMOS Charter include 'maintenance' and 'repair' and to a lesser extent 'restoration' and partial 'reconstruction' is appropriate to some graves. 'Adaptation' is inappropriate,
- The original cemetery design and layout should be retained. All conservation work to graves and memorials is to be undertaken to ensure minimum (ideally reversible) intervention with the historic elements, but enough to ensure their long term retention.
- Effective management of vegetation should be a key focus in the conservation. The mature confers on the periphery and identified historic trees should be managed to ensure minimum damage to graves. Further planting on graves is not recommended.
- Linwood Cemetery is defined as an archaeological site (Historic Places Act 1993) and any proposed work other than actual burials, may require an archaeological authority from the New Zealand Historic Places Trust.
- The Butterfield Ave 'tram' entrance should be formalised as the main entrance by having new gates erected (either reconstruction of original gates or a new design if insufficient information). All other entrances to remain as informal pedestrian access points. *(This has been completed with new entrance gates installed).*
- Copies of the cemetery records to be kept in an appropriate archive.
- Maintenance work can be undertaken by Council staff and/or volunteers following best practice guidance. Where graves are in particularly poor condition expert conservation advice for repair work should be sought. Conservation experts would be required to work on complex monuments, such as the mausoleum and graves containing a variety of stonework.
- A maintenance plan should be prepared and the conservation plan reviewed between five and ten years.

### Little River Cemetery



#### Cemetery Character

Little River Cemetery is located adjacent to St Andrews Church just outside Little River. It was opened in 1878 and is still open for full burials. The cemetery is surrounded by exotic and native vegetation and has open views out to the Little River Valley and foothills.

The cemetery is laid out in a grid with wide mown paths and has a variety of headstones from typical Victorian period with upright stone headstones to more recent granite and stone memorial styles many of them with covered concrete plots.

A local cemetery with many family plots and strong connections to past and present communities.



### Policies

- Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery.

### Actions

- Rezone the cemetery from rural to conservation 4 (cemetery)
- Develop vehicle access into the cemetery from the church car park and define the area between the car park and the cemetery with a post and chain fence.
- Enhance the existing wooden vehicle and pedestrian gates including signage.
- Undertake tree or landscape planting as per the Development Plan.
- Additional tree maintenance work including removal, limbing etc.

## Lyttelton Anglican Cemetery



Cemetery Character

Lyttelton Anglican Cemetery also known as Lyttelton Public Cemetery opened in 1850. The cemetery is available for second interments and any pre – purchased plots however due to the large amount of recent earthquake damage in the cemetery any future interments in the cemetery will be on a case by case basis.

The cemetery is formal Victorian in style, although the formality is lessened due to the topography of the setting. There are views to the port and wider Lyttelton Harbour from higher elevations in the cemetery.

The original headstones and grave surrounds are traditional in character. The more modern headstones generally located on the lower elevations are smaller and more contemporary in style. There is a recent influenza memorial.

Most of the vegetation is confined to the east and west boundaries and comprises of ash, sycamore and oak with some conifer species. Some of these exotic broadleaf species extend into the cemetery informally either side of the main path.

### Policies

- Additional signage and seats are to be in keeping with the style and character of the cemetery.

### Actions

- Enhance vehicle entrance including plastering concrete block pillars and any repairs required to the volcanic stone retaining wall and signage.
- Enhance pedestrian entrances including signage and fencing where required.
- Enhance the pedestrian entrances including reconditioning existing wrought iron gates and signage.
- Undertake tree or landscape planting as per the Development Plan.
- Additional tree maintenance work including removal, limbing etc.

## Lyttelton Catholic and Public Cemetery



### Cemetery Character

Lyttelton Catholic Cemetery also known as the Lyttelton Cemetery was opened in 1873. The cemetery is available for second interments and any pre – purchased plots however due to

the large amount of recent earthquake damage in the cemetery any future interments in the cemetery will be on a case by case basis.

The cemetery is located on a steep hillside and is divided into three sections, Catholic, RSA and Public (from north to south). The plots are terraced on the hillside tightly laid in a grid formation with concrete terracing and steps with paths dissecting the various sections. The cemetery has a variety of graves/ headstones from older Victorian style plots with covers or kerbing to newer memorial style, however the older style is more predominant.

There is a significant amount of earthquake damage in the cemetery.

#### **Policies**

- Additional signage and seats are to be in keeping with the style and character of the cemetery.

#### **Actions**

- Enhance the pedestrian entrances including reconditioning existing wrought iron gates and signage.
- Continue the stone retaining wall along the reserve terrace frontage.
- Undertake tree or landscape planting as per the Development Plan
- Additional tree maintenance work including removal, limbing etc.

### **Memorial Park Cemetery**



#### **Cemetery Character**

Memorial Park Cemetery opened in 1956 and is still open for full burials. The cemetery is a lawn cemetery with concrete beams for upright and reclining memorials. The cemetery is located on ancient sand dunes and has excellent, largely unobstructed views to the Port Hills.

There is a small Muslim burial area on the eastern side of the site where the graves are aligned facing to Mecca (14 degrees west of north), a Maori burial area or urupa near the Ruru Rd entrance, and a Russian Orthodox area to the western side.

Tree planting is generally associated with the driveway areas, with a diverse mix of shrubs and trees around the central area surrounding the public toilet which is more or less centrally located.

#### **Policies**

- Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery.

#### **Actions**

- Enhance vehicle and pedestrian entrances including signage and post and chain fencing
- Remove existing fencing along street boundaries and replace with post and chain fencing and low planting.
- Shared cycle/ pedestrian pathway to link Ruru Road and Taurus Road.
- Undertake tree or landscape planting as per the Development Plan.
- Additional tree maintenance work including removal, limbing etc.

## Mount Magdala Cemetery of the Good Shepherd Sisters



### Cemetery Character

Mount Magdala Cemetery of the Good Shepherd Sisters is located in Halswell. The cemetery opened around 1888 and is now closed. The establishment of the Good Shepherd Covent at Mount Magdala, Christchurch, dates from the early 1880's. Today at Aidanfield, the historic Mount Magdala Cemetery and the St John of God Church are two remaining connections with the work of the Good Shepherd Sisters.

Mount Magdala was the pioneering catholic social work institution for the care of woman. The institution was established at Halswell between 1886 and 1888. The complex was founded as a predominantly self – sufficient community with a farm and orchard. Many residents were employed in laundry, sewing

and cooking activities. By the 1930's Mount Magdala was a self – contained community housing almost 500 people. Many new buildings were added over the years including a chapel in 1900 along with an orphanage in 1934. Of the many that passed through the institution, some were restored to their families and other were comfortably married or obtained situations. A relatively small number lived out their lives in the sisters' care and were buried in the cemetery. Now placed at the head of the cemetery are the few permanent headstones erected. The wooden crosses that once marked the graves are now gone.

Original cemetery plans and the memorial wall suggest that there are as many as 278 known graves from 1888 to 1972. The neighbouring Aidanfield subdivision is named after Mother Aidan Phelan who is buried in the cemetery.

### Policies

- Additional signage and seats are to be in keeping with the style and character of the cemetery

### Actions

- Rezone the cemetery land from Business 1 (local centre) to Conservation 2 (Historic Cemetery) (closed to future burials and protected). Gazette.
- Signage and interpretation outlining the history of the good shepherd convent at mount magdala and the cemetery.

- Undertake tree planting as per the development plan.

## Okains Bay Cemetery



### Cemetery Character

Okains Bay Cemetery opened in 1869 and is still open for full burials. It is in a rural location, surrounded by paddocks, giving a strong feeling of openness. Over half the cemetery is fenced off and is currently grazed.

The cemetery has strong community associations and is maintained by the local community, the local parish and the Okains Bay Reserve Management Committee.

The plots are laid out with double rows back to back facing north east or south west. Some of the older graves at the back of the cemetery



are arranged at a different angle with no clear order to the paths.

The cemetery has a variety of graves/headstones from Victorian / Edwardian styles with plots covered or kerbed to memorial styles.

#### **Policies**

- Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery.

#### **Actions**

- Enhance entrance including signage and removal of shrubs.
- Undertake tree or landscape planting as per the Development Plan
- Additional tree maintenance work including removal, limbing etc.

### **Pigeon Bay Cemetery**



#### **Cemetery Character**

Pigeon Bay Cemetery is located on a hill beyond the Pigeon Bay settlement. The cemetery opened in 1865 and is still open for full burials. Large trees flank the entrance from Wilson's Road and partially hide the cemetery, however once in the cemetery it opens up with only a few specimen trees including oak and yew trees in the centre of the cemetery. The surrounding rural farm land gives the cemetery a feeling of openness.

Much of the cemetery is still undeveloped. The original plan shows distinct denominational areas within the cemetery site however this does not appear to have been followed, as the cemetery is now dominated by a couple of distinctive family areas. The cemetery caters primarily for members of the local community and is currently grazed by a local farmer.

The cemetery has a variety of headstones from older Victorian style with covers or kerbing to newer more recent modern upright stone memorials where the plots are covered with grass. Some recent graves have temporary fencing, possibly to prevent stock from accessing them.

#### **Policies**

- Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery.

#### **Actions**

- Fence cemetery boundary and remove from grazing to protect the headstones and unmarked graves
- Reconfigure entrance including wooden gates and signage and an informal car park on cemetery land.
- Undertake tree planting as per the development plan.
- Additional tree maintenance work including removal, limbing etc.

## Ruru Lawn Cemetery



### Cemetery Character

Ruru Lawn Cemetery opened in 1941 and although approaching capacity it is still open for full burials.

The cemetery is open and park-like in appearance. Granite and bronze plaques are set either in the lawn or on concrete beams surrounded in loose crushed greywacke chip.

There is a large Returned Services Association section and a small Muslim burial area on the eastern side. The 1947 Ballantynes fire memorial is located in the cemetery. The Ballantynes department store in Colombo Street was the scene of one of New Zealand's most disastrous fires late in the afternoon of 18 November 1947. A total of 41 people died. All those who died were members of the staff of about 300.

The cemetery is adjacent to an industrial area and Cypress Garden Reserve. There is a mix of native and exotic tree, including conifers and broadleaves.

### Policies

- Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery

### Actions

- Enhance entrance including signage.
- Sextons house and grounds to be refurbished for use by CCC and City Care as a secure working yard. All other sheds or buildings to be removed.
- Close Raymond Road entrance to public vehicles and provide signage at the Ruru Road entrance.
- Continue with the programme to construct kerb areas for plaque placement.
- Transfer the 1.8027 ha of Ruru Lawn Cemetery on north side of Ruru road to the certificate of title containing Memorial Park Cemetery.
- Undertake tree or landscape planting as per the Development Plan
- Additional tree maintenance work including removal, limbing etc.

## Rutherford Cemetery



### Cemetery Character

Rutherford Street Cemetery also known as Woolston Cemetery opened in 1852 and is now closed. The cemetery is located within an industrial area adjacent to a busy arterial road and factories.

The cemetery was regarded as both a separate cemetery and a churchyard. Although it was some distance from St John's Anglican Church, the cemetery was originally maintained by the Church and was taken over by the Christchurch City Council in 1983. A funeral chapel was located in the cemetery, it was designed by R.W England Junior and constructed in 1888. The chapel was relocated to Jubilee Home in 1949, and then relocated to its current home at the City Mission in 1991. The foundations of the chapel remain and a garden was established on the foundations.

Arranged in the traditional monumental style of a late Victorian cemetery, the graves are laid out in a formal grid pattern. They are close together and are separated by narrow grass paths.

Well established deciduous trees including many notable trees provide a pleasant enclosed woodland feel to the cemetery, however there are still views towards the Port Hills.

#### Policies

- Additional signage and seats are to be in keeping with the style and character of the cemetery and the sites historic context.
- All work is to be carried out according to accepted best practice guidelines for historic cemeteries.

#### Actions

- Enhance pedestrian entrances including signage. Rebuild brick wall on Connal Street to a lower level to improve visibility into the cemetery
- Planting on graves is to be removed as plants require pruning or when they die. This is to be done carefully with minimum intervention..
- Trees that are damaging the heritage fabric should be removed.
- Additional tree maintenance work including removal, limbing etc.

### Sydenham Cemetery



#### Cemetery Character

Sydenham Cemetery opened in 1896 and although approaching capacity it is still open for full burials in the summer months. Situated alongside Somerfield Park the cemetery is typical of a traditional monumental cemetery with large stone memorials and plots with concrete covers, however it also has standard upright modern memorials and plaques in the newer area. In the older area graves are laid out in formal planned rows, the newer area is much less formal.

There is an open roofed shelter located on the site where the sextons house was once located. There are no toilet facilities at the cemetery, however there are public toilet facilities at the adjacent Somerfield Park.

#### Policies

- Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery.

#### Actions

- The open ground along the southern side of the cemetery adjacent to Somerfield Park is to be Rezoned for park use due to the high water table. Survey, classify, gazette, and zone Open Space.2
- Define the edge of the cemetery and Somerfield Park with low planting and a post and chain fence.
- Enhance car park area including planting and interpretation outlining the original sexton's house location.
- Remove planting in raised ashes area and replant.
- Planting on graves is to be removed as plants require pruning or when they die. This is to be done carefully with minimum intervention.
- Trees that are damaging the heritage fabric should be removed.
- Additional tree maintenance work including removal, limbing etc.



## Waimairi Cemetery



### Cemetery Character

Waimairi Cemetery is approaching capacity and is now only available for second interments and ashes. The cemetery is divided into three distinct areas which are separated by the internal road. The older traditional monument style area with upright graves and the mausoleum at the front of the cemetery is defined by large mature flowering cherries and conifers. The memorial park style section in the middle of the cemetery has predominantly lower upright memorial style headstones. The lawn area at the rear of the cemetery is the newest area and has reclining ground level plaques on concrete beams.

A public toilet located adjacent to the Grahams Road frontage is partially screened from the road by dense planting.

### Policies

- Additional signage and seats are to be in keeping with the style and character of the cemetery

### Actions

- Enhance entrance including signage and removal of any inappropriate planting
- Overgrown shrubs and trees that are growing around the toilet block are to be lifted to improve visibility and safety, and comply with CPTED principles.
- Planting on graves is to be removed as plants require pruning or when they die. This is to be done carefully with minimum intervention.
- Trees that are damaging the heritage fabric should be removed.
- Undertake tree or landscape planting as per the Development Plan
- Additional tree maintenance work including removal, limbing etc.

## Wainui Cemetery



### Cemetery Character

Wainui Cemetery is located several kilometres from the Wainui settlement. It was opened in 1890 and is still open for full burials. The cemetery has a rural feel and is located on a hill with panoramic views over Akaroa Harbour and out to the Akaroa Heads. There is little in the way of trees and amenity planting within the cemetery, with the exception of a stand of Birch and Oaks to the northwest of the site and scattered areas of regenerating native vegetation.

The cemetery has a unique layout with double rows of plots laid head to toe with an east/west orientation. The headstones are all positioned facing towards the east and distinctive family groups seem to dominate. The cemetery has a variety of headstones from

older Victorian style plots and more recent modern upright memorial headstones. Most of the headstones and covers are in good condition.

### Policies

- Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery

### Actions

- Rezone the cemetery land from rural to conservation 4 (cemetery)
- Extend the working cemetery out to the east and west boundaries, including fencing.
- New vehicle access/ gravel driveway to be developed on the northern side of the working cemetery area including wood gates and signage.
- Enhance entrance (including any renovation required on the brick pillars and steel gates) and signage.
- Undertake tree or landscape planting as per the Development Plan
- Additional tree maintenance work including removal, limbing etc.

## Yaldhurst Cemetery



### Cemetery Character

Yaldhurst Cemetery opened in 1887 and is still open for full burials. The cemetery is in a quiet rural setting on the western side of Christchurch adjacent to Rimu Scout Park surrounded by mature (predominantly oak) trees. Part of the cemetery is fenced off and is grazed by a local farmer. The cemetery has an older area with upright memorials and also a newer area with memorial style headstones which is expanding rapidly. It is the only cemetery where full plot surrounds are still permitted.

There are no toilet facilities at the cemetery however there are toilets at the adjacent Rimu Park Scout Camp which are available for public use.

### Policies

- Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery.
- The area currently grazed is to be developed last

### Actions

- Post and rail wood fence along the West Coast Road boundary.
- Undertake tree or landscape planting as per the Development Plan.
- Additional tree maintenance work including removal, limbing etc.
- Investigate future expansion options.



## APPENDICES

### Appendix 1: COUNCIL OWNED OR ADMINISTERED CEMETERIES

AREA HA	PLACE NAME	LEGAL	OPEN / CLOSED	YEAR CLOSED	CEMETERY REMAINING LIFE	FIRST BURIAL	LAND OWNER	ADMIN ORG.	RSA AREA
2.0287	ADDINGTON CEMETERY	Pt RS 66 CT 380/104	CLOSED	1980	N/A	1858	Presbyterian Church	CCC	
1.8412	AKAROA ANGLICAN	RES 56 DIST CANTERBU	OPEN	N/A	Full, Second Interments only	1857	PUBLIC	CCC	
0.8903	AKAROA CATHOLIC	RES 116 DIST CANTERBU	OPEN	N/A	Full, Second Interments only	1863	ROMAN CATHOLIC	CCC	
0.4945	AKAROA DISSENTERS	RES 4997 DIST CANTERBU	OPEN	N/A	Full, Second Interments only	1873	PUBLIC	CCC	
0.1189	AKAROA FRENCH CEMETERY	Pt Res 108; 0.1012 ha; CT 404/68	CLOSED	1926	N/A	1842	ROMAN CATHOLIC	CCC	
5.5296	AVONHEAD CEMETERY	LOT 3 DP 26791 LOT 1 DP 354923	OPEN	N/A	2015/16	1983	PUBLIC	CCC	
3.0713	BARBADOES STREET CEMETERY	RES 43 DIST CANTERBU, RES 43 DIST CANTERBU, LOT 1 DP 7933, LOT 6 DP 52797, PT RES 20 DIST CANTERBU	CLOSED	1931	N/A	1851	PUBLIC	CCC	
2.0234	BELFAST CEMETERY	RS 42018 DIST CANTERBU	OPEN	N/A	Full - Only Orthodox Russian, & Ashes	1904	PUBLIC	CCC	
10.4445	BROMLEY CEMETERY	LOT 1 DP 8825	OPEN	N/A	Full, Second Interments only	1918	PUBLIC	CCC	Scattered

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AREA HA	PLACE NAME	LEGAL	OPEN / CLOSED	YEAR CLOSED	CEMETERY REMAINING LIFE	FIRST BURIAL	LAND OWNER	ADMIN ORG.	RSA AREA
1.1805	DIAMOND HARBOUR MEMORIAL GARDENS CEMETERY	Local Purpose Cemetery Lot11 DP 304811	OPEN	N/A	2057/2157	2002	PUBLIC	CCC	0.0099
1.6775	DUVAUCHELLE CEMETERY	Pt Res 4877 ;0.4036 ha; Res 3038; 0.8701 ha; SO 5725	OPEN	N/A	2057/2157	1881	PUBLIC	CCC	
0.1027	KAITUNA VALLEY CEMETERY	LOT 2 DP 10339	OPEN	N/A	2057/2062	1940	PUBLIC	CCC	
2.5571	LE BON'S BAY	Res 800; 2.5571 ha; SO 2903	OPEN	N/A	2300	1862	PUBLIC	PRIVATE	
9.6857	LINWOOD CEMETERY	Part Pt Lot 1 DP 8756; CT 414/6	OPEN	N/A	Full, Only Ashes, Burials in Jewish or Children's Area	1884	PUBLIC	CCC	
0.8094	LITTLE RIVER CEMETERY	RES 3023 DIST CANTERBURY; 0.8094 ha; SO 4409	OPEN	N/A	2200	1878	PUBLIC	CCC	
1.2993	LYTTELTON ANGLICAN CEMETERY	Lot 1 DP 11713; 1.2993 ha; CT 464/288	OPEN	N/A	Full, Second Interments only	1851	PUBLIC	CCC	
8.3000	LYTTELTON PUBLIC CATHOLIC CEMETERY	Res 46, PT RES 45 DIST CANTERBU; 0.4046 ha; CT 468/107; CB420/16	OPEN	N/A	Full, Second Interments only	1873	PUBLIC	CCC	0.0615
15.8055	MEMORIAL PARK CEMETERY	LOT 1 DP 53704, PT RS 10269 DIST CANTERBU, PT RS 4075 DIST	OPEN	N/A	2027/28	1956	PUBLIC	CCC	

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AREA HA	PLACE NAME	LEGAL	OPEN / CLOSED	YEAR CLOSED	CEMETERY REMAINING LIFE	FIRST BURIAL	LAND OWNER	ADMIN ORG.	RSA AREA
		CANTERBU, PT RS 7469 DIST CANTERBU, RS 40281 DIST CANTERBU							
0.2852	MOUNT MAGDALA CEMETERY OF THE GOOD SHEPHERD SISTERS	Lot 323 DP 423266; CT 490510; 0.2958 ha LP Cemetery	CLOSED	1972	N/A	1888	Good Shepherd Convent Trust Board	CCC	
2.0234	OKAINS BAY CEMETERY	Res 148; 2.0234 ha; CT 207/242 (CCC) + multiple owner / CTs.	OPEN	N/A	2057	1869	PUBLIC	PRIVATE	
0.8094	PIGEON BAY CEMETERY	Res 624; 0.8093 ha; SO 2187	OPEN	N/A	2157	1871	PUBLIC	CCC	
17.2427	RURU LAWN CEMETERY	LOT 3 DP 69736 Pt Lot 1 DP 10009	OPEN	N/A	2057/60	1941	PUBLIC	CCC	2.1000
1.2059	RUTHERFORD (WOOLSTON) CEMETERY	Pt RS 14; CT 378/269; 1.1432 ha	CLOSED	1989	N/A	1866	PUBLIC	CCC	
6.6169	SYDENHAM CEMETERY	PT RS 154 DIST CANTERBU 6.6169 ha	OPEN	N/A	2015/16	1896	PUBLIC	CCC	
4.7677	WAIMAIRI CEMETERY	LOT 314 DP 22922, RES 3740 DIST CANTERBU	OPEN	N/A	Full, Second Interments only	1911	PUBLIC	CCC	
1.0627	WAINUI CEMETERY	RS 41892; 1.0627 ha; SO 16324	OPEN	N/A	2257	1890	PUBLIC	CCC	
4.0696	YALDHURST CEMETERY	RES 2538 DIST CANTERBU	OPEN	N/A	2027/28	1887	PUBLIC	CCC	

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## Appendix 2a: CEMETERIES TO BE RE-ZONED - BANKS PENINSULA ZONES

Zone: Conservation 2 (Historic Cemeteries)

Zone: Conservation 4 (Cemeteries)

Christchurch City Plan Zones for the plan area:

### Conservation 2 Zone

This zone comprises a small group of public parks of city-wide significance which help provide the city with its unique scenery and character, such as historic cemeteries. The zone provisions provide a level of protection to the heritage values. The environmental results anticipated from this zone are the conservation and enhancement of heritage, landscape, botanical and spiritual values of the land and the city's identity with particular regard to heritage and garden city character.

### Conservation 4 (Cemeteries) Zone

Cemeteries have special requirements and functions which differ from other open spaces around the city. However their value as open spaces are also important to both the surrounding community and family and friends of the people buried within them.

It is anticipated the zone provisions will maintain and enhance the open space and cultural values of these areas. Cemeteries are likely to have facilities and structures specific to their function. The list of facilities within the zone includes the following cemeteries: Bromley, Memorial, Ruru, Belfast, Waimairi and Avonhead.

Environmental results anticipated from this zone are:

- The permanent recognition and protection of land within the zone for its cultural and heritage value to the city, and as peaceful and undisturbed environments for commemorating both early settlement and subsequent occupation.
- The continued maintenance of cemeteries as peaceful areas of open space in and around the urban environment.
- The provision of adequate land, and attractive surroundings, to meet the community's need to provide for burials.

It is intended zoning changes will be implemented as part of the forthcoming District Plan review.

<b>Cemetery</b>	<b>Current Zone</b>	<b>Proposed Zone</b>	<b>Legal</b>
Akaroa Catholic	Residential (recently changed)	2 (Historic)	Res116, CT 404/68; 0.8093 ha
Akaroa Anglican	Residential (recently changed)	2 (Historic)	Res 56; CT 404/85; 1.214 ha + Res 2546; 0.6272 ha
Akaroa Dissenters	Residential (recently changed)	2 (Historic)	Res 4997 (SO 9483); 0.4944 ha
Akaroa French Cemetery	Residential (recently changed)	2 (Historic)	Pt Res 108; 0.1012 ha; CT 404/68
Diamond Harbour Memorial Gardens	Recreation Reserve	4 (Cemetery)	Lot 11 DP 304811; 1.1805 ha; CT 19087
Duvauchelle	Rural	4 (Cemetery)	Pt Res 4877 ;0.4036 ha; Res 3038; 0.8701 ha; SO 5725
Kaituna Valley	Rural	4 Cemetery	LOT 2 DP 10339; 0.0938 ha; CT 443/203 + Pt LOT 1 DP 10339; CT 443/204; 0.1198 ha
Little River	Conservation Reserve	4 (Cemetery)	RES 3023 DIST CANTERBURY; 0.8094 ha; SO 4409
Lyttelton Anglican	Residential	4 (Cemetery)	Lot 1 DP 11713; 1.2993 ha; CT 464/288
Lyttelton Public/Catholic/RSA	Residential	4 (Cemetery)	Res 46; 0.4046 ha; CT 468/107
Pigeon Bay	Rural	4 (Cemetery)	Res 624; 0.8093 ha; SO 2187
Wainui	Rural	4 (Cemetery)	RS 41892; 1.0627 ha; SO 16324
Le Bons Bay	Rural	4 (Cemetery)	Res 800; 2.5571 ha; SO 2903
Okains Bay	Rural	4 (Cemetery)	Res 148; 2.0234 ha; CT 207/242 (CCC) + multiple owner / CTs.

## Appendix 2b: City CEMETERIES REQUIRING GAZETAL

<b>Cemetery</b>	<b>Current Zone</b>	<b>Proposed Zone</b>	<b>Legal</b>

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Mt Magdala	Business 1	Conservation 2	Lot 323; DP 423266; CT 490510; 0.2958 ha
Sydenham (part)	Conservation 2	Open space 2	PT RS 154 DIST CANTERBURY; CT 23F/695
Addington	Conservation 2	Conservation 2	Pt RS 66; CT 380/104; 2.0234 ha
Woolston	Conservation 2	Conservation 2	Pt RS 14; CT 378/269; 1.1432 ha

### Appendix 3: Other Relevant Planning Documents

- Tiriti o Waitangi
- Te Whakatau Kaupapa, Ngāi Tahu Resource Management Strategy for the Canterbury Region
- Christchurch City Council Cemeteries – Terms and Conditions Handbook
- Water & Sanitary Services Assessment (p186); <http://resources.ccc.govt.nz/files/WaterSanitaryServicesAssessment-wastewater.pdf>
- Christchurch City Plan
- Christchurch City Council, Banks Peninsula Proposed District Plan, March 2006
- Banks Peninsula District Council Cemeteries Bylaw 1996
- Christchurch Biodiversity Strategy
- State of the Takiwā, Te Āhuetanga o Te Ihutai – Cultural Health Assessment of the Avon-Heathcote Estuary and its Catchment, July 2007, Craig Pauling (Te Rūnanga o Ngāi Tahu) et al.
- Te Taumutu Rūnanga Natural Resource Management Plan, 2003.
- Parks and Waterways Access Policy
- Christchurch City Council Sustainability Policy
- Safer Christchurch Strategy
- Long Term Council Community Plan
- Burials And Cremations Act 1964
- Local Government Act 2002
- Draft Christchurch City Council Cemeteries Handbook 2012
- Historic Places Act 1993
- Resource Management Act 1991 And The Christchurch City Plan
- The Reserves Act 1977
- Health Act 1956

See <http://www1.ccc.govt.nz/haveyoursay/index.aspx> for additional information on legislation and each act relates to cemeteries;  
[www.ccc.govt.nz/cityleisure/communityservices/cemeteries/index.aspx](http://www.ccc.govt.nz/cityleisure/communityservices/cemeteries/index.aspx) for general cemeteries information on Christchurch City Council cemeteries.



## Appendix 4 Selected Bibliography / Further reading

1. Cemetery Project Community Consultation, Volume I: Findings, April-August 2007, Marivee McMath
2. Iwi Consultation, Cemetery planning for the Otautahi and Te Pataka O Rakaihautu Rohe, AspxZ Ltd, 2 December 2007
3. Maata Waka Consultation, Cemetery Planning for Otautahi, AspxZ Ltd, 13 December 2007
4. Some European approaches to twentieth century cemetery design: continental solutions for British dilemmas, Andrew Clayden & Jan Woudstra, Dept Landscape university of Sheffield, UK, Mortality Vol 8, no.2, 2003.
5. City Care, procedures for digging and backfilling graves,
6. Banks peninsula District Council, Draft Cemeteries Activity Management, Plan, 2005.
7. Overview of Cemetery Development in Christchurch and Banks Peninsula, Brown & Jenny May, Heritage Management Services, 2006.
8. Draft Christchurch Cemeteries Information and Interpretation Plan, Lynda Burns, 2002.
9. Christchurch City Council Construction Standard Specifications.
10. Christchurch City Council Cemetery Workshop, An observation and illustration of current burial practices, Jeremy Head Landscape Architect Ltd, February 2007.
11. Philosophy of death: Loss, remembrance and commemoration, Dr Ruth McManus, University of Canterbury, August 2007.
12. Trends in Cemetery Design, Dr Jackie Bowring, Lincoln University.
13. Banks Peninsula District Council, Water and Sanitary Services Assessments – Cemeteries, 2005.

## **SUMMARY OF INFORMATION**

### **CHRISTCHURCH CITY COUNCIL - PROPOSED CEMETERIES MASTER PLAN, BYLAW AND HANDBOOK**

#### **INTRODUCTION**

The Christchurch City Council has prepared documents to assist in planning for and the management of cemeteries under the Council's control and invites public feedback on the following (draft) documents; Cemeteries Master Plan, Cemeteries Bylaw and Cemeteries Handbook.

This Summary Of Information (SOI) document provides a brief description of the process that the Council will follow in consulting and making decisions on the final form of the documents, the background, content and purpose of the new Master Plan, Bylaw and Handbook and information on how you can provide feedback on these documents.

You can find further information on the documents including drafts of the Cemeteries Master Plan, Cemeteries Bylaw and Cemeteries Handbook in the Statement of Proposal - Attachment 1 to this Summary of Information. Paper copies of the consultation documents including the draft Cemeteries Master Plan - a very large document (100 plus pages including many plans) - are available at open Council Libraries and Service Centres.

All documents relating to these consultations including the draft Master Plan can also be found on the Council website at [www.ccc.govt.nz/cemeteriesbylaw](http://www.ccc.govt.nz/cemeteriesbylaw). For the Master Plan you can download PDFs for printing or read online a flip-through document. All the plans are separated and indexed by name.

**The Proposed Christchurch City Council Cemeteries Master Plan, Bylaw and Handbook  
drop-in sessions**

The Council will be holding drop-in sessions where you can view the draft documents, discuss their contents with Council staff and make your submission at the following places and times:

- Thursday 6 December 2012, 3.30 - 7.00pm  
Diamond Harbour Community Centre Memorial Hall, 2L Waipapa Ave, Diamond Harbour
- Monday 10 December 2012, 4.00 - 7.00pm  
Woolston Club, 43 Hargood Street
- Tuesday 29 January 2013, 4.00 - 7.00pm  
Little River Service Centre and Library, 4236 Christchurch Akaroa Road
- Thursday 31 January 2013, 4.00 - 7.00pm  
Fendalton Service Centre, 4 Jeffreys Road

**Tentative timeline for consultation and decision making**

- The submission period opens on Thursday 29 November 2012 and closes 5pm Monday 4 February 2013.

(All submissions must be in writing. You can make submissions on one, two or all three of the draft documents but we ask that you make it clear which document you are commenting on).

- Hearings Panel to listen to verbal submissions and consider all submissions (March/April 2013)
- Hearings Panel to make recommendations to the Council for changes to the draft documents (March/April 2013)
- Council to make decisions and adopt the Cemeteries Master Plan, Bylaw and Handbook (April 2013)
- Final versions of Master Plan, Bylaw and Handbook produced and made publicly available (May 2013)
- Bylaw comes into force (June 2013).

## THE DRAFT CHRISTCHURCH CITY COUNCIL CEMETERIES MASTER PLAN 2013

### Background

The Council prepared in 2005 a report on Cemeteries and Crematoria which highlighted a community preference for local cemeteries and that some community needs were not being addressed including the special requirements for some religious and ethnic groups. In response to issues identified in the 2005 report and following preliminary community consultation in 2007, Council staff prepared the draft Master Plan.

### Purpose and Content of Master Plan

It is to provide a vision that sets the direction for the development and management of the cemeteries for the next 50 years. The plan will also include a breakdown of projects with approximate costings to enable future Long Term Plan (LTP) budget planning to be undertaken.

The objectives of the Master Plan are to:

- Align the operational and management practices for the cemeteries of similar type and location.
- To provide the planning principles applied to public open space reserves to all cemeteries, such as public access, recognition of historic features and protection of the ecological, landscape, cultural, spiritual and religious values.
- To recognise and acknowledge the cultural and spiritual relationship of tangata whenua with the cemetery and its environment.
- To recognise and manage heritage cemetery sites and the values associated with these sites.
- To identify opportunities for the future provision of land for a cemetery in the next 20-30 years.

The draft Master Plan supports other operative planning and regulatory documents. It summarises some key elements of these documents that are relevant to the planning areas, highlighting key issues concerning public, natural and recreational open space values, while incorporating tangata whenua values.

## **THE DRAFT CHRISTCHURCH CITY COUNCIL CEMETERIES BYLAW 2013**

### **Background**

Following a review of the three operative bylaws (Christchurch City Council Cemeteries Bylaw No. 110 (1980), Waimairi District Council Bylaw No.1 (1983) Cemeteries, and Banks Peninsula District Council Cemeteries Bylaw (1996), the Council decided that it would be appropriate to replace the three bylaws with one new bylaw. The Council is also proposing that the detailed provisions (rules) relating to management and activities in cemeteries will be included in the proposed Cemeteries Handbook, rather than in the bylaw. The rules in the handbook can be amended by resolution of Council. The Council will still have to consider community views before making any amendments.

### **Proposal**

The Bylaw will allow activities to be regulated by the detailed provisions (rules) of the Cemeteries Handbook; makes provision for the Council to charge fees and provides for an offence provisions for breaches of the Bylaw.

## **THE DRAFT CEMETERIES HANDBOOK**

### **Proposal**

The draft Cemeteries Handbook will contain the detailed information (including rules) as to how activities are to be carried out in cemeteries including:

- the cemeteries open for burials and the purchase of exclusive rights of burial plots;
- the manner of burial, including the depth, preparation and testing of graves, size of caskets, conditions relating to 'natural' or 'eco' burials, and interments and disinterments;
- requirements for notification to the Council of burials and burial bookings;
- the installation and maintenance of headstones, plaques, vaults, monuments, fences, trees and shrubs and other things on graves and in cemeteries;
- prohibitions on certain kinds of grave ornaments
- working in a cemetery;
- hours of access to cemeteries, when funerals can be held and when maintenance is allowed in cemeteries.

## SUBMISSIONS

The Council welcomes submissions on any aspects of the draft Master Plan, Bylaw or handbook.

The submissions period opens on 29 November 2012 and closes 5pm, 4 February 2013.

All submissions must be in writing. You can make submissions on one, two or all three of the draft documents but we ask that you make it clear which document you are commenting on.

You can make a submission in a following ways:

- Fill out the online submission form on the **'Have Your Say'** website:  
[www.ccc.govt.nz/haveyoursay](http://www.ccc.govt.nz/haveyoursay)
  - You can also download a hard copy of the submission form and documents here
- Email your submissions to [cemeterybylaw@ccc.govt.nz](mailto:cemeterybylaw@ccc.govt.nz)  
(Please make sure that your full name and address is included with your submission)
- Complete the submission form or any other written comments and post to the Council at:

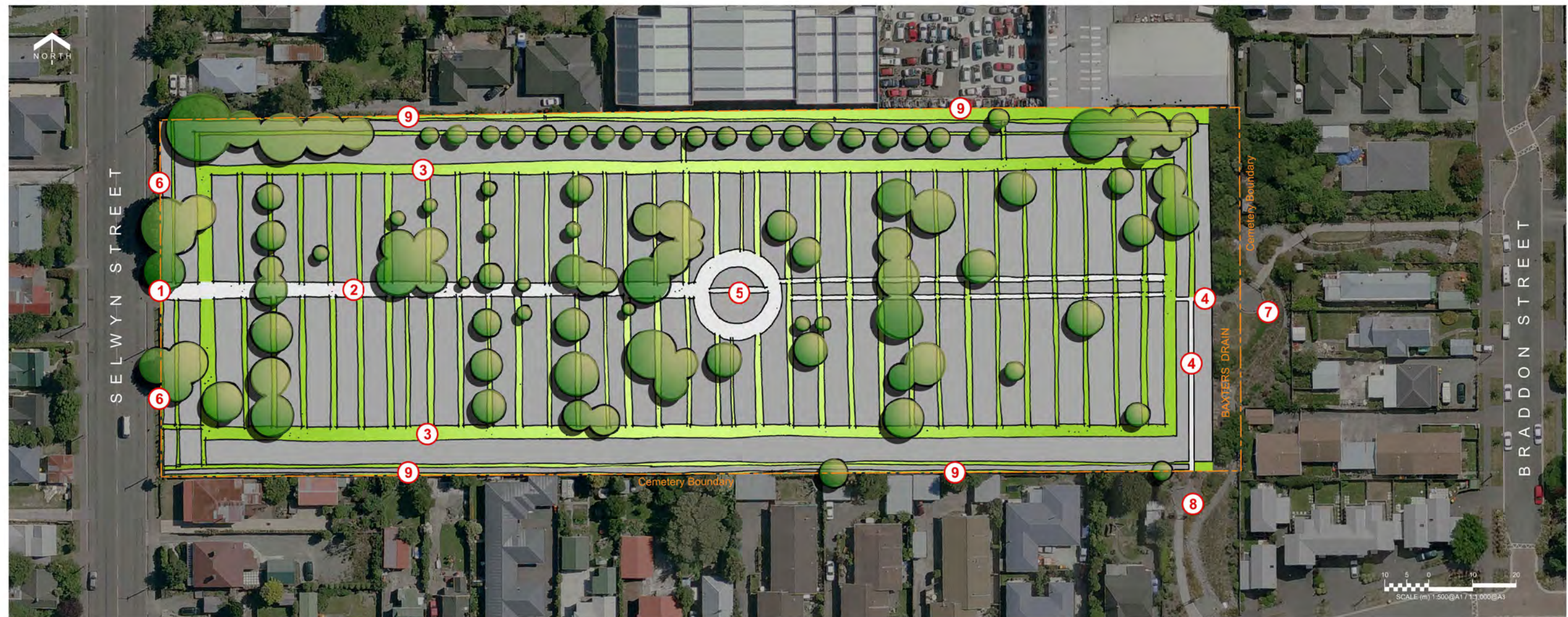
Freepost 178  
Cemeteries Master Plan, Bylaw and Handbook  
Christchurch City Council  
Democracy Services  
PO Box 73013  
Christchurch 8154

- Hand deliver your submission to the Civic Offices, 53 Hereford Street.

For more information on where these are visit: [www.ccc.govt.nz/thecouncil/contactus.aspx](http://www.ccc.govt.nz/thecouncil/contactus.aspx)

Submission forms are also available at any open Council Library or Service Centre.





## FEATURES



Trees



Lawn

- ① Vehicle and pedestrian entrance including a low concrete block wall with the words 'Addington Cemetery Est 1858' and a replica wrought iron gate
- ② Internal sealed access road
- ③ Grass path
- ④ Compacted chip path
- ⑤ Original circular carriage turning area
- ⑥ Concrete post and chain fence
- ⑦ Pedestrian access to Braddon Street
- ⑧ Pedestrian access to Farifield Avenue
- ⑨ Boundary fence - a mix of wood paling, corrugated iron and concrete walls

Note: additional features include seats, water taps and rubbish bins

## DATA

LOCATION:	410 Selwyn Street, Addington
OWNER:	Christchurch City Council
LAND AREA:	20,415m <sup>2</sup> (2.0415 Hectares)
ZONING:	Conservation 2 (Historic and Garden City Parks)
RELEVANT DESIGNATION:	This cemetery is a heritage building, place or object (under the Christchurch City Plan)
STATUS:	Closed

LOCALITY PLAN  
Not to Scale

LP340201





## FEATURES

### EXISTING - to be retained



Trees



Shrubs



Lawn



Burial Area

### EXISTING - to be removed



Planting on graves to be removed as plants require pruning or die, to be done carefully with minimum intervention

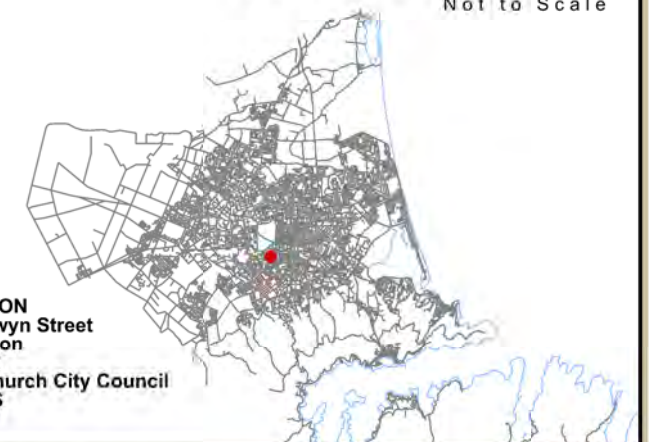
## PROPOSED

### NOTE:

1. Additional signage and seats are to be in keeping with the style and character of the cemetery and the sites historic context
2. No further interpretation is required, existing interpretation may require updating to maximise quality of visitor understanding
3. Historically Addington Cemetery had little vegetation, as the cemetery is full no further tree or landscape planting is proposed to protect the heritage fabric
4. All work is to align with the Addington Cemetery Conservation Plan, 2005
5. All work is to be carried out according to Accepted Best Practice Guidelines for Historic Cemeteries

## LOCALITY PLAN

Not to Scale



LOCATION  
410 Selwyn Street  
Addington  
OWNER  
Christchurch City Council  
STATUS  
Closed





## FEATURES



Trees



Shrub Planting



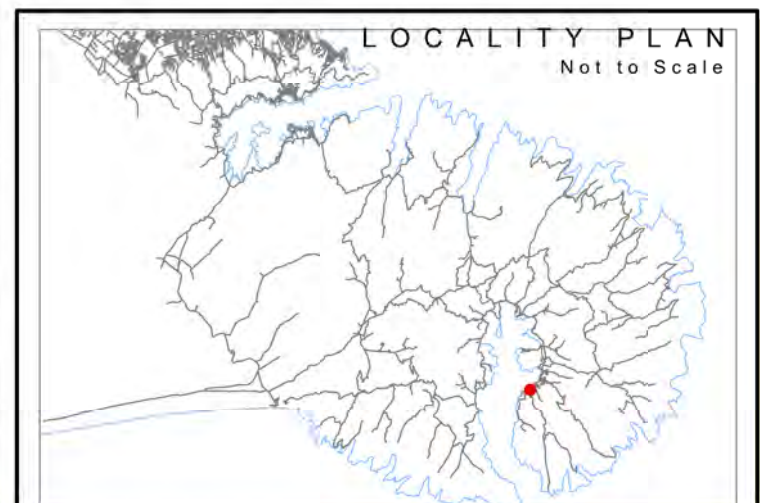
Lawn

- 1 Vehicle and pedestrian access
- 2 Carpark
- 3 Pedestrian access / walking track from adjacent Garden of Tane and Dissenters Cemetery
- 4 Pedestrian gate (wood)
- 5 Steps (cut into bank)
- 6 Footbridge (wood)
- 7 Pines and macrocarpas growing on the edge of the cliff above Beach Road
- 8 Undeveloped area - heavily vegetated
- 9 Graves and headstones
- 10 Post and wire fence
- 11 Garden of Tane

Note: additional features include seats and water taps

## DATA

LOCATION:	135 & 145 Beach Road Akaroa
OWNER:	Christchurch City Council
LAND AREA:	18,352m <sup>2</sup> (1.8352 Hectares)
ZONING:	Residential
RELEVANT DESIGNATION:	For Cemetery Purposes (under the Banks Peninsula District Plan)
STATUS:	Open

LOCALITY PLAN  
Not to Scale





## FEATURES

## EXISTING - to be retained



Trees



Shrub Planting



Lawn



Burial Area

## EXISTING - to be removed



Post and wire fence to be removed



Removal of pine and macrocarpa trees pending geotech investigations

## PROPOSED



Trees



Low Planting



Post and chain fence



Enhance entrance including gates and signage



Enhance car park including low planting and steps (including handrail) down to burial area



Enhance pedestrian entrance including signage



Enhance walking track



Compacted chip footpath



Maintain planting around the cemetery ensuring it does not encroach onto grave sites



Vehicle access

## NOTE:

1. Additional signage and seats are to be in keeping with the style and character of the cemetery

## LOCALITY PLAN

Not to Scale



LOCATION  
135 & 145 Beach Road  
Akaroa  
OWNER  
Christchurch City Council  
STATUS  
Open





## FEATURES



Trees



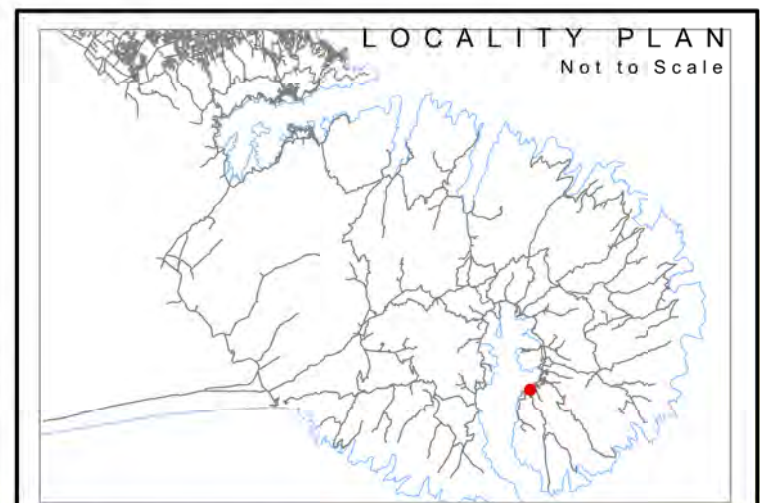
Lawn

- ① Vehicle and pedestrian access
- ② Garden of Tane public car park
- ③ Post and wire fence
- ④ Undeveloped area - heavily vegetated
- ⑤ Graves and headstones
- ⑥ Garden of Tane

Note: additional features include a water tap

## DATA

LOCATION:	1 Akaroa Cemetery Road Akaroa
OWNER:	Roman Catholic Bishop of the Diocese of Christchurch Note : cemetery is administered by CCC
LAND AREA:	8,183m <sup>2</sup> (0.8183 Hectares)
ZONING:	Residential
RELEVANT DESIGNATION:	For Cemetery Purposes (under the Banks Peninsula District Plan)
STATUS:	Open

LOCALITY PLAN  
Not to Scale

LP340201





## FEATURES

EXISTING - to be retained



Trees

Lawn

Burial Area

EXISTING - to be removed



Planting on graves to be removed with minimum intervention



Post and wire fence to be removed

PROPOSED



Post and chain fence



Enhance entrance including gates and signage



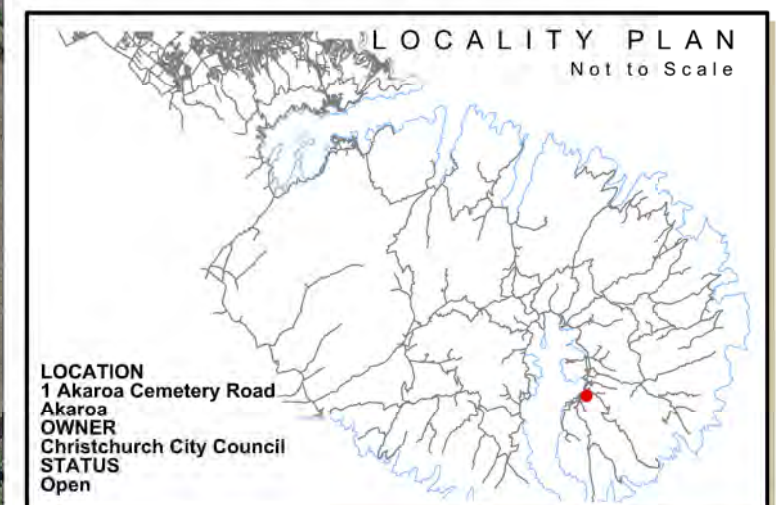
Maintain planting around the cemetery ensuring it does not encroach onto grave sites



Pedestrian walking track

## NOTE:

1. Additional signage and seating are to be in keeping with the style and character of the cemetery







### FEATURES

Trees

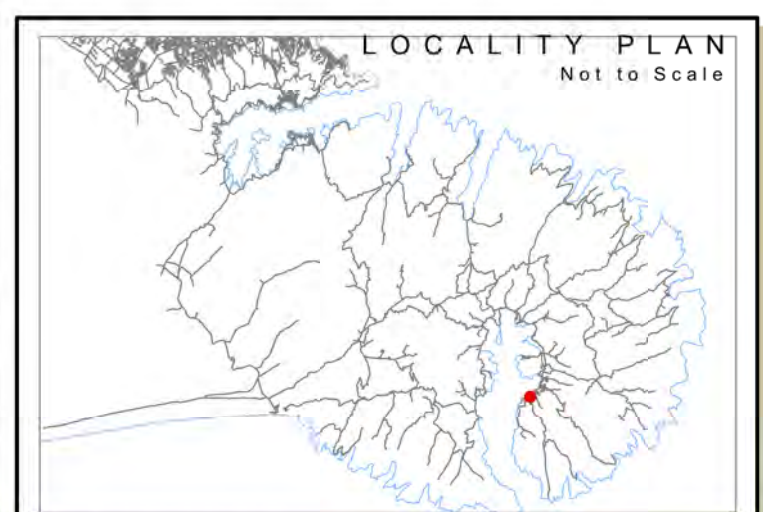
Lawn

- 1 Vehicle and pedestrian access
- 2 Pedestrian access/walking track from adjacent Garden of Tane and Akaroa Anglican Cemetery
- 3 Garden of Tane public car park
- 4 Formed steps
- 5 Post and wire fence
- 6 Undeveloped area - heavily vegetated
- 7 Graves and headstones
- 8 Garden of Tane

Note: additional features include water taps

### DATA

<b>LOCATION:</b>	3 Akaroa Cemetery Road Akaroa
<b>OWNER:</b>	Christchurch City Council
<b>LAND AREA:</b>	4,814m <sup>2</sup> (0.4814 Hectares)
<b>ZONING:</b>	Residential
<b>RELEVANT DESIGNATION:</b>	For Cemetery Purposes (under the Banks Peninsula District Plan)
<b>STATUS:</b>	Open







## FEATURES

EXISTING - to be retained



Trees

Lawn



Burial Area

EXISTING - to be removed



Planting on graves to be removed with minimum intervention



Post and wire fence to be removed

PROPOSED



Enhance entrance including gates and signage



Walking track to be enhanced, repaired and extended including signage



Maintain planting around the cemetery, ensuring it does not encroach onto grave sites

## NOTE:

1. Additional signage and seats, are to be in keeping with the style and character of the cemetery

## LOCALITY PLAN




Not to Scale



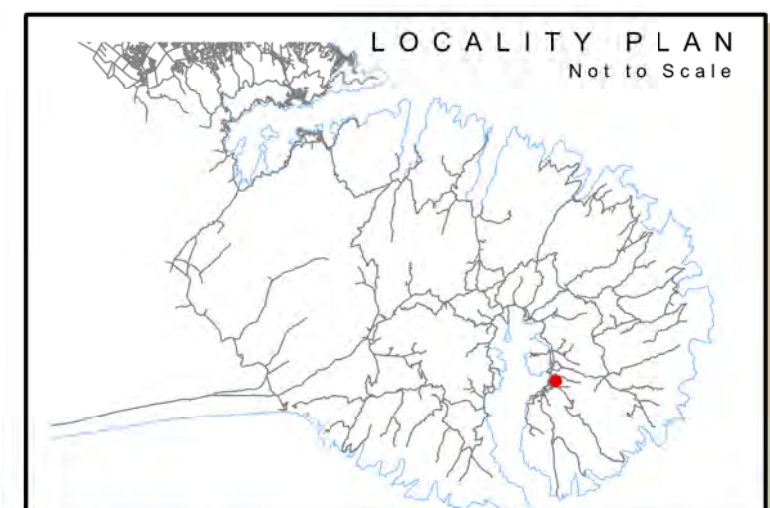
LOCATION  
3 Akaroa Cemetery Road  
Akaroa  
OWNER  
Christchurch City Council  
STATUS  
Open





FEATURES	
	Trees
	Shrub Planting
	Lawn
①	Vehicle parking – outside cemetery
②	Pedestrian entrance (from car park)
③	Pedestrian entrance (to/from Settlers Hill Walking track)
④	Post and chain fence
⑤	Information board (wood)
⑥	Memorial
⑦	Low concrete wall
Note: additional features include seats	

DATA	
LOCATION:	7 Rue Pompallier Akaroa
OWNER:	Roman Catholic Bishop of the Diocese of Christchurch Note: cemetery is administered by CCC
LAND AREA:	1,189m <sup>2</sup> (0.1189 Hectares)
ZONING:	Recreation Reserve
RELEVANT DESIGNATION:	
STATUS:	Closed



LP340201





## FEATURES

EXISTING - to be retained



Trees



Shrub



Lawn



Burial Area

## PROPOSED



Repair/repaint existing information board



Enhance pedestrian entrances, including signage



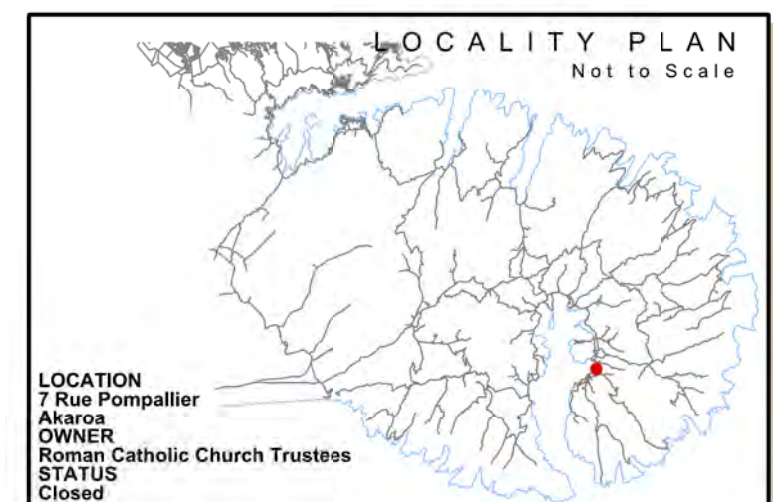
Interpretation outlining where the extent of the original cemetery was, including views to Akaroa Harbour



