



COUNCIL 22. 11. 2012

PLANNING COMMITTEE 31.10.2012

**A meeting of the Planning Committee
was held in the No.1 Committee Room
on 31 October 2012 at 9.15am.**

PRESENT: Councillor Sue Wells (Chairperson)
Councillors Peter Beck, Sally Buck, Jimmy Chen, Aaron Keown and Glenn Livingstone.

APOLOGIES: Councillor Claudia Reid.
An apology was received from Councillor Sally Buck from 10.35 am onwards who was absent for items 1, 6, 7 and the vote for item 2.

The Committee reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

(1.) BUILDING RATING SYSTEM

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8462
Officer responsible:	Resource Consents & Building Policy Unit Manager
Author:	Steve McCarthy

PURPOSE OF REPORT

1. This report is in response to a Notice of Motion to the 27 September 2012 Council meeting. The Council resolved that staff prepare a report on the introduction of a public displayed rating system based on a building's current per cent of the new building code.

EXECUTIVE SUMMARY

2. There has been concern for some time that the strength of a building is not known by the public when they enter a building. Accordingly, a building rating system has been proposed and this is currently the subject of consideration by the Royal Commission and the Ministry of Business Innovation and Employment (MBIE).
3. The Council has previously made submissions to the Royal Commission, endorsing a building rating system based broadly on the QuakeStar proposed methodology (see **Attachment 1**).
4. A QuakeStar type system is currently being developed internationally by Federal Emergency Management Agency (FEMA) in the United States. This is likely to be the genesis of a similar system proposed for New Zealand.
5. At present the Council holds 390 detailed engineering evaluations (DEE) which have been obtained from the Canterbury Earthquake Recovery Authority (CERA) and building owners in respect of individual buildings in the city. There are approximately 7500 commercial buildings that would need a rating system applied to them and currently we are unaware of the per cent New Building Standard (NBS) of most of these buildings.
6. It is likely that a structural survey of buildings would be required in the future, at predetermined times in the building's life. This is likely to be linked to the building warrant of fitness system and the Council's submissions on this matter has suggested up to 20 years, 40 years and 50 years and every 10 years after the 50 year point.

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FINANCIAL IMPLICATIONS

7. There is no funding currently provided in the Long Term Plan (LTP) to initiate a project related to a building rating system. The likely costs of such a project are \$150,000 in years one and two, to set up to get going and then it could be incorporated into the building warrant of fitness system, with a likely cost of approximately \$50,000 per year.
8. There will be an economic impact on building owners for the costs of strengthening buildings. The timeframes provided in the Policy provide for them to plan and schedule the building works.

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

9. At present no project funding is available as explained in paragraph 7. above.

LEGAL CONSIDERATIONS

10. A scheme would need to be voluntary until it is incorporated into necessary legislation.

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

11. There is currently no legislative mandate for introducing a building rating system and building owners cannot be compelled to display a building rating system.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. A project to review and implement the Earthquake Prone, Dangerous and Insanitary Building Policy is proposed in the 2013-22 LTP. This project could be extended to include a Building Rating System, based on the expected legislative changes that are likely to be consulted upon in early 2013.

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

13. Yes, the proposed review of the Earthquake Prone, Dangerous and Insanitary Building Policy.

ALIGNMENT WITH STRATEGIES

14. Yes. Aligns with page 89 LTCCP, administration of laws around building and development leading to safe buildings and reduction in environmental hazards plus page 187 LTCCP, developing our urban environment, sustainable use of buildings and our heritage is protected.

Do the recommendations align with the Council's strategies?

15. As above.

CONSULTATION FULFILMENT

16. There appears to be general support for a public displayed rating system. Prior to any legislative change on an integrated approach to resolving the issues related to earthquake prone and dangerous buildings, it is likely that the Government would undertake nationwide public consultation. This reflects the importance of decisions related to our national building stock and the weighing up of public safety and economic factors.
17. A project to review and implement the Earthquake Prone, Dangerous and Insanitary Building Policy is proposed in the 2013-22 LTP. The special consultative procedure provides that all affected parties are notified and this would be the most appropriate way to initiate a building rating scheme, as part of an integrated package, dealing with earthquake prone buildings and including other commercial buildings.

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STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Note that it has previously made resolutions on the subject matter of a building rating system by making submissions to the Royal Commission, which is intending to produce its final report in mid-November 2012.
- (b) Note that there is general support for a public displayed rating system and draft policy proposals have been prepared by a Sector Reference Group, working with the Ministry of Business Innovation and Employment (MBIE). This work is awaiting the Royal Commission recommendations before proceeding.
- (c) Note that a QuakeStar methodology is proposed and this is the subject of a pilot being run by Wellington City Council.
- (d) Note that there is currently no legislative power to require building owners to display a rating system on their buildings.
- (e) Await legislative direction from the Government in respect of introducing a building rating system based on the recommendations of the Royal Commission.

COMMITTEE RECOMMENDATION

That the Council note that the report lay on the table to be considered at the Planning Committee's meeting of 20 November 2012, due to the impending public release of the Royal Commission report, which is relevant to the Building Rating System.

BACKGROUND (THE ISSUES)

18. The earthquake prone and dangerous building provisions of the Building Act 2004 (Section 122) would need to be reviewed to provide for structural assessments and rating of all commercial and public use buildings in New Zealand.
19. Clearly, the public display of the rating of a building would give users, owners and other stakeholders in buildings an immediate clear concise and relevant understanding of a building's ability to withstand earthquake damage.
20. The Royal Commission hearings into the collapse of buildings in the February 2011 earthquake have identified this as an issue and it is likely that their report, due for release in mid-November 2012 will make recommendations that will:
 - Seek to reduce harm from the collapse or partial collapse of buildings in earthquakes.
 - Provide for effective and well informed decisions by building owners, tenants, occupiers and users of buildings above a regulated life safety bottom line.
21. The MBIE (incorporating the previous Department Building and Housing) has been developing proposals with a Sector Reference Group, to be put to Cabinet regarding these matters. The Council is represented on the Sector Group by Steve McCarthy, Resource Consents and Building Policy Manager. Clearly the final proposals will be further influenced by the Royal Commission's findings and recommendations in its report.
22. The proposals that will be put to Cabinet would provide for amendments to the Building Act that will cover all of the aspects a rating system including assessment, rating and public disclosure of information on the seismic resilience of:
 - commercial and industrial use buildings;
 - public use buildings; and
 - multi storey residential buildings.

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23. Following a workshop, the Council made a submission dated 20 February 2012 to the Royal Commission on the setting of timeframes for strengthening works on earthquake prone buildings and associated with that, has been consistent in its endorsement of a need for structural surveys of all buildings and a linked "star rating" system. This rating to be publically displayed on buildings.

The text of Council's submission follows:

"3.3 However, Council has reached the view that all non-residential buildings, and residential buildings that comprise 2 or more storeys and contain 3 or more household units, should be required to undergo a regular structural survey, every 20 years for the first 20 years after their construction and then every 10 years for a building older than 40 years. This would align with the minimum 50 year life for a building.

3.4 Linked to a requirement for structural surveys should be a "star rating" system for buildings. The New Zealand Society of Earthquake Engineering is promoting a "QuakeStar" project, which is a concept under development in California. It would provide the public, users of a building, insurers, banks, and other interested parties with a better idea of how safe a building is in an earthquake. It is suggested that a "star" system for the earthquake strength of buildings would provide an additional incentive for owners to strengthen their buildings."