Maintain planting around the cemetery ensuring it does not encroach onto grave sites and a 2m clear area around the concrete wall

## NOTE:

1. Additional signage and seats are to be in keeping with the style and character of the cemetery
2. All work is to be carried out according to Accepted Best Practice Guidelines for Historic Cemeteries



LP340202





**FEATURES**

- Trees
- Shrub Planting
- Low Planting
- Lawn

- Vehicle and pedestrian entrance including concrete wall with 'AVONHEAD PARK CEMETERY' signage and gates
- Internal sealed road
- Car park area
- Records room
- Public toilet
- Shed
- Memorial wall
- Ashes beam
- Still born area – unmarked graves within this area
- Children's area
- Graves and headstones – upright memorials
- Graves and ground plaques
- Undeveloped area
- Post and wire fence
- Sister of Our Ladies of The Mission area
- Little Company of Mary Sisters area
- 2011 Christchurch Earthquake Interment Site
- Boundary fence - a mix of wood palling and corrugated iron

Note: additional features include seats, water taps and rubbish bins

**DATA**

LOCATION: 140 Hawthornden Road, Avonhead

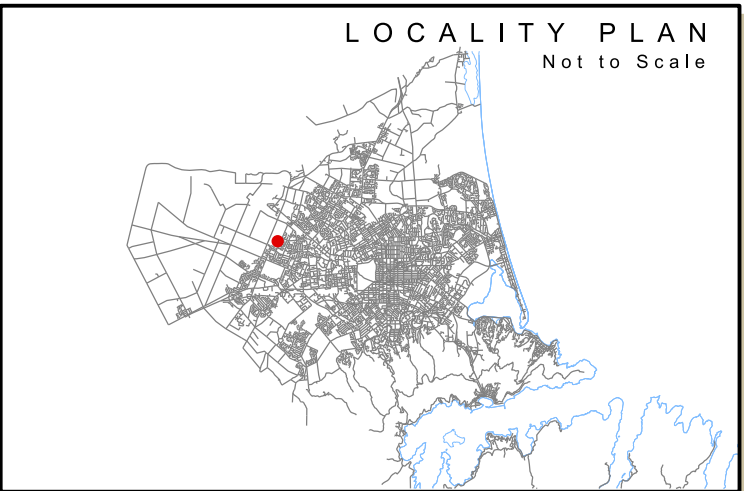
OWNER: Christchurch City Council

LAND AREA: 70,886m<sup>2</sup> (7.0886 Hectares)

ZONING: Conservation 4 (Cemeteries)

RELEVANT DESIGNATION: The cemetery is traversed by or is adjacent to high tension overhead power lines and pylons (under the Christchurch City Plan)

STATUS: Open



LP340201








## FEATURES









## EXISTING - to be retained

-  Trees
-  Shrub Planting
-  Low planting
-  Lawn
-  Burial Area
-  Shed
-  2011 Christchurch Earthquake Interment Site

## EXISTING - to be removed

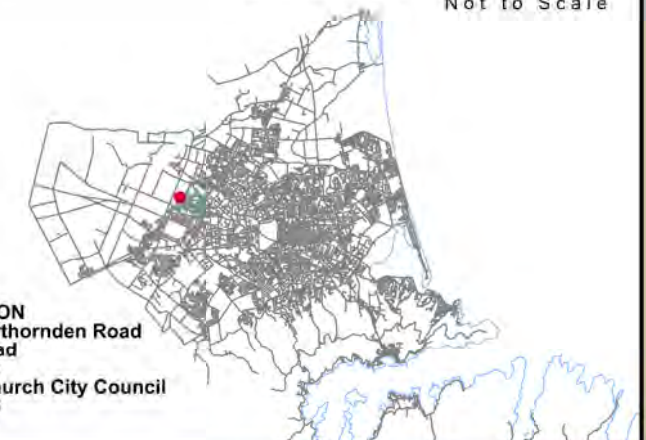
-  Records room to be removed
-  Public toilet (including septic tank) to be removed
-  Post and wire fence to be removed

## PROPOSED

-  Trees
-  Low Planting
-  Burial area
-  Post and chain fence
-  Enhance entrance including signage, and modifications to the concrete entrance wall
-  Enhance pedestrian connection with Avonhead Park, including signage to indicate the location of the public toilets in Avonhead Park
-  Informal car parking along internal road
-  Open seating area including planting and granite walls/plaques to include information from the memorial walls

## NOTE:

1. Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery




LOCALITY PLAN  
Not to Scale

LOCATION  
140 Hawthornden Road  
Avonhead  
OWNER  
Christchurch City Council  
STATUS  
Open

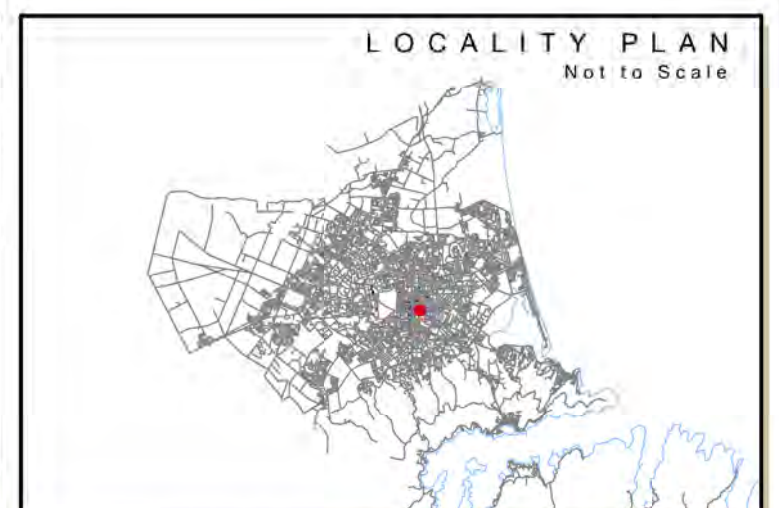
LP340202





FEATURES	
	Trees
	Shrub Planting
	Lawn
①	Pedestrian entrance and modern lychgate, interpretation map/table and flag pole
②	Internal sealed pedestrian path with lighting
③	Sextons House - currently rented, built in the 1920s replacing an earlier cottage on the same site, the house is fenced off but does not have a separate title
④	Original location of mortuary chapel; consecrated in 1863 and demolished in 1955
⑤	Location of original lychgate
⑥	Church of England section
⑦	Roman Catholic section
⑧	Dissenters section
⑨	Retaining wall (Halswell stone)
⑩	Concrete post and chain fence
⑪	Pedestrian access to Churchill Street
⑫	Boundary fence - a mix of wood paling and corrugated iron
⑬	Flag pole
Note: additional features include seats	

DATA	
LOCATION:	357 Cambridge Terrace 389 & 391 Barbadoes Street Christchurch City
OWNER:	Christchurch City Council
LAND AREA:	32,653m <sup>2</sup> (3,2653 Hectares)
ZONING:	Conservation 2
RELEVANT DESIGNATION:	Archaeological site under the Historic Places Act It is a heritage building, place or object Notable trees (under the Christchurch City Plan)
STATUS:	Closed



LP340201





## FEATURES

EXISTING - to be retained



Trees



Shrub planting



Lawn



Burial Area



Asphalt footpath  
Note : when  
the footpath is replaced  
it is to be crushed  
compacted chip not  
asphalt

## PROPOSED



Enhance pedestrian entrance including signage



Interpretation outlining the history, design and location of the original and current sextons house



Interpretation outlining the history, design and location of the original mortuary chapel and lychgate



Establish a solution for a surface water drainage system, to be done in conjunction with the Historic Places Trust

## NOTE:

1. Additional signage and seats and any modifications to lighting are to be in keeping with the style and character of the cemetery and the sites historic context
2. All work is to align with the Barbadoes Street Cemetery Conservation Plan, July 2009
3. All work is to be carried out according to Accepted Best Practice Guidelines for Historic Cemeteries

## LOCALITY PLAN

Not to Scale



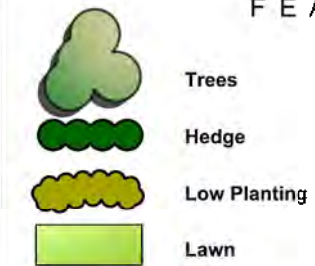
LOCATION  
357 Cambridge Terrace  
389 & 391 Barbadoes Street  
Christchurch City  
OWNER  
Christchurch City Council  
STATUS  
Closed

LP340202





## FEATURES



- 1 Vehicle and pedestrian entrance
- 2 Internal access road
- 3 Car park (small)
- 4 Public toilet
- 5 Shed
- 6 Ashes beam / Quarter plots
- 7 Children's area
- 8 White Russian 'Old Believers' area
- 9 Graves and headstones – traditional monumental style headstones
- 10 Graves and headstones – upright and reclining memorial style headstones.
- 11 Undeveloped area
- 12 Mix of fences including post and rail wood fence and a concrete post and chain fence
- 13 Post and wire fence
- 14 Two historic concrete posts (with plaques)

Note: additional features include seats, water taps and rubbish bins

## DATA

LOCATION:	15 Guthries Road Belfast
OWNER:	Christchurch City Council
LAND AREA:	20,319m <sup>2</sup> (2.0319 Hectares)
ZONING:	Conservation 4 (Cemeteries)
RELEVANT DESIGNATION:	This cemetery is a heritage building, place or object (under the Christchurch City Plan)
STATUS:	Open

LOCALITY PLAN  
Not to Scale

LP340201





## FEATURES

## EXISTING - to be retained



Trees



Shrub Planting



Low planting



Lawn



Burial Area



Public toilet



Shed

## EXISTING - to be removed



Fence to be removed



Entrance to be removed

## PROPOSED



Trees



Low Planting



Burial area



Post and chain fence



Entrance gates and signage



Internal access road



Footpath



Informal car parking along road

## NOTE:

1. Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery
2. The cemetery entrance may be relocated further west along Belfast Road as part of NZTA work in the area, as Belfast Road will pass over the proposed northern arterial

LOCALITY PLAN  
Not to Scale

LOCATION  
15 Guthries Road  
Belfast  
OWNER  
Christchurch City Council  
STATUS  
Open

LP340202





FEATURES



- 1 Vehicle and pedestrian entrance including entry wall with 'BROMLEY CEMETERY' signage and wrought iron gates (note : signage is missing)
- 2 Internal sealed access road
- 3 Public car park outside the cemetery - predominantly used by adjacent Linwood Crematorium
- 4 Public toilet
- 5 Old Sextons house (currently vacant)
- 6 Stillborn memorial
- 7 Stillborn area – Unmarked graves within this area
- 8 Returned Service Personnel (R.S.A.) area
- 9 Little Company of Mary area
- 10 Nazareth House area

- 11 Roman Catholic Bishops of Christchurch area
  - 12 Redemptionist Fathers area
  - 13 Sisters of the Missions area
  - 14 Society of Jesus area
  - 15 Dense macrocarpa hedge
  - 16 Wood and wire fence
  - 17 Concrete post and chain fence
  - 18 Graves and headstones
  - 19 Boundary fence - a mix of wood paling and corrugated iron
- Note: additional features include seats, water taps and rubbish bins

DATA

LOCATION: 429 Linwood Avenue  
Bromley

OWNER: Christchurch City Council

LAND AREA: 107,701m<sup>2</sup>  
(10.7701 Hectares)

ZONING: Conservation 4 (Cemeteries)

RELEVANT DESIGNATION: The cemetery is a heritage building, place or object (under the Christchurch City Plan)

STATUS: Open

LOCALITY PLAN  
Not to Scale







**FEATURES**

**EXISTING - to be retained**

- Trees
- Shrub Planting
- Lawn
- A Burial Area
- B Public toilet

**EXISTING - to be removed**

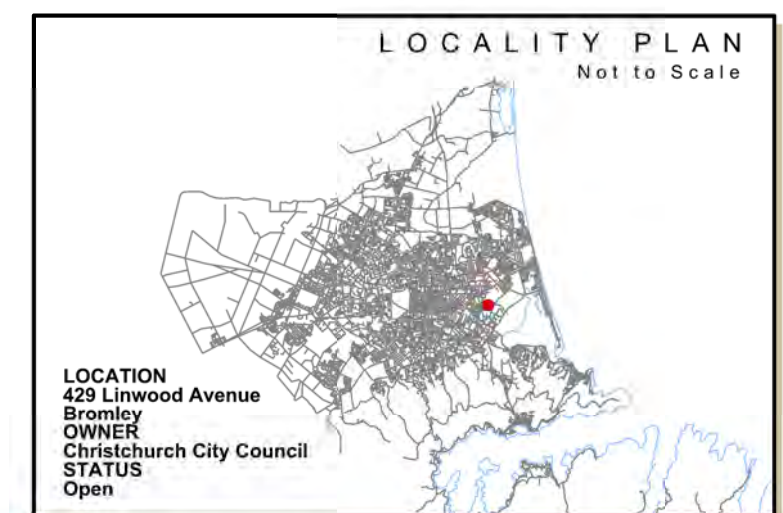
- C Old sextons house and buildings to be removed
- D Trees/hedge to be removed
- E Post and wire fence to be removed

**PROPOSED**

- Trees
- Low Planting
- F Burial area (approx 200-300 plots)
- G Post and chain fence
- H Enhance vehicle entrance including signage and modifications to the concrete entrance wall
- I Pedestrian entrance
- J Informal car parking along internal road

**NOTE:**

1. Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery







FEATURES

- Trees
- Low Planting
- Shrub Planting
- Lawn

- 1 Vehicle and pedestrian entrance
- 2 Pedestrian access (from adjacent reserve)
- 3 Access road (steep)
- 4 Car park
- 5 Chip path
- 6 Graves and headstones
- 7 Returned Service Personnel (R.S.A) area
- 8 Undeveloped area
- 9 Post and rail wood fence
- 10 Post and wire fence
- 11 Sunken circular mound area

Note: additional features include seats and water taps

DATA

LOCATION: 2D Waipapa Ave  
Diamond Harbour

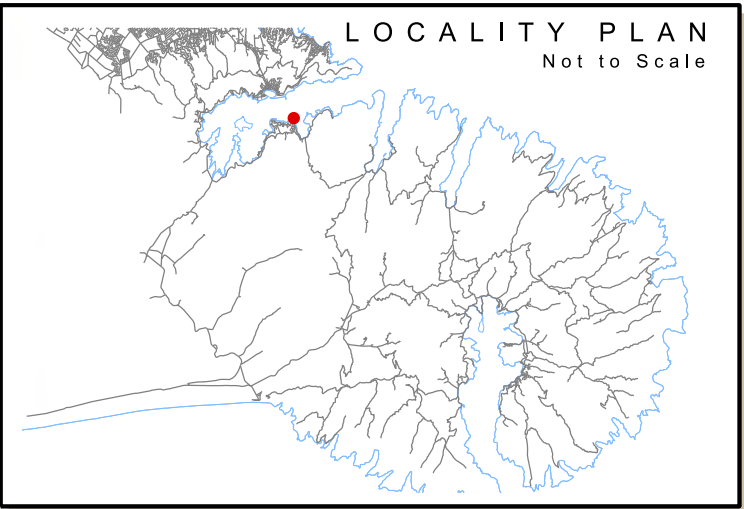
OWNER: Christchurch City Council

LAND AREA: 11,944m<sup>2</sup>  
(1.1944 Hectares)

ZONING: Recreation Reserve

RELEVANT DESIGNATION:

STATUS: Open







## FEATURES

EXISTING - to be retained



Trees



Shrub Planting



Low planting



Lawn



Burial Area

EXISTING - to be removed



Fence to be removed



Footpath to be removed



Removal of pine and macrocarpa trees

PROPOSED



Trees



Low Planting



Burial area



Enhance entrance including gates and signage



Internal access road to mate into existing grass vehicle track



Chip footpath, steps and handrail



Enhance pedestrian access from adjacent Stoddart Point Recreation Reserve, including signage



Sunken area to be modified as a Memorial Wall for ashes and plaques (including commemorative plaques for ashes or burial at sea)



Maintain planting around the cemetery ensuring it does not encroach onto grave sites



Memorial trees can be planted in the shrub borders, species to be selected by the council and a memorial plaque placed on the memorial wall



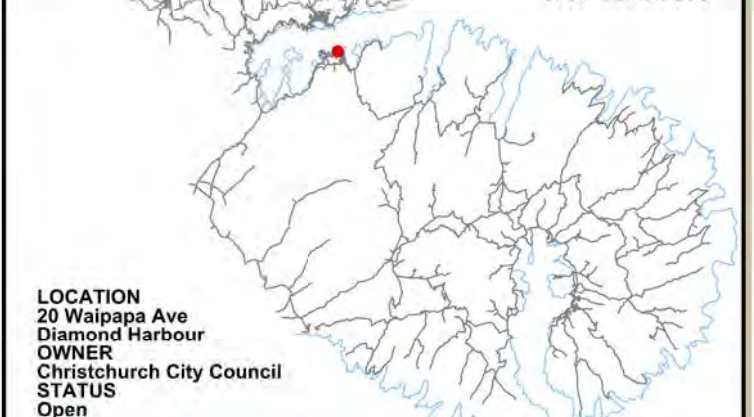
Future burial area depending on ground conditions and possible vehicle access via Stoddart Point Recreation Reserve

NOTE:

1. Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery

## LOCALITY PLAN

Not to Scale

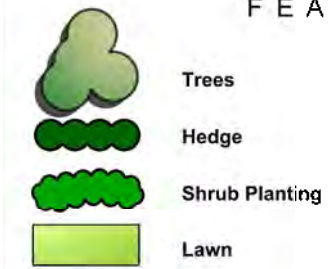


LP340202





## FEATURES

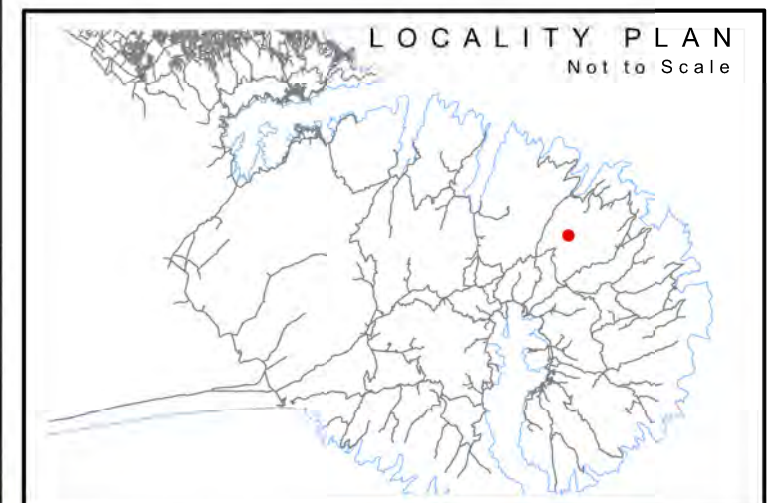


- ① Vehicle entrance via a (steep gravel drive)
- ② Car park
- ③ Pedestrian entrance (wood steps with handrail)
- ④ Graves and headstones
- ⑤ Undeveloped area - currently grazed
- ⑥ Post and wire fence
- ⑦ Shed
- ⑧ Old fruit tree trail area

Note: additional features include seats and water taps

## DATA

LOCATION:	6267 Christchurch Akaroa Road Duvauchelle
OWNER:	Christchurch City Council and Duvauchelle Cemetery Board
LAND AREA:	13,105m <sup>2</sup> (1.3105 Hectares)
ZONING:	Rural
RELEVANT DESIGNATION:	For Cemetery Purposes and for Waterworks Purposes (under the Banks Peninsula District Plan)
STATUS:	Open

LOCALITY PLAN  
Not to Scale





## FEATURES

## EXISTING - to be retained

- Trees
- Shrub Planting
- Hedge
- Lawn
- Burial Area
- Shed

## EXISTING - to be removed

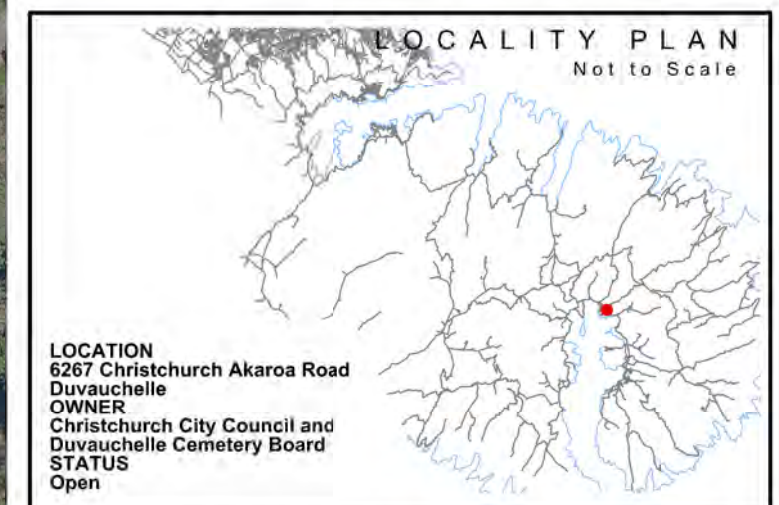
- Tree to be removed/thinned (trees in the fruit trail area)
- Shrubs to be removed
- Post and wire fence to be removed
- Car park to be removed

## PROPOSED

- Trees
- Low Planting
- Burial area
- Post and chain fence
- Vehicle entrance including gates and signage
- Enhance pedestrian entrance including signage
- Internal road
- Internal compacted chip footpath
- Car park area (including retaining where required)
- Informal car parking along internal road
- Unisex public toilet with disabled access

## NOTE:

1. Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery







## FEATURES



Lawn

- ① Vehicle entrance (private property)
- ② Pedestrian entrance (via adjacent church grounds)
- ③ Undeveloped area (not currently fenced as part of cemetery)
- ④ St Kentigans Church
- ⑤ Graves and headstones
- ⑥ Post and wire fence

## DATA

LOCATION:	399 Kaituna Valley Road Kaituna
OWNER:	Christchurch City Council
LAND AREA:	941m <sup>2</sup> (0.0941 Hectares)
ZONING:	Rural
RELEVANT DESIGNATION:	For Cemetery Purposes (under the Banks Peninsula District Plan)
STATUS:	Open



LP340201





## FEATURES

EXISTING - to be retained

- Lawn
- (A) Burial Area

EXISTING - to be removed

- (B) Post and wire fence to be removed

PROPOSED

- Trees
- (C) Burial Area
- (D) Formalise the boundary and reclaim the cemetery land for cemetery purposes
- (E) Fence the boundary with a stock fence
- (F) Post and chain fence
- (G) Formalise entrance (gravel driveway) from Kaituna Valley Road, including wooden entrance gates (in a similar style to the church gates) and signage

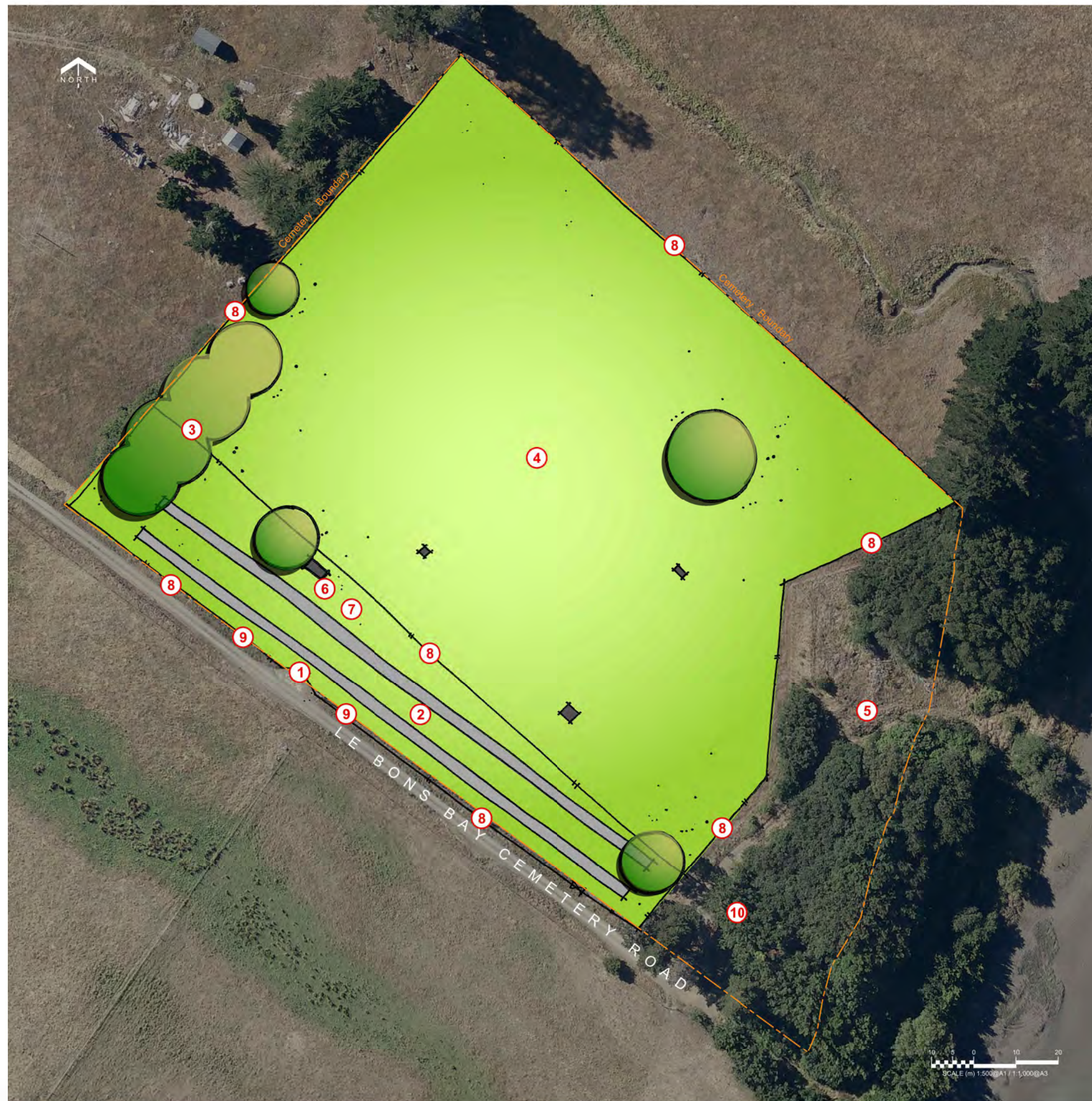
## NOTE:



1. Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery



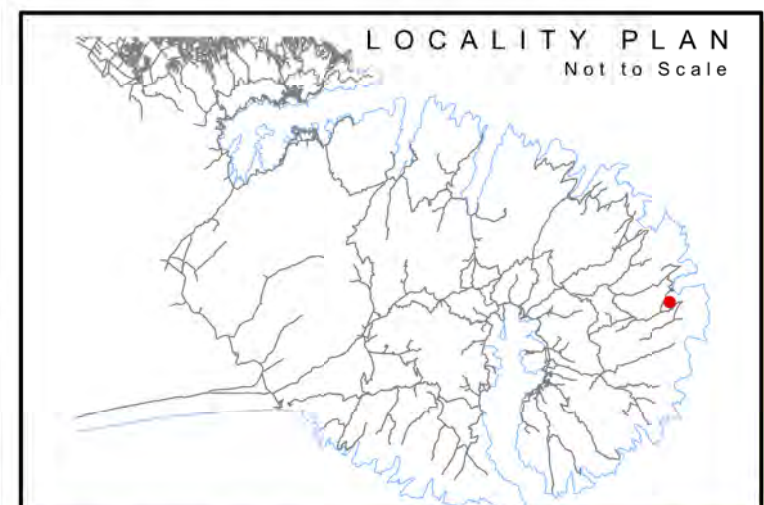
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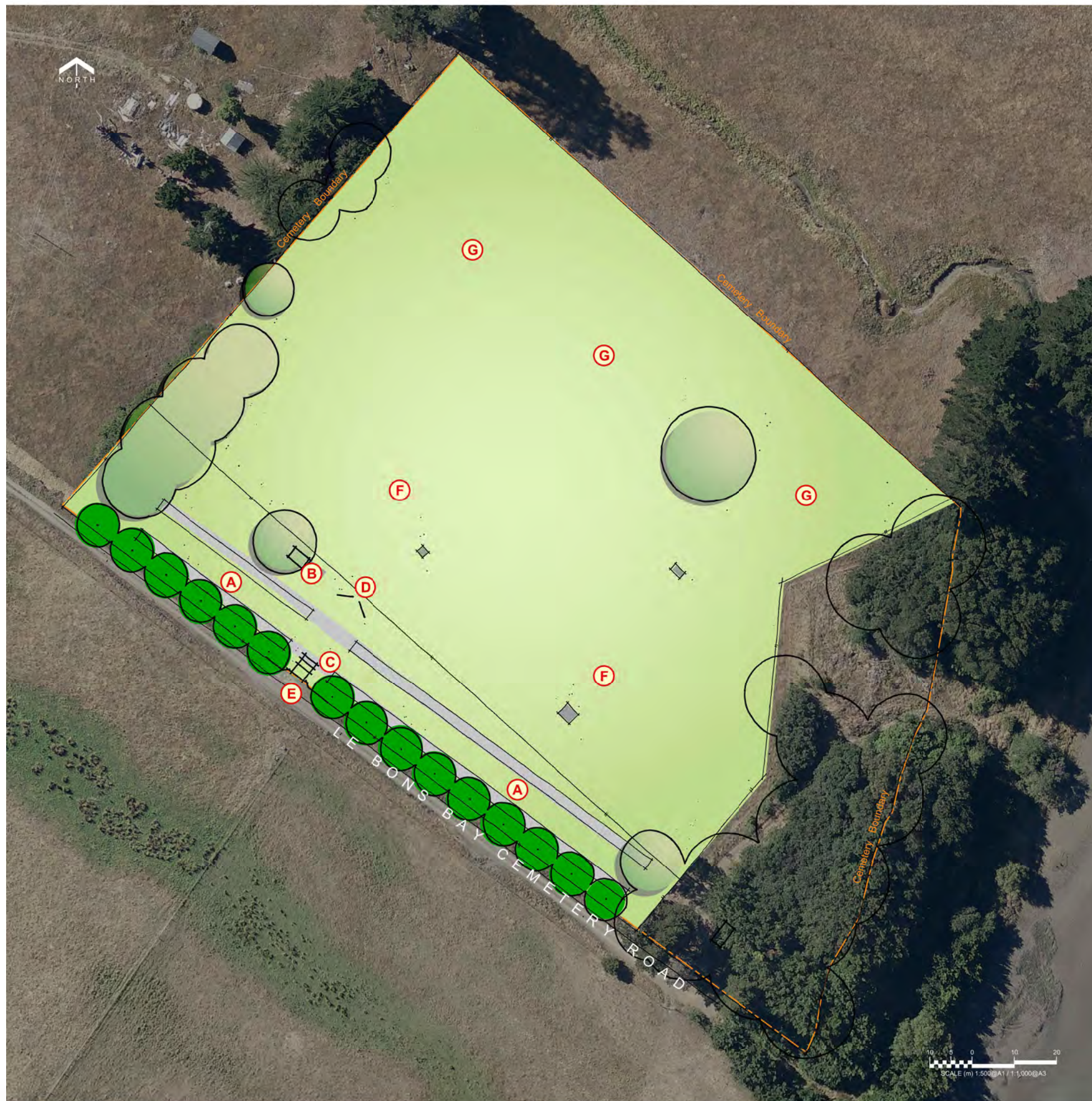
FEATURES	
	Trees
	Lawn
1	Vehicle and pedestrian entrance, wooden gates and pergola structure
2	Graves and headstones
3	Informal and unmarked grave plots scattered within this area
4	Undeveloped area - contains marked and unmarked graves and is currently grazed
5	Undeveloped area - informal access to lagoon
6	Shed
7	Wood panel with plaques
8	Post and wire fence
9	Wood picket fence
10	Waste and depo area (including shed)
Note: additional features include seats	

DATA	
LOCATION:	27 Le Bons Bay Cemetery Road Le Bons Bay
OWNER:	Christchurch City Council and Department of Conservation
LAND AREA:	27,494m <sup>2</sup> (2.7494 Hectares)
ZONING:	Rural
RELEVANT DESIGNATION:	For Cemetery Purposes (under the Banks Peninsula District Plan)
STATUS:	Open









LP340201









### FEATURES

EXISTING - to be retained

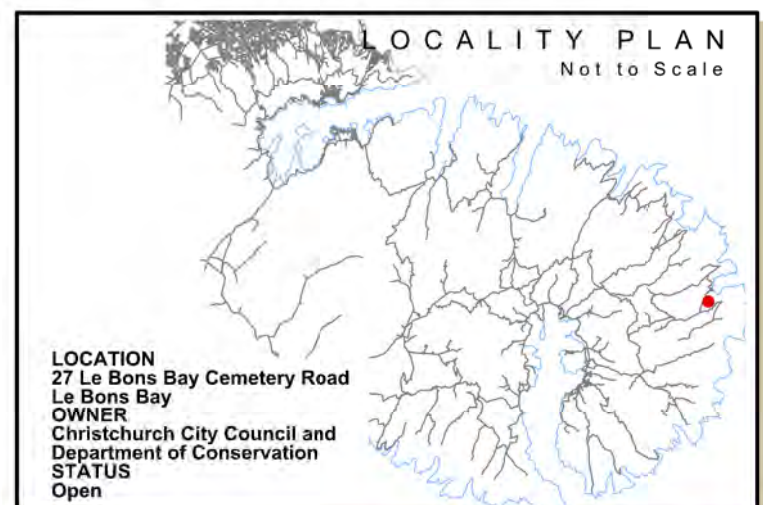
	Trees		Burial Area
	Lawn		Shed
			Wood pergola
			Wood panel with plaques

PROPOSED

	Trees
	Enhance entrance including cemetery name
	Ensure marked and unmarked graves outside the fenced area are protected
	Potential ecoburial site/location

NOTE:


1. Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery









FEATURES

Trees

Shrub Planting

Lawn

1

Vehicle and pedestrian entrance including wooden gates in similar design to the original with the words 'LINWOOD CEMETERY'

2

Internal sealed access road.

3

Car park

4

Internal sealed and limestone chip pedestrian path

5

Public toilets in Bromley Park

6

Original location of Sextons house, there are many unmarked graves in this area

7

Approximate location of original mourning kiosk

8

Original location of Tramway, buried tram lines, rails and sleepers beneath asphalt access road

9

The Church of England area

10

Jewish area

11

Presbyterian free area

12

Wesleyan burial area

13

Quarter plots, non denominational area

14

Roman Catholic area

15

Still borns and suicides area

16

Sisters of Mercy area

17

The Sisters of the Anglican Community of the Sacred Name area

18

Church of England free area

19

Wood post and wire fence

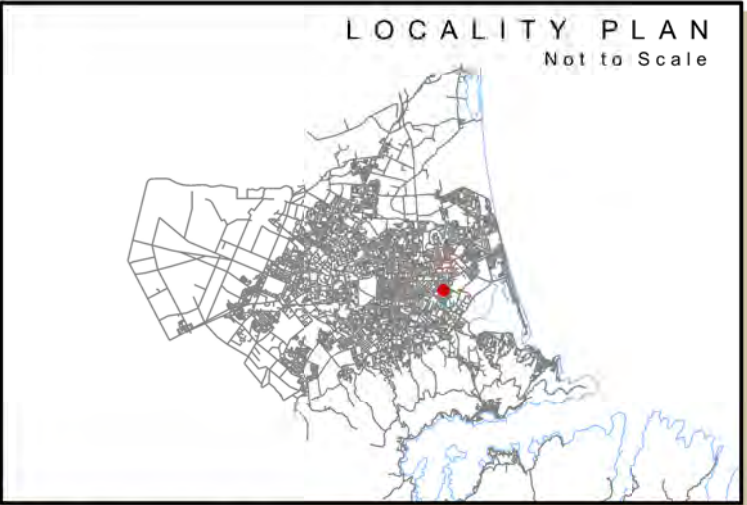
20

Retaining wall

21

Interpretation panel

Note: additional features include seats, water taps and rubbish bins



DATA	
LOCATION:	25 Butterfield Avenue Linwood
OWNER:	Christchurch City Council
LAND AREA:	85,526m <sup>2</sup> (8.526 Hectares)
ZONING:	Conservation 4 (Cemeteries)
RELEVANT DESIGNATION:	The cemetery is a heritage building, place or object (under the Christchurch City Plan)
STATUS:	Open





## FEATURES

EXISTING - to be retained



Trees



Shrub Planting



Lawn

A Burial Area

EXISTING - to be removed



Planting on graves to be removed as the plants require pruning or die, to be done carefully with minimum intervention



Post and wire fence to be removed



Asphalt turning circle



Remove pine trees

PROPOSED



Trees



Low Planting



Post and chain fence



Enhance car park area



Enhance pedestrian footpath/entrances including signage



Remove the asphalt cover over the buried tram lines leaving the adjacent asphalt for vehicle access, following guidance from the Historic Places Trust Regional Archeologist



Interpretation outlining the original tramway location



Interpretation outlining the original sextons house and location



Interpretation outlining the original mourning kiosk and location



Enhance turning circle area with seating and planting

## NOTE:

1. Additional signage and seats are to be in keeping with the style and character of the cemetery
2. All work is to align with the Linwood Cemetery Conservation Plan, February 2006

## LOCALITY PLAN

Not to Scale



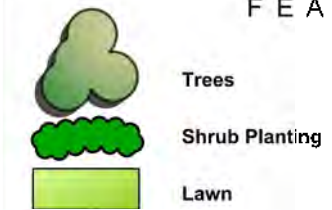
LOCATION  
25 Butterfield Avenue  
Linwood  
OWNER  
Christchurch City Council  
STATUS  
Open

LP340202





## FEATURES



- ① Entranceway and gates (wood)
- ② Slumping along driveway
- ③ Informal car park area on church land
- ④ Graves and headstones
- ⑤ Undeveloped area
- ⑥ Undeveloped area (steep)
- ⑦ St Andrews church
- ⑧ Septic tank
- ⑨ Post and wire fence

Note: additional features include seats and a water tap

## DATA

LOCATION: 30 Upper Church Road  
Little River

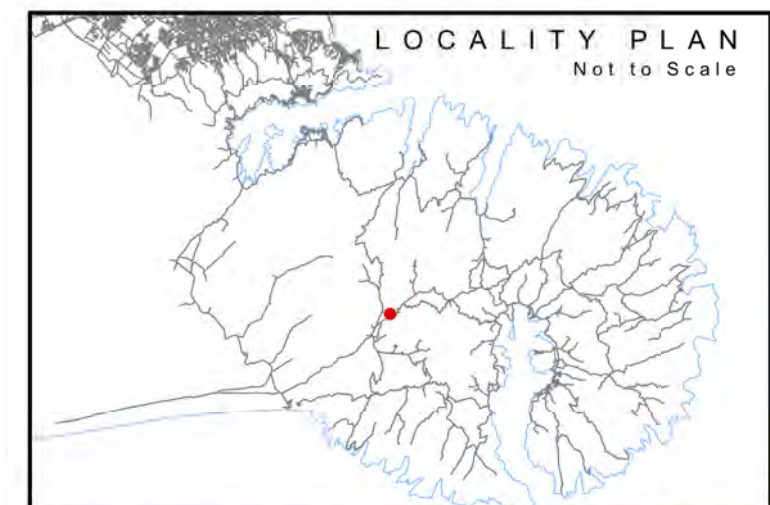
OWNER: Christchurch City Council

LAND AREA: 8,251m<sup>2</sup>  
(0.8251 Hectares)

ZONING: Conservation Reserve

RELEVANT DESIGNATION:

STATUS: Open

LOCALITY PLAN  
Not to Scale

LP340201





## FEATURES

EXISTING - to be retained



Trees



Shrub Planting



Lawn



Burial Area



St Andrews Church

PROPOSED



Trees



Burial Area



Develop vehicle access into the cemetery from the church car park



Define the area between the car park and cemetery with a post and chain fence



Enhance the existing wooden pedestrian and vehicle gate (including signage)



The east boundary along the driveway may require retaining to stop slumping

NOTE:

1. Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery

## LOCALITY PLAN

Not to Scale



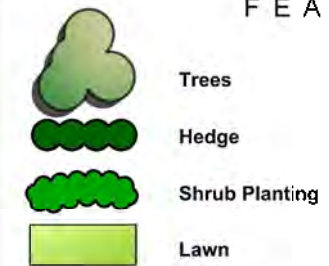
LOCATION  
30 Upper Church Road  
Little River  
OWNER  
Christchurch City Council  
STATUS  
Open

LP340202





## FEATURES



- ① Vehicle and pedestrian entrance and gates (block pillars with wrought iron gates)
- ② Car park area on Canterbury Street (not on cemetery land) with a steel pipe gate system in place at north and south ends to prevent through traffic
- ③ Volcanic stone retaining wall
- ④ Internal access road
- ⑤ Pedestrian entrance
- ⑥ Concrete retaining wall with headstones inserted.
- ⑦ 1918 Influenza epidemic area – there are unmarked graves within this area
- ⑧ Influenza memorial seating area
- ⑨ Graves and headstones
- ⑩ Undeveloped area (steep)
- ⑪ Post and wire fence

Note: additional features include seats, water taps and rubbish bins

## DATA

LOCATION:	87 Oxford Street Lyttelton
OWNER:	Christchurch City Council
LAND AREA:	12,919m <sup>2</sup> (1.2919 Hectares)
ZONING:	Residential
RELEVANT DESIGNATION:	For Cemetery Purposes (under the Banks Peninsula District Plan)
STATUS:	Open

LOCALITY PLAN  
Not to Scale

LP340201





## FEATURES

### EXISTING - to be retained



(A) Burial Area

### EXISTING - to be removed

(B) Post and wire fence to be removed

### PROPOSED



(C) Post and chain fence

(D) Enhance vehicle entrance including plastering concrete block pillars and signage

(E) Enhance pedestrian entrance

(F) Enhance car park area (outside cemetery area)

(G) Volcanic stone retaining wall to be repaired where rocks are showing signs of dislodgement

### NOTE:

1. Additional signage and seats are to be in keeping with the style and character of the cemetery

## LOCALITY PLAN

Not to Scale






LOCATION  
87 Oxford Street  
Lyttelton  
OWNER  
Christchurch City Council  
STATUS  
Open

LP340202





### FEATURES

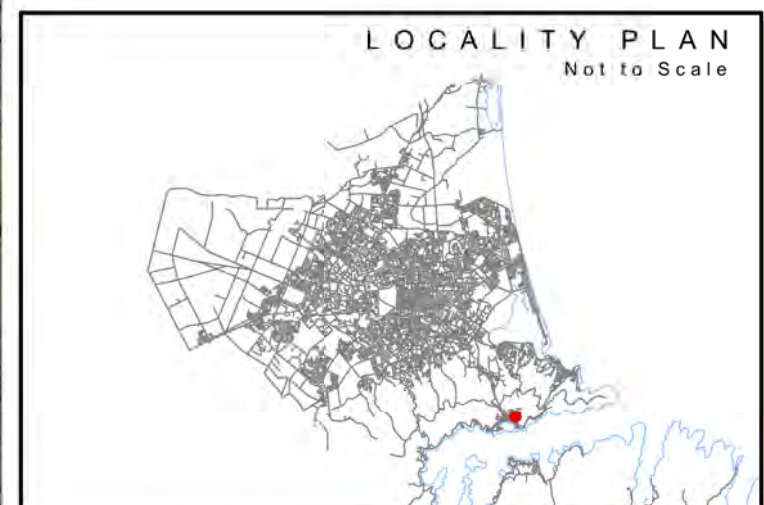
-  Trees
-  Shrub Planting
-  Lawn

- 1 Vehicle access/track (not on cemetery land)
- 2 Pedestrian entrance and wrought iron gates
- 3 Pedestrian entrance
- 4 Catholic area
- 5 Public area
- 6 Returned Service Personnel (R.S.A.) area
- 7 R.S.A. flag
- 8 Concrete steps
- 9 Stone retaining wall
- 10 Graves and headstones
- 11 Wood paling fence
- 12 Mesh fence

Note: additional features include seats, water taps and rubbish bins

### DATA

LOCATION:	56 Reserve Terrace Lyttelton
OWNER:	Christchurch City Council
LAND AREA:	8,365m <sup>2</sup> (0.8365 Hectares)
ZONING:	Residential
RELEVANT DESIGNATION:	For Cemetery Purposes (under the Banks Peninsula District Plan)
STATUS:	Open



LP340201





### FEATURES

**EXISTING - to be retained**

- Trees
- Shrub Planting
- Lawn
- Burial Area

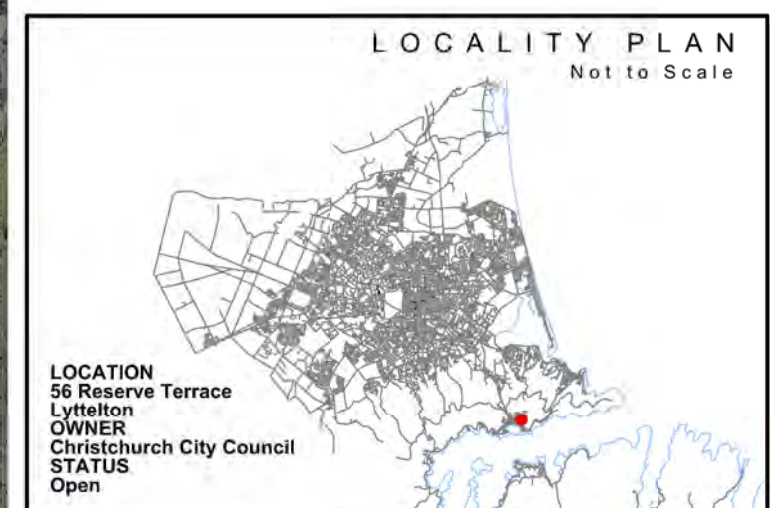
**PROPOSED**

- Trees
- Low Planting

- Enhance the existing pedestrian entrance, incorporate and recondition the existing wrought iron gates and signage
- Enhance the existing pedestrian entrance
- Enhance the car park area including surfacing, planting and signage (outside cemetery area)
- Continue the stone retaining wall along the front of Reserve Terrace

**NOTE:**

1. Additional signage and seats are to be in keeping with the style and character of the cemetery







## FEATURES



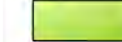
Trees



Shrub Planting



Low Planting



Lawn

- 1 Main vehicle and pedestrian entrance and gates
- 2 Secondary entrance and gates
- 3 Internal Access Road
- 4 Public toilet including an external seating area
- 5 Shed
- 6 Ashes area
- 7 Muslim burial area
- 8 Institute of Notre Dam area
- 9 Urupa area (Nga Maata Waka)
- 10 Russian Orthodox area
- 11 Sisters of the St Josephs area
- 12 Graves and headstones – Concrete beams for upright and reclining memorials
- 13 Post and wire fence
- 14 Concrete and chain fence
- 15 Corrugated iron fence
- 16 Wire mesh fence
- 17 Section of Memorial Park Cemetery currently on Ruru Lawn Cemetery certificate of title

Note: additional features include seats, water taps and rubbish bins

## DATA

LOCATION:	31 Ruru Road Bromley
OWNER:	Christchurch City Council
LAND AREA:	130,669m <sup>2</sup> (13.0669 Hectares)
ZONING:	Conservation 4 (Cemeteries)
RELEVANT DESIGNATION:	The Cemetery is a Heritage building, place or object (under the Christchurch City Plan)
STATUS:	Open

LOCALITY PLAN  
Not to Scale

LP340201





### FEATURES

EXISTING - to be retained

- Trees
- Shrub Planting
- Low planting
- Lawn

EXISTING - to be removed

- Fence to be removed

PROPOSED

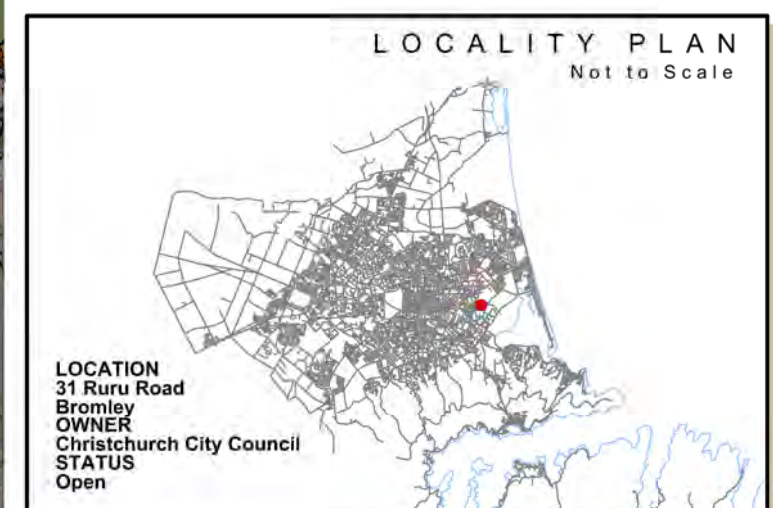
- Trees
- Low Planting

Legend:

- (A) Burial Area
- (B) Public toilet
- (C) Shed
- (D) Fence to be removed
- (E) Burial area
- (F) Post and chain fence
- (G) Enhance entrance including signage
- (H) Enhance pedestrian entrance
- (I) Pedestrian footpath/cycleway
- (J) Informal car parking along internal road
- (K) Muslim burial area to be extended

NOTE:

1. Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery







**FEATURES**

- Trees
- Hedge
- Shrub Planting
- Low Planting
- Lawn

1 Pedestrian path from adjoining reserve

2 Entrance via the original concrete and steel rail fence and gateway

3 Interpretation panel

4 Three memorial walls which list the names of the Good Shepherd Sisters and residents of the Mount Magdala community who are buried at the cemetery, this suggests there were as many as 278 known burials from 1888 to 1972

5 Four remaining headstones - the majority of graves are unmarked

6 Open pool style fence

7 Concrete and steel rail fence

8 Wood paling fence

9 Wood rail fence

10 Seat on stone base

Note: additional features include seats and a water tap

**DATA**

LOCATION: 54 Aidanfield Drive  
Halswell

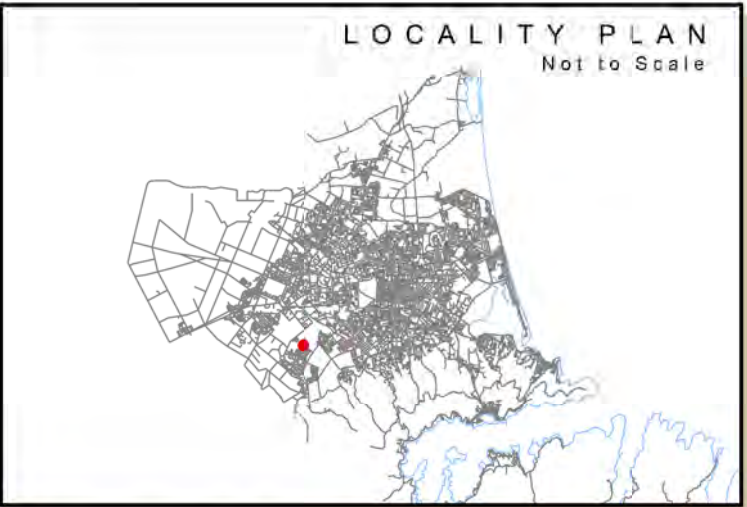
OWNER: Good Shepherd Convent Trust Board (Australia)

LAND AREA: 2.852m<sup>2</sup>  
(0.2852 Hectares)

ZONING: Business 1 (Local Centre)

RELEVANT DESIGNATION: This cemetery is a heritage building, place or object (under the Christchurch City Plan)

STATUS: Closed



LP340201





## FEATURES

### EXISTING - to be retained

-  Trees
-  Shrub Planting
-  Low Planting
-  Hedge
-  Lawn
-  Burial Area

### PROPOSED

-  Trees
-  Cemetery signage and interpretation outlining the history of the Good Shepherd Convent at Mount Magdala and the cemetery

#### NOTE:

1. Additional signage and seats are to be in keeping with the style and character of the cemetery

## LOCALITY PLAN Not to Scale



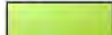
LOCATION  
54 Aidanfield Drive  
Halswell  
OWNER  
Good Shepherd Convent  
Trust Board (Australia)  
STATUS  
Closed

FUTURE CEMETERY  
DEVELOPMENT PLAN  
AUGUST 2012

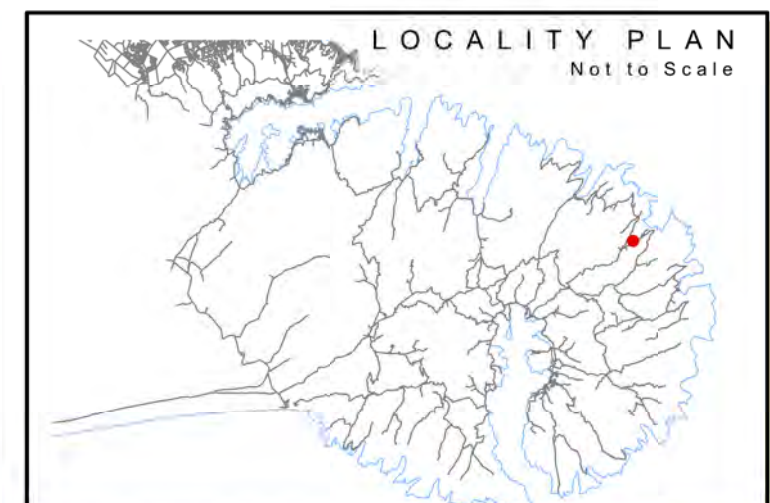
LP340202





FEATURES	
	Trees
	Shrub Planting
	Lawn
<b>1</b>	Vehicle and pedestrian entrance – double galvanised steel gates
<b>2</b>	Undeveloped area, currently grazed
<b>3</b>	Graves and headstones
<b>4</b>	Shed
<b>5</b>	Post and wire fence
<b>6</b>	Pedestrian gate

DATA	
LOCATION:	11 Chorlton Road Okains Bay
OWNER:	Christchurch City Council
LAND AREA:	22,015m <sup>2</sup> (2.2015 Hectares)
ZONING:	Rural
RELEVANT DESIGNATION:	For Cemetery Purposes (under the Banks Peninsula District Plan)
STATUS:	Open







### FEATURES

EXISTING - to be retained

- Trees
- Shrub Planting
- Lawn
- Burial Area (A)
- Shed (B)

EXISTING - to be removed

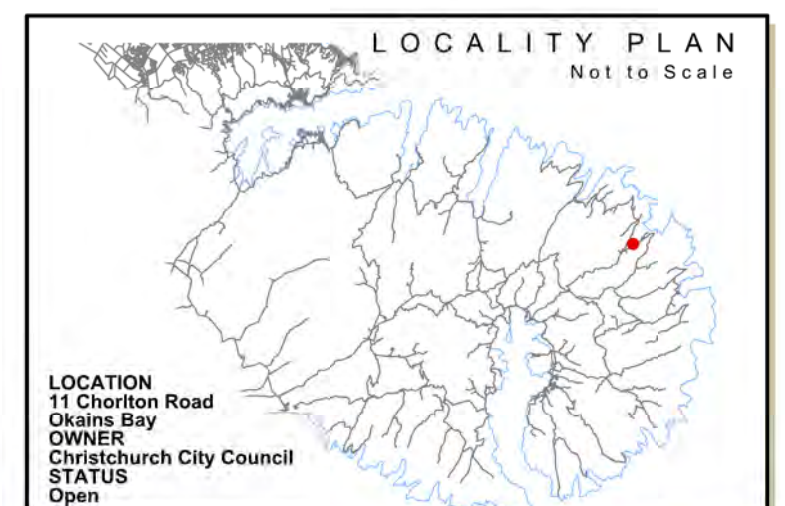
- Shrubs to be removed (C)

PROPOSED

- Trees
- Enhance entrance including signage (D)

NOTE:

1. Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery







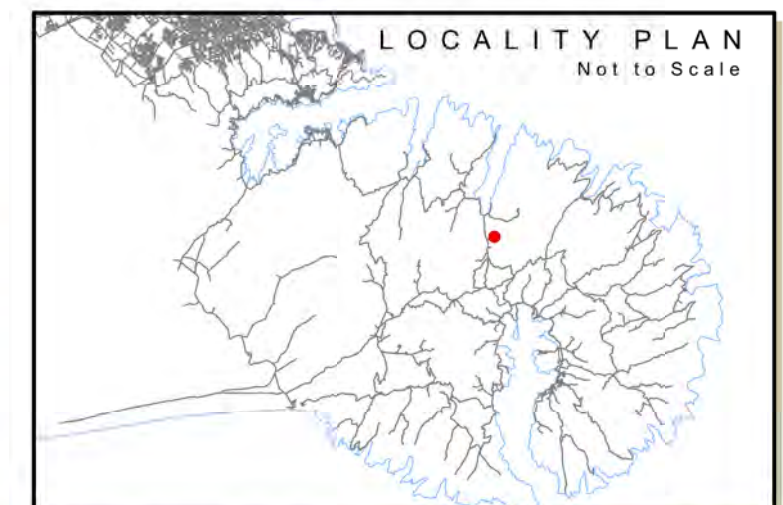
### FEATURES

- Trees
- Lawn
- 1** Vehicle and pedestrian entrance
- 2** Unmarked graves
- 3** Undeveloped area currently grazed
- 4** Graves and headstones.
- 5** Post and wire fence

Note: additional features include a water tap and water trough

### DATA

LOCATION:	100 Wilsons Road Pigeon Bay
OWNER:	Christchurch City Council and Department of Conservation
LAND AREA:	8,063m <sup>2</sup> (0.8063 Hectares)
ZONING:	Rural
RELEVANT DESIGNATION:	For Cemetery Purposes (under the Banks Peninsula District Plan)
STATUS:	Open







### FEATURES

**EXISTING - to be retained**

- Trees
- Lawn
- Burial Area

**EXISTING - to be removed**

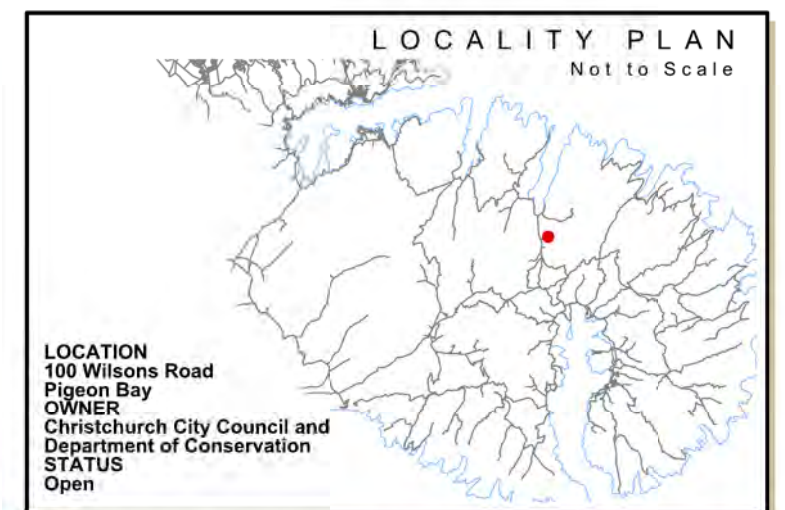
- Grazing to be removed
- Post and wire fence to be removed

**PROPOSED**

- Trees
- Burial Area
- Existing entrance to be enhanced including wood gates and signage but may require relocation after negotiation with adjacent land owner
- Informal car park area in cemetery land to be surrounded with a post and chain fence

**NOTE:**

1. Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery



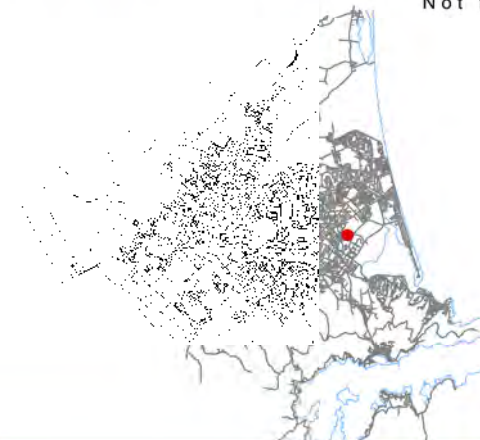




## FEATURES

- 1 Vehicle entrance and steel gates with separate open paved pedestrian access either side of the road
- 2 Secondary vehicle entrance with stone fence and wrought iron entrance gates
- 3 Internal access road
- 4 Internal pedestrian path.
- 5 Public toilet
- 6 Original Halswell stone Sextons House and outbuildings (currently rented)
- 7 City Care yard
- 8 Ashes area
- 9 Returned Service Personnel (R.S.A.) area
- 10 RSA flagpole
- 11 Ballantynes Fire Memorial – A formally laid out memorial to the victims of the Ballantynes fire with stone walled seating area and overhead timber pergola at rear with bronze plaques set on formed concrete nibs (damaged in earthquakes)
- 12 Muslim burial area
- 13 Graves and Headstones – Granite and bronze plaques set on concrete 'beams' surrounded in loose crushed greywacke chip
- 14 Graves and Headstones – Granite and bronze plaques set in lawn
- 15 Concrete post and chain fence
- 16 Corrugated iron fence
- 17 Wood paling fence
- 18 Post and rail fence
- 19 Wire mesh fence

Note: additional features include seats, water taps and rubbish bins

LOCALITY PLAN  
Not to Scale

## FEATURES



## DATA

LOCATION: 63 Ruru Road  
Bromley

OWNER: Christchurch City Council

LAND AREA: 155,764m<sup>2</sup>  
(15.5764 Hectares)

ZONING: Conservation 4 (Cemeteries)

RELEVANT DESIGNATION: The cemetery is a heritage building, place or object (under the Christchurch City Plan)

STATUS: Open







### FEATURES









#### EXISTING - to be retained

- |   |                |   |  |
|---|----------------|---|--|
|    | Trees          |    | Burial Area                                |
|  | Shrub Planting |   | Sextons house and sheds (currently rented) |
|  | Low planting   |  | Public toilet                              |
|  | Lawn           |  | Ballantynes Fire Memorial (to be rebuilt)  |

#### EXISTING - to be removed

- |   |  |
|---|--|
|  | Buildings to be removed and area grassed   |
|  | Remove pine, macrocarpa and eucalypt trees |

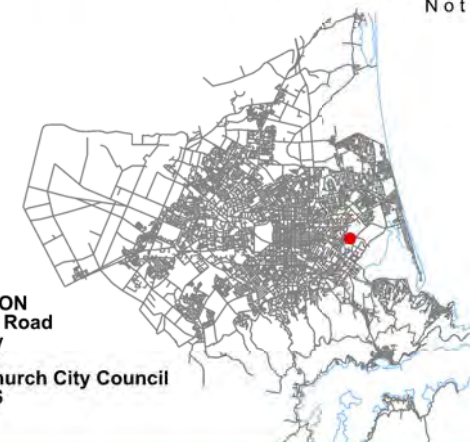
#### PROPOSED

- |   |  |
|---|--|
|  | Trees  |
|  | Shrub Planting   |
|  | Low Planting   |
|  | Close the Raymond Road entrance to the public (vehicles only)  |
|  | Enhance entrance including signage   |
|  | Informal car parking along internal road   |
|  | Sextons house to be refurbished for use by CCC and City Care as a secure yard to include a new pump shed and storage shed within the fenced area |
|  | Continue with the programme to construct kerb areas for plaque placement   |

#### NOTE:

1. Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery

### LOCALITY PLAN Not to Scale







LOCATION  
63 Ruru Road  
Bromley  
OWNER  
Christchurch City Council  
STATUS  
Open





### FEATURES

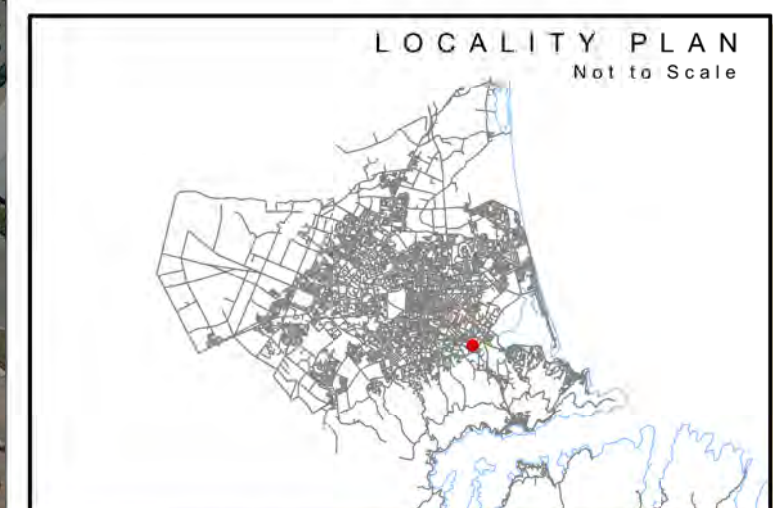
-  Trees
-  Shrub Planting
-  Low Planting
-  Lawn

- ① Pedestrian entrance
- ② Compacted chip path
- ③ Concrete post and chain fence
- ④ Brick wall
- ⑤ Concrete foundations of the old funeral chapel constructed around 1888 and currently located off site (including interpretation panel)
- ⑥ Graves and headstones
- ⑦ Corrugated iron fence

Note: additional features include seats, water taps and rubbish bins

### DATA

<b>LOCATION:</b>	76 Rutherford Street Woolston
<b>OWNER:</b>	Christchurch City Council
<b>LAND AREA:</b>	8,135m <sup>2</sup> (0.8135 Hectares)
<b>ZONING:</b>	Conservation 2 (Historic and Garden City Parks)
<b>RELEVANT DESIGNATION:</b>	The cemetery is a heritage building, place or object Heritage or notable trees (under the Christchurch City Plan)
<b>STATUS:</b>	Closed



LP340201





## FEATURES

EXISTING - to be retained



(A) Burial Area

EXISTING - to be removed

- (B) Planting on graves to be removed as plants require pruning or die, to be done carefully with minimum intervention
- (C) Remove maytenus trees

PROPOSED



- (D) Enhance pedestrian entrance including signage
- (E) Rebuild the damaged brick wall to a lower level (1.2m in height) to improve visibility into the cemetery

### NOTE:

1. Additional signage and seats are to be in keeping with the style and character of the cemetery and the sites historic context
2. All work is to be carried out according to Accepted Best Practice Guidelines for Historic Cemeteries

## LOCALITY PLAN

Not to Scale



LOCATION  
76 Rutherford Street  
Woolston  
OWNER  
Christchurch City Council  
STATUS  
Closed

LP340202





**FEATURES**

- Trees
- Shrub Planting
- Low Planting
- Lawn

- 1 Main vehicle and pedestrian entrance including a wall with 'SYDENHAM CEMETERY' signage and gates
- 2 Internal access road
- 3 Car park
- 4 Sealed pedestrian footpath / cycleway with lighting
- 5 Open roofed shelter
- 6 Original location of Sextons house
- 7 Raised concrete ashes area
- 8 Extensive drainage problems in this area of the cemetery, remaining plots in this area may be unusable
- 9 Area of Somerfield Park still zoned for cemetery purposes
- 10 Public toilet in adjacent Somerfield Park
- 11 Graves and headstones (traditional and memorial style - many graves unmarked)
- 12 Graves and headstones
- 13 Corrugated iron fence
- 14 Wood paling fence

Note: additional features include seats, water taps and rubbish bins

**DATA**

LOCATION: 34 Roker Street  
Spreydon

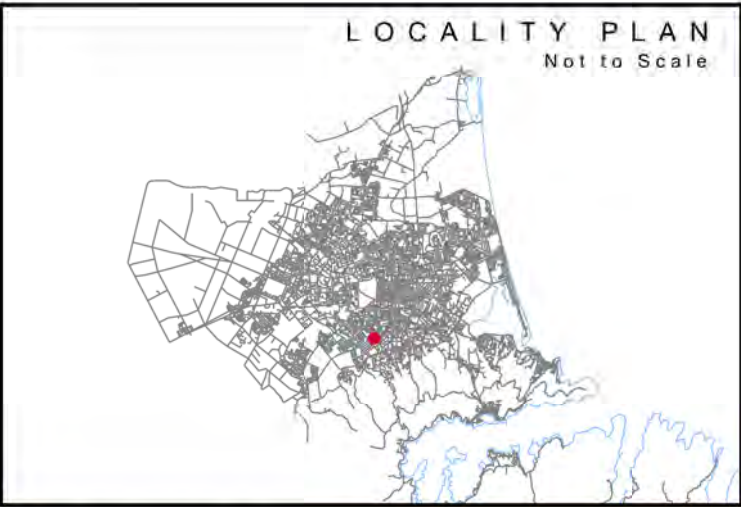
OWNER: Christchurch City Council

LAND AREA: 54,232m<sup>2</sup>  
(5.4232 Hectares)

ZONING: Conservation 2  
(Historic and Garden City Parks)

RELEVANT DESIGNATION: The cemetery is a heritage building, place or object  
(under the Christchurch City Plan)

STATUS: Open



LP340201









## FEATURES









### EXISTING - to be retained

-  Trees
-  Shrub Planting
-  Lawn
-  Burial Area
-  Open roofed structure

### EXISTING - to be removed

-  Low planting in raised beds to be removed
-  Planting on graves to be removed as plants require pruning or die, to be done carefully with minimum intervention
-  Remove poplar trees
-  Remove birch trees

### PROPOSED

-  Trees
-  Shrub Planting
-  Low Planting
-  Post and chain fence
-  Enhance car park area (including planting)
-  Replant the raised concrete ashes area with rose species
-  Rezone section of cemetery (due to high water table)
-  Interpretation outlining the original sextons house and location

#### NOTE:

1. Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery

### LOCALITY PLAN Not to Scale



**FUTURE CEMETERY  
DEVELOPMENT PLAN  
AUGUST 2012**





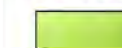
## FEATURES



Trees



Shrub



Lawn

- 1 Vehicle and pedestrian entrance
- 2 Internal sealed access road
- 3 Public car park on Grahams Road outside the cemetery
- 4 Public toilet
- 5 Low wall the length of the Grahams Road frontage with breaks in the wall for both pedestrian and vehicle access
- 6 Ashes beam
- 7 Graves and headstones – Traditional monumental style headstones
- 8 Graves and headstones – Memorial style headstones
- 9 Graves and headstones – Reclining memorial style headstones
- 10 Boundary fence – a mix of wood palling and corrugated iron
- 11 Transmission pylon

Note: additional features include seats, water taps and rubbish bins

## DATA

**LOCATION:** 195a Grahams Road  
Burnside

**OWNER:** Christchurch City Council

**LAND AREA:** 48,441m<sup>2</sup>  
(4.8441 Hectares)

**ZONING:** Conservation 4 (Cemeteries)

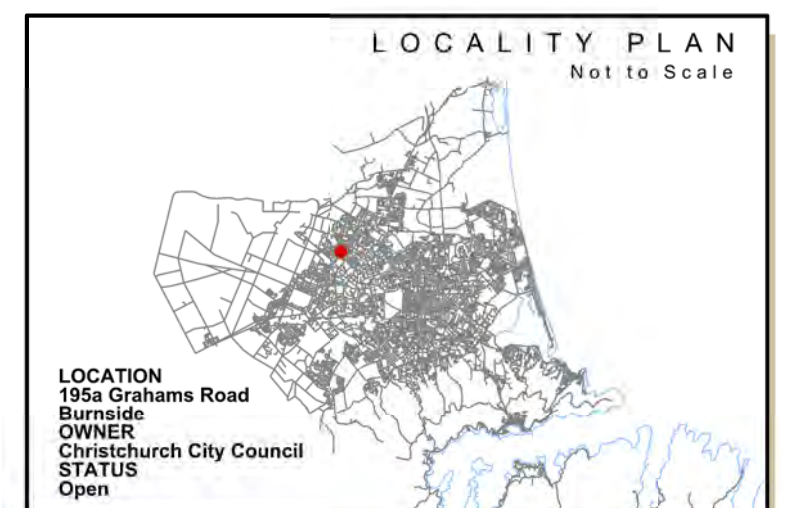
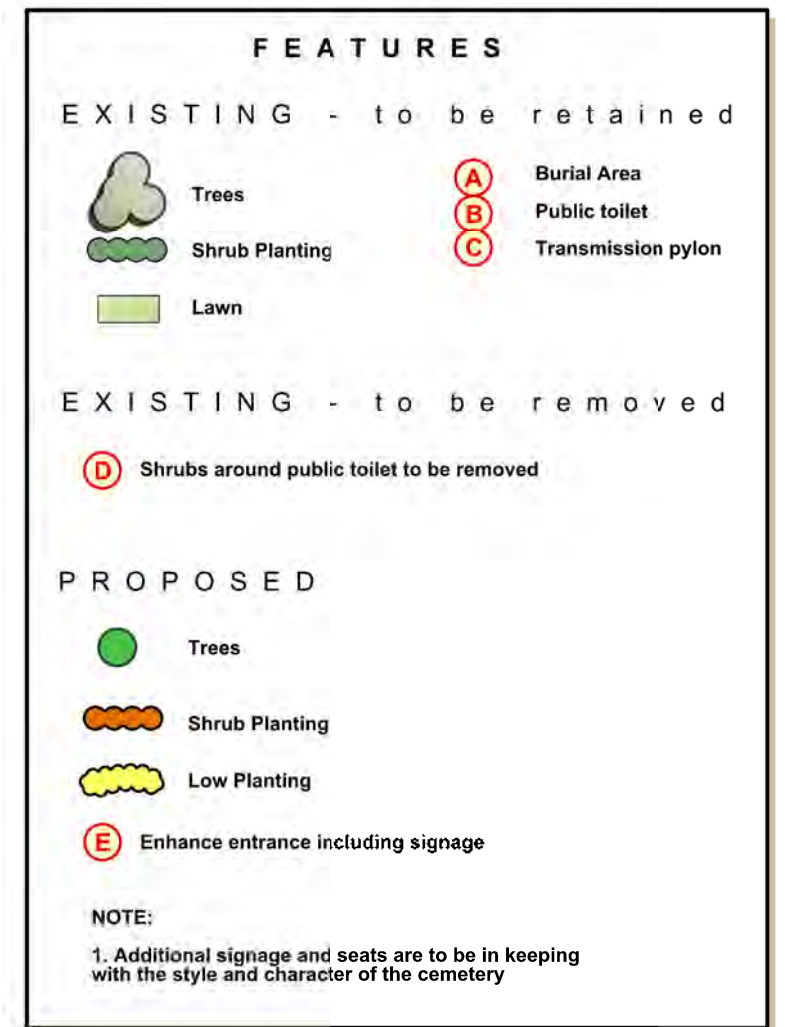
**RELEVANT DESIGNATION:** The cemetery is a heritage building, place or object  
The cemetery contains heritage or notable trees  
The cemetery is traversed by or is adjacent to  
high tension overhead power lines and pylons  
(under the Christchurch City Plan)

**STATUS:** Open

LOCALITY PLAN  
Not to Scale

LP340201









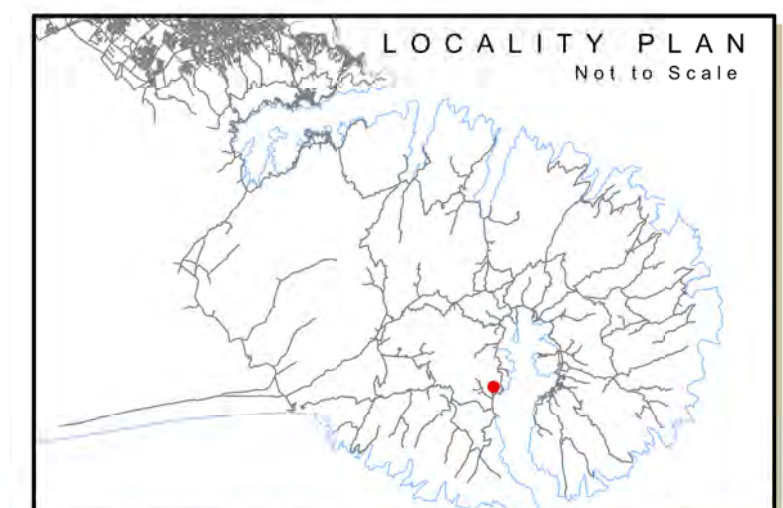
### FEATURES

- Trees
- Shrub Planting
- Lawn

- 1** Vehicle and pedestrian entrance with brick pillar and steel gate
- 2** Graves and headstones
- 3** Undeveloped area - grazed
- 4** Post and wire fence

### DATA

LOCATION:	43 Cemetery Road Wainui
OWNER:	Christchurch City Council
LAND AREA:	11,434m <sup>2</sup> (1.1434 Hectares)
ZONING:	Rural
RELEVANT DESIGNATION:	For Cemetery Purposes (under the Banks Peninsula District Plan)
STATUS:	Open



LP340201





## FEATURES

### EXISTING - to be retained



Trees



Shrub Planting



Lawn



Burial Area

### EXISTING - to be removed



Shrubs to be removed



Post and wire fence to be removed

### PROPOSED



Trees



Burial Area



Post and chain fence



Stock fence



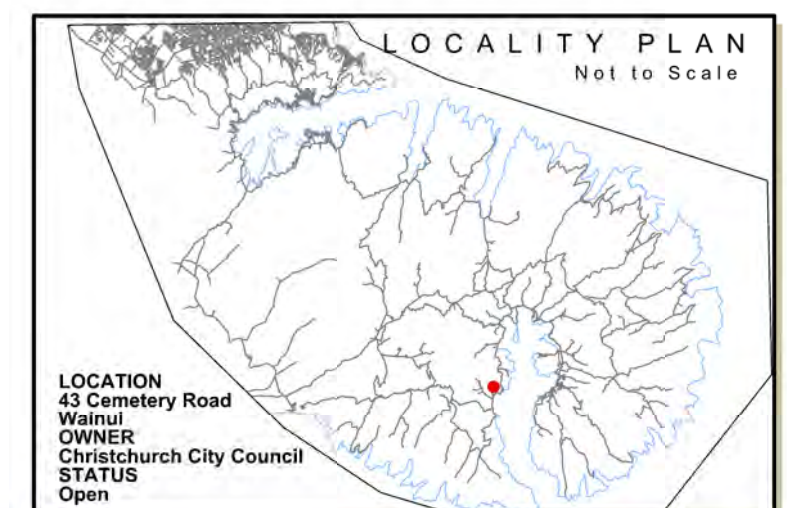
Enhance entrance (including any renovation required on the brick pillars and steel gates) and signage



Additional entrance including gates, signage and a gravel driveway

#### NOTE:


1. Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery











FEATURES

Trees

Shelter Belt

Hedge

Shrub Planting

Lawn

1

Vehicle and pedestrian entrance and gates including 'YALDHURST CEMETERY' signage

2

Internal sealed access road

3

Asphalt footpath

4

Adjacent public toilet in the Rimu Scout Park Camp

5

Drainage swale

6

Area is currently grazed, there is a possibility of unmarked graves and pre-purchased plots in this area

7

Graves and Headstones, predominantly memorial style

8

Graves and Headstones, predominantly older style (note: full concrete covers are allowed in this area)

9

Undeveloped area

10

Post and rail wood fence

11

Post and wire fence

Note: additional features include seats, water taps and rubbish bins

DATA

LOCATION:

272 West Coast Road  
Yaldhurst

OWNER:

Yaldhurst Cemetery Trustees

LAND AREA:

41,745m<sup>2</sup>  
(4.1745 Hectares)

ZONING:

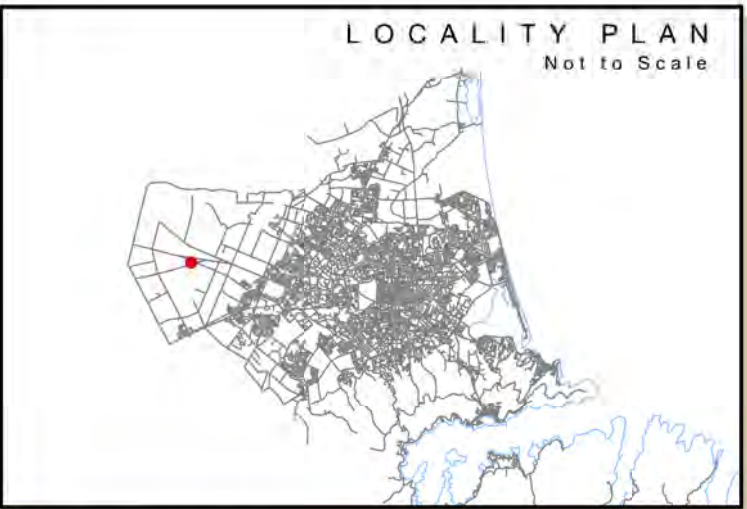
Conservation 4 (Cemeteries)

RELEVANT DESIGNATION:

The cemetery is a heritage building, place or object (under the Christchurch City Plan)

STATUS:

Open







### FEATURES

EXISTING - to be retained

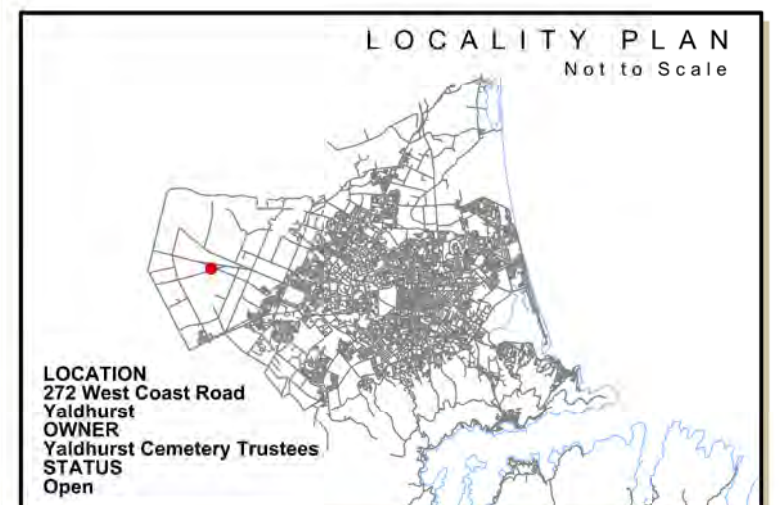
- Trees
- Shrub Planting
- Low Planting
- Lawn

PROPOSED

- Trees
- Shrub Planting
- Low Planting
- Burial Area
- Post and rail wood fence
- Informal car parking along road

NOTE:

1. Additional signage, seats, water taps and rubbish bins are to be in keeping with the style and character of the cemetery





## **Cemeteries Master Plan & Bylaw –** **Additional background information for website**

### **1. LINKAGES TO OTHER POLICES AND STRATEGIES**

The Cemeteries Master Plan is one of a number of overlapping policies, strategies and bylaws that cover Christchurch City Council Cemeteries.

The Cemeteries Master Plan supports these documents by impinging or regulating in some way or another on activity within cemeteries.

Legislation that is relevant to the cemeteries Master Plan includes:

#### **BURIALS AND CREMATIONS ACT 1964**

This Act controls the establishment, use and closure of cemeteries and burial grounds and the process for disinterment.

The Act is administered by the Ministry of Health but it allows councils to make bylaws for the management of cemeteries. It also enables councils to expend resources on clearing, cleaning, repairing and tidying of any closed, disused or derelict cemetery, and includes the removal and disposal of tablets, monuments etc. Where there is a health and safety risk, a council is able to take appropriate measures to address the risk.

The Act:

- Requires Local Authorities to provide cemeteries where there is not sufficient provision otherwise for burial of the dead within the district.
- Requires Local Authorities to manage and control cemeteries on their land or under their control immediately before the commencement of the Act.
- Requires cemeteries to be open to the public,
- Empowers councils to make by-laws covering conditions to be observed in the operation and maintenance of cemeteries.
- Empowers councils to establish and sell rights of burial, set aside portions for different denominations and for armed forces.

#### **LOCAL GOVERNMENT ACT 2002**

The Local Government Act requires all councils to prepare an assessment of their community cemeteries by June 2005. While the requirements of the Act relate to health aspects such as water quality, a Conservation Plan such as this which addresses the heritage values of a cemetery is useful to feed into any overall management plan for or assessment of a cemetery.

The Act requires Council to show how their activities and services achieve community outcomes. The evidence of achievement of outcomes depends on asset management. The Act requires Council to provide information including:

- Description of activities and their rationale
- Means of managing change in demand on services



- Costs of changes in demand or of levels of service
- Levels of service, performance targets and measures, costs and how expenses are to be met

The act promotes accountability of local authorities to their community and provides for democratic and effective local government.

### **DRAFT CCC CEMETERY BYLAW 2012**

As required by the Burials and Cremation Act 1964 the Christchurch City Council is required to provide a bylaw for the management of cemeteries.

The bylaw provides consistent regulations concerning practices and accepted forms of behaviour in cemeteries.

### **HISTORIC PLACES ACT 1993**

The Historic Places Act is administered by the New Zealand Historic Places Trust. The main purpose of the Act is to:

*Promote the identification, protection, preservation, and conservation of the historical and cultural heritage of New Zealand.*

The Trust's key area of regulation under Historic Places Act relates to archaeological sites. The Act defines an archaeological site as

*Any place in New Zealand that –*

*a) either –*

*i) was associated with human activity that occurred before 1900; or*

*ii) is the site of the wreck of any vessel where that wreck occurred before 1900;*

*and*

*b) is or may be able through investigation by archaeological methods to provide evidence relating to the history of New Zealand.*

Any person wishing to undertake work that may damage, modify or destroy an archaeological site must first obtain an authority from the NZHPT for that work. As the Barbadoes Street Cemetery contains burials, paths and memorials that predate 1900, it is an archaeological site as defined by the Historic Places Act 1993 and is subject to the provisions of that Act.

The Act is to promote the identification, protection, preservation, and conservation of the

Historical and cultural heritage of New Zealand

- It requires an authority from the Historic Places Trust for any person to destroy, Damage, or modify, or cause to be destroyed, damaged, or modified, the whole or any Part of any archaeological site, knowing or having reasonable cause to suspect that it Is an archaeological site

### **RESOURCE MANAGEMENT ACT 1991 AND THE CHRISTCHURCH CITY PLAN**

An amendment to the Resource Management Act in 2003 strengthened the recognition of historic heritage under the Act by including it in section 6 as a “matter



of national importance”. Historic heritage under the act includes “outstanding landscapes”. The Act also specifies that all historic heritage should be protected from “inappropriate subdivision, use and development”.

Under the Resource Management Act 1991, local authorities are required to recognise and protect the heritage value of sites, buildings, places or areas. The CCC has a schedule of heritage items in its City Plan. In the schedule, the Barbadoes Street Cemetery is listed as a group 1 heritage place. Work in the cemetery is controlled by the rules in the plan which covers group 1 historic places.

For heritage items in groups 1 and 2, demolition is a non – complying activity, and alteration, removal or additional buildings are discretionary activities. Subdivision of a heritage property is also a discretionary activity. The Councils discretion is restricted to matters with an effect on the heritage values of listed buildings, places and objects.

Non – complying activities are assessed against City Plan Heritage Objectives and Policies. Discretionary and controlled activities are assessed against the City Plan heritage assessment matters.

The Act requires Council to manage the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural well being and for their health and safety while:

- Sustaining the potential of natural and physical resources to meet the reasonable foreseeable needs of future generations.
- Avoiding, remedying or mitigating any adverse effect of activities on the environment.
- Safeguarding the life-supporting capacity of air, water, soil and ecosystems.

In managing the use, development, and protection of natural and physical resources Council must:

- Recognise the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga and comply with
- Take into account the principles of the Treaty of Waitangi in exercising functions and

powers under the Act relating to the use, development, and protection of natural and physical resources.

- Comply with planning documents prepared under the Resource Management Act that

impact on the management of reserves, recreation, toilets and interments assets including the Regional Plans issued by Environment Canterbury and the BPDC District Plan.

- Comply with any resource consents issued by Environment Canterbury and Banks Peninsula District Council.

## **THE RESERVES ACT 1977**

Requires Council to ensure all reserves are managed in compliance with this Act and sets out the requirements to achieve this. It covers among other things:

- Classification of reserves



- Vesting of reserves
- Administration and administering bodies and their powers
- Management plans
- Protection of flora and fauna
- Leasing and other uses
- Offences

A particular requirement of the act is the development of publicly notified reserves management plans for all reserves controlled by Council.

### **HEALTH ACT 1956**

The Act specifies in section 25 the role of Councils with respect to provision of sanitary works including:

- Sanitary conveniences for the use of the public
- Cemeteries
- Crematoria
- Any associated buildings and appliances

Their provision is stated as being the responsibility and implied as being the duty of the local authority; section 25 empowering the Minister of Health to require the local authority to provide these sanitary works.

### **LINKAGES TO OTHER CCC DOCUMENTS**

**The Christchurch City Council has a number of regulations and policy applicable to the cemetery services, the most significant of which are:**

- Christchurch City Plan
- Christchurch City Council, Banks Peninsula Proposed District Plan, March 2006
- Banks Peninsula District Council Cemeteries Bylaw 1996
- Christchurch Biodiversity Strategy
- Parks and Waterways Access Policy
- Christchurch City Council Sustainability Policy
- Safer Christchurch Strategy

### **Other Organisations**

As well as following the requirements of the above legislation the Council has special relationships

and works in with the following organizations:

- Canterbury Regional Council
- Funeral Directors
- Veterans Affairs
- Churches

### **LONG TERM COUNCIL COMMUNITY PLAN**



## DRAFT CHRISTCHURCH CITY COUNCIL CEMETERIES BYLAW 2013

Pursuant to section 16 of the Burial and Cremation Act 1964, and section 146 of the Local Government Act 2002, the Christchurch City Council makes this bylaw.

### 1. SHORT TITLE AND COMMENCEMENT

This bylaw is the Christchurch City Council Cemeteries Bylaw 2013, and comes into force on xxxxx 2013.

### 2. OBJECT OF THE BYLAW

- (1) The purpose of this bylaw is to provide for the management of the Council's cemeteries by allowing certain activities and conduct to take place in cemeteries subject to compliance with any conditions the Council adopts for its cemeteries.
- (2) This bylaw does not apply to any other cemetery, crematorium, burial ground or urupa that is under the control of another organisation.

### 3. INTERPRETATION

In this Bylaw, unless the context requires otherwise:

'ACT'	means the Burial and Cremation Act 1964.
'BURIAL OR INTERMENT'	means the burial or depositing of a human body, or a container of ashes resulting from the cremation of a human body, underneath the earth, or in a vault.
'CEMETERIES HANDBOOK'	means the document adopted by Council that sets out the conditions applying to activities and conduct in cemeteries.
'CEMETERY'	includes any cemetery owned and/or administered by the Council, and includes a closed cemetery.
'COUNCIL'	means the Christchurch City Council.
'DISINTERMENT'	means the removal of a human body, or a container of ashes, from the earth, or any vault.
'MONUMENT'	has the same meaning as in the 'Act': "includes any tombstone, headstone, memorial, kerbing, or other erection".
'ECO BURIAL'	means a burial that has a low environmental impact, including that the body has not been treated with chemicals or oils that will prevent or slow down the decay of the body by bacteria (such burials may also be known as 'green' or 'natural' burials).
'VAULT'	means a structure approved by the Council for the deposit of specially sealed coffins containing a human body, or containers of ashes resulting from the cremation of a human body.



#### **4. ACTIVITIES AND CONDUCT IN CEMETERIES**

- (1) The following activities may take place in cemeteries, or in relation to cemeteries, provided the activity is carried out in accordance with the Act and any conditions adopted by the Council in the Cemeteries Handbook, and subject to the payment of any fees that may apply:
  - (a) interments and disinterments;
  - (b) the installation and maintenance of headstones, plaques, vaults, monuments, fences, trees and shrubs and other things on graves and in cemeteries;
  - (c) working in a cemetery;
  - (d) the purchase of burial plots (including exclusive rights of burial).
- (2) Persons in cemeteries must conduct themselves in accordance with the Act and any standards for behaviour set out in the Cemeteries Handbook adopted by the Council.
- (3) Any person who carries out an activity, or behaves in a manner, that does not comply with conditions set out in the Cemeteries Handbook adopted under clause 5 of this Bylaw, breaches this Bylaw.
- (4) For the avoidance of doubt, the Council, including its employees or agents, may carry out any activity in a cemetery in accordance with the Act, whether or not the activity is provided for in the Cemeteries Handbook.

#### **5. CEMETERIES HANDBOOK**

- (1) The Council may from time to time adopt by resolution, and may also amend by resolution, a Cemeteries Handbook that set out rules and conditions, relating to activities and behaviour in cemeteries or otherwise relating to cemeteries, about, but not limited to, the following matters:
  - (a) the location and availability of burial and ashes plots, and the purchase of exclusive rights of burial plots;
  - (b) the manner of burial, including the depth, preparation and testing of graves, size of caskets, and other conditions relating to Eco burials, and other types of burial;
  - (c) requirements for notification to the Council of burials and burial bookings;
  - (d) hours of access to cemeteries, when funerals can be held, and when maintenance and other work is allowed in cemeteries;
  - (e) the burial of poor persons, still born children and operational service personnel and their partners;
  - (f) the health and safety of persons visiting and working in cemeteries;
  - (g) requirements for disinterments;
  - (h) requirements concerning headstones, plaques, vaults, monuments, fences, signs, trees and shrubs, and other things that may be installed in, or kept on graves in, cemeteries, including what things are not allowed;
  - (i) the type of maintenance and other work that can be carried out in cemeteries, and who can carry out any maintenance or other work;



- (j) standards of behaviour for persons in cemeteries, including whether animals or vehicles may be brought into cemeteries;
- (k) special conditions related to particular cemeteries or types of cemeteries; and
- (l) stating the forms that must be used by any person to apply to the Council or advise the Council in relation to any cemeteries matter.

*Explanatory note: The following note is explanatory and is not part of the bylaw:*

*The Council has various forms available in relation to cemeteries administration. It also has other helpful information available to persons using cemeteries, or carrying out genealogical research. The forms and other helpful information may be included in the Cemeteries Handbook, or it may be in other Council documents or on the Council's website: [www.ccc.govt.nz](http://www.ccc.govt.nz).*

## **6. FEES**

The Council may from time to time, and in accordance with the Local Government Act 2002, prescribe the fees and charges payable in relation to cemeteries.

*Explanatory note: The following note is explanatory and is not part of the bylaw:*

*Fees relevant to cemeteries are set out in the Council's Fees and Charges Schedule, which is available on the Council's website: [www.ccc.govt.nz](http://www.ccc.govt.nz)*

## **7. OFFENCE AND PENALTY**

Every person who breaches this bylaw commits an offence and is liable on summary conviction to a fine not exceeding \$20,000, as set out in the Local Government Act 2002.

## **8. CHRISTCHURCH CITY COUNCIL GENERAL BYLAW**

The provisions of the Christchurch City Council General Bylaw 2008 and any bylaw passed in amendment or substitution are implied into and form part of this bylaw

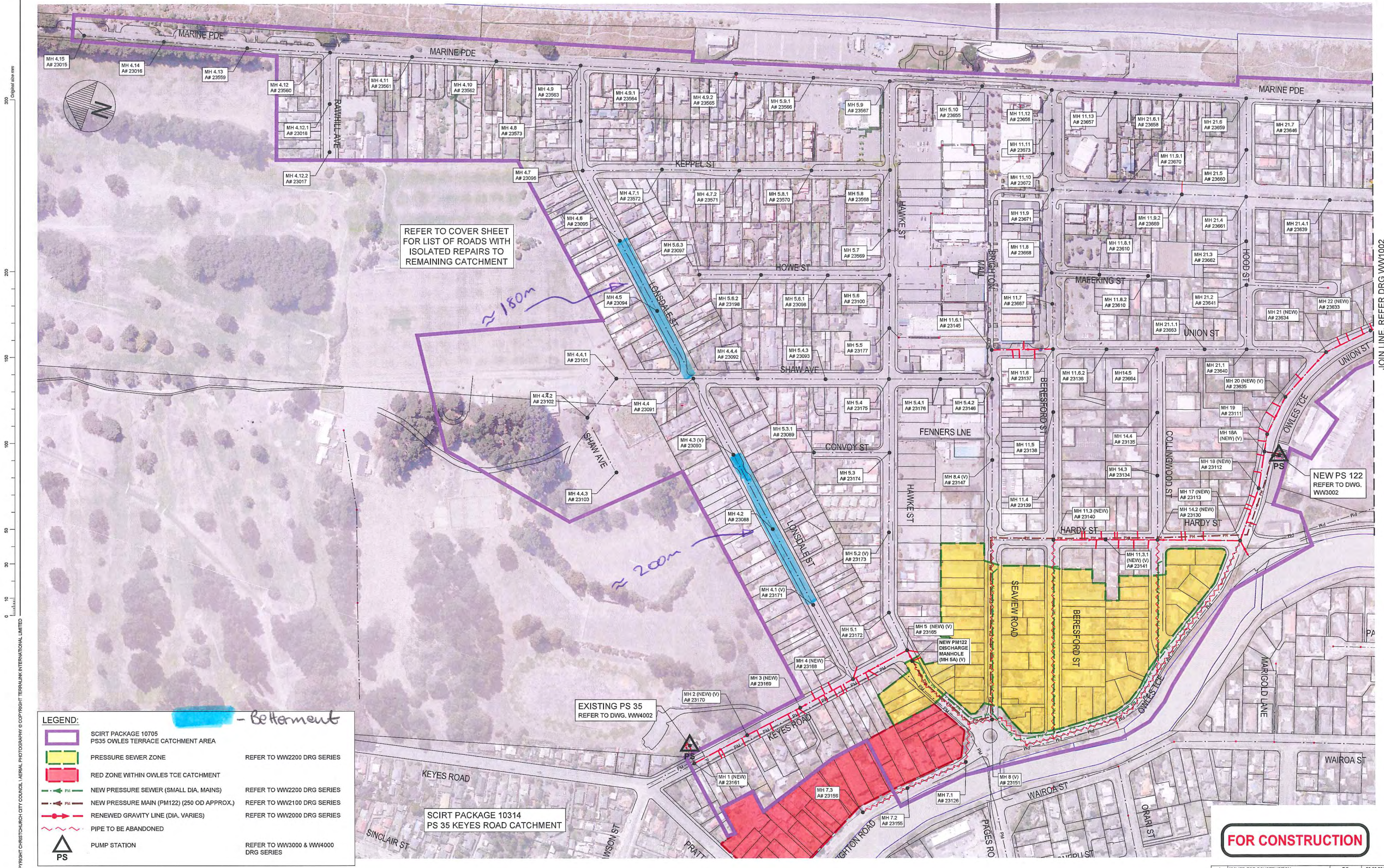
## **12. REVOCATIONS**

The following bylaws are revoked:

- (a) Christchurch City Bylaw No. 110 (1980) Cemeteries
- (b) Waimairi District Bylaw No.1 (1983) Cemeteries
- (c) Banks Peninsula District Council Cemeteries Bylaw 1996

The initial resolution to make this bylaw was passed by the Christchurch City Council at a Meeting of the Council held on 22 November 2012 and was confirmed following consideration of submissions received during the special consultative procedure, by a resolution of the Council at a subsequent meeting of the Council held on 24 April 2013.







**LEGEND:**

- SCIRT PACKAGE 10705  
PS35 OWLES TERRACE CATCHMENT AREA
- PRESSURE SEWER ZONE  
REFER TO WW2200 DRG SERIES
- RED ZONE WITHIN OWLES TCE CATCHMENT  
REFER TO WW2200 DRG SERIES
- NEW PRESSURE SEWER (SMALL DIA. MAINS)  
REFER TO WW2200 DRG SERIES
- NEW PRESSURE MAIN (PM122) (250 OD APPROX.)  
REFER TO WW2100 DRG SERIES
- RENEWED GRAVITY LINE (DIA. VARIES)  
REFER TO WW2000 DRG SERIES
- PIPE TO BE ABANDONED
- PUMP STATION  
REFER TO WW3000 & WW4000 DRG SERIES

**PS**

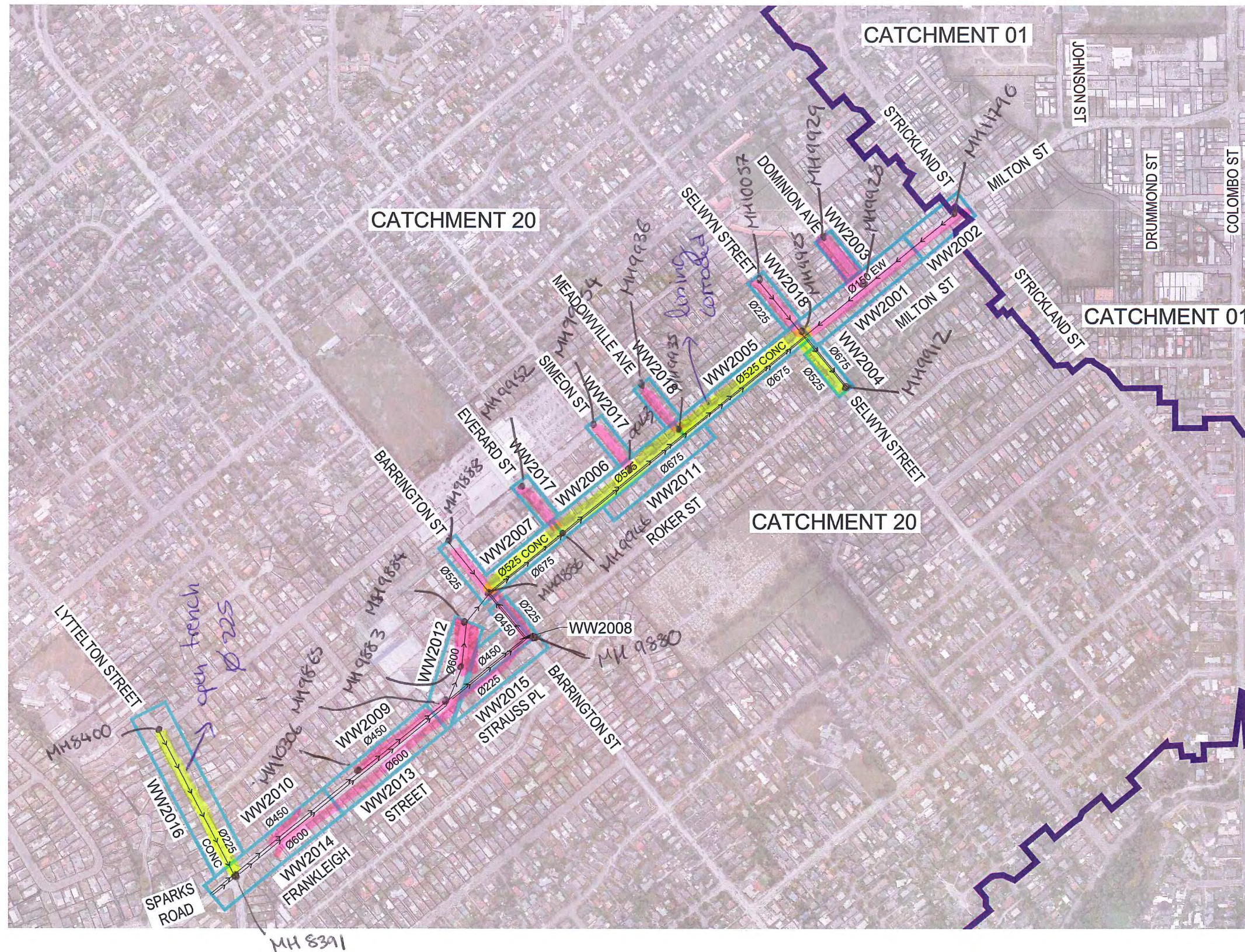
<div>New Zealand Government</div>	<div>Christchurch City Council</div>	<div></div>	DESIGNED	NAME	SIGNED	DATE	APPROVED	<div> SCIRT Rebuilding Infrastructure</div>	CONSULTANT	PROJECT TITLE	INFRASTRUCTURE REBUILD PS 35 OWLES TERRACE CATCHMENT	
			DES. REVIEW	K. Cooper	KC	29.08.2012	FOR RECOMMENDATION					
			DRAWN	C. McGeever	CM	29.08.2012	DATE					SIGNED
			DRW. CHECK	K. Cooper	KC	29.08.2012	29.08.2012					D. Gardiner
			FILE LOCATION	10705-DE-WW-DG-1001.dwg			FOR CONSTRUCTION					
PRINTED ON	31-Aug-12 BY Jervis			DATE	SIGNED	CONSULTANT FILE REF.						
											</	





## NOTES

- REFER TO CONSTRUCTION STANDARD SPECIFICATION: CSS PARTS 1-7 AND INFRASTRUCTURE DESIGN STANDARD (IDS) FOR STANDARD DETAILS AND SPECIFICATIONS.
- CONFIRM ALL PIPE / MANHOLE LEVELS AND LOCATIONS AFFECTING DESIGN PRIOR TO START OF CONSTRUCTION.
- THE LEVELS AND LOCATIONS OF EXISTING SERVICES ARE APPROXIMATE ONLY. CARRY OUT FURTHER INVESTIGATION TO DETERMINE EXACT DEPTH AND LOCATION OF EXISTING SERVICES.
- NOMINAL COVERS FOR SERVICES ARE:  
TELSTRATELCOM 0.60  
ORION 0.60  
WATER SUBMAIN 0.50  
WATER MAIN 0.80
- DISTANCES SHOWN ON LONG SECTIONS ARE BETWEEN THE CENTRELINE OF THE MANHOLES.
- VERTICAL DATUM IS THE CHRISTCHURCH DRAINAGE DATUM (CDD). REFER TO SURVEY CONTROL PLAN FOR POSITION OF BM'S AND LEVELS.
- ALL COORDINATES ARE IN TERMS OF MT PLEASANT PROJECTION (NZGD2000).
- SANITARY SEWER LATERALS TO HAVE MINIMUM GRADE OF 1.67% (1 in 60) WITHIN THE ROAD CORRIDOR. LATERALS TO HAVE A MINIMUM GRADE OF 0.83% (1 in 120) WITHIN PRIVATE PROPERTY.
- HAUNCHING TO CSS:SD344 / P.
- CONSTRUCTION AND INSTALLATION OF ALL NEW MANHOLES SHALL BE TO CSS:SD303 UNLESS STATED OTHERWISE.
- PIPE JOINT WRAP DETAIL OF RUBBER RING JOINTED (RRJ) PIPE. REFER SHEET WW4001.
- ALL LATERAL CONNECTIONS ARE TO BE "CONNECTION BY RAMPED RISER" OR "CONNECTION TO 45° SIDE JUNCTION" AS PER SD363. VERTICAL RISER JUNCTIONS ARE NOT TO BE USED.
- WHERE EXISTING RCRRJ OR PVC PIPE IS EXPOSED, THE DELIVERY TEAM IS TO RECORD OBSERVATIONS OF THE CONDITION OF EXPOSED PIPE, JOINTS AND LATERALS USING THE "CONCURRENT WORKS DAMAGE INVESTIGATION FIELD FORM" AND PASS COMPLETED RECORDS BACK TO THE SCIRT DELIVERY TEAM MANAGER. DIRECT QUERIES TO YVONNE MACDONALD, PH. 021 279 6566.