24. A proposed rating "QuakeStar" system has been proposed by various parties including Don Holden and Bob Burnett, who have been working with Dr David Hopkins (previously Department of Building and Housing, now MBIE). QuakeStar was introduced at a workshop on 21 February 2012. The material presented outlined that work to date had progressed through the QuakeStar concept for New Zealand based on a proposed system developed by the Structural Engineers Association of Northern California and subsequent input from Dr David Hopkins, a leading New Zealand specialist consultant in structural and earthquake engineering.
25. Since the workshop, Wellington City Council has agreed to initiate and pilot a study - working with a Wellington building owner/developer with a large portfolio of buildings. The pilot is only now commencing and is based on the building owner voluntarily posting the ratings on his buildings, after the necessary DEE assessments. Apparently the Minister (Hon Maurice Williamson) supports the concept of a rating system for buildings and is awaiting the results of the pilot study, the Royal Commission report and proposals by Ministry officials.
26. The Christchurch situation is unique insofar as CERA already have a legislative mandate under the Canterbury Earthquake Recovery Act, to require a structural survey of buildings. They have been requiring these surveys since October 2011 and have so far accepted 390 for buildings fit for occupation or reoccupation. The Council has received copies of these surveys so has a record of some (390) of the 7500 buildings, described in paragraph 19 above which would require a rating to be displayed.
27. The success of a system for the public disclosure of information on the structural integrity/seismic resilience of buildings will depend on a number of factors that will need to be carefully managed and integrated. They include:
- Agreement on an appropriate rating system, example attached (see **Attachment 2**).
 - The legislative mandate to require building owners to provide the required information (per cent NBS and critical structural weaknesses/vulnerabilities), based on a structural survey.
 - A legal requirement for all building owners to publically display information on their buildings structural/seismic capacity.
 - It would be desirable to have a centrally managed and publically accessible register on buildings in New Zealand.

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- Effective prioritisation of buildings so that a start can be made on those buildings that have the highest importance levels, i.e. post disaster emergency buildings, hospitals, schools, public buildings. Also buildings close to critical transport routes or life lines.
 - Agreement on action to be taken to strengthen or demolish buildings that fall below a life safety bottom line.
28. As Christchurch is in a seismically active area, the need for a rating system indicating the strength of a building is seen as a priority. This need has been identified and all parties, central Government, the Royal Commission and local government have been actively working on a system that will ultimately be applied nationwide.

THE OBJECTIVES

29. The introduction of a public displayed rating system based on the building's current percent of new build code.

THE OPTIONS

30. Work with MBIE to pilot or introduce a voluntary scheme whereby those building owners who know the relative strength of their buildings are encouraged to display a rating system based on the QuakeStar methodology, or
31. Await legislative direction from the Government in respect of introducing a building rating system based on the recommendations of the Royal Commission.

THE PREFERRED OPTION

32. Await legislative direction from the Government in respect of introducing a building rating system based on the recommendations of the Royal Commission.

(2.) GREENFIELDS RESIDENTIAL LAND AVAILABILITY UPDATE

General Manager responsible:	General Manager Strategy & Planning, DDI 941-8281
Officer responsible:	Programme Manager District Planning
Author:	Peter Eman, Principal Adviser Planning

PURPOSE OF REPORT

1. The purpose of this report is to update the Council on the availability of Greenfield residential land in the Christchurch City area.

BACKGROUND

2. At the Council meeting on the 28 June 2012, the Council resolved that the Greenfields Land Availability schedule, reported to it at that meeting, be updated quarterly and placed on a Council agenda. This reflects the two goals of the Built Environment Recovery Programme of zoning sufficient land for recovery needs, and coordinating and prioritising infrastructure investment during recovery. The Council also resolved that the information in the spread sheet tables attached to the original report, which included infrastructure availability, be added to the Council Land Availability webpage.
3. Attached to this report is a schedule (**Attachment 1**) updating the status of Greenfield land availability in Christchurch, as at 3 September 2012.
4. The schedule identifies changes (highlighted in red) to plan change status, numbers of sections with subdivision consent, balance remaining potential sections, and infrastructure availability.

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SUMMARY OF CHANGES

5. A total pool of some 22,000 potential sections was identified within the Christchurch City area following the earthquakes, including future greenfield areas and the development of some of the available land within the existing urban area. Since the earthquakes began, some 9,000 of the potential sections in future greenfield areas have been rezoned from rural to residential. Of those greenfield areas that were going through the rezoning process at the time of the previous report, the Highfield Park Plan Change, Plan Change 67, (2,100 sections) has been notified and the submission and further submission periods have closed. A hearing is expected to be set for around late November. No other plan changes have yet been notified. It is understood that the Langdons Road development (190 sections) identified in the previous report is not proceeding at this stage, so has been removed.
6. The total number of sections in large (greater than five sections) subdivisions with consent issued at and after February 2011 has increased from 1,767 in the previous report to 2,773. There are 362 sections subject to applications for subdivision consent in greenfield areas identified in Proposed Change 1 that have not yet been consented (down from 1,020). A balance of 19,351 potential sections remain in greenfield areas (as provided for through the UDS and Proposed Change 1 to the Regional Policy Statement as agreed by the UDS Partners).
7. There have been no significant changes in infrastructure availability. Infrastructure is available for all potential sections that have received subdivision consent and for an additional 3,495 sections that have not yet received subdivision consent (either no consent has been applied for or the subdivision applications are still being processed).
8. The programme for infrastructure delivery remains unchanged. In the original report it was indicated that infrastructure was expected to be available for 2,000 sections by December 2012, subject to Environment Canterbury (ECan) approval concerning wastewater overflows. That approval has since been achieved. The Styx Catchment Management Plan that was previously expected to be lodged with ECan in July 2012 was lodged in early October. The completion of wastewater Pump Station and Rising Main 105, expected in July next year, is the main Council infrastructure project that will next result in a significant increase in the potential number of sections serviced with infrastructure.
9. The upgraded interactive webpage identifying current and future subdivisions, including infrastructure availability, is expected to be live by the time of the Council meeting.

STAFF RECOMMENDATION

It is recommended that the Council receive the report.

COMMITTEE RECOMMENDATION

That the staff recommendation be adopted.

(3.) TRAM OPERATION AND DEVELOPMENT

General Manager responsible:	General Manager Strategy & Planning, DDI 941 8281
Officer responsible:	Unit Manager Urban Design and Regeneration
Author:	Dave Hinman

PURPOSE OF REPORT

1. To advise on the impact of the earthquakes on the tram operation and to consider and recommend on the options for infrastructure repair and reinstatement of tram operations on the existing tram loop. Consideration of completion of the tram extensions will be the subject of a future report.

3 Cont'd**EXECUTIVE SUMMARY**

2. This report is in response to a resolution of the Council at its June 2012 Annual Plan meeting to "get a report back on the Tram and its future operations/development". It reviews the development and operation of the city tramway prior to its abrupt suspension of operations on 22 February 2011 and reports on the damage and other impacts caused by that earthquake event, including insurance issues. It acknowledges the strong desire of the tram operator and the tram supplier, with the support of the visitor industry to get the tram infrastructure repaired and the tram back in operation, including the almost completed extensions, as soon as practicable. It then recommends that the Council authorise the undertaking of repairs to the original tram loop so that tram operation, staged if necessary, can resume.
3. It had been proposed for the report to also consider the completion of the approved and funded tram extensions but it has become apparent there are a number of outstanding issues relating to the Christchurch Central Recovery Plan and the role and location of the tram service being extended. These need to be further discussed and considered in conjunction with the Christchurch Central Development Unit (CCDU) of CERA and Environment Canterbury and the further work on transport issues currently in preparation. Rather than further delay progress on repairing and reopening the existing line, this report focuses on the current operation, with the tram extensions to be the subject of a future report once sufficient information becomes available. **Attachment 1** shows the existing loop and the extensions as proposed and partially built.

Effects of the earthquake

4. There was virtually no damage to the tram infrastructure (i.e. track, overhead power reticulation and support, and tram shed) or the trams in the 4 September or Boxing Day 2010 earthquakes and the tram operation was able to resume after inspection following each event. But on 22 February 2011 the damage was considerable and this together with the general damage around the route and the subsequent red zoning and cordoning of much of the central city caused the immediate and on-going cessation of tram operations and the disappearance of a significant visitor attraction to the city. **Attachment 2** is a letter from Christchurch and Canterbury Tourism in support of the tramway and its early reinstatement. The loss of income to the operator, Christchurch Tramway Ltd (CTL) necessitated downsizing of staff, cessation of payment of licence fees to the Council and rental to the tram supplier (Heritage Tramways Trust (HTT), jeopardising the Trust's viability. Work on the almost completed first stage of the tram extension (intended to be open in time for the Rugby World cup) also ceased and has not been resumed.