Betterment  
Pipe Lining

FOR CONSTRUCTION

ISSUE	AMENDMENTS	M.D.	DATE
1	ISSUED FOR CONSTRUCTION		24.8.12

New Zealand Government

Christchurch  
City Council

DESIGNED	NAME	SIGNED	DATE
DES. REVIEW	M Serrano Lopez	MSL	24.8.12
DRAWN	P Carter	PJC	24.8.12
DRW. CHECK	R Simpson	RAS	24.8.12
FILE LOCATION	N Hopman	NH	24.8.12
10310-DE-WW-DG-1001.dwg	PRINTED ON 24-Aug-12 BY stewartb		

APPROVED	DATE	SIGNED
FOR RECOMMENDATION	24.8.12	M Dastler
FOR CONSTRUCTION	24.8.12	M Dastler

CONSULTANT	PROJECT TITLE
SCIRT Rebuilding Infrastructure	INFRASTRUCTURE REBUILD MILTON AND FRANKLEIGH
CONSULTANT FILE REF. 10310-DE-WW-DG-1001	

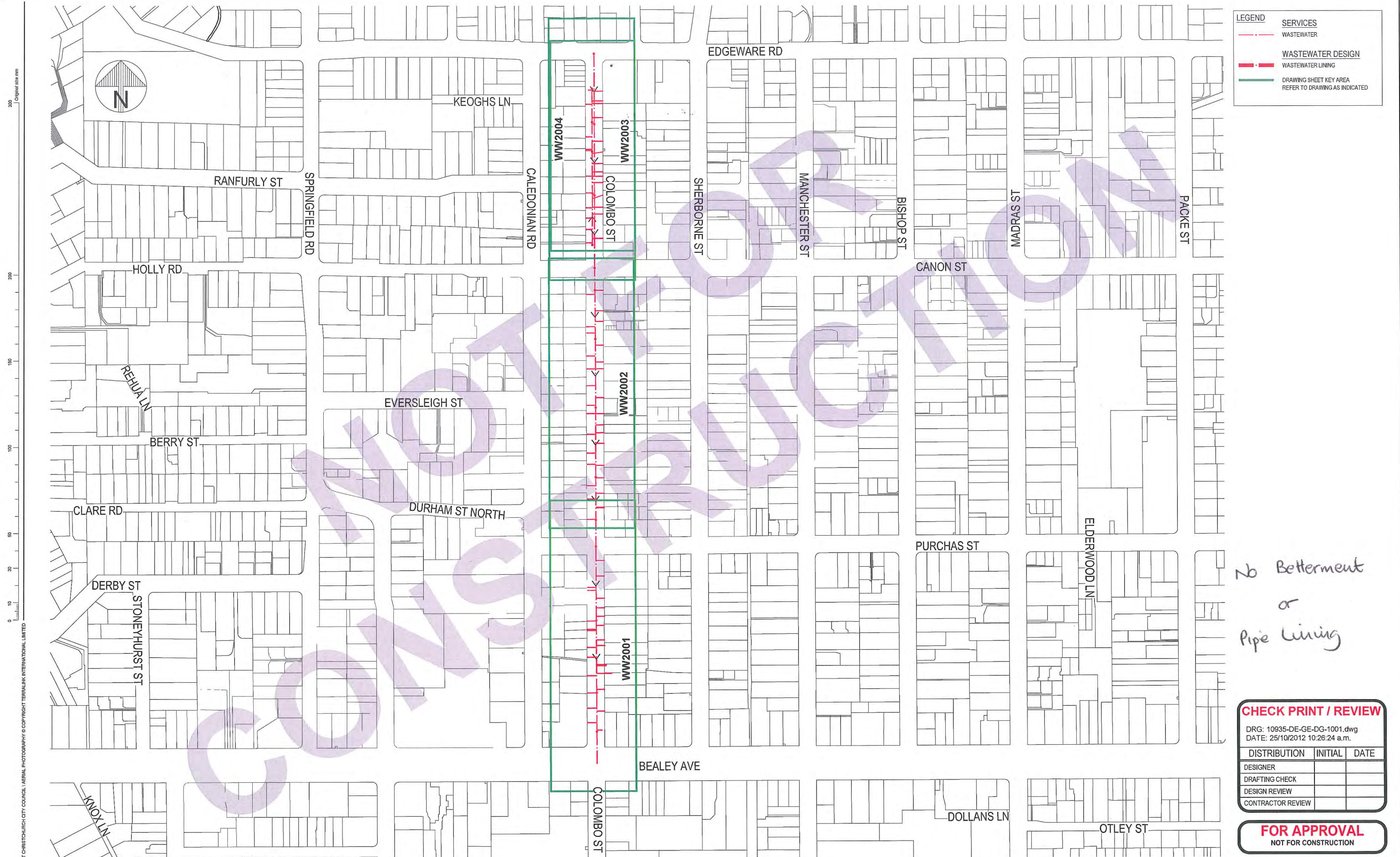
DRAWING TITLE

OVERALL  
SHEET LAYOUT

SCIRT PROJECT REF.	ORIGINAL SHEET SIZE	SCALES
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CPO CAD DRAWING FILE REF.		
CPO PROJECT FILE NUMBER		
		DRAWING No. WW1001

Yellow Team - Mar Serrano Lopez





New Zealand Government

Christchurch City Council

DESIGNED	NAME	SIGNED	DATE
DES. REVIEW	A. JONES		
DRAWN	S. MOLINEUX		
DRWL CHECK	N. Locke		

FILE LOCATION  
10935-DE-GE-DG-1001.dwg  
PRINTED ON 25-Oct-12 BY MolineuxS

APPROVED	FOR RECOMMENDATION	FOR CONSTRUCTION
DATE	SIGNED	DATE

**CONSULTANT**

**SCIRT**  
Rebuilding Infrastructure

CONSULTANT FILE REF.  
10935-DE-GE-DG-1001

PROJECT TITLE

**INFRASTRUCTURE REBUILD  
COLOMBO STREET WASTEWATER  
UPGRADE AND REPAIR**

DRAWING TITLE

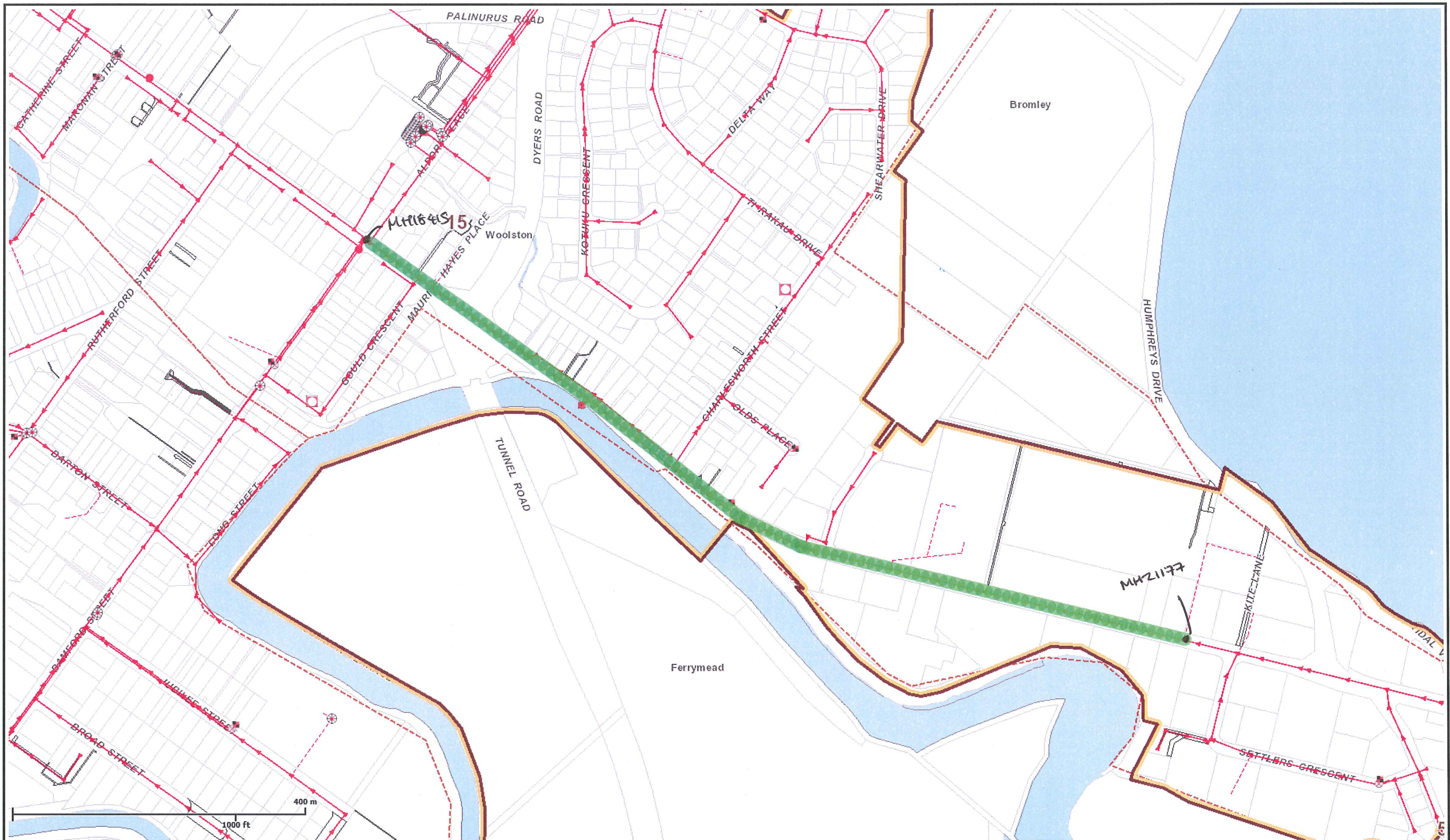
**WASTE WATER KEY  
PLAN**

ISSUE	AMENDMENTS	SIGNED	DATE
A	ISSUED FOR APPROVAL		

SCIRT PROJECT REF. 10935	ORIGINAL SHEET SIZE A1	SCALES 1:2000
CPG CAD DRAWING FILE REF. --		
CPG PROJECT FILE NUMBER --		DRAWING No. GE1001

Blue Team - Stephen Molineux/Allen Ingles





New Zealand Government

Christchurch  
City Council

## 10987 - Ferry Road Betterment

S & S Paper S128

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**SCIRT**  
Rebuilding Infrastructure

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Printed: 31/010/2012 09:32

Yellow Team - Richard George



## **Attachment 1**

Copy of relevant FAQs from Christchurch City Council Website

### **What can I do if I think my property's wheelie bin(s) have been stolen or are missing?**

The bin may have been taken in by a neighbour by mistake or the previous owners may have taken the bin(s) with them - please check the address labels on the bins either side of your property on collection day or contact previous owner or your landlord/property manager.

Remember when purchasing a new property, make sure that a full set of bins in the size you require are left at the property. Issuing replacement bins or swapping bin sizes may incur a charge.

If you are unable to locate your missing bin(s), or initially you didn't want bins but now you do, please phone the Council's Customer Centre.

To receive wheelie bins, your property must pay a Uniform Annual General Charge and a full Waste Minimisation Charge (\$141.19) set until June 2010) - you can check this on your rates demand. It must also be on a kerbside collection route.

If residents leave their bin out after 11 pm on their collection day and their bin is stolen there is a replacement charge.

This charge is:

\$101.00 for an 80 litre bin  
\$114.00 for a 140 litre bin  
\$127.00 for a 240 litre bin

[\[ Back to top \]](#)

### **I put my bin out for collection this morning, but when I went to bring it in this afternoon, it's not there. What do I do about missing or stolen bins?**

Firstly, check to ensure that your neighbour has not taken your bin by mistake. Your address will be clearly labelled on the side of your bin. If your bin(s) has been stolen from the kerbside you must report it missing to the Council within 24 hours of collection day. This will ensure it will be replaced without charge. Under any other circumstances there will be a replacement charge. This rule is authorised under the Waste Management Bylaw 2009 and applies to all residents, business owners and landlords. Tenants must advise their landlords of any bins that are missing or stolen from their property, and the landlords must then contact the Council in the 24 hour timeframe to avoid replacement charges.

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New Zealand Government

# **INFRASTRUCTURE REBUILD PROGRESS REPORT NOVEMBER 2012**



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## **1. INTRODUCTION**

The purpose of this report is to provide Council, CERA and NZTA an update on the horizontal infrastructure rebuild. For this month, and going forward, progress on all horizontal infrastructure rebuild work is reported. This includes the work activity being delivered by SCIRT (section 4.1) and work being delivered under business as usual (BAU) mechanisms (section 4.2).



## 2. ACTIVITIES FOR THE MONTH

On 1<sup>st</sup> November the Canterbury Earthquake Recovery Minister announced the SCIRT training and recruitment programme to attract workers into the trade industries needed for the horizontal rebuild. The “Train, Work, Earn, For Real” campaign has been designed to help attract 900 new workers to the infrastructure rebuild over the next 12 months. SCIRT, assisted by a number of industry providers and work place tutors, will provide:

- New industry entrant with paid for training ranging from 6-14 weeks
- On the job retraining for appropriate applicants who are currently employed.
- On-going training whilst in employment for both these groups of people.

A “For Real” bus is being used to promote the recruitment and training initiative throughout the South Island, with a packed schedule in November including the A&P show. As of the 6<sup>th</sup> November the bus had already received over 80 expressions of interest. This excludes candidates from Solid Energy Spring Creek, who registered interest from a visit to the West Coast in October. For more information on the campaign please visit <http://chchforreal.co.nz>

Delivery in the field continued to ramp up in October. The output of SCIRT work in the field has now doubled over a 4 month period. The total claim for the month of October was approximately \$37m for infrastructure rebuild activities. This will continue to increase into the New Year. With the increase in work in the field there is an ongoing focus on quality and safety over the next few months.

The latest visits to the community boards were completed in October to present the five year road map for the rebuild and to provide a progress update on works upcoming and ongoing within each of the 8 wards. Very positive feedback, with regards to the infrastructure rebuild communications,



was a common theme from each of the boards. This has also been reflected in the independent market research, undertaken every six months, indicating an average customer satisfaction with communication of 81% overall. The new website functionality that will enable people to search for specific projects close to a particular address is nearly complete.

The overall updated horizontal infrastructure estimate is currently undergoing internal review with the client organisations with a view to having it finalised to inform the LTP planning process in December, and relevant CERA appropriations.



### 3. FINANCIALS

Below is a summary of the financials for the horizontal infrastructure rebuild. These have been separated into rebuild activities being carried out by SCIRT (including NZTA State Highway rebuild work) and Council infrastructure rebuild activities being undertaken through Council business as usual mechanisms.

This report includes a breakdown for the current financial year to date as per the agreed SCIRT annual target budget and the Council Annual Plan in section 3.1 and actual life to date costs against the overall infrastructure rebuild estimate (plus additional projects) in section 3.2. For the purpose of this report all indirect costs have been allocated based on portion of the programme estimate per activity.

The table below summarises the year to date and life to date of the horizontal infrastructure rebuild activities performed by SCIRT, rebuild activities performed by others and other CCC renewal projects performed by SCIRT.

FINANCE AS AT 31 OCTOBER 2012					
Activity	Year to date 2012/2013		Life to date		
	Budget	Actual	Estimate	Actual	
Rebuild activities performed by SCIRT	\$ 440,000,000	\$ 137,075,912	\$ 1,751,095,238		403,190,502
Rebuild activities performed by others	\$ 103,486,521	\$ 12,624,194	\$ 305,546,857		73,964,149
Other activites performed by SCIRT	\$ 40,350,313	\$ 16,901,576	\$ 40,350,313		23,913,732
<b>GRAND TOTAL</b>	<b>\$ 583,836,834</b>	<b>\$ 166,601,682</b>	<b>\$ 2,096,992,408</b>	<b>\$</b>	<b>501,068,383</b>

*Table from Finance & Business Performance Unit, Christchurch City Council*



### 3.1 Annual Plan 2012/13 - Actual year to date cost against budget

The Council 2012/13 Annual Plan includes a budget for the infrastructure rebuild of \$543.5m. This relates to Council rebuild activities being delivered by both SCIRT and Council business as usual mechanisms. The SCIRT budget for the year also includes NZTA Highway rebuild budget of \$10.9m.

#### 3.1.2 SCIRT actual year to date costs

The approved annual target budget for SCIRT is \$440m. This includes NZTA State Highway rebuild activities of \$10.9m. Table 1.1 below presents the actual costs for each activity for the year to date reported against the agreed annual target budget for SCIRT. These costs are up to the end of October 2012.

**Table 1.1 Actual costs for year to date of rebuild works by SCIRT**

FINANCE AS AT 31 OCTOBER 2012						
SCIRT						
Activity	Description	2012/13 SCIRT Target Budget	Actual Cost YTD	Forecast Total Spend This Year	Year End Variance	
Road Network	Roading	\$ 105,410,459	\$ 40,571,818	\$ 119,661,933	-\$	14,251,474
Wastewater Collection		\$ 272,979,267	\$ 82,676,556	\$ 266,012,597	\$	6,966,670
Water Supply	Water Supply	\$ 26,872,162	\$ 10,342,478	\$ 26,325,686	\$	546,476
Waterways & Land Drainage	Stormwater	\$ 23,824,220	\$ 2,576,137	\$ 23,378,281	\$	445,939
NZTA Highways		\$ 10,913,892	\$ 908,923	\$ 10,304,838	\$	609,054
<b>TOTAL SCIRT INFRASTRUCTURE REBUILD PROGRAMME</b>		<b>\$ 440,000,000</b>	<b>\$ 137,075,912</b>	<b>\$ 445,683,335</b>	<b>-\$</b>	<b>5,683,335</b>

*Table from Finance & Business Performance Unit, Christchurch City Council*

#### 3.1.3 Non-SCIRT actual year to date costs

The balance of the annual plan budget for the infrastructure rebuild (\$103.5m) is being delivered by Council business as usual mechanisms. Table 1.2 below presents the actual costs for the year to date of the infrastructure rebuild performed by Council for each activity against the 2012/13 Annual Plan budget. These costs are up to the end of October 2012.



**Table 1.2 Actual costs for year to date of non-SCIRT rebuild works**

FINANCE AS AT 31 OCTOBER 2012						
Non SCIRT						
Activity	Description	Approved Budget	Actual Cost YTD	Year End Forecast	Year End Variance	
Road Network	Roading	\$ 31,367,190	\$ 602,045	\$ 8,246,733	23,120,457	
Wastewater Collection		-\$ 42,779,266	-\$ 12,456	-\$ 12,466	- 42,766,800	
Parks & Open Spaces	Greenspace	\$ 13,554,101	\$ 2,968,627	\$ 11,137,524	2,416,577	
Refuse Minimisation & Disposal	Solid Waste	\$ 5,105,263	\$ 1,832,287	\$ 5,105,263	- 0	
Wastewater Treatment & Disposal	WW Treatment Plant	\$ 29,020,147	\$ 4,349,977	\$ 29,020,147	0	
Water Supply	Water Supply	\$ 62,553,010	\$ 1,348,919	\$ 34,265,038	28,287,972	
Waterways & Land Drainage	Stormwater	\$ 4,666,077	\$ 1,534,794	\$ 6,755,464	- 2,089,387	
<b>TOTAL NON-SCIRT INFRASTRUCTURE REBUILD PROGRAMME</b>		<b>\$ 103,486,521</b>	<b>\$ 12,624,194</b>	<b>\$ 94,517,703</b>	<b>\$ 8,968,819</b>	

*Table from Finance & Business Performance Unit, Christchurch City Council*

### **3.2 Overall Infrastructure Rebuild estimate - actual life to date costs against current infrastructure rebuild estimate.**

The current estimate for the overall rebuild of the City's horizontal infrastructure is \$2.015 billion (including contingency and excluding escalation), plus \$16.4m project budget not included in the horizontal infrastructure cost estimate. In addition to the above there is an estimate of \$25m for NZTA State Highways rebuild. For the purpose of this monthly progress report the current overall estimate reported against is therefore \$2.057 billion.

It is anticipated that a revised programme estimate will be completed in Q4 of calendar year 2012 to help inform the long term planning process.

#### **3.2.1 SCIRT actual life to date against estimate**

Table 2.1 includes the overall life to date costs against the current estimate for the SCIRT performed rebuild of the City's infrastructure. SCIRT is performing \$1.7b of Council infrastructure rebuild, plus \$25m NZTA Highways rebuild.



**Table 2.1 SCIRT Actual life to date costs against estimate**

SCIRT									
Activity	Description	Current Estimate of Cost	Actual Cost 2010/11	Actual Cost 2011/12	Actual Cost 2012/13	Total Actual Cost	Forecast Total Spend	Programme Variance	
Road Network	Roading	\$ 814,857,143	\$ 11,812,105	\$ 72,199,103	\$ 40,571,818	\$ 124,583,027	\$ 814,857,143	\$ -	
Wastewater Collection		\$ 714,095,238	\$ 10,376,296	\$ 124,732,833	\$ 82,676,556	\$ 217,785,685	\$ 714,095,238	\$ -	
Water Supply	Water Supply	\$ 128,142,857	\$ 1,857,860	\$ 35,425,471	\$ 10,342,478	\$ 47,625,808	\$ 128,142,857	\$ -	
Waterways & Land Drainage	Stormwater	\$ 69,000,000	\$ 999,542	\$ 6,527,521	\$ 2,576,137	\$ 10,103,200	\$ 69,000,000	\$ -	
NZTA Highways Rebuild		\$ 25,000,000		\$ 2,183,859	\$ 908,923	\$ 3,092,782	\$ 25,000,000		
<b>TOTAL</b>		<b>\$ 1,751,095,238</b>	<b>\$ 25,045,803</b>	<b>\$ 241,068,787</b>	<b>\$ 137,075,912</b>	<b>\$ 403,190,502</b>	<b>\$ 1,751,095,238</b>	<b>\$ -</b>	

*Table from Finance & Business Performance Unit, Christchurch City Council*

### 3.2.2 Non-SCIRT actual life to date against estimate

Table 2.2 includes the overall life to date costs against the current estimate for infrastructure rebuild activities being delivered by Council business as usual mechanisms. This table also includes \$16.4m budget from Earthquake Building/Infrastructure Shortfall Allowance for the Waste Water Treatment Plant.

**Table 2.2 Non-SCIRT actual life to date costs against estimate**

NON-SCIRT									
Activity	Description	Current Estimate of Cost	Actual Cost 2010/11	Actual Cost 2011/12	Actual Cost 2012/13	Total Actual Cost	Forecast Total Spend	Programme Variance	
Road Network	Roading	\$ 77,761,905	\$ 848,201	\$ 692,114	\$ 602,045	\$ 2,142,360	\$ 77,761,905	\$ -	
Wastewater Collection		\$ -	\$ 1,634,066	\$ 13,757,590	\$ -	\$ 12,456	\$ 15,379,201	\$ -	
Parks & Open Spaces	Greenspace	\$ 56,952,381	\$ 611,310	\$ 1,835,060	\$ 2,968,627	\$ 5,414,997	\$ 56,952,381	\$ -	
Refuse Minimisation & Disposal	Solid Waste	\$ 8,761,905	\$ 2,076,017	\$ 3,091,587	\$ 1,832,287	\$ 6,999,891	\$ 8,761,905	\$ -	
Wastewater Treatment & Disposal	WW Treatment Plant	\$ 96,356,381	\$ 4,488,038	\$ 13,249,043	\$ 4,349,977	\$ 22,087,059	\$ 96,356,381	\$ -	
Water Supply	Water Supply	\$ 24,095,238	\$ 4,266,124	\$ 830,545	\$ 1,348,919	\$ 6,445,588	\$ 24,095,238	\$ -	
Waterways & Land Drainage	Stormwater	\$ 41,619,048	\$ -	\$ 13,960,259	\$ 1,534,794	\$ 15,495,053	\$ 41,619,048	\$ -	
<b>TOTAL</b>		<b>\$ 305,546,857</b>	<b>\$ 13,923,757</b>	<b>\$ 47,416,198</b>	<b>\$ 12,624,194</b>	<b>\$ 73,964,149</b>	<b>\$ 305,546,857</b>	<b>\$ -</b>	

*Table from Finance & Business Performance Unit, Christchurch City Council*



## **4. COMMUNICATIONS**

### **4.1 Strategic Communications**

Information about the infrastructure rebuild and the role of Christchurch City Council and the New Zealand Government was included in Council and CERA publications delivered to letterboxes across the city. Plans for wider communication of strategic messages – including rebuild progress, funding and priorities – are being finalised and aim to help the wider community understand what's happening with the rebuild. Media coverage of the rebuild continued to be positive in the past month, and a summary is included below.

### **4.2 Operational Communications (SCIRT)**

#### **4.2.1 Key Outcomes**

The number of SCIRT work sites across the city is increasing and regular surveys of affected residents have shown good results. The most recent research, based on 300-plus phone interviews, shows a good awareness and understanding of the infrastructure rebuild work, costs involved and programme timeframes. The forward programme for work over the next four years was launched recently and the surveys show residents have understood the way work has been priorities. The survey shows more than 93 per cent of people are confident that the most critical infrastructure work is being done first and more than 87 per cent are satisfied with progress so far.

During October, SCIRT delivered 125 start work notices to more than 32,000 properties. SCIRT communications staff carried out 743 direct interactions with residents through door knocking, responded to 409 hotline calls and 323 resident emails. The web was updated 95 times, two e-newsletters were sent and 67 tweets were made.



#### 4.2.2 Upcoming Priorities

- SCIRT will have a public stand at the Show as part of the Christchurch recovery and rebuild tent.
- An open day is planned for the Avondale Bridge on 24 November, with key stakeholders briefed earlier.
- A SCIRT Christmas Wrap-up is being organised for key stakeholders including CANCELN, Recovery Canterbury, Community Board advisors and Red Cross to provide an overview of work undertaken throughout 2012.

#### 4.3 Summary of Media Coverage

Positive media coverage about SCIRT continued in October, with 29 positive media items compared to nine negative stories.



## 5. ENVIRONMENT

### 5.1 Key Outcomes

- Two new global consents have been granted to the programme for dealing with contaminated land. A consent variation was also granted in October for the existing sewer overflow consent, which clarifies reporting details around this rarely-used contingency measure.
- A meeting was held between SCIRT and Bill Bayfield (Chief Executive of ECan) following the secondment of one of his staff into SCIRT. A number of strategic issues were identified for the two organisations to work on going forward.

### 5.2 Upcoming Priorities

- The development of a SCIRT environmental training programme in conjunction with Environment Canterbury.
- An information sharing platform is under development to assist with sharing of consent compliance information between delivery teams, the IST and regulators.

### 5.3 Environmental Statistics

Description	October 2012	LTD
Environmental Hazards	96	775
Environmental Opportunities	127	299
Environmental Team Initiatives	6	59
Community Organised Events	3	21
Number of Environmental Incidents	24	244
Infringement Notices	-	-
Abatement Notices	-	-
% of waste reduced, re-used, recycled	24	91

*Data from SCIRT Operational report – November 2012*



## 6. PROGRAMME

### 6.1 SCIRT Work Activity

#### 6.1.1 Achievement Report

The progress report for this month includes an achievement report which outlines progress made by the construction projects against key metrics for each asset type.

Asset Type	Asset Sub-Type	Unit	September	October	Life To Date
<b>Storm Water Pump Stations</b>	Pump Station	%	0	0	0
<b>Storm Water Reticulation</b>	Drainage	m	748	764	4,864
<b>Transport - Roading</b>	Bridges	%	5	0	100
	Pavement	m <sup>2</sup>	20,732	13,939	111,157
	Retaining Walls	m <sup>2</sup>	287	152	732
<b>Waste Water Pump Stations</b>	Pump Station	%	305	311	1502
<b>Waste Water Reticulation</b>	Reticulation	m	15,413	13,430	77,103
	Manhole/chamber	#	85	69	266
<b>Water Supply Pump &amp; Reservoir</b>	Pump Station	%	106	94	548
	Reservoir	%	0	0	283
<b>Water Supply Reticulation</b>	Reticulation	m	555	657	19,320
	House connections	#	22	0	159

*All data for the SCIRT Work Activity Section was sent from SCIRT – Received November*



### 6.1.2 Number of Ongoing SCIRT Projects

The following table is a summary of the programme pipeline as at October 31<sup>st</sup> 2012. It shows how many projects and the total value at each stage of the project lifecycle.

Project Lifecycle Stage	September Estimate	October Estimate	September Estimated Construction Cost	October Estimated Construction Cost
Investigation (Asset Assessment)	30	31	\$8.9m	\$43.5m
Concept Design	101	115	\$622.4m	\$636.1m
Detailed Design	63	63	\$414.3m	\$430.4m
Construction	127	131	\$356m	\$401.4m
Handover	214	223	\$81.9m	\$91.2m
<b>Grand Total</b>	<b>535</b>	<b>563</b>	<b>\$1,483.5m</b>	<b>\$1,602.6m</b>

*Data sent from SCIRT – Received November*

In the table above, the previous monthly report totals have also been included to show the change in activity.



### **6.1.3 Ongoing Projects by Ward**

#### **6.1.3.1 Introduction**

The progress report this month includes a summary of all SCIRT projects that are currently either in detailed design or construction separated on a Ward basis. A separate table has been included specifically for projects either in detailed design or construction within the central city (within the four avenues). This has been created to assist in the coordination with the Central City Recovery Plan and vertical infrastructure rebuild going forward.

For projects in construction – estimated construction cost (Target Outturn Cost) has been included together with actual Life to Date Costs as at the end of October 2012.

### 6.1.3.2 Burwood / Pegasus

DETAILED DESIGN		
Reference	Project	Project Description
<b>10415</b>	PS 63 (PS)	New replacement PS63 at Beach Road. This project is linked to 10926 for the approximately 4Km long 700mm pressure main.
<b>10620</b>	Pages Rd Bridge	Repair to Pages Rd Bridge, including road network connecting to roundabout on North end of bridge.
<b>10694</b>	PS36 Renewal (WW)	New PS36 to replace existing PS36. New station capacity approximately 900 L/S. This project covers all design for the project and construction for above ground activities. A related project covers 2M of below ground construction works required.
<b>10796</b>	NZTA Anzac Bridge Repairs	Ground improvements, removal of landward bridge spans, demolish and rebuild abutments, repair piers, approaches and underpasses
<b>10809</b>	PS28 Catchment RD SW and WS Repairs	Design for repair (some full reconstruction) of minor to severe earthquake damage to carriageways, kerbs and channels, and footpaths with some associated stormwater and water supply works in streets situated in the area from Woodham Rd/Pages Rd north to Wainoni Rd/Breezes Rd. This work will follow construction of wastewater repairs/replacement.
<b>10840</b>	PS37 Catchment RD SW WS	Linked to Project 10318 WW for the RD WS and SW elements
<b>10861</b>	New Brighton, South New Brighton & Southshore NE1, NE2 & NE3 Area Rebuild (WW)	Overall Catchment scope to link multiple projects and release projects on hold for a full one pass rebuild of the above area. Includes WW elements. Projects for construction to the value of \$15M are expected from this concept study.
<b>10865</b>	Catchment Study - Burwood Rebuild NE8 (WW)	Full One Pass rebuild of the Burwood Catchment Area - WW Element, estimated value of resulting projects in the region of \$15,000,000.
<b>10900</b>	New Brighton NE6&NE7 Catchment Rebuild (WW)	Full, one pass rebuild of the New Brighton Catchment Area (Waste Water Element)
<b>10932</b>	PM136 New Pressure Main for PS36 (WW)	Construction of an additional Pressure Main from Pump Station 36 to provide resilience in the system. The existing asset will remain as PM 36 and the new pressure main will be known as PM 136.
<b>10946</b>	PS25 Replacement VS5001 (WW, PS)	Replacement of the existing wet well pump station that is fed by the existing gravity sewer network with a vacuum pump station that will be fed by the new vacuum sewer network.
<b>10959</b>	Aranui Catchment NE4 Vacuum Pump Station, Pages Road (WW)	Construction of a vacuum pump station to service the Aranui catchment including an above ground, architecturally designed pump station building, biological filter bed, shared generator



<b>DETAILED DESIGN</b>		
<b>Reference</b>	<b>Project</b>	<b>Project Description</b>
		building with PS36 and an access road. This pump station is located at the same site as PS36 and has some shared facilities.
<b>10960</b>	Aranui Catchment NE4 Vacuum Arm 1: Rowses Road Subcatchment (WW)	Construction of vacuum sewerage pipes, pits, and laterals (in road reserve only) and connecting up to the new vacuum pump station in Bexley Reserve.
<b>10961</b>	Aranui Catchment NE4 Vacuum Arm 2: Pages Rd West Subcatchment (WW)	Construction of vacuum sewerage pipes, pits, and laterals (in road reserve only) and connecting up to the new vacuum pump station in Bexley Reserve.
<b>10962</b>	Aranui Catchment NE4 Vacuum Arm 3: Shortland Street Subcatchment (WW)	Construction of vacuum sewerage pipes, pits, and laterals (in road reserve only) and connecting up to the new vacuum pump station in Bexley Reserve.
<b>10963</b>	Aranui Catchment NE4 Vacuum Arm 4: Marlow Road Subcatchment (WW)	Construction of vacuum sewerage pipes, pits, and laterals (in road reserve only) and connecting up to the new vacuum pump station in Bexley Reserve.
<b>10964</b>	Aranui Catchment NE4 Vacuum Arm 5: Portchester Street Subcatchment (WW)	Construction of vacuum sewerage pipes, pits, and laterals (in road reserve only) and connecting up to the new vacuum pump station in Bexley Reserve.
<b>10975</b>	NE12 - North New Brighton Wastewater Catchment Repairs (WW)	Repair of the Wastewater network within the North New Brighton area.
<b>10976</b>	NE13 - Beach Road & Bower Ave Wastewater Catchment Repairs (WW)	Wastewater replacement in the Beach and Bower Ave Catchment within Parklands East.
<b>10977</b>	NE13 - Parklands East Wastewater Catchment Repairs (WW)	Replacement of the Wastewater system in the Parklands East area.
<b>10978</b>	NE13 - Parklands West Wastewater Catchment Repairs (WW)	Wastewater repairs to the Parklands West catchment area.
<b>11020</b>	Keyes Road Catchment - New Brighton and Frosts Road - Roding Stormwater and Water Supply (WS,SW,RD)	Repair of Earthwork damage to Stormwater, Roding and Water Supply for the Areas including Frosts Road, Travis Drive, Bower Avenue, Palmers Road and Baker Street. Stormwater issues may be affected by the adjacent New Brighton Road Project.
<b>11035</b>	North New Brighton and North Shore (RD, WS,SW)	Repairs to roading, stormwater and water supply assets
<b>11032</b>	Parklands East (RD, SW, WS)	Repairs to roading, stormwater and water supply assets.

**DETAILED DESIGN**

<b>Reference</b>	<b>Project</b>	<b>Project Description</b>
<b>11033</b>	Parklands West (RD, SW, WS)	Repairs to roading, stormwater and water supply assets
<b>11034</b>	Parklands South (RD, WS, SW)	Repairs to roading, stormwater and water supply assets

**CONSTRUCTION**

<b>Reference</b>	<b>Project</b>	<b>Project Description</b>	<b>Estimated Start</b>	<b>Estimated Finish</b>	<b>Estimated Cost</b>	<b>Life To Date</b>
<b>10314</b>	Keyes Road Catchment (WW, WS)	Repair and/or reinstatement of wastewater system.	05/03/12	14/01/13	\$5,465,563	\$6,953,061
<b>10318</b>	PS37 North Catchment (WW)	Wastewater repairs and renewal for northern half of PS37 catchment. Includes one new pump station and approximately 100 pressure sewer pumps.	27/04/12	02/05/13	\$4,361,942	\$3,381,500
<b>10363</b>	PS 108 Catchment (old PS39 Catchment)	A large waste water catchment of approx 12 streets which all drain to Pump Station 54 in Avondale.	11/11/11	09/11/12	\$5,306,865	\$5,173,163
<b>10416</b>	PS37	Repairs to existing PS37, including new pump intakes and repairs to yards.	24/01/13	05/06/13	\$247,891	\$716,267
<b>10429</b>	Estuary Rd Carriageway, PS37 to Bridge Street Catchment (WS,SW,RD)	Repairs to roads, stormwater and water in Estuary Road between Bridge Street and Beatty Street.	28/09/12	28/02/13	\$1,351,722	\$447,373
<b>10430</b>	PS28 - Catchment	PS 28 catchment services residential and industrial land loosely bounded by Pages Rd, Cuffs Rd, Wainoni Rd and Shortland St in the suburb of Wainoni. Other pockets of land are also serviced including 650 m of Wainoni Rd north of Shortland St and 240 m of Breezes Rd, an area west of Wainoni Rd including a portion of Avonside Dr, Newport St, Tenby Pl and Emlyn Pl, 350 m of Wainoni Rd south of Cuffs Rd and an area south of Pages Rd including Price Pl, 180 m	24/07/12	18/12/13	\$15,841,952	\$1,258,761



<b>CONSTRUCTION</b>						
<b>Reference</b>	<b>Project</b>	<b>Project Description</b>	<b>Estimated Start</b>	<b>Estimated Finish</b>	<b>Estimated Cost</b>	<b>Life To Date</b>
		of Kearneys Rd and Mecca Pl. The seismic events caused liquefaction and land settlement throughout the catchment. The pump station is still operational and in a serviceable state. The majority of the network suffered either loss of grade, cracks and breakages or a combination of the two. Therefore a significant proportion, if not all, of the network will need to be replaced.				
<b>10532</b>	Cnr Pages & Cuff - Emergency Repair	A large waste water renewal to a section of gravity pipe in Pages Rd.	30/01/12	09/11/12	\$1,794,975	\$2,830,859
<b>10557</b>	Gayhurst Road Rooding (RD)	Design for road reconstruction to repair moderate to severe earthquake damage to carriageway, kerb and channel, and footpaths from Dallington Bridge northwards to Mundys Road. This project will become part of PS108 Catchment Phase 1 Rooding, Storm Water and Water Supply. This work follows wastewater repairs/replacement.	16/07/12	07/02/13	\$2,747,247	\$1,294,974
<b>10577</b>	PS 106 - Woolley	Minor new pump station.	02/07/12	28/11/12	\$428,800	\$618,287
<b>10705</b>	Owles Tce (WW)	Project released from hold March 2012.	06/11/12	19/06/13	\$7,359,572	\$868,908
<b>10765</b>	PS 108 New Pump Station	Minor new pump station.	15/10/12	25/02/13	\$1,056,159	\$227,951
<b>10769</b>	CCC - Keyes Pumping Station (WS)	CCC capital works programme rebuilding project for the Keyes Water Pumping Station. Initial design was carried out by CPG, and URS are also involved with the geotechnical investigation and report.	25/06/12	23/11/12	\$2,915,195	\$2,795,564
<b>10786</b>	PS 108 Catchment Stormwater, Water Supply and Rooding	Design for repair (some full reconstruction) of minor to severe earthquake damage to carriageways, kerbs and channels, and footpaths with associated storm water and	03/10/12	22/04/13	\$1,915,623	\$464,376

<b>CONSTRUCTION</b>						
<b>Reference</b>	<b>Project</b>	<b>Project Description</b>	<b>Estimated Start</b>	<b>Estimated Finish</b>	<b>Estimated Cost</b>	<b>Life To Date</b>
	Renewals (SW,WS,RD)	water supply works in 11 streets situated immediately to the east and west of Gayhurst Rd from McBratneys Rd northwards to Mundys Rd. This work will follow construction of wastewater repairs/replacement.				
<b>10800</b>	PS 108 Phase 2 Waste Water	Detailed Design of remediation works for wastewater catchment 108.	14/08/12	24/04/13	\$4,541,913	\$1,674,249
<b>10801</b>	PS108 Phase 2 Rooding and Storm Water Renewals (RD,SW,WS)	Design for repair (some full reconstruction) of minor to severe earthquake damage to carriageways, kerbs and channels, and footpaths with associated storm water and water supply works in 10 streets situated immediately to the east and west of Gayhurst Rd - generally south of Strathfield Ave in the west and McBratneys Rd in the east. This work will follow construction of wastewater repairs/replacement.	15/02/13	06/06/13	\$2,693,013	\$246,384
<b>10802</b>	PS54 Stage 1 - Northern Rooding Renewals Incl Breezes Road	Road design for 8 roads in Avondale. New pipe systems are needed in multiple roads requiring asset managers understanding and buy-in. Includes stormwater full dynamic modelling with probable need to restore capacity by optioneering new components (new basin and/or pump upgrading).	10/09/12	03/10/13	\$3,782,598	\$705,151
<b>10803</b>	PS54 Stage 1 Southern Rooding Renewals (South of Breezes Road)	Road design for Pembroke St and Horton Place in Avondale. A new pipe system is needed on Horton St requiring asset managers understanding and buy-in.	02/07/12	15/03/13	\$900,394	\$1,026,700
<b>10806</b>	Pages & Cuffs Emergency Repair Rooding (RD)	Road design for short section of dual carriageway on Pages Road. Rectification involves re-surfacing with new asphalt and minor adjustments to vertical profile and also a short stormwater pipe to connect to new low point in kerb.	07/05/12	09/11/12	\$433,037	\$311,072
<b>10846</b>	Water Main	Water Main replacement projects for: Vivian St, Admirals	25/05/12	26/11/12	\$883,245	\$789,496



CONSTRUCTION						
Reference	Project	Project Description	Estimated Start	Estimated Finish	Estimated Cost	Life To Date
	Replacement Projects Vivan St, Admirals Way, Pine Ave (WS)	Way, Pine Ave. Other streets have been moved to other projects: Port Hills Rd and Flavell St to 10681. Keyes Road to 10314. All others removed.				
<b>10896</b>	Minor Works - Demolition of Porrit Park & Snells Footbridges, PS26 & PS27 Pump Stations	Demolition and make safe work for Porrit Park Footbridge, Snells Footbridge, PS26 and PS27. Rebuild of the bridges to be undertaken in separate standard projects.	23/10/12	27/11/12	\$223,083	\$82,915
<b>10898</b>	Minor Works - Medway Footbridge Removal	Removal and make safe of the footbridge. Store off site until a decision is made regarding the structure	01/11/12	14/11/12	\$82,348	\$11,488

### 6.1.3.3 Fendalton / Waimairi

#### DETAILED DESIGN

Reference	Project	Project Description
		There are no projects in detailed design at this time

#### CONSTRUCTION

Reference	Project	Project Description	Estimated Start	Estimated Finish	Estimated Cost	Life To Date
10425	Glandovey/Bryndwr Cluster	Design for repair to severe earthquake damage to wastewater and minor damage to carriageways, kerbs and channels, and footpaths (severity yet to be confirmed) storm water and water supply. This cluster incorporates the 9 streets immediately adjacent to and including Glandovey Road between the Wairarapa Stream and Strowan Road	12/11/12	19/06/13	\$2,817,756	\$402,163
10485	Merivale WW	Approximately 9km of WW gravity system, one new pump station.	14/05/12	26/04/13	\$14,263,822	\$6,239,023
10575	Papanui Rd - Knowles to May (WW)	The area has been broken into wastewater sub-catchments in order to determine the best catchment wide solution. 10575 therefore includes Browns Rd north of Mansfield Ave, McDougal Ave east of Murray Pl, Murray Pl, Innes Rd between Papanui Rd and Browns Rd, Heaton St east of Circuit St, Papanui Rd between Innes Rd and Mays Rd, approximately 230 m of the eastern end of Knowles St, Weston Rd and Chapter St, Approximately 280 m of the western end of Normans Rd and 150 m of the eastern end of Mays Rd. The seismic events caused some liquefaction and land settlement in parts of the sub- catchment. Much of the network is made up of Earthenware pipe laid during	17/05/12	05/06/13	\$4,795,898	\$3,228,213



<b>CONSTRUCTION</b>						
<b>Reference</b>	<b>Project</b>	<b>Project Description</b>	<b>Estimated Start</b>	<b>Estimated Finish</b>	<b>Estimated Cost</b>	<b>Life To Date</b>
		the 1920's and 1930's. Much of the network suffered either loss of grade, cracks and breakages or a combination of the two. Therefore a significant proportion, if not all, of the network will need to be repaired or replaced.				
<b>10595</b>	Wairakei Road (WW)	Replacement of the deep 225 mm sewer main and the construction of new 150 mm sewer rider mains over the deep main. The wastewater works are from Aorangi Street to Idris Road.	02/08/12	05/06/13	\$1,004,981	\$196,838
<b>10852</b>	Minor Works - Casebrook Block	Minor footpath and pavement repairs	31/05/12	15/03/13	\$226,107	\$85,444
<b>10857</b>	Minor Works - Bridge Minor Works Project Package 02	Minor repair works to 55 bridges that suffered low levels of damage during the EQ events. Delivery team led with input from SCIRT Design teams where required	01/08/12	09/11/12	\$29,231	\$154,361

### 6.1.3.4 Central City

DETAILED DESIGN		
Reference	Project	Project Description
10464	F106 Antigua Street Footbridge	Replacement of existing structure, or incorporate historical elements into major repair works
10465	F105 Bridge of Remembrance	Major structural repair works
10467	R114 Colombo St (North) Bridge	Major structural repair works Northern Colombo St, over the Avon, heritage bridge near intersection of Oxford Tce & Colombo St.
10468	R115 Armagh St Bridge	Major structural repair works
10919	CCC - Wairakei Diversion (WW)	CCC Capital Works project to be delivered by SCIRT for the Wairakei Diversion Project
10986	Central City Kilmore Street Catchment Area (WW)	Repair/replacement of wastewater system in the north west of the CBD. Excludes WW Brick barrel which is considered under Project 10845.

CONSTRUCTION						
Reference	Project	Project Description	Estimated Start	Estimated Finish	Estimated Cost	Life To Date
10401	Moorhouse Brick Barrel 01 (SW)	Repair of a failed stormwater Brick Barrel pipe on Moorehouse Ave under the Colombo St over bridge	14/01/13	11/03/13	\$486,192	\$102,529
10445	Fitzgerald Ave Wall and Roading	The works include the replacement of a failed retaining wall and carriageway. Ground stabilization is also being installed with stone columns 12 meters deep.	15/06/11	30/01/13	\$3,130,000	\$4,615,194
10893	Minor Works- Bridge Minor Works Project Package 01 Bridging	Minor repairs to bridges requiring little design input. Project to be led by SCIRT Project Manager and Delivery teams	23/07/12	13/12/12	\$221,172	\$115,788



### 6.1.3.5 Hagley / Ferrymead (\*excludes central city)

DETAILED DESIGN		
Reference	Project	Project Description
<b>10347</b>	Gayhurst Rd Bridge Works EW (RD)	Retrofit repair to bridge involving new abutments, piles, wingwalls and associated road approaches and services.
<b>10449</b>	St Johns (WW)	
<b>10462</b>	Site 228 Rangatira Tce Retaining Wall (RW)	
<b>10795</b>	PS57 McCormacks Bay Rd Pump Station Repairs (PS)	Repairs to building at existing pump station.
<b>10823</b>	St John's Catchment (SW,WS,RD)	Catchment study for a full one pass rebuild of remaining services within the catchment area. Refer to Project 10449 for WW assets in this area.
<b>10824</b>	Beachville Catchment Area including Beachville Road & Celia Street (WW,WS,SW,RD)	Full one pass rebuild of the catchment area. Project Includes PS30, WW, SW, RD and Sea Wall assets. Projects already existing in this area which this catchment study will relate to are: 10600 - PS30, 10619 - Beachville Road Eastern Seawall, 10677 - Beachville Watermain WS.
<b>10832</b>	PS15 - Alport Place Pump Station Replacement (PS)	Construct a new Pump Station; tie in works, odour control system and demolition of existing PS15.
<b>10850</b>	Cannon Hill Cres Retaining Walls (RW)	Renewal of 2 collapsed retaining walls on Cannon Hill Road
<b>10860</b>	PS18 Rebuild SE11 North (WW)	Full area rebuild of the northern area of the PS18 catchment - WW element. Expected projects in the region of \$10M should result.
<b>10868</b>	PS 18 Rebuild SE11 North (WS,SW,RD)	Full area rebuild of the northern area of the PS18 catchment - RD,SW, WS elements. Linked to 10860. Construction project in the region of \$10M expected from this concept report.
<b>10897</b>	PS15 Waste Water Trunk Sewers	Repair of the gravity trunk sewer network discharging to PS15. PS15 Pump Station rebuild under Project #10832 (Yellow Team)
<b>10908</b>	CCC - The Causeway, Main Road Sumner, Culvert Replacement (SW)	Renewal of the culvert structure linked to the Causeway project #10634. CCC BAU Project.
<b>10916</b>	Catchment Study - PS15 Bromley & Woolston SE12-SE18 (WW)	Full catchment rebuild - WW Elements
<b>10927</b>	Retaining Wall - 1 to 3 Maffey's Road (RW)	Repair of the retaining wall at 1-3 Maffey's Road. Linked to 10307

**DETAILED DESIGN**

<b>Reference</b>	<b>Project</b>	<b>Project Description</b>
<b>10979</b>	CCC - Main Road 3 Laning - Capital Project (RD)	CCC Capital project for the 3 laning of Main Road. To be completed in conjunction with the SCIRT earthquake repair job of 10634, and the culvert replacement CCC project 10908.
<b>10980</b>	NZTA - Dyers Road Repairs (Metro PI to Bridge St) (RD)	Repairs to the State Highway between Metro Place and Bridge Street (through the treatment ponds area).
<b>10995</b>	Avonside Linwood Stage 1 (WW,SW,WS,RD)	One pass approach renewing wastewater, roading and stormwater assets within stage one of the Avonside Linwood Catchment. Standard project resulting from Catchment Studies 10875 and 10876.
<b>10996</b>	Avonside Linwood Stage 2 (WW,SW,RD)	One pass approach renewing wastewater, roading and stormwater assets within stage two of the Avonside Linwood Catchment. Standard project resulting from Catchment Studies 10875 and 10876.
<b>10997</b>	Avonside Linwood Stage 3 (WW,WS,SW,RD)	One pass approach renewing wastewater, roading and stormwater assets within stage three of the Avonside Linwood Catchment. Standard project resulting from Catchment Studies 10875 and 10876.
<b>11022</b>	Emergency Repair - Southern Relief Sewer - Worcester Street (WW)	Emergency Repair for the 1525mm Dia Trunk Sewer. Currently reported by Operational Team as high risk of imminent failure. Depressions forming at road level around manhole. Falls within existing Project Area # 10995

**CONSTRUCTION**

<b>Reference</b>	<b>Project</b>	<b>Project Description</b>	<b>Estimated Start</b>	<b>Estimated Finish</b>	<b>Estimated Cost</b>	<b>Life To Date</b>
<b>10303</b>	Site 229 Mt Pleasant Rd Retaining Wall (RW)	60m replacement retaining wall and road reinstatement, in Mt Pleasant	04/02/13	28/05/13	\$458,381	\$64,524
<b>10306</b>	CCC - PM11 Randolph (WW)	3.6km, 1.2m dia WW pressure main	05/03/12	14/05/13	\$13,086,717	\$10,365,192
<b>10307</b>	173 Maffey's Road Retaining Wall (RW)	Repair of retaining wall in Maffey's Rd, along with associated buried services	08/10/12	15/02/13	\$1,505,280	\$659,073
<b>10317</b>	Heberden Ave Permanent Solution (WW)	New gravity sewer diversion to replace broken sewer down Scarborough Cliffs.	09/11/12	18/12/12	\$256,733	\$479,543



<b>CONSTRUCTION</b>						
<b>Reference</b>	<b>Project</b>	<b>Project Description</b>	<b>Estimated Start</b>	<b>Estimated Finish</b>	<b>Estimated Cost</b>	<b>Life To Date</b>
<b>10356</b>	Woodham Rd (PS5 east of river)	The project scope requires replacement of 960m of damaged waste water from Linwood Ave to Ngarimu St. Road refurbishment will follow sewer works. Traffic diversions are required for this work to be completed safely.	14/11/11	19/11/12	\$3,095,185	\$3,096,481
<b>10388</b>	Richardson Clarendon Syphon	The extent of this work for this work package is the replacement of the 144 Richardson Terrace / 121	01/11/12	07/01/13	\$473,489	\$8,336
<b>10403</b>	Barbour St Water (WS)	Replacement of water mains in two streets to the south and east of AMI Stadium, Waltham.	08/10/12	10/12/12	\$174,742	\$81,703
<b>10459</b>	Lower Richmond-Stanmore to Fitzgerald (WW)	Approximately 5km of WW, gravity system; requiring 2 new pump stations	20/03/12	23/04/13	\$11,833,107	\$7,717,549
<b>10472</b>	Charleston	Approx 2.9km WW enhanced gravity system, 1 new pump station; 0.3km SW; 8600m2 carriageway reconstruction, and 1830m2 localised repairs	07/05/12	21/12/12	\$3,737,683	\$2,887,209
<b>10483</b>	Lower Richmond (Southern Section) WS,SW,RD	Full reconstruction of intersection (80m), and localised repairs on remaining streets; 86m of SW replacement	07/01/13	02/04/13	\$316,261	\$114,758
<b>10541</b>	PS 11 - Randolf		11/06/12	22/03/13	\$475,000	\$695,265
<b>10548</b>	Gloucester Street	Design for Wastewater, Stormwater, Water & Rooding along Gloucester Street between Woodham Road and Avonside Drive. Close to complete replacement of all WW and Rooding assets. Stormwater is reasonably intact.	26/06/12	16/11/12	\$1,078,084	\$1,270,398
<b>10578</b>	PS 107	Minor new pump station.	29/10/12	04/03/13	\$563,749	\$79,530

<b>CONSTRUCTION</b>						
<b>Reference</b>	<b>Project</b>	<b>Project Description</b>	<b>Estimated Start</b>	<b>Estimated Finish</b>	<b>Estimated Cost</b>	<b>Life To Date</b>
<b>10579</b>	PS5 - Catchment (West of river)	Pump Station 5 catchment originally serviced an area either side of the Avon River at the northern end of Linwood Avenue and south eastern edge of lower Richmond. Pump Station 5 was badly affected in the series of earthquakes. A proposal to split the PS5 catchment either side of the river to enable removal of pump station from close proximity of the river has received informal agreement among CCC Asset and technical representatives. This project relates to the reinstatement of sewer services to the portion of the original PS5 catchment to the west of the Avon River. Reinstatement options will consider the range of options allowed under the technical standards and will likely require a new pump station or siphon crossing beneath the Avon river.	15/10/12	29/05/13	\$2,422,349	\$293,707
<b>10582</b>	PS8 - Catchment	Design for repair to severe earthquake damage to wastewater within Pump Station 8 catchment green zone. The green zone is located to the north-west of the Avon River and generally bounded by Flesher Ave to the east and south, Chrystal St to the west and Medway St to the north.	19/11/12	26/07/13	\$2,974,474	\$80,190
<b>10634</b>	Main Road (Mt Pleasant - Beachville) Sumner Causeway (RD)	Repairs to main road causeway including replacement of estuary seawall and minor cross culverts and carriageway repairs.	11/01/13	26/09/13	\$1,189,803	\$211,249
<b>10680</b>	Clifton No. 4 Reservoir	Repair and retrofit of reservoir.	21/03/12	11/12/12	\$437,673	\$347,388
<b>10770</b>	Linwood Ave / Humphrys Dr Retaining Wall Emergency Permanent Repairs	8m replacement and 8m extension of retaining wall at the City outfall drain to the estuary	14/08/12	09/11/12	\$397,365	\$457,645



<b>CONSTRUCTION</b>						
<b>Reference</b>	<b>Project</b>	<b>Project Description</b>	<b>Estimated Start</b>	<b>Estimated Finish</b>	<b>Estimated Cost</b>	<b>Life To Date</b>
	(RW)					
<b>10820</b>	McCormacks Bay Reservoir Stages 3,4 and 5	Tank 1 and 2 and access reinstatement.	01/06/12	29/08/13	\$1,106,431	\$739,338
<b>10822</b>	McCormacks Bay Reservoir Stage 2 Walls	Retaining walls and rockfall protection works at reservoir site.	30/01/12	17/09/13	\$1,549,159	\$1,125,673
<b>10841</b>	Charleston Catchment Area (RD,SW,WS)	Linked to Project 10472 WW for the RD SW and WS elements.	26/10/12	24/06/13	\$1,399,044	\$157,303
<b>10843</b>	Lower Richmond Catchment RD SW WS	Linked to #10459 for the RD SW and WS elements of the project	21/01/13	02/09/13	\$1,573,629	\$167,080
<b>10853</b>	McCormacks Bay Reservoirs - Rock Face Protection Work	Rock protection work to facilitate the repairs to the reservoir tanks	07/05/12	21/12/12	\$1,231,910	\$1,165,328
<b>10862</b>	Lower Richmond Pump Stations - Avalon and Haywood	Pump station construction in conjunction with the Richmond project.	16/07/12	21/01/13	\$1,322,356	\$369,251
<b>10863</b>	Charleston Waste Water Pump Station	Pumps Station Construction	10/12/12	12/04/13	\$503,092	\$70,103
<b>10864</b>	Woodham Road (SW,RD,WS)	Storm water and water supply elements linked to project 10356 WW & RD	29/03/12	09/11/12	\$441,840	\$516,750
<b>10895</b>	CCC - PM11 Randolph Phase 5 (WW)	All remaining design works for the design and delivery of the 3.6km, 1.2m waste water pressure main. This is a CCC business as usual project and is the fifth phase. Phases one to four are included under project number 10306.	01/02/13	26/04/13	\$905,556	\$201,131

### 6.1.3.6 Lyttelton / Mt Herbert

#### DETAILED DESIGN

Reference	Project	Project Description
<b>11005</b>	Retaining Wall Area 1 - Simeon Quay Emergency Work (RW)	Stabilise face or provide new retaining wall at Simeon Key, Lyttelton

#### CONSTRUCTION

Reference	Project	Project Description	Estimated Start	Estimated Finish	Estimated Cost	Life To Date
<b>10394</b>	RW Package 05 - Canterbury Stone Walls (RW)	Project to design three replacement retaining walls on Canterbury Street and one wall on Ripon Street, Lyttelton. The walls are up to 4.5m high and are of high heritage value.	21/05/12	30/11/12	\$1,482,372	\$1,373,613
<b>10475</b>	Site 079 Coleridge/Dublin St Ret. Walls	200m replacement retaining wall and road reinstatement in Lyttelton	01/02/13	13/11/13	\$1,607,135	\$112,949
<b>10905</b>	Sumner Rd Retaining Wall L - Stage 2 Wall and Stage 1 and 2 Roads (RW, RD)	Stage two of new 450m long modular block retaining wall.	25/10/12	04/06/13	\$2,054,487	\$41,429
<b>10400</b>	RW Package 08 - Lyttelton on-stone (RW)	Design five replacement retaining walls on London Street, Canterbury Street, Hawkhurst Road and Ticehurst Road. Sections of these walls are of high heritage value. The walls on London Street and Canterbury Street are located within the white zone.	12/06/12	14/02/13	\$589,801	\$855,482
<b>10424</b>	Sumner Rd Retaining Wall L (RW)	Stage one of new 450m long modular block retaining wall.	25/11/11	11/02/13	\$1,658,595	\$1,471,958
<b>10427</b>	035 Cunningham Tce Retaining Wall (RW)	Repair of retaining wall in Cunningham Tce, along with associated buried services	04/05/12	28/03/13	\$1,785,393	\$987,673



CONSTRUCTION						
Reference	Project	Project Description	Estimated Start	Estimated Finish	Estimated Cost	Life To Date
10511	RW Package 06 - Selwyn and Ross	Five retaining walls on Selwyn Street and Ross Terrace, Lyttelton. The walls range in height from 1.5m to 3m, and are of high heritage value.	24/01/13	28/03/13	\$188,044	\$116,381
10818	NZTA Norwich & Gladstone Quay State Highway Repair (RD, WW, SW, WS)	Repairs to state highway adjacent to the Port of Lyttelton.	14/01/13	31/05/13	\$1,101,971	\$121,231

### 6.1.3.7 Riccarton / Wigram

#### DETAILED DESIGN

Reference	Project	Project Description
10831	CCC - PS60 (PS)	Upgrade of pump station 60 and pressure main 60 to ensure increased flows can be managed in the short term.