The damage

5. Significant track damage occurred in Armagh Street, with seven breaks in the track and some structural damage to the Armagh Street Bridge. This included some areas of liquefaction with some slumping of the tram track base. There was less significant damage in Rolleston Avenue and New Regent Street and almost none in Worcester Boulevard and Cathedral Square and the completed parts of the extension, other than some surface damage from consequent building demolition work.
6. There was relatively little damage to the overhead reticulation system, other than in a few isolated areas where adjacent buildings collapsed. In a number of areas the overhead wires were supported from adjacent buildings, many of which have since been (or are to be) demolished and in some instances temporary wooden poles have been erected. Elsewhere the wire has been removed to avoid further damage and to facilitate building removal.

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7. Damage also occurred to the tram shed in Tramway Lane, but is relatively minor, with the main damage being to one side wall and some slumping of part of the floor. A Quantitative Detailed Engineering Evaluation (DEE) has just been completed and has assessed the seismic capacity of the building to be in excess of 67% NBS. Privately owned Cathedral Junction, through which the tram passes, was also damaged and is currently being repaired by its owner. Other than the need for some pavement resurfacing, the re-erection of the overhead wires (temporarily removed) and the refurbishment of the wheelchair hoist, the tram element in Cathedral Junction is in good condition.
8. The tram vehicles suffered only minor damage. Four trams were in service at the time and apart from debris and dust issues have suffered some subsequent deterioration while stored outside at Ferrymead Heritage Park awaiting the erection of a storage facility (completed by end 2011). Some damage due to falling objects occurred to the remaining trams in the tram shed.

Work required

9. Because of the breaks in the rail, the slumping and some track misalignment, some sections will require removal and relaying of the track and foundation. Approximately 250 metres of the track in Armagh Street will require this work. Elsewhere minor repairs to track joints and some relaying of pavers and drainage repairs in conjunction with other street works (e.g. New Regent Street) will be necessary.
10. The overhead repair work will require 39 additional poles to be installed to replace, at least in the interim, the former fixings to adjacent buildings. This could be with temporary (and less expensive) wooden poles (there are already some in place), until new buildings are erected, or could be a permanent replacement with the appropriately designed and more aesthetically pleasing steel poles as used elsewhere around the system. The resolution of this has some potential insurance ramifications, which need to be worked through.
11. The DEE just completed for the tram shed, and the repair solutions (including both temporary - to allow re-occupation and permanent), now being worked through will inform the extent of work required to the building and confirm costs.
12. Although it is not intended at this stage to generally resume work on the extensions, there would be future operational advantages if the special castings and rails for the point work joining the extension to the existing line behind the Cathedral and at Oxford Terrace were installed as part of the repair work programme. This would avoid future disruption to operations which would be inevitable if the work was done at a later date. The required materials are in storage ready for installation, which had been due to occur in March-April last year.

Timeframes

13. It is anticipated that track repairs can be completed within three months of having a contract in place. However for some areas, timing of the works will depend on access being available, and co-ordination with the SCIRT work programme, as well as the sourcing of replacement rail where needed. The situation is similar for the overhead system repairs, including production time for additional steel poles. The tram works are outside the scope of works of SCIRT and there is on-going discussion with the SCIRT team to ensure the schedule for tram works and SCIRT roading and underground works are coordinated where the tram base needs to be rebuilt. With the tram base there are no services under the foundation that require major works. The tram track alignment was designed to avoid having services directly below, and in some instances they were relocated at the time of construction. While some services cross under the foundation, any works at those particular sites will not be of a major nature as the cross section is only two metres wide and is easily bridged. The preferred option, for both track and overhead repairs is to use a phased work schedule, in conjunction with SCIRT and CERA. This will allow

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works to commence outside the cordon and works within the cordon to be completed once building demolitions along the route are completed and any other issues within the cordon resolved. The timing of recommencement of tram operations will also be determined in liaison with CERA and SCIRT, to minimise the risk of future shutdowns.

14. Preliminary strengthening options for the tram shed are expected by late October, and CTL are hoping to be able to re-occupy part of the building (offices and some tram repair work) once the report has been received and during the repair phase. Tram shed repairs will need to be completed before the trams at Ferrymead return to the city, but it is also anticipated that those trams still in the shed will be repaired on site. CTL has been negotiating with its insurers and HTT and a start has been made on tram repair and refurbishment. The availability of funding to complete this work is dependent on CTL's insurers and financiers being satisfied that the infrastructure repairs are also going to be carried out. CTL (and the visitor industry) are also anxious to have some indication of when the tram service will reopen so that they can begin work on appropriate marketing strategies.
15. Dependent on the SCIRT infrastructure repair schedule, at this stage, the earliest likely date for re-opening the existing city loop would seem to be June 2013, as Cathedral Junction is not scheduled to be completed until then. There may still be issues in Armagh Street relating to building demolition which could mean a partial reopening rather than the full loop. CTL are also investigating an earlier start for the restaurant tram, initially as a static operation.

FINANCIAL IMPLICATIONS

16. The tram base, the overhead electrical supply system, and the tram shed are all insured. Discussions with insurers are ongoing. At this stage it is anticipated that there will be little dispute in respect of the repair to the tram base (estimated value of work \$630,000), or the reinstatement of the overhead electrical system (\$400-\$700,000), though there is some likely debate yet to occur over the manner of retrofitting poles, where the wires were previously attached to buildings. Discussions are also underway over the extent of repair required to the tram shed, (circa \$330,000) which is also subject to insurance agreement. In this respect, no commitment to works should be made by Council, until a final settlement with the Council's insurers is confirmed and any cost differentials identified, and resolved.
17. One identified area of work which is beyond the insurance discussion relates to the installation of special pointwork castings, which will form a key part of any future extension. These amendments to the current route should be completed as part of the reinstatement programme and can legitimately be funded (estimated cost of \$170,000), from the current tram extension budget.

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

18. The recommendation is mainly for repair work, largely met by insurance. The LTCCP provides for funding the extensions with \$707,394 currently included in the 2012/13 Annual Plan. The costs of the point work installation (estimated as above at \$170,000) would be funded from this source. Any funding required, or identified that may not be covered by insurance settlements, but which is outside of the scope of the tram extension funds will need to be further considered by the Council.
19. When the tram resumes operation, the Council will again receive income from licence fees from the tram operator, not paid since tram operation was suspended on 22 Feb 2011.

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LEGAL CONSIDERATIONS

20. CTL operated the tramway under a licence agreement dated 19 April 2005. In addition CTL subleased the trams leased by HTT to the Council.
21. By Heads of Agreement, dated 12 August 2009, the Council and CTL agreed to extend the original tramway in 2 stages, both stages conditional on certain matters being complied with. The Council's obligation to construct Stage 1 remained conditional at the time of the 22 February 2011 earthquake on the Council obtaining all the necessary regulatory consents required, to enable Stage 1 to be completed. The outstanding consents required related to the trimming of certain protected trees, the affixing of tram related wires to heritage buildings and New Zealand Transport Authority approval to the operation of the tram on the Stage 1 extension.
22. Clause 7.18.1 (a) of the CTL licence requires the Council to expend any insurance money received by the Council on effecting repairs to the damaged tramway.
23. There will be a need to renegotiate the current Tramway Licence and Heads of Agreement (CTL) and Tram Lease (HTT) arrangements to reflect the changed circumstances brought about by the earthquakes. The tram operation on all (or part of) the existing loop is likely to be at a smaller scale, at least initially, than prior to the earthquakes, and this may need to be recognised in the licence fees to be charged and in the number of tram vehicles required.
24. It is expected that any renegotiation of the Tramway Licence, Heads of Agreement and Tram Lease would occur in the period leading up to re-opening, as the parties gain a better understanding of the patronage which might be expected by that time. In the meantime, in order to protect the Council's negotiating position, the Legal Services Unit has recommended that the agreement of CTL be obtained subject to the Council undertaking the proposed repair works, on the basis that completing the works will not prejudice the Council's legal position under the existing legal documentation.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

25. See below.

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

26. Yes, existing operation and tram extension, but the timing of completing the extension has been affected by earthquakes.

ALIGNMENT WITH STRATEGIES

27. See below.

Do the recommendations align with the Council's strategies?

28. Yes - Christchurch Central Recovery Plan, Central City Revitalisation Strategy, Tourism Strategy.

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CONSULTATION FULFILMENT

29. There is no requirement for public consultation, as it is considered that this is a repair and reinstatement of an existing asset. Consultation with appropriate council staff, CERA, CCDU, ECan, CTL and HTT has been carried out. With reference to the Christchurch Central Recovery Plan, discussions with CCDU and ECan have confirmed that, subject to timing being co-ordinated with demolition and construction works around the route, there is no issue with having the repairs undertaken to the existing loop and tram service resuming as soon as practicable. There also appears to be agreement that the point castings and rails in Cathedral Square and Oxford Terrace be installed as part of the repair programme.
30. Ongoing consultation will be carried out with appropriate stakeholders as the project progresses.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Confirm its intention to see the current tram loop reinstated and back in operation as soon as practicable.
- (b) Subject to the outcome of ongoing discussions with CCDU on cordon reduction, approve the works to be undertaken including the installation of the tram extension point work behind the Christ Church Cathedral and at the corner of Worcester Boulevard and Oxford Terrace, to avoid future disruption to the tram service.
- (c) Confirm its preference for new steel poles to support the overhead wires where there are no longer any buildings to attach these to in place, or planned in the immediate future, subject to funding being agreed with the insurers and any balance being funded from the Building and Infrastructure Improvements Allowance.
- (d) Confirm that reinstatement works be undertaken once the insurance position on these works has been confirmed.
- (e) Agree that any works undertaken by the Council be subject to Christchurch Tramway Limited agreeing that completion of the above repair works by the Council shall be without prejudice to the Council's rights and powers under the Tramway Licence Agreement and Heads of Agreement and related documents entered into by the Council and that company.

COMMITTEE RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND (THE ISSUES)

31. Tram operation pre-earthquake

The central city tourist tramway (as it was then called) commenced operation on 4 February 1995, following studies and decisions concerning upgrading Worcester Street between Cathedral Square and Rolleston Avenue into an attractive boulevard, and developing further central city attractions for tourism, including linking visitor facilities and attractions. The tram as opened comprised a 2.6km loop, as shown in attachment 1. It was a partnership between the Council (owner and supplier of the infrastructure (track, overhead system, power supply and tram shed), the Heritage Tramways Trust (HTT), Ferrymead (tram supplier) and Christchurch Tramway Ltd (CTL), a company formed by the successful tenderer (Shotover Jet of Queenstown) to operate the line. Cost to the Council: \$5.45M. The operator paid an annual operating licence fee to the Council and also a lease fee to the HTT for the trams. The licence fee met the Council's capital costs of building and maintaining the infrastructure.

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32. Over the years the business has grown to include charter work and a dedicated restaurant tram, and the current owner of CTL (Welcome Aboard Group) also owns and operates a number of other visitor attractions. These include: the Port Hills Gondola (currently out of action because of the earthquakes), the Avon River Punting (now back in operation from two sites), the Grand Tour (full day bus tours within the Christchurch region connecting with tourism attractions), Thrillseekers Adventures Limited in Hanmer Springs and the group has recently taken over the Gardens "Caterpillar Garden Tour" operation in the Botanic Gardens. Prior to the 22 February 2011 earthquakes the Group catered for over 500,000 customers per annum, including an estimated 280,000 passengers on the tram, of which 10% were "locals" using an annual pass coupled with the Gondola. The tram had become a successful operation financially and was meeting its tourism objectives - it was an icon of Christchurch and along with Christ Church Cathedral had become a symbol of the city, appearing for example on many postcards and other souvenirs.

33. Pre-earthquake tram extensions

For the reasons to be explained in paras 40 and 41 below, the extensions to the tramway, approved by the Council in June 2009 will be the subject of a future report to the Council.

34. Impacts of earthquake on tram

The 4 September 2010 earthquake had little impact on the tram operation (although CTL did lose its Marketing office (in the Westende Jewellers building). However, the 22 February 2011 event caused the immediate suspension of operation due to damage to track, overhead wiring and power supply, the tram shed, together with the effects of property and other infrastructure damage along the route. Most of the track damage occurred in Armagh Street and there was damage to the Armagh Street Bridge. There was lesser damage in New Regent Street and Rolleston Avenue and almost none in Worcester Boulevard and Cathedral Square, and on the completed parts of the extension, other than some surface damage from demolition work. In a number of areas the overhead wires were supported from adjacent buildings, many of which have since been (or are to be) demolished and in some instances temporary wooden poles have been erected. Elsewhere the wire has been removed to avoid further damage and to facilitate building removal. Damage also occurred to the tram shed in Tramway Lane but is relatively minor and a repair strategy is being developed. Privately owned Cathedral Junction, through which the tram passes, was also damaged and is currently being repaired by its owner. The tram vehicles suffered only minor damage. Four trams were in service at the time and apart from debris and dust issues have suffered some subsequent deterioration, while stored outside at Ferrymead awaiting the erection of a storage facility (completed by end 2011). Some damage due to falling objects occurred to the remaining trams in the tram shed. A start has been recently made on the repair and refurbishment of the trams so they can return to the city.

35. A detailed assessment of the condition of the tramway has been carried out and the issues noted are:

- (a) The tram base has suffered major failure in four locations, with seven breaks in the track and base along Armagh Street. Some track misalignment has occurred and this means that some sections will require removal and relaying of track and foundation. Up to 250 metres of track and tram base may require removal and replacement, all of which is along Armagh Streets between Rolleston Ave and Colombo Street.
- (b) Four areas have suffered liquefaction, which has resulted in some slumping of the tram base. A Ground Penetrating Radar survey has been carried out on the majority of the tramway and these areas have been identified as requiring further investigation by potholing. It is anticipated that remedial work and compaction of the underlying substrate will be required at these locations.

3 Cont'd

- (c) The Armagh Street Bridge has suffered major damage, resulting in the tram foundation being displaced from the bridge surface, pushing the tracks upwards. A strategy for bridge and tram track repair is in preparation.
36. The tram route passes some seriously damaged but still standing heritage buildings, but it is not considered that there will be any vibration issues affecting these buildings, due to the resumption of tram operation. Tram vibrations have previously been tested in New Regent Street and were found to be indistinguishable from normal traffic vibration on the adjacent (Gloucester) street. As in the case of other street repairs, care will need to be taken to minimise any impacts of the tram track repair works on adjacent properties.
37. **Current views of operator and tram supplier**
- The earthquakes (and suspension of tram operation) have had an impact on both the tram operator (CTL) and tram supplier (HTT) due to loss of earnings and both are anxious to resume operation as soon as possible). CTL staff numbers prior to the earthquake stood at 43, but are currently reduced to 4 and HTT, which had been completing a further tram for the extension, has struggled to retain its small staff of 3 with no tram lease rental income.
38. CTL is keen to see a commitment made by the Council to getting repairs under way. They are also looking forward to having the extension open. The HTT are financially very stretched and also wish to see the recommencement of tram operation, so that tram lease payments can resume. They have now started on some repairs and refurbishment of the city trams, but that programme has limited funding available from CTL and its insurers and financiers, until a track repair programme has been agreed. Both CTL and HTT made submissions to the draft Central City Recovery Plan and CTL appeared at the recent Annual Plan hearings.