#### CONSTRUCTION

Reference	Project	Project Description	Estimated Start	Estimated Finish	Estimated Cost	Life To Date
10409	Halswell WW Package 03	Repair wastewater along a section of Halswell Rd, O'Halloran Dr, within private properties behind Muir Ave.	09/07/12	30/01/13	\$1,516,362	\$1,475,996
10768	CCC - Wilmers Road Water Pumping Station (WS, PS)	New water source and pumping station to cater for projected growth in the western area of Christchurch.	30/04/12	25/03/13	\$4,524,196	\$2,227,396
10909	Minor Works - Port Hills Package 01	Minor road repairs within the Port Hills	03/07/12	09/11/12	\$178,770	\$163,732
10912	Sparks Road Pavement Repairs	Minor roading repairs to Sparks Road	13/09/12	16/11/12	\$115,749	\$174,920



### 6.1.3.8 Shirley / Papanui

DETAILED DESIGN		
Reference	Project	Project Description
10858	Minor Works - Pump Station Demolition and Repairs (WW)	Minor repair works to slightly damaged Pump Stations that require no major works during the rebuild programme. Demolition of 3 PS buildings to make safe in Red Zones. Project led by the delivery team with a SCIRT Design input and coordination. Close liaison with CCC Operations team (Graeme Black) required throughout the project.
10883	Emergency Repair - Northern Relief Sewer Hills & Dudley	Emergency repair to the Northern Relief Sewer
10944	Edgware Road (WS, SW, RD)	Road and Storm water repair following WW project 10536
10943	PS 124 Replacement Pump Station for PS5 (PS)	Pump Station 5 catchment originally serviced an area either side of the Avon River at the northern end of Linwood Avenue and south eastern edge of lower Richmond. Pump Station 5 was badly affected in the series of earthquakes. The wastewater portion of this area is covered by project 10579. This project is for the required replacement pump station works only.

CONSTRUCTION						
Reference	Project	Project Description	Estimated Start	Estimated Finish	Estimated Cost	Life To Date
10344	Edgware Road - Emergency Works	A large complex repair to a sewer trunk main in Edgware Rd.	22/09/11	09/11/12	\$1,734,794	\$2,321,418
10457	Purchas & Madras (Bealey - Edgware)	WW, SW and roading repairs. Includes traffic calming on Purchas St to conform to IDS and City Plan requirements for Local Road widths.	08/11/11	30/01/13	\$2,962,824	\$4,632,556
10534	Innes & Knowles - subcatchment	The local wastewater reticulation on Innes Rd and Knowles St between Philpotts Rd and Bretts Rd suffered earthquake induced damage during the recent seismic events. Some liquefaction and land settlement was recorded in the area. Investigations continue however much of the network is made up of Earthenware pipe laid during the 1920's and 1930's. This material has not performed well in other	10/08/12	03/07/13	\$9,215,965	\$1,083,903

<b>CONSTRUCTION</b>						
<b>Reference</b>	<b>Project</b>	<b>Project Description</b>	<b>Estimated Start</b>	<b>Estimated Finish</b>	<b>Estimated Cost</b>	<b>Life To Date</b>
		areas therefore it is anticipated some form of repair or replacement will be required for the majority of the network.				
<b>10535</b>	Rutland Rd - subcatchment	Wastewater repair along a single street east of Papanui. This project area is lightly to be revised.	20/04/12	21/02/13	\$1,556,699	\$1,362,080
<b>10810</b>	PS7 Catchment Phase 1 Waste Water Renewal	Wastewater network remediation in the Pump Station 7 catchment which is situated in Shirley centred upon Stapleton's Road and Shirley Road which bisect the catchment. (Area 1 of 4, south of catchment)	28/05/12	05/04/13	\$4,631,305	\$2,525,627
<b>10812</b>	PS7 Catchment Phase 2 Waste Water Renewal	Wastewater network remediation in the Pump Station 7 catchment which is situated in Shirley, centred upon Stapleton's Road and Shirley Road which bisect the catchment. (Area 2 of 4, eastern quarter of catchment)	30/05/12	24/07/13	\$5,460,231	\$2,520,732
<b>10814</b>	PS7 Catchment Phase 3 Waste Water Renewal	Wastewater network remediation in the Pump Station 7 catchment which is situated in Shirley, centred upon Stapleton's Road and Shirley Road which bisect the catchment. (Area 3 of 4, north western quarter of catchment)	23/07/12	15/08/13	\$6,154,487	\$1,178,520
<b>10856</b>	Minor Works - Northwood Block	Footpath and pavement repairs.	31/05/12	09/11/12	\$176,033	\$118,025
<b>10899</b>	Minor Works - Lower Styx Road & Turners Road	Pavement repairs	08/10/12	26/11/12	\$150,763	\$63,330
<b>10930</b>	PS7 Phase 3 Pump Station Shirley Road (PS)	New wastewater Pump Station in the PS7 catchment which is situated in Shirley centred upon Stapletons Road and Shirley Road which bisect the catchment (area 3 of 4, north western quarter of catchment).	31/07/12	25/01/13	\$985,228	\$307,076



### 6.1.3.9 Spreydon / Heathcote

DETAILED DESIGN		
Reference	Project	Project Description
<b>10872</b>	Opawa, Hillsborough Catchment SE11 (South) (RD,WS,SW)	Full one pass rebuild of the catchment area - RD,WS & SW elements
<b>10879</b>	Durham Street Overbridge Repairs	Repairs to the Overbridge
<b>10888</b>	Hillmorton & Hoonhay S-7 (WW)	Full one pass rebuild of this catchment area - Waste Water Element
<b>10892</b>	Antigua Burke Stormwater (SW)	Repair of storm water assets along Antigua St (between Moorehouse & Brougham) and Burke St (between Selwyn & Montreal). Related to project 10311 which has completed Detailed Design.
<b>10913</b>	Retaining Wall - Site 349 Major Aitken Road (RW,WW,SW,WS,RD)	Repair of the gabion basket retaining wall, WW,SW,WS and RD

CONSTRUCTION						
Reference	Project	Project Description	Estimated Start	Estimated Finish	Estimated Cost	Life To Date
<b>10311</b>	Antigua St / Burke St Arterial Roads (WW,WS,SW,RD)	Repair of road and all buried services along Antigua St (between Moorehouse & Brougham) and Burke St (between Selwyn & Montreal)	18/04/12	11/06/13	\$3,151,988	\$1,718,096
<b>10379</b>	Fisher Ave & Eastern Tce Syphon (WW)	Repair of Syphon near Fisher Ave	04/05/12	31/01/13	\$455,870	\$762,799
<b>10385</b>	Bewdley Evesham and Dellow	Repair of road and all buried services along Bewdley St, Eversham Cres; Dellow Pl.	20/04/12	21/12/12	\$1,552,670	\$1,890,780
<b>10398</b>	Somerfield Package 01 (WW,SW,RD,WS)	Repair and reconstruction of all assets within a small catchment block.	19/11/12	21/08/13	\$4,130,180	\$249,738
<b>10407</b>	St Martins Package 02 (WW,WS,SW,RD)	Repair of road and all buried services within the St Martins loop, north of Centraurus Rd.	20/08/12	16/12/13	\$8,385,354	\$1,902,638
<b>10520</b>	Hoon Hay Package 01	Repair of road and all buried services along a section of Hoon Hay Rd (between Halswell & Sparks), including	23/07/12	18/07/13	\$6,767,934	\$1,953,531

CONSTRUCTION						
Reference	Project	Project Description	Estimated Start	Estimated Finish	Estimated Cost	Life To Date
		Penny In, Weir Pl, McBeath Ave, Muirson Ave & Greenpark St.				
<b>10785</b>	Holliss Ave / Glamis Place - All Services (WW,WS,SW,RD)	Repair of water; roading along a section of Holliss Ave (between Gunns & Centaurus) and all services within Glamis Pl.	08/10/12	21/12/12	\$287,051	\$64,707
<b>10797</b>	NZTA Heathcote/Opawa Bridge Repairs	Ground improvements, and underpinning and lifting (jacking) of the abutments	19/11/12	30/09/13	\$2,291,591	\$177,446
<b>10821</b>	Huntsbury Reservoir Tank No 2 & demolition	New reservoir tank (no.2) constructed in NE corner of old reservoir.	02/02/12	21/12/12	\$3,458,765	\$4,189,554
<b>10829</b>	CCC - Victoria Reservoir Replacement (WS)	Victoria reservoir is being replaced by SCIRT and funded by CCC.	13/08/12	25/01/13	\$968,840	\$843,602



#### 6.1.4 Projects Complete by Ward

The following section outlines the projects within each ward that have been completed since SCIRT was established on 1<sup>st</sup> September 2011. It includes both a summary of numbers of projects as well as a list of specific projects. It is anticipated that the completed projects for the last quarter will be reported on a monthly basis.

Ward	September Number of Projects	October Number of Projects	September Projects Life To Date Cost	October Projects Life To Date Cost
Burwood-Pegasus	86	92	\$26,179,745	\$33,519,203
Fendalton-Waimari	3	3	\$210,717	\$210,796
Central City	7	9	\$405,759	\$1,728,272
Hagley-Ferrymead	69	70	\$21,282,217	\$21,257,394
Lyttelton-Mt Herbert	5	5	\$464,597	\$464,597
Riccarton-Wigram	6	7	\$4,828,646	\$4,924,554
Shirley-Papanui	21	22	\$6,851,674	\$6,926,175
Spreydon-Heathcote	18	18	\$7,455,922	\$7,479,383
<b>Total</b>	<b>215</b>	<b>226</b>	<b>\$67,679,277</b>	<b>\$76,510,375</b>

*Data sent from SCIRT – Received November*

In the table above, the previous monthly report totals have also been included to show the change in activity.

#### 6.1.4.1 List of Projects Complete by Ward

Ward	Reference	Project	Project Life to Date Cost
Burwood-Pegasus	10312	Rowes/Tomrich Street Watermain	\$264,247
	10321	PM 51 Emergency Repair	\$1,510
	10325	Cresswell Avenue - Watermains	\$148,731
	10327	Pembroke Street	\$146,277
	10328	De Ville Place	\$107,535
	10331	PM 39 - Gayhurst Road	\$1,594,161
	10332	PM54 - Niven-Avonside	\$375,476
	10335	PS54 - Catchment	\$6,634,463
	10338	Wainoni Road (WW EW - Ottawa to Avonside)	\$908,330
	10339	Woodham Road (Temp Repairs)	\$4,149,342
	10340	Ottawa Road Sewer Emergency Repair	\$517,444
	10342	Avondale Road (Bridge Emergency Works)	\$0
	10343	PM16 - Oakmont Green	\$4,287
	10346	Fleete Street - Emergency Repair	\$9,328
	10349	PS39 - Birchfield Avenue WW EW	\$218,674
	10351	Ardrossan Street - Temp. Solution	\$347,571
	10355	Landy Street	\$18,738
	10359	PS54 - Niven Street (WW)	\$62,282
	10364	Shortland Street	\$343,883
	10366	McBratneys Road - WM	\$348
	10376	PM 28	\$1,499,119
	10384	Pacific_Tedder Watermain Replacement	\$528,152
	10421	Estuary Rd Carriageway, PS37 to Bridge Street Catchment (WW)	\$2,404,753
	10440	PS 25C	\$702,670
	10443	PM 38 Beach Rd	\$596,770
	10484	Pump Station 25 connection repair	\$8,977
	10547	New Brighton Road	\$24,036
	10551	Avondale Rd (Temp Repair)	\$0
	10576	PM 106 - Woolley	\$1,466
	10603	PS 1 (PS)	\$5,905
	10604	PM 45	\$324,122
	10605	Sylvia Street watermain (WS)	\$134,293
	10606	Chadlington Street Water Mains	\$35,376



Ward	Reference	Project	Project Life to Date Cost
	<b>10607</b>	PM 37 (WW)	\$1,908,949
	<b>10608</b>	PM 35	\$1,087,648
	<b>10614</b>	Aldershot Street watermain (WS)	\$255,436
	<b>10615</b>	Willryan Avenue Watermain	\$237,336
	<b>10616</b>	Flemington and Ascot Ave Watermains	\$525,630
	<b>10617</b>	PM 46	\$55,828
	<b>10621</b>	Chartwell Street Water Mains	\$384,531
	<b>10638</b>	630 Pages Road 450mm (WW)	\$25,397
	<b>10639</b>	23 Leaver Tce WW	\$62,858
	<b>10641</b>	Kirner St WW	\$21,497
	<b>10645</b>	Inwoods Close 450mm WW	\$128,404
	<b>10647</b>	Travis Rd watermains and submains	\$215,845
	<b>10649</b>	Corhampton Street watermains and submains	\$261,190
	<b>10650</b>	Water Main on Bridge Street Bridge (WS)	\$208,347
	<b>10651</b>	Keyes Road Watermain (WS)	\$198,863
	<b>10664</b>	Saltaire (Bower to Marriots Rd) (WS)	\$69,096
	<b>10665</b>	Sinclair (Keyes to Rawson) - WS	\$250,841
	<b>10669</b>	Palmers Road PS Stabilisation	\$16,065
	<b>10670</b>	Major flooding Pratt St.	\$295,425
	<b>10671</b>	Owles Tce Temp. (WW)	\$113,618
	<b>10676</b>	Marine Parade Watermain	\$153,358
	<b>10681</b>	Bower Avenue Watermain and Submains (WS)	\$472,422
	<b>10682</b>	Briarmont Street watermain	\$87,815
	<b>10683</b>	Cowes St Watermain and Submains (WS)	\$107,789
	<b>10684</b>	Gresham Terrace Watermain and Submains (WS)	\$161,116
	<b>10685</b>	Inverell PI Watermain and Submains (WS)	\$63,517
	<b>10686</b>	Orrick St Watermain and Submains (WS)	\$83,284
	<b>10688</b>	Blake St Watermain (WS)	\$343,340
	<b>10689</b>	Pegasus Ave Watermain	\$168,650
	<b>10690</b>	Bassett St Watermain (WS)	\$225,196
	<b>10691</b>	Falcon St Watermain	\$180,732
	<b>10692</b>	Beach Rd Watermain	\$138,143
	<b>10695</b>	Allstone Watermain	\$90,800
	<b>10696</b>	Marriotts Road Watermain	\$36,116
	<b>10700</b>	Hulverstone Drive Emergency	\$22,188

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Ward	Reference	Project	Project Life to Date Cost
		Repair	
	<b>10702</b>	Rawhiti Water Well Stormwater Outfall	\$147,524
	<b>10706</b>	Bowhill Watermain (WS)	\$149,728
	<b>10708</b>	Rookwood Ave Watermain	\$174,380
	<b>10711</b>	Waitaki St Temp. Sewer	\$0
	<b>10714</b>	Kate Sheppard Emergency Repair (Barkers Lane Temp Works) (WW)	\$187,534
	<b>10723</b>	Merrington Cres Watermain	\$183,621
	<b>10728</b>	Rowan Ave Emergency Work WW	\$447,340
	<b>10744</b>	PS 36 Gravity Main (Pages Rd)	\$649
	<b>10749</b>	Beach Rd Gravity Sewer (WW)	\$67,291
	<b>10752</b>	Desal plant long term storage (WS)	\$79,908
	<b>10756</b>	PM39 Temp Overland Pipe (PM)	\$7,828
	<b>10760</b>	Pages Road	\$69,173
	<b>10789</b>	Woodham Road Water Supply Pumping Line Renewal	\$83,862
	<b>10794</b>	Pratt Street (Keyes Road) Water Main from Pumping Station	\$217,767
	<b>10833</b>	Fast Track - PS36 Sewerage Overflow Repairs Pages/Waitaki (WW)	\$21,204
	<b>10834</b>	Minor Works - Stage 1 Schools	\$7,185
	<b>10838</b>	Minor Works - Banks Avenue	\$119,076
	<b>10859</b>	CCC - Private Laterals Keyes Road (WW)	\$49,616
	<b>10315</b>	Ferner Street - Emergency Works	\$223,901
	<b>10336</b>	Kingsford & Liggins Streets (Projects 10336 & 10885)	\$204,574
	<b>10873</b>	Catchment Study - PS36 Catchment, Area NE4 split into 10959-65 (WW)	\$36,398
	<b>10882</b>	Emergency Work - Beatty Street	\$236,594
	<b>10903</b>	Catchment Study - Parklands & North New Brighton split into 10975-78 NE12, NE13 (WW)	\$0
	<b>10904</b>	Catchment Study - Parklands & North New Brighton (RD,WS,SW) split to 11032, 11033, 11034, 11035	\$28,515
	<b>10312</b>	Rowes/Tomrich Street Watermain	\$264,247
<b>Fendalton-</b>	<b>10354</b>	Papanui Road - Emergency	\$53,511



Ward	Reference	Project	Project Life to Date Cost
<b>Waimari</b>		Work	
	<b>10480</b>	R126 Monavale Footbridge	\$31,654
	<b>10590</b>	Thornycroft Street - Pri4 WM	\$125,632
<b>Central City</b>	<b>10447</b>	Fitzgerald Ave Temp Sewer Replacement (WW)	\$22,117
	<b>10455</b>	Fitzgerald Ave Twin Bridges Temp Repairs	\$0
	<b>10506</b>	Hagley Syphon	\$596,318
	<b>10726</b>	Stormwater Pump Station 203	\$44,715
	<b>10764</b>	PM 3 Temporary Repair (Complex Emergency)	\$52,786
	<b>10790</b>	Liverpool Street Water Main (CBD)	\$107,959
	<b>10867</b>	Fitzgerald Ave Retaining Wall Footpath	\$676,343
	<b>10880</b>	Kilmore St Brick Barrel Repair - Emergency Work (WW)	\$190,110
	<b>10941</b>	Minor Works - 789 Colombo Street (WS)	\$37,922
<b>Hagley-Ferrymead</b>	<b>10301</b>	CCC - Tanner Street Replacement Well (WS)	\$15,792
	<b>10319</b>	St Martins Package 01 (WW) Wilsons Rd South, St Martins Rd and Gamblins Rd	\$1,337,127
	<b>10326</b>	Retreat Road	\$678,774
	<b>10333</b>	PM 57 - Replacement (Stage 2 March)	\$2,075,207
	<b>10337</b>	Avonside - WW Trunk Sewer	\$204,090
	<b>10341</b>	River Road - Siphon (WW)	\$668,564
	<b>10350</b>	Avonside Drive/Retreat - Gravity Sewer Repair	\$93,588
	<b>10352</b>	Avonside Drive/Morris Bowie - Gravity Sewer Temp. Solution	\$86,006
	<b>10353</b>	294 Avonside Drive - Temp. Solution	\$241,562
	<b>10358</b>	PS57 - McCormacks Bay Rd Sewer Overflow Renewal	\$170,231
	<b>10361</b>	PS54 Catchment Temp. Solutions	\$878,147
	<b>10362</b>	PS5 - Glade	\$0
	<b>10372</b>	Dacre Street	\$125,100
	<b>10386</b>	St Andrews Hill Rd Sewer (Major Hornbrook)	\$67,715
	<b>10391</b>	Stevens St Watermain	\$164,811
	<b>10402</b>	Moorhouse SW BB 02	\$72,744
	<b>10406</b>	226 Main Road SW	\$4,627
	<b>10411</b>	Clifton Reservoir 3	\$360,172
	<b>10417</b>	Upper Balmoral Reservoir	\$406,969

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Ward	Reference	Project	Project Life to Date Cost
	<b>10422</b>	PM 31 Renewal Works (WW)	\$1,591,347
	<b>10428</b>	RW Mt Pleasant Rd Wall 156 (RW)	\$128,778
	<b>10431</b>	PS15 Alport	\$1,282,063
	<b>10434</b>	PS 12 Smith	\$546,105
	<b>10441</b>	Ferry Road 873	\$366,749
	<b>10442</b>	PS15 Gould Cres Overflow Structure	\$210,522
	<b>10448</b>	PM 12	\$710
	<b>10451</b>	Manning-Ferry	\$17,158
	<b>10452</b>	WW No Service Grafton	\$134,202
	<b>10454</b>	225 Linwood Ave	\$74,062
	<b>10458</b>	31 Stanmore Road	\$49,606
	<b>10463</b>	Hamner Street - waste water relay	\$72,948
	<b>10471</b>	33 River Terrace	\$38,939
	<b>10473</b>	Wickham St Watermain Replacement	\$307,303
	<b>10478</b>	F805 McCormacks Bay 1 Footbridge	\$8,795
	<b>10479</b>	F806 McCormacks Bay 2 Footbridge	\$7,959
	<b>10481</b>	R223 Heathcote Barrage	\$5,703
	<b>10496</b>	PS13 Tilford	\$10,207
	<b>10497</b>	PS 10 Linwood WW	\$13,921
	<b>10499</b>	Saxon Street Waste Water	\$15,687
	<b>10505</b>	Stanmore Road Lateral	\$0
	<b>10537</b>	Patten Street	\$633,749
	<b>10539</b>	Brittan Street	\$564,468
	<b>10586</b>	PM 107	\$261,759
	<b>10609</b>	PM 47	\$24,815
	<b>10612</b>	McCormacks Bay Reservoir No 2-2	\$692,173
	<b>10613</b>	Mt Pleasant Reservoir 2/2	\$95,660
	<b>10618</b>	Beachville Road Pressure + Gravity Main	\$476,693
	<b>10629</b>	McCormacks Bay Rd WR mains and submains (WS)	\$2,188,133
	<b>10644</b>	55 Clark St WW	\$759
	<b>10666</b>	Head Street - Esplanade to Nayland (WS)	\$78,803
	<b>10677</b>	Beachville Watermain (WS)	\$248,043
	<b>10679</b>	Moncks Spur No. 3	\$214,128
	<b>10687</b>	Wakefield Ave Watermain (WS)	\$156,900
	<b>10716</b>	PM 34 Sumner - Replacement	\$1,601,130
	<b>10729</b>	WW, Gravity Bridal Path and Cannon	\$250,799



Ward	Reference	Project	Project Life to Date Cost
	<b>10734</b>	WW, 262 Main Road	\$0
	<b>10739</b>	Heberden Ave Temporary Solution (WW)	\$102,792
	<b>10743</b>	281 River Rd Siphon (WW)	\$0
	<b>10746</b>	Ruru Ave Repair PM 11	\$42,191
	<b>10747</b>	Bromley Waste Water Treatment	\$23,860
	<b>10753</b>	WW No Service Glendevore (WW)	\$2,081
	<b>10763</b>	Moncks Bay Walkway - Temp Repairs	\$45,416
	<b>10779</b>	CCC - Linwood Avenue Water Main	\$455,958
	<b>10782</b>	15 Dunoon Place Emergency Stabilisation / Sewer Repair	\$179,641
	<b>10792</b>	Truro Street Emergency Waste Water Sewer Renewal (Van Asch School)	\$180,850
	<b>10830</b>	Minor Works - Bridge Minor Works Project Package 01 Roothing	\$12,507
	<b>10835</b>	Minor Works - Avonside Girls High School	\$78,494
	<b>10875</b>	Catchment Study - Avonside & Linwood Area CE-5,6,7,9,10,11,12 (WW)	\$0
	<b>10876</b>	Catchment Study - Avonside & Linwood Area CE5,6,7,9,10,11,12 (RD, SW & WS)	\$96,101
	<b>10772</b>	Monks Bay Main Road Emergency Repair (WW)	\$15,503
<b>Lyttelton-Mt Herbert</b>	<b>10382</b>	Lyttelton Treatment Plant Access	\$0
	<b>10636</b>	Priority Roads - Governors Bay Road Rebuild	\$389,090
	<b>10672</b>	Sutton Quay Retaining wall 441 (RW)	\$39,384
	<b>10878</b>	Minor Works - Cunningham Terrace & Sumner Rd Temp Access Works	\$35,211
	<b>10418</b>	Lyttelton Dyers Road Pump Station (WS, PS)	\$912
<b>Riccarton-Wigram</b>	<b>10309</b>	Halswell Minor Roothing Works - All Areas	\$322,784
	<b>10380</b>	Halswell WW Package 02	\$2,031,265
	<b>10383</b>	PS73 Kennedys Bush	\$95,909
	<b>10387</b>	Townshend Crescent Wastewater	\$46,679

Ward	Reference	Project	Project Life to Date Cost
	<b>10389</b>	Sparks Rd Watermain	\$175,935
	<b>10392</b>	Halswell WW Package 1 (WW)	\$2,109,992
	<b>10408</b>	Glovers Street water (WS)	\$141,990
<b>Shirley-Papanui</b>	<b>10308</b>	Riselaw Street	\$91,424
	<b>10313</b>	PM 6 - Harrison St	\$207,579
	<b>10322</b>	Ranfurly Street	\$118,626
	<b>10323</b>	Chrystal Street	\$83,927
	<b>10329</b>	Hope Street	\$145,208
	<b>10330</b>	Orontes Street - WS	\$90,022
	<b>10334</b>	PM 7 - Stapletons Road	\$242,909
	<b>10345</b>	Nancy Ave / Weston Road	\$16,297
	<b>10348</b>	Shirley Road - Wastewater (Emergency Repair)	\$696
	<b>10369</b>	Orion Street	\$41,881
	<b>10435</b>	Temporary Gravity Sewer Lower Styx Road	\$1,071,332
	<b>10437</b>	PM 40 Marshlands	\$585,684
	<b>10439</b>	Heyders 29-65 (WW)	\$320,151
	<b>10446</b>	Brooklands Roding - Temporary Repairs	\$364,289
	<b>10453</b>	PS78 Heyders (PS)	\$50,098
	<b>10460</b>	449 Durham Street North	\$304,376
	<b>10536</b>	Edgeware Rd - WW	\$1,828,398
	<b>10555</b>	Madras Street / Forfar Wastewater	\$588,121
	<b>10805</b>	Madras Street Road, Storm Water & Water Supply Repairs	\$335,381
	<b>10837</b>	Minor Works - Shirley Boys High School	\$112,202
	<b>10851</b>	Minor Works - Marshland Road & Belfast Road	\$326,476
	<b>10581</b>	Catchment Study - PS7 (10810, 10811, 10812, 10813, 10814, 10815, 10816, 10817)	\$1,098
<b>Spreydon-Heathcote</b>	<b>10320</b>	Murray Aynsley Reservoir 2	\$148,161
	<b>10381</b>	Rydal St (WW)	\$921,784
	<b>10390</b>	Centaurus Rd Watermain	\$143,772
	<b>10393</b>	Smartlea WW Emergency Repair	\$109,989
	<b>10396</b>	75 Wilsons Emergency Repair	\$825
	<b>10397</b>	Glenelg Spur 01	\$142,696
	<b>10404</b>	Hollis Ave Water (WS)	\$177,601
	<b>10410</b>	Hollis Ave WW	\$967,783
	<b>10432</b>	PS19 Beckford	\$3,201
	<b>10433</b>	PS20 Locarno	\$19,394
	<b>10476</b>	F207 Aynsley Tce Footbridge	\$8,319



Ward	Reference	Project	Project Life to Date Cost
	<b>10477</b>	F212 Sloan Tce Footbridge	\$593
	<b>10545</b>	PS19 - Syphon	\$0
	<b>10597</b>	Huntsbury Reservoir (WS)	\$4,072,405
	<b>10717</b>	Colombo St (South) Bridge - Concept only, no construction work undertaken (RD)	\$2,207
	<b>10745</b>	CCC - Sydenham Stn Replace Wells (WS)	\$236,486
	<b>10755</b>	PS19 Fifield - 171 Fifield - Sheetpiling protection of riverbank	\$114,715
	<b>10787</b>	Rydal Street Water Supply, Storm Water and Roding Renewals (SW,WS, RD)	\$409,453
<b>Grand Total</b>			<b>\$76,510,375</b>

*Data sent from SCIRT – Received November*

## **6.2 NON-SCIRT Work Activity**

### **6.2.1 Introduction**

The following section of the report included a progress report against infrastructure and other associated rebuild projects that are not being delivered by SCIRT. It includes a report on progress on Greenspace projects, Christchurch Wastewater Treatment Plant and Organics Processing Plant, Burwood Landfill and Water Supply Wells.



### 6.2.2 Greenspace

Ward	Work Package Number	Project	Description	Number of projects in package	Phase	Estimated Construction Start	Estimated Construction Finish	Estimated Cost
<b>Banks Peninsula Wards</b>	WP0000537	PARKS Marine Structures Repairs	Marine Structures Repairs	13	CONSTRUCTION	01/08/2011	30/06/2013	\$412,000
	WP0000551	PARKS Marine Structures Assessments	Marine Structures Assessments	10	COMPLETE	01/08/2011	30/11/2011	\$50,000
	WP0000783	B/P Retaining Walls	Retaining wall repairs in parks and cemeteries on Banks Peninsula	4	INVESTIGATION	01/07/2012	30/06/2013	\$241,000
<b>Burwood Pegasus</b>	WP0000251	PARKS CEAF 1.1 Sth New Brighton CAPEX	Hard surface and playground undersurfacing renewals	4	CONSTRUCTION	01/10/2011	30/06/2013	\$227,000
	WP0000257	PARKS CEAF 1.2 B/P CAPEX	Bexley, Avondale and Burwood Parks hard surfacing renewals	3	COMPLETE	01/09/2011	31/10/2011	\$100,400
	WP0000258	PARKS CEAF 1.2 B/P OPEX	Hard surface repairs	11	COMPLETE	01/10/2011	29/02/2012	\$148,500
	WP0000284	PARKS CEAF 2.6 TRAVIS CAPEX	Hard surface renewals	5	COMPLETE	01/12/2011	29/02/2012	\$340,500
	WP0000285	PARKS CEAF 2.7 AVON PARK CAPEX	Hard surface renewals	3	INVESTIGATION	01/03/2012	30/06/2013	\$63,850
	WP0000286	PARKS CEAF 2.8 ESTUARY CAPEX	Hard surface renewals	1	INVESTIGATION	01/03/2012	30/06/2013	\$300,000
<b>City wide</b>	WP0000177	PARKS Playground Softfall - CAPEX	Replacement of contaminated softfall to playgrounds	24	COMPLETE	01/08/2011	30/11/2011	\$335,755
	WP0000206	PARKS Playground Softfall - OPEX	Repairs to playground undersurfacing	8	COMPLETE	01/08/2011	20/12/2011	\$54,200
	WP0000269	PARKS CEAF 2.2 S/P,F/W,R/W,L/M OPEX	Hard surface and minor structural repairs	11	COMPLETE	01/03/2012	31/05/2012	\$90,500
	WP0000312	PARKS Hard Surface Nthn & Sthn - OPEX	Hard surface repairs	58	CONSTRUCTION	01/03/2012	30/04/2013	\$450,000
	WP0000313	PARKS Hard Surfaces Nthn & Sthn CAPEX	Hard surface renewals	14	CONSTRUCTION	01/03/2012	30/04/2013	\$550,000

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Ward	Work Package Number	Project	Description	Number of projects in package	Phase	Estimated Construction Start	Estimated Construction Finish	Estimated Cost
	WP0000318	PARKS Hard Surfaces Eastern CAPEX	Hard surface renewals	23	CONSTRUCTION	01/03/2012	30/04/2013	\$755,000
	WP0000321	PARKS Hard Surface Eastern - OPEX	Hard surface repairs	76	CONSTRUCTION	01/03/2012	30/04/2013	\$700,000
	WP0000323	PARKS City Wide Turf Repairs - OPEX	Repairs to non sports turf surfaces	110	COMPLETE	01/11/2011	31/05/2012	\$390,550
	WP0000357	PARKS Retaining Walls CAPEX	Minor retaining wall renewals	5	CONSTRUCTION	01/08/2011	30/06/2013	\$393,000
	WP0000358	PARKS Retaining Wall Repairs	Minor retaining wall repairs	24	CONSTRUCTION	01/08/2011	30/06/2013	\$336,000
	WP0000376	PARKS Minor Structures CAPEX	Minor structures renewals	8	INVESTIGATION	01/08/2011	30/06/2013	\$439,000
	WP0000377	PARKS Minor Structures Repairs	Minor structures repairs	60	CONSTRUCTION	01/08/2011	30/06/2013	\$471,000
	WP0000571	PARKS 2012 Sports Fields Repairs	Repairs to sports turf 2011/12	45	COMPLETE	01/09/2011	31/03/2012	\$691,000
	WP0000768	PARKS Mature Tree Replacements	Tree renewals at Hagley Park and Sth Brighton Domain	2	COMPLETE	01/03/2012	30/06/2013	\$100,000
	WP0000769	PARKS Port Hills Restoration	Port Hills rock fencing and planting	2	INVESTIGATION	01/07/2012	TBC	\$200,000
	WP0000205	PARKS Sports Fields Repair - Moderate	Repairs to sports turf	19	COMPLETE	01/05/2011	31/07/2011	\$244,000
	WP0000207	PARKS Sports Fields Repair - Minor	Repairs to sports turf	23	COMPLETE	01/05/2011	31/07/2011	\$122,550
	WP0000779	Structural	Bridge repairs on Parks City wide	14	INVESTIGATION	01/07/2012	30/06/2014	\$919,000
	WP0000780	Regional Parks	Repairs to structures and hard surfaces	6	INVESTIGATION	01/07/2012	30/06/2013	\$465,000
	WP0000781	Trees	City wide tree renewals	1	CONSTRUCTION	01/07/2012	30/06/2013	\$500,000
	WP0000782	Ponds	Repairs to small ponds and outflows in parks	2	COMPLETE			\$50,000



Ward	Work Package Number	Project	Description	Number of projects in package	Phase	Estimated Construction Start	Estimated Construction Finish	Estimated Cost
	WP0000784	Cemeteries - Operational	Repairs and make safe work to headstones in Operational cemeteries	18	COMPLETE	01/12/2011	30/06/2013	\$250,000
	WP0000785	Cemeteries - Heritage	Repairs and make safe work to headstones in Heritage cemeteries	3	INVESTIGATION	01/07/2012	30/06/2015	\$250,000
	N/A	On Hold	Projects on hold due to them being in Red Zoned areas, cordons, rock fall risk etc. Depending on land decisions some of these repairs/renewals may become redundant	141	ON HOLD	XXXX	XXXX	\$6,347,200
	N/A	Port Hill Parks/Tracks Reopening Project	Port Hill Parks/Tracks Reopening	21	INVESTIGATION	TBC	TBC	\$2,196,020
<b>Hagley Ferrymead</b>	WP0000252	PARKS Victoria Lake CAPEX	Relining Victoria lake	1	COMPLETE	01/07/2011	29/02/2012	\$500,000
	WP0000253	PARKS CEAF 1.3 Hagley Pk/Bot.Gdns CAPEX	Hard surface and playground undersurfacing renewals	5	COMPLETE	01/09/2011	29/02/2012	\$228,000
	WP0000254	PARKS CEAF 1.4 Hagley Pk North CAPEX	Irrigation and Turf renewals	2	COMPLETE	01/07/2011	31/07/2011	\$30,000
	WP0000263	PARKS CEAF 1.6 H/F CAPEX	Hard surface renewals	5	COMPLETE	01/10/2011	29/02/2012	\$230,500
	WP0000264	PARKS CEAF 1.6 H/F OPEX	Hard surface, track and minor structure repairs	20	COMPLETE	01/10/2011	29/02/2012	\$142,000
	WP0000265	PARKS CEAF 1.8 BOT. GARDENS CAPEX	Playground undersurfacing repairs	1	COMPLETE	01/10/2011	29/02/2012	\$50,000
	WP0000287	PARKS CEAF 2.9 VICTORIA SQUARE CAPEX	Hard surface, track and minor structure renewals	4	CONSTRUCTION	01/12/2012	30/06/2013	\$277,000
	WP0000288	PARKS CEAF 2.10 CENTRAL CITY PARKS CAPEX	Hard surface renewals	3	ON HOLD	XXXX	XXXX	\$15,000

Ward	Work Package Number	Project	Description	Number of projects in package	Phase	Estimated Construction Start	Estimated Construction Finish	Estimated Cost
	WP0000289	PARKS CEAF 2.10 CENTRAL CITY PARKS OPEX	Hard surface, track and minor structure repairs	10	ON HOLD	XXXX	XXXX	\$19,100
	WP0000767	PARKS Sumner/Scarborough Restoration	Hard surface renewals	9	CONSTRUCTION	01/12/2011	30/04/2013	\$187,000
Riccarton Wigram	WP0000280	PARKS CEAF 2.5 MONA VALE CAPEX	Hard surface, bridge and wall renewals	5	INVESTIGATION	01/07/2012	30/06/2013	\$322,000
Shirley Papanui	WP0000255	PARKS CEAF 1.5 Groynes CAPEX	Car Park, Driveway, Turf, Track and Jetty renewals	6	COMPLETE	01/08/2011	30/09/2011	\$96,000
	WP0000256	PARKS CEAF 1.7 Temp Changing Rooms CAPEX	Portable changing facilities for sports parks	2	CONSTRUCTION	01/02/2012	31/12/2012	\$300,000
	WP0000268	PARKS CEAF 2.1 English Park CAPEX	Car Park renewal	1	COMPLETE	01/08/2011	30/10/2011	\$247,500
	WP0000277	PARKS CEAF 2.3 S/P OPEX	Hard surface and track repairs	5	COMPLETE	01/03/2012	31/05/2012	\$20,500
	WP0000278	PARKS CEAF 2.3 S/P CAPEX	Hard surface renewals	3	COMPLETE	01/03/2012	31/05/2012	\$100,000
	WP0000778	Roto Kohatu	Repairs to bank works at Roto Kohatu Reserve	1	COMPLETE	01/02/2011	30/04/2011	\$200,000
Spreydon Heathcote	WP0000279	PARKS CEAF 2.4 S/H OPEX	Hard surface and minor structural repairs	11	COMPLETE	01/11/2011	31/03/2012	\$153,615
		ACC: Auckland City Council grant						
		CEAF: Canterbury Earthquake Appeal fund						
		NOTE: Canterbury Earthquake Appeal Fund projects are billed directly to Dept. Internal Affairs.						
		CCC labour costs to design, project manage and supervise these projects are charged to 721/120 codes depending on the asset type						
		Status Summary						
				67	Investigation	\$5,395,870		



Ward	Work Package Number	Project	Description	Number of projects in package	Phase	Estimated Construction Start	Estimated Construction Finish	Estimated Cost
				293	Construction	\$5,558,000		
				352	Complete	\$4,966,070		
				154	On Hold	\$6,381,300		
					Total	\$22,301,240		

*Data from Asset and Network Planning Unit, Christchurch City Council*

### 6.2.3 Wastewater Treatment Plant and Organics Processing Plant

Project	Description	Phase	Estimated Construction Start	Estimated Construction End	Estimated Cost
<b>Clarifiers</b>	C4 - New structural bottom - CIPP repair to influent pipe - Modify Arms to suit new structure.	Complete	Nov 11	3 Feb 12	
	C3 - New structural bottom - CIPP repairs to influent pipe. - Modify Arms to suit new structure	Complete	24 Jan 12	30 June 12	
	C1 - New structural bottom - CIPP repair to influent pipe - Modify Arms to suit new Structure	Construction	July 12	15 Feb 13	
	C2 - Verify that emergency repairs have returned asset to pre-EQ functionality and asset condition.	Investigation			
					\$9,432,768
<b>Civil &amp; Structural</b>	<ul style="list-style-type: none"> <li>Paving</li> <li>C2 water</li> <li>Crack repairs to structures.</li> <li>Reclad Digester 2</li> <li>PST/SCT &amp; Grit Tank Repairs</li> </ul>	Construction	Oct 11	Sept 12	
		Complete	Oct 11	Feb 12	
		Construction	April 11	Nov 12	
		Complete	Sept 11	Dec 11	
		Construction	Aug 12	Feb 13	\$4,514,760
<b>After Hours SCIRT Septic Waste Disposal</b>	• <b>Repair after hours access road &amp; improve for increased traffic movements</b>	<b>Construction</b>	<b>Oct 12</b>	<b>Dec 12</b>	
	• <b>Repair and strengthen septic waste dump point into Lagoon 2</b>	<b>Construction</b>	<b>Oct 12</b>	<b>Dec 12</b>	
					<b>\$1,500,000</b>
<b>Oxidation Ponds</b>	<ul style="list-style-type: none"> <li>Transfer structures 1-4</li> <li>Transfer Structure 4-5.</li> <li>Pond banks strengthen and reinstate to design levels.</li> <li>Estuary outfall structure</li> <li>Dyers Road transfer structure</li> </ul>	Complete	Oct 11	Feb 12	
		Complete	Dec 11	Mar 12	
		Construction	Jan 12	Dec 12	
		Construction	July 12	Dec 12	
		Construction	Oct 12	Jan 13	\$16,250,000
<b>Galleries</b>	• South Gallery – drainage and structural <i>Proposed repair strategy unsuccessful, redesign underway</i>	Design	Oct 12	Dec 12	
	• North Gallery – drainage & joints	Construction	June 12	Oct 12	
	• Diagonal Gallery – drainage & joints	Design	Oct 12	Dec 12	
	• Pump Stn A – drainage & joints	Design	Dec 12	Jan 13	
	• Sludge Rm A – drainage & joints	Design	Jan 13	Mar 13	



Project	Description	Phase	Estimated Construction Start	Estimated Construction End	Estimated Cost
					\$1,353,550
<b>CWTP Trickling Filters Stage 1</b>	<ul style="list-style-type: none"> <li>Trickling Filter 1</li> <li>Trickling Filter 2</li> </ul>	Design Design	Nov 12 Dec 12	Feb 13 Mar 13	
<b>Stage 2</b>	<ul style="list-style-type: none"> <li><b>Investigate and repair any damage to Trickling Filter internal structure</b></li> </ul>		<b>2020</b>		<b>\$3,500,000</b>
<b>Mechanical &amp; General Repairs</b>	<ul style="list-style-type: none"> <li>Digesters 2</li> <li>Digesters 1</li> <li>Digester 4</li> <li>Digester 3</li> <li>Digesters 5</li> <li>Digester 6</li> <li>Buffer Tank</li> <li>Primary Sedimentation Tanks</li> <li>Bio- Solids Holding Tank</li> </ul>	Construction Investigation Investigation Investigation Investigation Investigation Complete Construction Design	Oct 11 Oct 12 Jan 13 Mar 13 Jan 14 Jun 14 Nov 11 June 11 Jan 13	Dec 12 Mar 13 Jun 13 Sept 13 Jun 14 Nov 14 Jan 12 July 12 May 13	
					\$5,450,250
<b>Organics Processing Plant</b>	<ul style="list-style-type: none"> <li>Demolish &amp; Reconstruct Tunnels</li> <li>Repair &amp; Strengthen Process Hall</li> <li>Repair Hard Standing</li> </ul>	Construction	Mar 12	July 13	
					\$9,518,133
<b>Facilities</b>	<ul style="list-style-type: none"> <li>Laboratory</li> <li>Control room</li> <li>Workshops</li> <li>Offices/ Cafeteria/ Mtg room</li> </ul>	Design Design Investigation Investigation	Feb 13 Feb 13 Feb 13 Feb 13	June 13 June 13 June 13 June 13	
					\$2,741,000
<b>Outlet Structure</b>	<ul style="list-style-type: none"> <li>Replace Broken Outlet Pipes</li> <li>New Outlet Structure</li> <li>Decommission Broken Pipes</li> </ul>	Design	Nov 12	Mar 13	
					\$2,300,000
	<b>TOTAL</b>				<b>\$56,433,249</b>

Data from Project Management Unit, Christchurch City Council

In the table above, the bolded text identifies a change in activity since the previous monthly report.

## 6.2.4 Burwood Landfill

Project	Description	Material Received (tonnes)	Material Processed (tonnes)	Phase	Estimated Construction Start	Estimated Construction End	Estimated Cost
<b>Burwood Landfill</b> Liquefaction and Infrastructure Rebuild Waste Disposal	<ul style="list-style-type: none"> <li>Prepare areas for disposal</li> <li>Operate and maintain disposal site</li> <li>Restoration and landscaping</li> <li>Resource consent application</li> <li>Consultation documents to affected parties</li> <li>Consultation Feedback documents to affected parties</li> <li>Consents granted</li> </ul>	371,252	371,252	Complete Operation <b>Operation Completed</b> Complete  Complete  Complete	Feb 11 Feb 11 Jan 12 Jan 12 Apr 12  Jun 12  July 12	Jan 12 Dec 13 Dec 13 Aug 12 Jul 12  Jul 12  Sept 12	Self Funded
<b>Burwood Landfill</b> Residual Demolition Waste Disposal	<ul style="list-style-type: none"> <li>Design of new cell for residual waste</li> <li>Cell construction</li> <li>Operate and maintain disposal site</li> <li>Restoration and landscaping</li> <li>Resource consent application</li> <li>Consultation documents to affected parties</li> <li>Consultation Feedback documents to affected parties</li> <li>Consents granted</li> </ul>	0	0	Complete Construction Construction Design <b>Complete</b> Complete  Complete  Complete	Oct 11 Mar 12 Sep 12 Jul 17 Oct 11 Apr 12  Jul 12  Jul 12	Jun 12 <b>Jan 13</b> Dec 17 Dec 17 Aug 12 Jul 12  Aug 12  Sep 12	To be funded by Transwaste Canterbury
<b>Burwood Resource Recovery Park</b> Demolition Sorting and Processing Facility	<ul style="list-style-type: none"> <li>Construct areas for storage of material and associated roading</li> <li>Design of sorting plant</li> <li>Construction of sorting plant</li> <li>Sorting operation</li> <li>Rehabilitation and landscaping</li> <li>Resource consent application</li> <li>Consultation documents to affected parties</li> <li>Consultation Feedback documents to affected parties</li> <li>Consents granted</li> </ul>	363,000	0	Complete  Complete Commenced <b>Commence</b> Design Complete Complete  Complete  Complete	Feb 11  Mar 11 Jul 12 <b>Jan 13</b> Jul 17 Oct 11 Apr 12  Jun 12  Jul 12	Jun 11  Jun 12 Dec 12 Dec 17 Dec 17 Aug 12 Jul 12  Jul 12  Sep 12	To be funded by Transwaste Canterbury
	<b>TOTAL</b>	<b>734,252</b>	<b>371,252</b>				

*Data from City Water and Waste Unit, Christchurch City Council*

In the table above, the bolded text identifies a change in activity since the previous monthly report.



## 6.2.5 Wells

The damage to wells has been reported separately from the remainder of the non-SCIRT infrastructure rebuild because much of the wells repair work is reactionary due to the ongoing aftershocks.

Forward programming is limited by the reactionary work and the operational requirements of the water supply network, meaning that each package of work is programmed “on the fly” on a prioritised basis before it is issued.

The programme of work must be kept flexible in order to keep as many damaged wells operational as possible while at the same time moving forward with the repair and replacement programme. Only a limited number of wells can be taken out of service at one time to avoid affecting the demand on water supply network, and to minimise water restrictions.

	September At Ground Level	October At Ground Level	September Below Ground Level	October Below Ground Level	September Totals	October Totals
Total number of active wells					154	154
Wells yet to be repaired <sup>+</sup> *	34	34	44	37	78	71
Cost Estimate all repairs <sup>+</sup>	\$4,692,000	\$4,692,000	\$18,022,000	\$18,584,000	\$22,714,000	\$23,276,000
Wells repaired to date <sup>+</sup> *	68	68	95	100	163	168
Cost to date <sup>+</sup>	\$2,830,173	\$2,830,173	\$6,344,069	\$6,575,652	\$9,174,242	\$9,405,825

*Data from Capital Delivery Team, Christchurch City Council*

+ includes replacement wells

\* some wells are damaged both at and below ground level

## **7 APPENDIXES**

### **7.1 Memo of Councillor Queries**

### **7.2 Foot Bridge Schedule**

### **7.3 SCIRT Innovations Register**



## 7.1 Memo of Councillor Queries



New Zealand Government

### INFRASTRUCTURE REBUILD CLIENT MANAGEMENT TEAM

**To** Chair, Environment and Infrastructure Committee

**From** Will Doughty, Infrastructure Rebuild Client Manager

**Date** Wednesday 7<sup>th</sup> November

**Subject** Response to questions raised at Environment and Infrastructure Committee Meeting - 1 November

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**1.0 Clarification of why there was a difference between actual cost (YTD) of rebuild activities performed by others on page 11 of agenda (\$6,121,022) and the total non-SCIRT Infrastructure Rebuild Programme actual cost year to date in Table 1.2 on page 12 of the agenda (\$6,150,054)**

There is no difference between actual cost of rebuild activities (Table 2.2) and the total non-SCIRT infrastructure rebuild actual cost year to date (Table 1.2). The correct figure is \$6,150,054 as per Table 1.2 below, error in Table 2.2 was due to human error and has been corrected.

FINANCE AS AT 30 SEPTEMBER 2012					
Non SCIRT					
Activity	Description	Approved Budget	Actual Cost YTD	Year End Forecast	Year End Variance
Road Network	Roading	\$ 31,367,190	\$ 430,639	\$ 8,300,043	23,067,147
Wastewater Collection		-\$ 42,779,266	-\$ 12,466	-\$ 12,466	- 42,766,800
Parks & Open Spaces	Greenspace	\$ 13,554,101	\$ 304,712	\$ 13,554,101	- 0
Refuse Minimisation & Disposal	Solid Waste	\$ 5,105,263	\$ 1,344,878	\$ 5,105,263	- 0
Wastewater Treatment & Disposal	WW Treatment Plant	\$ 29,020,147	\$ 1,802,077	\$ 29,020,147	- 0
Water Supply	Water Supply	\$ 62,553,010	\$ 1,085,750	\$ 34,425,175	28,127,835
Waterways & Land Drainage	Stormwater	\$ 4,666,077	\$ 1,194,464	\$ 7,773,464	- 3,107,387
<b>TOTAL NON-SCIRT INFRASTRUCTURE REBUILD PROGRAMME</b>		<b>\$ 103,486,521</b>	<b>\$ 6,150,054</b>	<b>\$ 98,165,727</b>	<b>\$ 5,320,794</b>

**2.0 Details of how much work is being undertaken for the amount spent per month.**

**3.0 A graph to show the progress of work and costings per month.**

At the moment monthly expenditure is being reported as well as achievement/progress. These are being reported separately. The client group is working with SCIRT to develop Value for Money performance metrics, which can then be reported on a monthly basis. This will include metrics which will show physical progress of the rebuild against time and budget. These metrics are still being developed and it is expected to be at least 3 months until they are implemented and can be reported on fully.

**28. 11. 2012**

**4.0 A summary of innovative work practices that SCIRT have implemented.**

SCIRT maintain an innovations register as part of their Value for Money tools. A copy of this register will be included in the next monthly progress report.

**5.0 A schedule showing when footbridges will be repaired.**

Please find attached copy of Footbridge Construction Schedule (dated 6-Nov-12). This is based on those footbridges identified as part of the Bridge prioritisation 25-May-12. It is important to note that not all footbridges have been identified as requiring work and / or included within current projects as yet.

This schedule will be updated when the bridge prioritisation is rerun.

**6.0 Information on the communication strategy being used particularly at SCIRT sites.**

- SCIRT's communication promise is: to be approachable, to listen, to be open and honest; to consider our communities and minimise our impact within our operating constraints; to make hard technical decisions and be accountable for them. The people of Christchurch are at the heart of this rebuild.
- SCIRT uses a wide range of communication to let people know about the horizontal rebuild. This can be roughly divided into overarching city-wide communication, and targeted communication where work is underway.
- City wide communication includes: an electronic e-newsletter that can be subscribed to; the SCIRT website; media articles; public displays; advertising; Twitter; information stands at service centres throughout the city.
- Targeted communication includes: work notices to letterboxes and emailed to stakeholders; working with schools; Delivery Team freecall hotlines; meetings and briefings; door-knocking; project signage and information posters.
- The effectiveness of communication is evaluated using regular independent market research using telephone surveys of wider Christchurch and face-to-face surveys in areas where we have finished working. The overall satisfaction with communication is on average 81%.
- Every project has a communications control plan developed to determine the tools, approach and timing that are appropriate for the project. Each delivery team has a communications team that is responsible for implementing the communications control plan for projects. A communications leadership group oversees/coordinates all SCIRT communications across all of the SCIRT rebuild.