39. **Views of other stakeholders**

A letter of support for early reinstatement of the tram has been received from Christchurch and Canterbury Tourism. (**Attachment 2**) The tram is seen as one of the key visitor attractions in the city and still able to perform its original function of linking attractions. Those still extant at present include the Botanic Gardens (including the Caterpillar Garden tour), the Canterbury Museum, the (temporary) Information Centre, Christ's College (heritage buildings), Hagley Park, Casino (walking distance), Avon River punting and soon to be re-opened - New Regent Street, Cathedral Junction (and adjacent hotels), and Cathedral Square. Tram passengers will be able to experience, and be told about, the city rebuild as it occurs. There were no negative comments received about the tram in the Annual Plan submissions.

40. **Relationship to Christchurch Central Recovery Plan**

The plan and blueprint published on 30 July 2012 does not specifically mention the tram, and it is understood a second document due for release later this year will cover all central city transport matters, including the tram. Discussions between CTL and CCDU have indicated support for an early start to the existing tram loop, subject to co-ordination with demolition and access issues along the route, and this has been confirmed in a recent CCC/CCDU/ECan staff discussion. CCDU see Environment Canterbury as being the lead organisation in developing public transport for the central city and beyond, and this could include integrating the tram as part of the public transport network at some time in the future. ECan staff have no concerns about repairs getting under way for a resumption of the tourist tram service. It should be noted that the current CTL licence prevents Council involvement in any comparable or competitive similar activity, other than in conjunction with CTL. There are also some additional issues and questions arising about the almost complete extension (Stage 1) and the yet to be started Stage 2 and this will be the subject of on-going discussion with CCDU and other interested parties.

3 Cont'd

41. Options for tram reinstatement

Given the need for further discussion and consideration about the extended tram route, this report has focussed on the current tram loop, with options relating to the extension to be the subject of a future report. Once approval to undertake repairs to the tram infrastructure has been received, details of timing of the re-opening can be progressed. Options include opening the whole of the loop or staging it, if part of the route remains inaccessible. At this stage the tourism focus will remain, but, conditional upon changes to the current CTL licence, this does not foreclose future options for greater local use, including modern trams. There are options for pole replacement - some temporary wooden poles are already in situ, and it is suggested that these should remain in the meantime. Elsewhere the options are to use temporary poles, in the expectation that new buildings will ultimately provide the permanent support, or to provide new steel poles as permanent replacements. The additional cost of this may not be covered by insurance and it is estimated that if all lost building fixings were replaced by new steel poles the cost to Council could be \$305,000. Given that the materials (point work etc) are all on hand for joining the extended line both behind the Cathedral and at Oxford Terrace, it would also make sense to install these as part of the repair work, to avoid later disruption to the tram operation. A decision to include this could be subject to agreement with CCDU.

THE OBJECTIVES

42. The objectives in relation to the tram at this stage include getting repairs under way, so that once any remaining issues relating to public access along the route have been resolved, operation can commence. This would give a boost of confidence to the local visitor industry, would re-connect the central visitor attractions as they reopen and provide an experience for visitors and locals which includes seeing the central city rebuild in action.

THE OPTIONS

43. (a) Authorise repairs to be undertaken to the original tram loop, to allow for the resumption of tram operation as soon as practicable. This may involve reopening the loop in stages. The works to be undertaken to include, if possible, inserting the points ("special work") into the loop for future linking to the extensions. Delay other work on the extension (including Stage 2) pending further discussions with CTL, CCDU and other stakeholders and a further report to the Council.
- (b) As for (a) but defer installing the extension point work as part of the repair work.
- (c) Defer any decision on tram repair and resumption, until the further work by CCDU on transport issues has been completed and announced. This may not comply with the Council's obligations under the CTL licence.

THE PREFERRED OPTION

44. Option a.

PART B - REPORTS FOR INFORMATION

(4.) DEPUTATIONS BY APPOINTMENT

- 4.1 Messrs Michael Esposito and John Smith addressed the Committee on item 3 (Tram Operation and Development) and spoke about the importance of tourism to Christchurch and their view of the tram's integral part in that. They asked the Committee to support the staff recommendation.

(5.) DIANE TURNER, CANTERBURY EARTHQUAKE RECOVERY AUTHORITY (CERA)

Diane Turner, General Manager Strategy, Planning and Policy, CERA, was present at the invitation of the Chairperson, to discuss informally issues that were of importance to both CERA and the Council. Matters discussed included:

- land availability as a result of the migration of people from the red zone
- the future of the red zoned land
- the length of time various processes were taking
- the opportunity provided for developers to aggregate sections for better design and structure outcomes
- progress with insurance advocacy

(6.) CONSENTING REBUILD MONTHLY REPORT

The Committee was provided with a monthly update on consenting, covering the month of September 2012.

The Planning Committee **decided** to receive the report.

(7.) SUBURBAN CENTRES PROGRAMME TRANSITIONAL PROJECT UPDATE

The Committee was provided with an update on the implementation of the transitional projects for the Suburban Centres Programme.

The Planning Committee **decided** to receive the report.

PART C – DELEGATED DECISIONS

(8.) APOLOGIES

It was **resolved** that the apologies be accepted.

The meeting concluded at 11.30 am.

CONSIDERED THIS 22ND DAY OF NOVEMBER 2012

MAYOR

Earthquake Performance Buildings Rating Systems ("QuakeStar") project

Simply expressed, QuakeStar is the rating of a building so as to give all users, owners and other stakeholders in buildings an immediate, clear, concise, unambiguous and relevant understanding of a building's ability to withstand earthquake damage.

Addressing three main issues - safety, cost to recover and business interruption time or time to recover – it draws on existing codes and evaluation tools, and can be displayed on a building, or simply readily available from some other source – online, for example, or a combination of both.

The concept has been mooted by engineers in NZ and California for 20-30 years, and has been thoroughly researched in USA with Federal Government support, for the last 5 years.

The NZ adaption by Dr Hopkins of the proposed USA system propounds a "Delphi" system of review of all relevant information as submitted by a building owner's engineer in the engineering report on a building, the translation of that by an Earthquake Rating Authority in to a standard template which is then forwarded to a panel of 4-5 experts who report back to the Authority, giving a spread of results which are merged in to one rating.

It is not intended to be a precise measurement requiring lengthy, involved application of complicated design formulae, but a quick, expert assessment allowing public participation in decisions around buildings, and better communication of acceptable standards to owners, insurers, funders and investors.

Advantages of a star system are:

1. It allows a quick assessment of a building's resilience by stakeholders such as visitors, guests, tenants, employees, owners, builders, banks, insurance companies and investors
2. It is communicated in an easily understood, internationally understandable "symbol" language
3. It can hasten decisions by funders, builders and designers, immediately providing a point of convergence of expert opinion
4. It can potentially give recognition to owners through lower insurance premiums, a wider tenant base, and a higher building value, to those who seek to build to the seismic conditions prevailing,
5. For engineers, it offers the comfort of approval, and possibly advice, from, respected peers, and giving the driver for a central forum or platform, for on-going discussion among engineers as to what is best practice, while communicating to stakeholders and the wider public the true value of good engineering practice,
6. It can be adopted internationally, (adjusted for each countries' unique building materials and methods) and with the application of on-going peer reviews, good governance of the system, and the total integrity from those entrusted with its application, can give rise to an internationally respected body, or authority, allowing multi-national entities to make decisions on investment, funding and insurance on buildings without the necessity to examine and understand local codes and regulations, and the diligence of their application. The New Zealand Insurance industry relies substantially on offshore funding decision-makers – we need to set up an internationally respected Authority that can take expert advice to the those decision makers, gaining respect for that Authority - then we can secure insurance cover based on accurate information and sound construction best practice.
7. It can be applied to new and existing buildings:
 - a) For new buildings, it offers a set of easily-identifiable goals and aspirations which can give rise security to future generations

- b) Given the current earthquake-prone nature of New Zealand, all existing buildings will be the subject of regular reviews as to soundness, both for insurance, for portfolio value purposes, and for wider on-going worker's, tenants' and visitors' safety reasons - the introduction of the star concept to existing buildings should not therefore, (anticipating the effect of those reviews), unduly prejudice existing owners. On the contrary, it offers a quick and ready set of marketplace -recognised objectives for assisting with designing acceptable retrofits of sub-standard structures.
- 8. In the process of accumulating data on international best-practice method and materials, and applying best-practice, that expertise, experience and intellectual property can be exported and shared with countries or areas where there are deficiencies in the quality of engineering and design practices. For example, it is understood that NZ Civil Defence's outcomes from a review of their post-quake performance is now being sought by developed nations who now want to know how to plan for what to do after quakes in built-up areas similar to Christchurch.
- 9. Overall, it puts a market pressure on building standards - bringing out and valuing excellent engineering best practice and identifying inferior practice - sunlight is the best disinfectant.
- 10. It can hasten the rebuild through achieving buy-in from the insurance industry's accepting that such a system can be relied on as a valuable and respected risk assessment tool. The big insurance decisions are made overseas - we need to show that such an eventually international highly respected and credible authority can be relied on to give the best advice to insurers, for better risk assessment processes, and to enable owners to have a more objective comparison of the insurance contract cost and conditions.

In addition, I would like an Earthquake Rating Authority to be looking at:

- 1. The law around landlord's, owner's and employer's duty to disclose relevant, authoritative information to tenants, workers, visitors and guests immediately it comes to hand, and looking at more permanent changes to the standard ADLS Eighth Edition Sale and Purchase Agreement.
- 2. Working with insurers, designing insurance products that will be acceptable both cost-wise and condition-wise, in the marketplace, and providing the market with research on those products
- 3. The Territorial Authority building inspection regimes and how Councils are to cope, particularly in Christchurch, with the expected work volumes. Ensuring compliance with the granted rating in the case of new construction or retrofits is a must - this will affect the integrity and reputation of an Earthquake Rating Authority,
- 4. How an ERA can involve itself in the encouragement of the design of new methods and materials, and potentially reward innovation through an awards system, endorsement,
- 5. How best to capitalise on the depth of experience and accumulated expertise and knowledge arising from both ***engineering and geotechnical*** innovations and developments post Christchurch - a sales, or an international goodwill, opportunity?

Background to establishment of QuakeStar:

Bob Burnett, a well-accoladed Architectural Designer, successful Property Developer and the region's first "Homestar" (Green Building) practitioner designer and assessor, was discussing with Don Holden the problems of obtaining insurance for new housing in Christchurch.

Bob had in mind a new building company, specialising in sustainable, quake resistant housing, and it was realised that they needed to go to the insurance companies with much more relevant and detailed structural information than prior to the quakes. They both saw that an engineering-driven rating system would greatly assist, and so envisioned the "QuakeStar" system, to rate their own buildings.

After contacting Dr Ron Mayes of California, they learnt that there was excellent USA research in to a rating system for all buildings available, and so Bob and Don saw the opportunity to develop the concept in New Zealand for a much wider audience of stakeholders which could potentially be utilised internationally. The concept had been contemplated by New Zealand engineers for at least 20 years, but nobody had taken the initiative to develop the concept – the rest, as they say, is history.

Bob and Don continue with their sustainable, quake-resilient future home concept, while putting a lot of their time in to the QuakeStar project, voluntarily at this stage with others such as Dr David Hopkins, Dr Richard Sharpe, and others, until the project is fully funded

Building Safety Ratings - Proposed System

-	Earthquake Prone
☆	33%-67% code
☆ ☆	67%-100% code
☆ ☆ ☆	Full code compliance – IL2 (regular buildings)
☆ ☆ ☆ ☆	Full code compliance – IL3 (1.3 times code – important buildings)
☆ ☆ ☆ ☆ ☆	Full code compliance – IL4 (1.8 times code – essential facilities)