**SIGNED**



**Will Doughty**

**Infrastructure Rebuild Client Manager**





Line	SCIRT #	Task name	Duration	Start	Finish	Current Phase	Bridge ID	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J		
								2011																												2013	14
1		ACTIVE	2464ed 9eh	16/11/2010	15/08/2017		ACTIVE																														
2	10464	F106 Antigua Street Footbridge	466d 3.78h	25/11/2011	18/10/2013	Detailed Design																															
3	10464	Construction	78d	25/01/2013	21/05/2013	Detailed Design	F106																														
4	10465	F105 Bridge of Remembrance	777d 4h	12/09/2011	11/11/2014	Detailed Design																															
5	10465	Construction	339d	1/02/2013	20/06/2014	Detailed Design	F105																														
6	10890	Bridge Repair - Area 2 Central - Durham St (R119), Hereford St (R110) and Barbadoes St (R118) (BR)	676d 1h	30/03/2012	6/01/2015	Concept Design																															
7	10890	Construction	210d 23.57min	20/12/2013	3/11/2014	Concept Design	F104																														
8	10891	Bridge Repair Package 03 - Northern Area	539d 4.78h	30/03/2012	12/06/2014	Concept Design																															
9	10891	Construction	83d	20/09/2013	30/01/2014	Concept Design	F101,F102																														
10	10894	Fendalton Bridge Repair Package - Minor Repairs (RD)	415d 1h	2/04/2012	29/11/2013	TOC																															
11	10894	Construction	45d	26/04/2013	28/06/2013	TOC	F110,F134,F151																														
12	10896	Minor Works - Demolition of Porrit Park and Snells Footbridges, PS26 and PS27 Pump Stations	278d 1h	10/04/2012	23/05/2013	Construction																															
13	10896	Construction	25d	16/11/2012	20/12/2012	Construction	F103																														
14	10902	Bridge Repair Package 04 - Southern Area	545d 5.5h	5/04/2012	26/06/2014	Concept Design																															
15	10902	Construction	157d	31/05/2013	23/01/2014	Concept Design	F203,F209,F211,F216																														
16		HANDOVER	1331d 1.5h	18/01/2011	31/03/2016		HANDOVER																														
17	10476	F207 Aynsley Tce Footbridge	295d 1.5h	9/09/2011	19/11/2012	Handover																															
18	10476	Construction	20d	2/04/2012	2/05/2012	Handover	F207																														
19	10477	F212 Sloan Tce Footbridge	314d 2.1h	17/08/2011	22/11/2012	Handover																															
20	10477	Construction	25d	26/04/2012	30/05/2012	Handover	F212																														
21	10478	F805 McCormacks Bay 1 Footbridge	312d 1.5h	17/08/2011	19/11/2012	Handover																															
22	10478	Construction	85d	2/12/2011	17/04/2012	Handover	F805																														
23	10479	F806 McCormacks Bay 2 Footbridge	313d 1.5h	16/08/2011	19/11/2012	Handover																															
24	10479	Construction	74d	19/12/2011	17/04/2012	Handover	F806																														
25	10857	Minor Works - Bridge Minor Works Project Package 02	279d 1h	16/02/2012	3/04/2013	Handover																															
26	10857	Construction	69d	1/08/2012	6/11/2012	Handover	F125,F126,F141,F142,F152,F153,F154,F202,F204,F201,F208,F210,F214,F215,F233,F301,F302,F304,F306,F802,F815,F999																														

Project Phases

Portfolio Summary 6 Construction

Author :



### Council Question

This document is prepared by the SCIRT Value Manager in response to a question from a Council Committee asking for a summary of innovative work practices that SCIRT has implemented.

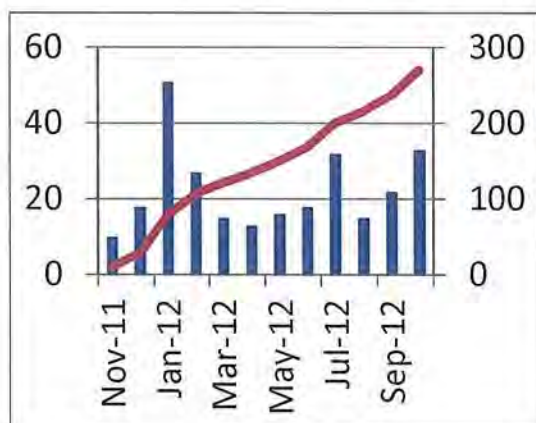
### Importance

Focus on innovations is an important part of the business of SCIRT. It has been raising and developing a wide range of them since late last year and continues to do so. The following graph and table show the statistics of concepts raised and those processed through to conversion to new materials/business processes/design/construction as applicable.

The raising and recording of innovations in the field has become main-stream in recent weeks, against the pressures of the ramp up in activity, facilitated by a new recording system for the Delivery Teams. This is expected to add many more improvements in future.

SCIRT is confident that innovations will continue as a success story and an important element in driving improvements, efficiencies and savings.

### Innovations received and managed to date:



Status	Quantity	Estimated Benefits
New	35	\$4,995,005
In Evaluation Process	159	\$46,541,412
Declined	39	\$1,760,001
In Use	37	\$7,645,100*
<b>Total</b>	<b>270</b>	<b>\$60,941,518</b>

\* Confirmed value

### Examples

The innovations have come from all facets of SCIRT and include the following chosen at random:

#### Being Evaluated

Small plastic sewer access chambers  
 Water supply leakage detection system  
 Land and river survey method changes  
 Geotechnical data sharing protocols  
 Seismic resistant plastic pipe joining details  
 Vibration/noise reduction from site pumps

#### In Use

CAD software system enhancements  
 Water sub-main layout improvements  
 Small pump station lid design for safety  
 Retaining wall stone facing simplifications  
 Business software integration  
 Streamlined consenting processes





# Greater Christchurch Transport Statement

*Looking ahead, working together*

2012

# Statement of intent

The key transport providers are working together to deliver a seamless transport system over the greater Christchurch area that:

- Supports earthquake recovery and the growth of Canterbury, and
- Connects people and places with a range of sustainable and affordable transport options.

This will be achieved through:

- Integrated decision-making on transport and land use, and
- Aligning our transport investments to get better value for money.

*We are committed to delivering the best possible transport solutions for the people and businesses of Greater Christchurch. While there are many issues to respond to, there are also unique opportunities to integrate land-use planning with transport solutions for a better Canterbury.*

*Working in close partnership we recognise that post-earthquake recovery in the Greater Christchurch area will be more speedily and efficiently achieved by adopting a 'one-network' approach.*

*We the undersigned will make our best endeavours to give effect to the intended direction of this transport statement.*

Dated:





## Purpose



The Greater Christchurch Transport Statement (GCTS) provides an overarching framework to enable a consistent, integrated approach to planning, prioritising, implementing and managing the transport network and services in the Greater Christchurch area.

An efficient and reliable transport network into, out of and across Greater Christchurch is vitally important to the social, economic and environmental future of the city and South Island. Similarly, transport links to the Christchurch airport and Lyttelton port are critical in supporting New Zealand trade and tourism.

This Statement is designed to help guide the development and management of Greater Christchurch transport programmes and partners' investment strategies towards a strong and resilient future. It responds to the CERA Recovery Strategy Built Environment goal of developing a transport system that meets the changed needs of people and businesses and enables accessible, sustainable, affordable and safe travel choices.

It also takes account of national and regional transport objectives and policies, and contributes to the visions for social, economic and environmental well-being set out in the Greater Christchurch Urban Development Strategy (UDS).

The GCTS focuses on the strategic links between key places within the Greater Christchurch area. The agreed outcomes will be delivered through the transport activities of the various partners. More localised activities for active transport and other improvements will continue to be developed through the local area transport plans of the partners.

## Background

*Key transport players have come together to resolve significant and challenging transport issues facing the area, post-earthquake, and identify future opportunities.*

The Statement has been developed as a sign of agreement and commitment to the intended direction of a 'one-network' transport system in Greater Christchurch, through a unique partnership of public and private sectors.

The partnership comprises of UDS partners - Environment Canterbury, Christchurch City Council, Selwyn and Waimakariri district councils, NZ Transport Agency - along with Christchurch International Airport Limited, KiwiRail, Lyttelton Port of Christchurch, Canterbury Earthquake Recovery Authority (CERA) and the Ministry of Transport.

### Earthquake Recovery

The earthquakes have set some strategic challenges for the transport network:

- Forty five per cent of roads in Christchurch have been damaged, requiring up to 50,000 repairs.
- The key alternative route to the Port has been closed due to rockfall.
- Re-located businesses and households have changed the travel patterns, leading to increased traffic congestion on strategic routes, especially in the west of the city.
- New business activity areas have created localised traffic congestion.
- Patronage of public transport has declined.
- Increased road work activity is affecting travel efficiency.
- Freight needs for rebuild and recovery are affected by congestion.
- There has been extensive damage to the Central City.

## Where we are now











*Post-quake Greater Christchurch faces a unique set of challenges and issues, constraints and opportunities.*

*While we are working through a period of recovery, we are also planning transport solutions to respond to key economic and social drivers of travel demands over the next 30 years.*

### Key Transport Drivers

	Activity	Key Place	Key Links	
<div> <div>Economic</div> <div>↑</div> <div>↓</div> <div>Social</div> </div>	Coal	Port	Rail, road	Public transport
	Logs	Port	Road, rail	
	Port containers	Port, freight hub	Road, rail	
	Fuel	Port, airport	Road, rail	
	Airport freight	Airport, freight hubs	Road	
	Airport passengers	Airport	Road, PT <sup>#</sup>	
	Jobs (business, education, social, tourism)	Key activity and employment centres, hospital, tertiary	Road, PT, cycling, walking	
	Households and residents	Urban areas	Road, PT, cycling, walking	

### 30 Year Assumptions

		2010	2041	% increase	
Population		435,000	550,000	26%	*TEU = 20-foot container equivalent units
Households		176,000	240,000	36%	
Jobs		200,000	244,000	22%	
Daily person trips		1,860,200	2,360,600	27%	
Airport passengers		6m	10.5 - 12m	75-100%	
Airport tonnage		120,000	400,000	233%	
Port containers (TEU*)		290,000	1,500,000	417%	
Coal tonnes		2.3m	5m	117%	
Other tonnes		1,910,000	3,260,000	71%	
External road flow		33,400	60,600	81%	



## Top priorities

*The most pressing strategic transport issues needing action in the short term*

- Port access, including freight challenges around Lyttelton, Brougham Street, Evans Pass and Sumner Road
- Public transport operation and growth
- Western corridor, airport access and overall freight growth and opportunities
- Northern and south-west access, future growth and changing land use
- Central City linkages to other key places.



## Going forward

*The transport system will support economic and social well-being by connecting people, goods and services with places, while minimising the environmental impacts and creating liveable communities.*

People need to travel for business, work, education, shopping and social purposes. They want to do this safely and efficiently, with choices across a range of modes – walking, cycling, public transport, private vehicles, trucks, trains and planes.

In planning and developing an effective 'one-network' transport system for a thriving Greater Christchurch, the partners look to achieve the best possible transport outcomes and objectives, using a strategic approach.

Transport Outcomes		Objectives
Journey Links between people & places	Connectedness	Integrate land-use activities with transport solutions, enabling ease of movement between places
	Resilience, reliability and efficiency	Optimise the use of existing transport assets through managing travel demand and networks
		Provide safe, efficient and resilient links to connect people and places
		Ensure efficient and predictable travel time between key places
	Travel choice	Provide more options for people to walk, cycle and use public transport
Safety	Safe journeys	Minimise the severity and social cost of crashes
		Improve personal security
Environment	Liveable communities	Support place-making, and 'active travel' and public transport, reducing emissions and improving public and environmental health
	Low environmental impacts	

## Delivery mechanisms and funding considerations

An important underlying challenge to the effectiveness of the Greater Christchurch Transport Statement relates to being able to fund the agreed direction and outcomes sought by the partners. The delivery of the outcomes will be through their transport plans and programmes, including areas of maintenance and operations, renewals, improvements and other community programmes.

Generally transport funding cannot be drawn from one 'pot' but must be pulled together from numerous sources. Whereas councils and government agencies are generally funded by rates and taxes, commercial operators rely on the services they charge for, and other income. This reflects the different community and commercial aspirations that drive funding and investment opportunities, and the decisions faced by the various partners.

This Statement will help to inform investment decisions so the partners can become more aligned and deliver better value-for-money solutions in the future.



# Investing for outcomes

*Sound transport decisions and investment are vital in helping ensure Greater Christchurch flourishes.*

*Action Plan (Draft, to be finalised)*

Top Priorities		Outcome	Potential funding partners*		Timeframe		
			Lead agency	Supporting agencies	S	M	L
Port Freight & Growth	Access to Lyttelton Port of Christchurch	Journey Environment, Safety	NZTA	CCC, KiwiRail, LPC	✓		
	Re-open Evans Pass for over-dimension and hazardous goods movement	Journey Environment, Safety	CCC	NZTA, LPC	✓		
	Port repair and development	Journey Environment, Safety	LPC	CCC, ECan	✓	✓	
	Development of integrated Lyttelton management plan for anticipated freight growth and integration with town centre, pedestrian needs, connections to water	Journey Environment, Safety	CCC, LPC	NZTA, KiwiRail	✓	✓	✓
	Protect Brougham St freight corridor, considering abutting land-use	Journey, Environment, Safety	NZTA	CCC, KiwiRail	✓	✓	
	Improve access to Middelton railyard	Journey	CCC	KiwiRail, NZTA	✓		
Public Transport	Public transport network operation & growth model to provide transport choice	Journey	ECan	CCC, NZTA	✓	✓	
	Develop public transport interchanges	Journey, Environment	CCC	ECan, NZTA	✓	✓	
	Develop public transport priority measures	Journey	CCC	ECan, NZTA	✓		
	Investigate and protect future public transport options	Journey	ECan	CCC, NZTA, SDC, WDC	✓	✓	
Western Corridor/Airport	Western Corridor and freight growth requirements and opportunity	Journey	NZTA	CCC, CIAL, KiwiRail, LPC	✓		
	Airport access	Journey	NZTA	CCC, CIAL	✓		
	Inter-modal road / rail facilities and railyard repairs	Journey	KiwiRail	NZTA, CCC, SDC, WDC, CIAL	✓	✓	
	Future freight opportunities	Journey, Environment	NZTA	CIAL, LPC, KiwiRail, CCC, MoT, SDC, WDC	✓		
Nth/Sth Access/Growth	Northern and southern access & future growth areas	Journey	NZTA	CCC, WDC, SDC, ECan	✓	✓	
	Northern growth areas	Journey, Environment	CCC, WDC	NZTA, ECan	✓	✓	
	South-west growth areas	Journey, Environment	CCC, SDC	NZTA, ECan	✓	✓	
Central City	Central City integration with wider strategic networks	Journey, Environment, Safety	CERA	CCC, ECan, NZTA	✓		
	Develop transport system to support the Christchurch Central Recovery Plan	Journey, Environment, Safety	CERA	CCC, ECan, NZTA	✓	✓	

\*Other funding options will be explored





# Greater Christchurch Transport Statement

*Looking ahead, working together*

**Supporting Document**

2012

## Statement of Intent

The key transport providers are working together to deliver a seamless transport system over the Greater Christchurch area that:

- Supports earthquake recovery and the growth of Canterbury, and
- Connects people and places with a range of sustainable and affordable transport options.

This will be achieved through:

- Integrated decision-making on transport and land use, and
- Aligning our transport investments to achieve better value for money.

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*We are committed to delivering the best possible transport solutions for the people and businesses of Greater Christchurch. While there are many issues to respond to, there are also unique opportunities to integrate land-use planning with transport solutions for a better Canterbury.*

*Working in close partnership we recognise that post-earthquake recovery in the Greater Christchurch area will be more speedily and efficiently achieved by adopting a 'one-network' approach.*

*(Partner logos to go here.)*



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- 5. Partner summary transport statements**
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  - Christchurch City Council – CTP summary
- 6. Key principles and suggested key performance indicators**
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## Executive Summary

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*This Statement is designed to help guide the development and management of Greater Christchurch transport programmes and partners' investment strategies towards a strong and resilient future.*

An efficient and reliable transport network into, out of and across Greater Christchurch is vitally important to the social, economic and environmental future of the city and the South Island. Similarly, transport links to the Christchurch airport and Lyttelton port are critical in supporting New Zealand trade and tourism.

The Greater Christchurch Transport Statement (GCTS) provides an overarching framework to enable a consistent, integrated approach to planning, prioritising, implementing and managing the transport network and services in the area.

It responds to the Canterbury Earthquake Recovery Strategy Built Environment goal of developing a transport system that meets the changed needs of people and businesses and enables accessible, sustainable, affordable and safe travel choices. It also takes account of national and regional transport objectives and policies, and contributes to the visions for social, economic and environmental well-being set out in the Greater Christchurch Urban Development Strategy (UDS).

The GCTS has been developed as a sign of agreement and commitment to the intended direction of a 'one-network' transport system in Greater Christchurch, through a unique partnership of public and private sectors.

This partnership comprises UDS partners – Environment Canterbury (ECan), Christchurch City Council (CCC), Selwyn (SDC) and Waimakariri (WDC) district councils, and NZ Transport Agency (NZTA) - along with Canterbury Earthquake Recovery Authority (CERA), the Ministry of Transport (MoT), Christchurch International Airport Limited (CIAL), Lyttelton Port of Christchurch (LPC) and KiwiRail.

The GCTS focuses on the strategic links between key places with the Greater Christchurch area. It promotes a 'one-network' approach across the organisations managing or shaping transport outcomes, with a view to achieving an optimal transportation network. The agreed outcomes will be delivered through the transport activities of the various agencies and organisations.

The GCTS is designed to promote a clear strategic direction that aligns decision-making across the partners, while remaining a living document which will provide the common point of reference.

Our ongoing management and development of the transport system will deliver **outcomes** of reliable journeys, safety and a better environment.

To achieve these high-level outcomes we apply a **strategic approach** considering interventions or **responses** that enable us to get the best value for money for our transport investment. These responses include land-use integration, travel information and demand management, improved network operations and optimisation, renewals to modern standards and improvements to networks and services.

There are a number of economic and social **drivers** that generate demands for our transport system. The GCTS identifies the key national, regional and sub-regional places of importance within Greater Christchurch, and the **key growth assumptions** that are expected to drive future transport requirements.

These assumptions - key places and links - are the common basis for each provider to consider as they assess the network performance to identify potential problem areas, both now and in the future.



The GCTS also considers the strategic performance of the transport system and collates **issues, constraints and opportunities**. (The Canterbury earthquakes in particular have had significant impacts on the performance of our transport system, and how it will need to be managed.)

The GCTS identifies top priorities and strategic partner **transport responses** which use **guiding principles** as assessment criteria to ensure a consistent management approach towards achieving the GCTS outcomes.

The responses in turn will be implemented through a number of **delivery mechanisms** included in the transport plans and programmes of the partners responsible. These contain details on how the transport outcomes and responses will be achieved through their maintenance, operations, management, renewal and improvement activities.

The GCTS will be reviewed periodically against the **monitoring framework** of the various parties, which will track the key growth assumptions, network performance and progress towards addressing the top priority issues.

The GCTS provides the conduit to review the partners' assumptions and previous programmes, and consider the appropriate transport responses for the short-term earthquake recovery period, medium-term transition period and longer-term period working towards a 30 year planning horizon. It is therefore a key tool in implementing the Canterbury Earthquake Recovery Strategy and the Canterbury Regional Land Transport Strategy, as well as enabling a growing Canterbury.



Figure 1: GCTS Top Priorities



## Introduction

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*Key transport players have come together to resolve significant transport issues facing the Greater Christchurch area post-earthquake, and identify future opportunities.*

The existing transport system of Greater Christchurch is a network comprising of many parts, delivered and managed by a number of councils and agencies. Following the Canterbury earthquakes of 2010 and 2011, these organisations have been working closely together to respond to the immediate impacts on transport. They have now progressed to planning for recovery from the earthquakes and the longer-term growth of the region.

While there are currently many issues to address, there are also unique opportunities to integrate land-use planning with transport solutions for a prosperous Canterbury. An efficient and safe transport system for Greater Christchurch and the Central City are critical to realise that success.

The GCTS has been developed as a sign of agreement and ongoing commitment to the intended direction of a 'one-network' transport system in Greater Christchurch, through a unique partnership of public and private sectors.

It is overseen by the UDS Chief Executives Advisory Group, with stakeholder and investment partners of CERA, CIAL, LPC, KiwiRail and MoT. It was developed in stages by a steering groups of partner representatives, leading to final delivery.

### **Purpose of the Greater Christchurch Transport Statement**

The GCTS provides an over-arching transport framework for the Greater Christchurch area, i.e. the UDS areas of Waimakariri, Selwyn and Christchurch councils, stretching from the Ashley River in the north to the Selwyn River in the south.

It recognises the importance of connecting the Canterbury hinterland and districts of Greater Christchurch by providing an effective transport system to meet the needs of people and businesses.

The GCTS is designed to enable a consistent approach among the partners in how they plan, manage and prioritise strategic transport investment decisions. It will help achieve maximum alignment with land-use and transport planning, network operations, maintenance, renewal and improvements in the post-earthquake environment.

The intention behind the GCTS is that the partners will become signatories to its proposed strategic direction, principles and approaches, for the long term as well as the immediate recovery phase.

As a living document, this Statement will be reviewed and revised periodically to reflect the ongoing transport demands and needs of Greater Christchurch.

## About the document

The GCTS outlines a framework (see Figure 1 below) that captures the **transport drivers** of growth assumptions and travel demands; the **issues, constraints and opportunities** that arise, and the transport **responses** that can best align to the transport **outcomes** sought by the partnership.

It considers challenges in relation to the **key places and links** that make up the transport system, and matches responses in the short, medium and long term. A set of **guiding principles** is used as assessment criteria to identify the effectiveness of the responses in addressing the issues, constraints and opportunities.

The details of how to deliver the responses will appear in the partners' land transport **plans and programmes**. Regular **monitoring and review** of the growth assumptions and ongoing network performance will be carried out to ensure we achieve our objectives.

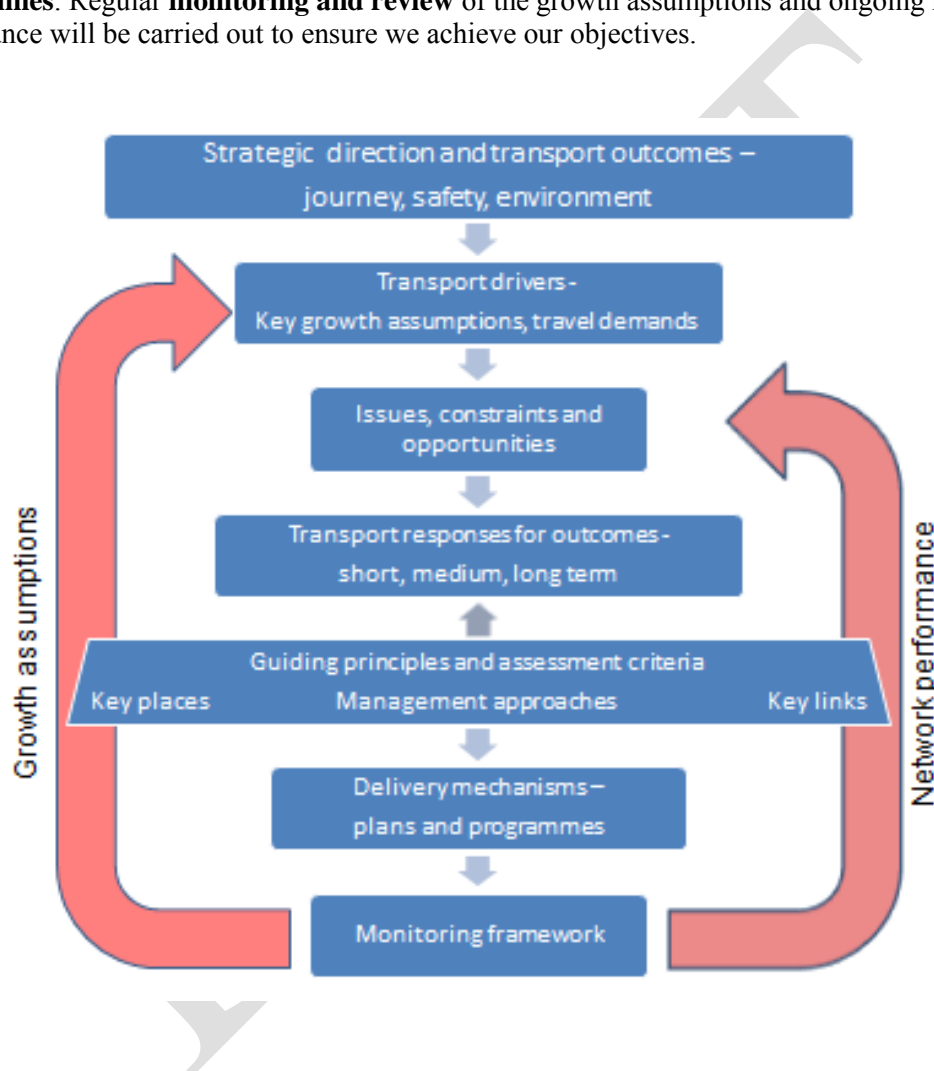


Figure 2: GCTS framework



## Related documents

The GCTS gives effect to the current national and regional transport and policy documents, and contributes to the visions for economic, social and environmental well-being of the community set out in the UDS and the Regional Land Transport Strategy. Earlier versions of the GCTS were linked to the development of the Christchurch Central Recovery Plan, the draft Regional Public Transport Plan and the draft Christchurch Transport Plan.

The diagram below details how the GCTS sits within the plans and programmes of the partners.

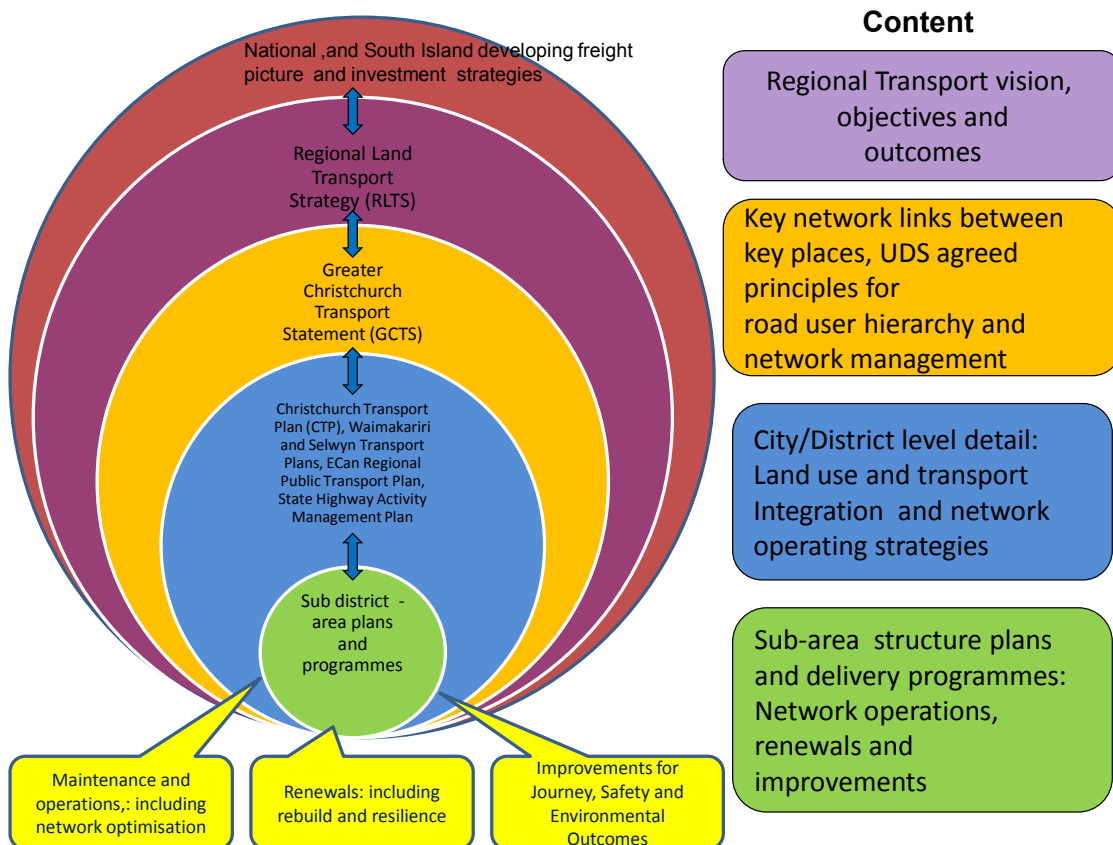


Figure 3: How the GCTS relates to other documents, plans and programmes

The partnership approach to developing the GCTS also plays a significant role in implementing the Recovery Strategy for Greater Christchurch (CERA, 2012). It will help ensure there are resilient, cost-effective, accessible and integrated transport networks that meet the changing needs of people and businesses, while enabling sustainable, affordable and safe travel choices.

- See Appendix 1 for the list of related documents.

## Strategic Direction and Transport Outcomes

*The transport system will support economic and social well-being by connecting people, goods and services with places, while minimising the environmental impacts and creating liveable communities.*

People need to travel for business, work, education, shopping and social purposes. They want to do this safely and efficiently, with choices across a variety of modes – walking, cycling, public transport, private vehicles, trucks, trains and planes.

In planning and developing an effective transport system for a thriving Greater Christchurch in future, the partners look to achieve the best possible outcomes and objectives using a strategic approach (as set out in table below).

Transport outcomes		Objectives
<b>Journey</b> - links between people and places	Connectedness	Integrate land-use activities with transport solutions, enabling ease of movement between places
	Resilience, reliability and efficiency	Optimise the use of existing transport assets through managing travel demands and networks
		Provide safe, efficient and resilient links to connect people and places
		Ensure efficient and predictable travel time between key places
	Travel choice	Provide more options for people to walk, cycle and use public transport
<b>Safety</b>	Safe journeys	Minimise the severity of and social cost of crashes
		Improve personal security
<b>Environment</b>	Liveable communities	Support place-making, and ‘active travel’ and public transport, reducing emissions and improving public and environmental health
	Low environmental impacts	

*Table 1: Transport outcomes and objectives*

Our transport responses and activities can be aligned to these outcomes. Through clearly defining and understanding where the benefits lie, we can identify the potential funding sources and partnership opportunities for delivery. By thinking about rail, roads, pathways and services as ‘one network’ we will achieve the best possible solutions in the short, medium and long term, and value for money.

- See Appendix 2 for more on outcomes and objectives, and alignment with other documents.



## Transport Drivers

*The GCTS identifies the key national, regional and sub-regional places of importance within Greater Christchurch, and the key growth assumptions and travel demands that are expected to drive future transport requirements.*

The transport system is designed to meet the everyday demands of people for work, business, education, shopping and social purposes, and is essential to meet the economic needs of businesses and moving freight.

The Port and Airport provide regional and national gateways for passengers and freight to markets. Their importance is expected to increase significantly with the development of increasing containerisation of sea freight, the Canterbury Water Management Strategy and the interim task of rebuilding Christchurch.

### Key assumptions

Our long-term planning for Greater Christchurch continues to be based on a range of key working assumptions of population and economic growth drivers to a 30 year timeframe of 2041. (See Table 2 below.) These will be reviewed periodically to ensure the GCTS remains up-to-date to guide integrated planning.

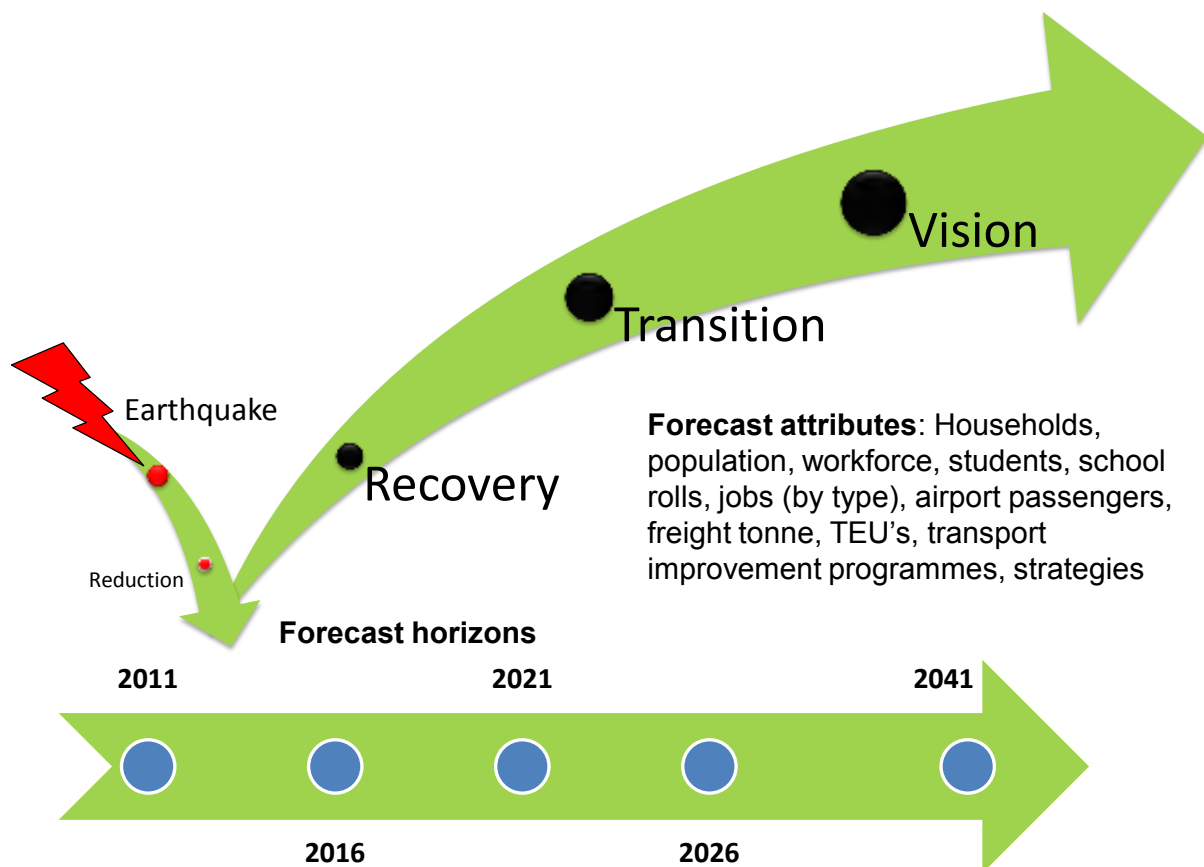


Figure 4: Timeframe of key working assumptions

The Urban Development Strategy (UDS) assumptions on population and household growth have been revisited following the earthquakes. There is a range of potential recovery rates, and uncertainty over the location of where land is developed in the future. This will also require ongoing monitoring.

For planning purposes we have adopted the rapid earthquake recovery scenario to assess our transport strategies and responses, as this represents the ultimate level of development expected to occur in the future. The GCTS also captures a number of economic growth projections for Port, Airport and regional activities.

<b>Transport driver growth assumptions</b> (as at August 2012)	<b>2010 pre-EQ</b>	<b>2021</b>	<b>2041</b>
Population	435,000	480,000	550,000
Households	176,000	200,400	240,000
Total jobs	200,000	221,000	244,000
Daily person trips	1,860,200	2,062,000	2,360,600
Airport passengers	6m	7m	10.5 - 12m
Airport based freight (tonnes)	120,000	190,000	400,000
Airport precinct jobs	6,000	7,000	10,000
Port containers (TEU 20 ft container equivalent units)	290,000	670,000	1,500,000
Coal (tonnes)	2.3m	4m	5m
Dry bulk (tonnes)	660,000	840,000	1,200,000
Logs (tonnes)	250,000	250,000	260,000
Fuel (tonnes)	100, 0000	130,0000	1,800,000
External daily road flows (sum of SH volumes 2011)	33,400	43,000	60,600

*Table 2: Transport driver growth assumptions*

- See Appendix 3 for more on key working assumptions

### **Key places and links**

A land transport system essentially links people to key places of activity. The effectiveness of those links determines the level of accessibility and value of those land-use destinations. If the service level provided is poor, the access and value of land can be reduced, whereas if it is good, the land is likely to have high value and therefore encourage higher levels of investment.

For *key places* of economic significance we aim to provide efficient and reliable *key links* to minimise the cost of doing business and support economic growth and productivity. Within these places there will be a strong support for business activity.



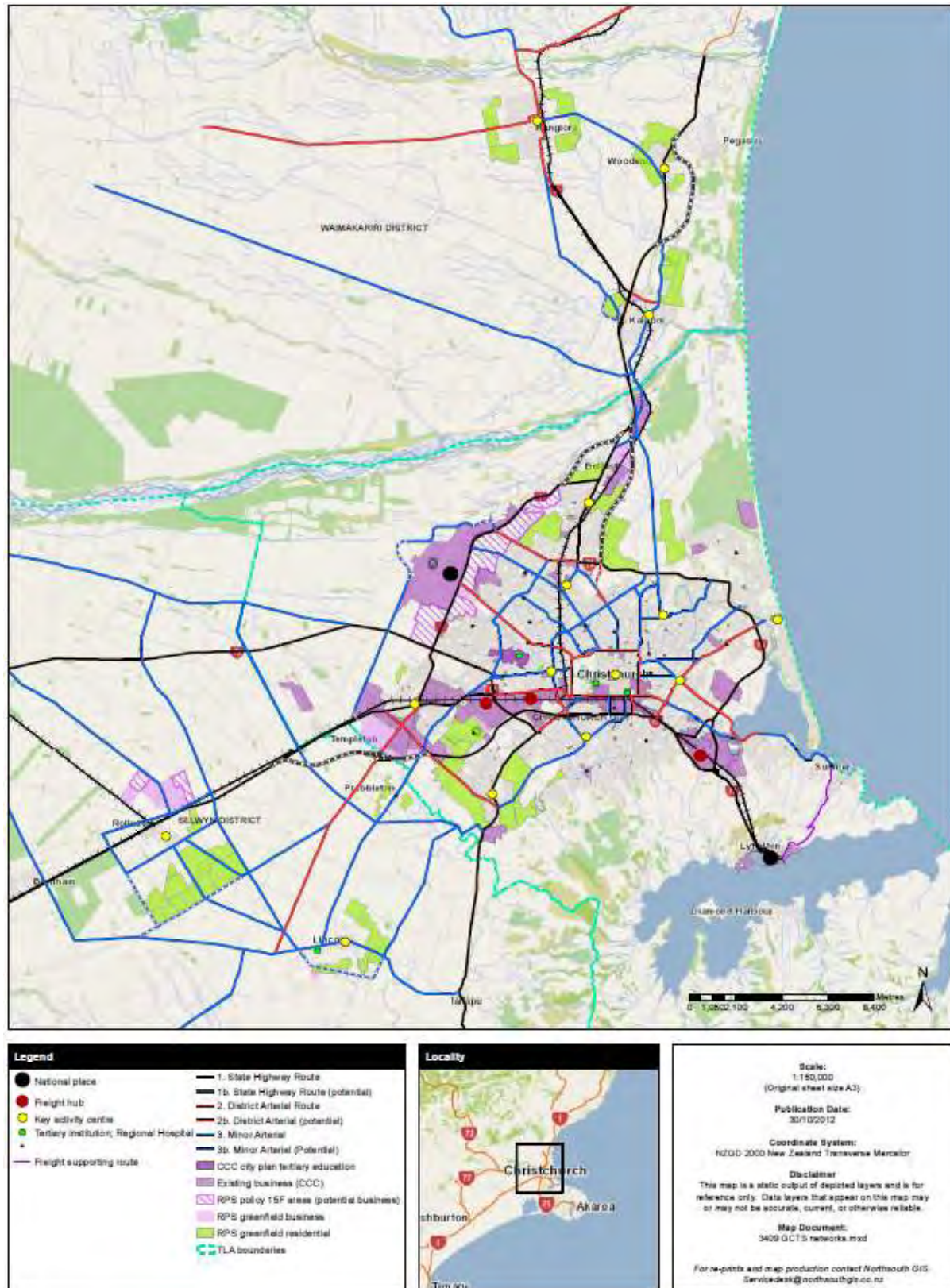


Figure 5: Key links and places

**(a) Key places**

The National Infrastructure Plan and Canterbury Regional Policy Statement (RPS) identifies the Port of Lyttelton and Christchurch International Airport as places of national significance. They also identify the rail and state highway network as being of national significance to serve those destinations.

In addition, the RPS identifies key activity centres of Greater Christchurch, with the Central City as the primary centre.

Christchurch Hospital and tertiary institutes have been identified in the GCTS as places that serve an important regional need.

The key places currently identified in policy documents are shown in the table below, but other locations may be identified in future.

Key place	Key function	Supporting transport network	Related transport outcome		
			Journey	Safety	Environment
Christchurch International Airport	Tourism and passenger gateway, key employment centre, freight , Antarctic operations	Arterial routes, freight supporting routes	√	√	√
Port of Lyttelton	Major import/export hub, cruise ships	Rail, arterial routes, freight supporting routes	√	√	
Inter-modal freight hubs	Freight transfer activity, inland port	Rail and arterial roads	√	√	
Key activity centres	Employment, business and community facilities	Arterial routes, PT network, cycling and walkable community, local streets for access	√	√	√
Central City	Employment, business, community, tourism and entertainment facilities	Arterial routes, core PT network, cycling and walkable community, local streets for access, shuttles	√	√	√
Christchurch hospital and tertiary institutes	Regional health and education services	Arterial routes, PT network, cycling. Good access to local walking networks. Local streets for access	√	√	√

*Table 3: Key places*



**(b) Key links**

The GCTS considers:

- the key links between places of national, regional and local importance, and
- the connectivity to these from community suburbs within the metropolitan urban limits identified in the UDS and RPS.

At the beginning or end of every journey, the local street network provides access to individual properties. The provision and management of local streets and pathways are covered by local authority documents.

Key links, as listed in the table below, enable identification of the preferred routes for vehicles, public transport, cycling and for the movement of freight by rail or road so potential conflicts between modes, links and places can be managed.

Key Link	Transport function	Places served	Related transport outcome		
			Journey	Safety	Environment
Rail routes	Freight (containers and bulk) – South Island main trunk, freight hub shuttles, minor passenger services	Port, inter-modal freight hubs, some industrial areas	√	√	
Arterial routes (State Highways and arterial roads)	Inter-regional and district longer distance trips, connectivity to other arterial routes	Districts (main towns), port, airport, activity centres, freight areas, residential suburbs in MUL	√	√	
Freight supporting routes	Routes connecting key freight hubs and /or alternative routes for over-dimension of hazardous goods	Port, airport, inter-modal freight hubs	√	√	
Core PT routes	Connectivity to activity centres - refer to RPTP. Alternative to car travel, increases length of walking trips. Supporting Park-n-Ride system.	Activity centres, suburban interchanges	√	√	√
Major cycle routes	Connectivity to activity centres for shorter trips. Alternative to car travel	Activity centres, neighbourhood centres, education facilities, PT interchanges	√	√	√

*Table 4: Key links*

## Issues, Constraints and Opportunities

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*While we are working through a period of recovery, post-quake, we are also planning transport solutions to respond to key economic and social drivers of travel demands over the next thirty years.*

The Regional Land Transport Strategy includes a high-level summary of issues, constraints and opportunities for Canterbury. The Greater Christchurch area in particular faces a unique set of transport challenges following the earthquakes. With challenges, however, come opportunities.

Some of the key earthquake impacts:

- 45% of Christchurch roads damaged, requiring up to 50,000 repairs.
- The key alternative route to the Port has been closed due to rockfall.
- Re-located businesses and households have changed the travel patterns, leading to increased traffic congestion on strategic routes, especially on the west of the city.
- New business activity areas have created localised traffic congestion.
- Patronage of public transport has declined.
- Increased road work activity is affecting travel efficiency.
- Freight needs for rebuild and recovery are affected by congestion.
- There is extensive damage to the Central City.



The issues and opportunities at this time raise the following key questions:

Issues/Opportunities	Affected transport outcomes		
	Journey	Safety	Environment
How to respond to the 2010/11 earthquakes?	√	√	√
How to minimise travel impacts from road works and the rebuild programme?	√		
How to implement the earthquake Recovery Strategy from a transport perspective?	√	√	√
How to guide transport investment in Greater Christchurch to make the best use of constrained funding?	√	√	√
How to provide efficient, safe, sustainable and affordable access to the Central City?	√	√	√
How to ensure efficient and safe access to the Airport and the Port of Lyttelton?	√	√	√
How to support efficient freight movement essential to the rebuild and ongoing economic growth?	√		
How to reinstate and secure over-dimension and hazardous goods movements to the Port?	√		
How to address congestion due to changed travel patterns from relocated activity, especially to the western side of Christchurch?	√		
How to protect routes from rockfall and other physical threats?	√		
How to encourage greater use of public transport and improve fare-box recovery in a post-quake environment?	√		√
How to improve safety for all users?			√
How to integrate transport and land-use opportunities to support the consolidated pattern outlined in RPS Plan Change 1, the Christchurch Central Recovery Plan, and the 'liveability' agendas of councils?	√		√

*Table: 5: Key questions arising from issues and opportunities*

- See Appendix 4 for more on transport issues, constraints and opportunities.

## Transport Responses

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*Our aim is to address issues and consider opportunities within the rebuild that clearly contribute to desired transport outcomes while ensuring lasting, value-for-money solutions*

Since the earthquakes, there has been much upheaval and uncertainty. While some households and firms have moved across town or away, other businesses and activities have arisen to assist with the rebuild. Despite the long period of aftershocks and significant disruption, our Gross Domestic Product has remained steady, and many people and communities have helped each other. Through the GCTS we aim to reinforce these communities and provide stronger links between the key places of Christchurch.

By having a clear understanding of the problem and transport outcome we contribute to, we can choose the best transport response at the relevant phase.

### Response phases

Immediately following the earthquakes we had an initial response period that focused on emergency repairs and network operations. We are now in the recovery period delivering our short term responses over the next 3-5 years, and planning for the medium and longer term. During this time we will continue to respond to earthquake changes through network operations, rebuilding programmes, forward planning and improvements.

As we plan for the future, our medium term responses during next 5-15 years - the 'transition period' - will be developed to set us on the trajectory to a prosperous Canterbury. This will ensure that all reasonable opportunities are taken from the earlier years of recovery work.

Our long term responses will be more about enabling future development and growth.

### Specific transport responses

The range of responses includes:

- integrated planning
- policy development
- travel information
- demand management
- network maintenance and operations (including management and optimisation), and
- renewals and network improvements.

Any activity to deliver a particular response will be subject to more detailed assessment by the responsible agency, to confirm its validity for inclusion in their transport plans and programmes. These and related delivery schedules will be guided by actual growth patterns, travel demands and the urgency of the issues to be addressed.

Each of the agencies responsible for key places and modal networks of Greater Christchurch has prepared a summary transport statement of their own, providing a snapshot of their objectives, key drivers, issues and opportunities, proposed responses and how these contribute to transport outcomes.

- See Appendix 5 for partner summary transport statements.



## Top priorities

In order to understand areas of commonality, and identify the most pressing strategic transport issues, the partners worked through an iterative process. This involved workshops, a gap analysis lead by an independent facilitator, and looking across the individual transport statements.

The top priorities, those requiring partnership actions in the short term, are:

- Port access, including freight challenges around Lyttelton, Brougham Street, Evans Pass Road and Sumner Road
- Public transport operation and growth
- The Western corridor, airport access and overall freight growth and opportunities
- Northern and south-west access, future growth and changing land use
- Central City linkages to other key places.

➤ See Top Priorities map in the Executive Summary.

Individual partners will also have some pressing issues. These will require localised responses.

## Guiding Principles and Management Approaches

*Guiding principles and assessment criteria will ensure we provide cost-effective outcomes that reflect our road users and their travel needs.*

Responses proposed in the GCTS are guided by **principles** based on an integrated land-use and transport planning approach. It supports three **management approaches** to achieve our desired outcomes:

- Road function and context-sensitive design
- Road use hierarchy, and
- Travel demand management.

### Road function and context-sensitive design approach

The GCTS identifies a number of **places** and strategic **links** that have a key function of connecting people and places effectively. Where links pass through places of social and environmental significance, the it supports a context- sensitive design and management approach to minimise the impacts on abutting land-use. Within key activity centres, it proposes a greater emphasis on creating places where people will want to dwell and spend time. This is referred to as ‘place-making’.

This approach uses road function hierarchy principles as illustrated in the diagram below. Strategic arterial routes have a primary function of movement, and vehicles travelling through rural spaces can do so at a relatively high speed, as shown at the top left quadrant. When routes pass through rural towns, the speed limits may be reduced and other design elements changed, in recognition of the place-function and safety outcomes required. On local streets and in urban areas, however, there is a greater need for access, reduced travel speeds and other design features to meet safety, liveability and environmental outcomes. (See the bottom right quadrant.)

There are often trade-offs between movement, place and access functions on individual links. By using a ‘one-network’ approach we aim to balance these across the whole network to achieve the best possible outcomes. Each link segment of our transport system will consider the surrounding space or place that it passes through in order to determine the most appropriate form, appearance and operational management requirements (such as speed limit, parking and access controls).

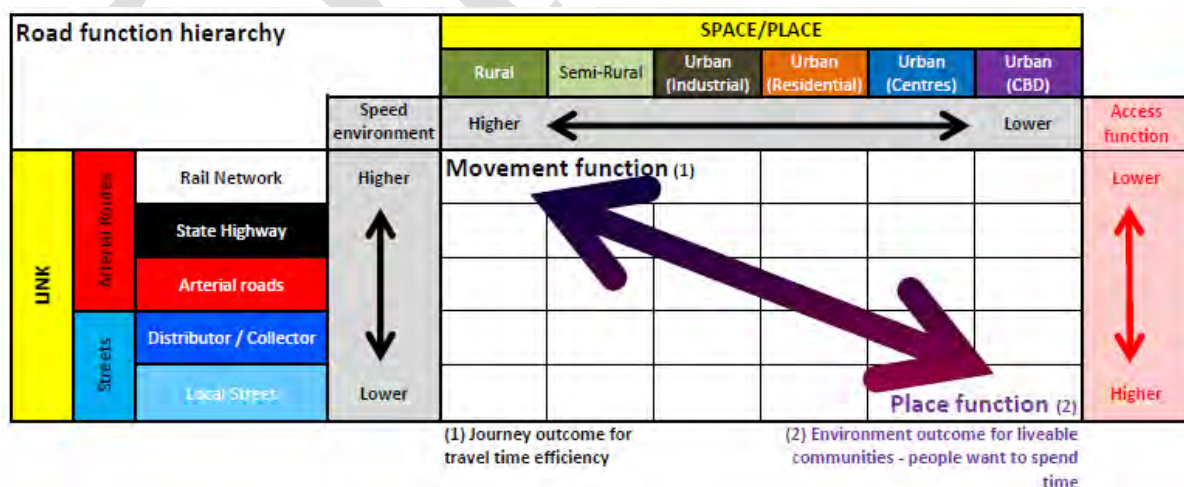


Figure 6: Road function hierarchy



<b>Key principles for considering places and links</b>	
Places and land-use	Locate new land-use within the metropolitan urban limit to minimise the cost of infrastructure provision and travel distances for people.
	Consolidate new development around key activity centres that provide mixed-use opportunities and active transport.
	Provide employment opportunities close to residential areas to reduce vehicle kilometres travelled.
	Integrate land-use and transport planning to enable balanced decision-making.
	Land-use shall be located to minimise reverse sensitivity on strategic routes and infrastructure.
	The transport system should be supportive of local communities and minimise impacts on adjacent land-uses.
	Provide strategic routes to connect key places of activity.
Freight routes	Freight should be given priority in accessing the Port and inter-modal freight hubs.
	Encourage freight to use rail, arterial and freight supporting routes to reduce impacts on adjacent land-use and conflicts with other users.
	Freight will be encouraged to use rail where possible to optimise use of existing networks.
	Provide priority on key strategic routes to maximise the movement of people and freight.
Arterial routes	Encourage longer distance traffic to use arterial routes that avoid conflicts with abutting land-use.
	Maintain or improve travel time and reliability on key strategic routes so time is predictable.
	Provide route protection and resilience on strategic routes to address significant risks to closure.
Transport options	Improve access to activity centres and employment opportunities by providing travel choices.
	Promote greater use and effectiveness of public transport.
	Improve travel time reliability for road-based public transport.
	Public transport infrastructure shall be supportive of Core Public Transport Network.
	Encourage more cyclists.
Safety	Improve safety for all users.
	Reduce conflicts and risks for cyclists where required.

*Table 6: Key principles for considering places and links*

## **Road use hierarchy approach**

To manage the potential conflicts between modes, movement and place the GCTS proposes a road use hierarchy approach which looks upon the whole transport system as ‘one network’ to be utilised to meet the needs for travel. The key principles of this approach are listed in Table 7 below.

By applying this approach we aim to:

- Minimise unnecessary through traffic in sensitive areas
- Reduce impacts on adjacent neighbourhoods
- Balance the conflicting aspects of movement (efficient links) and place (access function), and
- Support liveable communities.

There is a greater emphasis on people and their needs, identifying where various modes of travel are encouraged and prioritised accordingly. The way the network is managed can vary by time of day, to maximise the service levels provided to the various road users.

This supports the objectives of getting the most out of our existing assets, promoting liveable communities, encouraging greater use of active travel modes (walking, cycling and public transport), reducing mode conflicts (improving safety) and maintaining travel efficiency on strategic routes.

Methods can include allocation of road space, kerb side utilisation and parking management, and the development of network operating frameworks and plans.

<b>Key principles of road use hierarchy</b>
Promote walking and place-making in areas of high pedestrian activity (activity centres)
Promote major cycle routes to activity centres to reduce conflicts
Public transport has first priority on designated routes on the core Public Transport network
Freight has unrestricted use of the rail, appropriate arterial and freight supporting routes
Promote preferred traffic routes to avoid conflicts with abutting land use
Support activity centres through time-of-day mode management

*Table 7: Key principles of road use hierarchy*

## **Travel demand management approach**

The GCTS supports the use of Travel Demand Management (TDM) as a key mechanism in making the most out of the existing transport network. TDM aims to manage the demands for single –occupant, private vehicle use of the road network and increase the capacity to better provide for business, long distance and freight travel.

The key principles of this approach are listed in Table 8 below.

The ongoing provision and improvement of infrastructure and services will not on its own reduce network congestion. There is also a need for supporting initiatives that encourage the use of active travel (walk, cycle, public transport), rail freight and more efficient vehicle use.

The Greater Christchurch TDM Strategy and Action Plan (2009) was developed to support the Urban Development Strategy aims around land-use intensification and transport. It encompasses a range of methods and programmes that change travel behaviour - how, when and where travel occurs.



<b>Key principles of travel demand management</b>
Influencing Travel Choice
Reducing the need to travel by car
Supporting the efficient movement of freight

*Table 8: Key principles of travel demand management*

By encouraging greater use of walking, cycling and public transport we will contribute to healthier and more environmentally friendly communities. This can be supported by the use of renewable and low-carbon energy when moving people and freight, and increases the energy efficiency of transport systems.

- See Appendix 6 for more on principles and suggested key performance indicators.

## Delivery Mechanisms and Funding

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*Sound transport decisions and investment are vital in helping ensure Greater Christchurch flourishes, and achieving our outcomes over the next thirty years.*

*While the GCTS sets the strategic direction for transport outcomes, each responsible agency will implement the responses through delivery mechanisms included in their transport plans and programmes. These will provide details on:*

- maintaining, operating and optimising what already exists,
- renewing assets that need replacing, and
- providing improvements to the transport system to deliver journey, safety and environment outcomes.

An important underlying challenge to the effectiveness of the GCTS relates to being able to fund the agreed direction and outcomes sought by the strategic partners. Generally transport funding cannot be drawn from one 'pot' but must be pulled together from numerous sources.

Another challenge is that the various partners have different sources of funding, legislative requirements, and political and community drivers. Whereas councils and government agencies are generally funded by rates and taxes, commercial operators have to rely on the services they charge for and other income. This reflects the different community and commercial aspirations that drive funding, and investment opportunities and decisions faced by the various partners.

- See Appendix 7 for more on these funding sources and investment drivers.

### Investing for outcomes

The GCTS helps to inform funding and delivery processes so the partners can become more aligned going forward into the future.

By focusing on the outcomes, we will identify the potential funding sources for activities and partnerships that can be entered into, to deliver best value- for-money solutions.

The process for aligning the GCTS priorities with the relevant funding sources has been to identify the organisations responsible for each activity, and its potential funders. (Making sure these activities or projects achieve political and officer support through the relevant funding process is vital, especially given the current financial constraints faced by the partners.)

Activities for each of the top five priorities, their related outcomes and funding options are listed in the table below. (Note: other funding options will also be explored.)



## Investing for outcomes

Sound transport decisions and investment are vital in helping ensure Greater Christchurch flourishes.

Action Plan (Draft, to be finalised)

Top Priorities	Outcome	Potential funding partners <sup>1</sup>		Timeframes		
		Lead agency	Supporting agencies	S	M	L
Port Freight & Growth	Access to Lyttelton Port of Christchurch	Journey, Environment, Safety	NZTA	CCC, KiwiRail, LPC	✓	
	Re-open Evans Pass for over-dimension and hazardous goods movement	Journey, Environment, Safety	CCC	NZTA, LPC	✓	
	Port repair and development	Journey, Environment, Safety	LPC	CCC, ECan	✓	✓
	Development of integrated Lyttelton management plan for anticipated freight growth and integration with town centre, pedestrian needs, connections to water	Journey, Environment, Safety	CCC, LPC	NZTA, KiwiRail	✓	✓
	Protect Brougham St freight corridor, considering abutting land-use	Journey, Environment, Safety	NZTA	CCC, KiwiRail	✓	✓
	Improve access to Middleton railway	Journey	CCC	KiwiRail, NZTA	✓	
Public Transport	Public transport network operation & growth model to provide transport choice	Journey	ECan	CCC, NZTA	✓	✓
	Develop public transport interchanges	Journey, Environment	CCC	ECan, NZTA	✓	✓
	Develop public transport priority measures	Journey	CCC	ECan, NZTA	✓	
	Investigate and protect future public transport options	Journey	ECan	CCC, NZTA, SDC, WDC	✓	✓
Western Corridor/Airport	Western Corridor and freight growth requirements and opportunity	Journey	NZTA	CCC, CIAI, KiwiRail, LPC	✓	
	Airport access	Journey	NZTA	CCC, CIAI	✓	
	Inter-modal road / rail facilities and railway repairs	Journey	KiwiRail	NZTA, CCC, SDC, WDC, CIAI	✓	✓
	Future freight opportunities	Journey, Environment	NZTA	CIAI, LPC, KiwiRail, CCC, MoT, SDC, WDC	✓	
North/South Access/Growth	Northern and southern access & future growth areas	Journey	NZTA	CCC, WDC, SDC, ECan	✓	✓
	Northern growth areas	Journey, Environment	CCC, WDC	NZTA, ECan	✓	✓
	South-west growth areas	Journey, Environment	CCC, SDC	NZTA, ECan	✓	✓
Central City	Central City integration with wider strategic networks	Journey, Environment, Safety	CERA	CCC, ECan, NZTA	✓	
	Develop transport system to support the Christchurch Central Recovery Plan	Journey, Environment, Safety	CERA	CCC, ECan, NZTA	✓	✓

<sup>1</sup>Other funding options will be explored

Table 9: Top priorities, actions, outcomes and timeframes

## Monitoring and Review

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*As a living document, the GCTS will be reviewed and revised periodically to reflect the ongoing transport demands and needs of Greater Christchurch.*

As we move forward and implement the Greater Christchurch Transport Statement, we will monitor our growth assumptions, the network performance being delivered by the transport system, and the delivery of our action plans. These will be tracked by the various partners and collated using a monitoring framework, including key indicators to measure the success of implementation.

This framework will be consistent with the outcomes and targets of the Regional Land Transport Strategy (RLTS), the Recovery Strategy for Greater Christchurch and supporting plans in order to guide the development of the signatories' land transport programmes.

The Statement itself will also be periodically reviewed, based upon this monitoring and other factors.



## **Greater Christchurch Transport Statement - Appendix 1**

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### **List of related documents**

## **Greater Christchurch Transport Statement - Appendix 2**

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### **Outcomes and objectives, and alignment with other documents**

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Greater Christchurch Transport Statement	List of related documents	Appendix 1		
		As at October 2012		
<b>National</b>	WWW Reference	<b>Organisation</b>	<b>Date</b>	
Connecting New Zealand	<a href="http://www.transport.govt.nz/ourwork/KeyStrategiesandPlans/Pages/ConnectingNewZealand.aspx">http://www.transport.govt.nz/ourwork/KeyStrategiesandPlans/Pages/ConnectingNewZealand.aspx</a>	Ministry of Transport	2011	
National Infrastructure Plan	<a href="http://www.infrastructure.govt.nz/plan/2011">http://www.infrastructure.govt.nz/plan/2011</a>	National Infrastructure Unit	2011	
National Freight Demand Study	<a href="http://www.transport.govt.nz/research/NationalFreightDemandsStudy/">http://www.transport.govt.nz/research/NationalFreightDemandsStudy/</a>	MoT	2008	
Government Policy Statement on Land Transport Funding	<a href="http://www.transport.govt.nz/ourwork/KeyStrategiesandPlans/GPSonLandTransportFunding/">http://www.transport.govt.nz/ourwork/KeyStrategiesandPlans/GPSonLandTransportFunding/</a>	MoT	2012	
Safer Journeys	<a href="http://www.transport.govt.nz/saferjourneys/Pages/default.aspx">http://www.transport.govt.nz/saferjourneys/Pages/default.aspx</a>	MoT	2011	
NZTA Investment and Revenue Strategy (IRS)	<a href="http://www.nzta.govt.nz/planning/nltp-2012-2015/assessment.html#gps">http://www.nzta.govt.nz/planning/nltp-2012-2015/assessment.html#gps</a>	NZTA		
NZTA Planning and Investment Knowledge Base	<a href="http://www.nzta.govt.nz/resources/planning-and-investment-knowledge-base/">http://www.nzta.govt.nz/resources/planning-and-investment-knowledge-base/</a>	NZTA		
National Land Transport Programme	<a href="http://www.nzta.govt.nz/planning/nltp-2012-2015/index.html">http://www.nzta.govt.nz/planning/nltp-2012-2015/index.html</a>	NZTA	2012	
NZTA State Highway Plan	<a href="http://www.nzta.govt.nz/resources/state-highway-plan/index.html">http://www.nzta.govt.nz/resources/state-highway-plan/index.html</a>	NZTA	2012	
State Highway Asset Management Plan	<a href="http://www.nzta.govt.nz/resources/state-highway-asset-management-plan/index.html">http://www.nzta.govt.nz/resources/state-highway-asset-management-plan/index.html</a>	NZTA	2012	
Kiwirail Turnaround Plan	<a href="http://www.kiwirail.co.nz/uploads/Publications/kiwirail-turnaround-plan.pdf">http://www.kiwirail.co.nz/uploads/Publications/kiwirail-turnaround-plan.pdf</a>	Kiwirail		
Kiwirail 2012 Annual Report	<a href="http://www.kiwirail.co.nz/uploads/Publications/2012%20Annual%20Report.pdf">http://www.kiwirail.co.nz/uploads/Publications/2012%20Annual%20Report.pdf</a>	Kiwirail		
Kiwirail 2013 to 2015 Statement of Corporate Intent	<a href="http://www.kiwirail.co.nz/uploads/Publications/Statement%20of%20Corporate%20Intent%202013-2015.pdf">http://www.kiwirail.co.nz/uploads/Publications/Statement%20of%20Corporate%20Intent%202013-2015.pdf</a>	Kiwirail		
Kiwirail backbone information	<a href="http://www.kiwirail.co.nz/uploads/Publications/kiwirail-the-backbone.pdf">http://www.kiwirail.co.nz/uploads/Publications/kiwirail-the-backbone.pdf</a>	Kiwirail		
<b>Regional</b>				
Canterbury Regional Policy Statement	<a href="http://ecan.govt.nz/OUR-RESPONSIBILITIES/REGIONAL-PLANS/RPS/Pages/Default.aspx">http://ecan.govt.nz/OUR-RESPONSIBILITIES/REGIONAL-PLANS/RPS/Pages/Default.aspx</a>	Environment Canterbury	2011	
Canterbury Regional Land Transport Strategy	<a href="http://ecan.govt.nz/our-responsibilities/Regional-Land-Transport/Pages/regional-land-transport-review.aspx">http://ecan.govt.nz/our-responsibilities/Regional-Land-Transport/Pages/regional-land-transport-review.aspx</a>	Environment Canterbury	2012	
Canterbury Regional Land Transport Programme	<a href="http://ecan.govt.nz/our-responsibilities/regional-land-transport/pages/canterbury-regional-land-transport-programme.aspx">http://ecan.govt.nz/our-responsibilities/regional-land-transport/pages/canterbury-regional-land-transport-programme.aspx</a>	Environment Canterbury	2012 – 2022	
Canterbury Regional Public Transport Plan	<a href="http://ecan.govt.nz/our-responsibilities/regional-land-transport/pages/regional-public-transport-plan.aspx">http://ecan.govt.nz/our-responsibilities/regional-land-transport/pages/regional-public-transport-plan.aspx</a>	Environment Canterbury	2012	
<b>Sub-regional</b>				
Greater Christchurch Urban Development Strategy	<a href="http://www.greaterchristchurch.org.nz/Strategy/">http://www.greaterchristchurch.org.nz/Strategy/</a>	UDS Partners	2007	
Greater Christchurch UDS Action Plan revised	<a href="http://www.greaterchristchurch.org.nz/Strategy/">http://www.greaterchristchurch.org.nz/Strategy/</a>	UDS Partners	2010	
Greater Christchurch Travel Demand Management Strategy	<a href="http://www.greaterchristchurch.org.nz/TDM/">http://www.greaterchristchurch.org.nz/TDM/</a>	UDS Partners		
Canterbury Earthquake Recovery Strategy of Greater Christchurch	<a href="http://cera.govt.nz/recovery-strategy/overview">http://cera.govt.nz/recovery-strategy/overview</a>	Cera and partners	2012	
<b>District</b>				
Christchurch City Plan	<a href="http://www.ccc.govt.nz/thecouncil/policiesreportsstrategies/districtplanning/cityplan/index.aspx">http://www.ccc.govt.nz/thecouncil/policiesreportsstrategies/districtplanning/cityplan/index.aspx</a>	Christchurch City Council		
Waimakariri District Plan	<a href="http://www.waimakariri.govt.nz/services/planning-resource-consents/district_plan.aspx">http://www.waimakariri.govt.nz/services/planning-resource-consents/district_plan.aspx</a>	Waimakariri District Council		
Selwyn District Plan	<a href="http://www.selwyn.govt.nz/services/planning/district-plan">http://www.selwyn.govt.nz/services/planning/district-plan</a>	Selwyn District Council		
draft Christchurch Transport Plan		Christchurch City Council		
Christchurch City Long Term Plan		Christchurch City Council		
Christchurch Transport Activity Management Plan		Christchurch City Council		
Selwyn Transport Activity Management Plan	<a href="http://www.selwyn.govt.nz/services/roading/transportation-activity-management-plan">http://www.selwyn.govt.nz/services/roading/transportation-activity-management-plan</a>	Selwyn District Council	2012	
Selwyn District Council Long Term Plan	<a href="http://www.selwyn.govt.nz/council-info/key-documents/long-term-plan-2012-2022">http://www.selwyn.govt.nz/council-info/key-documents/long-term-plan-2012-2022</a>	Selwyn District Council	2012	
Waimakariri District Council Roading Activity Management Plan	<a href="http://www.waimakariri.govt.nz/services/roads_transport/roading-activity-management-plan.aspx">http://www.waimakariri.govt.nz/services/roads_transport/roading-activity-management-plan.aspx</a>	Waimakariri District Council	2009	
Waimakariri District Council Ten Year Plan - 2012-22		Waimakariri District Council	2012	
<b>Agency</b>				
Lyttelton Port of Christchurch Annual Report	<a href="http://www.lpc.co.nz/Home.jasc">http://www.lpc.co.nz/Home.jasc</a>	LPC		
Christchurch International Airport Annual Report	<a href="http://www.christchurchairport.co.nz/en/about-us/corporate-information">http://www.christchurchairport.co.nz/en/about-us/corporate-information</a>	CIAL		
	<a href="http://www.christchurchairport.co.nz/media/557923/cial_annual_report_2012.pdf">http://www.christchurchairport.co.nz/media/557923/cial_annual_report_2012.pdf</a>			

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Greater Christchurch Transport Statement	Outcomes and objectives, and alignment with other documents				Appendix 2
GPS for Land Transport Funding	RLTS Objectives	RLTS Outcomes	GCTS Transport outcome	Sub-outcome	GCTS Strategic approach/objectives
Better access to markets, employment and areas that contribute to economic growth	Accessibility	Connectedness is enhanced.	<i>Journey - links between people and places</i>	Connectedness	Integrate land-use activities with transport solutions, enabling ease of movement between places
		Increased travel choices for households to access urban and suburban centres.		Travel choice	Provide more options for people to walk, cycle and use public transport
		Improved mobility for the transport disadvantaged.			
A secure and resilient transport network		Improved resilience of the transport network to infrastructure damage or emergencies.		Resilience	Provide resilient links to connect people and places
Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:		Improved journey time reliability on the strategic transport network.		Efficiency	Provide efficient links to connect people and places
o improvements in journey time reliability		Regional and inter-regional journey time reliability on key freight routes is maintained.		Reliability	Ensure efficient and predictable travel times between key places.
o easing of severe congestion					
o more efficient freight supply chains	Economic development	Freight hubs are protected and maintained.			Integrate land-use activities with transport solutions, enabling ease of movement between places
o better use of existing transport capacity.					Optimise the use of our existing transport assets through managing travel demands and networks
Reductions in deaths and serious injuries as a result of road crashes	Safe for all users	Improved personal safety and reduced security risks to all transport users.	<i>Safety</i>	Safe journey	Minimises the severity of and social cost of crashes, and improve personal security
Reductions in adverse environmental effects from land transport		Reduced greenhouse gas emissions from use of the domestic transport system.	<i>Environment</i>	Low environmental impacts	Reduce emissions
		Increased energy efficiency per trip.			Improve environmental health
More transport choices, particularly for those with limited access to a car		Improved resilience of the transport system to external changes.			Support active travel and public transport
	Resilient, environmentally sustainable & integrated	Improved land use and transport integration.			Integrate land-use activities with transport solutions
Contributions to positive health outcomes.	Public health	Increased proportion of the population travelling by active means.			Support active travel and public transport
		Improved health from increase in time spent travelling by active means.			Support active travel and Improve public health
		Reduced community exposure to vehicle pollutants, noise and vibration.		Liveable communities	Support place-making, and active travel and public transport

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## Greater Christchurch Transport Statement - Appendix 3

### Key working assumptions

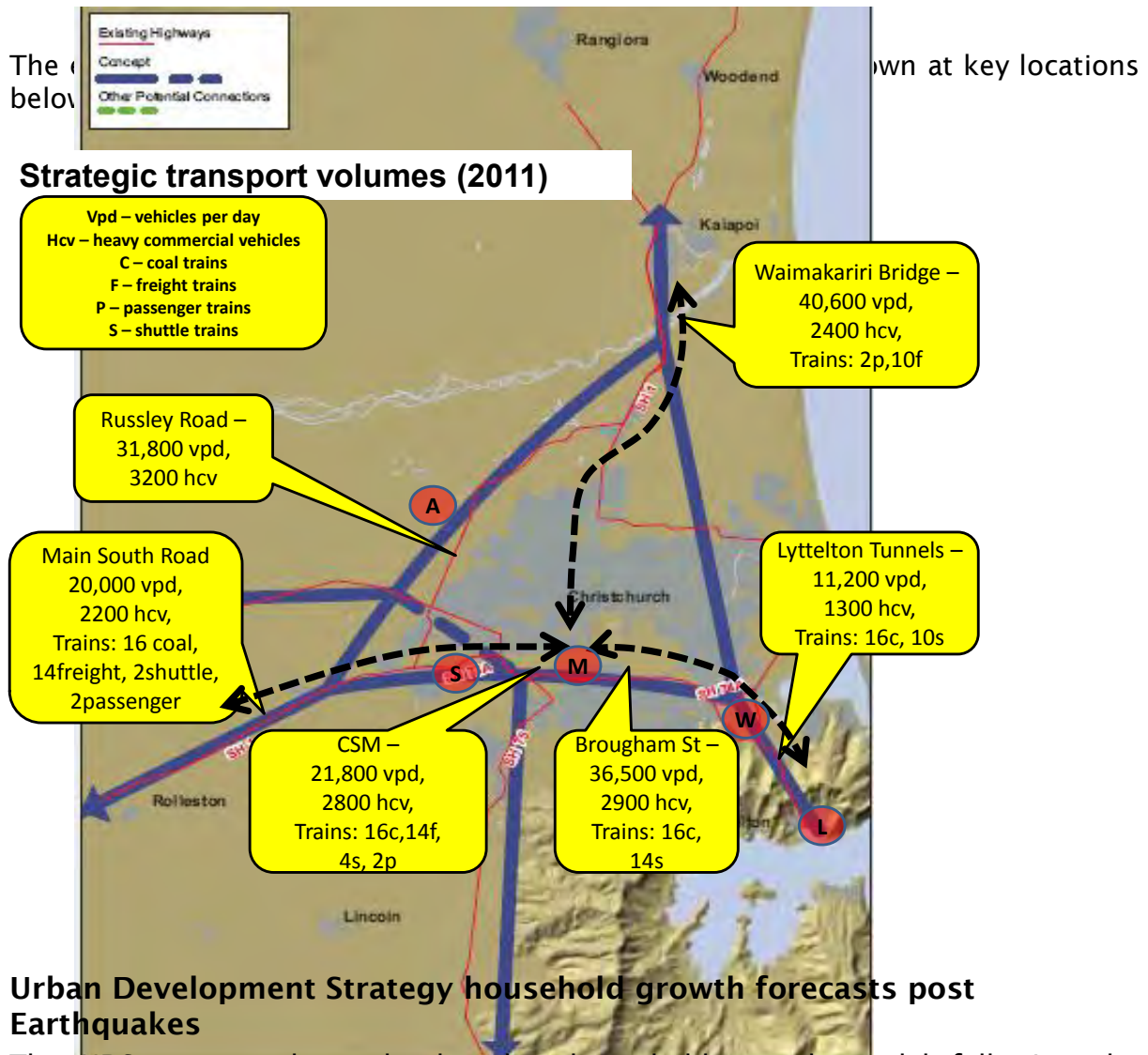
The Greater Christchurch Urban Development Strategy partners have developed growth forecasts based upon Statistics New Zealand population forecasts, with an agreed future population estimate of around 550,000 people at the year 2041. This was originally based on the 2006 medium-high population estimates, and later reviewed against the 2009 medium forecast taking into account migration, birth and death rate estimates. These population forecasts form the basis for household, demographics, and employment estimates at a range of future years, that are used in the Christchurch Transport Model (CTM) for generating personal travel demand estimates and attractions for business related travel.

For commercial and freight transport travel demands, the UDS partners are working with other key stakeholders to understand transport drivers and forecast growth attributes such as freight tonnage and container import/exports, and airline passenger numbers. All of these assumptions affect the transport task for Christchurch and hence the transport system needs to be developed with a degree of flexibility to adapt to changes in location, activity levels and external influences, such as international shipping port choices, fuel availability or South Island primary production changes that affect the traffic or train volumes entering the Christchurch urban area.

### Transport drivers and economic growth factors

The Port and Airport provide key national infrastructure to support the wider economic activities of freight transport and tourism. Growth in freight is driven by the primary and goods manufacturing sectors, and growth in tourism and business activity can be reflected in passenger numbers through the airport. The growth forecasts for both the Port and Airport are shown in their respective "transport statements" in the GCTS Appendix. Studies by Kiwirail, LPC, CIAL, Environment Canterbury, the Canterbury Development Corporation and the Ministry of Transport Freight Information Gathering Study have been used to collate the key estimates for the GCTS that will be monitored on an ongoing basis.

Transport driver growth assumptions (as at October 2012)	2010 pre EQ	2021	2041
Port Containers (TEU)	290,000	670,000	1,500,000
Coal (tonnes)	2.3m	4m	5m
Dry Bulk (t)	660,000	840,000	1,200,000
Logs (t)	250,000	250,000	260,000
Fuel (t)	1,000,000	1,300,000	1,800,000
Airport based freight (t)	120,000	190,000	400,000
Airport passengers	6,000,000	7,000,000	10,500,000
Airport precinct jobs	6,000	7,000	10,000
Total jobs	200,000	221,000	244,000
Population	435,000	480,000	550,000
Households	176,000	200,400	240,000
CTM Daily Person Trips	1,860,200	2,062,000	2,360,600
External daily road flows (sum of SH volumes – 1N, 73, 1S, 75)	33,400	43,000	60,600



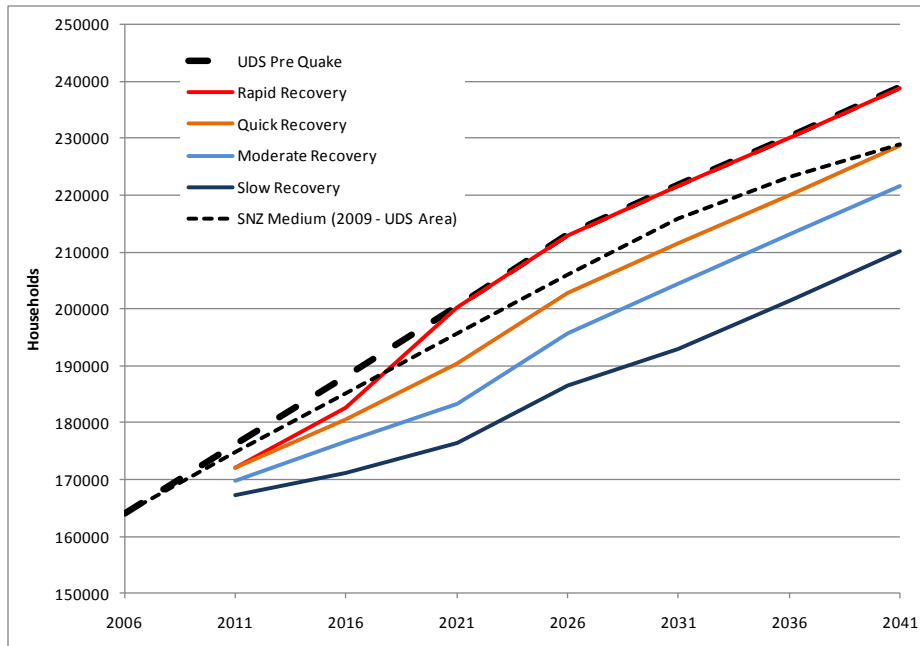
The UDS partners have developed a household growth model following the earthquakes. This includes land-use growth forecasts for four earthquake recovery scenarios: 'rapid', 'quick', 'moderate' and 'slow'. The model includes assumptions about growth rates for Christchurch City, Waimakariri District and Selwyn District, including allowance for red zone housing and variations within those areas depending on success of the Central City in becoming an attractive city living environment. All aim to reach the previous UDS growth targets of 550,000 population or around 240,000 households in the future. The detail for these forecasts are documented in the Market Economics report and subsequent technical notes (Available on UDS website [www.greaterchristchurch.org.nz](http://www.greaterchristchurch.org.nz)).

It should be noted that these estimates do not include the Temporary workforce required for the rebuild. This is still being investigated by CERA and will require a specific monitoring and assessment once the location and magnitude of this is known.

The household growth forecasts present a range of possible recovery rates that result in timeframes that differ by around 15 years to reach the possible end state of around 240,000 households depending upon the rate of recovery.

15 years variation





For the Christchurch Transport Model (CTM) the household forecasts have been further broken down into population, demographic and employment estimates (see later).

Planning for infrastructure recovery and land-use development with the level of uncertainty that the range of growth scenarios indicate, adds additional complexity compared to the pre-earthquake situation. Whilst all scenarios are possible, applying one of the more positive scenarios (i.e. 'rapid' or 'quick', as opposed to 'moderate' or 'slow') minimises the risk of land and infrastructure development being under provided for and increases the chance of it being in place when the actual demand requires it.

Different scenarios are used for different planning, design and programming purposes. While the 'quick' scenario is the likely to represent the most likely rate of recovery, for the long term transport planning the 'rapid' scenario has been chosen to develop and test potential transport strategies. This represents a 'worst/best case scenario' in order to identify the appropriate transport system improvement requirements for the long term. Transport improvements have a long lead-in time for investigation, design and delivery, and hence it is important to plan ahead to have strategies and plans for what might ultimately be required.

The actual programming of work will depend upon the rate of recovery and where people choose to take up the land-use opportunities on offer. This will be monitored on an ongoing basis to provide guidance for the development of the land transport programmes. The actual programming of such improvements will use sensitivity testing of a range of possible recovery rates and location preferences.

### UDS transport modelling assumptions

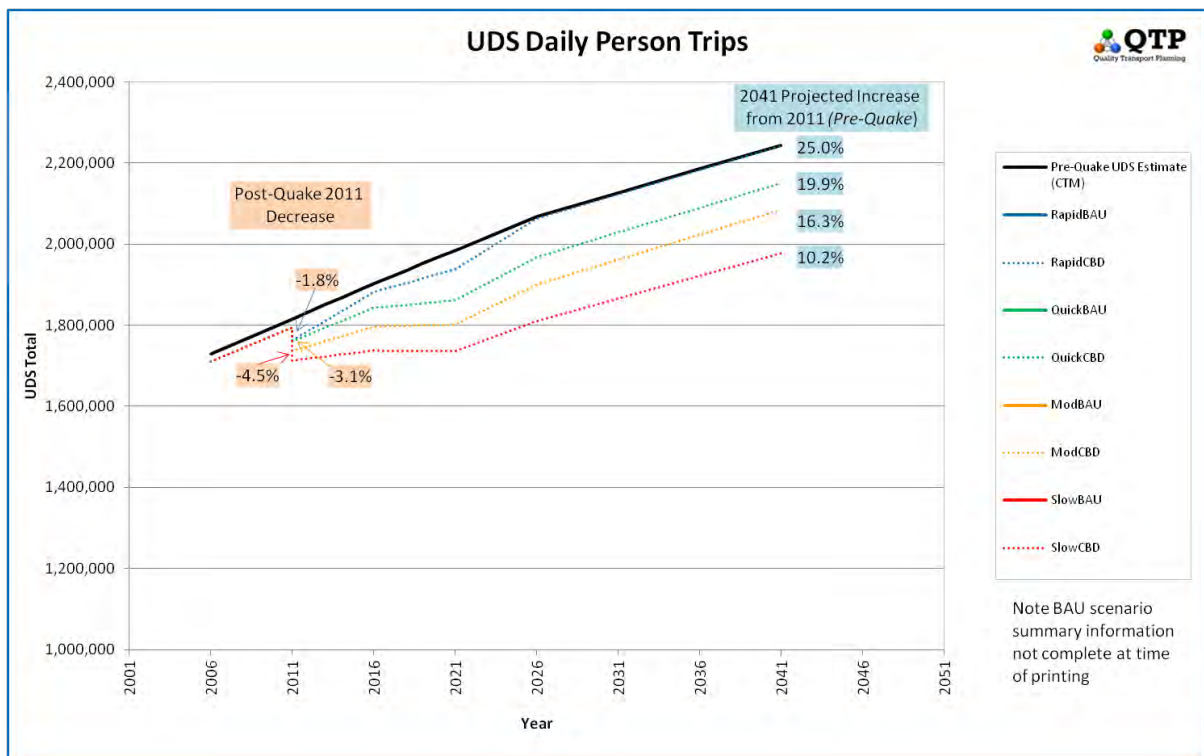
The UDS Transport Group manage the Christchurch Transport Model (CTM) that is a strategic land-use/transport model. As input into the CTM, the household growth model scenarios have been further refined to reflect the various household compositions that exist, and other factors. The CTM land-use variables include:

- Households to population breakdown by transport zone

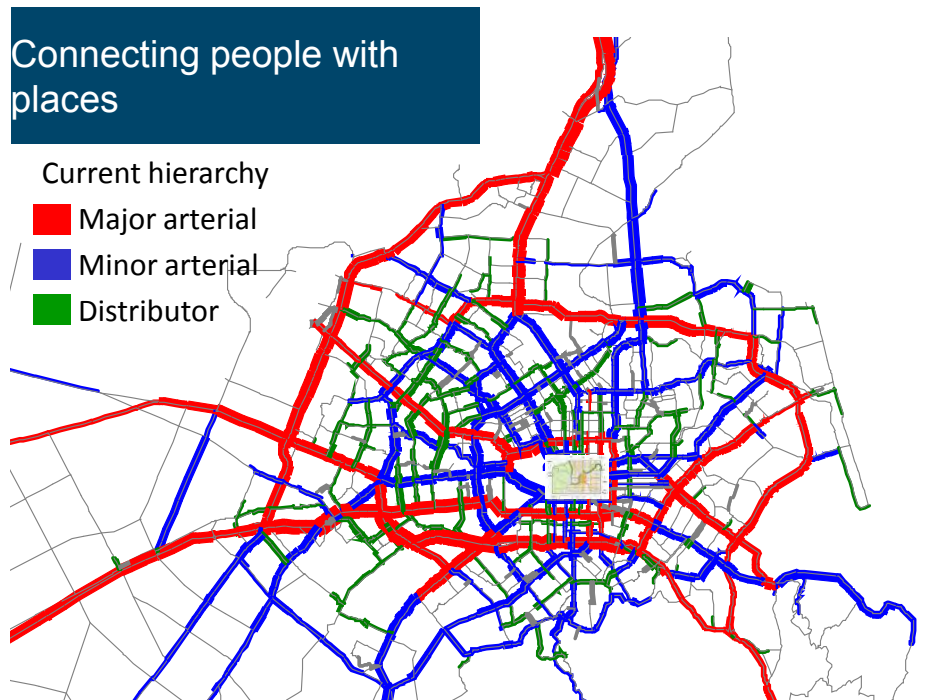
- Demographics to age group bands
- Household category breakdown
- Workshop estimates
- Student estimates
- Employment estimates
- School roll estimates (note Ministry of Education developing specific Shaping Education strategy)
- Tertiary roll
- Airport Passengers

The CTM has base years of 2006, 2010 pre earthquake and 2011 post earthquake, and forecast years are 2016, 2021, 2026 and 2041. For each of the forecast years, a Do Minimum transport network is assumed that includes the most likely transport improvement projects expected to be in place as indicated in draft land transport programmes of the UDS partners.

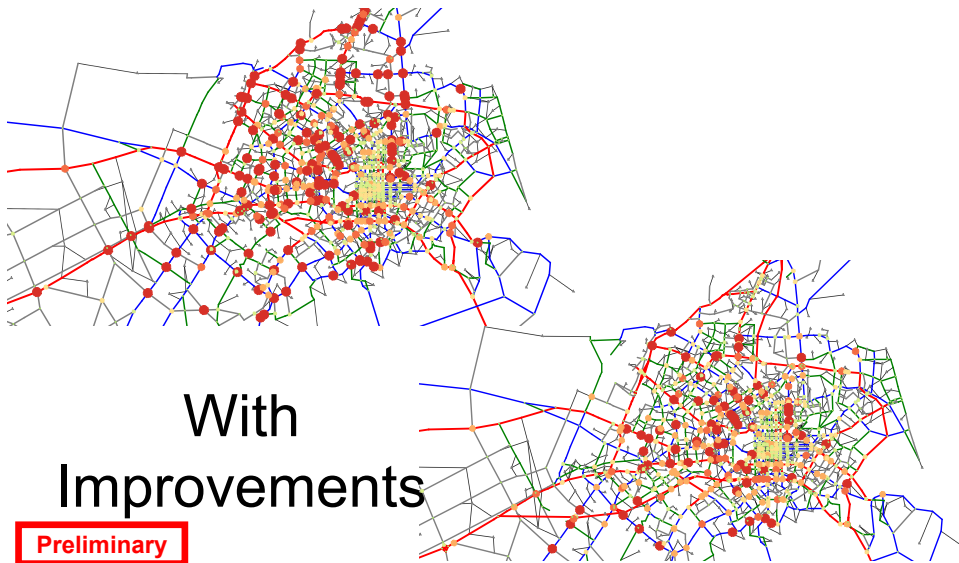
The transport model generates travel demands for work, employers business, education, shopping, social/recreation and other trip purposes. These demands are attracted to the range of land-use variables including employment by industry classification, school and tertiary rolls, households, airport passengers and retail activity. Travel demands are estimated for the morning and even peak periods, the inter-peak, and night periods. The resultant travel demands and traffic flows are used to assess the level of service and transport outcomes offered by the system.







2026 LoS



### Growth uncertainty and monitoring framework

There is still considerable uncertainty about the scale, location and composition of growth following the earthquakes. The growth scenarios provide the starting point for long term planning and each infrastructure type will need to determine the most suitable scenario to utilise. Sensitivity testing against a number of the other possible future scenarios will also be required.

Clearly a robust monitoring programme will be imperative to track actual growth against the assumed growth scenario utilised and to identify where development is occurring to manage the spatial component of infrastructure sequencing. Much of the source data for this exists and is being collated at the individual Council and stakeholder level to inform and track the Greater Christchurch recovery and picture.



## Greater Christchurch Transport Statement - Appendix 4

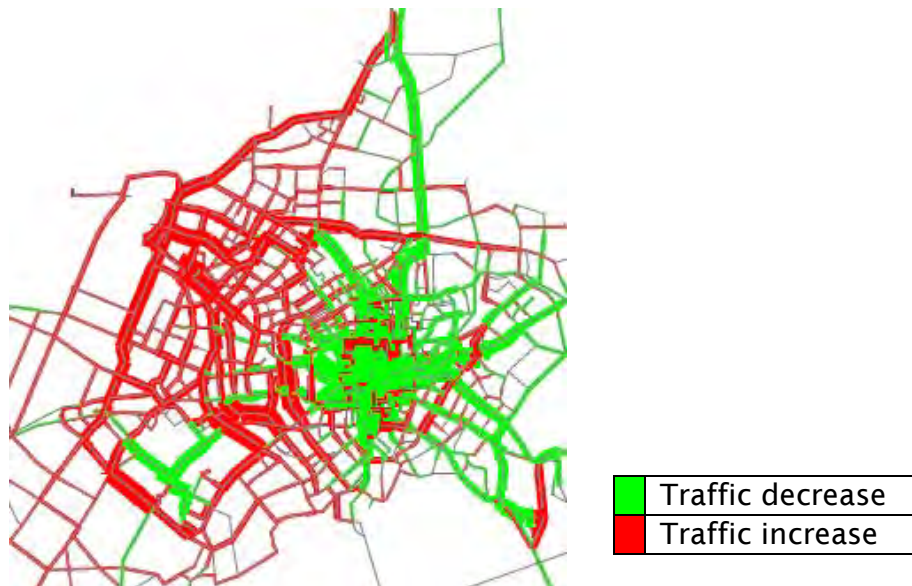
### Transport issues, constraints and opportunities

RLTS Issue	GCTS context	Related outcome
Maintaining and enhancing accessibility	Issues/opportunities: Airport, Port, Central City, activity centres	Journey reliability and efficient travel time
Providing transport options	Liveable communities, transport choice	Environment, journey
Supporting freight, tourism and the economy	Links and places	Journey, environment and safety
Funding and affordability	Smarter investment for outcomes	Affordability
Managing private vehicle traffic growth	Congestion, environmental impacts	Environment, journey
Improving road safety for all road users	Reduce severity of crashes	Safety
Managing the negative impacts and supporting the positive impacts of transport on health	Transport options for people to choose	Environment
Managing the environmental impacts of transport	Reduce vehicle km, transport options	Environment
Network security	Resilience, Port access	Journey connectivity and resilience
Meeting the transport needs of dispersed communities	Transport options, park-n-ride	Environment, journey
Oil supply security and fuel price volatility	Transport options	Journey, environment
Managing the transport impacts of anticipated population change	Aging population, transport options	Environment, journey
Uncertainties about international technology trends	Transport options	Environment, journey
Earthquake recovery.	Rebuild, landuse (place) opportunities, link improvements	Journey, environment

### Immediate Earthquake Recovery and Response

The 2010 and 2011 caused significant damage to parts of Greater Christchurch, including the transport infrastructure in many areas with around 50,000 network faults identified. Significant effort and investment is required in the short and medium term to repair this damage. The rebuilding programme also offers opportunities to implement projects that will contribute to the long term RLTS outcomes and objectives.

Many key residential and employment land-use locations in Greater Christchurch have changed following the Canterbury earthquakes as people and businesses have had to re-locate from damaged properties or restricted areas of activity. The initial post-earthquake change in travel patterns has been to the western side of Christchurch as shown in the figure below.



**Figure: Change in traffic flow post earthquake**

While many businesses have had to sign leases of up-to 5 years, it is anticipated many will re-locate back to more established employment centres. Short term responses to changes in the community's travel patterns have been through traffic management, improved traveller information and optimisation of our exiting transport system. This response was coordinated by the Strategic Routes Team, a partnership "one-network" approach between Christchurch City Council and the New Zealand Transport Agency, temporary traffic management and ongoing improvements to Christchurch Transport Operations.

### **Short to Medium Term Planning**

Delivery over the short to medium term will be guided by a range of recovery planning processes and documents being developed by the Canterbury Earthquake Recovery Authority, affected councils and stakeholder partners. These plans will provide further detail on the rebuild priorities and establish the actions and policies for the central city, suburban centres and transport infrastructure most affected by the earthquakes. It is not the intention of this Statement to re-articulate or repeat those here, other than where they have strategic implications for key transport links and places that require a partnership approach. This Statement should therefore be read in tandem with those documents – some of which exist and others in draft form and subject to community and stakeholder consultation. Examples include the draft Christchurch Transport Plan and the draft Regional Public Transport Plan, both being consulted upon during 2012.

In Greater Christchurch the long term focus of the RLTS is on improving transport choices for the community and promoting a multi-modal approach to meeting transport needs. Walking, cycling and public transport all require greater funding



and planning support over the period of the Statement if this is to be achieved. In the short-term (ie the early recovery phase) planned road capacity improvements on the state highway and arterial networks will be completed, catering for much of the projected growth and traffic congestion over the period of the strategy with later opportunities to improve travel choices on local networks. Further improvements to the rail network and inter-modal freight hubs will also be required over the period of the Statement.

### **Medium to Longer Term Planning**

In the medium to long term a more balanced approach is promoted to ensure freight can be efficiently transported into and around the city on the expanded road and rail network. More efficient use of the transport corridors through the city needs to be achieved to maintain travel time reliability and community access. This includes initiatives to support active modes, public transport priority and measures that support and influence safe and efficient motor vehicle use. This includes travel behaviour change programmes, active management of parking and better integration between modes. Measures will be needed to promote alternatives to using private motor vehicles at certain times of day or in certain locations in order to make more efficient use of road capacity and to encourage modes that have less environmental impacts and encourage healthier lifestyles for our communities.

### **Meeting Business Traffic and Freight Needs**

The region's economic prosperity stems from places of employment and production that must be effectively connected to national and international markets via our Port and Airport. Freight is primarily moved by truck or train, and strong transport links with good inter-modal transfer opportunities at well located freight hubs are vital for this.

Light commercial vehicles are used for a range of business services and deliveries. Around 25% of light vehicle trips in Christchurch are for work or employer related business.

### **Enabling Inter-modal freight transfer**

Safety on our roads can be improved by reducing the conflicts between vehicles of different size. Many people feel uncomfortable travelling alongside a large heavy vehicle, and would prefer to have a separated corridor for freight movement. The greatest opportunity for separation is to facilitate a greater use of the rail network for freight. This requires efficient inter-modal interchange or freight hubs, such as an inland Port. Wider benefits for the freight task include, shorter inventory turnaround, lower operating costs, better service to shippers and carriers, better resource planning, high capacity utilisation, better security, efficient customs and agricultural inspections. These facilities need to be well served by an efficient road freight network.

### **Integrated transport and land-use planning opportunities**

Following the earthquakes, there is a great opportunity to guide the choice of land-use location to the betterment of Greater Christchurch, for economic, social and environmental well-being. Not everyone will choose to live, work and play in one location, but by ensuring employment opportunities are provided closer to our residential areas we can help to minimise the distance people have to travel, especially by car, and therefore reduce our environmental effects, such as fuel use, emissions and our carbon footprint.

If people are provided employment, school, shopping, personal business and community facilities close to their place of residence, there is a greater chance of them choosing active modes of transport, such as walking or cycling. The average journey to work by cycle is around 4.5km, and hence cycling can be a viable option for trips of this length. Most people can comfortably walk for 500 meters, and hence walkable communities around activities centres are promoted. For longer journeys people can walk to a bus stop and catch public transport to a wider range of destinations. The public transport network is designed to provide walkable access to the greatest number of households and activity centres possible.

As part of our longer term built environment planning, consideration should be given to new areas of growth and opportunities for more efficient travel patterns by locating new land-use such as inter-modal freight hubs, schools, community and sports facilities such that trip lengths are minimised. The Christchurch Central City development and other master plans provide significant opportunities for improved land-use and transport outcomes. This more integrated land use and transport system will help to increase Greater Christchurch's resilience to the future availability and price of fossil fuels.

### **Improving Transport Choice**

Not everyone will choose to catch the bus or ride a bike, but by providing these transport options we aim to maximise the potential use and reduce future congestion and the number of single occupant vehicles of our roads. While our targeted new transport infrastructure is important to reducing the cost of travel for businesses to grow our economy, the long term aim is to get more out of that infrastructure for longer – the sustainability goal. This involves providing transport options for people to choose and information and encouragement of their use through good spatial and network planning. When people choose to use more active modes they can also achieve greater health benefits and reduce negative emission impacts on the environment.



## **Greater Christchurch Transport Statement - Appendix 5**

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### **Partner Summary Transport Statements**

- **Christchurch International Airport Limited**
- **Lyttelton Port of Christchurch**
- **Christchurch Central**
- **Kiwirail**
- **New Zealand Transport Agency**
- **Core Public Transport**
- **Waimakariri District Council**
- **Selwyn District Council**
- **Christchurch City Council – CTP summary**

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**Christchurch International Airport** serves a significant function for international and domestic tourism, business travel and high value domestic and export freight (including overnight mail and courier services). It is New Zealand's second largest airport, and the primary airport for the South Island. The Airport campus employs over 5,000 workers and is base for air logistics support to a growing number of Antarctic research programmes.

### GCTS Transport Statement, October 2012



*Key assumptions: Passenger growth, freight tonnage, employment levels*

	2011	2021	2041
Passengers	6m	7m	10.5-12m
Employment	6000	7000	10000
Freight (t)	120,000	190,000	400,000

Christchurch  
International

airport  
Limited

### *Issues and opportunities:*

- Christchurch airport requires quality access and travel time reliability to the Central City, other activity centres and the Canterbury hinterland
- Need secure and reliable route to Port of Lyttelton Port for fuel delivery
- Need three quality, safe and reliable accesses to various precinct areas.
- To ensure effective operation in the future there should be protection for future development and land-use opportunities to create a world class airport precinct for Christchurch and South Island.
- Investigate future opportunities for intermodal hub development
- 

### *Transport responses:*

State highway improvements (Roads of National Significance):

- Russley Road four laning; Harewood Road access upgrade (capacity and cycle improvements);
- Memorial Interchange with walk, cycle and PT improvements;
- Southern access to Dakota Park freight area

Develop staged improvements to bypass route west of the airport

Supporting local road and cycle routes to ensure safe and reliable access

PT services for travel choice

	Christchurch International Airport Limited - GCTS October 2012				
Issue/Opportunity:	Transport responses:	Short term (1-2 years)	Medium term	Long Term	Transport Outcome:
Travel time reliability and secure route to Port	Russley Road (SH) four laning (RONS)	Y			Journey reliability and efficiency, Safety
Safe and reliable access to airport	Harewood Road access upgrade (RONS) – capacity and cycle crossing	Y	Y		Journey reliability and efficiency Safety, Environment
Safe and reliable access to airport	Memorial Ave interchange (RONS) - walk, cycle and PT crossing improvement	Y	Y		Journey reliability and efficiency Safety, Environment
Safe and reliable access to airport	Dakota Park access (RONS) – southern freight area access	Y	Y		Journey reliability and efficiency, Safety
Travel time reliability	Staged development of bypass route west of airport	Y	Y		Journey reliability and efficiency, Safety
Safe and reliable access	Supporting local road and cycle improvements		Y		Safety Environment
Transport choice	PT services		Y		Safety, Environment
Future inter-modal freight hub	Investigate intermodal freight hubs as required.	Y	Y		Journey reliability, efficiency
Future inter-modal freight hub	Develop intermodal freight hubs as required.		Y	Y	Journey reliability, efficiency
Airfield - capacity enhancement	Runway extensions		Y	Y	Journey reliability, efficiency Safety
Airfield - major expansion	Parallel runway			Y	Journey reliability, efficiency Safety
Freight facility	Dakota Park freight apron	Y	Y	Y	Journey reliability, efficiency
Passenger terminal	Passenger terminal expansion		Y	Y	Journey reliability, efficiency
Improve connections between economic hubs	Investigate (and potentially develop) future freight rail corridors		Y	Y	Journey reliability, efficiency Safety
Transport choice, network resilience,	Investigate (and potentially develop) future commuter rail corridors		Y	Y	Journey reliability, efficiency Safety



**Greater Christchurch Transport Statement: Lyttelton Port of Christchurch – October 2012**

Multiple government documents have outlined the expected growth in freight demand across transport infrastructure. In particular, the National Freight Demand Study, completed by the Ministry of Transport in 2008, suggested that over the period 2006/07 to 2031 the freight task for the commodities identified is expected to increase by about 70-75 percent in terms of tonnes lifted.

We are forecasting growth across all trades as outlined in below. It must be noted that the growth forecast does not include the increased volume associated with the earthquake rebuild of residential and commercial buildings.

Economic Driver	2013	2022
Port TEU's import/export	337,00	710,868
Port Coal tonnage	2.3m	5.0m
Port fuel t	1,008,480	1,315,838
Port dry bulk t	661,610	863,251
Port logs t	256,000	256,000
Fishing t	35,000	90,000
Cruise vessel visit	5*	82
Cars (units)	22,382	29,203

We are forecasting ongoing growth for the terminal of 7-10% per annum for the next three years. At a minimum we expect container volumes to double over the next 10 years (with volumes of over 700,000 TEU anticipated). In addition to base volume growth, changes in the industry may also mean container volumes increase eightfold over a 30 year timeline. The growth predicted is not significantly different to the growth previously experienced by the port. In 1997 the Lyttelton Container Terminal stevedored around 90,100 TEU. This increased threefold over the 15 year period (to 2011) to over 271,000 TEU. (\* The majority of Cruise visits in 2013 will utilize Akaroa Harbour)

**Issues and opportunities:**

The port is conducting a large scale reinstatement and development programme, including large scale land reclamation. LPC realizes that we require the integration with all supply chain participants to be successful.

It is important to ensure network resilience via rail, state highway (Lyttelton Tunnel) and Evans Pass alternative route to Woolston

It is important that efficient inter-modal interchange are developed at Port and Inland Container Terminal (Woolston) sites

It is important that the appropriate land close to key freight handling points are maintained under the correct land zones and that activities likely to create reverse sensitivity challenges are discouraged.

It is also important that good transport links are provided to these points, so that future growth can be easily handled without creating further negative externalities.

Our development programme includes the potential development of a marina in the inner harbour. It is important that the development is integrated with the community to minimize severance issues from township to waterfront and minimizes potential conflicts.

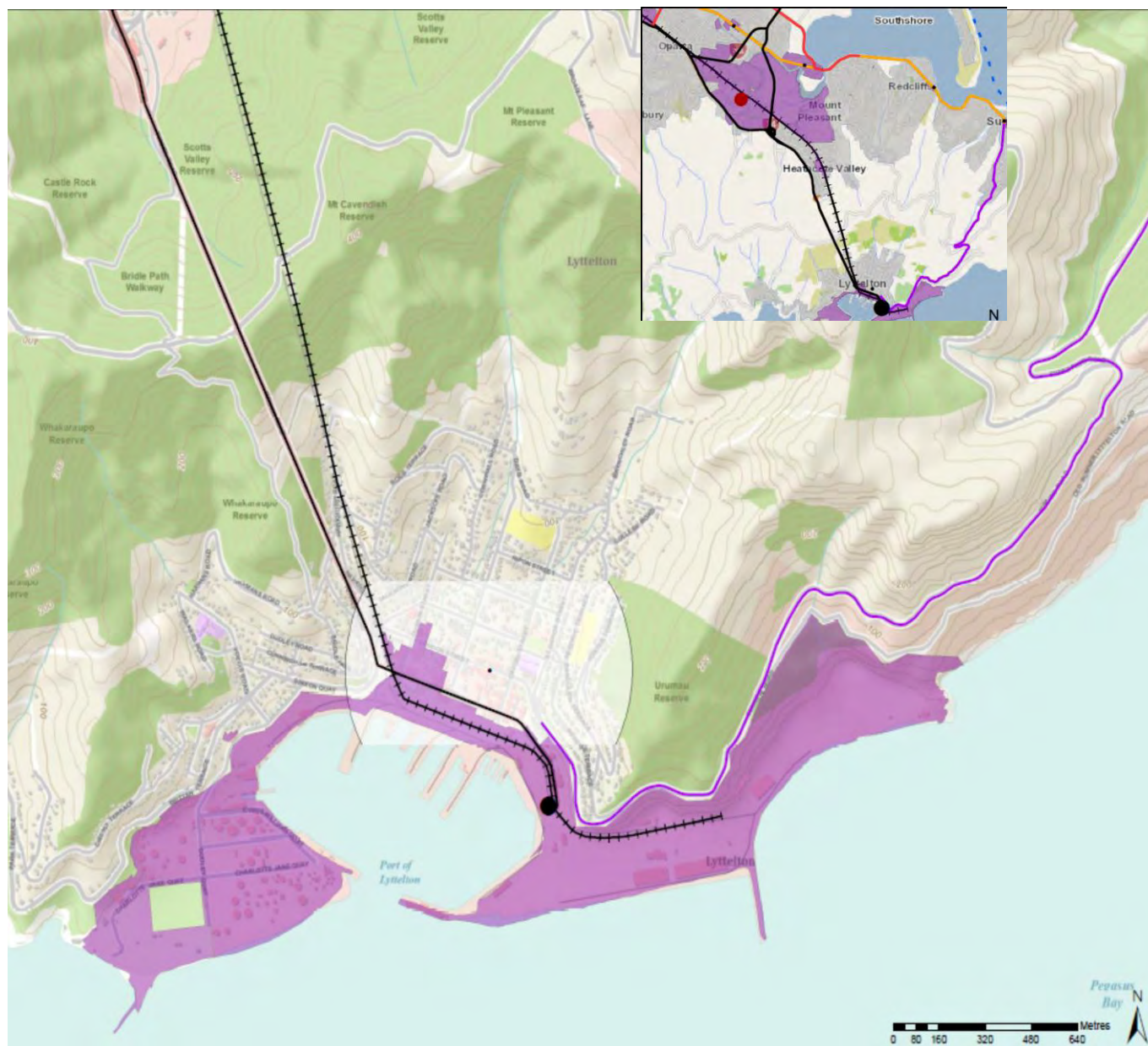
Transport Response	Timeframe of response and impact		
	Short	Medium	Long
Protect the tunnels to maintain operations	✓	✓	✓
Re-open Evans Pass route with added resilience	✓		
Repair and expand the Port and inter-modal transfer capabilities	✓	✓	✓
Investigate severance and connectivity issues in the township	✓		
Develop integrated Lyttelton development plan	✓	✓	✓
Protection & further development of existing freight corridors.	✓		
Development of new corridors or intermodal freight hubs as required	✓	✓	✓

Lyttelton Port of Christchurch (LPC) is the trade gateway to the South Island and provides a vital New Zealand link in international trade routes and plays a key role in the global transport network. This trade is vital to the Canterbury economy.

LPC caters for a diverse range of trades and offers a full array of shipping services to exporters and importers, 24-hours a day, 365 days a year. In terms of total tonnage, LPC is the largest port in the South Island by a substantial margin and the third largest port in New Zealand.

LPC believes that it is important that the GCTS addresses the following:

- land use and transport integration to embrace the full extent of LPC opportunities and challenges
- resilience, sustainability and productivity of the port in support of long-term economic recovery, forecast trade growth and tourism
- public access to the inner harbour and developing this in a manner that connects and extends the townships commercial foundation
- regional road and rail transport infrastructure does not become a port productivity constraint
- Freight should be given priority in accessing the key freight hubs such as Port and inter-modal freight hubs.