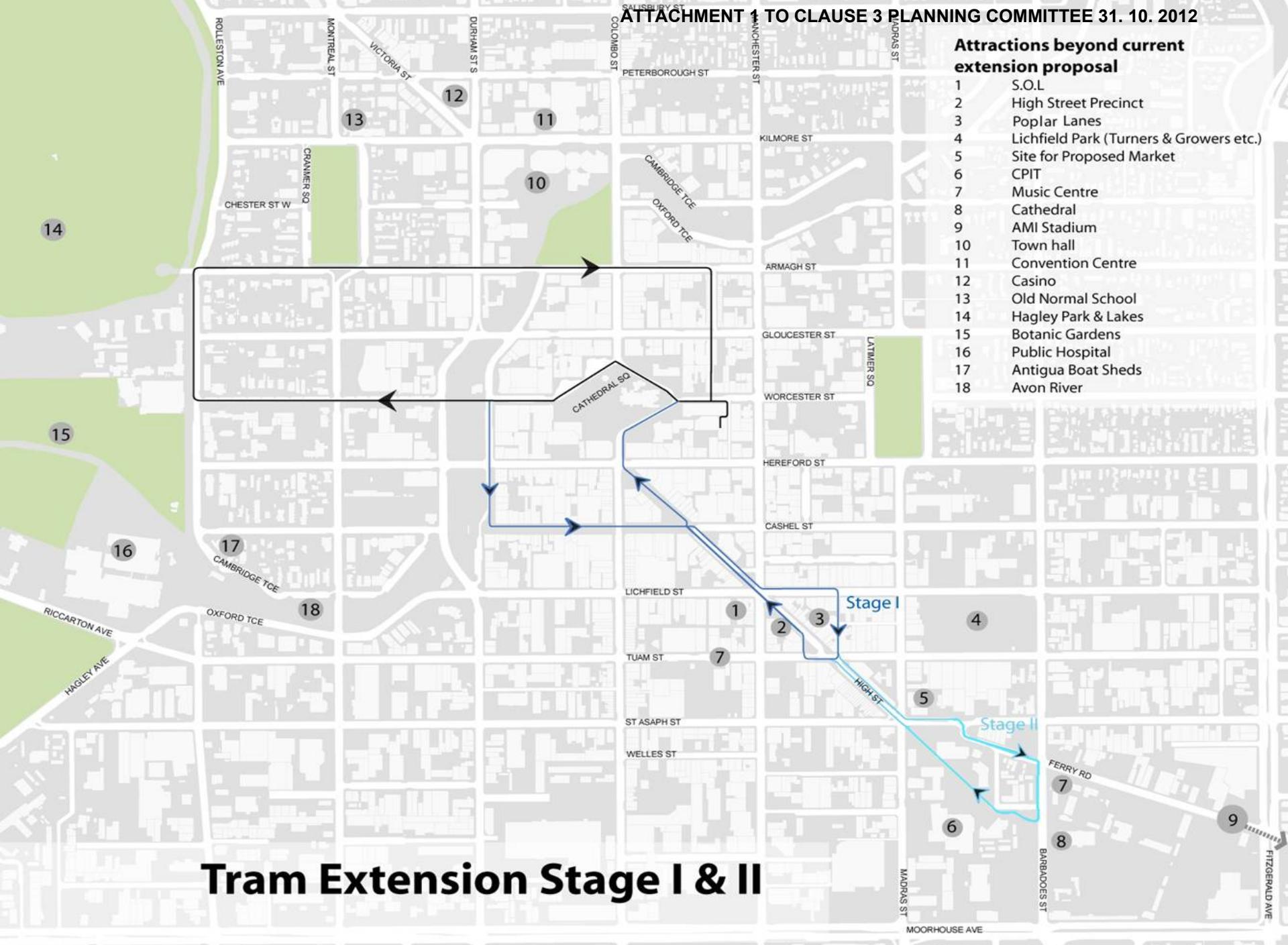
ATTACHMENT 1

Existing and Potential Land Availability - Christchurch City

Dated - 13 September 2012

Development Area / Name	Plan Change Status	Potential Sections as at Feb 2011	Sections Consented at or after Feb 2011	Sections Applied for but not yet consented	Balance of Sections (no application for subdivision consent received)	Infrastructure Provided		Constraints	Proposed completion of Infrastructure	Additional Notes
						Yes	No			
Large Development Areas										
Aidanfield	Zoning Operative	160	160							
Masham (Enterprise Homes/ Noble/ Delamain)	Zoning Operative	490	358							
				132	132			Planning - development of remaining 132 sections for Enterprise Homes dependant on adjoining Noble Investment development completing road connection		
Wigram Skies	Original subdivision (Stage 1)	1890	247	247						
			200							
				142		40	102	Wastewater - Pump station and pressure main 105 Water supply - Wilmers Road pump station Stormwater - developer to provide facilities as included in South West Catchment Management Plan		Project to be delivered by SCIRT Project to be delivered by SCIRT
	Plan Change 62 Operative				1548		1548	Wastewater - Pump station and pressure main 105 Water supply - Wilmers Road pump station Stormwater - developer to provide facilities as included in South West Catchment Management Plan	July 2013 July 2013	Project to be delivered by SCIRT Project to be delivered by SCIRT
Fulton Hogan Halswell West (Longhurst and Knights Stream)		1462	240							
			336			30	306	Wastewater - Pump station and pressure main 105 Wastewater - Pump station to Fulton Hogan Halswell West development Wastewater - Pressure main from development to Wigram Road sewer Water Supply - Wilmers Road pump station Stormwater - developer to provide facilities as included in South West Catchment Management Plan Stormwater - council to provide wetland areas	July 2013 July 2013 July 2013 July 2013 December 2013	Project to be delivered by SCIRT Developer constructing Developer to install (partial funding by CCC) Project to be delivered by SCIRT Wetlands development not a constraint on build programme
	Plan Change 60 Operative				886		886	Wastewater - Pump station and pressure main 105 Wastewater - Pump station to Fulton Hogan Halswell West development Wastewater - Pressure main from development to Wigram Road sewer Water Supply - Wilmers Road pump station Stormwater - developer to provide facilities as included in South West Catchment Management Plan Stormwater - council to provide wetland areas	July 2013 July 2013 July 2013 July 2013 December 2013	Project to be delivered by SCIRT Developer constructing Developer to install (partial funding by CCC) Project to be delivered by SCIRT Wetlands development not a constraint on build programme
Awatea	North Awatea Plan Change 5 Operative	400			400		400	Wastewater - Pump station and pressure main 105 Wastewater - Pump station to pressure main on Wigram Road Wastewater - Pressure main from Fulton Hogan development to pump station on Wigram Road (shared infrastructure) Water Supply - Wilmers Road pump station Stormwater - developer to provide facilities as included in South West Catchment Management Plan	July 2013 July 2013 July 2013 July 2013	Project to be delivered by SCIRT Project to be added to SCIRT programme Fulton Hogan to install (partial funding by CCC) Project to be delivered by SCIRT
	South Awatea Plan Change 5 Operative	810			810		810	Wastewater - Pump station and pressure main 105 Wastewater - Pump station to pressure main on Wigram Road Wastewater - Pressure main from Fulton Hogan development to pump station on Wigram Road (shared infrastructure) Water Supply - Wilmers Road pump station Stormwater - developer to provide facilities as included in South West Catchment Management Plan Planning - Development of the 810 sections subject to relocation / closure of Kart club	July 2013 July 2013 July 2013 July 2013	Project to be delivered by SCIRT Fulton Hogan constructing Fulton Hogan to install (partial funding by CCC) Project to be delivered by SCIRT <i>Council working with organisations to secure new site and plan for relocation. Multiple landowners likely to be constraint to development.</i>
Sparks Road	Plan Change 68 for part of Greenfield area - pre-lodgement stage	1810			1810		1810	Wastewater - Pump station and pressure main 105 Wastewater - Trunk sewer connection required from development site to PS 105 Water Supply - Wilmers Road pump station Stormwater - developer to provide facilities as included in South West Catchment Management Plan	July 2013 July 2014 July 2013	Project to be delivered by SCIRT Separate contract Project to be delivered by SCIRT
South Halswell	No plan change	780		220			220	Wastewater - Pump station and pressure main 105 Wastewater - Area is dependent on infrastructure provision for Sparks Road, South East Halswell and Hendersons Basin developments to enable outfall to PS 105 Water Supply - Wilmers Road pump station Stormwater - developer to provide facilities as included in South West Catchment Management Plan	July 2013 July 2013	Project to be delivered by SCIRT The provision of a wastewater outfall for this development will not be available until infrastructure is in place for the Sparks Road, Henderson Basin and South East Halswell developments as these will provide linkages to the wider trunk sewer system Project to be delivered by SCIRT <i>Application for subdivision consent received for 220 allotments (Oakvale Farm Limited)</i>
				560			560	Wastewater - Pump station and pressure main 105 Wastewater - Area is dependent on infrastructure provision for Sparks Road, South East Halswell and Hendersons Basin developments to enable outfall to PS 105 Water Supply - Wilmers Road pump station Stormwater - developer to provide facilities as included in South West Catchment Management Plan	July 2013 July 2013	Project to be delivered by SCIRT The provision of a wastewater outfall for this development will not be available until infrastructure is in place for the Sparks Road, Henderson Basin and South East Halswell developments as these will provide linkages to the wider trunk sewer system Project to be delivered by SCIRT
South West Halswell (balance being FH Halswell West)	No plan change	1744		1744			1744	Wastewater - Pump station and pressure main 105 Wastewater - Upgrade of pump station 60 Wastewater - Connections mains to PS 60 and PS 61 catchments Water Supply - Wilmers Road pump station Stormwater - developer to provide facilities as included in South West Catchment Management Plan	July 2013 July 2013 July 2013	Project to be delivered by SCIRT Project to be delivered by SCIRT Developer to install Project to be delivered by SCIRT
South East Halswell	Existing subdivision (Quarry View)	1060	27					Wastewater - Pump station and pressure main 105 Wastewater - Dependent on infrastructure provision for Sparks Road / Henderson Basin developments Water Supply - Wilmers Road pump station Stormwater - developer to provide facilities as included in South West Catchment Management Plan	July 2013 July 2013	Project to be delivered by SCIRT The provision of a wastewater outfall for this development will be restricted until infrastructure is in place for the Sparks Road and Henderson Basin developments as these will provide linkages to the wider trunk sewer system Project to be delivered by SCIRT
	No plan change			1033		1033		Wastewater - Pump station and pressure main 105 Wastewater - Infrastructure options to service the development have yet to be finalised and will be dependent on infrastructure provision for Sparks Road development Water Supply - Wilmers Road pump station Stormwater - developer to provide facilities as included in South West Catchment Management Plan	July 2013 July 2013	Project to be delivered by SCIRT The provision of a wastewater outfall for this development will be restricted until infrastructure is in place for the Sparks Road development as this will provide linkages to the wider trunk sewer system Project to be delivered by SCIRT
Hendersons Basin	No plan change	1383		1383			1383	Wastewater - Pump station and pressure main 105 Wastewater - Infrastructure options to service the development have yet to be finalised and will be dependent on infrastructure provision for Sparks Road development Water Supply - Wilmers Road pump station Stormwater - developer to provide facilities as included in South West Catchment Management Plan	July 2013 July 2013	Project to be delivered by SCIRT The provision of a wastewater outfall for this development will be restricted until infrastructure is in place for the Sparks Road development as this will provide linkages to the wider trunk sewer system Project to be delivered by SCIRT