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Greater Christchurch Transport Statement

Partners: CCDU, CERA, CCC,Ecan, NZTA

A central city that is easy to get to and around for all age groups and abilities

A transport system that is attractive, provides high amenity and integrates with its surrounds

Connecting people, goods and services to economic, social and cultural activities

Maintain travel time reliability for business prosperity

Improved and integrated network of walking, cycling, public transport and driving options

Provide resilient and reliable connectivity with a range of scalable travel options

Be able to facilitate effective emergency response to incidents

A flexible and adaptable system that can support future changing requirements and opportunities

Align transport investment to achieve best value for money and support sustainable economic growth

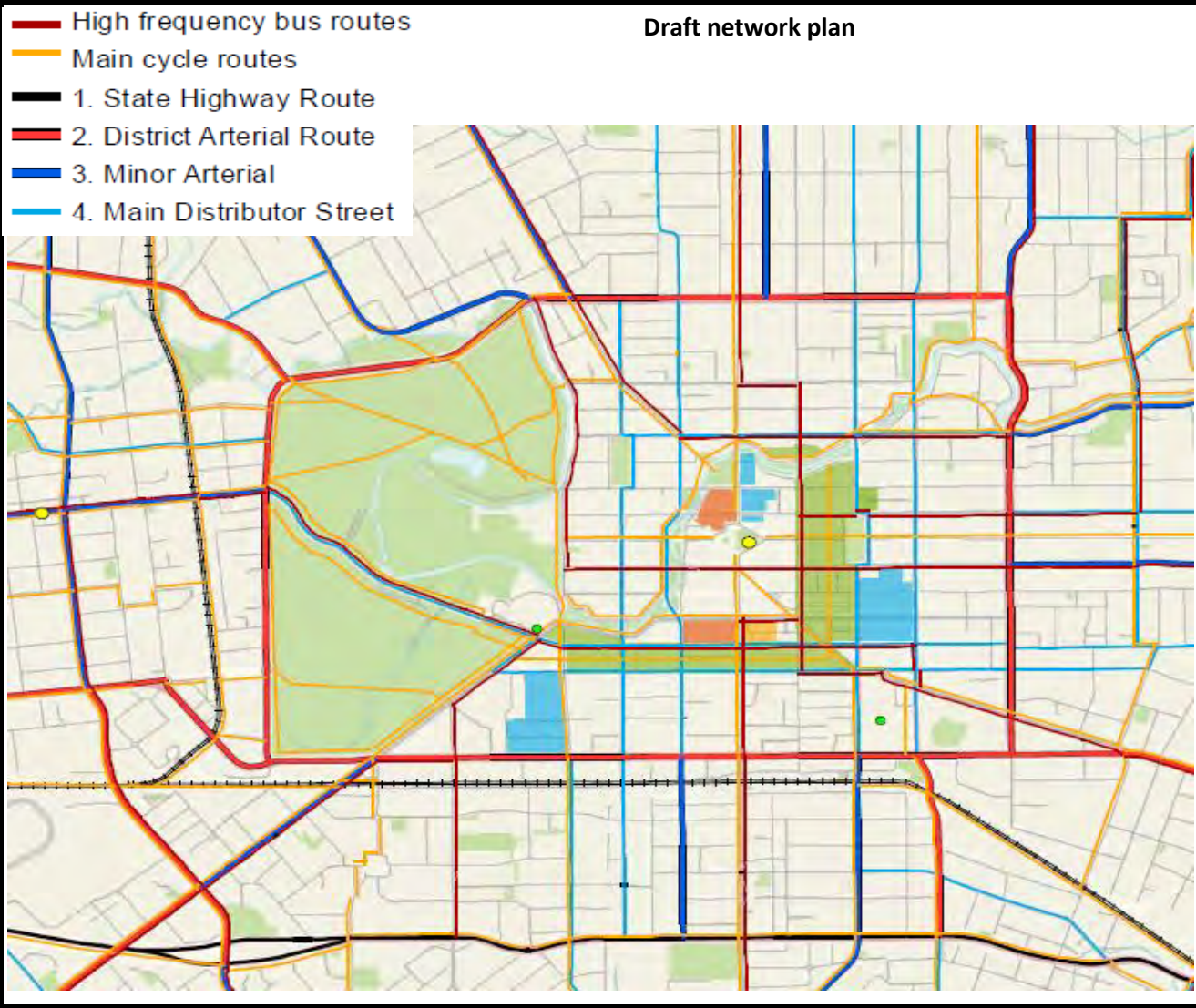
Effective management of the transport system and infrastructure to optimise use of assets

Improved walking, cycling and public transport opportunities to reduce the need for car travel

Minimise environmental impacts of greenhouse gas emissions to contribute to a better environment

Provide safe connections and environments for all users

Christchurch Central					Oct-12
Key assumptions	2010	2021	2026	2041	
Population (Central City)	8,212	9,124	11,129	18,405	
Households (Central City)	4,020	4,717	5,979	10,434	
Jobs (Central City)	48,290	47,979	52,318	63,373	
Person Trips to/from Central City	350,200		402,500	483,500	



Issues, constraints, opportunities	Outcome
Integration with wider Christchurch key activity centres	Journey
Minimise mode conflicts through road user hierarchy	Journey, safety, environment
Prioritise roads for mode use to improve walking, cycling and public transport	Journey, safety., environment
Encourage vehicles to use distributor street network	Journey, safety, environment
Encourage vehicles to use the Four Avenues to travel around the Central City	Journey
Implementation of the wider Regional Public Transport Plan	Journey, environment
Provide affordable, sustainable, adaptable, scalable, high-quality public transport	Journey, environment
Provide a good supply of convenient, secure, well placed and easy to-find parking.	Journey
Provide a reliable and resilient network, with capacity for emergency services, breakdowns and service vehicles	Journey, safety
Safe and comfortable cycle routes , separated from high volume/higher speed traffic where possible	Journey, safety, environment
Cycle links with safe crossing points of physical barriers, connecting to major cycle routes, key activity and neighbourhood centres	Journey, safety, environment
Provide attractive and liveable communities, especially in the core	Environment
Provide wayfinding to make it easy to find your way around	Journey
Implement through:	
Christchurch Central Recovery Plan	Short to Medium term
CCC/Ecan programmes	Short to Long term

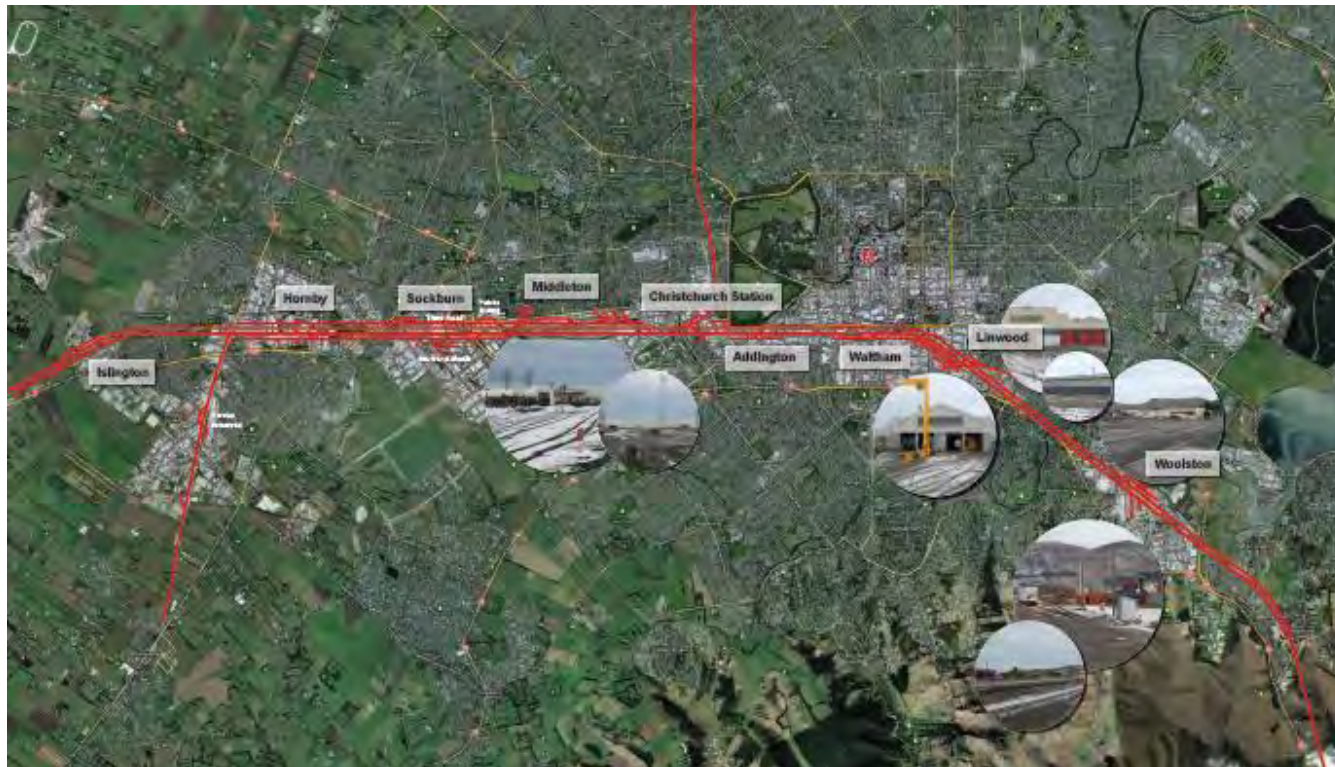
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The **South Island Rail Network** serves the function of moving import / export, domestic and bulk freight throughout the region. The network is managed by KiwiRail and comprises of three key routes north, south and west. These routes provide the link to the key hubs at Woolston, LPC, Middleton and 3PL sites in the Christchurch area.

## GCTS Transport Statement, October 2012



### Key assumptions:

- Continued growth in the Import/Export freight sector through Christchurch due to port consolidation and agricultural sector growth
- The bulk sector (primarily coal) to port continues to grow through to current capacity level, capacity can increase with modest investment
- The railway corridor and terminals are protected through the rebuild and remain key to the freight sector in the short and medium term
- Adequate road access to Middleton yard is maintained, improvements made as part of any development in the area

### Opportunities:

- Safeguard routes during the rebuild to enable growth in the medium to long term
- Reduce the number of current network constraints
- Consolidation of freight handling facilities into intermodal nodes through the redevelopment planning
- Consolidation of KiwiRail maintenance and operational facilities from across Christchurch
- Designing a system which encourages mode shift and mode separation to meet the desire of safer networks
- Increased domestic freight volumes through the movement of rebuild activity

### Issues:

- Impact from integrating any PT options on current rail network
- The impact of residential growth (noise concerns, trespass, etc.) adjacent to the rail network needs to be minimised

### Transport responses:

- Safeguarding of routes and hubs to meet future freight growth forecasts
- Ensure integrated land use planning to avoid reverse sensitivity issues with new residential and commercial developments
- Study options for promotion of mode separation
- Consideration of freight implications induced by mass transit PT proposals

	<b>KiwiRail – GCTS – October 2012</b>				
<b>Issue/Opportunity</b>	<b>Transport responses:</b>	<b>Short term (to 2016)</b>	<b>Medium term (2016-2026)</b>	<b>Long Term (2026–2041)</b>	<b>Transport Outcome:</b>
Integrating land use and transport – avoid reverse sensitivity	Protect the operability of rail network through integrated land use planning – noise / vibration / separation of public in new residential developments	Y	Y	Y	Journey, Safety, Environment
Network resilience	Protect current network and key elements of infrastructure – Lyttelton tunnel, freight hubs, maintenance facilities	Y	Y	Y	Journey - resilience
Reinstatement and consolidation of mechanical and operational facilities	Consolidate functions from damaged facilities across Christchurch in line with future demands	Y	Y		Journey, Environment
Network Efficiency	Integrated planning across networks to meet growth predictions in the most efficient & productive manner	Y	Y		Journey, Safety, Environment
Network efficiency and mode connection	Designation & development of new corridors and hubs to meet freight growth predictions and cohesive society needs	Y	Y	Y	Journey, Safety, Environment
PT Strategy Development	Investigate implications of mass transit on current freight operations	Y			Journey



## GREATER CHRISTCHURCH TRANSPORT STATEMENT

PAGE 1 of 2

Issue/Opportunity	Transport Responses	Short term (to 2016)	Medium term (2016-2026)	Long Term (2026-2041)	Transport Outcome	Alignment with GCTS top 5 priorities – October 2012
Changing and uncertain land use patterns in a post quake environment	<p>Apply a 'whole of network' approach.</p> <p>Work collaboratively with UDS partners to promote a consolidated land use pattern that is integrated with transport.</p> <p>Continued development and operation of the Christchurch Transport Operations Centre (CTOC).</p> <p>Ensure the right transport projects are progressed at the right time.</p>	Y	Y	Y	Journey, Safety, Environment	<p>Northern and south-west access, future growth and changing land use.</p> <p>Western Corridor, airport access and overall freight growth and opportunities,</p> <p>Public transport operation and growth.</p>
Ongoing funding challenges for RoNs, earthquake recovery and associated transport projects.	<p>Ensure the right transport projects are progressed at the right time.</p> <p>Ensure value for money in everything we invest in and do.</p>	Y	Y		Journey	This is addressed through the NLTF & NLTP.
The outcomes of the central city blueprint (and other recovery programmes/plans) and the implications for the whole transport network.	Develop the GCTS to inform (and be informed by) the recovery plans and programmes.	Y			Journey, Environment	Central City linkages to other key places.
Improving the performance of passenger transport as recovery progresses.	<p>Support the staged implementation of the RTP which seeks to remove duplication and inefficiency, while providing a more financially viable and user friendly network for passengers.</p> <p>Progress consideration of a 'mode agnostic' greater Christchurch passenger transport study</p>	Y	Y	Y	Journey, Environment	Public transport operation and growth.
Concerns around freight efficiency and network resilience	<p>Substantially complete the Christchurch RoNS before 2020.</p> <p>Progress investigations into the Brougham Street corridor and undertake a wider SI Freight Plan.</p> <p>Investigate new freight hubs/an inland port.</p> <p>Progress investigations into the future for Evans Pass/Sumner Road, which is the over dimension/hazardous goods/alternative route to the LPC.</p>	Y	Y	Y	Journey, Safety	<p>Port access, including freight challenges around Lyttelton, Brougham Street, Evans Pass &amp; Sumner Road.</p> <p>Western Corridor, airport access and overall freight growth and opportunities,</p> <p>Northern and south-west access, future growth and changing land use.</p>
Travel time reliability and severe congestion.	<p>Substantially complete the Christchurch RoNS before 2020.</p> <p>Continued development and operation of the Christchurch Transport Operations Centre (CTOC).</p> <p>Integrate land use and transport planning to ensure there are many ways to get around Christchurch seamlessly.</p> <p>Support a transition in the medium term to a more multi-model transport system.</p>	Y	Y	Y	Journey, Safety, Environment	<p>Port access, including freight challenges around Lyttelton, Brougham Street, Evans Pass &amp; Sumner Road.</p> <p>Western Corridor, airport access and overall freight growth and opportunities,</p> <p>Northern and south-west access, future growth and changing land use.</p> <p>Public transport operation and growth.</p>

## GREATER CHRISTCHURCH TRANSPORT STATEMENT

PAGE 2 of 2

Issue/Opportunity	Transport Responses	Short term (to 2016)	Medium term (2016-2026)	Long Term (2026-2041)	Transport Outcome	Alignment with GCTS top 5 priorities – October 2012
Repair and reinstatement of Christchurch's roading network.	Apply a 'whole of network' approach. Help fund repairs to the road network damaged by the earthquakes through the SCIRT alliance.	Y			Journey, Safety	This is addressed through the SCIRT work programme, Council maintenance contracts and funding from the NLTF and CERF.
How to progress transition in the medium term to a more multi-modal transport system.	Integrate land use and transport planning to ensure there are many ways to get around Christchurch seamlessly. Support the RPTP which seeks to remove duplication and inefficiency, while providing a more financially viable and user friendly network for passengers. Develop the GCTS as an approved NZTA strategy which supports this approach.	Y	Y		Journey, Environment	This is addressed through the Christchurch Transport Plan and Selwyn and Waimakariri's transport documents.  Public transport operation and growth.
An east-west shift in commercial/residential activity has resulted in increased congestion on the Western Corridor.	Progress consenting, design and construction of the western corridor.	Y	Y		Journey, Safety	Western Corridor, airport access and overall freight and growth opportunities.
A change in land use patterns, modification of the central city transport network and an increase in earthquake related freight movements may impact the efficiency of Brougham Street.	Progress investigations into the Brougham Street corridor and undertake a wider SI Freight Plan. Progress the GCTS. Investigate new freight hubs/an inland port.	Y	Y		Journey, Safety	Port access, including freight challenges around Lyttelton, Brougham Street, Evans Pass & Sumner Road.
How to ensure safe and resilient access to the airport and port.	Airport access is stable and will be improved through the RoNS Western Corridor Memorial Ave Interchange project. Progress investigations into the future for Evans Pass/Sumner Road, which is the over dimension/hazardous goods/alternative route to the LPC.	Y	Y		Journey, Safety,	Western Corridor, airport access and overall freight and growth opportunities.  Port access, including freight challenges around Lyttelton, Brougham Street, Evans Pass & Sumner Road.
New developments in north-east Christchurch (Prestons/Highfield) and their impacts on the existing and proposed transport networks.	Review Christchurch Transport Model assumptions using a one network approach. Update CNATI to consider the new development in the north-east gap. Progress the Northern Arterial.	Y	Y		Journey, Safety, Environment	Northern and south-west access, future growth and changing land use.



## Core public transport system: GCTS Statement October 2012

*Our public transport system contributes to a healthy, sustainable Canterbury region. It is attractive, convenient, easy to use takes us where we want to go and is responsive to our changing transport needs, providing an affordable and economically sustainable alternative to many car trips.*

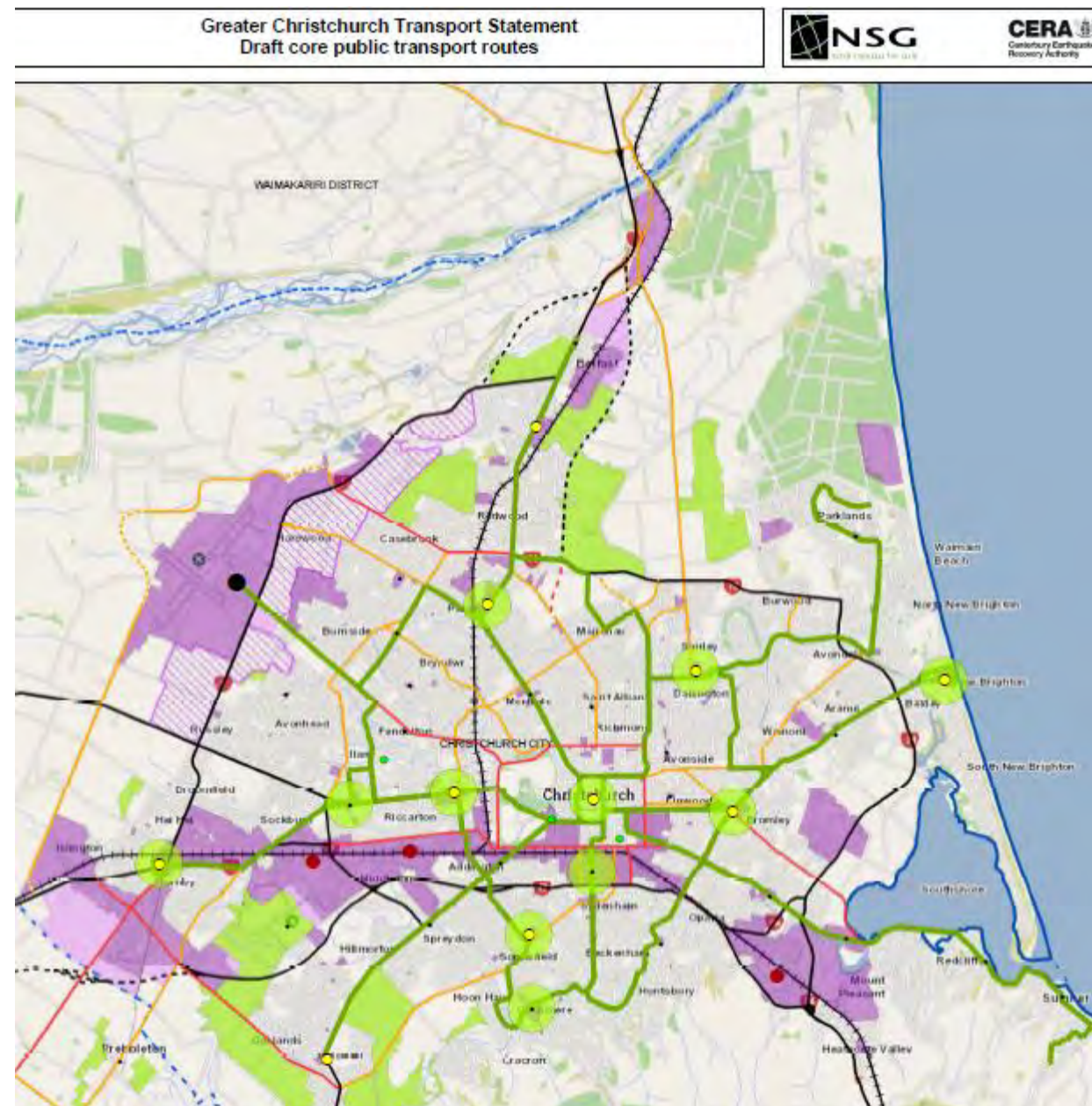


### Key assumptions:

#### Implementation of the Regional Public Transport Plan

*The hubs and spokes network model is fully implemented by year end 2014/15 with required bus priority facilities and quality passenger interchanges at suburban hubs.*

*The transport provisions of the Christchurch Central Recovery Plan are implemented to support the achievement of the vision for the public transport system.*



### Issues and opportunities:

- Unsustainable fare revenue and a new network model
- Changing activity patterns and new markets
- Constrained local and national infrastructure funding and innovative funding models
- Supporting new land use development with timely provision of new services meeting the needs of the transport disadvantaged
- Provision of infrastructure to support new network model
- Serving areas of low demand
- Consideration of long term solutions and Park and Ride opportunities

### Transport responses:

- New network operating model to improve cost effectiveness and new travel patterns
- Supporting infrastructure, especially suburban interchanges and bus priority
- Central City bus interchange part of CCDU blueprint development
- Final routes determined once road network confirmed
- Greater Christchurch Future Public Transport Investigation

	<b>ECan / Public Transport - GCTS October 2012</b>				
<b>Issue/Opportunity</b>	<b>Transport responses:</b>	<b>Short term (to 2016)</b>	<b>Medium term (2016-2026)</b>	<b>Long Term (2026–2041)</b>	<b>Transport Outcome:</b>
Earthquake recovery and changing activity patterns	Implement a new PT system that supports more flexible travel patterns by providing high quality connections to key activity centres	Y			Journey – travel choice
Funding constraints Farebox recovery	Implement a new PT system that is cost effective, increases patronage (i.e. increases farebox recovery) and makes better use of resources	Y	Y	Y	Affordable
Meeting the needs of the transport disadvantaged	Provide better connections to key activity centres, workplaces, schools and tertiary education.  Continue Total Mobility and community transport services	Y	Y	Y	Journey – travel choice
Integrating services and infrastructure	Work with councils and the NZTA on an integrated infrastructure implementation plan (priority and interchanges) to enable success of new PT system and central city	Y			Journey – travel time reliability
Serving areas of low demand	Provide flexibility to enable easy expansion into growth areas, by connecting them to key activity centres and therefore the wider network		Y	Y	Journey – travel choice
Long term public transport solutions	Explore needs and opportunities for higher capacity public transport and park and ride through the Greater Christchurch Public Transport Investigation	Y			Journey – travel choice



## Waimakariri District Area GCTS October 2012

The Waimakariri District lies to the north of the Waimakariri River. The major urban areas are Rangiora and Kaiapoi, which are respectively about 20 and 30 minutes travelling time by car from the centre of Christchurch City.

The District has a few major industries. A large fibreboard plant at Sefton draws on local wood resources. The other industries are mainly small-scale service and processing enterprises.

The Waimakariri District has a high standard of communications. The South Island Main Trunk Railway and State Highway 1 cross the eastern portion of the District. The District also has an airfield at Rangiora, and is close to the Christchurch International Airport. Telecommunications are continually being upgraded.

The Waimakariri District has a population of approximately 48,000 (2011). The District has experienced a rapidly growing population that is predicted to continue to increase, particularly in short term as the district is perceived to be a 'safe' place to live in respect to earthquakes. Despite rapid growth, Waimakariri has retained its rural/small town character and a high proportion of residents are involved in an extensive range of community and recreational organisations.

In the west of the district there is extensive dairy farming and with forestry and logging in the Eyrewell and Okuku areas. Approximately 50% of the districts work force works outside of the district mainly in Christchurch city.



## Key assumptions:

The districts population will increase by 25% from 48,000 to 60,000 within ten years

The number of households in the district will increase from 19,000 to 24,000 in the next ten years

The Waimakariri District is approximately 50% self-sufficient in employment and this will increase in line with UDS directions and goals.

High numbers of people will continue to commute into Christchurch regularly for work.

The Waimakariri District will continue to be an attractive place to live.

## Issues and opportunities:

- High numbers of people commuting to Christchurch for work putting pressure on key roads in and out of Rangiora and Kaiapoi and contributing to peak demand on key State Highways and Christchurch city roads.
- High number of single occupancy vehicles (typically greater than 80%) at peak commuting times
- Ashley River Bridge at Rangiora is in a poor state of repair
- Poor cycle and pedestrian access across the Waimakariri River to Christchurch City
- Kaiapoi and Rangiora Town centres have been impacted by the earthquakes
- Town Centre Plans are in place for Rangiora and Kaiapoi to make the town centres more attractive and vibrant. The impact of the earthquakes provides an opportunity to build the town centres back better.
- Southbrook business area in Rangiora is being developed which will provide employment opportunities.
- Structure Plans are in place for all urban growth areas and this will contribute to more integrated and sustainable transport outcomes.
- Road safety in the district

## Transport responses:

	Short	Medium	Long
Repair earthquake damaged infrastructure with the aim of providing improved transport outcomes.	✓		
Promote the sustainable use of transport modes and encourage greater use of alternatives like public transport and ride sharing where practical.	✓	✓	✓
Replace the Ashley Bridge.	✓		
Upgrade the Southbrook Rd/South Belt intersection.	✓		
Upgrade the Red Lion Corner intersection and the Rangiora Town centre.		✓	
Construct cycle and pedestrian facilities on the Old Waimakariri Bridge if and when NZTA approve the funding.		✓	
Continue to manage road safety using the safe system approach.	✓	✓	✓
Upgrade passenger transport infrastructure to attract more passenger transport users.	✓	✓	✓
Roading improvements in response to development.	✓	✓	✓
Implement the walking and cycling strategy.	✓	✓	
Support for future park and ride provision.			✓
Support continued collaboration with UDS, GCTS Partners and Regional Transport Committee.	✓	✓	✓

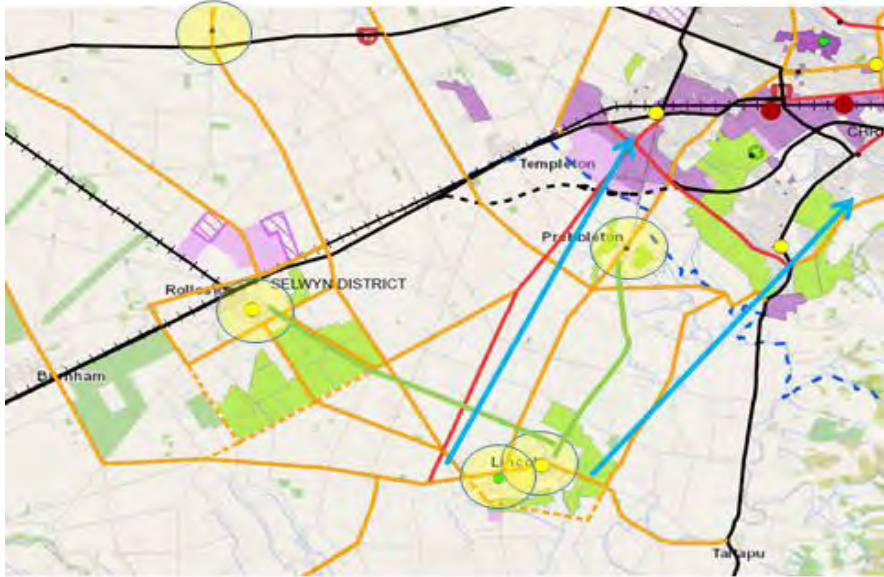
Waimakariri District Issue/Opportunity	Transport responses:	Short term (to 2016)	Medium term (2016- 2026)	Long Term (2026– 2041)	Transport Outcome:	Alignment with GCTS top 5 priorities October 2012
High numbers of people commuting to Christchurch for work putting pressure on key roads in and out of Rangiora and Kaiapoi and contributing to peak demand on key State Highways and Christchurch city roads.	Promote the sustainable use of transport modes and encourage greater use of alternatives like public transport and ride sharing where practical. Work collaboratively with UDS partners to promote a consolidated land use pattern that is integrated with transport.  Upgrade the Southbrook Rd/South Belt intersection  Upgrade passenger transport infrastructure to attract more passenger transport users  Support for future park and ride provision  Support continued collaboration with UDS, GCTS Partners and Regional Transport Committee	Y	Y	Y	Journey, Safety, Environment	Northern and south-west access, future growth and changing land use.  Public transport operation and growth.
High number of single occupancy vehicles (typically greater than 80%) at peak commuting times	Support continued collaboration with UDS, GCTS Partners and Regional Transport Committee	Y	Y	Y	Journey	Northern and south-west access, future growth and changing land use.
Ashley River Bridge at Rangiora is in a poor state of repair	Replace the Ashley Bridge.	Y			Journey, Safety	Northern and south-west access, future growth and changing land use.
Poor cycle and pedestrian access across the Waimakariri River to Christchurch City	Construct cycle and pedestrian facilities on the Old Waimakariri Bridge if and when NZTA approve the funding.		Y		Journey, Safety, Environment	Northern and south-west access, future growth and changing land use.
Kaiapoi and Rangiora Town centres have been impacted by the earthquakes. Town Centre Plans are in place for Rangiora and Kaiapoi to make the town centres more attractive and vibrant. The impact of the earthquakes provides an opportunity to build the town centres back better.	Repair earthquake damaged infrastructure with the aim of providing improved transport outcomes.  Upgrade the Red Lion Corner intersection and the Rangiora Town centre	Y	Y		Journey, Safety, Environment	Northern and south-west access, future growth and changing land use.
Southbrook business area in Rangiora is being developed which will provide employment opportunities.	Roading improvements in response to development.  Implement the walking and cycling strategy  Upgrade the Southbrook Rd/South Belt intersection	Y			Journey, Environment	Northern and south-west access, future growth and changing land use.
Structure Plans are in place for all urban growth areas and this will contribute to more integrated and sustainable transport outcomes.	Roading improvements in response to development  Implement the walking and cycling strategy	Y	Y	Y	Journey, Safety, Environment	Northern and south-west access, future growth and changing land use.  Public transport operation and growth
Road safety in the district	Continue to manage road safety using the safe system approach	Y	Y	Y	Safety	Northern and south-west access, future growth and changing land use.



Selwyn Transport Statement

Greater Christchurch Transport Statement - October 2012

The district is home to over 41,000 people and is one of the fastest growing areas in the country. The townships of Rolleston, Lincoln, Prebbleton and West Melton in the Greater Christchurch part of the district are planned to accommodate a further 11,000 new households over 800ha of newly zoned land by 2041. Currently over 60% of the districts population is within a 25km commuter distance of Christchurch. In the last 10 years traffic growth has risen by 50% and by 2021 it is predicted that traffic volumes will increase by over 50% in the Greater Christchurch area of the district. The district has an extensive roading network ranging from busy state highways to rural roads that serve the agricultural sector using heavy vehicles. The Selwyn District Council manages a network of over 2400km of local roads. State Highway 1 and State Highway 73 to the West Coast are the main regional road links. Similarly there is an equivalent rail network that mainly carries bulk freight. Metro bus services connect Rolleston, Lincoln and Prebbleton to Christchurch, including supporting shuttle services. There is a “rail trail” that provides a high quality off road commuter cycleway between Hornby, Prebbleton and Lincoln. It is the backbone to the development of further main cycling connections between Selwyn townships in the area. The district has a comprehensive integrated land use and transport planning framework in place as part of the Urban Development Strategy initiatives, and is well positioned to contribute to earthquake recovery needs.



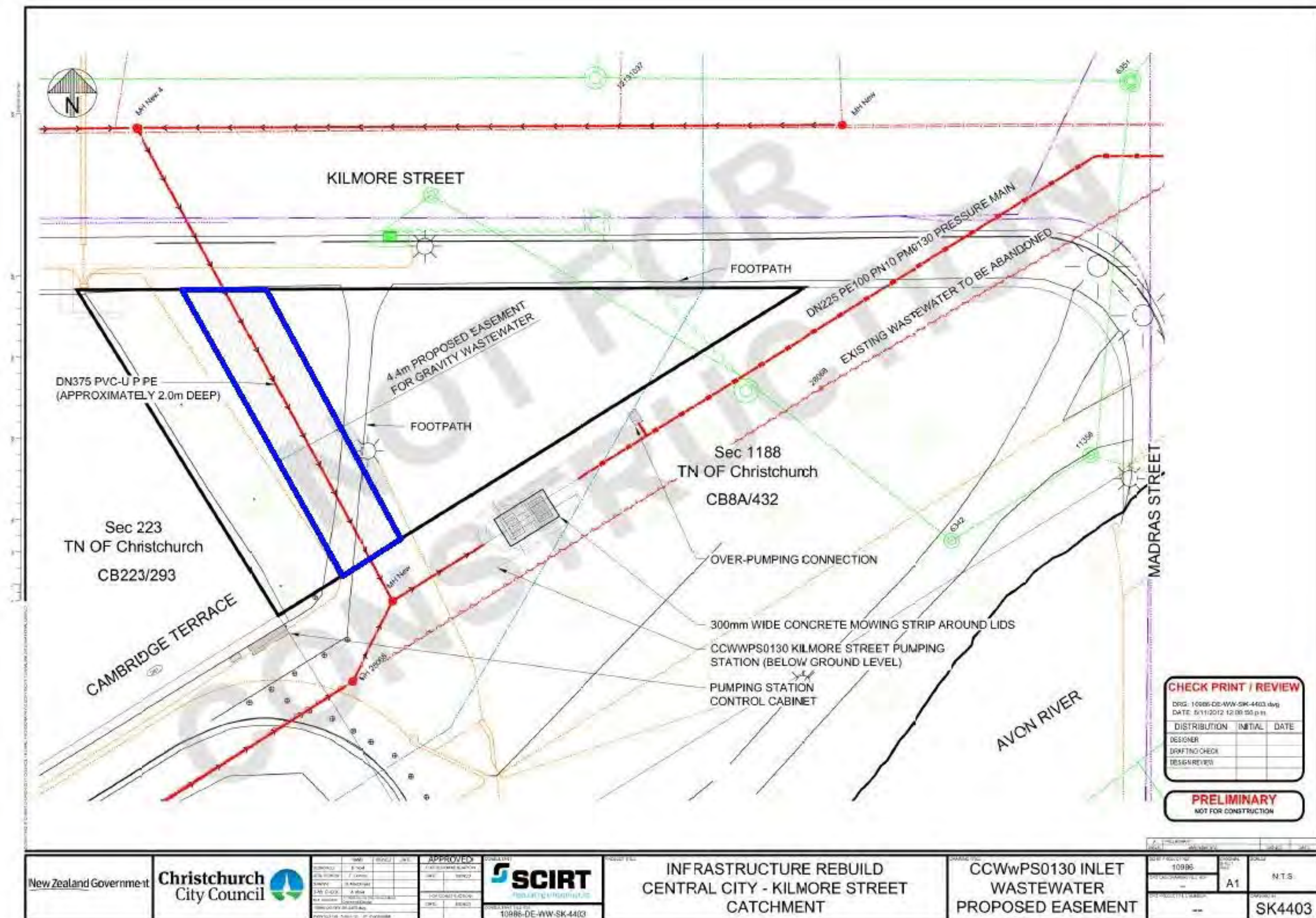
Issues and Opportunities	Timeframe			GCTS Top Priorities Alignment
	S	M	L	
> High growth in Rolleston, Lincoln and Prebbleton townships.	✓	✓	✓	South- West Growth Areas
> Increasing commuter traffic on key arterial routes to Christchurch.	✓	✓		South- West Growth Areas
> need to have cross boundary alignment of key transport links to metropolitan Christchurch	✓	✓		Central City Integration with wider strategic Networks
> The Southern Motorway Extensions supported, but there will be local network issues to address.	✓	✓		South- West Growth Areas
> The need to balance Greater Christchurch (urban) and wider district (rural) transport requirements.	✓			South- West Growth Areas / Local
> Increasing use of heavier transport freight vehicles will have an adverse effect on the local network.	✓	✓		Future Freight Opportunities
> The opportunity to establish the Izone Industrial Park as a strategic freight hub/Inland Port	✓	✓		Inter-modal road/rail facilities
> Continuing support and development of “Selwyn Star” metro bus services	✓			Public Transport network operation
> Understanding how public transport may need to evolve in the future e.g. rail	✓			Investigate and protect future PT Options
> The affordability of key off road cycling routes between townships.	✓			Local Response required
> Post-earthquakes; growth, travel patterns and rates are changing	✓			South- West Growth Areas
> Constrained national and local transport funding.	✓	✓	✓	Global GCTS Issue

Local Transport Responses	Timeframe		
	S	M	L
> Recent District Plan changes reinforce land use and transport system integration.	✓		
> Robust asset management practices are in place relating to levels of service	✓	✓	✓
> Development of a District Transport Strategy that treats urban and rural needs fairly.	✓		
> Continue to implement CRETS and other key local transport strategies (subject to funding).	✓	✓	
> Support continued collaboration with UDS, GCTS Partners and Regional Transport Committee.	✓	✓	✓
> Ensure the alignment of key planning documents e.g. Long Term Plans and cross boundary transport links.	✓	✓	
> Identify future Public Transport and freight needs by participating in collaborative studies and plans.	✓		
> Promotion of Izone Industrial Park as a freight hub capitalising on the strategic road and rail alongside it.	✓	✓	
> Responsibly facilitate the introduction of heavier freight vehicles on key local routes	✓		
> Monitor growth and network condition to the impacts of growth and earthquake recovery related issues.	✓	✓	
> Advocate for the transport funding support from central government to meet the identified needs.	✓	✓	✓



Key Assumptions						
	2010	2016	2021	2026	2041	
Population (GC)	24,100	29,000	33,200	37,400	45,200	> Selwyn district will have a population of over 60,000 people by 2041.
Households (GC)	9,800	11,800	13,900	16,000	19,700	> New District Plan provisions support an integrated land use and transport system approach.
Jobs (GC)	8,500	10,000	11,200	12,200	14,200	> The Christchurch, Rolleston and Environs Transportation Study (CRETS) is the core on-going strategic transport response.
Traffic SH73 West	6,500	7,600	8,600	9,600	12,500	> Current transport funding levels will be insufficient to meet future transport demands
Traffic SH1 South	12,100	13,900	15,400	16,900	21,300	> Southern Motorway Extension will be implemented to Rolleston as being planned
						> The main mode of transport will be private motor vehicle supported by metro bus services in proximity to Christchurch.
						> Relevant walking and cycling and travel demand projects will not be supported by national funding.
						> Rail will continue to be used for mainly transporting freight
						> The Governments Safer Journeys initiative will drive road safety responses.








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Christchurch Transport Plan / Greater Christchurch Transport Statement Interface - October 2012 Issue – Response – GCTS Outcome Summary							
Issue / Opportunity		Draft Christchurch Transport Plan (CTP) transport responses  	Short Term	Medium Term	Long Term	Meeting GCTS Transport Outcome(s)	Contributing to / aligning with GCTS “Top 5” Priorities (See Key Below)
CTP Goal 1 Improved access and choice	<ul style="list-style-type: none"> <li>Managing Congestion</li> <li>Ensuring Reliable Journeys – appropriate to each network</li> <li>Meeting changes in Travel Patterns</li> <li>Responding to changed demographics/ growth</li> </ul>	<ul style="list-style-type: none"> <li><b>Develop and adopt a new road classification and ‘one network’ prioritisation tool.</b></li> <li><b>Appropriately prioritised streetscape improvement programmes for the short, medium, long term– through Council's LTP</b></li> <li><b>Shared priority street corridor studies</b> (Proposed corridor studies for Riccarton Road, Brougham Street, Halswell, Sydenham, Ferry road)</li> </ul>	Y	Y	Y	Journey	1, 3, 4, 5
CTP Goal 1 Improved access and choice	<ul style="list-style-type: none"> <li>Repairing earthquake damage</li> <li>Securing opportunities to improve travel choices and whole of life benefits</li> </ul>	<ul style="list-style-type: none"> <li><b>Earthquake rebuilds, and continued road maintenance, renewals, and network management, using a one network approach</b></li> <li><b>Appropriately prioritised road upgrade programmes for the short, medium term– through Council's LTP. Including:</b> <ul style="list-style-type: none"> <li>Local Road improvements to support new growth areas</li> <li>Local connections to the Roads of National Significance</li> <li>Cross boundary connections to Selwyn and Waimakariri</li> <li>Travel demand management measure to support strategic road investments.</li> </ul> </li> </ul>	Y	Y		Journey	1, 3, 4, 5
CTP Goal 1 Improved access and Choice	<ul style="list-style-type: none"> <li>Managing Congestion</li> <li>Responding to changing demographics and enabling growth</li> </ul>	<b>Development and management of public transport through:</b> <ul style="list-style-type: none"> <li>Applying One Network principles</li> <li>Network Operation Framework and Corridor Operations Planning</li> <li>Investigate and Protect core public transport corridors</li> <li>Appropriately prioritised short, medium, long term public transport infrastructure programmes – through Council's LTP, including: <ul style="list-style-type: none"> <li>Public transport Priority</li> <li>Super stops and interchanges</li> <li>Investigation of Rapid transit &amp; Park and Ride opportunities</li> <li>Enabling and supporting transit- orientated development</li> <li>Addressing inequality, access for all users</li> </ul> </li> </ul>	Y	Y	Y	Journey Environment	2
CTP Goal 1 Improved access and choice	<ul style="list-style-type: none"> <li>Managing Congestion</li> <li>Responding to changing demographics and enabling growth</li> <li>Meeting changes in Travel Patterns</li> </ul>	<b>Planning, development and management of cycling through Appropriately prioritised short, medium, long term cycling infrastructure programmes – through Council's LTP, including for:</b> <ul style="list-style-type: none"> <li>Development of a network of Major cycleways connecting KACs</li> <li>Local cycleways</li> <li>Key recreation cycleways</li> <li>Supporting the network with cycle facilities, education and promotion initiatives</li> <li>Targeted safety and speed management programmes</li> </ul>	Y	Y	Y	Journey Environment Safety	
CTP Goal 1 Improved access and choice	<ul style="list-style-type: none"> <li>Managing Congestion</li> <li>Responding to changing demographics and enabling growth</li> <li>Meeting changes in Travel Patterns</li> </ul>	<b>Plan, develop and manage an improved walking environment by:</b> <ul style="list-style-type: none"> <li>Walkable centres: prioritising walking improvements, quality streetscapes and core walking routes in and to Key Activity Centres.</li> <li>Travel Demand Management and network efficiency services on strategic corridors and city travel information\</li> </ul>	Y	Y	Y	Journey Environment Safety	
CTP Goal 2 Creating safe, healthy and liveable communities	<ul style="list-style-type: none"> <li>Repairing earthquake damage</li> <li>Securing opportunities to improve travel choices and whole of life benefits</li> <li>Prioritising safety of all road users</li> <li>Prioritising health and wellbeing outcomes</li> </ul>	<b>Appropriately prioritised transport infrastructure to support other land use plans and programmes short, medium, long term programmes – through Council's LTP, including:</b> <ul style="list-style-type: none"> <li>Central City</li> <li>New Growth Area and Intensification Plans and Suburban Centre Recovery Master Plans</li> <li>SCIRT programmes</li> <li>Safer Systems: safety and speed management programmes</li> <li>Address inequality, access for all users needs considered in each scheme</li> <li>District Plan changes for new road classification.</li> <li>Develop and apply Integrated Transport Assessment guidelines.</li> </ul>	Y	Y	Y	Environment Safety	3, 4, 5
CTP Goal 3 Supporting economic recovery	<ul style="list-style-type: none"> <li>Ensuring reliable freight journeys on the strategic freight network</li> <li>Supporting and enabling efficient freight hubs</li> </ul>	<b>Development and management of freight routes for journey reliability by:</b> <ul style="list-style-type: none"> <li>Improving Freight journey reliability <i>on defined</i>, protected and sign freight routes</li> <li>Protecting hubs &amp; Establishing new freight hubs</li> <li>Management of freight in local neighbourhoods</li> </ul>	Y	Y		Journey Safety Environment	1, 3, 4



		<ul style="list-style-type: none"><li>Encouraging sustainable freight choice and best practice in freight management</li></ul>					
CTP Goal 3 Supporting economic recovery	<ul style="list-style-type: none"><li>Managing Congestion on key freight and traffic routes</li></ul>	<b>Parking management to enable access to business while supporting development of modal networks through:</b> <ul style="list-style-type: none"><li>Parking management plans in Key Activity Centres</li><li>Reallocating on-street parking on corridors where road space is prioritised for other modes</li><li>Price flexibility and monitoring</li><li>District Plan changes to encourage greater flexibility and use of off-street parking for private developments</li></ul>				Journey	4, 5
CTP Goal 4 Create Opportunities for environmental enhancements <ul style="list-style-type: none"><li></li><li></li></ul>	<ul style="list-style-type: none"><li>Meeting changes in Travel Patterns</li><li>Responding to changed demographics/ growth</li><li>Securing opportunities to improve travel choices and whole of life benefits</li><li>Prioritising health and wellbeing and environment benefits of schemes</li></ul>	<b>Reshape travel demand to reduce emissions by:</b> <ul style="list-style-type: none"><li>Energy innovation</li><li>Invest in technology</li><li>Promotion of streetscape, walking and cycling enhancements</li><li>Investing in green infrastructure, such as rain gardens, swales and permeable surfaces through Infrastructure Design Standards</li></ul>	Y	Y	Y	Environment Journey Safety	4, 5

GCTS “Top 5” Priorities Key

- 1
- Port access, including freight challenges around Lyttelton, Brougham Street, Evans Pass / Sumner Road
- 2
- Public transport operations and growth
- 3
- Western corridor, airport access, and overall freight growth opportunities
- 4
- Northern and south west access, future growth and changing land use
- 5
- Central city linkages to other key places

## **Greater Christchurch Transport Statement - Appendix 6**

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### **Principles and suggested key performance indicators**



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Greater Christchurch Transport Statement		Key principles and suggested key performance indicators				Appendix 6		
	Place Principle	Suggested key performance indicator	Link Principle	Why	Outcome sub-group	Outcome	Strategic approach/objective	Response options
Places and Landuse								
	Locate new land-use within the metropolitan urban limit to minimise the cost of infrastructure provision and travel distances for customers	# HH within 1km of new business development		Encourage active travel, reduce veh kt	Minimise environmental impacts	Environment	Integrate land-use choices with transport solutions and options	Integrated planning
		Distance to nearest KAC						
	Consolidate new development around key activity centres that provide mixed-use opportunities and active transport	hh/ha		Increase density, reduced infrastructure costs, transport options, reduce veh kt	Liveable communities	Environment	Integrate land-use choices with transport solutions and options	Integrated planning
		# jobs within 1 km						
	Provide employment opportunities close to residential areas to reduce vehicle kilometres travelled	Ratio jobs/hh		Mixed use opportunities, job self-sufficiency, encourage active travel, reduce veh kt	Minimise environmental impacts, liveable community	Environment	Integrate land-use choices with transport solutions and options	Integrated planning
	Integrate land-use and transport planning to enable balanced decision making where trade-offs have strategic outcomes in mind.	#HH within 30 minutes of KAC		Accessibility, transport choice, reduce veh kt	Minimise environmental impacts	Environment	Recognise importance of supporting quality of life and creating liveable communities but considering the places served by the transport network	Integrated planning
	Land-use shall be located to minimise reverse sensitivity on strategic routes and infrastructure.	#HH within 500m of strategic routes	The transport system should be supportive of local communities and minimise impacts on adjacent land-uses.	Integrate landuse/transport, one network	Liveable communities, Journey efficiency	Environment, Journey	Integrate land-use choices with transport solutions and options	Integrated planning
Freight Routes								
		Travel time to Port and freight hubs (standardise for equivalent 10km journey time)	Freight should be given priority in accessing the Port and inter-modal freight hubs.		Journey reliability and efficiency	Journey	Provides safe, efficient and resilient links between places of economic activity;	Strategic routes, network management, freight hubs
		Freight turn-around time	Freight should be given priority in accessing the Port and inter-modal freight hubs.	Support economic growth	Journey reliability and efficiency	Journey	Provides safe, efficient and resilient links between places of economic activity;	Strategic routes, network management, freight hubs
		Proportion of heavy traffic on local streets (reducing)	Encourage freight to use rail, arterial and freight supporting routes to reduce impacts on adjacent land-use and conflicts with other users	Minimise conflicts	Safety, liveable communities	Safety, environment	Optimises the use of our existing transport assets through travel demand and network management	Network management, information
		Volume of freight on rail	Freight will be encouraged to use rail where possible to optimise use of existing networks.	Network efficiency	Journey reliability and efficiency	Journey	Optimises the use of our existing transport assets through travel demand and network management	Network management, information
		% of strategic routes less than 0.7 V/C (congested)	Provide priority on key strategic routes to maximise the movement of people and freight.	Accessibility, network efficiency	Journey reliability and efficiency	Journey	Provides safe, efficient and resilient links between places of economic activity;	Strategic routes, network management
Arterial Routes								
		% Activity centres within 500m of strategic routes	Provide strategic routes to connect key places of activity.	Accessibility, network efficiency	Journey reliability and efficiency		Provides safe, efficient and resilient links between places of economic activity;	Strategic routes, network management
		Traffic volume on arterial roads (% of all traffic)	Encourage longer distance traffic to use arterial routes that avoid conflicts with abutting land-use	Minimise conflicts	Journey reliability and efficiency, environment	Journey, environment	Optimises the use of our existing transport assets through travel demand and network management ;	Network management, information, integrated planning
		Proportion of traffic on local streets (reducing)						
		Travel time reliability on strategic routes (CGI)	Maintain or improve travel time and reliability on key strategic routes so time is predictable.	Accessibility, network efficiency	Journey reliability and efficiency	Journey	Optimises the use of our existing transport assets through travel demand and network management ;	Strategic routes, network management
		Avg travel speeds or time per 10km journey						
		# road closures and duration of outage	Provide route protection and resilience on strategic routes to address significant risks to closure.	Network security	Journey connectivity/resilience	Journey	Provides network security to connect people and places;	Strategic routes, network management
						Environment	Seeks to minimise the environmental impacts from transport.	Design standards, renewals, operations, improvements
Transport choice								
		#HH within 30 minutes of KAC by cycle, PT, vehicle	Improve access to activity centres and employment opportunities by providing travel choices.	Transport options, reduce veh kt	Liveable communities, journey connectivity	Environment, journey	Provide active transport options for walking, cycling and public transport; Seeks to minimise the environmental impacts from transport	Transport options
		#HH within 500m of bus stop	Promote greater use and effectiveness of public transport.	Transport options, reduce veh kt	Liveable communities, journey connectivity	Environment, journey	Encourages people to use active transport to reduce environmental impacts and improve public health;	Travel information, integrated planning
		# Passengers, mode share						
		Travel time KAC to CBD (RTI measure)	Improve travel time reliability for road-based public transport.	Accessibility, network efficiency	Journey reliability	Journey	Provides safe, efficient and resilient links between places of economic activity;	Strategic routes, network management
		KAC pt infrastructure service level – stop, shelter, street station, interchange	Public transport infrastructure shall be supportive of the Core Public Transport Network.	Accessibility	Liveable communities, journey connectivity	Environment, journey	Integrates land-use choices with transport options and solutions;	Transport options, integrated planning
		#HH within 500m of main cycle routes	Encourage more cyclists on main cycle routes.	Transport options, reduce veh kt	Liveable communities, journey connectivity	Environment, journey	Encourage people to use active transport to reduce environmental impacts and improve public health	Travel information, integrated planning
		# cyclists, mode share						
Safety								
		# fatal and serious crashes	Improve safety for all users.	Reduce severity/cost of crashes	Safe journeys	Safety	minimise the social cost of crashes and reduce the severity crashes, especially the number of fatal and serious crashes	Network management
		Social cost of crashes (CAS)						
		# fatal and serious crashes (cyclists)	Reduce conflicts and risks for cyclists where required.	Reduce severity/cost of crashes	Safe journeys	Safety	minimise the social cost of crashes and reduce the severity crashes, especially the number of fatal and serious crashes	Network management



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## Greater Christchurch Transport Statement - Appendix 7

### Funding sources and investment drivers

Organisation	Funding Sources	Outlined in	Investment Drivers
Christchurch City Council	Rates, Development Contributions, Fees, Canterbury Earthquake Recovery Fund (CERF), National Land Transport Fund (NLTF), Assets, Dividends, Loans, Joint Ventures (PPP's)	Annual Plan & Long Term Plan	Promotion of the social, economic, environmental, and cultural well-being of its communities, in the present and for the future
Selwyn District Council	Rates, Development Contributions, Fees, Canterbury Earthquake Recovery Fund (CERF), National Land Transport Fund (NLTF), Assets, Dividends, Loans	Annual Plan & Long Term Plan	Promotion of the social, economic, environmental, and cultural well-being of its communities, in the present and for the future
Waimakariri District Council	Rates, Development Contributions, Fees, Canterbury Earthquake Recovery Fund (CERF), National Land Transport Fund (NLTF), Assets, Dividends, Loans	Annual Plan & Long Term Plan	Promotion of the social, economic, environmental, and cultural well-being of its communities, in the present and for the future
KiwiRail	<ul style="list-style-type: none"> <li>Freight, Inter-islander and Passenger services</li> <li>Insurance</li> <li>Capital input from shareholder</li> </ul>	Turnaround Plan/Annual report	Projects would need to be self funding or provide a tangible commercial benefit
NZTA	<ul style="list-style-type: none"> <li>NLTF (Fuel excise duty/road user charges)</li> <li>CERF</li> </ul>	National Land Transport Programme	Strategic fit; Effectiveness & Efficiency. That is, investing in the right things, at the right time, delivered in the right way and for the best possible price.
Lyttelton Port of Christchurch	<ul style="list-style-type: none"> <li>Pilotage and navigation – based on size and number of vessels) and by handling cargo (i.e. wharfage and demurrage – based on size and type of cargo). The main customers are the shipping lines.</li> <li>Insurance.</li> </ul>	Annual report	Commercial, economic and community well-being drivers



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	<ul style="list-style-type: none"> <li>• Capital input from shareholder.</li> </ul>		
ECan	<ul style="list-style-type: none"> <li>• Fares</li> <li>• Rates</li> <li>• NLTF</li> <li>• Loans</li> </ul>	Annual Plan & Long Term Plan	New residential, educational, recreational and workplace developments established at locations and in a manner that enables effective and efficient public transport servicing at least public cost.
Christchurch International Airport Limited	<ul style="list-style-type: none"> <li>• Charges applied to users of key infrastructure including landing fees and passenger service charges</li> <li>• Rental and lease revenues for tenanted spaces.</li> <li>• Commercial revenues from services provides by subsidiary organisations.</li> <li>• Car parking charges.</li> </ul>	Annual Report	Commercial, economic and community well-being drivers