Development Area / Name	Plan Change Status	Potential Sections as at Feb 2011	Sections Consented at or after Feb 2011	Sections Applied for but not yet consented	Balance of Sections (no application for subdivision consent received)	Infrastructure Provided		Constraints	Proposed completion of Infrastructure	Additional Notes
						Yes	No			
Prestons Road	Plan Change 30 Operative	2300		400						
					200		200	Planning / transport - City Plan currently requires upgrading of four intersections 1. Marshland / Mairehau - Developer to provide 2. Marshland / Prestons 3. Mairehau / Burwood - Developer to provide 4. Lower Styx / Marshland	December 2013	
					1100		1100	Wastewater - SCIRT has replacement of pumping stations 63 and 36 in its programme. These will be upgraded at time of replacement and cater for Prestons capacity, as an interim measure until final solution for waste water infrastructure is available. Stormwater - Secondary treatment proposed using Clare Park Water Supply - Developer to construct new pump station's (required within development after 600 sections)	December 2013	Provision of interim solution until new Northern Trunk Sewer constructed in 2015
Belfast Park	Plan Change 43 Operative	640			640	640				
East Belfast (balance being Belfast Park)	No plan change	510			510	510				Transport - Intersection upgrades may become a requirement as part of the Plan Change,
Belfast 293	Operative	1300			650			Environment Court requirement - Western part of Belfast 293 cannot proceed until a Notice of Requirement designating the Western Belfast Bypass alignment is issued by NZTA	December 2012	
Highfield Park	Plan Change 67 notified and submissions closed	2100			1300	650	1100	Stormwater - developer to provide facilities as included in the draft Styx Catchment Management Plan	December 2015	Instead of waiting for construction of new Northern Trunk Sewer, existing damaged network could be utilised to meet wastewater requirements. This action would require Ecan approval as it would marginally increase the number of overflows (estimated to be an extra 3-5 times per annum)
								Water Supply - new water supply pumping station required to supplement supplies in the North West zone	September 2012	Permanent new Northern Trunk Sewer planned for completion by December 2015
									December 2014	
Upper Styx	Plan Change 71 for part of Greenfield area - pre-lodgement stage	1962			1962	300	900	Wastewater - new Northern Trunk Sewer	July 2016	Instead of waiting for construction of new Northern Trunk Sewer, existing damaged network could be utilised to meet wastewater requirements. This action would require Ecan approval as it would marginally increase the number of overflows (estimated to be an extra 3-5 times per annum)
								Stormwater - Developer requires Ecan consent, assumption is that developer will provide infrastructure that will need to align with Styx Catchment Management Plan		
								Water Supply - new water supply pumping station required to supplement supplies in the North West zone.	December 2014	
Russley	No plan change	98			98	98				
South of Masham	No plan change	255			255	255				
Small Development Areas										
Te Repo Oaks - Halswell	Operative zoning	13	13							
288 Kennedys Bush Rd	Operative zoning	11	11							
Quarry Hill - Kennedys Bush	Operative zoning	8	8							
Southwest Motorway	Operative zoning	100			100		100	Pump station and rising main 105	July 2013	
Halswell on Park	Operative zoning	42	42							
Parkridge - Mt Pleasant	Operative zoning	24	24							
158 Mc Gregors Road - Rangers Close	Operative zoning	32	32							
Greenwood Farm - Richmond Hill	Operative zoning	24	24							
Wantikiri	Operative zoning	82	82							
Clearwater	Operative zoning	27	27							
Rostrevor Estate	Operative zoning	29	29							
Philpotts Rd (EPUnits)	Operative zoning	180	180							Elderly Person units
Alpine View (EPUnits)	Operative zoning	40	40							Elderly Person units
9 Pavilion Crescent, Addington	Operative zoning	5	5							
424 Manchester Street, St Albans	Operative zoning	7	7							
172 Fitzgerald Avenue, Linwood	Operative zoning	5	5							
12 Leaver Terrace, North New Brighton	Operative zoning	5	5							
86 St Lukes Street, Woolston	Operative zoning	18	18							
103 Mandeville Street, Riccarton	Operative zoning	12	12							
138 Kerrs Road, Wainoni	Operative zoning	8	8							
5/190 Lincoln Road, Addington	Operative zoning	5	5							
408 Worcester Street	Operative zoning	6	6							
11 Clarence Street, Addington	Operative zoning	8	8							
114 Nursery Road, Linwood	Operative zoning	8	8							
45 Oakhampton Street, Hornby (EPUnits)	Operative zoning	5	5							Elderly Person Units
56 Avonside Drive, Linwood (disabled units)	Operative zoning	7	7							Specifically built disabled units
38 Steadman Road, Masham (unit titles)	Operative zoning	5	5							Unit Titles
421 Wigram Road, Wentworth Park	Operative zoning	17	17							
97 Opawa Road, Opawa	Operative zoning	5	5							
6 Constance Place, Oaklands	Operative zoning	6	6							
Anthony Wilding Oaklands (EPUnits)	Operative zoning	35	35							Elderly Person Units (retirement village)
29 Clarence Street Sth, Addington	Operative zoning	8	8							
152 Holly Road, St Albans	Operative zoning	6	6							
272 Knowles Street, St Albans	Operative zoning	6	6							
126 Nursery Road, Linwood (unit titles)	Operative zoning	18	18							Unit Titles
468 Cashel Street, Linwood (unit titles)	Operative zoning	18	18							Unit Titles
78 Matipo Street, Riccarton	Operative zoning	5	5							
Anthony Wilding Oaklands (EPUnits)	Operative zoning	46	46							Elderly Person Units (retirement village)
50 Roberts Road, Hei Hei	Operative zoning	6	6							
486 Armagh Street, Linwood	Operative zoning	5	5							
16 Goldsmith Place, Waltham	Operative zoning	8	8							
Bridgestone - Langdons Rd, Papanui		0			0	0				Subject to approved Plan Change
Former Maltworks Site - Port Hills Rd, Heathcote Valley	Business 4	180			180	180				Elderly Person units and rest home
TOTALS - Small Developments		22486	2773	362	19351	3485	16564			





12 September 2012

To whom it may concern

Re-instatement of the Christchurch Tramway operation in central Christchurch

Christchurch and Canterbury Tourism has set itself a goal to recover annual visitor guest nights to Christchurch City to the 2010 level of 3.2 million by year end 2016. To achieve this goal we need to hasten progress with the restoration of accommodation, hospitality and visitor activities in the central city.

As it stands international guest nights in Christchurch have fallen by 55% when compared with the pre-earthquake levels. Visitor research completed over the 2011/12 summer period indicated that much of this loss is caused by perceptions that "there is little to do" in the inner city. It is for this reason that we strongly endorse the commitment by The Wood Scenic Line to restore Tramway operations in the inner city.

The restoration of the Tramway operation is important for the following reasons:

1. The Tramway operation is a unique and popular visitor attraction that had very high uptake with international and domestic visitors (280,000 users per year) prior to the February 2011 earthquake. The Tram also provides very good linkages around our inner city visitor activities and hospitality areas.
2. The Tramway has historical and heritage significance which is well appreciated by visitors. It has become an iconic activity that can deliver significant value in terms of the image of the city.
3. The Tramway will provide an excellent vehicle to provide visitor commentary on the post earthquake developments, restorations and tourism services.
4. The Tramway "Dining Car" will provide an additional dining option for visitors in an area of the city that is very short of restaurant options.
5. Travel sellers around the world will see the restoration of the Tramway service as an indication that Christchurch is getting back to "business as usual". The Tram has been a fixed part of many tour programmes for a long time and there is a high desire to have this product available again to attract visitors back into the heart of the city.

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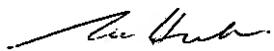
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6. The return of Tramway will provide confidence to other tourism sector investors that the central city is returning to normal and worth investing in.

CCT would be happy at any stage to provide further insights to the Christchurch City Council on the above commentary and endorse the value of having an early return to service for this iconic visitor attraction.

Yours sincerely



Tim Hunter
Chief Executive